

1983 JULY 25

A Public Hearing was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Monday, 1983 July 25 at 18:30 h.

PRESENT: Mayor W.A. Lewarne (In the Chair)
Alderman D.N. Brown
Alderman D.P. Drummond (18:44 h)
Alderman A.H. Emmott (18:40 h)
Alderman D.A. Lawson
Alderman G.H.F. McLean
Alderman E. Nikolai
Alderman V.V. Stusiak

ABSENT: Alderman T.W. Constable

STAFF: Mr. A.L. Parr, Director Planning & Building Inspection
Mr. R.D. Seath, Municipal Clerk's Assistant

The Public Hearing was called to order at 18:34 h.

1. FROM SMALL HOLDINGS DISTRICT (A2) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD), BASED UPON THE P5 DISTRICT GUIDELINES
"BURNABY ZONING BYLAW 1965, AMENDMENT BYLAW NO. 27, 1983" - BYLAW NO. 8073

Rezoning Reference #23/83

Lot 1, Block 2, D.L. 14, Plan 12158; Parcel "B", Ref. Plan 22811E, Except Part on Plan 26009, Lot 2 of Lot 2, Block 2, D.L. 14, Plan 3047; Lot 2, Except Parcel "B" with Fee 22811 and Except Parcel "C", Expl. Plan 10946 and Except Part on Plan 26009 of Lot 2, Block 2, D.L. 14, Plan 3047; Lot 3, Block 2, D.L. 14, Plan 3047.

7169, 7175, 7195 Cariboo Road and 8940 Trans Canada Highway - located on the west side of Cariboo Road and south of the Trans Canada Highway.

The intent of the proposed bylaw is to rezone the land to permit the development of a church and ancillary facilities for the Salvation Army.

Mr. John C. Whitehead, 7238 Cariboo Road, then addressed the members of Council and advised that Council has adopted in principle the concept of institutional uses for the Cariboo Road Study Area at the bottom of the Cariboo Road hill, and that staff was requested to prepare a development plan for the area, and questioned how Council could allow this rezoning to proceed without having the development plan approved and in place. The speaker stated that he did not disagree with the institutional zoning but wondered what the difference was in principle between Institutional, Commercial, Light Industrial and General Industrial District. There will still be traffic going in and out and would ultimately have the same impact on the Cariboo Road area. The speaker queried whether there was a demand for institutional property within the municipality other than for the Salvation Army. If the whole area is to obtain an institutional designation there should be a demand for the other properties in the area.

In the report of the Director Planning & Building Inspection dated 1983 May 24, Section 3.1(3) states that the Planning & Building Inspection Department will forward to Council a report outlining the areas that will be designated for institutional uses as well as providing the terms and conditions for the sale by Public Tender of these specific sites. Mr. Whitehead queried whether this statement means that the municipality wishes to purchase his property. With respect to the subject rezoning, the speaker advised that he has been a resident of Cariboo Road for eleven years and that there is a real traffic problem at the bottom of the Cariboo Road hill. Mr. Whitehead further advised that Cariboo Road is a two lane highway only and that he is unable to ingress or egress his property without occupying both of the travel lanes, and the situation is the same for the other residents living on Cariboo Road. This has resulted in numerous traffic accidents on Cariboo Road. The speaker was

of the opinion that if this rezoning is allowed to proceed then the applicant must be requested to upgrade Cariboo Road before final approval is obtained for the rezoning application. The speaker further advised that the plan as submitted by the Salvation Army includes a four hundred seat church with one hundred and nine parking spaces provided, and queried where the overflow parking would be provided for the users of the proposed church. Further, the speaker stated that the report makes reference to a "second phase" and queried as to what constitutes the second phase of development. The speaker wondered who would pay to upgrade the infrastructure in the area, i.e. water, roads, sewers, and felt that this cost should be included with the total cost picture for the development.

In response to the speaker's enquiry as to when the total development plan for Cariboo Road would be before Council, Mr. A.L. Parr, Director Planning & Building Inspection advised that the plan for the total Cariboo Road area would be presented to Council in September or October, 1983. Further, the concept plan for the area will show the subject property as having an Institutional designation, and that the property is owned by the Salvation Army who have purchased it for this use.

His Worship, Mayor Lewarne advised that the problems which Mr. Whitehead expressed with respect to ingress and egress to his property was the same for all residents on Cariboo Road, and that the purchase of his property as referred to by the speaker in his presentation would be on the basis of the other community plan if it was going to be for municipal use.

Further, His Worship, Mayor Lewarne advised that the servicing of this site will be a condition of the rezoning and it does state there will be a report from the Director Engineering with respect to the total servicing costs.

In response to a query from His Worship, Mayor Lewarne as to when the Director Engineer's report would be received concerning the servicing of the site, Mr. A.L. Parr, Director Planning & Building Inspection advised that the report would be forwarded to Council prior to any further readings of the bylaw.

In response to a query from a member of Council with respect to whether the speaker was for or against the subject rezoning, Mr. Whitehead advised that he was not opposed to the Salvation Army in principle but rather concerned that if the development was allowed to proceed then the community plan would have already been accepted without the benefit of public input.

In response to a further query from a member of Council with respect to whether the Director Engineering's report will cover the anticipated road plan for the area, Mr. A.L. Parr, Director Planning & Building Inspection advised that the report will address the road plan for the Cariboo Road area with some relocation to alleviate the grade on Cariboo Road and that Cariboo Road would function as a collector for the area, and therefore, would ultimately have to be widened from its current width to a 46' standard.

Further, Mr. Parr advised that the major access to the site would be from Cariboo Road properly regulated in the sense that there is no parking at the entrance to the site off Cariboo Road and that there would be a secondary access also to the site.

In response to a further query from a member of Council as to whether the plan for the site includes the upgrading of Cariboo Road to a 46' standard, Mr. A.L. Parr, Director Planning & Building Inspection advised that it is feasible to construct curbs and upgrade that portion of Cariboo Road adjacent to the site, however, it may not be feasible to accomplish this if that piece of road requires major regrading and in that event would have a lesser road standard requirement.

In response to a further query from a member of Council whether the proposed institutional use would be included in the community plan and occupy Mr. Whitehead's property as well as the property presently occupied by the mushroom farm, Mr. A.L. Parr, Director Planning & Building Inspection advised that the approved concept plan does show an institutional use for these properties.

Mr. Ralph G. Stacey, 7256 Cariboo Road, then addressed the members of Council, and advised that he has been a resident of Cariboo Road for 35 years and that he was not opposed to this development, however, expressed concern with the present and future traffic problems for the area and hoped that if this development were allowed to proceed it would expedite the completion of the proposed Stormont/Newcombe Interchange. The speaker felt that the residents on Newcombe are opposed to the Interchange because of the volume of traffic it would draw to the neighborhood and Mr. Stacey further advised that the residents of Cariboo Road did not want the traffic that they have been receiving on Cariboo Road. Cariboo Road is presently experiencing numerous daily serious accidents, and while being a feeder road for the freeway, is itself acting as a freeway.

In summary, the speaker stated that he hoped the Salvation Army was prepared for some serious accidents, and until something is done to open the Stormont/Newcombe Interchange the traffic accident situation on Cariboo Road will only worsen.

In response to a query from a member of Council, the speaker stated that he was in favor of this rezoning application.

Mr. William Reid, representing Musson, Cattell and Partners Architects, 1793 - Three Bentall Centre, P.O. Box 49047, Vancouver, then addressed the members of Council and advised that the firm of Musson, Cattell and Partners Architects is the architects for this development and the agents acting on behalf of the Salvation Army.

In response to the comments made by the previous speakers with respect to this development, Mr. Reid advised that the parking was indeed designed to provide more than the zoning bylaw requirement as a first phase and the idea behind the second phase is simply to provide room on the site should the Salvation Army find that they are short of on-site parking. The Salvation Army is anticipating that there would be no overflow parking onto Cariboo Road.

The access to the site has been developed in consultation with the Planning Department, and has been approved by the Department of Transportation and Highways. The majority of traffic which would utilize the Salvation Army site would occur on a Sunday and these users would be travelling the freeway and then gaining access to the site from Cariboo Road. Therefore, the section of Cariboo Road to the south will only receive a partial impact from this traffic.

With respect to the on-site servicing requirements, the speaker stated that his client is in receipt of correspondence from the municipality indicating that they would be responsible not only for the costs of upgrading services to the site but also of paying for half the cost of upgrading Cariboo Road along the frontage of their site.

In response to a query from a member of Council with respect to clarification of the Phase II development for the site and whether this entailed parking or building requirements, Mr. Reid advised that there is a Phase II parking development and that his firm is designing structurally for a possible additional second floor area not over the whole building but perhaps 4,000 - 5,000 square feet. It was the speaker's understanding that this possible Phase II development will not be approved as part of this rezoning application.

The Advisory Planning Commission wish to advise Council that following their consideration of this rezoning application, a decision was reached to support the rezoning of the property at 7169, 7175, 7195 Cariboo Road and 8940 Trans Canada Highway from Small Holdings District (A2) to Comprehensive Development District (CD) based upon the P5 District guidelines.

1983 JULY 25

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

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN LAWSON:

"THAT this Public Hearing relating to Rezoning Reference #23/83 be now terminated."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN McLEAN:
SECONDED BY ALDERMAN NIKOLAJ:

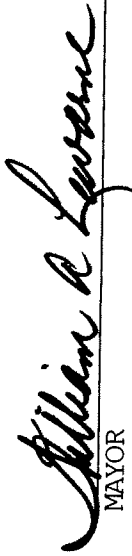
"THAT this Public Hearing (Zoning) do now adjourn."

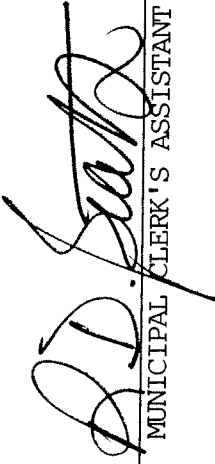
CARRIED UNANIMOUSLY

The Public Hearing (Zoning) adjourned at 18:55 h.

Confirmed:

Certified Correct:


MAYOR


MUNICIPAL CLERK'S ASSISTANT