

1979 MARCH 20

A Public Hearing was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C., on Tuesday, 1979 March 20 at 19:30 h.

PRESENT: Mayor T.W. Constable, In the Chair
Alderman D.P. Drummond
Alderman A.H. Emmott
Alderman W.A. Lewarne
Alderman D.M. Mercier
Alderman F.G. Randall

ABSENT: Alderman G.D. Ast
Alderman B.M. Gunn
Alderman D.A. Lawson

STAFF: Mr. M.J. Shelley, Municipal Manager
Mr. A.L. Parr, Director of Planning
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.

1. FROM COMPREHENSIVE DEVELOPMENT DISTRICT (CD) TO AMENDED COMPREHENSIVE DEVELOPMENT DISTRICT (AMENDED CD)

Rezoning Reference #28/73A

Lot 2 of E $\frac{1}{2}$ of S $\frac{1}{2}$ of Block 4, District Lot 4, Plan 11597

3836 Carrigan Court - located on the south side of the Lougheed Highway approximately 318 feet east of Bell Avenue, and northwest of the Carrigan Court cul-de-sac.

The applicant requests rezoning in order to amend Community Plans 5 and 10 (Area "H") to permit the development of a medium density Comprehensive Development apartment proposal.

Mr. Robert Kinsey, #301 - 3911 Carrigan Court, then addressed the members of Council regarding this rezoning proposal. Mr. Kinsey advised that when he purchased his home at 3911 Carrigan Court, he was not informed of any proposed developments for the adjacent site, the subject property in question. Mr. Kinsey's home abuts the cul-de-sac on Carrigan Court and he was of the opinion that a major traffic hazard will develop if the proposed 65 unit frame apartment development was permitted to proceed. There are many children currently playing in and around the area of the cul-de-sac whose safety would be in danger as a result of the increased traffic. In addition, Mr. Kinsey felt that the value of the home he recently purchased would substantially decrease in value and this feeling is shared by the other owners in the immediate area. Mr. Kinsey advised that he had canvassed the owners in the immediate area and of the 123 owners he was able to contact 76, and of the 76 contacted, 75 advised that they were completely opposed to this proposed development.

In response to a question from Council, Mr. Kinsey advised that he would like to see the subject property developed into a park site.

Mrs. H. Miller, #319 - 3921 Carrigan Court, then addressed the members of Council and advised that she had been a resident at Carrigan Court for the past six years. Mrs. Miller was on the original owners Council and is very concerned regarding the possible increase in traffic and parking if the proposed rezoning were to proceed. Mrs. Miller is not in favour of the rezoning proposal.

Mr. Roy Robinson, #103 - 9202 Horne Street, then addressed members of Council and advised that he was a resident of Lougheed Estates and was representing the other owners in this complex. Mr. Robinson stated that Lougheed Estates is right next door to the proposed development and all the owners currently residing at Lougheed Estates are in favour of the current proposal in preference to a 21 or 25 storey building. Mr. Robinson advised that he was in favour of this rezoning application.

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Mr. J.P. Daem, representing the applicant, advised that he was in possession of a survey that was conducted in the immediate area of the proposed rezoning and he forwarded this survey to the Municipal Clerk for distribution. The text of the survey is as follows:

INTRODUCTION

Background:

The proposed site was subject of rezoning which was approved April 8, 1974. The comprehensive development plan called for a 125 unit, 21 storey condominium apartment tower.

The Developer had not proceeded with the proposal prior to February 1978 at which time Cee-Dee Associates were retained as consultants to make recommendations to the Developer on the feasibility of the project.

A review was made on the current attitude towards highrises and the general growth patterns of this area.

Study Purpose:

As a preliminary means of providing the necessary information to the Developer, a consumer attitude survey of the area was undertaken, and more specifically, the community attitudes were polled to determine the impact of the proposed building on the established community.

An attempt would then be made to develop the site in a manner which remained economically viable and yet addressed itself to the main concerns expressed by the residents.

Study Area:

Four hundred and two homeowners were polled in person or by questionnaires in Loughed Estate, Woodstone Place, Wiltshire Village and Braemar Gardens. The following is a summary of these findings....

Major Neighbourhood Problems (Site 3):

- 85% cited lack of visitor parking facilities
- 62% cited density
- 44% vandalism

The Other Major Considerations Were:

- Traffic congestion - 41%
- Lack of park and playground facilities - 10%

Major Attributes of the Area:

- Close to shopping facilities - 100%
- Quiet relaxing environment - 54%
- Aesthetically appealing - 38%

The majority of those polled (64%) had lived in the area less than three years and only 25% had lived in the area four years or more.

Future Development:

90% of those polled opposed the construction of another highrise and the following were given as main reasons opposing such a project:

- Traffic congestion - 32%
- Lack of parking - 22%
- Highrise is unaesthetic - 32%
- Too many highrises in the area - 24%
- Overpopulation - 42%

In response to the preferred development for the area the following were rated by the residents....

- 3 or 4 storey frame building - 36%
- Townhouse - 13%
- Single Family - 1%
- Office Tower - 1%
- Pub - 1%
- Undecided - 8%

Conclusion:

It was abundantly clear that the major consideration to developing this site would have to:

- minimize parking and traffic congestion
- retain a low configuration
- be aesthetically appealing
- impose a minimal visual and environmental impact on the community

The Proposal:

The proposed development therefore has:

- 1) Been reduced in density by 50%
- 2) No above ground parking to minimize the vehicular impact and maximize landscaped areas
- 3) Retain the low profile of adjacent buildings
- 4) Will not overlap with the westerly buildings to optimize privacy

Conclusion:

We feel that in co-operation with the residents and the Municipal staff a design has been achieved which is compatible to the area, the site and generally addresses itself to the concerns of the residents of the area.

Respectfully submitted,

Cee-Dee Associates
J.P. Daem, President

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

2. FROM COMPREHENSIVE DEVELOPMENT DISTRICT (CD) TO AMENDED COMPREHENSIVE DEVELOPMENT DISTRICT (AMENDED CD)

Rezoning Reference #62/75D

Portions of Lots 129 and 130, District Lot 124, Plan 51872

2548 Eastbrook Parkway - located in the area northeast of the intersection of Willingdon Avenue and the Trans Canada Highway, between Still Creek and the Burlington Northern Railway line. The subject site is a phase within the Eastbrook Executive Park project.

The applicant requests rezoning in order to construct one warehouse/distribution/office building of 2,390.33 m² (25,720 sq.ft.) in accordance with the land use pattern in the Community Plan guideline (Site B) which received Three Readings by Council in 1978 and which will be forwarded shortly to Council for Final Adoption (RZ#62/75C). The subject site is adjacent to a planned racquetball sports facility and restaurant which will be situated on an adjacent site to the south, on Eastbrook Parkway. The applicant will be pursuing the subdivision of this site from a large parcel.

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

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

Rezoning Reference #45/76A

Lot 1 except E. 93 feet & except Expl. Plan 15008 and except Ref. Plan 15201, District Lot 125, Plan 3520; Lot "B", Blocks 1, 2, 3, 4 and 6, District Lot 125, Ref. Plan 15201, Plan 3520; Lot 1 E. 93 feet, Blocks 1, 4 and 6, District Lot 125, Plan 3520; Lot 2 of Lots 1-6, District Lot 125, Plan 3520

1848/1868 Delta Avenue; 5030 Halifax Street; North Portion of 1942 Delta Avenue - located between Delta Avenue and Woodway Place, just north of the Loughheed Highway.

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The applicant requested rezoning in order to construct an 86 unit, rental frame apartment with underground parking.

Mr. H.F.R. Adams, 4771 Ridgelawn Drive, President of the Brentwood Park Ratepayers' Association, then addressed the members of Council and requested that this particular rezoning proposal be tabled until an adequate study of the effects of the development on the neighbourhood could be undertaken by the community at large.

The Mayor advised Mr. Adams to continue with his presentation and at the completion of such, Council members may or may not consider his request.

Mr. Adams then made reference to the questions as contained in a letter addressed to the Mayor and Council and dated 1979 March 15, the text of which is contained hereunder:

Re: Rezoning in Community Plan Area "D", Brentwood

Dear Sirs and Madam:

Mr. Herb Adams, President of the Brentwood Park Ratepayers' Association wishes to make representation in regard to the above noted subject at the rezoning hearing to be held on Tuesday, March 20, 1979.

Some questions he would put forth relating to the subject:-

1. Has the impact on the traffic in the region been given some thought?
2. Has the Fire Chief had input with the Planning discussions?
3. What incentive can Council give to impress the developer on the importance of maximum use of the underground parking which he has provided for the renter?
4. Is adequate off-street parking for visitors provided?
5. Who is going to require the landscaping of the buffer-zone?

Yours truly,

Mrs. Isabelle Ulmer
Secretary, Brentwood Park Ratepayers' Association

In response to the questions put forward by Mr. Adams, and contained in the above letter, Council requested that the Director of Planning attempt to answer these questions at this time.

Mr. A.L. Parr, Director of Planning, then briefly answered the questions as contained in the letter. Mr. Parr advised that the matter regarding the subject of traffic studies can be best answered by the fact that the community plan for the area was a subject of a considerable amount of review, along with a great deal of consideration to the traffic, approximately two years ago. At that time, the plan was amended to change the density of the apartment proposals and the road patterns were amended with blockages and barriers created in order to resolve what were considered to be problems in the area. This particular proposal is simply an implementation of the plan that was changed and the traffic plan that was developed at that time. I feel the answer to this question is yes in that the traffic studies were done at the time the plan was amended. With respect to the involvement of the Fire Marshall, Mr. Parr advised that the Fire Marshall is in fact involved as a department, commenting on the Community Plan, and also will be commenting on this particular proposal. The proposed plans for all rezoning developments are circulated to all departments, including the Fire Department, and the Fire Department assures that there is proper access, proper fire hydrants, all the things that are necessary to ensure safety. The parking requirements do meet the guidelines as set down in the Burnaby Zoning By-law. Mr. Parr advised that the matter of requiring the parking charges to be included in the rent is a matter that has been pursued in the past by Council with the result that the Municipality has been advised that it has no authority under current legislation to require that a developer include the parking charges in the monthly rental fee. Regarding the matter of the park, the park that we are obtaining through this actual proposal is the area adjacent to Halifax Street and the scheme will also in fact provide about 100 to 120 feet of buffering on the west side of the proposal.

The intent of the proposal is to retain the treed area as a buffer and not to clear it and develop it as a play area. Work that would be done would be simply to clean the junk out of the area and would be done under the direction of the Parks Department.

Council requested that the Director of Planning respond in writing to the letter received from the Brentwood Park Ratepayers' Association in which answers would be provided to the questions of concern to the people in the area.

Council requested that the Director of Planning report on the land prices that were in existence when the Corporation purchased developable land in the Lougheed area as those prices would be comparable to the prices contained in this report. The request for this report was in connection with the land prices are reported in Section 3.3 General Comments, contained in the application for rezoning report.

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

4. FROM SMALL HOLDINGS DISTRICT (A2) AND TOURIST COMMERCIAL DISTRICT (C5) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

Rezoning Reference #22/77

Lot "B", District Lot 2, Plan 22562; Lot 2 except Ex. Plan with By-law 40233, Block C, Lots 2 & 3, District Lot 2, Plan 10399; Lot "A", District Lot 2, Plan 22562

9784/9848 Lougheed Highway and 9686 Government Street - located on the south side of the Lougheed Highway between Government Street and North Road.

The applicant wishes to have this site rezoned from A2 (Small Holdings District) and C5 (Tourist Commercial District) to CD (Comprehensive Development District) in order to permit the construction of 281 apartment units in three 4-storey frame buildings.

Mr. Barkley McLeod, the Architect for this project, then addressed the members of Council and advised that he was prepared to answer any questions that may arise regarding the proposed development. Mr. McLeod presented drawings of the proposed development for view by both Council and those concerned citizens in attendance, and then provided a brief verbal description regarding the proposal.

Mrs. Nancy Chisholm, 9834 Belfriar Drive, then addressed the members of Council and read from a prepared brief, the text of which is contained hereunder:

Re: Rezoning Reference #22/77

Wherein Council will consider rezoning a certain parcel of land at 9784/9848 Lougheed Highway and 9686 Government Street, being area "H" on Community Plans Five and Ten.

From: Small Holdings District (A2) and Tourist Commercial District (C5)
To: Comprehensive Development District (CD)

For the purpose of allowing the construction of a 281 unit rental apartment development

The Director of Planning, dated 1979 February 21, has recommended a number of prerequisites be established to the completion of this rezoning, included in which are:

- a) A suitable plan of development.
- b) Completion of the requisite road exchange by-law (as illustrated in Sketch #1).
- j) Retention of as many existing mature trees as possible on the site.

GENERAL COMMENTS, paragraph 3.11 indicates that the Fire Prevention office has approved the fire truck access concept.

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The Village Del Ponte is an abutting development to the east and the south of the site herein, consisting of 106 individually owned town-homes known as Strata Plan NW655 and is identified as RZ 17/75 on Sketch #1. The Village opened in late 1976 and was sold out by early 1977.

As a member of the Council for the owners of the Village Del Ponte, I am instructed to convey to the Council of the Municipality, our unanimous objection to this rezoning application.

The following objections are not stated in any order of priority.

1. The Village Del Ponte was built by the same developer, Bosa Bros. Construction Ltd. Agents for the Developer informed a large number of prospective purchasers, concerned with abutting land, that a village similar to the Village Del Ponte would be built on the subject site, that is, an individual self-owned townhome village. Bruno Bosa confirmed this in person to the owners at the first Annual General Meeting of the Village in June of 1977.
2. Owners who purchased the properties on the north side of Belfriar Drive paid a premium of some \$5,000.00 per strata lot because of the privacy afforded by the creek and proposed retention of the character of the lands between them and the new village.
3. It was suggested to purchasers that the new village, to be built some two years hence, would increase values in the Village Del Ponte by the simple process of the inflation of construction costs in a village of similar character.
4. It was not made known to any owner in the Village Del Ponte; nor to any member of the appointed Council of the owners; nor to Strataco Management Ltd., the management company for the owners, that a dedication of lands had already been completed to provide for a road exchange identified as PCL D on Plan 50029 deposited in the Land Registry Office at New Westminster on the 28th April, 1976. This dedication of then Village Del Ponte lands in an area of 0.064 acres was not shown on any site plans provided to the owners of Village Del Ponte.
5. The roadways of Village Del Ponte are private property and, as such, are maintained by the owners at no cost to the Municipality. They were not designed for through traffic. The roadways would be hazardous if used by through traffic due to:
 1. Inadequate width.
 2. Absence of sidewalks in key roadway areas and narrow sidewalks elsewhere.
 3. Design curvatures and blind spots.
 4. Adjacency to carports.
 5. Adjacency to parking areas.
 6. Decorative obstructions.
 7. The location of the children's play area.
 8. Proximity to the Village Recreation Centre.
 9. Lack of compatibility between the design for the proposed new roadway and that existing in the Village.

The owners of the Village Del Ponte have instructed the Strata Council to inform the Municipal Council of:

- 1) their objection to a road exchange.
- 2) their concern that the safety and privacy of Village Del Ponte be maintained by a dead end to Belfriar Drive west, on the south side of the creek and further, to relocate any turnaround in a new development so as to end 55.64 feet north of the present dedication.
6. The area bounded by Government Street, the Lougheed Highway, North Road and the Trans Canada Highway, which includes the subject site and Village Del Ponte, is the low point for the watershed stretching north beyond the Lougheed Mall and eastward beyond the Cariboo Plaza.

Much of this watershed drains into a creek which runs through the Village Del Ponte from the east and south eastward to a culvert under the Freeway.

The Pacific Weather Office records, for the site location, show that in 1978 the annual average rainfall in a twenty-four hour period was 2.8 inches.

Their records further show that in 1968 the annual rainfall in a twenty-four hour period was 5.8 inches.

On February 24, 1979 the water level rose to within 9 inches of the underside of the bridge on Bridgewater Crescent when 3 inches of rain was recorded in a twenty-four hour period.

In 1978, a trench had to be excavated by Bosa Construction to the rear of the North Block of townhomes on Bridgewater Crescent to control flooding of patios at these properties.

The proposed development has a gross site area of 5.654 acres. The excavation area for the parking level, together with buildings and roadways of impermeable materials have an area estimated at 4.3 acres or an impermeable ground cover of 76 percent of the site.

Drainage on a site with an impermeable mass of this magnitude at prevailing average rainfalls, making no allowance for impervious soils, surrounding roads or footways or a watercourse around foundations, would generate over a twenty-four hour period:

1978.....	270,000 Imperial Gallons
1968.....	560,000 Imperial Gallons
February 24, 1979.....	290,000 Imperial Gallons

This volume of water must drain through the Village Del Ponte or at some point into the creek which backs up into the Village Del Ponte.

No proposal should be permitted which provides this mass of impermeable ground cover at risk of considerable property damage to others.

- 7. The proposed parking structure extends beyond the visible buildings. The distance from the property line adjacent to Bridgewater Crescent at the northeast corner - elevation 208 feet - is approximately 20 feet.

The maximum width at the south - elevation 175 feet - is approximately 40 feet, and to the west at Belfriar - elevation 170 feet - is approximately 40 feet.

In addition to the drop of approximately 40 feet from north to south, the topography shows a drop of some 10 to 15 feet between the sites.

Such an excavation would require removal or cause the loss of most, if not all, of the existing trees and shrubs. This renders useless the intent of the Planning Director's prerequisite #J.

It is not in the best interests of those residents of Village Del Ponte whose privacy is intruded upon by the four stories of apartments whose outlook is window to window from a height of some 45 feet.

- 8. The separation of the proposed visible buildings from the property line vary from approximately 30 feet at Bridgewater to 50 feet at Belfriar.

The top of the parking structure is to be covered with two feet of soil, from which level the topography drops 10 to 15 feet to the property line.

In our opinion the depth, topography and limiting width of this separation preclude the root structure of any but the smallest of trees.

9. The proposed structures are cedar shingle and stucco components to a height of some 40 feet above a grade which rises some 10 to 15 feet above Village Del Ponte. In the event of fire, such structures will burn down onto the Village Del Ponte.

Village Del Ponte is frame and cedar shingles. In the event of fire, Village Del Ponte will burn down into the village.

Neither the grade nor the design of the proposed development allow firefighting equipment appropriate access to the south or east separations between the properties.

10. The Community Plans Five and Ten were approved by Council in 1970 long before the considerable growth of medium and high density property in the nearby area - much of which is still vacant or unsold.

The success of Village Del Ponte supports the need for quality self-owned low density development in the area.

There is strong evidence that a Community Plan devised in 1970 should be updated as developments proceed and be flexible to the sequence and character of those developments.

11. We have come through a period of growth when higher densities have encroached upon established communities with a backlash that has been felt across North America through loss of privacy, security and property values. It is accepted that construction of rental property adjacent to self-owned depresses the value of self-owned properties.

To open a completely low density community such as Village Del Ponte and then to promptly "rezone" the abutting properties to a higher density is to ignore the lessons of history. Such a practice discourages individual ownership and investment.

12. We understand that the BURNABY DEVELOPMENT COST BY-LAW 1979 has not been passed by Council.

The Neighbourhood Parkland Levy proposed at \$528.00 per unit for townhomes at 12 per acre escalates to \$1,125.00 per unit for the proposed development of 50 per acre.

The resultant Levy increases from \$35,735.00 for townhomes to \$316,125.00 for medium density on the same site.

It cannot escape the comment that such a formula encourages the sprawl of higher density development, as it exacts an escalating revenue to the municipality.

We object to options which are in conflict with the need for objective planning; increased occupancy costs and are not in the best interests of the electorate.

Respectfully submitted on behalf of the Council
for the Owners of Strata Plan NW655 of the
Village Del Ponte,

Charles E. Reith, Chairman
Nancy E. Chisholm, Vice-Chairman

Council advised that they wished staff to report on the variety of questions raised with respect to the written presentation as read by Mrs. Chisholm. It was Council's understanding that they would not be required to vote on this rezoning proposal until such time as the questions were answered. The Mayor indicated that Council will follow the usual procedure whereby staff will make a report to Council before the by-law is submitted for First Reading.

Alderman Mercier indicated that there were some questions previously asked by Council and a report brought forward regarding the heights of the proposed structures and the comment was made that the applicant would have to obtain certain approvals or make commitments to the Building Department. Alderman Mercier was under the impression that one of the buildings would be four storeys in height as a result of the topography of the area and it now appears all buildings will be four storeys high. Alderman Mercier wished the report originally brought before Council on this matter to be again included in the report dealing with questions arising from this Hearing.

Miss Darlene Ansley, 9819 Belfriar Drive, then addressed the members of Council and advised that she was a resident of Village Del Ponte and read from a prepared brief. Miss Ansley's primary concern was regarding the financial and aesthetic effect that the proposed development would have on her home. A copy of Miss Ansley's presentation was provided to the members of Council.

Mr. Horst K. Anders, 2906 West 36th Avenue, Vancouver, B.C., then addressed members of Council and advised that he was an absentee owner, owning five two-bedroom townhouses in the Village Del Ponte development. Mr. Anders advised that he objected to the proposed development on the basis of the height of the proposed structures and the traffic congestion that would be created. The tenants that occupy his units at present have complained to him on a number of occasions regarding the parking in the area. Mr. Anders felt that if the proposed development were to go ahead, it would only increase the parking problems.

Mrs. D.R. Allan, 9867 Belfriar Drive, then addressed the members of Council and questioned whether there is a proposed sidewalk planned along the south side of the Lougheed Highway.

Mr. A.L. Parr, Director of Planning, advised that no sidewalk is planned for the south side of the Lougheed Highway.

Mrs. Allan then advised Council that the children currently residing in Village Del Ponte find it necessary to walk along the Lougheed Highway on their way to school. It was Mrs. Allan's opinion that the proposed Keswick School will not be built because of declining enrollment and therefore children living on the south side of the Lougheed Highway in the area of Village Del Ponte will continue to attend Cameron School. Mrs. Allan referred to Section 2, Item I of the Rezoning Application Report which provides a deposit of a per unit levy in the amount of \$14,050.00 towards meeting the cost of the new pedestrian underpass under the Lougheed Highway. Mrs. Allan felt that the underpass was of no benefit to the children currently residing in Village Del Ponte and would, in addition, be of no value to the children that will be located in the new proposed development. The reason why the underpass is of no use is that the children, in order to get to the underpass, have to cross Government Road where visibility for northbound traffic is very poor. Mrs. Allan proposed that a pedestrian overpass over the Lougheed Highway and Government Road would be the only logical step to take in order to safeguard the children on the way to school.

Council requested that the Director of Planning comment on the advisability of reconsidering the feasibility of the sidewalk verses the underpass in light of the traffic on Government Road.

Mr. Gordon R. Peck, 4299 Bridgewater Crescent, then addressed the members of Council and read from a prepared brief, copies of which were presented to the members of Council. Mr. Peck felt that the proposed plan for the subject property was a radical change from that proposed when the Village Del Ponte units were being marketed. Mr. Peck was concerned with the lack of concern that the new development would have on the Village Del Ponte residents. Included in his concerns were the privacy of the residents of the Village Del Ponte along with the security and aesthetic value that may be lost to those owners.

Mr. W.I. Pannell, 4275 Bridgewater Crescent, then addressed members of Council and advised that he was the instigator with respect to the comments regarding water problems previously mentioned by Mrs. Chisholm. Mr. Pannell advised that he had a friend who was a soils engineer and a lot of the data pertaining to the water problem was obtained by Mr. Pannell from sources contacted on the advice of the soils engineer.

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Mr. M.P. Stanton, 9837 Belfriar Drive, then appeared before the members of Council and advised that he was in complete agreement with all of the previous speakers and was in total opposition to the proposed rezoning. Mr. Stanton also advised that he could not understand why the drawings did not show the proposed cul-de-sac which is in the proposal and is located partially on Village Del Ponte property.

Mr. T.J. Carter, 9843 Belfriar Drive, then addressed the members of Council and advised that he was the Chairman of previous owner Councils at Village Del Ponte and was very much opposed to the proposed rezoning. Mr. Carter advised that he felt the community plan for the area should be revised and the medium density proposal should not be allowed to be constructed in the area where the low density Village Del Ponte homes are now located.

Mrs. Pat Corbet, 9813 Belfriar Drive, then addressed members of Council and advised that this was the second time in the past year that she had to defend her home against possible destruction of the natural wooded area located adjacent to her property. Mrs. Corbet advised that the remaining owners in Village Del Ponte wished to relocate the children's playground some time ago, from where it was presently located to an area in front of her home. When the remaining owners discovered the premium price that was paid by the twelve owners along Belfriar Drive for the privilege of having the wooded area adjacent to their property, they decided to leave the playground where it was originally located. Mrs. Corbet is asking the same consideration of Council with respect to the destruction of the wooded area.

Mr. Charles E. Reith, 9891 Millbrook Lane, then addressed the members of Council and advised that he was the Chairman of the Strata Council of the Village Del Ponte. Mr. Reith elaborated on the presentations of the previous speakers and in addition, had a major concern regarding the road exchange which, if approved, may increase the amount of traffic and vandalism in the area. The residents of Bridgewater Crescent, which will be adjacent to building number three of the proposed development, are very concerned with access that firefighting equipment would have between the two developments. If a fire should occur in building number three of the new proposal, or in any residence along Bridgewater Crescent, then the very limited space between the two projects would definitely hamper the ability of the Fire Department to control such a fire. There is no firefighting access to the portion of building three, in the new proposal, that would be located between the two projects.

Mr. Firoz Lakhani, a Director of Pasco Properties Incorporated, then addressed the members of Council and advised that he had been involved in putting the project together for approximately the past four years. He advised that Bosa Bros. had only recently become involved with the project. Mr. Lakhani advised that when he originally appeared before Council with respect to this property, he was told that though the firm he represented wished to lower the density after having seen the success experienced by Village Del Ponte, that this would not be possible. The Community Plan was for medium density units on the adjacent property to Village Del Ponte. Mr. Lakhani was advised that the overall plan for the area would have highrise developments sloping down to the three and four storey developments on the properties now proposed for rezoning and then again slope down to one and two storey units of the Village Del Ponte. This method of development was preferred because of the topography of the land in the area.

In response to the statements made by Mr. Lakhani, the Director of Planning advised that they have been simply advising all applicants of the Community Plan.

Council requested that a report be brought forward indicating the access of fire equipment to all the buildings on the site with building number three as the major concern.

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

5. PROPOSED TEXT AMENDMENT TO ZONING BY-LAW FOR RESTAURANT FACILITIES IN INDUSTRIAL AREAS

In order to provide the means for a cafe or restaurant to locate within an industrial area, the following Zoning By-law amendments are proposed, as underlined below:

1) Section 5.1 (Designation of Districts):

- IV Industrial M
- Manufacturing M1 & M1r
- General Industrial M2 & M2r
- Heavy Industrial M3 & M3a & M3r

-The suffix "a" or other letter attached to a zoning designation denotes an area where additional uses are permitted subject to the regulations of the district to which the suffix is applied.

2) * Section 401.1 (Uses Permitted - M1 District):

- (18) In areas having an M1r designation: Cafes or restaurants (excluding drive-in restaurants) serving the day-to-day needs of industrial developments and their employees.

3) Section 402.1 (Uses Permitted - M2 District):

- (13) In areas having an M2r designation: Cafes or restaurants (excluding drive-in restaurants) serving the day-to-day needs of industrial developments and their employees.

4) Section 403.1 (Uses Permitted - M3 District):

- (17) In areas having an M3r designation: Cafes or restaurants (excluding drive-in restaurants) serving the day-to-day needs of industrial developments and their employees.

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

6. PROPOSED TEXT AMENDMENT TO ZONING BY-LAW FOR GROUP HOMES

Section 3

In order to delete the existing definition of "Group Home" from Section 3 of the Burnaby Zoning By-law and its replacement by the following:

"GROUP HOME means a residential care home which provides care, food and lodging and an opportunity for the social, emotional, physical and intellectual growth of children under the age of nineteen years living apart from their parents or guardians under the continuing guidance and supervision of group home parents or other qualified persons and which shall comply with all applicable provincial and municipal regulations."

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

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN DRUMMOND:

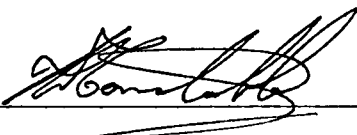
"THAT this Public Hearing be now terminated."

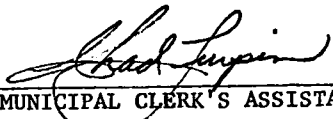
CARRIED UNANIMOUSLY

The Public Hearing was terminated at 21:14 h.

Confirmed:

Certified Correct:


MAYOR


MUNICIPAL CLERK'S ASSISTANT