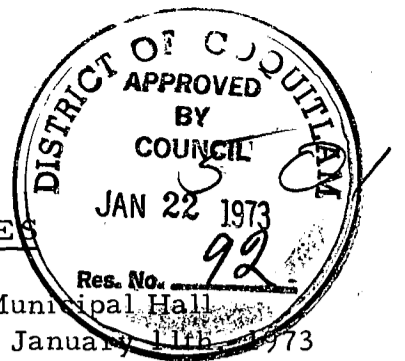


PUBLIC HEARINGS

Thursday, January 11th, 1973,
Public Hearing - 7.30 p.m.



PUBLIC HEARING MINUTES

A Public Hearing was held in the Council Chambers, Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Thursday, January 11th, 1973 at 7.30 p.m. to deal with applications to amend Zoning By-Law No. 1928 and amending by-laws.

Members of Council present were Mayor James L. Tonn, Ald. J. E. M. Robinson, Ald. S. W. Hofseth, Ald. R. B. Stibbs and Ald. L. A. Bewley. Also present were the Director of Planning, Mr. D. Buchanan and Deputy Municipal Clerk, Mr. T. Klassen.

The Public Hearing was advertised in The Columbian on Friday, January 5th and Saturday, January 6th, 1973 as well as in the Enterprise on Thursday, January 4th, 1973.

MOVED BY ALD. STIBBS
SECONDED BY ALD. BEWLEY:

That His Worship Mayor James L. Tonn act as Chairman to the Public Hearing and that Mr. T. Klassen act as Secretary to the Public Hearing.

CARRIED

The Director of Planning submitted a written brief to the Public Hearing dated January 11th, 1973 and a copy of that brief is attached hereto and forms a part of these Minutes.

ITEM #1 - Reference No. Z81/69

This was an application to rezone property at 772 Clarke Road from Neighbourhood Commercial (C-2) to Two Family Residential (RT-1).

There was no opposition expressed to this application.

ITEM #2 - Reference No. Z44/72

This was an application to rezone property at 1117 Quadling Avenue to allow for duplex construction.

There was no opposition expressed to this application.

ITEM #3 - Reference No. Z47/72

This item dealt with the re-definition of commercial uses in the C-2 Zone.

There was no opposition expressed to this proposed amendment.

ITEM #4 - Reference No. Z7/72

This item dealt with the rezoning of property at the intersection of Alderson Avenue and Lougheed Highway from Two Family Residential (RT-1) to Service Commercial (CS-1).

There was no opposition expressed to this application.

Thursday, January 11th, 1973,
Public Hearing, cont'd.

ADJOURNMENT

MOVED BY ALD. STIBBS
SECONDED BY ALD. ROBINSON:

That the Public Hearing adjourn. 7.35 p. m.

CARRIED

CHAIRMAN

BRIEF TO PUBLIC MEETING AND PUBLIC HEARING - JANUARY 11, 1973

ITEM #1

APPLICATION Z-81-69

On December 4, 1972 we reported to Council on the situation on this particular property, the rezoning of which was initiated on July 18, 1969 as far as the northerly 25 feet of said property is concerned. A portion to the south of that 25 feet out to the east was already zoned C-2 and was the site of McPhail's Grocery Store. On the south boundary, the zoning went back 243.97 feet.

Our December 4, 1972 report indicated that General Foods Ltd. had never proceeded with the agreement between the Municipality and General Foods Ltd. dated March 10, 1970. We also noted our concern about this isolated commercial site in a one-family housing area and the fact that the subdivision of the property creating a duplex lot to the east, along with road dedications for Sproule Avenue and the future north-south road on the east end of the lot never taking place. We indicated that if rezoning back to RT-1 did, in fact, go ahead, the applicant should be refunded the servicing and landscaping bonds under the agreement noted above.

At Council's suggestion, after passage of Resolution No. 1757 on December 11, I wrote to Mr. Madden of White Spot Ltd. who is now looking after this property in place of the former Mr. Frank Smith who initiated the rezoning back in 1969. Mr. Madden wrote back to me on December 22, 1972 and I attempted to telephone him on January 4, 1973 but found that he was out of town until January 8. On that date, we were again in touch by telephone and he expressed his concern about the effect of the rezoning on the value of this site. He was looking at the alternative of duplex lots and subdivision, and it was pointed out that access is not yet available from the east by Sproule Avenue until other land owners subdivide in the area.

I recommended to Mr. Madden that he be present at the Public Hearing in order that he could present the case of the Company as to how they would proceed under the alternatives of maintenance of the zoning at C-2 and under RT-1 zoning.

ITEM #2

APPLICATION Z-44-72

This application was made in early November, and it was the first application for duplex zoning in the Laval Square Area, which has now been zoned to RS-1 for the purposes of community control over future development. I recommended in my report to Council dated November 1, 1972 that the application be referred to the Advisory Planning Commission, and Council agreed. Resolution No. 2573 of the Commission looked at the general question of the duplex criterion of the 600 foot spacing on one side of a street and suggested that this not apply in the Laval Square Area. Resolution No. 2573 reads as follows:

"2573 MOVED BY MR. RICHARDSON
SECONDED BY MR. NEILSON

That the Commission recommend approval of this application since the Commission feels that in the Laval Square Area (as defined in application Z-70-71, and which has now been generally rezoned to residential to control apartment development) the normal duplex spacing criterion of 600 feet between duplexes on the same side of the street should not apply, except in the portion of the area designated for apartment development; the Commission notes that this was its intention in passing Resolution No. 2248 in regard to the rezoning of the Laval Square Area.

CARRIED."

I note that no plans for this particular duplex development were received by the Planning Department, and the APC dealt with the general question of rezoning in this area. This particular question should be explored with the applicants at the

Public Hearing if Council and the persons neighbouring along Quadling Street are concerned about the type of duplex proposed on the property.

ITEM #3

APPLICATION Z-47-72

This was an application initiated by the Planning Department to redefine the commercial uses allowed in the C-2 zone. The particular question which raised this matter was in regard to Windsor Plywoods wishing to locate in a building under construction in the C-2 zone on Ridgeway Avenue. The new Section 702(1)(a)(iii) would provide for the retail sale of "decorating goods" to allow decorative plywood to be sold in this zone. I would also note that the by-law is proposed to be tightened up to make sure that all commercial uses shall be enclosed within a building in the C-2 zone. Although the by-law did provide for this in that accessory outdoor storage, etc. is not allowed in the C-2 zone at the present time, the rewording will be much more specific.

As far as other uses in the C-2 zone are concerned, I think these are generally the same as the existing by-law, although the uses are defined more exactly.

I also note that the Advisory Planning Commission received this application and noted that it had been referred on to Public Hearing at their December 6, 1972 meeting under Resolution No. 2580.

ITEM #4

APPLICATION Z-7-72

This application deals with the triangular portion of land to the east of the Crown Tire site, reviewed at a Public Hearing on May 11, 1972 and June 22, 1972.

By Resolution No. 2451, passed by the APC on March 15, 1972, the Commission recommended "investigation by the applicants of the feasibility of acquiring the triangular area to the east so

as to avoid leaving a locked-in parcel". The Company and their engineering consultants proceeded on this matter, and it was not until October 17, 1972 that we were advised in writing of the purchase of this particular Lot A. On December 11, 1972, we received a letter from Mr. Bonettemaker, a consultant to Crown Tire, requesting rezoning of Lot A. This letter came after discussion with the applicants on December 5, 1972.

As this particular matter is simply adding in the triangular lot to the east of the proposed uses on that lot by Crown Tire Ltd., I will defer the more general discussion of the plans as a whole to the public meeting discussed below.

PUBLIC MEETING ON Z-7-72

This public meeting is to deal with the change in plans from the concept shown to the public at the meeting in June, 1972. The revised plans were received by the Planning Department on October 30, 1972. The Design Committee reviewed the plans on November 15, 1972 and recorded the following:

"The Committee finds the revised siting for the building an improvement over the original proposal, but wishes to see revised plans dealing with the following points prior to giving final approval:

- 1) The underside of canopies overhanging work areas should be acoustically treated to deaden sound transmission.
- 2) The sound baffle wall at the east end of the building should be extended to what was originally proposed.
- 3) The colours used should be subdued in view of the adjacent residential area; the Committee understands that coloured chits are being submitted.
- 4) The Committee is not satisfied that the fencing around the outside storage area in the south-west portion of the site will be compatible with the adjacent residences; details of this fencing should be shown.
- 5) The Committee wishes to see the design and location of all signs that will be erected.

REVISED PLANS REQUESTED."

Mr. Bonnettemaker, consultant to Crown Tire, then appeared before the Design Committee at their meeting of December 13, 1972. The Committee recorded the following:

"The Committee approved the revised plans subject to the following conditions:

- 1) That the applicant submit proposals for signs to the Committee at a later stage.
- 2) The letter of undertaking of December 13, 1972 from Mr. S. Bonnettemaker."

In explanation, the letter of Mr. Bonnettemaker deals with the various points raised by the Committee and resolves them.

As far as by-law matters are concerned, the Planning Department reviewed plans according to by-law on November 6, 1972, December 18, 1972 and January 11, 1973. We can now report that the proposal meets the by-law as far as CS-1 zoning and general provisions are concerned.

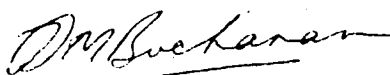
In summary, the changes from the June, 1972 submission are as follows:

1. The car service bays facing to the west are now facing northwards towards the Lougheed Highway; this would appear to be an improvement as far as the residential area to the west is concerned.
2. Truck service bays are now facing to the east and north, where previously they were proposed to face east only.
3. The colour scheme and design of the building has been changed. This is readily apparent in comparing the two coloured perspectives.
4. The building is slightly larger and the setback is further away from the Lougheed Highway. Therefore, the building is now closer to the lane to the west and to Alderson Avenue to the south. Under the former plans B-738, seen in June 1972, the floor area of the building was 15,000 square feet, and under the present B-900 plans, it is 16,019 square feet.

5. The sound deflection wall, parking layout and screening around unenclosed storage is very similar to that proposed in the original plans; the question of sound transmission from the tire operation, and in particular outside operations, was a matter of concern at the Public Hearing.

In many ways, the new plans represent an improvement to the situation of the Crown Tire development, particularly the western end of that development. The purpose of the public meeting is to explore further the nature of the changes and to answer any questions thereon.

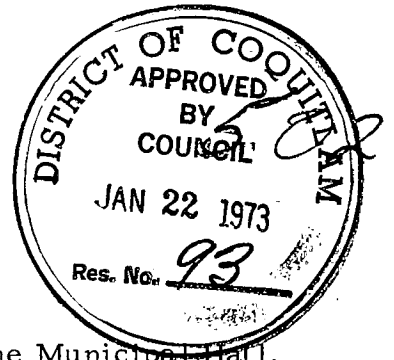
Respectfully submitted,



D.M. Buchanan,
Planning Director

DMB/ci

Thursday, January 11th, 1973,
Public Meeting - 8 p.m.



PUBLIC MEETING

A Public Meeting was held in the Council Chambers of the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Thursday, January 11th, 1973 at 8 p.m. to inform the public of proposed changes to the development at 653 Alderson Avenue.

Present were Mayor J. L. Tonn, Ald. Hofseth, Ald. Bewley, Ald. Robinson, Ald. Stibbs and Ald. Gilmore. Also present were Mr. D. M. Buchanan and Mr. T. Klassen, Deputy Municipal Clerk.

The Mayor called the Meeting to order and requested Mr. Buchanan to outline the changes proposed for the development. Mr. Buchanan read from his brief which he had presented to the Hearing and the comments in the brief were as follows:

"This public meeting is to deal with the change in plans from the concept shown to the public at the meeting in June, 1972. The revised plans were received by the Planning Department on October 30th, 1972. The Design Committee reviewed the plans on November 15, 1972 and recorded the following:

'The Committee finds the revised siting for the building an improvement over the original proposal, but wishes to see revised plans dealing with the following points prior to giving final approval:

- 1) The underside of canopies overhanging work areas should be acoustically treated to deaden sound transmission.
- 2) The sound baffle wall at the east end of the building should be extended to what was originally proposed.
- 3) The colours used should be subdued in view of the adjacent residential area; the Committee understands that coloured chits are being submitted.
- 4) The Committee is not satisfied that the fencing around the outside storage area in the southwest portion of the site will be compatible with the adjacent residences; details of this fencing should be shown.
- 5) The Committee wishes to see the design and location of all signs that will be erected.

REVISED PLANS REQUESTED'

"Mr. Bonnettemaker, consultant to Crown Tire, then appeared before the Design Committee at their meeting of December 13, 1972. The Committee recorded the following:

'The Committee approved the revised plans subject to the following conditions:

- 1) That the applicant submit proposals for signs to the Committee at a later stage.
- 2) The letter of undertaking of December 13, 1972 from Mr. S. Bonnettemaker.'

"In explanation, the letter of Mr. Bonnettemaker deals with the various points raised by the Committee and resolves them.

"As far as by-law matters are concerned, the Planning Department reviewed plans according to by-law on November 6, 1972, December 18, 1972 and January 11, 1973. We can now report that the proposal meets the by-law as far as CS-1 zoning and general provisions are concerned.

Thursday, January 11th, 1973,
Public Meeting, cont'd.

"In summary, the changes from the June, 1972 submission are as follows:

1. The car service bays facing to the west are now facing northwards towards the Lougheed Highway; this would appear to be an improvement as far as the residential area to the west is concerned.
2. Truck service bays are now facing to the east and north, where previously they were proposed to face east only.
3. The colour scheme and design of the building has been changed. This is readily apparent in comparing the two coloured perspectives.
4. The building is slightly larger and the setback is further away from the Lougheed Highway. Therefore, the building is now closer to the lane to the west and to Alderson Avenue to the south. Under the former plans B-738, seen in June, 1972, the floor area of the building was 15,000 square feet, and under the present B-900 plans, it is 16,019 square feet.
5. The sound deflection wall, parking layout and screening around unenclosed storage is very similar to that proposed in the original plans; the question of sound transmission from the tire operation, and in particular, outside operations, was a matter of concern at the Public Hearing.

"In many ways, the new plans represent an improvement to the situation of the Crown Tire development, particularly the western end of that development. The purpose of the public meeting is to explore further the nature of the changes and to answer any questions thereon."

A resident of the area inquired as to whether the watercourse across the subject property could not be enclosed at the time of construction of the development in order that the access to Alderson could be put in its proper place from the beginning rather than moving it at a later date. Mr. Buchanan explained that the Engineering on this project was currently being done, however, no guarantee could be made at this time that construction would be done.

The question of the location of the building on the site was also questioned and Mr. Bonnettemaker stated that the original design had the building set back 52 feet and the new design had the building set back 70 feet from Lougheed Highway.

The exit on to Alderson Avenue was again questioned and Mr. Bonnettemaker stated that once the watercourse is enclosed the exit would be moved 80 feet closer to Lougheed Highway.

The question of the increased size of the building was also discussed and the meeting was informed that the actual square footage of the building had increased 1,019 square feet but that the number of service bays had remained the same as that shown on the original plan which is six bays.

Thursday, January 11th, 1973,
Public Meeting, cont'd.

A resident of the area requested that truck traffic be regulated on Guilby Street and Alderson Avenue and the Mayor stated that upon completion of the development, if truck traffic becomes a problem in the area, Council will look at the problem at that time.

The developers were asked how many trucks per day they expect to service and the reply received was that it could be anywhere from 6 to 20 per day initially but it is hoped that this number would grow considerably.

ADJOURNMENT

MOVED BY ALD. HOFSETH
SECONDED BY ALD. BEWLEY:

That the Public Meeting adjourn. 8 p. m.

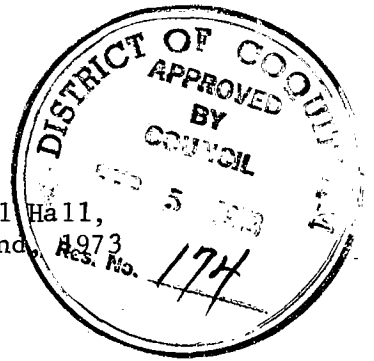
CARRIED

CHAIRMAN

Monday, January 22nd, 1973.
Public Hearing - 7:15 p.m.

PUBLIC HEARING MINUTES

A Public Hearing was held in the Council Chambers, Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Monday, January 22nd, at 7:15 p.m.



All Members of Council were present.
Members of Staff present were the Planning Director, the Municipal Assessor and the Municipal Clerk.

MOVED BY ALD. BOILEAU
SECONDED BY ALD. STIBBS

That His Worship Mayor J. L. Tonn act as Chairman to the Public Hearing and that the Municipal Clerk act as Secretary to the Hearing.

CARRIED

The Secretary stated that the advertising had been completed and all notices mailed.

Clause 1 - The District of Fraser Mills "Zoning By-Law No. 56, 1951" as amended, is hereby repealed.

Mr. Stafford of Crown Zellerbach introduced Mr. Vogel, solicitor for Crown Zellerbach, and others and stated that Mr. Vogel would present their request.

Mr. Vogel stated that they had no objections, but would request postponement so that they might be better prepared to present their position.

MOVED BY ALD. STIBBS
SECONDED BY ALD. BOILEAU

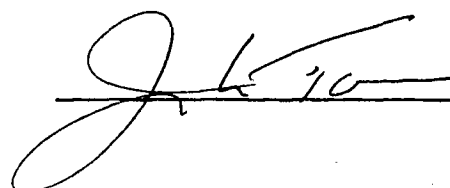
That the Hearing adjourn for one week to reconvene at 7:15 p.m. on January 29, 1973.

ADJOURNMENT

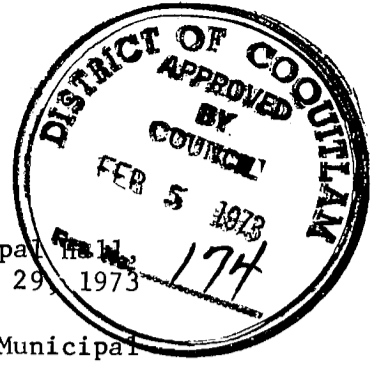
MOVED BY ALD. BEWLEY
SECONDED BY ALD. BOILEAU

That the Public Hearing adjourn.

CARRIED

 CHAIRMAN

Monday, January 29, 1973
Public Hearing - 7:15 p.m.



PUBLIC HEARING MINUTES

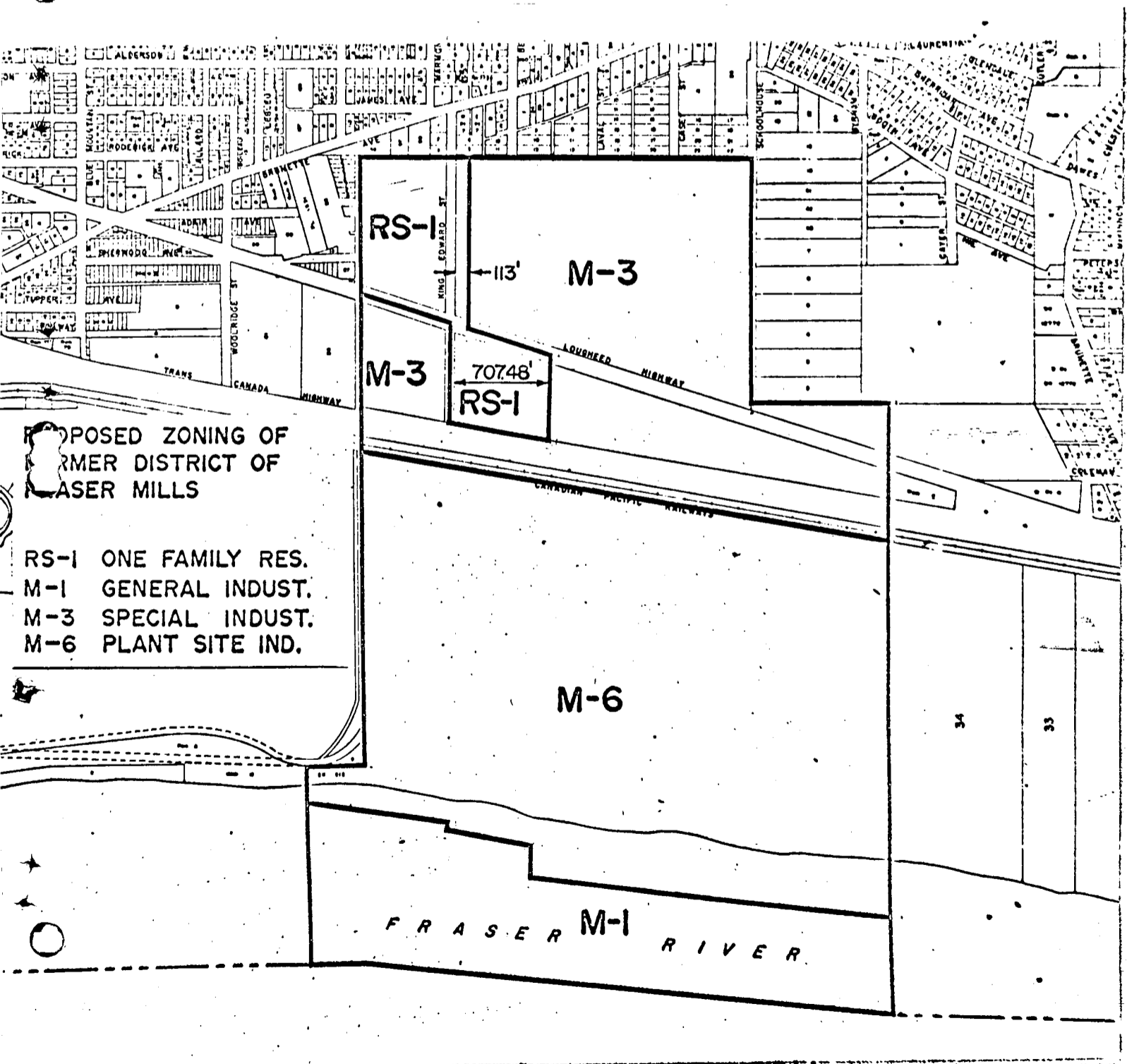
A Public Hearing was held in the Council Chambers, Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Monday, January 29, 1973 at 7:15 p.m. All members of Council were present. Members of Staff present were the Planning Director, the Municipal Assessor and the Municipal Clerk.

His Worship announced that the Public Hearing had been reconvened from January 22, 1973 at 7:15 p.m. to deal with the one item - The District of Fraser Mills Zoning By-Law No. 56, 1951.

ITEM #1

Clause #1 - The District of Fraser Mills "Zoning By-Law No. 56, 1951, as amended, is hereby repealed.

Clause #2 - The whole of the area formerly known as the District of Fraser Mills is hereby divided into zones as shown on the following map:



Clause #3 - Schedule A of the District of Coquitlam Zoning By-law No. 1928, as amended, is hereby further amended on Zoning Maps 20 and 21 thereof to include the zones designated under Clause #2 of this By-law.

Clause #4 - Section 302(1) is hereby amended to insert the following:

| <u>Short Form</u> | <u>Zone Designation</u> |
|-------------------|-------------------------|
| M-6 | Plant Site Industrial |

Clause #5 - Section 802(1) is hereby amended to add the following:

"(j) in the M-6 Zone shall include any type of industrial use permitted in the M-1 Zone."

Clause #6 - Section 803(1) shall be amended by adding the following:

"(c) in the M-4 and M-6 zones shall be sited not less than 25 feet from a front lot line or exterior side lot line.

(d) which are part of the industrial plant in the M-6 zone, shall not be restricted as to construction, maintenance or operation under this By-law."

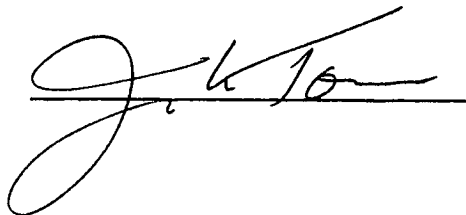
Clause #7 - No sign within the former District of Fraser Mills shall be regulated by this By-law.

Mr. Buchanan reported on discussions that he had with the officials of Crown Zellerbach and the resulting decisions reflected in By-Law 152A, 1973, - a copy tabled for Council's consideration, and during the question and answer period Mr. Buchanan compared the two by-laws 152 and 152A and the Fraser Mills By-Law #56. A copy of By-Law 152A is attached hereto and forms a part of these Minutes.

MOVED BY ALD. BOILEAU
SECONDED BY ALD. ROBINSON

That the Public Hearing adjourn.

CARRIED

 CHAIRMAN

BRIEF TO PUBLIC HEARING - JANUARY 29, 1973

I would like to present background information to Council on proposed by-law No. 152. The referral to Public Hearing took place by Council after consideration of a letter from Wolstencroft Agencies Ltd. in regard to their particular problems with the by-law regulations on the 6½ acre site they lease south of the Trans Canada Highway and east of King Edward Street. However, the particular matter goes back further than this, and the sequence of events is as follows:

1. March 15, 1972 - I write to Mr. G.L. Pearson, General Manager, Coastal Operations, Crown Zellerbach, in regard to a future report to Council on zoning of the Fraser Mills area.
2. March 24, 1972 - Dr. F. Whipple of Crown Zellerbach acknowledges receipt and indicates that his office is responsible for matters relative to the Fraser Mills property south of Highway 401. He also indicates that another division is responsible for other matters.
3. April 17, 1972 - I report to Council on the question of the sign regulations and zoning regulations in the former District of Fraser Mills, and a problem Crown Zellerbach has with their existing sign at their office building. I also recommend that the zoning of the Fraser Mills area be referred to the Advisory Planning Commission for their review.
4. May 3, 1972 - The Advisory Planning Commission, by Resolution No. 2483, recommend that the rezoning of Fraser Mills be referred to Public Hearing, but that the application be amended to show M-3 rather than M-1 zoning north of the Trans Canada Highway.
5. May 15, 1972 - By Resolution No. 739, Council table APC Resolution No. 2483, pending a report from the Planning Director as to what should be excluded, and until the land exchange is developed.
6. June 12, 1972 - I write to seek Department of Highways approval of the rezoning, including RS-1 zoning of the area on both sides of King Edward Street and south of the Lougheed Highway with existing housing in the area south of Mackin Park.
7. June 12, 1972 - I write to Dr. Whipple of Crown Zellerbach providing copies of the proposed zoning and ask for his comments.

8. June 23, 1972 - I write to Mr. Don South of the Department of Municipal Affairs to seek approval of the rezoning in principle since the rezoning affects a floodplain area and this requires the Minister of Municipal Affairs approval.
9. June 30, 1972 - Mr. E. Stafford, Property Development Administrator of Crown Zellerbach, discusses their legal and technical problems with industrial development.
10. July 5, 1972 - Don South replies, indicating that where the Regional Plan designates land either as urban or industrial, amendments in these two categories would have a favourable reception, but the final decision is of course up to the Minister.
11. July 6, 1972 - Mr. Stafford indicates that prior to zoning changes, suggested in my letter of June 12, the feasibility study and development plan of the Company be completed.
12. August 10, 1972 - Mr. A. Walisser, District Engineer of the Department of Highways, indicates that the Senior Approving Officer of the Department approves rezoning.
13. August 17, 1972 - I indicate to Mr. Stafford that I will not proceed further with the rezoning proposals, but will reactivate them at the beginning of 1973 since I do not want to leave an existing situation of the old Fraser Mills by-laws being left too long.
14. December 4, 1972 - After application for subdivision is made in Fraser Mills plant site area, I send copy of existing Fraser Mills Zoning By-law, certified by the Municipal Clerk to Mr. Stafford as requested; I also indicate I will be reactivating the zoning proposals for Fraser Mills in about a month's time and his comments would be appreciated.
15. January 4, 1973 - Wolstencroft write to Council indicating their problems with developing a second building on their 6½ acre site on King Edward Street.
16. January 8, 1973 - I recommend to Council that the Fraser Mills Zoning By-law be amended as shown on the maps attached to my report and Council approve this recommendation and refer the rezoning to Public Hearing.
17. January 12, 1973 - I write to Mr. Smithers of Wolstencroft Agencies and Mr. Stafford, Property Development Administrator of Crown Zellerbach, indicating that the rezoning has been referred to Public Hearing on January 22, 1973.

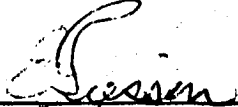
18. January 22, 1973 - The Solicitor for Crown Zellerbach Ltd. requests an adjournment in order that they can prepare their comments on the proposed zoning changes.

What I intend to illustrate to Council with the above sequence of events is that I have attempted to keep the Crown Zellerbach Company fully posted on the zoning proposals in the former District of Fraser Mills. Basically, the proposals are as follows:

1. An M-6 Plant Site Industrial Zone would be created in the designated plant site area, and the provisions of the M-1 Zone would generally hold in that area, except that buildings and structures which are part of the industrial plant in the M-6 Zone shall not be restricted as to construction, maintenance or operation. This is in keeping with the Letters Patent of Amalgamation.
2. The M-3 Zone would be provided north of the Trans Canada Highway, as recommended by the Advisory Planning Commission.
3. The RS-1 Zone would be provided in areas of existing housing along King Edward Street and south of the Lougheed Highway, as well as in the area south of Mackin Park. Rezoning of this RS-1 area to M-3 could be considered after the housing is removed and plans for the area west of King Edward Street and north of Lougheed Highway are resolved.

I would respectfully submit this brief in order to provide full information to Council on this particular rezoning proposal.

DMB/ci


D.M. Buchanan
Planning Director

DISTRICT OF COQUITLAM

BY-LAW NO. 152A

A By-law to amend the "District of Coquitlam Zoning By-law No. 1928, 1972", and amending by-laws.

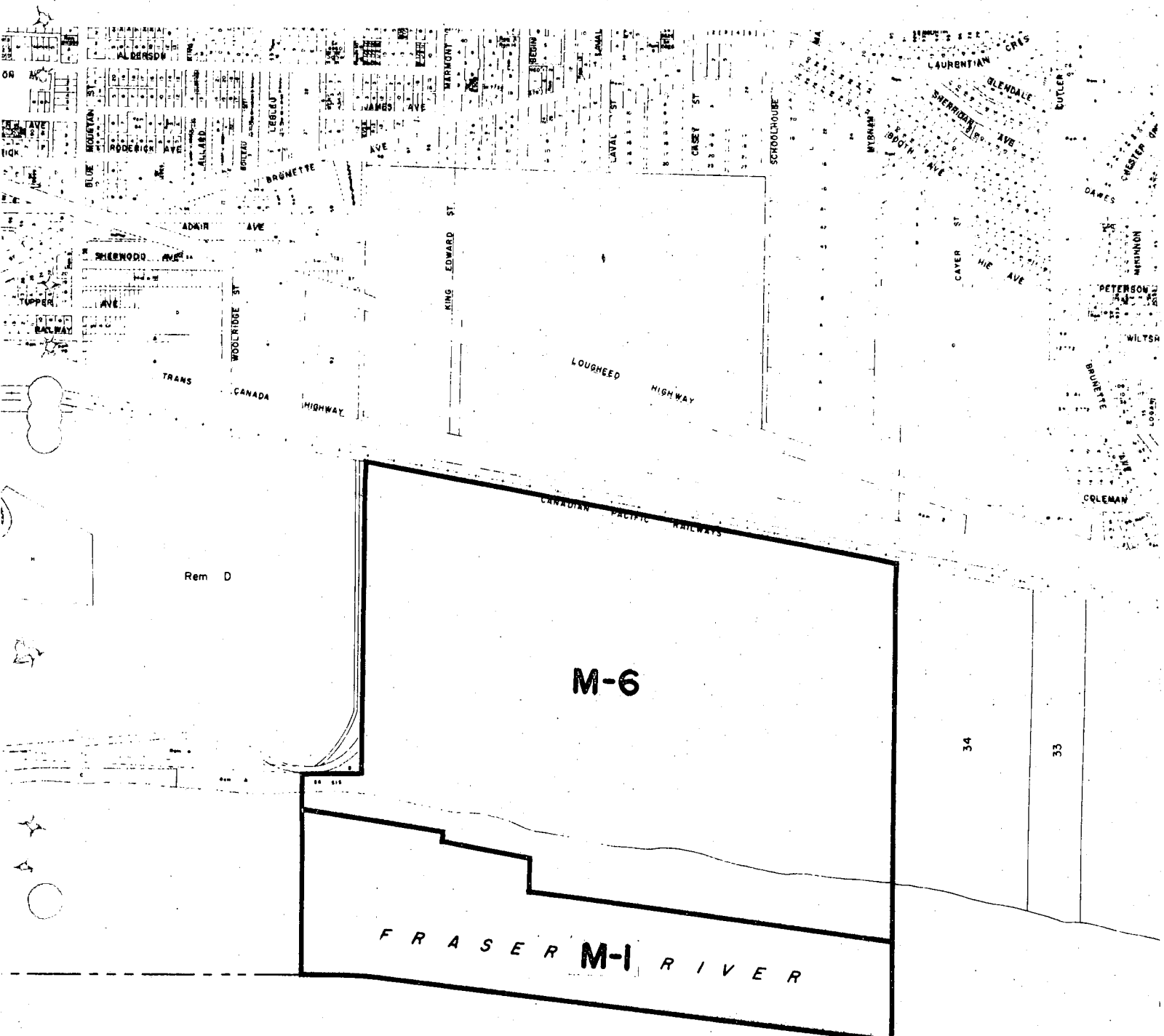
WHEREAS certain changes are necessary for the clarification and effective and efficient operation of By-law No. 1928, and amending by-laws, in accord with the "Municipal Act", Statutes of British Columbia, 1960, Chapter 255;

AND WHEREAS it is deemed expedient and desirable to amend certain zoned areas after the proper Hearing in accord with the "Municipal Act";

NOW THEREFORE the Municipal Council of the District of Coquitlam, in open meeting assembled, ENACTS AS FOLLOWS:

Clause #1 - The District of Fraser Mills "Zoning By-law No. 56, 1951, as amended, is hereby repealed where it affects lands being zoned under this By-law.

Clause #2 - A portion of the area formerly known as the District of Fraser Mills is hereby divided into zones as shown on the following map:



Clause #3 - Schedule A of the District of Coquitlam Zoning By-law No. 1928, as amended, is hereby further amended on Zoning Maps 20 and 21 thereof to include the zones designated under Clause #2 of this By-law.

Clause #4 - Section 302(1) is hereby amended to insert the following:

| <u>Short Form</u> | <u>Zone Designation</u> |
|-------------------|-------------------------|
| M-6 | Plant Site Industrial |

Clause #5 - Section 802(1) is hereby amended to add the following:

"(j) in the M-6 ZONE shall include any type of industrial use permitted in the M-1 ZONE."

Clause #6 - Section 803(1) shall be amended by adding the following:

"(c) in the M-4 and M-6 ZONES shall be sited not less than 25 feet from a front lot line or exterior side lot line.

(d) which are part of the industrial plant in the M-6 ZONE, shall not be restricted as to construction, maintenance or operation under this By-law."

Clause #7 - No sign within the former District of Fraser Mills shall be regulated by this By-law.

This By-law may be cited for all purposes as the "District of Coquitlam Zoning Amendment By-law No. 152A, 1973".

READ A FIRST TIME by an affirmative vote of two-thirds majority of all Members of Council this day of , 1973.

READ A SECOND TIME by an affirmative vote of two-thirds majority of all Members of Council this day of , 1973.

READ A THIRD TIME by an affirmative vote of two-thirds majority of all Members of Council this day of , 1973.

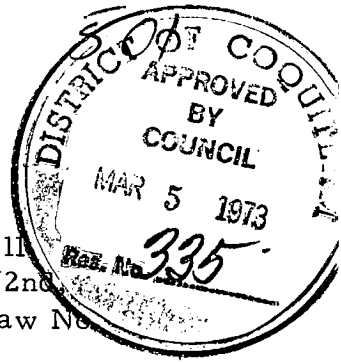
RECONSIDERED, FINALLY PASSED AND ADOPTED and the Seal of the Corporation affixed by an affirmative vote of two-thirds majority of all Members of Council this day of , 1973.

MAYOR

CLERK

Thursday, February 22nd, 1973,
Public Hearing - 7.30 p.m.

PUBLIC HEARING MINUTES



A Public Hearing was held in the Council Chambers, Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Thursday, February 22nd, 1973 at 7.30 p.m. to deal with applications to amend Zoning By-Law No. 1928 and amending by-laws.

Members of Council present were Mayor James L. Tonn, Ald. R. E. Boileau, Ald. J. W. Gilmore, Ald. S. W. Hofseth, Ald. R. B. Stibbs, Ald. L. A. Bewley and Ald. J. E. M. Robinson. Also present were the Municipal Planner, Mr. D. M. Buchanan and the Deputy Municipal Clerk, Mr. T. Klassen.

The Public Hearing was advertised in The Columbian on Friday, February 16th, 1973 and Saturday, February 17th, 1973. The Public Hearing agenda was also circulated to all ratepayers associations.

MOVED BY ALD. ROBINSON
SECONDED BY ALD. STIBBS:

That His Worship Mayor James L. Tonn act as Chairman to the Public Hearing and Mr. T. Klassen act as Secretary to the Public Hearing.

CARRIED

The Director of Planning submitted a written brief to the Public Hearing dated February 22nd, 1973 dealing with the applications on the Agenda and a copy of these comments is attached hereto and forms a part of these Minutes.

ITEM #1 - Reference No. Z 5/72

This item dealt with the rezoning of property located at 717, 719, 721, 729, 733 Brunette Avenue from Neighbourhood Commercial (C-2) to One Family Residential (RS-1).

Mr. John Woodward, the Secretary Treasurer for 420 Investments Ltd., addressed the Hearing to express his opposition to the proposed rezoning.

Mr. Woodward stated that his company had purchased the property at 729 Brunette some seven or eight years ago and that currently a fourplex building existed on the property. He went on to say that the company pays a business license on the property at the present time and further that the company had purchased the property because of its strategic location and its C-2 zoning.

Mr. Woodward stated that his company had purchased the property at 733 Brunette Avenue approximately two years ago and at that time had paid a high price because of the zoning and also because it would provide better access to their property. This property is currently being used by a Mr. Dupuis who operates a welding shop on the property at the present time. Taxes, in accordance with the C-2 zoning, have been paid on both lots for some time it was stated.

The Director of Planning, at this point, gave the background on the purpose of the rezoning, stating that the Council wished to see a more comprehensive development in the area and it is felt that by rezoning the property more control would be obtained by the Municipality with respect to the type of development and the services to be provided.

Thursday, February 22nd, 1973,
Public Hearing, cont'd.

Mr. Woodward stated that the present provisions under the Zoning By-Law already give the District strict control over the development on the property and, further, that they had originally concurred with the redesignation of this land to Service Commercial, however, in view of the fact that they did not know this interim step of zoning to a lower category was going to be undertaken, that they would have to withdraw their support at this time.

Mr. Woodward stated that they were also opposed to the rezoning because no guarantee could be given them that at some future time the rezoning would necessarily take place as another Public Hearing would have to be held and, further, the Department of Highways would have to approve any rezoning as well.

It was pointed out to Mr. Woodward that the uses currently existing on the two lots his company owns are both non-conforming at the present time.

A Mr. Matheson, speaking on behalf of the owners of Lot 20, concurred with the statements made by Mr. Woodward and went on to state that the property which they owned had been purchased with the intention of erecting an office building and approval for access from both the Department of Highways and the Municipality have been received.

Mr. Matheson stated that they have not proceeded because of certain financial reasons and also they felt that a possible better use could be made of the property under CS-1 Zoning.

It was stated that the owners had paid for the property under a valuation placed on the property in accordance with the C-2 Zoning and should the company now attempt to arrange a mortgage, the value of the property would be cut by 50% should the rezoning take place.

ITEM #2 - Reference No. Z 50/72

This item dealt with an amendment to Zoning By-Law No. 1928 with respect to the redefinition of Commercial uses in CS-1 Zone.

There was no opposition expressed to this application.

ITEM #3 - Reference - By-Law No. 125

This item dealt with an application by the District of Coquitlam to amend the Zoning By-Law to remove any reference with regard to regulating of signs.

There was no opposition expressed to this application.

ITEM #4 - Reference - Procedure for Z BL Amendment

This item dealt with an application by the District of Coquitlam to amend the Zoning By-Law with respect to changes to development proposals and Public Hearings.

There was no opposition expressed to this application.

Thursday, February 22nd, 1973,
Public Hearing, cont'd.

ITEM #5 - Reference No. Z 2/73

This item dealt with the rezoning of property located at 820 and 850 Greene Street from One Family Suburban Residential (RS-2) to One Family Residential (RS-1).

There was no opposition expressed to this application.

ITEM #6 - Reference No. Z 48/72

This item dealt with the rezoning of property at 1109 Hachey Avenue from One Family Residential (RS-1) to Two Family Residential (RT-1) to allow the development of a duplex.

There was no opposition expressed to this application.

ITEM #7 - Reference No. Z 10/73

This item dealt with the rezoning of property located on Leeder Avenue owned by Columbia Bitulithic from General Industrial (M-1) to Asphalt and Concrete Plant Industrial (M-4).

There was no opposition expressed to this application.

ITEM #8 - Reference No. Z 11/73

This item dealt with an application by the District of Coquitlam to amend the designation of Dewdney Trunk Road with respect to major arterial streets.

There was no opposition expressed to this application.

ITEM #9 - Reference No. Z 382

This item dealt with the rezonings of property located in the Cape Horn Avenue area to One Family Suburban Residential (RS-2).

A Mr. Les McLean addressed the Hearing on behalf of Mr. W. E. Erickson, owner of property in the area, and stated that to the best of his knowledge he wasn't aware that Council, under the Municipal Act, could rezone property to create a holding zone and if such a holding zone was desired, the Municipality should purchase the land and thus control development in that manner. He went on to state that his client felt the solution to the problem of noise in this area was to provide a frontage road along Lougheed Highway and thus have the back doors of the industrial development facing the residential area which in itself would cut down the noise considerably.

Mr. McLean stated that by rezoning the property the Council are actually taking away the rights of the property by taking away the use and by doing so reduce the value very greatly.

Mr. Buchanan commented on the reasons that the Council were wishing to rezone the property at this time, stating that for quite some time a conflict has existed in the area, especially with the Columbia Bitulithic operation and Council wished to hold up any further industrial development until the Planning Department has had time to do an exhaustive study of the whole area to indicate the type of development which would be compatible with the

Thursday, February 22nd, 1973,
Public Hearing, cont'd.

residential area. Mr. Buchanan also stated that the present Regional Plan already dedicates this land as a rural area.

A Mr. John Chipperfield, representing Mr. Eric Mara and Mr. W. E. Erickson, presented a brief to Council opposing the proposed rezoning and a copy of that brief is attached hereto and forms a part of these Minutes.

Mr. Chipperfield stated to Council that the controls already exercised over this land by the present zoning by-law are very comprehensive and possibly the present problems could be controlled by rigid enforcement of both the Zoning By-Law and the Traffic Control By-Law currently in existence. He also felt that discrimination was being shown to those owners of land not developed as the two industries currently existing in the area are not being rezoned at this time.

Mr. Chipperfield went on to state that Mr. Mara had entered into a lease with B. C. Hydro to construct a repair centre on the basis of approval from the Planning Department as to the development which he proposed and could stand to lose a minimum of \$950 as a result of this lease.

Mr. Chipperfield said that the credibility of the Municipality is affected by actions such as this and in the end the effect is to drive industry away from the Municipality.

A Mr. John Morrison, speaking on behalf of Anmore Developments Ltd., also objected to the rezoning as his company had just recently purchased property for development in the area at a cost of \$45,000 and prior to purchasing the property had inquired of the zoning and found it to be in accordance with the type of development which they proposed. He stated that they had since done a survey and also have commissioned an architect to prepare plans for their development.

Mr. Morrison went on to state that he supports fully the previous submissions and felt that the points raised by the other persons opposed to the rezoning apply equally to his opposition to rezoning.

Mr. Morrison added that his company operate a plumbing, electrical and construction company and it was their intention to build a one storey warehouse for daytime operations and this would mean that four or five vehicles would be coming in and out each day with some deliveries being done as well.

Mr. Poul Hansen, speaking on behalf of Anmore Developments Ltd., stated that the proposed zoning was not only being done to control development but in the end the type of development to be allowed to be completely changed and his clients intent when he purchased the property was very clear.

Mr. Hansen also stated that his client is prepared to submit plans to Design Panel for approval and also possibly enter into an agreement with respect to servicing for his property.

Mrs. Norris, a resident in the area, objected to the by-law because the whole of the area was not included for rezoning and she felt that the two lots currently excluded should also be rezoned and be made non-conforming.

Thursday, February 22nd, 1973,
Public Hearing, cont'd.

Mr. Buchanan stated that the reason for not including the two developments in the rezoning was because

1. They were already there, and;
2. If they were rezoned, it would create a non-conforming use which is very difficult to control as it is difficult to define the exact existing use at the time of rezoning.

Mr. Buchanan stated that he had just recently spoken to Mr. Jenkins of Columbia Bitulithic who had informed him that they had no objection to the rezoning of their site but that they will be keeping their present plant in operation until their other plant on Leeder Avenue goes into production. Mr. Jenkins also indicated to Mr. Buchanan that no consideration was being given to selling the existing plant to another operator for it to be continued in its present use.

A Mr. Ball, a resident of the area, stated that he did not feel that Anmore Development Ltd. would lose money as a result of the rezoning as he has the property right across the street with one-quarter of the frontage with exactly the same type of house on the property and he had just had a recent evaluation made which showed the value of \$45,000. Mr. Morrison of Anmore Developments at this point interjected to state that if Mr. Ball wished to purchase his property he would sell it to him for the same price he had paid.

Another resident of the area spoke in favour of the rezoning as he stated that Vancouver is currently cleaning up their industrial areas and as a result industries are moving out and coming to areas such as Coquitlam and he felt that this area was not suitable for industry because of the large residential development which would take place above it in the future.

A Mr. Scott also spoke in favour of the rezoning, stating that Cape Horn Avenue presently has too much traffic on it for the type of road it is and it is becoming very dangerous for children who use the road to go back and forth to school. He felt that a serious look should be given at a frontage road to service this industrial area.

Mrs. McMichael also spoke in favour of the rezoning stating that Mr. Mara had stated in January that he wasn't interested in locating in this area and Mr. Mara immediately denied this stating that he had never made such a statement.

A Mr. Beale also spoke in favour of the rezoning stating that at present there is enough trucking in the area.

Mrs. Norris spoke in favour of the rezoning and that she could not get the full value of her property because of the use of the land across the road. She said the peace and quiet, which is every citizen's right, is being stolen from them by the trucks using the road at all hours of the night.

A Mr. Dalby addressed the hearing stating that the residents should be aware that even if the trucks are banned from Cape Horn Avenue the Lougheed Highway is very near and is a very substantial noisemaker in itself.

Thursday, February 22nd, 1973,
Public Hearing, cont'd.

A letter dated February 21st, 1973 from B. C. Hydro expressing concern with regard to the rezoning was received and a copy is attached hereto and forms a part of these minutes.

ADJOURNMENT

MOVED BY ALD. BOILEAU
SECONDED BY ALD. HOFSETH:

That the Public Hearing adjourn. 9.55 p.m.

CARRIED

CHAIRMAN

BRIEF TO PUBLIC HEARING FROM PLANNING DEPARTMENT - FEB. 22, 1973

ITEM #1

Z-52-72 - This application originated after Council passed Resolution No. 1657 on November 20, 1972, this being the resolution adopting the policies for the "Special Study Area". This existing C-2 zoned area was recommended by the Advisory Planning Commission to be rezoned to RS-1 to assure fuller control through the rezoning process. On January 9, 1973 Council decided to proceed to send the matter to Public Hearing.

I had noted verbally at Council that we had received a letter from Mr. John K. Woodward, Secretary-Treasurer of 420 Investments Ltd., who expressed concern that when he had been advised of the public meeting on the "Special Study Area" to be held on October 19, 1972, he had telephoned in to the Planning Department but had not been made fully aware of the steps involved in proceeding towards service commercial development in this area. He was not aware of the interim step of RS-1 zoning.

We have also received a letter from Mr. E.R. Matheson subsequent to the Council decision to refer to Public Hearing, he representing the Company of Argus Ventures Ltd., owning Lot 20 in the area. He also indicated by telephone that he was not told of the interim step of RS-1 zoning between the present C-2 and the eventual Service Commercial.

I might say that at the meeting itself on October 19, 1972, there was reference to the rezoning in my remarks at that meeting as recorded in the minutes of the meeting, but certainly this was not the major point at the public meeting. The question was more of the overall type of development seen in the area to the north-west of Henderson Avenue. The whole idea of the service commercial zoning in the area south of Henderson Avenue and west of Bernatchey Street was to encourage comprehensive development and avoid small intrusions into the existing housing area.

Z-52-72 cont'd

In closing, I note that the property owners were advised of this application on December 29, 1972 by letter from the Planning Department. They have been advised again by the Deputy Municipal Clerk of this date and time of the Public Hearing.

ITEM #2

Z-50-72 - On December 1, 1972 the Planning Department prepared a report on uses allowed in the CS-1 zone. The present regulations in the zone restrict uses substantially, and it was felt that when we were reviewing the C-2 zone regulations, we should also be reviewing the CS-1 use regulations. Council then referred the matter to the Advisory Planning Commission, and by Resolution No. 2590, they recommended that Council refer to Public Hearing the redefinition subject to Item (IV) being reworded to state "household service and minor repair establishments", rather than "household service and repair establishments, including heating, ventilating, painting, plumbing, electrical, roofing, tinsmithing, furniture repair, appliance and small equipment repair and upholstering establishments". The feeling was that this type of use really fitted into the service industrial zones, where beyond a certain scale.

The types of uses encouraged in the service commercial zone are ones which involve open air sales, are directly automobile oriented, or are drive-in businesses serving people sitting in their automobiles. They are uses which take away from the continuity of a retail frontage and are often one stop shopping locations not catering to comparative shopping and pedestrian movements between shops. The provisions are a more comprehensive listing of this type of use.

ITEM #3

Sign Control - The purpose of By-law No. 125 is to remove the sections of the Zoning By-law pertaining to signs affixed to buildings. The only regulations left over signs in the Zoning

Sign Control cont'd

By-law will be ones pertaining to freestanding signs in a location adjacent to major arterial streets and street corners. Accessory advertising uses will still be allowed in every zone, but in effect will be controlled by the Sign Control By-law. The intention would be to recommend final approval of By-law No. 126, given three readings on January 15, 1973, when By-law No. 125 would be up for final adoption.

I note that by Resolution No. 2591 the Advisory Planning Commission endorsed the draft Sign By-law with certain modifications recommended to remove inconsistencies. Furthermore, the Design Committee has reviewed the By-law two or three times and endorsed it.

ITEM #4

By-law No. 140 - This particular By-law was drafted by the Planning Department on December 6, 1972. It would amend Section 308(11) of the Zoning By-law, which is a subsection dealing with the procedure involved in amending the By-law. The new clause states that final adoption of an amendment by-law may not be considered by Council where the proposed use of the lot or lots affected by the By-law is substantially changed from that presented at the Public Hearing for such by-law. The Municipal Solicitor has already indicated that he is in favour of this particular amendment since it reflects existing law. I note that Section 703(5) of the Municipal Act says that Council may give effect to representations made at a Public Hearing, except that any change subsequent to a Hearing shall not alter the substance of a proposal.

I would note that the proposed by-law amendment would only affect the rezoning process between third and fourth reading of a rezoning by-law. Any change subsequent to final adoption as in the Crown Tire case would not be specifically affected. Also, there will still be a question of judgement as to what

is indeed a substantial change.

I note that the Advisory Planning Commission recommended to Council, by Resolution No. 2603, that this By-law No. 140 be referred to Public Hearing.

ITEM #5

Z-2-73 - The land use policies in this area have now been finalized by Council in dealing with our latest report on the Lower Ranch Park Area affected by the new Lougheed Highway location. I would note that the southern portion of the two properties is within the floodplain, as designated by the Official Regional Plan, and that the By-law, if it receives three readings, will have to be referred to the Department of Municipal Affairs for their review.

ITEM #6

Z-48-72 - By Resolution No. 2599, the Advisory Planning Commission recommended that this application be referred to a Public Hearing. Also, the application meets all the criteria normally employed in locating duplexes within single-family housing areas, although it is noted that it is in the Laval Square Area, where the Advisory Planning Commission has recommended that the fifth criterion related to the 600 foot distance between duplexes on one side of a street not be employed.

ITEM #7

Z-10-73 - This application is to allow an asphalt and concrete plant operated by Columbia Bitulithic on this particular property at the west of the Port Mann Bridge and the Fraser River. This is the new site, with their existing site on Cape Horn Avenue to be abandoned later in 1973.

ITEM #8

Z-11-73 - This application results from Council approval to the policies of the Lower Ranch Park Area report on February 5, 1973. Dewdney Trunk Road east of the new Lougheed Highway (Scott Creek) is simply to be a collector street for other than a major arterial street, and hence a change in the Zoning By-law.

ITEM #9

Z-382 - This application is by the District of Coquitlam to rezone all lands zoned M-3 not occupied by M-3 industrial developments to RS-2. Council has already been made aware of land being leased by Mr. Mara from B.C. Hydro in the eastern part of this area where Mr. Mara was advised of the M-3 zoning in early December, 1972 and proceeded to lease the area, paying rental for one year and survey costs.

On the general situation of the rezoning, I note that the rezoning to RS-2 would be in conformity with the Official Regional Plan which declares the area as an RRL-1 Rural Area, permitting rural uses in subdivision down to five acre parcel size. Since the amendment is moving toward the Regional Plan, increasing the size from one-half acre under the M-3 zone to one acre under the RS-2 zone, it can go ahead. In 1967, when I was with the staff of the Lower Mainland Regional Planning Board, I had recommended this type of zoning prior to the M-3 zoning being considered in 1968 and 1969.

The question of the long term use and whether Council applies for a Regional Plan Amendment is left for further study. We will be examining the range of alternatives possible in the area and reporting back to Council in several months.

Respectfully submitted,



D.M. Buchanan,
Planning Director

DMB/ci

February 22nd, 1973

To Mayor and Council,
District of Coquitlam.

Re: 729 and 733 Brunette Avenue, Coquitlam, B. C.

In summary I would like to ask council before deciding on this rezoning matter to carefully consider the following points:


1. Of the 4 lots involved all owners are opposed to a change in zoning.
2. In considering zoning matters council shall have due regard to section 702 (2) a,b,c,d,e and f of the Municipal Act. It would seem to me that a,b, and c are pretty well taken care of by the present zoning by-law No. 1928 in connection with C-2 commercial zones. However in clauses d,e, and f council shall:
 consider the value of the land and nature of its present use and occupancy,
 the character of each zone and character of the building already erected and the peculiar suitability of the zone for the particular uses,
 conservation of property values.
3. I request that you read my letter to you dated the 5th of January, 1973, sent in reply to the notice of intention to rezone dated December 29th, 1972 (7 photo copies of the January 5th, letter are herewith provided.)
4. I would like council to consider the statement made to me by Mr. Buchanan, your planning director at approximately 4 p.m. on the 19th of February, 1973. "I don't mind if the property remains in a C-2 commercial zone and you can quote me."
5. I request that you consider the position of our Tenant at 733 Brunette Ave., Mr. Roger Dupuis, and I herewith submit a letter from him directed to you.
6. I hereby retract our concurrence with a change to C.S.1, as contained in our letter to the planning department of October 17th, 1972 and request that the property remain in the present C-2 commercial zone.
7. By definition of value it is our contention that a change in zoning to lower use will seriously depreciate the value of these properties and as well create non-conforming uses.

I leave with you a copy of this summary of our submission objecting to the change in zoning for your consideration.

Yours very truly,

420 INVESTMENTS LTD.,

per:


JOHN K. WOODWARD
SEC. TREAS.

420 INVESTMENTS LTD.

Telephone No: 581-3362

10507 King George Highway,
SURREY, B.C.

2457-
5/1/73

The Mayor and Council,
District of Coquitlam,
1111 Brunette Avenue,
COQUITLAM, B.C.

5th January, 1973.

Your Worship and Council Members,

Re: YOUR FILE Z-52-72
Lots 18 & 19, Blks. 49-58,
D.L. Pts. 1 & 16, Pl. 2716

I am writing to you at the suggestion of your Planning Department personnel with respect to a letter we received dated December 29th, 1972, under your file No. Z-52-72 in connection with proposed rezoning in the area bounded by Brunette, the Freeway and Lougheed Highway.

Our Company has owned 729 Brunette Avenue for several years and more recently purchased 733 Brunette Avenue, both properties being zoned C.2 commercial at the time of purchase. One of the principal reasons for purchase of these properties was for resale, because of their strategic location for commercial purposes, and during the interim period our Company has adequate revenue from these properties to hold them.

We wish to advise that we are adamantly opposed to the rezoning of these properties from the present C.2 commercial zoning for the above stated reason and also because we have commercial ventures on the properties at the present time and we do not wish to end up with non conforming uses for our buildings. One of the commercial uses is a four plex and which we pay a business licence and the other is a property which we rent to a party who has a welding and repair shop.

The first we heard of any proposed changes to zoning was on the 13th October 1972, when we received a postcard from your planning department giving notice of a public meeting to discuss planning in this area. In reply to this card I telephoned the planning department and had a lengthy discussion with them regarding our properties and was informed that the recommendation of the planning department was to create a service commercial zoning rather than a C.2 commercial zoning for our lots. I went into considerable discussion with your Mr. Ken McLaren as to the effect of a proposed change of zoning on our properties from C.2 commercial to service commercial and came to the conclusion that although it would restrict the size of future buildings on these lots that it would not be too serious a matter;

- Page Two -


particularly as our Company wishes to cooperate with any overall plan so long as its reasonable from our point of view. Because of this I sent a letter to your planning department on October 17th 1972, stating that we would not attend the meeting called for the 19th October. At no time was I informed that there would be any interim zoning to RS.1 single family residential and had I known this I would have attended the meeting and objected most strenuously.

I respectfully suggest that you delete from your resolution No.1657 our two properties from the proposed rezoning and leave them zoned as present which is C.2 commercial.

I realise that we can attend a public hearing to express any objection, however, I feel that if it goes this far our case will be somewhat weakened and I must reiterate that had I been properly informed by your planning department on the notice of the public meeting we would most certainly have attended and expressed our opposition to rezoning our properties, and therefore, they would likely have been deleted at that time from the proposed rezoning to RS.1.

Yours truly,
420 INVESTMENTS LTD.

per:


John K. Woodward
Secretary/Treasurer

Mr. R. Dupuis,
1154 Madore Avenue,
COQUITLAM, B.C.

District of Coquitlam,
1111 Brunette Avenue,
COQUITLAM, B.C.

16th February, 1973.

Dear Sirs,

Re: Rezoning 733 Brunette Avenue,
Coquitlam.

For the past four years I have operated a Welding and Repair Shop on the property known as 733 Brunette Avenue, Coquitlam, and I have a Business Licence for my operation.

I understand there is a proposal to change this zoning to one family residential and I am opposed to this change in zoning as it will cause me real hardship should we have a fire, as the building could not be rebuilt.

Further more, this business is sometimes closed for period of time when I am on vacation and under single family zoning I may not be able to reopen.

I am a Tax Payer on other property in this Municipality and feel that this is unfair of you to put me in this precarious position.

Yours truly,

Roger Dupuis

R. Dupuis

D I S T R I C T O F C O Q U I T L A M

Z O N I N G B Y - L A W , 1 9 7 2

PRESENTED BY: JOHN L. CHIPPERFIELD, ESQ.
 BARRISTER & SOLICITOR
 314 SIXTH STREET
 NEW WESTMINSTER, B. C.

FOR: ✓ ERIC MARA WILLIAM E. ERICKSON
 2021 PALLISER AVENUE 125 CHARLES
 COQUITLAM, B. C. NORTH VANCOUVER, B.C.

RE: LOT "D", BLOCK 11 OF LOTS 67 AND
 113 GROUP 1 PLAN 9630 NEW WESTMINSTER
 DISTRICT, EXCEPT PART THEREOF ESTABLISHED
 AS PUBLIC HIGHWAY BY NOTICE PUBLISHED IN
 THE BRITISH COLUMBIA GAZETTE, PART 1,
 DATED THE 24TH DAY OF DECEMBER, 1969 AT
 PAGE 4363, Lot "C" Block 11 Plan 9630
 N.W.D.

DATE: FEBRUARY 22ND, 1973

CONSIDERATIONS IN RE-ZONING

FACTORS FOR COUNCIL TO CONSIDER WHEN PASSING ZONING BY-LAWS

Municipal Act, Revised Statutes of British Columbia, Chapter 255 and Amendments thereto.

Section 702

- (1) The Council may by by-law (hereinafter referred to as a "zoning by-law")
- (2) In making regulations under this section, the Council shall have due regard to the following considerations:
 - (d) The value of the land and the nature of its present and prospective use and occupancy.
 - (f) The conservation of property values.

Section 702 A

- (1) In exercising the provisions of this section, the Council shall have due regard to the following considerations in addition to those referred to in subsection (2) of section 702:
 - (b) The impact of development on present and future public costs.
 - (d) The fulfilment of community goals.

THE DISTRICT OF COQUITLAM

ZONING BY - LAW 1972

PART 2 INTERPRETATION

In this By-law, unless the context otherwise requires:

INDUSTRIAL USE shall mean a use providing for the manufacturing, processing, fabricating, assembling, storing, transporting, distributing, wholesaling, testing, servicing, repairing, wrecking, or salvaging of goods, materials or things, and the selling of heavy industrial machinery and equipment; includes the operation of truck terminals, docks, railways, bulk loading and storage facilities, abattoirs, and office and retail facilities forming part of an industrial use.

PART 3 BASIC PROVISIONS

302 ZONES

| <u>Short Form</u> | <u>Zone Designation</u> |
|-------------------|-------------------------|
| M-3 | Special Industrial |

PART 8 INDUSTRIAL ZONES

802 REGULATIONS IN ADDITION TO THOSE IN SECTION 402 FOR PERMITTED USES OF LAND, BUILDINGS AND STRUCTURES IN INDUSTRIAL ZONES

(1) An industrial use:

(b) M-3 shall not include the following:

(802 cont.)

- (i) the operation of sawmills, hammer mills, rolling mills, blast furnaces, foundries, drop forges, brick kilns, flour mills.
 - (ii) the distilling, incinerating, processing, rendering or canning of fish, animal or vegetable products, and the manufacturing of matches, paper or rubber.
 - (iii) the manufacturing, processing, refining, mixing or bulk storage of petroleum, bitumen, coal or tar products or derivatives, and corrosive, naxious, highly flammable or explosive minerals, chemicals, gases and fission or fusion products.
 - (iv) the smelting, refining and reducing of minerals or metallic ores.
 - (v) the operation of stockyards, the slaughtering of animals or poultry, the manufacturing of fertilizer.
- (c) in the M-3 ZONE shall not be permitted on a lot of less than one-half acre, except where such lot was existing at the effective date of this By-law.
- (e) in the M-3 ZONE shall be completely enclosed within a building.
- (f) shall not discharge or emit across lot lines:
- (i) odorous, toxic or noxious matters or vapours.
 - (ii) heat, glare, radiation or noise.
 - (iii) recurrently generated ground vibration.
 - (iv) dust or particulate matter.

306 ENFORCEMENT

- (1) Inspection, The Planning Director, or, in his absence, any other employee of the Municipality under his

direction, is hereby authorized to enter at all reasonable times upon any property to ascertain whether the regulations and provisions of this By-law are being or have been complied with.

(2) Violation

- (a) Every person who violates any provision of this By-law or who causes, suffers or permits any contravention of its regulations, shall be deemed guilty of a contravention thereof and shall be liable to the penalties herein imposed.
- (b) Where any building or part thereof or any use of a building or land contravenes this By-law, the Planning Director, or any other employee of the Corporation under his direction, shall give the owner or agent or the responsible persons written notice specifying the violation, ordering the cessation thereof and requiring such remedial measures to be taken or work to be done in the time and in the manner the notice shall specify. In the event of failure to comply, the Planning Director, or any other employee of the Corporation under his direction, may cause such remedial measures to be done and the costs thereof shall be recoverable by the Corporation by summary process of law in any Court of competent jurisdiction. In the event of default of payment of such assessed costs, a charge shall be placed against the lot and such costs, when certified by the Municipal Treasurer, shall be entered into the Collector's Roll and collected in the same manner as the taxes shown thereon.
- (c) Any person guilty of a contravention of this By-law, (and for the purposes hereof every infraction shall be deemed to be a continuing, new and separate offence, for each day during which the same shall continue) shall upon conviction of such contravention or contraventions before the Provincial Judge having jurisdiction within the Municipality on the oath or affirmation of such authority, pay a fine not exceeding the

sum of five hundred dollars for each day or part thereof for which any such contravention shall be continued, together with costs for such offence. In default of payment, it shall be lawful for such Judge so convicting to commit the offender to the common gaol or any lock-up house within the Municipality for a period not exceeding two calendar months unless the said fine or penalty cost be paid. Nothing herein contained shall prevent the Corporation from taking such other lawful action as is necessary to prevent or remedy any violation.

- (3) Remedial Powers. The Council may, in accordance with the provisions of the Municipal Act, authorize the demolition, the removal, or the bringing up to standard of any building, structure or thing, in whole or in part, that is in contravention of this By-law.

- (4) Penalties. Any person convicted of an offence against this By-law shall be liable to a maximum penalty of five hundred dollars and costs, or imprisonment for a period not exceeding sixty days.

FACTS RELEVANT TO LEASED PREMISES HELD BY ERIC MARA

- (1) Letter from Eric Mara to Municipality dated November, 1972, requesting information regarding proposed use of land and zoning in that area.
- (2) December, 1972 reply from Municipality authorizing Mr. Mara's proposed usage as being in conformity with existing zoning by-laws.
- (3) Lease entered into December 20th, 1972, after acceptance of proposed usage.
- (4) Planning survey completed February 5th, 1973 pursuant to Planning Department's requirements.
- (5) Vested interest of Mr. Mara - approximately \$950.00 for lease if unable to use - approximately \$275.00 for survey - undetermined amount for proposed plan.

SUITABILITY OF LAND IN QUESTION

This land is not suitable for residential use in that it lies between two highways and the noise pollution factor of automobiles using the highways would render this land unsuitable for residential use.

Land far too boggy for residential use as a whole.

ECONOMIC FACTORS

Taken that this land cannot be used for residential use it must therefore be used for some form of industry or else lie vacant. If the latter situations is followed, the communities interests will loose out as a whole in that no tax revenue will be realized.

COMPLAINTS OF LOCAL RESIDENTS

A. NOISE POLLUTION

Trucks using Cape Horn Highway at night.

B. SMOKE POLLUTION

C. SIGHT POLLUTION

CONTROL AND/OR REMEDIES:

- A. NOISE POLLUTION - the truck traffic along Cape Horn Road can be controlled by enforcing the existing By-law 98 - 72 restricting traffic according to those regulations.

REGULATIONS: i.e. Weekdays - 6:00 A.M. to 10:00 P.M. ONLY

Saturday - 8:00 A.M. to 5:00 P.M. ONLY

Sundays and Holidays - No use at all.

- B. SMOKE POLLUTION - Controllable by enforcing the provisions of the existing by-law restricting the area to M-3 use.

i.e. Instituting the enforcement procedures and penalty provisions currently existing in Coquitlam Zoning By-law.

- C. SIGHT POLLUTION - Controllable to some extent by enforcing building standards in M-3 zoned areas as per existing Coquitlam Zoning By-law.

Reality of situation: The entire community interests must be taken as a whole in considering what restrictions and remedies are available in controlling sight pollution as some sight pollution will always be present and effecting various conflicting interests in any given Municipal area.

SUMMARY

The land subject to the proposed re-zoning from M-3 category to RS-2 - 1 family suburban residence category would appear to be unreasonable in that this area is not suitable for residential use due to its general location as being situate between two highways and further that much of the land is bog and generally unsuitable for single family dwellings.

If the Municipality wishes to use this land effeciently, for example raise tax revenue from this lands use, the Municipality would have to use this land for some form of commercial or industrial development.

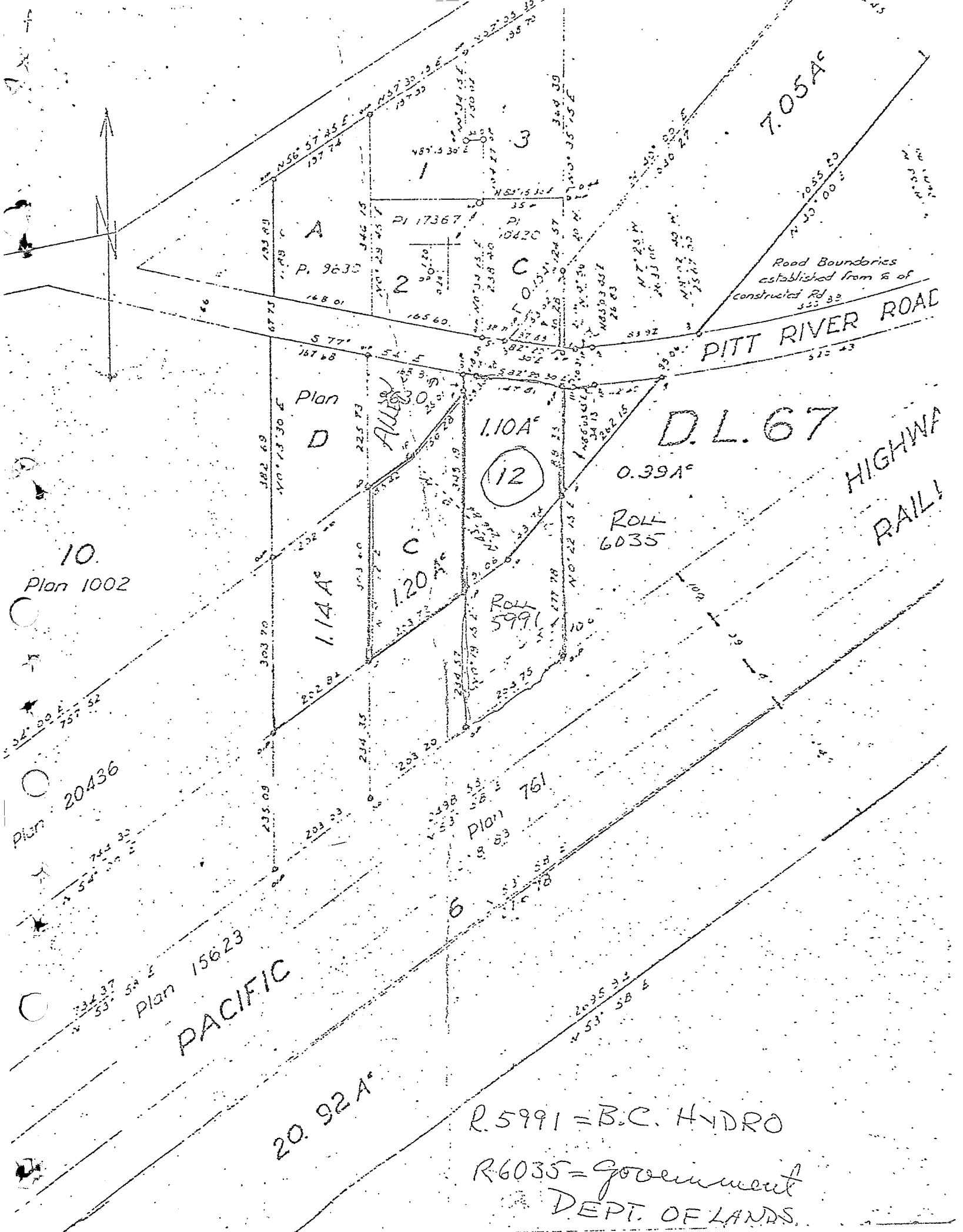
This land is unique in that it is somewhat isolated from the residential communities on the other side of the road and as such could be properly developed for a form of industrial use under the current zoning of M-3 category. It is worthy of note that there are no immediate adjacent residential premises to Lot "D" of the lands in question. As a result of the latter, the nearest residence would be affected in the minimal way if thie zoning by-law with its restrictions imposed under M-3 zoning categorization where enforced.

The Municipality could therefore make most efficient use of the lands in question by allowing the same to remain zoned M-3 provided that the existing by-law provisions were enforced as to building; noise pollution; and in so doing the Municipality could raise reasonable taxes for the use of the land. It would also seem highly inequitable to allow an interest holder of land, be it a lease hold interest or an interest in fee, to purchase the land under and existing zoning restriction with the intent of developing a business in conformity with that existing restriction and then be put in a postion after considerable expenditure, of having a useless pice of land. The latter will in no way enhance the reputation of a Municipality as and agency for bargaining for the much needed business in an industrial community.

It is respectively submitted that the re-zoning in question would appear to be unwarranted in this particular situation

(Summary continued)

in view of the fact that two properties already conforming to M-3 usage are not going to be re-zoned and as such are not likely to be removed from this particular area. The latter reference is directly to Mack Trucks business and Monssen Ltd. business which are currently operating in this area.



7.05A°

Road Boundaries established from 6 of constructed Rd 525 82

PITT RIVER ROAD

D.L. 67

HIGHWAY RAIL

ROLL 6035

12

ROLL 5991

Plan 761

PACIFIC

R. 5991 = B.C. HYDRO

R. 6035 = Government DEPT. OF LANDS.

10. Plan 1002

Plan 20436

Plan 15623

20.92A°

Plan D

ALLEY

1.14A°

1.20A°

1.10A°

A

P. 9630

P. 17367

P. 10420

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November 16, 1972

Municipality of Coquitlam
Planning Board
Coquitlam, B.C.

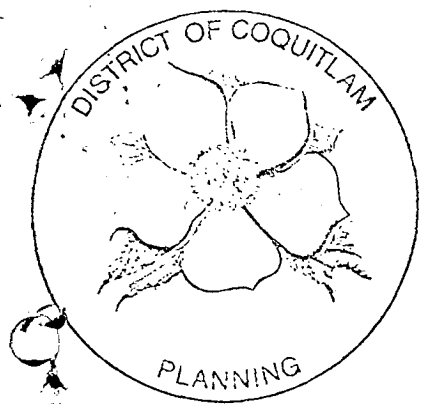
Gentlemen:

We have reached an agreement with B.C. Hydro to lease property - Lot D, Block 11 of Lots 67 & 113, Group 1, Plan 9630, N.W.D. except ptn. established as public hwy. - for the use of an Automotive Repair Shop. It would be an operation similar to F.W. Monssen, 2380 Cape Horn Ave.

Would you kindly let us know if this would be possible? We would appreciate an early reply on this as we will not enter into the lease if it will not be possible. Thank you.

Sincerely,

Eric Mara



DISTRICT OF COQUITLAM

1111 BRUNETTE AVENUE, COQUITLAM, B.C. PHONE 526-3611

MAYOR J.L. TONN

December 6, 1972

Mr. Eric Mara,
E.W. Mara Construction Ltd.,
2021 Palliser Avenue,
Coquitlam, B.C.

Dear Mr. Mara:

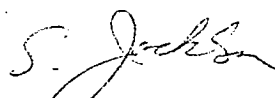
re: Lot D, Block 11 of
Lots 67 & 113, Plan 9630
Except Ptn. Established as
Public Highway

The property referred to above is zoned M-3 Special Industrial, and according to Zoning By-law No. 1928, an automotive repair shop would be a permitted industrial use. I note that, according to Part 8 of the By-law, industrial uses in M-3 zones must be completely enclosed within a building. Section 802(3) of the By-law lists the conditions under which an accessory unenclosed storage use is permitted, and I note that in an M-3 zone, unenclosed storage is not permitted between a street and a building, or where such use will create public offence or nuisance.

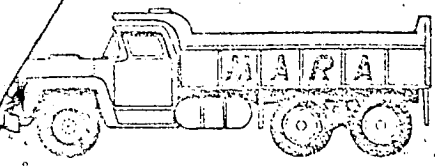
I apologize for the delay in answering this inquiry. I attempted to return your call of December 5, 1972 on four occasions, but the line was busy.

I trust this information will permit you to carry out your plans for this particular property. If you have any further questions, please do not hesitate to phone me.

Yours truly,


S. Jackson
Current Planner

SJ/ci



February 8, 1973

Planning Department
District of Coquitlam
Coquitlam, B. C.

Gentlemen:

On the basis of the enclosed letters #1 and #2 I entered into a 5 year lease with B. C. Hydro on Lot D, Block 11 of Lot 67 & 113, Group 1, Plan 9630 NWD (next to Columbia Bitulithic on Cape Horn Avenue) on Dec. 20, 1972.

I was in touch with the Building and Planning departments in early November, as well as, several times in the last 2 weeks (Jan. 25th and February 5, 6, and 7th) perparing for an application for a Building permit for said lot on February 12th. On February 7th I was informed about a resolution passed in Council on January 22nd and affecting building permits in this area.

I have so far, spent \$1140.00 on the 1st years lease and \$275.00 having the lot surveyed and a considerable amount of time.

I feel I have followed the advice given by the Building and Planning departments and should not be refused a building permit on this project.

Yours truly,

Eric Mara

Enclosures

per B.
December
November

THIS INDENTURE made as of the 20th day of
, 1972.

BETWEEN:

BRITISH COLUMBIA HYDRO and POWER
AUTHORITY, of 970 Burrard Street,
in the City of Vancouver, in the
Province of British Columbia,

(hereinafter called "the Lessor")

OF THE FIRST PART

AND:

ERIC MARA, of 2021 Palliser
Avenue, Coquitlam, in the
Province aforesaid,

(hereinafter called "the Lessee")

OF THE SECOND PART

WITNESSETH:

1. THAT the Lessor doth demise unto the Lessee
All and Singular that certain parcel or tract of land
and premises (hereinafter called "the premises") situate,
lying and being in the Municipality of Coquitlam,
in the Province of British Columbia and more particularly
known and described as:

Lot "D" of Block Eleven (11) of Lots
Sixty-seven (67) and One Hundred and Thirteen
(113), Group One (1), Plan 9630, New Westminster
District, except part thereof established as
public highway by notice published in the British
Columbia Gazette, Part I, dated 24th December,
1969 at page 4363.

SAVE AND EXCEPT any fixtures and installations of the
Lessor from time to time thereon, RESERVING HOWEVER unto
the Lessor full and free right and liberty for the Lessor,
its servants, agents and all others the licencees of the
Lessor:

resulting from the exercise of any of the rights and liberties reserved to the Lessor in paragraph 1 hereof, whether caused by the negligence of the Lessor, its servants, agents or licencees, or otherwise howsoever.

(v) That the Lessee will allow a notice "For Sale" to be put and remain on the premises in a conspicuous position at any and all times during the term hereof and will allow prospective purchasers to enter and inspect the premises at all reasonable times on weekdays during the said term.

(w) That the Lessee will allow a notice "To Let" to be put and remain on the premises in a conspicuous position at any and all times within thirty (30) days before the expiry or termination of the said term and will allow prospective tenants to enter and inspect the premises at all reasonable times on weekdays during such thirty (30) days.

2A. THAT IT IS FURTHER AGREED that either party hereto may at any time whatsoever give the other party One Hundred and Eighty (180) days' notice in writing of his or its intention to terminate this lease, and the Lessee hereby agrees to vacate the premises on the termination date mentioned in such notice. Upon such notice having been given, the lease shall terminate on the termination date mentioned in the notice and rent shall be apportioned and adjustments made to that date.

3. THAT the Lessor covenants and agrees with the Lessee that, subject to the rights reserved to the Lessor in paragraph 1 hereof, and to paragraph 2 hereof, the Lessee, paying the rent hereby reserved, and performing the covenants hereinbefore on his part contained, shall and may peaceably possess and enjoy the premises for the said term without any interruption or disturbance from the Lessor, or any other person or persons lawfully claiming by, from, or under it.



BRITISH COLUMBIA HYDRO AND POWER AUTHORITY

Land Department
17th Floor
970 Burrard Street
VANCOUVER 1, B.C.

TELEX 04-54395

File: 4606 BCH
7050 BCH

21 February 1973

DELIVERED BY HAND

Mr. T. Klassen,
Deputy Municipal Clerk,
District of Coquitlam,
1111 Brunette Avenue,
Coquitlam, B. C.

Dear Mr. Klassen:

I refer to your letter of February 14th regarding a proposal of the District of Coquitlam to rezone certain properties lying between Cape Horn Avenue and Lougheed Highway to One Family Suburban Residential (RS-2).

It is not our intention to appear at the public hearing as a property owner, however, I think the District should have under consideration the fact that the properties proposed to be rezoned are crossed by a Hydro right of way which carries not only major overhead electric transmission lines but also a major underground gas main.

Your Council will no doubt consider to what extent it is possible to develop these properties in accordance with this zoning in view of the existence of this right of way. In this connection I would like to emphasize that we would prefer not to have the right of way, particularly the portion in which the gas main lies, forming any part of suburban sized lots. The reason for this is that many of the common types of residential improvements such as patios, swimming pools, garages and similar works represent a hazard in the right of way which should be avoided. There is the danger of the gas main being fractured during construction. There is also the danger that leakages of gas may occur underneath concrete

21 February 1973

and other impervious surfaces which will go undetected because of the impervious nature of these surfaces and thus allow a dangerous concentration of leaked gas to occur. The terms of the right of way agreement clearly preclude works which would present this kind of hazard but our experience is that the matter is difficult to control in subdivisions of suburban size lots and homeowners feel some resentment at being restricted in what they regard as normal home improvement.

Your Council and your planning staff in particular will have these and other matters under consideration but it seems to me it might be useful for you to have this note.

Yours very truly,

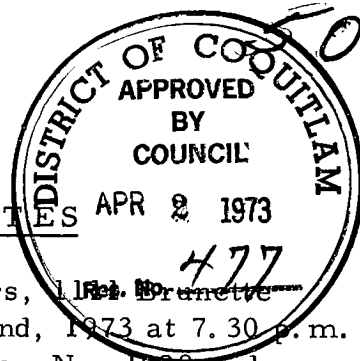


E. S. Collins
Manager, Land Department

ESC:lt

cc: Mr. D. M. Buchanan

Thursday, March 22nd, 1973,
Public Hearing - 7.30 p.m.



PUBLIC HEARING MINUTES

A Public Hearing was held in the Council Chambers, 1155 Brunette Avenue, Coquitlam, B.C. on Thursday, March 22nd, 1973 at 7.30 p.m. to deal with applications to amend the Zoning By-law No. 1928 and amending by-laws.

Members of Council present were Mayor James L. Tonn, Ald. R. E. Boileau, Ald. J. E. M. Robinson, Ald. J. W. Gilmore, Ald. R. B. Stibbs, Ald. L. Bewley and Ald. S. W. Hofseth. Also present were the Director of Planning, Mr. D. Buchanan and the Municipal Clerk Mr. F. L. Pobst.

The Public Hearing was advertised in The Columbian on Friday and Saturday, March 16th and 17th, 1973.

MOVED BY ALD. ROBINSON
SECONDED BY ALD. BOILEAU:

That His Worship Mayor James L. Tonn act as Chairman to the Public Hearing and that Mr. F. L. Pobst act as Secretary to the Public Hearing.

CARRIED

The Director of Planning submitted a written brief to the Public Hearing dated March 22nd, 1973 and a copy of that brief is attached hereto and forms a part of these Minutes.

ITEM #1 - Reference No. Z3/73

This is an application to rezone from District A - Single Family covered by Fraser Mills By-law No. 56 to Service Industrial (M-2). This property is located at Lougheed Highway and Schoolhouse Street to construct three warehouses of 20,000 square feet as well as a front yard display area of heavy industrial equipment.

There was no opposition expressed to this application.

ITEM #2 - Reference No. Z18/73

This application was for the rezoning of 1951 Austin Avenue from One Family Residential (RS-1) to Two Family Residential (RT-1).

Ald. R. E. Boileau excluded himself from the Chambers as he had an interest in this property.

There was no opposition expressed to this application.

Ald. R. E. Boileau returned to the Council table.

ITEM #3 - Reference No. Z45/72

This was an application to amend the Zoning By-law in connection with an accessory unenclosed storage use with the repeal of and new enactment of Clause 802 (3) of the "District of Coquitlam Zoning By-law No. 1928, 1971". There was no opposition expressed to this.

ITEM #4 - Reference No. Z13/73

There was no opposition expressed to this proposed amendment other than the request by D. Hogarth, representing clients, to adjourn, giving the Safety Committee an opportunity to study the

Thursday, March 22nd, 1973,
Public Hearing, cont'd.

regulations and would also request that a Public Hearing be held on the two applications that are before the Municipality in which he agreed to submit by letter an application for same.

The Planning Director recommended adjournment.

MOVED BY ALD. BOILEAU
SECONDED BY ALD. STIBBS:

That Item #4 be withdrawn from the Public Hearing.

CARRIED

ITEM #5 - Reference No. Z1/73

This is an application to rezone property located at 721A and 735 North Road and 733 and 735 Farrow Street from two family residential (RT-1) to Multi-storey Medium Density Apartment Residential (RM-3).

Council discussed the status of this application in view of the proposed amendments to the by-law and were advised by the Planning Director that plans had been modified to a considerable extent and would suggest they be now considered.

The first speaker against the project was a Mr. L. Garrison, 969 Gilroy Street, who represented the views that have been expressed by ratepayers in the vicinity as well as the Burquitlam Banting Ratepayers Association.

The Brief that was highlighted is attached herewith.

Mr. J. Clarke, 513 Clarke Road, drew to the attention of Council that to allow one apartment to come in, down the street two more would be applying shortly and because of the danger to children crossing the roads, the increased cost of schools and the general cost to the Municipality for services, it is a challenge on the grounds of medium density as against higher density. The District of Burnaby and their residents on their side of the North Road should be here to express their feelings regarding parking problems. Mr. Clarke stated he had lived in the Municipality since 1934 and the Council should give serious consideration to the wishes of the ratepayers.

Mr. Armstrong of 1003 Gilroy Street stated that although he was not an oldtimer, that he considered in regard to zoning changes as if the Council approved this, would not be very far sighted and is nothing more than being trapped after coming into this Municipality to avoid high rises to find them next door.

Mr. E. J. Thomas, 739 Clarke Road, opposed the whole prospect of having to live looking at a cement wall some 90 feet above him.

Ald. Gilmore summarized the Council's study in which they considered the necessary forms of accommodation and the criteria in regard to apartment living should be first near shopping centres; with good road services; and within walking distance of schools and parks. A plan was drawn after much consultation and circulated to the public and public meetings held which made it possible for the Council then to eventually come up with a plan for apartment use in this Municipality and

Thursday, March 22nd, 1973,
Public Hearing, cont'd.

this situation was stabilized by a plan generally accepted by citizens at large.

Mr. Armstrong again spoke stating that he was hoping that Council would take their time in studying this serious matter as he felt the Municipality was not ready at this time for such a development.

Mr. Martin of 963 Gilroy Street questioned Ald. Gilmore re apartments here or some other site in the Municipality and questioned as to why this project did not go to some other site.

Ald. Gilmore replied that we have not zoned areas for high rise apartments but we will entertain applications for all apartments in the areas mentioned in the plan forwarded to each householder.

Ald. Boileau stated that it was a designation of areas in which the Municipality would entertain applications.

Discussions followed between ratepayers covering the undermentioned items:

Density of 3 storey apartments,
Single family occupation
High rise accordingly.

Mr. D. Buchanan Planning Director was asked to verify and he stated that basically the former 3 storey requirement was the same as the present high rise requirement as to density. Ratepayers from Tyndall Street drew Council's attention to three years ago when a high rise in their area was turned down and Council took a definite stand as opposing high rises in this area.

Ald. Hofseth questioned His Worship Mayor Tonn stating he would like an answer from the School Board as to what their expansion would be and whether they are acquiring more property in this area for school purposes.

Mr. Bob Fisher, 627 Westley, stated that the condition of no traffic right turns on to the North Road was an indication of the traffic problem we have today and Ald. Gilmore informed the meeting that a protest from this Council was going to Burnaby relative to this point.

Mr. John Clarke stated that he would like to know if there is any thought of widening Clarke Road as well as North Road beyond the intersection of Clarke and North Road. The answer was given by Mayor Tonn stating that a contract has now been entered into for the development as discussed.

The Planning Director gave figures on school projections for this September opening where school facilities are for 360 pupils and enrolled to date are 273. While Miller Park school has 510 pupils - enrolled 527. All calculations have been based on the school standard for the District of Coquitlam, which is not the Government standard of 25 students per classroom.

Thursday, March 22nd, 1973,
Public Hearing, cont'd.

Mr. Jack Morris, 986 Gilroy Street and a lady ratepayer emphasized the impossibility of parks and playground areas of schools to accommodate the children that are here now and Irene Armstrong of Gilroy Street stated there was no place to add on to schools and we wanted quality and not quantity and Ald. Stibbs interjected that he was pleased to hear the remarks but that Council before moving on the matter would discuss it with the School Board.

The Tyndall and Claremont residents stated that the present small parks could stand no more and perhaps two or three of the criteria for apartment locations should be re-examined and another gentleman stated that maybe the present park should be made into a swimming pool filled with the surface water.

An interjection here by a ratepayer asking where Ald. Gilmore lived and stated that he would no doubt like to see a high rise opposite his apartment.

Ald. Gilmore then replied that he had not stated his position in regard to this high rise and that he did not think that Council could deny their responsibility and that we are here tonight to find the opinion of the ratepayers in regard to the matter.

Mr. Garrison stated that the reason a high rise apartment was turned down approximately 150 feet from this present site should also be considered a reason for turning this one down.

At this point His Worship Mayor Tonn asked Mr. H. Gunther, representing the developer, if he would care to make a brief report so the developer's position could be recorded.

Mr. Gunther stated that he felt this would be a good development for the Municipality. Whatever is done in the Municipality must accrue to the benefit of the people who live in it. He further stated that with regard to the argument that the schools are full and the playgrounds are inadequate, will 48 more families - 60 children, make a substantial difference? Wouldn't the taxes from two high rises pay for more parks or playgrounds? Mr. Gunther stated they would like to have Council's approval for their project.

The following questions were then presented and answered.

Q What will the apartments do to help the park problem?

A The tax base would be generated.

Q Would this not generate in some other area just as well?
Why this particular area?

A Designation for location, with the Lougheed Mall and the Plaza across the way.

At this time His Worship Mayor Tonn stated that Mr. Gunther was conforming to the Council's by-law and it would be now up to Council as to yes or no and it is their decision after receiving your expressions.

Thursday, March 22nd, 1973,
Public Hearing, cont'd.

Ald. Hofseth stated that it was during the course of discussion tonight that he realized that it was a condominium project.

A Yes, there is no rental in the building.

A Ratepayer from 622 Tyndall asked the question as to why the apartments were not designated near Mundy Park where parks are available?

Mr. Garrison asked if there was a price structure for the top floor, say a two bedroom unit.

A We do not have the costs as yet.

Ald. Gilmore asked what recreation facilities would be provided and this was answered by the project's architect summarizing in indoor swimming pool, landscaping, two social suites, one designed on a workshop atmosphere and connected to an outside patio for party facilities.

Ald. Gilmore stated that a three storey apartment required 47% of the land area while the high rise was 15% of the land area.

Ald. Robinson drew to the attention that the people here appeared to be concerned about parkland and its availability and thought it well that the Chairman should draw to the attention of the meeting that every suite, new home or housing use carries a \$100 levy for the building of a fund for the increase of parks and facilities.

Q Will there be underground parking?

A Yes and they will belong to the owner of the suite and therefore will not be a problem securing the occupants of the parking bays which are at 1.45 bays per unit requirement and we are requiring 1.5 parking places per unit.

There being no further discussion,

MOVED BY ALD. BOILEAU
SECONDED BY ALD. HOFSETH:

That the Public Hearing adjourn. 9.00 p.m.

CARRIED

CHAIRMAN

TO: THE MAYOR AND COUNCIL

Proposed: Medium Density High Rise Development in N. W. Coquitlam

Re Re-zoning Applications: Z-1-73

The following presentation is based on those views expressed by the Ratepayers in the vicinity of the proposed High Rise and is made on thier behalf by the Burquitlam Banting Ratepayers' Assoc.

To create a "liveable Coquitlam" where blending of different types of construction is done by a planned and acceptable rule, should be our goal.

To create "human zoos" where people are forced to exist without adequate room, must not be.

We believe that the Medium Density High Rise proposed in this North-west corner of Coquitlam will not blend with the adjacent single family residential dwellings for many reasons and we are therefore unequivicably opposed to the application to re-zone this property for this purpose.

We ask you to consider also:

1. Esthetic Quality of This Area

Among other reasons, people who live in this area consider the surrounding view of trees, hills and mountains a valuable reason for choosing this area to reside.

They are therefore opposed to any development which would severely damage the esthetic quality of this area.

This High Rise in question, would stand some 70 feet in the air, and built on one of the highest points in Coquitlam, would blot out the landscape for miles around. Those residents adjacent to this building and to the immediate north and west of Como Lake Avenue, would be forced to stare at a concrete block wall some 60 feet wide and 70 feet high. Most people settled here to get away from this very thing.

We feel this council has a strong obligation to those people who have lived here for years and have supported this Municipality. Not long ago, you turned down a proposed three storey apartment on Tyndall and Como Lake Avenue because it would overshadow the adjacent residential homes. This project will have the same effect and worse. Please be consistent.

2. Lack of Park and Recreational Facilities in this Region.

The area west of Clarke and north to the Port Moody boundary requires additional parkland now, to meet the minimum standard of 2.5 acres per thousand of population. Served by only 8 acres (Tyndall Park) an additional 4 acres is recommended for this area in the Planners Report on the Clarke Road area.

This report states, "Any further increase in density would only add to this demand" unquote.

A major consideration for opposing this proposal is the effect the increased population, generated by this apartment, would have on the existing inadequate park and recreational facilities of this area.

It is not realistic or even fair to suggest, that the some 60 children that could emanate from this apartment, be served recreationally within the open space provided by the developers. This council is also currently studying the possibility of re-zoning twelve lots on the east side of Farrow, Como and Clarke to 2 family residential. You also have an application for a second High Rise on Smith and North Road. We believe the possible population increase by this planned construction would be unacceptable because of the lack of recreational facilities, the impact on schools and traffic conjection in this area. This type of construction is cancerous in an area.

We ask you to stop before it is too late.

3. Pressure on School Facilities.

The Burquitlam Elementary School serving this community can not effectively handle these children.

It is the professional opinion of the Principal of this school, that an increase of 50 children would be the maximum the school can handle effectively. Beyond this, the quality of education would diminish.

It would be necessary to curtail existing programmes to accomodate even 50 more children. We have proven before how inadequate the school grounds of this school are. Because of the irregular topography of the grounds, the existing children have difficulty with athletic programmes now.

4. Existing Traffic Conjection.

To be considered is the effect such complexes will have on traffic conjection in this area.

North Road now handles some 25,000 vehicles per day. The Planners Report on the Development Policy for the Clarke Road Area indicates that traffic on Clarke Road originates mainly within the area. It doesn't seem realistic to add to this, the cars localized by this apartment, plus other planned construction.

There is evidence that because of damage, vandalism and the increased charges necessary for underground parking, the parking facilities are not used. We end up with illegal street parking causing chaos in an area. This area is surely the most conjected in Coquitlam. The widening of Clarke Road is a top priority to aleviate this existing problem, let alone adding to it.

5. Apartment Development for this Area.

On the 1972 Community Plan Map, the area where this High Rise is possible, is designated as a "Medium Density Apartment Area".

80% of this District's population is located in the west end now.

Why continue to focus development here?

We challenge the apartment area concept with its inherent crowding and social difficulties arising therefrom. We feel that the west and north-west ends of Coquitlam have already contributed more than their share to apartment development in Coquitlam.

Some reasons presented by apparent proponents of medium density high rise construction are:

- (a) A declining vacancy rate exists in Coquitlam.
- (b) There is a need for low cost housing.
- (c) Medium density high rises do not increase density, they use less land and can provide their own open space and recreation facilities.

Let's examine these.

- (a) It is true that vacancy rates are declining here and elsewhere, perhaps because of:
 1. Changes in the income tax act.
 2. The landlord tenants act and pending legislation there.
 3. Vancouver curtailment on construction of apartments.
 4. Proposed government plans to build rental units.
 5. Increasing land values.

All of these factors add up to a cut off on the 'supply' of rental units, thus resulting in a declining vacancy rate. This should not be a green light for Coquitlam to soar ahead with the construction of medium density high rises. We don't mind turning on the tap, but let's not open the floodgates. Question: How many apartment units are under construction at this time in Coquitlam?

This vacancy rate situation can suddenly reverse. Let's preserve Coquitlam as a model community. There is no need to blight our landscape with concrete walls.

- (b) There is a need for low cost housing, no one can deny this. This High Rise as a rental unit is not the answer to low cost housing. Please examine the rent required in a two bedroom new high rise suite. We do not believe that a trade off of the quality of this area for tax revenue is acceptable.

Condominiums.

Young families can obtain financing and even qualify for 2nd. mortgage money for these.

They can get into these easier, but can they get out easily?

The answer is no?

In fact there is evidence that these units can depreciate in value, much like a trailer unit.

If we pursue a course of high rise condominium construction, we could be helping young families into a position where they have to walk away when they outgrow their unit.

Since specific costs have not been made available, we have attempted to ascertain the costs of this type of structure by speaking to knowledgeable people in the business of construction and real estate. We believe the information we have is representative of the value of this building and confirms our stand.

(c) Medium density high rises do not increase density, they use less land and can provide their own open space and recreational facilities.

It is difficult to comprehend that trading a population of 20 persons for 155 on these four lots, is not increasing density.

Let's look at the apartment proposed at this time.

The concept indicates approximately 20,000 square feet of open space, after allowing for trees, landscaping etc.

Assuming a total population of (155) based on 96 adults and 59 children in the 39, 2 bedroom and 9, 1 bedroom suites, this would provide a family of three with less than 500 square feet of open space. I suggest that open space of less than one tenth of that provided by a single family dwelling lot is not adequate, to say the least. These people would have to use the open space of the community and this is inadequate now.

The social implications must be considered if we are concerned with liveability.

This apartment would increase the population of this area beyond its ability to provide adequate room.

Conclusions and Recommendations.

1. That no further increase in population, other than that emanating from single family or two family residential construction, be considered in this North-west Corner of Coquitlam.

2. Provision for adequate Parkland west of Clarke, be a priority.

3. That Clarke Road be widened to the Port Moody Boundary before any apartment construction takes place in the area west of Clarke or for that matter, along Clarke.

This point has been accepted in principle by the councils adoption of the Planners Report on the Clarke Road Development Policy.

We ask that you keep your promise to the area residents regarding this.

4. That if some Medium Density High Rise development is necessary in Coquitlam, we recommend that you look to the south and eastern portions of this Municipality.

We do however ask that a complete study be made on the problems created by the Strata Tytles Act and the difficulties that can result to the buyers.

5. That adequate Bus transportation be provided before you develop a High Rise in any area, so that already congested traffic problems will not be aggravated.

6. The establishment of a task force, to do a thorough study on the proper mix of development in Coquitlam, to handle the expected population increase.

NOT
ADDED →

Also to make communities more aware of the need for development
and to inlist their opinions.



L. Garrison,
President,
Burquitlam Banting
Ratepayers' Association,
969 Gilroy Street,
Coquitlam, B.C.

926 0723
688-1274

LG/aw

BRIEF TO PUBLIC HEARING FROM PLANNING DEPARTMENT - MARCH 22, 1973

ITEM #1

Z-3-73 - This application is for three warehouses of approximately 20,000 square feet each on properties to the south of the Loughheed Highway east of Schoolhouse Street. The application was reviewed by both the Advisory Planning Commission and the Advisory Industrial Development Commission. The Advisory Industrial Development Commission generally recommended in favour of the industrial development on the site, but had the following specific concerns:

1. Traffic conflicts caused by trucks turning off or on to the Loughheed Highway - the application has been referred to the Department of Highways for their review, and they will also be involved in approving access.
2. The general soil conditions on the site are known to be less than ideal - we have received information from Crown Zellerbach on soil conditions generally in the area, and the applicant will also have to hire a soils engineering consultant for designing appropriate foundations, etc.
3. Sanitary sewers are not available to the site, and the AIDC recommended that the Medical Health Officer's approval be sought - approval by the Medical Health Officer will be required at the time of building permit application.
4. The Commission would like to see the detailed plans at a later date, and would like information on the number and nature of industrial tenants to go on to the site - I suggest that this be done at the time of building permit application.

The Advisory Planning Commission reviewed the application on February 21, 1973, and by Resolution 2622 recommended that Council refer the application to Public Hearing. It will also be recalled that Council, under Resolution 284 approved the application subject to plans being prepared for presentation to the Public Hearing. I have been in communication with Mr. Wilshire, the applicant, and at one stage he was going to suggest adjournment of the Hearing. However, he would appreciate the matter proceeding and the presentation

of plans at the time of building permit rather than at this stage. Due to the importance of getting the Highways Department approval of access and the rezoning with their conditions thereon, if any, I would suggest that it is indeed appropriate to wait for the building permit stage in order to draw up the necessary plans.

ITEM #2

Z-18-73 - The criteria employed in locating duplex development were reviewed in making a report to Council on this application on March 8, 1973. On March 12, 1973 Council referred the application to Public Hearing. I review those criteria as follows:

1. Lot Size - The lot has the required area of 8,000 square feet.
2. Access and Parking - Access is off a private lane to the east of the particular lot. This lane is to be assured in future by way of a private agreement between the two owners as a result of the condition of approval of subdivision 8-1775A. The site plan received from the applicants would have access to carports on the north side of the dwelling, leaving the south side as a landscaped and natural area down to Austin Avenue.
3. Services Available - Services were provided at the time of subdivision. Sanitary sewers and water-mains are available in this area.
4. Neighbourhood Character - The plans provided provide for a quality of building similar, or better, to housing in the area.
5. Other Duplexes - There are no other duplexes within 600 feet along the north side of Austin Avenue.

ITEM #3

Z-45-72 - This application was considered by the Advisory Planning Commission on January 3, 1973, and the applicants were advised that the Commission indicated agreement in principle with the application subject to the Planning Department drawing up a specific by-law amendment for discussion at the next Commission meeting. This was

Z-45-72 cont'd

prepared and sent to the Commission meeting of February 7, 1973. Under Resolution #2614, the Commission tabled this application for further consideration by the Planning Department, which resulted in a further by-law draft considered by the Advisory Planning Commission on March 7, 1973 and recommended for referral to Public Hearing by Resolution #2633. This recommendation was accepted by Council on March 12, 1973.

The change from the original draft sent to the meeting of February 7, 1973 was really to extend the redefinition to the whole of Section 802 (3) of the Zoning By-law. Such Section currently reads as follows in the Zoning By-law:

"802(3) An accessory unenclosed storage use:

- (a) shall be surfaced with asphalt, concrete or other dust free material.
- (b) shall be bounded on all sides by a landscape screen of not less than 5 feet or more than 6 feet in height, provided that when a property boundary is adjacent to the Fraser River, then that boundary does not require a landscape screen.
- (c) shall at no point extend more than 7 feet above finished ground level, except for trucks which may be up to 12 feet in height.
- (d) shall not be permitted in the M-3 ZONE between a street and a building, or where such use will create public offence or nuisance.
- (e) shall at no point extend to a height greater than the height of the landscape screen enclosing the use in the M-5 ZONE, and shall be prohibited within 25 feet of all lot lines in the M-5 ZONE, and the number of derelict cars shall not exceed 250 vehicles per acre of such use.
- (f) shall not include the unenclosed storage of goods, materials or things liable to produce or give off dust or other particulate matter that may become wind-borne.
- (g) shall not be located within 25 feet of a front or rear lot line, or within 10 feet of a side lot line, where such lot line abuts a ZONE other than an industrial ZONE.
- (h) shall, in the M-4 ZONE, be limited to stockpiling of materials derived from gravel pit development and/or employed in the production of asphalt and portland cement concrete; subsections (a) to (g) shall not apply in the M-4 ZONE."

I would note that Section (b) has been amended and that the new Section (i) is being inserted to allow for the display slabs proposed by International Harvester. Two display slabs of 600 square foot size surrounded by landscaping would be allowed in the M-2 and M-1 zones in front of industrial buildings, subject to such slabs being at least 12 feet away from a street.

ITEM #4

Z-13-73 - On February 7, 1973 the Advisory Planning Commission, moved a series of resolutions, #2606 to #2611, which are reproduced below:

2606 That the Commission reaffirm in principle the present zoning regulations for medium-density high-rise apartment development, and the maintenance of a suitable location policy for such development.

CARRIED

2607 That the Commission recommend to Council that the Zoning By-law be amended to place a height limit on high-rise development in Coquitlam, equivalent to the height at which the Fire Department can effectively fight fires with existing equipment, normally equivalent to about eight storeys; and also that each high-rise development be subject to the Fire Chief's review.

CARRIED

2608 That the Commission recommend to Council that the Building By-law be amended to require at least one elevator, servicing all floors of each high-rise building, to be of adequate size to accommodate a wheeled stretcher or bulky emergency equipment.

CARRIED

2609 That the Commission recommend to Council that the Building By-law be amended to require a voice communication system in all high-rise buildings, such as that now required by the National Building Code in buildings exceeding twelve storeys in height.

CARRIED

Z-13-73 cont'd

2610 That the Commission recommend to Council that application Z-32-72 and Z-46-72 be referred to Public Hearing when the plans have been amended to the Design Committee's satisfaction to meet the recommendations under Commission Resolutions 2607, 2608 and 2609 in regard to safety provisions in high-rise buildings.

CARRIED

2611 That the Commission hold a special meeting to consider the future of apartment development in Coquitlam generally, when the Planning Director's review of apartment development has been completed.

CARRIED

On February 12, 1973 Council also passed resolutions in regard to such development, #209, 210, 211, 212, plus resolutions dealing with applications Z-32-72, Z-46-72, Z-1-73. Resolutions 209, 210, 211, and 212 were as follows:

209 That Council amend the Zoning By-law to place a height limit on high-rise development in Coquitlam, equivalent to the height at which the Fire Department can effectively fight fires with existing equipment, normally equivalent to about eight storeys; and also that each high-rise development be subject to the Fire Chief's review.

CARRIED

210 That the Fire Chief be requested to make a report to Council on the advantages of reinforced underground parking.

CARRIED

211 That the Building By-law be amended to require at least one elevator, servicing all floors of each high-rise building, to be of adequate size to accommodate a wheeled stretcher or bulky emergency equipment.

CARRIED

212 That the Building By-law be amended to require a voice communication system in all high-rise buildings, such as that now required by the National Building Code in buildings exceeding twelve storeys in height.

CARRIED

Z-13-73 cont'd

Following these resolutions, the Planning Department prepared the by-law draft now before you and the matter was put on the Public Hearing agenda by authority of Resolution 209. The Fire Chief has reported to Council in regard to Resolution 210 and the Building Inspector prepared a draft by-law in relation to Resolution 211. However, in a letter dated February 22, 1973, Mr. Poul Hansen, Architect, made a suggestion to Council that a Committee be formed by Council to review safety matters in high-rise buildings. Following Resolution 328 on March 5, 1973, it was suggested that Mayor Tonn set up such a Committee, and on March 6, 1973 Mr. D.M. Buchanan, Mr. B. Falcon, Mr. N. Wainman and Mr. R.A. LeClair (Chairman) were appointed to such a Committee.

In view of the events since the passage of Resolution 209, which gave rise to this item on the Public Hearing agenda, it is our recommendation that this item be adjourned until the Committee referred to in the last paragraph has completed its report and submitted it to Council. I can give more information verbally on the progress of the Committee since March 6, 1973.

ITEM #5

Z-1-73 - This application was considered under the revised procedure for rezoning, with review by the Design Committee and Advisory Planning Commission before recommendations were made to Council. The Design Committee considered this application on January 29, 1973, and the minutes of the meeting record the following:

"The Current Planner reported that since this is a preliminary review the applicant has not been requested to submit detailed drawings, and no full by-law check has been done. The Committee reviewed this application and suggests that:

- 1) The Architect give further consideration to the plain concrete and stucco walls and end walls, with a view to employing a more exciting architectural treatment for the surfaces.
- 2) In view of the recent reports on safety for high-rise buildings by the Fire Chief and Chief Building Inspector, the Committee is concerned that:

Z-1-73 cont'd

- a) The building height should be reduced by one floor and consideration be given to filling in the voids on the seventh floor.
- b) Where high-rise buildings contain an underground parking structure, the slab covering the structure must be made of reinforced concrete to permit the movement of emergency vehicles over it, or the development must show a clearly designated driveway for emergency vehicles.

The Committee will discuss this application further following a review of safety for high-rise buildings with the Advisory Planning Commission on February 7, 1973."

The Advisory Planning Commission then moved Resolution 2616 as follows:

2616 That the Commission recommend to Council that application Z-1-73 be referred to Public Hearing when the plans have been amended to the Design Committee's satisfaction to meet the Commission's recommendations under Resolutions 2607, 2608 and 2609 in regard to safety provisions in high-rise buildings.

CARRIED

The resolutions of the APC referred to in that recommendation were referred to under Item 4 in the Public Hearing Minutes above. Amended plans were then presented to the Planning Department and the Design Committee and reviewed on February 21, 1973. These minutes record the following:

"The Committee reviewed the revised No. 1 preliminary site plans received in the Planning Department February 12, 1973 and the coloured perspective submitted earlier, and notes that a detailed by-law check has not been carried out. A more complete review will be made of this project when complete plans are submitted.

The Committee approves the plans for submission to Public Hearing subject to the applicant providing more details, information and changes as follows:

- 1) Revised treatment of the end walls, from the plain masonry block walls to something more architecturally interesting.
- 2) A reinforced concrete slab over the underground parking structure to permit the movement of emergency vehicles over it, or alternatively, a clearly designated access for these public safety vehicles.

Z-1-73 cont'd

- 3) An off-street loading space.
- 4) A children's play area suitably fitted and landscaped.
- 5) Clarification of:
 - a) the parking ramp and entrance in the north-west corner.
For safety reasons the applicant may wish to install fencing or a guard rail.
 - b) where and how the refuse storage will be handled."

This recommendation was also augmented by recommendations at the Design Committee meeting of March 13, 1973 which were as follows:

"The Committee suggests that the revised #2 preliminary plans be submitted to Public Hearing, but is concerned with the following matters:

- 1) The proposed use of pre-cast concrete gives the applicant an opportunity to provide a variety of textures for this development by relieving the large surface areas with a uniform appearance. This may be accomplished with the use of vertical or horizontal markings, exposed aggregate, or channelling divisions.
- 2) The approximately 90 feet wide sparsely landscaped area is totally unacceptable. The Committee strongly recommends that a landscape plan drawn up by a professional landscape architect be submitted for this development, and that this plan should consider the use of children's and adults' recreation and rest areas with furniture, fountains and so forth.
- 3) Consideration should be given to the retaining wall for both safety and aesthetics by employing a landscaped bank, a screened wall or architectural fencing.
- 4) The location of the loading bay should be reviewed to make it more accessible and utilitarian.

The Committee notes that:

- 5) The coloured perspective does not reflect the area surrounding the proposed development.
- 6) The elevation drawings do not show the ground elevations, and that final grades and elevations may alter the situation considerably.
- 7) It will review the proposal in greater depth, for example, the interior particulars, when more detailed drawings are submitted."

I can report that the building has been reduced to eight storeys in height as requested, and that the question of elevator size still has to be reviewed by the Fire Chief. The voice communication system is a detail to be worked out at a later date. The overall remarks of

Z-1-73 cont'd

the Design Committee should be considered, and it can be seen that there is a lot of work to be done in modifying plans, especially those for landscaping, access and loading space. If the project could be proceeded with, these matters could be dealt with at the time of building permit application.

I should note that Council Resolution 220 on February 12, 1973 referred this application to Public Hearing when the plans had been amended to the Design Committee's satisfaction. In regard to building height, revision of elevators and the voice communication system. I can say that the plans received by the Planning Department on March 13, 1973 do note on them that the finished building will have "an emergency voice communication system" and "one elevator large enough to take a wheeled stretcher". This matter will have to be reviewed in detail at the time of building permit application.

I believe that the above information presents the full story on this application. I will have the plans available to illustrate the type of recreational facilities proposed with the development.

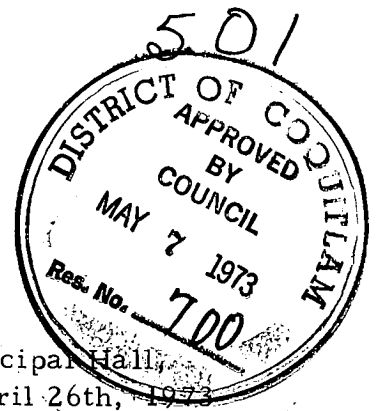
Respectfully submitted,



D.M. Buchanan,
Planning Director

DMB/ci

Thursday, April 26th, 1973,
Public Hearing - 7.30 p.m.



PUBLIC HEARING MINUTES

A Public Hearing was held in the Council Chambers, Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Thursday, April 26th, 1973 commencing at 7.30 p.m. to deal with applications to amend Zoning By-law No. 1928 and amending by-laws.

Members of Council present were Mayor James L. Tonn, Ald. J. E. M. Robinson, Ald. S. W. Hofseth and Ald. R. E. Boileau.

Also present were the Director of Planning, Mr. D. Buchanan and the Deputy Municipal Clerk, Mr. T. Klassen.

The Public Hearing was advertised in The Columbian on Wednesday, April 18th, 1973 and Thursday, April 19th, 1973. The Public Hearing Agenda was circulated to all ratepayers groups in the District of Coquitlam.

MOVED BY ALD. BOILEAU
SECONDED BY ALD. ROBINSON:

That His Worship Mayor James L. Tonn act as Chairman to the Public Hearing and that Mr. T. Klassen act as Secretary to the Public Hearing.

CARRIED

BRIEF TO PUBLIC HEARING - APRIL 26TH,
1973 FROM THE PLANNING DEPARTMENT

The Director of Planning, Mr. D. Buchanan, submitted a brief dealing with the items on the agenda for this Public Hearing and a copy of that brief is attached hereto and forms a part of these Minutes.

ITEM #1 - Reference No. Z12/73

This was an application by the District of Coquitlam to rezone property situated at 2189 and 2197 - 2199 Austin Avenue from Neighbourhood Commercial (C-2) to One Family Residential (RS-1).

Mr. D. Hogarth addressed the Hearing and stated that he was appearing on behalf of Dr. Hosein, who has been carrying on her practice in this general area for some time. He stated that because his client has some problems with her landlord she wishes to purchase property in order to own her own office.

Mr. Hogarth went on to state that his client had subsequently gone to the market to try to obtain suitably zoned property and as a result had found the property almost directly across from where she is presently situated, and had made an offer to purchase the property on March 9th, 1973.

Mr. Hogarth stated that it was his client's intention to build a small commercial building on the property in order that she could practice close to her home as she presently only has a part-time practice and further he stated that this would not be a development to bother people in the immediate area and he did not see any great increase in traffic or other problems which may be detrimental to the area.

Thursday, April 26th, 1973,
Public Hearing, cont'd.

A Mr. G. Broich of 2198 Haversley Avenue addressed the Hearing and stated that he opposes the proposal to place a commercial building in this area as he does not want such an establishment across the lane from his home. He stated that one of his reasons for not wanting such an establishment was that the building would be empty for a great period of the day and could possibly attract prowlers to the area and also the commercial building would most likely have parking in the rear close to his property.

ITEM #2 - Reference No. Z23/73

This was an application by Fit-Rite Contracting Ltd. for the rezoning of property at 1866 Austin Avenue from One Family Residential (RS-2) to Two Family Residential (RT-1).

A petition signed by sixteen persons was read to the Public Hearing opposing the rezoning to duplex use and a copy of that petition is attached hereto and forms a part of these Minutes.

A Mr. Siddall, a resident at 1876 Austin Avenue, objected to the rezoning stating that if a house is built on this lot his access to Austin Road will be cut off and he will then have to gain access to his property off the lane. The Mayor explained to Mr. Siddall that regardless of whether the property is rezoned or not, he will have to have access off the lane and this property was never a dedicated road allowance.

A representative of Fit Rite Contracting addressed the Board and stated that his access will also have to be cut off the lane as Austin Avenue is to be a major arterial road with restricted access.

Mr. R. J. Boyd of 1856 Austin Avenue addressed the Hearing to object to the proposed rezoning stating that he had contacted most of the neighbours in the area and in general they are opposed to the rezoning and they feel there is enough apartment space within the Municipality and that, as a rule, people in duplexes are transients and that residents in a single family home tend to knit better into the community.

With respect to access off of Austin Avenue for the lane during the wintertime, the Mayor stated that if access is not allowed off of Austin Avenue it will be incumbent upon the Municipality to see that the back lanes are plowed to provide access to properties so restricted.

The representative of Fit Rite Contracting Ltd. was asked if he was building the duplex for himself and he stated that he was building it for his brother who will live in one side and rent out the other.

Thursday, April 26th, 1973,
Public Hearing, cont'd.

ITEM #3 - Reference No. Z 8/73

This was an application by Rhoda C. Wright for the rezoning of property at 605 Chapman Avenue from One Family Residential (RS-1) to Two Family Residential (RT-1).

The Planner explained to the Public Hearing that an error was made in the advertisement in that only the westerly 58 feet of lot 135 was to be rezoned for duplex use.

Mr. J. E. Person of 599 Chapman Avenue objected to the rezoning saying that he had no objection to two owners of the property but did not wish to see any portion of the property rented out.

It was explained to the meeting that the old existing house on the property would be demolished.

ITEM #4 - Reference No. Z 14/73

This was an application by Sunnyhill Holdings Ltd. for the rezoning of property at 819 and 823 Brunette Avenue from Neighbourhood Commercial (C-2) to Service Commercial (CS-1).

There was no opposition expressed to this application.

ITEM #5 - Reference No. Z 9/72

This was an application by the District of Coquitlam to rezone properties in the Barnet Highway area from Agricultural Resource (A-3) to One Family Suburban Residential (RS-2).

There was no opposition expressed to this application.

ITEM #6 - Reference No. Z 16/73

This was an application by the District of Coquitlam to amend Zoning By-law No. 1928 with respect to accessory advertising use.

There was no opposition expressed to this application.

ITEM #7 - Reference No. Z 382

This was an application by the District of Coquitlam to rezone properties located in the Cape Horn Avenue area to One Family Suburban Residential (RS-2).

Mr. Hogarth addressed the meeting and stated that he was appearing on behalf of Hanmore Developments Ltd. who own property at 2326 Cape Horn Avenue.

Thursday, April 26th, 1973,
Public Hearing, cont'd.

Mr. Hogarth stated that the Municipality does not have the power under the Municipal Act to rezone this property to create a holding zone and should the Municipality proceed with the by-law he will be seeking instructions from his client to attack the by-law.

Mr. Hogarth then stated that his client had purchased this property in December, 1972 for \$42,000 proposing to erect a warehouse.

Mr. Hogarth stated that the proposal by the Municipality to reconsider the type of zoning in this area is out of line as this is the best type of use for this land. He also stated that the Municipality is being very unfair to his client in subjecting him to two rezoning applications within a few months.

Mr. J. Insley addressed the Hearing and stated that he was appearing on behalf of Mr. F. W. Monssen who owns a business in the area.

Mr. Insley stated that his client had purchased and developed the property in accordance with the by-laws within the past four years.

Mr. Insley further suggested that the uncertainty of zoning in Coquitlam is limiting industrial development in the community and that M-3 Zoning in this particular area is most realistic.

Mr. Insley stated that he had recently read the policy report submitted to Council by the Planning Department on this area and felt that it indeed was a very good one and that to rezone property in this area to RS-2 was ludicrous because the area is low, has the Greater Vancouver Sewer Trunk running through it, has the Lougheed Highway in the vicinity, has the C. N. R. tracks in the vicinity and, as well, has the B. C. Hydro power lines running through it.

Mr. Insley also stated that his client concurs fully with the policy report as submitted by the Planning Department to Council and that Mr. Monssen's company has lived up to all his undertakings and promises given to the Council at the time he built and they have had only one complaint in four years of operation in this location. Mr. Insley further stated that F. W. Monssen and Company had, in 1969, received a Certificate of Merit from the Park and Tilford people for his development and had, in fact, been nominated by the Municipality.

Mr. Insley also stated that his client is prepared to donate 50 feet of his property to provide an industrial road in this area if the Municipality will guarantee the completion of the road as shown in the Planner's Policy Report. He stated that this type of development is currently done in the Municipality of Burnaby where, under a Local Improvement scheme, the municipality finances the construction and charges back over a period of years the cost of construction to the property owners adjacent or abutting the road.

Thursday, April 26th, 1973,
Public Hearing, cont'd.

Mr. R. Ball of 2305 Cape Horn Avenue addressed the Hearing and stated that he was speaking on behalf of the Mathewson Ratepayers Association and he read a brief to the Hearing dated April 26th, 1973 and a copy of that brief is attached hereto and forms a part of these Minutes.

A Mr. Garrison inquired that if the rezoning goes through, would this have any effect on the classification of Cape Horn Avenue. Mr. Buchanan stated that Council had taken no action on his report with respect to the ultimate use of the property in this area and therefore no answer could be given with respect to the classification of Cape Horn Avenue.

Mrs. McMichael addressed the Hearing and stated that she was in favour of the rezoning and inquired if Mr. Monssen had made an application for a repair shop within his building and Mr. Insley stated that, to this time, his client has made no such application.

Mr. Hogarth again addressed the Hearing and stated that he wished to clarify the use to which his client would be putting the property and that this would be for a warehouse for electrical and plumbing supplies only but the size of the building has not yet been determined or neither has the number of storeys of the building.

Mrs. Norris stated that she understood that the building would be a two storey building with a woodworking shop underneath and Mr. Hogarth stated that to his knowledge no suggestion of any type of factory had been made to be situated on this property.

A question was raised by Mr. Ball whether Mr. Hansen, the architect for the project, had any interest in Hanmore Developments and Mr. Hogarth stated that Mr. Hansen did not have any interest in Hanmore Developments whatsoever.

A letter dated April 23rd, 1973 from Columbia Bitulithic opposing a part of the rezoning was read to the Hearing and a copy of that letter is attached hereto and forms a part of these Minutes.

ITEM #8 - Reference No. Z20/73

This was an application by the District of Coquitlam to amend Zoning By-law No. 1928 with respect to new regulations for the M-3 Zone.

Mr. R. Ball, speaking on behalf of the Mathewson Ratepayers Association, stated that they are opposed to all the items appearing within Clause 2 of this proposed amendment.

There was no other opposition expressed to this application.

Thursday, April 26th, 1973,
Public Hearing, cont'd.

ITEM #9 - Reference No. Z 10/73

This was an application by the District of Coquitlam to amend the District of Coquitlam Zoning By-law No. 1928 with respect to not allowing buildings closer than one hundred feet from the high water mark of the Fraser River and not on ground surface lower than elevation 15.5 feet.

There was no opposition expressed to this application.

ITEM #10 - Reference No. Z 14/73

This was an application by the District of Coquitlam to amend Zoning By-law No. 1928 with respect to regulations within a CS-1 Zone.

There was no opposition expressed to this application.

ADJOURNMENT

MOVED BY ALD. BOILEAU
SECONDED BY ALD. HOFSETH:

That the Public Hearing adjourn. 8.45 p.m.

CARRIED

CHAIRMAN

BRIEF TO PUBLIC HEARING - APRIL 26, 1973 FROM PLANNING DEPT.

ITEM #1

Z-12-73 - These two properties are two of eighty commercial sites which were described in a report dated March 12, 1973 to Council. The purpose of that report was to zone land similar to that of surrounding areas to enable greater control by Council over the future use and servicing of such lands. The report was referred to the Legal Department for advice, and we are still in the process of obtaining advice on the zoning of certain lands versus requiring the services by way of a clause under the Zoning By-law.

In the meantime, a Dr. Hosein approached the Planning and Building Departments regarding the possibilities of making alterations to an existing residential home at 2189 Austin Avenue. She was advised of a consideration to rezoning in process. I might add that her Solicitor has evidently recommended that she establish her use and that a non-conforming use status must be given if Council does proceed with the rezoning of the lands.

Although not directly relevant to the situation at hand, I might say that we have investigated the particular commercial zoning on these sites, and it appears that somewhere between 1962 and 1966 the properties were zoned commercial, according to maps prepared at that time. There is also the possibility that the 1962 rezoning of the lands from commercial to residential was not recorded by the draftsman in 1966 when consolidated zoning maps were prepared. In any event, Zoning By-law No. 1928 zoned the area commercial, and it had been considered zoned commercial since the 1966 map consolidations were prepared.

ITEM #2

Z-23-73 - This application is for a duplex development and was checked against the criteria for locating two-family housing in one-family residential areas. Access is to be from the south from the proposed lane, and the plans would appear to enhance the nature of the area.

ITEM #3

Z-8-73 - This application should deal with only the westerly 58 feet of the property at 605 Chapman Avenue. The chief concern in our report was whether Council would consider the moving of an older building onto the site with some renovation. There was also a concern about the lot being only 58 feet wide, not the usual width for a duplex. Due to the nature of this duplex application, Council referred it to the Advisory Planning Commission for comments, and also back to the applicant for plans to be provided of the duplex development. After discussion with the applicants, plans were amended and were made satisfactory. Also, the Building Department investigated the proposal for moving the particular house onto the site from a location in Burnaby and those details are available. By Resolution #2643 on April 4, 1973 the Advisory Planning Commission recommended that Council refer this application to Public Hearing. Council did so on April 9, 1973.

ITEM #4

Z-14-73 - The proposed use is compatible with service commercial designation of this area and with the community plan policies. With the amendment to the Zoning By-law under ITEM #10 at this Public Hearing, the building could be sited, as proposed by the applicant, on this site. The Design Committee reviewed this application at their meeting of March 28, 1973 and recorded the following:

"The Committee gave this application a preliminary review, noting that a thorough evaluation will be carried out when detailed plans are received with a building permit application. The Committee made the following comments:

1. The building is acceptable for design, materials and finishes, and is in accord with proposed development in the area.
2. Landscaping appears minimal, and the Committee suggests that the applicant consider augmenting it, particularly on the west side of the property.

Z-14-73 cont'd

3. The number of signs being proposed may be excessive, however, this will be reviewed when applications for building permits are made for these signs.
4. Consideration by the applicant may be given to the possibility of some mutual access aisles with the development to the west."

The Advisory Planning Commission reviewed the matter at their meeting of April 4, 1973, and under Resolution #2644, recommended that the application be referred to Public Hearing. The Planning Department had recommended in favour of the amendment to the setback provisions which will be considered under Item #10 at the Public Hearing.

ITEM #5

Z-9-72 - This application pertains to a Public Hearing some 13 months ago on March 23, 1972, when rezoning of this area from M-1 to A-3 was being discussed by Council. The zoning to A-3 was to be on an interim basis for a period of three to six months, as outlined at that Hearing. This time period has now stretched into a full year and the Municipality is still involved in discussions with the Department of Highways on land use policy in this particular area. The RS-2 zoning was originally suggested as a "Holding Zone", and Council at this Hearing is now considering that zoning as being more compatible with the zoning and land use in adjacent areas. It should be understood that no large scale subdivision would be contemplated in this area pending discussions with the Department of Highways on future use.

ITEM #6

Z-16-73 - This amendment to the Zoning By-law would completely remove references to signs under the Zoning By-law. A structure for accessory advertising use is, in fact, a sign. The new Sign Control By-law No. 126 would regulate signs in the Municipality. At the present time, Section 403(3)(f) regulates freestanding signs, requiring them to be outside the 12 foot

additional siting area along major arterial streets, outside the triangular area on a corner adjacent to streets, and away from any other location which will result in conflict with vehicular or pedestrian traffic. This provision would be put into the new Sign Control By-law No. 126, with some flexibility of allowing signs within the widening area, but that such sign would be removed at no expense to the Municipality upon three months' notice where a street was to be widened.

ITEM #7

Z-20-73 - This application is to proceed with certain aspects to the Policy Report No. 3/73, prepared by the Planning Department on Development Alternatives for the Area South of Cape Horn Avenue. Council agreed, by Resolutions #524, #525, #526 and #527, to proceed with the first four recommendations of that report. The net result is the question of long term use of this area and the proposed major arterial street relocation in this area.

ITEM #8

Z-20-73 - This application also relates to Policy Report No. 3/73 mentioned under ITEM #7. This is an attempt to identify industrial uses which will be compatible with the adjoining residential area. The Policy Report recommended that industrial developments only be established in this area upon individual application, allowing for agreements between the developer and the Municipality to assure compatible use.

ITEM #9

Z-10-73 - This amendment was requested by the Department of Water Resources, as communicated to us by the Department of Municipal Affairs in their consideration of Zoning Amendment By-law No. 160, which would zone lands on the Fraser River from M-1 to M-4, where Columbia Bitulithic Co. Ltd. are intending to locate their new asphalt plant facilities. My report to Council recommended that the technical requirement be made a

Z-10-73 cont'd

part of the industrial zoning regulations, rather than simply an amendment in regard to a specific property, in order to avoid the possibility of the by-law being held discriminatory as to one particular land owner.

ITEM #10

Z-14-73 - Reference was made to this item in dealing with ITEM #4 above. This would simply amend the setback requirements of the CS-1 zone and make them similar to those of the C-2 zone. Thus, the present requirement of a setback of 30 feet from a front lot line (42 feet from a major arterial street front lot line) and 25 feet to other lot lines would be removed. Setbacks would simply be 25 feet from a front lot line (37 feet in the case of a major arterial street such as Brunette Avenue), ten feet from a side lot line along a street (4 feet from a rear lot line abutting a lane, 25 feet from a rear lot line abutting a street), and with specific requirements where service stations are proposed. The purpose of the change is to allow more flexibility in siting buildings in the CS-1 zone. There will still be the 40% lot coverage requirement in the zone and parking requirements which will maintain the open character of this type of commercial area.

Respectfully submitted,



D.M. Buchanan,
Planning Director

DMB/ci

April 23, 1973.

The undersigned wish to inform the District of Coquitlam through the person of Mr. T. Klassen, Deputy Municipal Clerk, of their intentions to appear before the Public Hearing in Council Chambers, April 26, 1973 at 7:30 p.m., to oppose the application to re-zone 1866 Austin Avenue from one-family residential (RS-1) to two-family residential (RT-1).

NAME

ADDRESS

| | | |
|------------------|----|---------------------|
| Rosemary V. Boyd | 1 | 1856 Austin Avenue. |
| Robert J. Boyd | 2 | 1856 Austin Ave. |
| Robert P. Morse | 3 | 1905 Charland Ave |
| Anna Morse | 4 | 1905 Charland Ave. |
| Al. Sissall | 5 | 1876 Austin Ave. |
| E. Sissall | 6 | 1876 Austin Ave. |
| W. Richards | 7 | 1888 Austin Ave. |
| J. Richards | 8 | 1888 Austin Ave. |
| Terry Einfeld | 9 | 1859 Austin Ave. |
| R.B. Merriman | 10 | 1871 Austin Ave. |
| J. Merriman | 11 | 1871 Austin Ave. |
| George Couture | 12 | 1885 Austin Ave. |
| Jeanette Couture | 13 | 1885 Austin Ave. |
| Walter Lawrence | 14 | 1848 Austin Ave. |
| Linda Lawrence | 15 | 1848 Austin Ave. |
| B. Einfeld | 16 | 1859 Austin Ave. |

Your Worship Mayor Tonn and Members of Council:-

This evening, I, Raymond Ball am spokesman for the Mathewson Ratepayers Association. Our Major concern is the "M-3" Zoning South of Cape Horn Ave and North of the Lougheed Hwy., in the District of Coquitlam.

We as a group very strongly oppose and object to the proposed types of businesses that Council is considering to allow to be built and operated on the strip of land south of Cape Horn Ave as published by the Municipal Clerk in recent newspaper advertisements under the legal section. Although Council has dropped the words "M-3 or Light Industrial Zone" from the amended By-Law, they still intend to allow the installation or erection of buildings for the purpose of manufacturing light industrial commodities. This is a no! no! with us and we will not be cajoled with such antics. Other than Residential housing; singular, multiple or low rental units in this area, the only other tolerable construction for the site would be Commercial for the entire area from Old Indian Road to a point where Cape Horn Ave joins the Lougheed Highway. And to further this, any commercial construction such as Motels, Service Stations, stores, Offices and recreational facilities would have to have ^{ACCESS} to the Lougheed Hwy or to a new connecting Service Road that has been proposed By the Planning Dept., and further such Commercial construction would be required to erect a landscaped earth-mound barrier between Cape Horn and any such construction.

All other types of construction for Light Industrial Manufacturing as proposed in Council's recent Legal notice is OUT as far as we are concerned. Council has demonstrated to us that once an "M" - 3 zoned business is allowed to operate and given a business license, said license appears to be a "Clear Bill of Sale" for the operators to do as they damn well please. Council through it's By-Law Enforcement Officers and/or the RCMP can't or won't enforce By-Laws for Trucks or for that matter the By-Laws covering Noise and Air pollution. Right now B.C. Mack Truck are "thumbing thier noses" as it were at Council as evidenced since our last brief of April 2, 1973 - the speaker and nearly every resident along the length of Cape Horn witnessed two new B.C. Mack truck, in "piggy-back" fashion being transported along Cape Horn at 9.30 p.m. Sunday April 15, 1973. Mayor Tonn was called, and to his credit attended with two RCMP cars and local witnesses have agreed to tesify - what has been done? Has B.C. Mack Truck been charged and if so what is the maximum fine? Is it a mere slap on the wrist or has this by-law got some teeth and if it hasn't give it some - like \$5000.00 fine for first offence, \$10,000.00 for second offence and for a third offence complete revoking of thier business license and complete loss of the use of Cape Horn Ave.

Concerning the ravaged lawns on the North side of Cape Horn, these have or are being repaired and if the grass grows - this then will end the matter.

Getting back to B.C. Mack Truck - we reiterate our statement of promise as outlined to council only 24 days ago, to block all truck traffic on Cape Horn, if you can't regulate it with your By-Laws we can and will with our Road Blocks.

We will agree with and accept any type of residential, religious, recreational or school construct^{ION} in the area - and certain commercial development as aforementioned - but Industrial development of any shape or form - NEVER.

Inclosing we would like to make a statement which together with the foregoing is made with out prejudice, and concerns amendments to Zoning By-Law # 1928, Item # 5, Reference Z-9-72 and having to do with properties shown within an area outlinded in Black on a schedule "A" map as published in the Columbian Legal section dated April 19, 1973, wherexin Council proposed to change the zoning from Agriculture to RS-2 - single family. Our point here is that Council is being grossly mis-informed (at least in this instance), because on April 9, 1973 at a Council Meeting Alderman Hofseth asked Council in general, if the propoed zoning change would increase the value or enhance the value of these lands and was informed by a certain Alderman that the change of Zoning from Agriculture to RS-2 would HAVE LITTLE OR NO effect on the value of the lands. This is in our considered and qualified opinion is the most understated and unacceptable answer that has been heard to be given as an honest answer to the Members of Council from a Colleague who's occupation would denote that his answer was in fact a knowledgeable one. Anyone in the Land Development business and/or the Real Estate Industry knows this to be a gross understatement of the actual truth. You zone any piece of acreage in the Greater Vancouver Area from agriculture to residential (holding) and/or to any zoning for that matter and you have at least tripled the basic optional value of the land almost immediately, and in time enhanced it's potential value up to ten-fold. In answering Mr. Hofseth's query, if this certain Alderman gave his honest opinion, then we can only assume that his present employment is contingent on being a pipeline in and out of Council rather than on his knowledge of Land Development or the Real Estate Industry and market values of this year 1973. The Mayor and Council should seek, paid-for, expert advice on such matters from qualified local business men active in this or any other field.

Thank you.

COPIED TO:- Premier Barrett = Mayor Tonn = Aldermen Hofseth, Bewley, Gilmore, Robinson, Stibbs and Boileau. Legal Advisors, Municipal Manager, District Planner, Reporters from Enterprise, Columbian, The Sun and Province. File.



COLUMBIA BITULITHIC

A Division of Ashland Oil Canada Limited

P. O. BOX 34225 POSTAL STATION D
VANCOUVER 9, B.C.

GRANVILLE ISLAND
Telephone 683-2331

April 23, 1973

District of Coquitlam,
1111 Brunette Avenue,
Coquitlam, B. C.

Attention: Mr. T. Klassen

Dear Sirs:

As we are unable to attend the Public Hearing set for Thursday, April 26, 1973, 7:30 p.m. due to other obligations, we express our view in writing.

We object to the proposed rezoning of "One Family Suburban Residential (RS2) only. Instead, we propose One Family Suburban Residential for approximately one half of the area in question and Multiple Use allowing Condominiums or apartments for the back portion as outlined in red on the map.

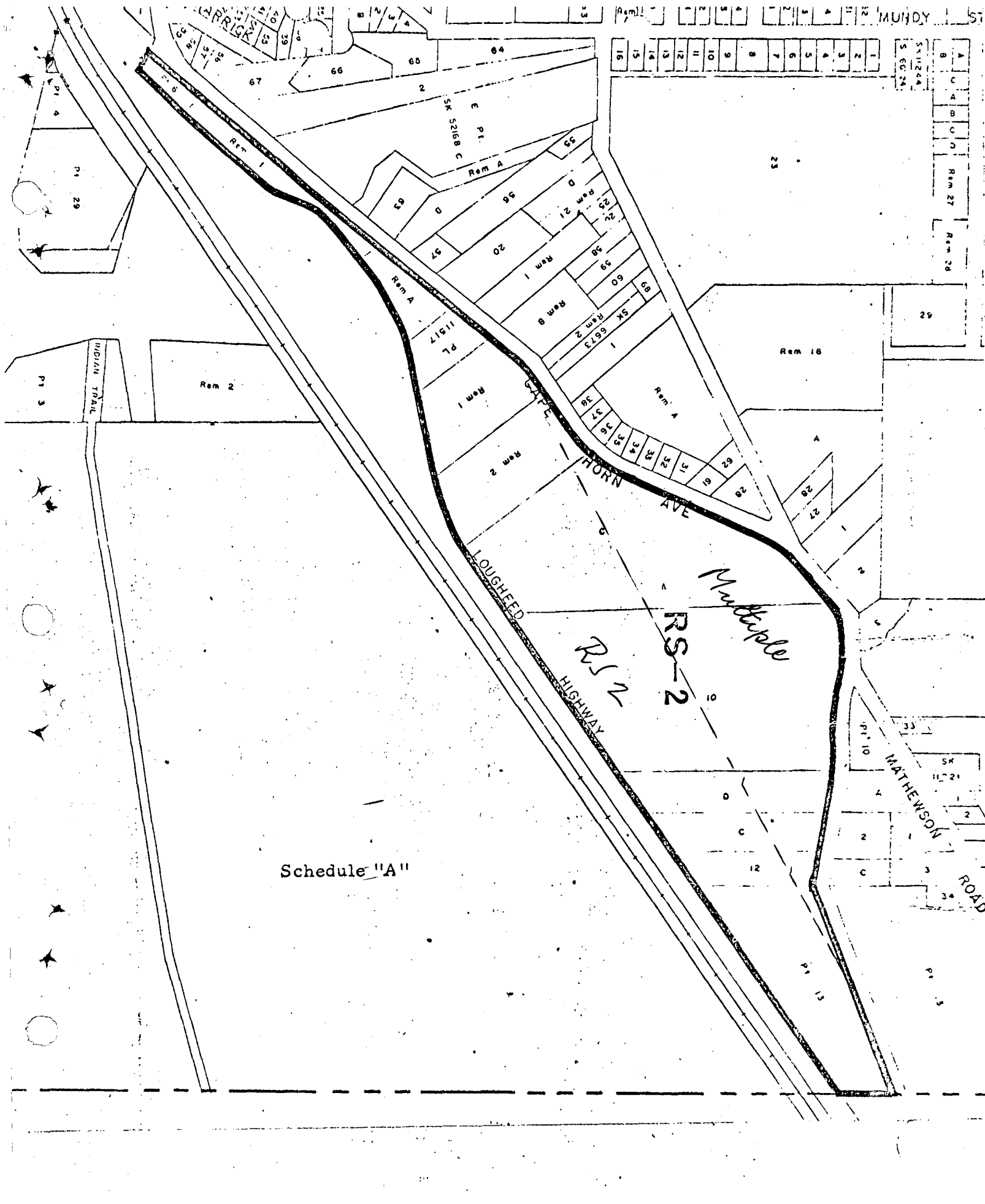
Yours very truly,

COLUMBIA BITULITHIC

K. O. Kinzer
Executive Vice-President

KOK:11

Enc.



MUNDY ST

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Rem A

Rem 2

Rem 18

RS-2

RS-2

Multiple

Schedule "A"

LOUGHEED

HIGHWAY

HORN AVE

MATHEWSON ROAD

MEDICINE TRAIL

Pt. 10

Pt. 13

Pt. 15

Pt. 29

Pt. 3

29

23

PL 11917

SK 6673

Rem A

Rem B

Rem 1

Rem 2

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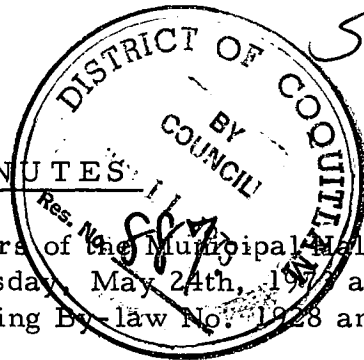
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Thursday, May 24th, 1973,
Public Hearing - 7.30 p.m.



PUBLIC HEARING MINUTES

A Public Hearing was held in the Council Chambers of the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Thursday, May 24th, 1973 at 7.30 p.m. to deal with applications to amend Zoning By-law No. 1928 and amending by-laws.

Members of Council present were Mayor J. L. Tonn, Ald. S. W. Hofseth, Ald. R. B. Stibbs, Ald. L. A. Bewley, Ald. R. E. Boileau and Ald. J. W. Gilmore. Also present were the Director of Planning, Mr. D. Buchanan and the Deputy Municipal Clerk, Mr. T. Klassen.

The Public Hearing was advertised in The Columbian on Thursday, May 17th, 1973 and Friday, May 18th, 1973. The Public Hearing agenda was also circulated to all ratepayers groups in the District of Coquitlam.

MOVED BY ALD. BOILEAU
SECONDED BY ALD. STIBBS:

That His Worship Mayor James L. Tonn act as Chairman to the Public Hearing and that Mr. T. Klassen act as Secretary to the Public Hearing.

CARRIED

REPORT OF DIRECTOR OF PLANNING

The Director of Planning submitted a written brief to the Public Hearing dated May 24th, 1973 and a copy of that Brief is attached hereto and forms a part of these Minutes.

ITEM #1 - Reference No. Z19/72

This was an application by a Mr. W. Roper to rezone property situated at 305 Decaire Street to allow the development of a five unit townhouse.

Mr. Roper addressed the Hearing and stated that he wished to erect a five unit townhouse which he hoped would be sold under the Strata Titles Act. The units would be two storey frame construction with pre-stained cedar siding as the outside finish.

Mr. Roper informed the Hearing that as many trees as possible in the ravine would be maintained and it was proposed at this time to build the townhouse in the shape of an L, facing some units to the south and some towards the creek. The development would have 200% parking or ten parking bays, with each unit having 1,188 square feet with balconies off of the living room and master bedroom, and as well, each unit would have a fireplace. It was proposed, Mr. Roper stated, to sell the units for approximately \$30,000 each.

Mr. Roper also stated that it is proposed to fully landscape the development with a children's playground in the form of a tot lot being provided which would have simple playground type of equipment and also have a sandbox. Mr. Roper further stated that the ravine area would be treated as a playground and nature path area with equipment being provided for entertainment of older children and the area also being available for the use of adults as a quiet area.

Thursday, May 24th, 1973,
Public Hearing, cont'd.

Ald. Bewley inquired of the Planner as to the gross floor area of this development as related to the total area of the lot and the Planner informed the Hearing that in his calculation the site is overbuilt as the ravine area is not included when calculating the ratio of building to site area. The Planner did state, however, that part of this development is actually being built in the ravine.

The Mayor inquired of Mr. Roper whether the berming, as suggested by the Design Committee, had been incorporated in the site plans and Mr. Roper stated that it had.

Ald. Gilmore inquired as to whether the tot lot had been relocated in line with the Design Committee's request and Mr. Roper again said that it had been done.

A Mr. R. Frost who resides on Dawes Hill addressed the Hearing and stated that he was in favour of this project because of the cost of housing in our community. He felt the cost of single family dwelling lots was too high for most young people to afford in order to be able to own their own dwelling and felt this would be a good development that would allow this type of person to purchase his own unit. He went on to state that the townhouse would provide a buffer between the road and the apartments and felt that it would be a good development over all.

Mr. Albert Koehli of 14087 Greencrest Drive in Surrey was introduced by Mr. Frost as a consultant to the Provincial Government and the Greater Vancouver Regional Housing Committee and Mr. Koehli informed the Hearing that housing of this type is needed as it releases units of a lower value for other persons to purchase and he felt this was a very excellent design.

Mrs. A. West of 310 Marathon Court spoke to the Hearing in favour of the proposal as she felt there was a great need for housing and this was one way to allow people to afford their own units.

Mrs. West went on to state that this particular property has good access for traffic in that it is close to Brunette and to the Lougheed Highway and, further, that the area is suitable in that schooling is not a problem and also there is a swimming pool nearby.

Mrs. West also felt that this development would provide a buffer between the single family housing and the apartments in the area and with the ravine area being completely usable for play area, there should be no problem with children from the development.

The Mayor inquired of Mr. Koehli as to what level of income would be needed for a person to purchase this type of unit and was informed that an income of approximately \$11,000 - \$12,000 per year would be required under the National Housing Act, however, people purchasing this housing would most likely come from a lower level of housing which would release that for persons of lower income.

Thursday, May 24th, 1973,
Public Hearing, cont'd.

A Mrs. Metcalfe of 254 Montgomery also spoke in favour of the development as she felt it would be a credit to the neighbourhood, she felt the lot was large enough and further felt that as the development across the street had cleaned up an eyesore, this too would be a definite improvement in the neighbourhood.

Mr. Rod Fortin of 1773 Dansey Avenue addressed the Hearing and stated that he was speaking tonight on behalf of the Rochester Ratepayers Association in opposition to the proposed development.

Mr. Fortin felt that Council should give consideration to wider circulation of neighbours with respect to rezoning and also stated that he did not have too much confidence in plans being carried out as he has seen a number of developments that were completed and did not look like the original plans.

Mr. Fortin went on to state that the Ratepayers Association are opposed because of the vision for access to this lot is very limited and could lead to more cars being parked on Decaire Street which would only add to the hazards in the neighbourhood. He went on to state that with respect to traffic, the townhousing development across the street would greatly increase the traffic on to Brunette and adding this townhouse would only make that situation worse.

Mr. Fortin also felt that the building would be a fire hazard in that it would be very difficult for the Fire Department to gain access to the property.

Mr. Fortin also raised the point that the people in the area are opposed to multiple housing next to single family dwelling areas and that while a study of apartments in Coquitlam as well as the Maillardville study is underway, no applications should be considered until such time as those studies are completed.

A Mr. Paul A. J. Beauregard, owner of property at 309 Decaire Street, objected to the rezoning and circulated to the Council pictures of the area and the proposed site.

Mr. R. Haveland of 313 Decaire Street also objected to the proposed rezoning and inquired if any fill would be brought in to raise the level of the property and Mr. Roper stated that the only fill that would be used would be that from the excavation for the development. Mr. Roper stated that this would be placed between the road and the townhouse to build the level of the land to within two feet of the road.

In answer to a question with respect to the development of the ravine area, Mr. Roper informed the Hearing that an area ten feet out from the townhousing would be developed for patios and the rest of the ravine would be left in the natural state.

ITEM #2 - Reference No. Z26/73

This was an application by Volkommer Construction to rezone property located at 234 Mundy Street from One Family Residential RS-1 to Two Family Residential (RT-1).

There was no opposition expressed to this application.

Thursday, May 24th, 1973,
Public Hearing, cont'd.

ITEM #3 - Reference No. Z13/73

This was an application by the District of Coquitlam to amend the Zoning By-law with respect to regulations in the RM-3 and RM-4 Zones.

Mr. Poul Hansen, who has offices in the City of New Westminster, addressed the Hearing with respect to this amendment and stated that he shares Council's concern with respect to the safety in high rises and read to the Public Hearing the introductory note from Page 98 of the National Building Code of Canada 1970 which was as follows:

"Experience with high buildings has shown the time required for complete evacuation can exceed that which is considered necessary for the safe egress of all occupants. Studies of the 'chimney effect' and observations of smoke movement in actual fires have shown that present measures for containing a fire on any one storey will not usually prevent the movement of smoke through vertical shafts to the upper floors of a high building. This situation may make the operation of elevators unsafe in a fire emergency. Occupants of high buildings, and particularly those on upper storeys, may therefore be faced with severe smoke conditions from fires occurring on storeys below them, before their own evacuation is possible.

"The Associate Committee is aware of this serious problem. It has drafted new provisions for the National Building Code to increase the safety of occupants in high buildings. This subsection now indicates essential requirements for this purpose. Additional important provisions that relate to the control of smoke movement are issued separately in the form of a special paper as they represent a departure from existing design practice. These additional recommendations for design are readily available to the construction industry and may be used on a voluntary basis. The Associate Committee will be considering the incorporation of provisions in the N.B.C. and will be pleased to receive suggestions for the improvement during 1970."

Mr. Hansen went on to state that he wishes to incorporate just as many safety devices as possible in a building which he designs and in line with this theme, he introduced to the Public Hearing Mr. Wishart and Mr. Booth, both former members of the New Westminster Fire Department to speak on the matter of safety in high rises.

Mr. Wishart stated to the Hearing that the major concern to fire-fighters at this time is to handle the evacuation of high rises and to this point, there have been no adequate methods found. Mr. Wishart stated that Mr. F. Booth has invented a method to evacuate people from high rise apartments and at this point Mr. Booth showed to the Hearing a motion picture of his device as well as some slides showing the method in which it is installed on apartments.

Mr. Booth read from a brief, a copy of which is attached hereto and forms a part of these Minutes.

Thursday, May 24th, 1973,
Public Hearing, cont'd.

Ald. Gilmore inquired of Mr. Hansen whether this type of device was feasible and Mr. Hansen stated that in his opinion it was and, further, he had thoroughly investigated the device and it appears as if all matters have been considered with respect to function, the way it is installed to not affect the architectural building as well as to prevent burglaries in buildings on which this device is installed.

Ald. Stibbs inquired of Mr. Booth when the device would be available and Mr. Booth stated he hoped to be in production within two months.

ITEM #4 - Reference No. Z25/73

This is an application by Mr. K. F. Shearing to rezone property located at 623 Thompson Avenue from One Family Residential (RS-1) to Special Institutional (P-2) to allow the development of a day care centre for children.

Mr. Shearing of 1136 W 10th Avenue, Vancouver, addressed the Hearing and stated that he wishes to erect four circular buildings on the property at 623 Thompson which should measure 97' x 215'. These four buildings would have a total floor area of 4,800 square feet and the parking for the development would be in front of the paved play area also being provided.

Mr. Shearing went on to state that the total play area on the lot would be 9,000 square feet which would be fenced off to safeguard the children when they are outside.

Mr. Shearing stated that with this amount of space available to them under Provincial regulations they could have as many as 155 children in the day care centre, however, at this time they are only applying for 50 children and hope that at some time in the future to gain additional approval from the Provincial Government for an additional 25 children.

With respect to parking, the Hearing was informed by Mr. Shearing that they intend to provide eight parking spaces which they feel would be sufficient as the children coming to the day care centre usually arrive in a two hour period and leave in a two hour period and there are no more than four to six cars at any one time parked on the premises.

Mr. Shearing stated that there will be one instructor for every eight children at the centre and it will be for the age group of 3 to 5 and the children will not be outside more than two or three hours per day, therefore, the amount of noise emanating from this centre would be very minimal.

In answer to a question from Ald. Gilmore, it was stated that the fees for this day care centre would be \$100 per month per child and a portion of this is subsidized by the Provincial Government, depending on the income level of the parents.

Thursday, May 24th, 1973,
Public Hearing, cont'd.

Mr. Buchanan stated that with respect to parking, under our present by-law 22 spaces are required and possibly Council would like to study that section in relation to this type of development.

In answer to a question from the audience, Mr. Shearing said that the building is a circular structure built out of wood with a large amount of glass on the front of each building in order to allow as much natural light as possible.

Mr. Les Garrison of 969 Gilroy Street addressed the Hearing and stated that he was appearing on behalf of the ratepayers on Thompson Avenue who were objecting to the proposed day care centre for three main reasons. The three reasons are as follows:

1. The traffic problem that now exists on the dead-end street.
2. The architecture of the structure is at great variance with the existing single family residences in the area.
3. The present difficult access on to Thompson Avenue off of Clarke Road,

Mr. Garrison left with the Hearing a petition signed by 45 people objecting to the rezoning on the basis of the increase of traffic that would result from the location of the centre.

A lady who lives at 618 Chapman Avenue spoke in opposition to the application on the basis of the traffic problems that would be created in the area and also that she thought this unit was too expensive for the people who require the service. Mrs. MacIntyre explained the amount paid by a person who has a child in the unit is based on their income and the balance of the fee is subsidized by the Provincial Government.

Mrs. Bennett, who lives at 637 Thompson Avenue, also objected to the rezoning stating that her main reason for opposing the application is that this is a very narrow road with ditches on both sides and she felt that it would be a danger to the children presently living on the street.

A resident at 635 Thompson Avenue also objected to the proposed rezoning on the basis of the difficult traffic situation in the area and as well the lack of sidewalks.

A resident at 644 Thompson Avenue also objected to the proposed rezoning stating that two children have been hit by cars in this area in the last little while and cars are parked on the street all night making access and egress to this area very difficult.

Copies of the petitions submitted are attached hereto and form a part of these minutes.

Thursday, May 24th, 1973,
Public Hearing, cont'd.

ITEM #5 - Reference No. Z28/73

This was an application by Mr. W. Beck for the rezoning of property located at 492 Midvale Street from One Family Residential (RS-1) to Two Family Residential (RT-1).

A Mr. Dean who resides at 491 Montgomery Street inquired of the Hearing as to whether this was spot rezoning and the Mayor answered that that was what it was.

Mr. Dean inquired whether the old dwelling presently situated on the lot would be removed and Mr. Beck stated that just as soon as the building permit is issued for a duplex, the old building will be completely torn down and removed.

ADJOURNMENT

MOVED BY ALD. GILMORE
SECONDED BY ALD. HOFSETH:

That the Public Hearing adjourn at 10 p. m.

CARRIED

CHAIRMAN

BRIEF TO PUBLIC HEARING MAY 24, 1973 FROM PLANNING DEPARTMENT

ITEM #1

Z-19-73 - This site is within the apartment area designated in the plan circulated to residents of the Municipality in 1969. The Planning Department reported initially that the particular site had been featured in previous applications in 1966, 1967 and 1969. RM-2 zoning had been pursued also in 1968 but turned down by Council after advice by the Advisory Planning Commission. When we first reported to Council and the Advisory Planning Commission, we indicated that a fourplex may be the most which can be located on the site, which has particular problems in regard to setbacks, a ravine, and access to Decaire Street. We suggested that the application be reviewed in the light of the problems of the specific site, the fact that it is on the edge of an apartment area adjacent to single-family housing, and in relation to this access problem. Also critical was the design of the building and the development of the land in order that the development could take place in a way that was sensitive to the nature of the surrounding area.

The Design Committee, when reviewing plans, gave the following evaluation at their meeting of April 25, 1973:

"The Committee gave this application a preliminary review, noting that a thorough evaluation will be carried out when detailed plans are received with a building permit application. The Committee made the following comments:

The Committee finds the proposed project architecturally pleasing, and the colour scheme acceptable.

The Committee requests the Architect to consider:

- 1) Some form of safety barriers in areas where there is more than a 3 foot differential in elevations, noting that berming, if feasible, is more desirable than fencing.
- 2) Relocating the tot lot from the north-west corner of the development to an area more suitable for the purpose. The screening of this corner by landscaping, as shown in the original drawings, appears to serve a worthwhile purpose.

- 3) The roof vent treatment, to assure that they blend in with the structures and the surrounding areas."

The Advisory Planning Commission reviewed the project on May 2, 1973 and passed Resolution #2660 which reads as follows:

"That the Commission recommend that Council refer application Z-19-73 to Public Hearing, subject to the Planning Department confirming that there is adequate usable site area above the ravine for five townhouse units, and subject to the plans being amended to provide two parking spaces per unit, either by adding two spaces, or deleting one dwelling unit."

As far as the question of usable lot area is concerned, the Planning Department checked out this matter in relation to the top of the ravine as shown on the initial site plan, and can advise that the maximum allowable gross floor area is 4,070 square feet, based on this location versus the proposed 5,940 square feet. The Architect, Mr. W. Roper, wants to provide us with a revised site plan indicating a changed location of the edge of the bank since some fill is proposed. We did not have an opportunity to calculate gross floor area in relation to this new "usable lot area". He also indicated he would be staying with five townhouse units and increasing the number of parking spaces to ten. Hopefully this information will be available in time for presentation at the Public Hearing.

ITEM #2

Z-26-73 - The criteria employed in locating duplex developments within the one-family housing areas of the Municipality are as follows:

- 1) Lot Size has to be over 8,000 square feet, all to be usable area, and this is indeed the case with this application.
- 2) Access and Parking should be from a lane or other than an arterial or collector street, and access is from a lane with this particular application.
- 3) Municipal Water and Sanitary Sewer Services have to be available, and also storm sewers may be required where there are drainage problems. Both the basic services are available,

Z-26-73 cont'd

and we have not been advised of any problems by the Engineering Department.

- 4) The plans for the duplex should enhance the character of the area and the general standard of housing therein. The plans in this case certainly appear most adequate.
- 5) Other Duplexes should not be within 600 feet, measured along the same side of the street, and there are no other duplexes.

ITEM #3

Z-13-73 - In the Planning Department brief to the Public Hearing of March 22, 1973, we presented the various Advisory Planning Commission resolutions and Council resolutions at that time, relating to safety and apartments. We also suggested to the Public Hearing that this item be adjourned since a special committee had been set up, chaired by the Municipal Manager, and including the Fire Chief, Deputy Fire Chief, Building Inspector, as well as the Planning Director. This committee then reported to Council at the meeting of April 30, 1973 and Council, by Resolution #623, referred By-law No. 194 to Public Hearing.

The conclusions of the Committee's report were as follows:

- 1) Much can yet be done to improve safety in high-rise buildings in case of fire.
- 2) Amendments to the National Building Code, designed to provide greater safety in high buildings against fire and associated hazards, are imminent.
- 3) A cautious approach now in allowing the construction of high buildings will result in fewer undesirable buildings in the near future, with particular reference to fire safety.
- 4) It is proper that local authorities should, from time to time, carefully review local considerations and variables, and to have the same reflected in local ordinances.

Z-13-73 cont'd

- 5) Coquitlam's procedure for building permit review provides the opportunity for individual review by the Fire Department to check firefighting aspects.
- 6) Local firefighting capabilities at present and as seen likely to obtain for some time would seem to dictate adoption of restrictions, as provided in Zoning Amendment By-law No. 194, and Building Amendment By-law No. 206.

I might explain that By-law No. 206 would see required a voice communications system and elevators of a certain size to assure full use in emergencies, particularly with stretchers.

ITEM #4

Z-25-73 - This application is for a day care centre on a property on Thompson Avenue. The Planning Department reported on this matter, the report dated April 19, 1973, and noted as follows:

- 1) A day care centre, with a maximum of 48 children, is proposed in three circular units of prefabricated building, each of a 730 square foot size, with one to be the residence of the Manager, and the two other units to be linked as a day care centre, the day care centre thus having a square foot size of 1,460 square feet.
- 2) The parking requirements under the Zoning By-law would require eight off-street parking spaces, and since the staff at the Centre would total six, this would appear in order.
- 3) Future subdivision in the area is foreseen, with an east-west road along the north property line, taking in about 20 feet. This particular property and the one to the east could provide the means of access into this future road from Thompson Avenue, since both are about 100 feet wide.
- 4) We suggested that the Welfare Administrator be requested to comment on this particular proposal. I can advise that Mr. Thomson is participating with a sub-committee of the Advisory Planning Commission in reviewing the general location requirements for day care centres. I hope to be able to pass

Z-25-73 cont'd

on any general comments he may have on this particular proposal at the time of the Public Hearing.

On May 2, 1973, the Advisory Planning Commission moved Resolution #2661, which reads as follows:

"That the Commission recommend Council decline application Z-25-73 since P-2 zoning in the centre of a residential block is considered inappropriate; however, since day care centres appear to be badly needed in the community, that the Commission strike a sub-committee to recommend guidelines to Council for the location of such facilities."

By Resolution #703 on May 7, 1973, Council, however, referred the application to Public Hearing. I might say that the sub-committee is still working on this question and had a first meeting earlier in May. The Planning Department feels that no action should take place on this application until such time as the sub-committee reports to the Advisory Planning Commission, and the Advisory Planning Commission reports in turn to Council.

ITEM #5

Z-28-73 - This application is also for a duplex and was reviewed according to the location criteria. The main concern is the very preliminary nature of the plans presented, which sketched on the access location proposed from the lane. The proposed building itself is quite presentable but use of the rear yard appears restricted with the proposed driveways.

Respectfully submitted



D.M. Buchanan
Planning Director

DMB/ci

SIT-DOWN FIRE ESCAPE

Sometime ago a warning went out that something must be done to evacuate high-rise apartments in case of fire. It was a challenge and I accepted it to find a start was very difficult, took many years and the cost considerable, but I enjoyed it all. Now apartments can be made a safer place in which to live.

The very young, the senior citizens, people with arthritis, weak hearts--all must be saved!

In case of fire, there is only one way out of a "High Rise Apartment" and that is down the "Stair Wells".

You move out of your apartment to the corridor, make your way to the "Stair Well"; that is if there is no fire or smoke outside your apartment door or the corridor. If there is, stay in your apartment. There is nowhere to go.

In ordinary conditions, to walk down the "Stair Well" is very difficult, when you have smoke and heat to deal with. In fact it is impossible. Therefore, it is imperative that a second "EGRESS" be provided, but unfortunately there is no second "EGRESS" (or exit.) It is unbelievable, but true.

Everybody has done their best. Builders and Promoters have lived up to the building code, but still the evacuation problem has not been solved.

I am sure I have solved this problem and will try to explain my "Patented Fire Escape" without going into great detail.

Page 2- Sit-Down Fire Escape

Now, one floor can be evacuated in thirty seconds or less, thirty floors in fifteen minutes or less, and with very little physical effort...that is important. To save your life with very little physical effort may sound a little far fetched, but it is absolutely true!

It was designed for that purpose; no fear. When you have eliminated the fear in an emergency, the battle is won.

My "Fire Escape" is 6" deep and 20" wide. It is invisible when not in use. One good point, it doesn't interfere with the architectural design of the building.

It can be installed in new buildings and others. It costs a little more to install in buildings already built, but I am sure it would be worth it and a great comfort to all tenants to know they are safe!

GENERAL PROCEDURE

You make your way out to the "Balcony", pull a small lever, walk to the end of the balcony to a "Trap Door". There are no catches of any kind....anyone can open it. Just sit down and move from one position to the next. Five or six moves and you are down to the balcony below. This is the procedure all the way down.

Little children, three or four years old will make their way down to safety by themselves. No height problem. No danger!

A railing has been provided, but you don't have to hang on. Just make your way down, stop whenever you wish, just like sitting in an easy chair on your balcony.

No stampeding because the evacuation is going on all through the building and is divided into many "arteries". Each apartment has an escape of their own. There are only a small number of people coming down each row of balconies. Everybody will be in the "Fresh Air" and out of the "Fire Area" and will give you a feeling of being safe, and again stop stampeding.

Firemen can also use the "Escape". They can walk up with no difficulty, because there is no great rush. They will wait until you get down and then make their way up to the next floor if they wish.

The "Booth's Sit-Down Fire Escape" will be shipped in a "Package Deal" already to drop into place. It takes twenty minutes to install each unit. They are self contained, rust and corrosive-proof. I'm sure I have solved the Apartment Problem through research, hard work and determination.

I have been in the "Fire Service" for forty-five years. Thirty-two years as a professional fireman and fourteen years in the fire prevention and fire safety work.

I believe with my experience and the information that I have received regarding the saving of lives from fire departments all over the world has made it possible for me to discover this new type of "Fire Escape".

Through many years I have made all types of fire escapes. Just to name a few:

Hide Away Ladders

Folding Steps

Hydraulic Platforms

Folding Seats

Slides

Shutes

Outside Elevators

They all worked in a way, but would not give the performance and reliability I was looking for. Never before has such an opportunity presented itself to the builders and promoters.

I am sure they will take advantage of such an opportunity and ensure the lives of the people who live in their apartments.

The NEWS MEDIA can also do their part in letting the world know that British Columbia or Canada have solved this important problem with this unbelievable SIT-DOWN-FIRE-ESCAPE. This message might sound boastful, but it hasn't meant to be that way.

Being an "expert" in this field, what I have told you is true. I feel confident it will save many lives and end the worry of this terrible problem in High Rise Apartments.

The idea is simple, and above all, costs so little and yet achieves so much. Only part of my story has been told. I am sure there will be many questions for example: I can tell the builders how to save money by installing my "Fire Escapes".

Page 5- Sit-Down Fire Escape

One item I have failed to mention...."The Trap Door". It opens like a book, in two pieces...no catches or locks of any kind. They are not needed.

A child or anyone can open it. When in stored position, the "Fire Escape" is tight to the ceiling. It is absolutely FOOL PROOF. It also has a burglar alarm.

For further information call "The Booth Sit-Down-Fire-Escape Co"

522-6609

May 24, 1973

The undersigned residents of Thompson Avenue are against the rezoning of the property at 623 Thompson Avenue to institutional, for the purpose of a day care center. Our main reason being the increase of traffic.

| NAME | ADDRESS | PHONE |
|----------------------------------|-------------------|-----------|
| Mr + Mrs K. J. HERMISTON | 657 THOMPSON AVE | 937-0069 |
| Mr A Cosmano | 643 Thompson Ave | 9377619 |
| Mrs J Cosmano | 643 Thompson Ave | 9377619 |
| Mr + Mrs H. Mino | 639 Thompson Ave. | 936-5441. |
| Mr J G Bennett | 637, Thompson Ave | 937-0030 |
| Mrs Helen M. Dean | 637 Thompson Ave | 939-1923 |
| Mrs. + Mrs. Glanville | 635 Thompson Ave | 936-6757 |
| Mrs Dorothy Bennett | 637 Thompson Ave | 937-0030 |
| Mr. + Mrs. Lileos | 631 Thompson Ave | 936-7936 |
| Mr + Mrs. S. Anderson | 609 Thompson Ave. | 939-7745 |
| Mr + Mrs R. Jones (Paralyzed) | 601 Thompson Ave | 936-7590 |
| Mr. K. Krusic (Kronie) | 589 Thompson Ave | 939-5331 |
| Dora Possikoff | 589 Thompson Ave | 939-0826 |
| A. Willie | 581 Thompson Ave. | 936-3345 |
| J. Thomson | 575 Thompson Ave | 937-7071 |
| Mr. + Mrs. De Mitri | 627 Thompson Ave | 937-3373 |
| Mrs K. Mueholland | 571 Thompson Ave | 939-3447 |

Mary-Anna D. Butcher - 569 Thompson Ave
Phone 936-560

J. B. Nicholls 653 Thompson Ave 9391884
Mary Nicholls 653 Thompson 9391886

May 24, 1973

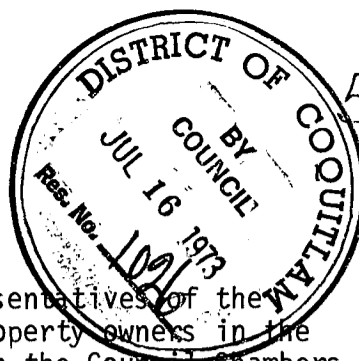
The undersigned residents of Thompson Avenue are against the rezoning of the property at 623 Thompson Avenue to institutional, for the purpose of a day care center. Our main reason being the increase of traffic.

| NAME | ADDRESS | PHONE |
|------------------------|-------------------|----------|
| Mr. Kennedy | 644 THOMPSON AVE | 936-3834 |
| Mrs. Frances Kennedy | 644 Thompson Ave. | 936-3834 |
| Mrs Leonard Weatherbee | 614 Thompson ave. | 936-0693 |
| Ms Olga L Hadley | 646 Thompson ave | 939 1596 |
| Mrs Mary Parker | 638 Thompson Ave | 939-1597 |
| Mrs David Bisset | 620 Thompson ave | 939 6850 |
| Mrs. Jane Bisset | 620 Thompson Ave | 939-6850 |
| Mrs. A. Cousins | 616 Thompson Ave | 939.1290 |
| Mrs. Carolyn Keller | 604 Thompson Ave | 937-0142 |
| Mrs Wanda Miller | 600 Thompson Ave | 936-0905 |
| Fred Miller | 600 Thompson Ave | 936-0905 |
| Mrs. Sharon Payment | 584 Thompson Ave. | 936-2335 |
| Mrs Fr. Andrew | 574 Thompson Ave. | 936-7194 |
| Mrs A Becker | 600 Thompson Ave | 936-0215 |
| Mrs L. Amatore | 608 Thompson Ave. | 936 6330 |
| Mrs M. Cousins | 616 Thompson ave. | 939-1290 |
| Mrs Y. Clements | 612 Thompson Ave | 936-7401 |
| Mr Leonard Weatherbee | 614 Thompson Ave | 936-0639 |
| Mrs G Bondesud | 612 Thompson Ave. | |
| D. S. Amatore | 608 Thompson Ave | 936-6330 |

| Name | Address | Phone |
|------------------------|---------------------|----------|
| Mr & Mrs. A. D. Potter | 606 Thompson Avenue | 936-4909 |
| Mrs + Mrs C. Frenken | 586 Thompson Ave | |
| Ruth Payment | 584 Thompson Ave | 936-2335 |
| Robert Parker | 638 Thompson ave. | 939-1597 |
| | | |

June 26th, 1973, Tuesday,
Public Meeting - 7:30 p.m.

PUBLIC MEETING MINUTES



A Public Meeting with Members of Council and representatives of the Mathewson Ratepayers Association and industrial property owners in the Cape Horn area re rezoning of Cape Horn was held in the Council Chambers, June 26th, 1973 at 7:30 p.m. with Alderman Bewley acting as Chairman, Mayor Tonn, Ald. Hofseth, Ald. Robinson, Ald. Stibbs and Ald. Gilmore present. Mr. Eric Tiessen, Deputy Planning Director was also present.

The Chairman outlined the background of Council's deliberations on zoning for this area, and noted that application was made by this Council for rezoning of the property in question to RS-2 as an interim measure.

Council were then advised that this might be considered by the Courts to be illegal, but several weeks later the Legal Department advised the Council that a case in Ontario had been heard and the decision created a precedent that would make it possible for Council to consider the RS-2 zoning, as a holding zone.

Following this the Council proceeded to consider rezoning to RS-2, but the By-Law was then defeated.

Following the invoking of Section 180 by the Mayor the by-law was held for thirty days, then brought back to Council by the Mayor, and Council agreed to give two-thirds majority in favour of the by-law providing within one month a meeting would be held with the property owners and the representatives of the ratepayers and this is what the meeting is about tonight.

Mr. Tiessen, Deputy Planning Director, was asked by the Chairman to outline alternative proposals for the Cape Horn area (west of Essondale and south of the Cape Horn Avenue.)

Mr. Tiessen briefly reviewed the alternatives for development of the area based on Planning Policy Report #3/73; these being industrial, residential or commercial development. A copy of that report is attached hereto and forms a part of these Minutes.

The Chairman then asked the property owners of the area to express their wishes and whatever comments they would care to make in the hopes that we could reach some sort of consensus.

At this point the Mayor stated that it had been his intention to leave on holidays but, unfortunately, his wife became ill and he had already asked Ald. Bewley to chair the meeting and did not think it was necessary to change that arrangement now.

Mr. Tiessen then reported that the Planning Director appeared before Council in April at which time he went into considerable background of the problems and viable alternatives for that portion of the area zoned M-3. Major property holders in this area are Columbia Bitulithic, F. Monssen Construction on the west and on the east side two parcels held by B.C. Hydro.

One proposal made by Mr. Buchanan was for the area to be subdivided into parcels facing a frontage road connected with Mathewson Road. As it stands now, Cape Horn Avenue is designated an arterial road and this new road would take over the arterial road function. Generally the area has been zoned Industrial since 1958 and zoned M-3 in 1969 to bring in more stringent regulations. Under the Official Regional Plan the area designated was designated rural and this is significant because in order to go to some other alternatives such as Commercial or Residential use it is necessary to have that Official Plan designation changed to an urban designation.

A number of the alternatives were considered by Mr. Buchanan, with the most realistic appearing to be the continuing of industrial use. Residential use between the B.C. Hydro easement, the Lougheed Highway and Cape Horn Avenue on the north would accommodate between 60 and 80 homes which would result in 45 to 60 elementary pupils which probably could be handled in the present school system, and sanitary sewer could be provided. The advantages of a residential use would first of all be no conflict in the land use with the adjacent residential area. Secondly, there is demand for serviced residential land. The disadvantage would be the largest property would require some drastic grading for residential subdivision to occur. Also, having a residential area abutting the Lougheed Highway would require a buffer.

The commercial alternatives and variables are that it would not be large enough for a regional shopping centre and there is already land designated for a neighbourhood centre at the east end of Austin Avenue, at Hickey Street. Service Commercial uses such as showrooms and used cars could create greater conflicts than industry.

Probably the main advantage would be from a tax revenue situation. There are considerable disadvantages - in terms of access to the area. In his report Mr. Buchanan recommended:

1. An application be made to the Greater Vancouver Regional District to amend the Official Regional Plan from a Rural to an Urban designation. (Such application has been made.)
2. Referral to Public Hearing for the rezoning to RS-2 (this has taken place and the by-law has been given three readings) as an interim control measure.
3. Tightening of the M-3 regulations. (These revisions to the M-3 by-law have been given three readings also and the main points under these revisions are:
 - (a) Uses of the land that are allowed would be restricted.
 - (b) Outside storage to be prohibited.
 - (c) Controls on noise and air pollution to be geared to proposed G.V.R.D. and Municipal by-laws for air pollution and noise.
 - (d) Parking and loading spaces to be prohibited between buildings on Cape Horn Avenue.
 - (e) Landscaping would be mandatory (for exterior lot lines).
4. More up-to-date noise by-law control based on Greater Vancouver Regional District standards tied to actual decibel readings.
5. Notification of all property owners in the area of the recommendations in the report.
6. After the area is rezoned to RS-2, that M-3 zoning of individual sites would be considered upon application. This would allow a Public Hearing and a review of the application of the requirements previously mentioned.
7. Engineering review of the road proposals to make sure they are physically feasible.

The Chairman then reviewed the need for control and asked for the maps to be shown of the ownership of lands.

Representatives of Columbia Bitulithic were called, and from Monssen Construction, Mack Trucking and Hanmore Holdings. Questions were directed to Mr. Tiessen on the possibility of townhousing or cluster housing in the area in part or bordering Cape Horn Avenue, as a buffer. Generally, Mr. Tiessen replied, to expose a greater density to the same problems as a lesser density would not be desirable. This, the Mayor indicated, could be designed to accomplish both the protection of the residents as well as providing an appropriate use for the property.

The Chairman then stated that Mathewson Road would be a heavily used road as soon as the Nu-West development is complete and the proposed service road by the highway would serve to reduce the use of Mathewson Road. The Mayor explored further the proposal of the road servicing the M-3 area.

At this time Mr. Jim Insley addressed the meeting verifying that this area, a problem area, had always been since the first zoning in this Municipality, an Industrial site and that a previous Council had zoned it Special Industrial, and no matter what zoning is given to the Industrial use, by permitting further residential development, you are only compounding the problem.

Further to this, Mr. Insley stated that as the representative for Monssen Construction, he felt it was simply a matter of enforcement of existing controls on the offending or two offending operations. If this is rezoned for residential 2 for holding it would be wrong, and he referred to Section 702 of the Municipal Act and to value of land in particular, and conservation of the value of land, based upon a value created by people with trust in the Council. The net worth will be seriously affected and if there is another answer perhaps you should seek that answer and let M-3 remain; once and for all this Council should make it clear that if you rezone that you do it so that industry and residential may exist in a compatible manner. It can be done and it takes good faith between industry and the people in the residential area, and it can exist and it can be a happy situation if the Municipality would enforce the restrictions that were contemplated at the time they rezoned to M-3.

At this time Mr. Insley was asked questions by the ratepayers and Council. Mack Trucking stated that they had received a report this evening and would like more time to study it, especially the buffer road proposal.

Mack Trucking Ltd. promised a brief in writing shortly.

Mrs. Norris on behalf of the Mathewson Ratepayers Assoc. read out a brief from the Association; a copy of that brief is attached hereto and forms a part of these Minutes.

Ald. Robinson stated that whereas Monssen Construction had offered to dedicate its portion of the buffer road, what would be the attitude of the other representatives of industry present? The organizations promised they would look into it.

The Chairman stated that there are two M-3 industries that cannot be changed by zoning them out of existence. Therefore we should be considering leaving them as they are and enforcing our by-laws to the satisfaction of the ratepayers; secondly we should look at the remaining area, as to suitable zoning that would buffer the residential area and meet the problems expressed thus far.

Tuesday, June 26th, 1973
Public Meeting - 7:30 p.m.

Mr. Morrison reviewed the use of this land for farm and ranch by Pictons and others and the Chairman informed him that this did not have a bearing upon the present problem.

ADJOURNMENT

The meeting adjourned and the Chairman thanked everyone for the manner in which the presentations were made.

.....

CHAIRMAN

DISTRICT OF COQUITLAM

Inter-Office Communication

TO: R.A. LeClair

DEPARTMENT: Municipal Mgr.
"For Council"

431
DATE: Apr. 4/73

DM: D.M. Buchanan

DEPARTMENT: Planning

YOUR FILE:

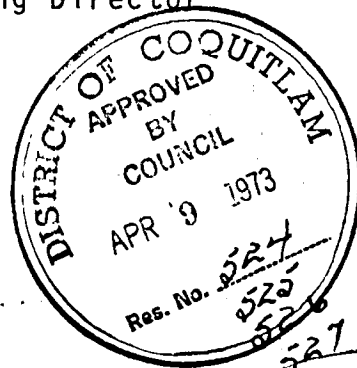
SUBJECT: Cape Horn Industrial Area

OUR FILE: Z-20-73

Attached is a Policy Report on development alternatives in the area south of Cape Horn Avenue and west of Essondale. The recommendations of the report specifically propose certain actions by Council in regard to the area after a review of many alternatives as to its development.

DMB/ci
Encl.

D.M. Buchanan
D.M. Buchanan
Planning Director



*For Council
Burl
Rec'd*

DEVELOPMENT ALTERNATIVES SOUTH OF
CAPE HORN AVENUE WEST OF ESSONDALE

By Resolution No. 354 on March 5, 1973, the Planning Department was instructed to prepare a report on the area now zoned M-3, lying along the Lougheed Highway north to Cape Horn Avenue, west of Essondale. This request came about after rezoning of the area to RS-2 had been considered at a Public Hearing on February 22, 1973. The real issue is one of residential area-industrial area conflict along the boundary of Cape Horn Avenue, being raised again with a second M-3 zoned industrial development proceeding in the area. Also, the greater use of Cape Horn Avenue for truck traffic to and from industrial developments in the area, including Columbia Bitulithic Plant soon to be relocated, caused citizen concern.

THE AREA

The attached Map No. 1 shows the area in terms of existing housing and industrial developments. Another feature is the Hydro line coming through the area, the Peace No. 2 line coming from the north along the Essondale-Mundy Park Boundary and heading south to cross the Fraser River. Mundy Creek is another natural feature, but this is enclosed south of Cape Horn Avenue.

Cape Horn Avenue and Mathewson Road are designated as major arterial streets to serve this area of the Municipality. Mathewson is planned for extension northwards on the east side of the B.C. Hydro line to Austin Avenue, and thence to Como Lake Avenue. Cape Horn will continue to connect to Colony Farm Road and Lougheed Highway. To the west it will connect with Brunette Avenue, but there are engineering difficulties to obtain a full 46 foot pavement width in sections of the road, and our traffic consultants have recommended a 36 foot minimum width of pavement in the area adjacent to Mundy Street where there are steep driveways which come into the 66 foot right-of-way.

Land ownership is shown on Map 2. The ownership by B.C. Hydro and the Crown of lands at the east end of the area provide the opportunity to utilize these areas for roads, public land uses or for exchange. The remainder of the area is in private ownership.

Land values in the area range from \$20,000 to \$30,000 per acre, depending on whether land requires extensive fill for use. The area does not present the floodproofing requirements of the Fraser River flats for 4 to 10 feet of fill, but instead of up to 60 foot piles, only 10 to 15 foot piles are required in this area, according to the contractors for the Mack Truck plant. Incidentally, the two M-3 developments Mack Truck and Monssen Construction represent investments of 4½ and 1½ times the land value in terms of improvements, whereas other lands have minimal improvements thereon.

HISTORY

The Zoning By-law, passed in 1958, zoned this area for industrial development. In 1962, the "Planning for Coquitlam" report suggested agricultural and residential use in the area which was affected by RRL-1 Rural designation in 1966 by the Official Regional Plan. Only rural and transportation uses are allowed by Regional Plan policy, with subdivision to a 5 acre minimum. The long range portion of the Regional Plan designates the area URBAN, indicating that the RRL-1 designation is simply a staging device pending the now completed sanitary sewer servicing of the area. M-1 zoning, with a one-half acre minimum parcel size, predated the Regional Plan designation and so could continue to regulate land use in that area.

In 1969 Council asked the Planning Department to review the situation. In January of 1967, Council had proposed Small Holdings zoning, but the suggestion was tabled upon the request of Columbia Bitulithic. Finally in August of 1969, M-3 zoning was taken as an alternative. This was seen as moving towards the Official Regional Plan and was thus acceptable. The M-3 zoning had been established in a draft zoning by-law in 1968, but now was put to Public Hearing under By-law No. 1746, and this by-law was adopted on November 21, 1969.

M-3 zoning was to limit industrial use in three ways:

1. The industrial use itself had to be within a building.
2. A specific list of obnoxious uses were excluded.
3. Accessory outdoor storage uses were not allowed between Cape Horn Avenue and buildings, or where such uses were deemed to create public offence or nuisance.

In 1972, Council further controlled the situation by restricting truck traffic along Cape Horn Avenue during night hours.

DEVELOPMENT ALTERNATIVES

1. Residential Development

The area north of the B.C. Hydro line and east of the Monssen Construction operation on Rem. 2 encompasses about 15 acres which could be considered for residential development. The Hydro line and land to the south provides for over 300 feet from the Lougheed Highway. Central Mortgage and Housing Corporation requires a 90 foot separation from Expressways and Major Highways, with a berm or other noise deflector adjacent to railway rights-of-way.

It is interesting that a general noise survey of Greater Vancouver by Barron & Strachan was prepared on July 30, 1971, which led to the GVRD draft Noise Control By-law. The By-law, as drafted, provides for Activity Zones and Quiet Zones. We suggest that the Quiet Zone standard of 55 dBA be applied in the Cape Horn Area at night, with 65 dBA during the day, rather than the 65 dBA and 70 dBA of an Activity Zone. The lower levels are those of ambient noise in a "residential area" rather than those of an industrial area.

Noise barrier walls along freeways in the State of Minnesota, as reported in Public Works (November, 1972, pp. 78-80), can be designed to provide "a reduction in noise level of 10 to 15 dBA at first storey level of the various homes". Two-storey residences will be less effectively shielded from truck exhaust noises from truck exhaust stacks than from engine, tire and other noise sources. Barrier heights need to be greater where homes are higher than the freeway. Earth mounds are most effective as barriers because of mass and bulk, but there are many other design considerations.

As far as other aspects of residential development in this area are concerned, it can be stated that the demand is there for such land when it is readily serviceable, as in this case. There will be a marginal effect of a number of elementary school students, with about 60 homes in the area and about 45 pupils therein. Planning Areas 5, 6 and 7 already have the following dwelling units:

| Planning Area | 1971 | | | | LONG RANGE | | | |
|---------------|------|----|----|-------|------------|----|-----|-------|
| | SF | TF | MF | TOTAL | SF | TF | MF | TOTAL |
| 5 | 738 | 6 | 0 | 744 | 1,187 | 24 | - | 1,211 |
| 6 | 285 | 4 | 0 | 289 | 443 | 16 | - | 459 |
| 7 | 97 | 0 | 0 | 97 | 307 | 6 | 290 | 603 |

This takes in the whole area south of Austin Avenue and east of the ravine east of Laurentian Street. The multi-family figure in Planning Area #7 at 290 is subject to change, depending on land use in the area east of Hickey Street adjacent to Austin Avenue. It can be seen that the additional residential units will not be a major change. The question is really then one of the environment for housing and whether an alternative use would be a greater benefit to the community as a whole.

2. Commercial Development

In November, 1972 the Planning Department reviewed commercial floor space and land requirements. Households in West Coquitlam in the long range will total about 21,100, generating 634,000 square feet of floor space or almost 60 acres of commercial land. There are 64 acres designated for neighbourhood commercial floor space at this time. Therefore, there is sufficient land for this scale of commercial activity.

Service Commercial land is designated in the amount of about 70 acres. A guide of one acre per 1,000 persons in the long term results in a range of about 65 to 70 acres for this type of use. The range depends on the number of persons in multi-family housing.

One option worth examining is highway commercial use serving the motoring public. Service stations, roadside restaurants, motels and motor hotels are uses which must be easily accessible to the travelling public. No regional standards or guidelines are available for this type of development in Greater Vancouver other than such uses should be in urban designated areas of the Official Regional Plan. The difficulty of access from the Colony Farm Road intersection to this area is a negative factor in regard to this type of development, as is the point that such uses should be encouraged to locate in service areas in or near designated activity centres to reinforce such centres.

A Regional Town Centre commercial area is another alternative in this area. In July, 1972 the Planning Department studied the question of Town Centre development in the District. The primary trade area of Lougheed Mall Centre plus that of Guildford Town Centre appear to include this area. A new Town Centre should best be located well outside this particular area, and potential for such has been foreseen in the Barnet Corridor Area. Therefore, this type of use cannot be foreseen in this area.

3. Industrial Development

The good foundation conditions in this industrial area in relation to others make it most desirable for such development. Also, it has access to the Provincial Highway system by way of Colony Farm Road. Sewer and water services are also available though rail access is not.

The main factor mitigating against industrial development has been the conflict between industry and residences to the north. It would seem that a range of industrial uses is possible which would not present a nuisance problem to nearby residents. We have reviewed other by-laws and feel that the proposal in Schedule A to this report could provide an approach to the definition of uses and regulations thereof. Uses other than off-street parking, off-street loading and landscaping should not be considered in this area outside buildings.

As to noise control, we have suggested above that the Quiet Zone standard be applied to this area from the GVRD draft Noise By-law. We suggest that consideration be given to replace the present Noise Control By-law by a By-law based on the GVRD draft, and that the only Activity Zones be the M-1, M-2, M-4, M-6, A-1 and A-2 Zones covering industrial and gravel pit development. Section 870(c) of the Municipal Act allows for such a by-law; the Simon Fraser Health Unit would have to be involved in the enforcement programme.

The key to providing compatible industry would be to encourage industry in buildings on well landscaped sites. Individual review at a Public Hearing of each industrial development would also be warranted, with a development agreement to assure that the development is completed as put forward. We suggest that landscaping be the only use permitted between Cape Horn Avenue and buildings, and that landscape screens or approved landscaping be required adjacent to all other lot lines if the industrial option is taken.

Another factor is that only 1,455 acres are designated for industrial use in Coquitlam at the present time, including lands north and south of Fraser Mills. Lands north of Barnet Highway have already been removed from the potential industry category, and the only lands remaining are the Fraser River flats and along the south side of Barnet Highway other than the subject area. Coquitlam's industrial options are closing and therefore it is important to safeguard remaining industrial lands. It should be noted that GVRD has estimated a range of 8.4 to 9.2 acres per 1,000 persons as a demand "yardstick" for the year 2000. To serve the 110,000 persons at the

GVRD average in 1991, we therefore require around 1,000 acres. Beyond that date, long range figures of at least 100,000 persons in Coquitlam north of Barnet and 70,000 south of Barnet would result in a 170,000 total, or a demand for around 1,500 acres. This very rough approach indicates the general concern to reserve industrial land in the longer term if Coquitlam is to have its share at the regional average.

4. Other Development

An alternative which is being pursued in the United States is the "business park", as described in Urban Land Institute Technical Bulletin 65, published in 1970. These "parks" largely cater to office developments in a landscaped setting, and this idea commenced in the 1940s and 1950s, with a move from downtown locations. Spacious surroundings, ample on-site parking, lower rent, free-flowing traffic movement, and buildings designed for tenant needs give the advantages. The disadvantages are related to lack of public transportation, no noon-time shopping and eating establishments, no major banking and brokerage firms, and distance from certain supplies and services.

In the United States, the downtown areas of many cities do not, it seems, have the same amenities as does Vancouver. Also, office development can contribute to the regional town centre development where such offices can be located adjacent to other activities. Public transportation can be focussed to such activity areas where there is a sufficient build-up of people movement to justify higher levels of transit service. The office or business park would, on the other hand, lead to continued use of the automobile which is simply not going to be possible in the longer term.

Another alternative use is public acquisition of the area as a park and/or "greenbelt" area along the Lougheed Highway. With the nature of the area and the gradient of the slope, it does not seem that a buffer area between the highway and residential lands, which are much higher in elevation, is practical. Most such lands are at least 20-40 feet higher than the highway on the upper side of Cape Horn Avenue. A park for municipal use would not appear to be well located in such an area since it is not central to the residential neighbourhoods in South-west Coquitlam. The land itself has few natural assets to qualify for park use; reclamation and replanting could, it is true, create man-made assets, however, at considerable cost.

Another related alternative might be a tourist-oriented campsite-trailer park. The location adjacent to the Freeway and Lougheed Highway would be suitable in terms of being fairly close to tourist routes. There are, however, no natural features which would augment this development. Furthermore, there is the fact of limited revenue return to the Municipality in regard to this type of use, as well as for the public use referred to above.

CONCLUSION

Industrial use still appears the most appropriate in the review above, subject to defining the uses allowed in such zone, and setting appropriate development standards. Consideration should also be given to a new Noise Control By-law that sets specific technical standards of noise level for other than motor vehicles; we suggest the GVRD draft by-law be employed and that the area under study be classed as a Quiet Zone in spite of it being an industrial area.

Industrial use is also dependent on solving the access problem and diverting truck traffic from the present Cape Horn Avenue, and on prohibiting access to that street from industrial sites. Community control through the Public Hearing process also seems essential to avoid a repetition of the reaction of the one M-3 industrial development which sparked this report. We think there is a place for an attractive industrial area adjacent to residential housing, provided that industry is aesthetically pleasing and nuisance free.

PROPOSED DEVELOPMENT

Map 3 attached shows the proposed development for the area in relation to the suggested future street plan. The proposal is to relocate the east-west major arterial through the proposed special industrial area, the alignment being south of the two existing industries, Mack Truck and Monssen Construction, and thence to the north of the B.C. Hydro right-of-way. Connection to Mathewson Avenue, the major arterial northwards, is proposed, as well as a cul-de-sac at the east end of Cape Horn Avenue.

An alternative looked at involved a frontage road south of the B.C. Hydro line. We obtained plans from the Department of Highways for the widening of Lougheed Highway and found that about 100 feet of land was left between the Hydro line and highway right-of-way. With 50 to 66 feet required for another road, only 33 to 50 feet are left for

development. Also, B.C. Hydro officials advise that no parking use and very limited storage would be allowed under the Hydro line because of induction problems and the presence of the gas line. This made a location north of the Hydro line for the road essential.

The privately held lands of Columbia Bitulithic Co. Ltd. would be developed as an industrial subdivision in the scheme proposed. Two other parcels owned by B.C. Hydro and a private party would also be affected to the east of Columbia lands. Assembly of these two parcels is essential to create two usable industrial sites on both sides of the new major arterial.

Prohibition of access to Cape Horn Avenue from industrial sites is proposed as a condition of development in this area. Landscaping of the areas between Cape Horn Avenue and industrial buildings is also proposed, with off-street parking being kept adjacent to the new roads. This proposal would allow removal of the lane proposal north of Cape Horn Avenue; it would allow accesses onto a new major arterial street from industrial developments, which is not considered as undesirable as many individual access from many small lots.

RECOMMENDATIONS

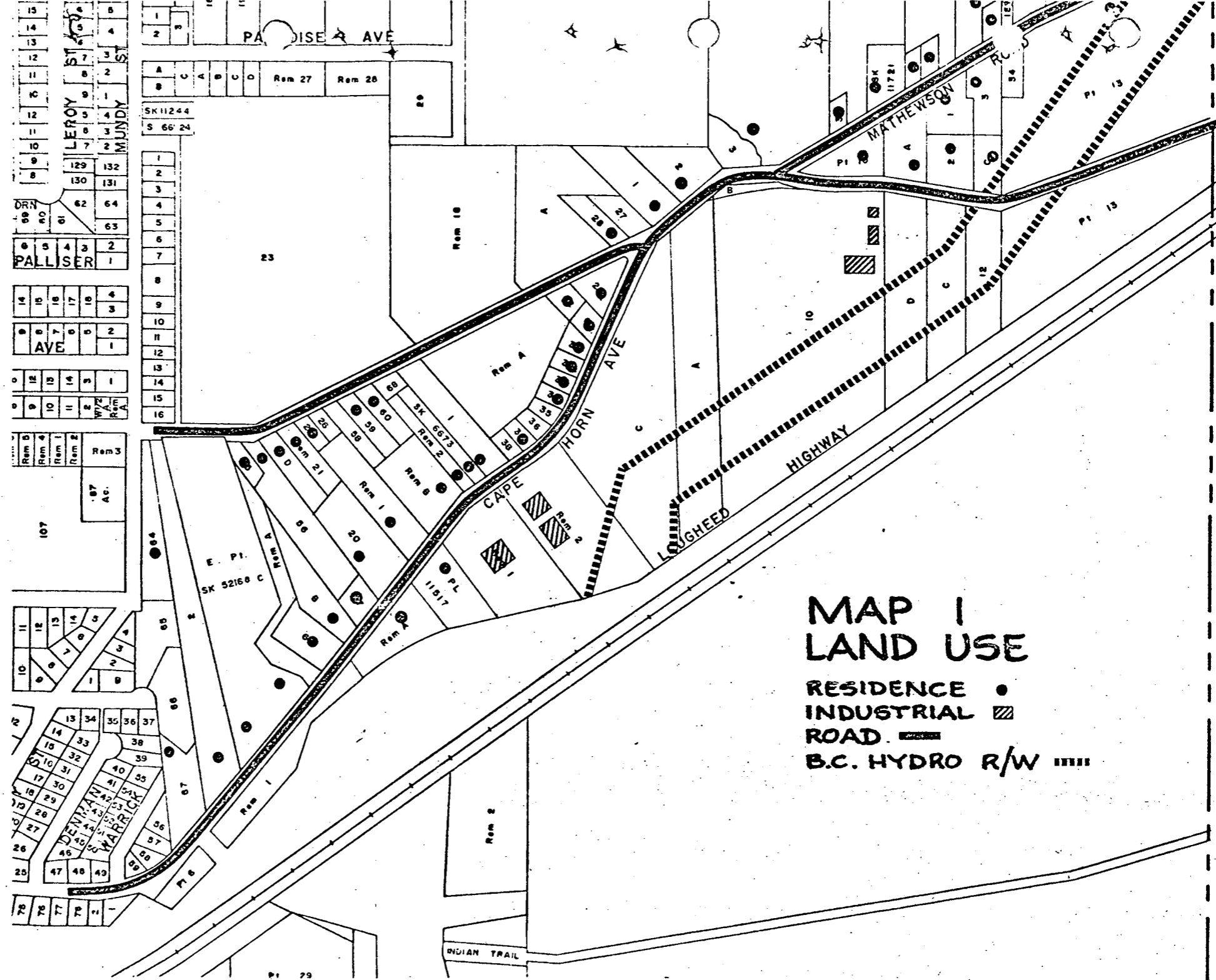
1. That application be made to the Greater Vancouver Regional District to amend the Official Regional Plan from RRL-1 to URB-1, the long range stage already designating the area URBAN.
 - This would allow Council to permit the full range of urban uses in this area, including industrial development.
2. That referral be made to Public Hearing to rezone the whole area to One-Family Suburban Residential RS-2 as a Holding Zone.
 - This action would allow negotiations to proceed on acquisition and servicing of the proposed major arterial road prior to further development in the area.
3. That the revised M-3 regulations in Schedule A be referred to Public Hearing.
 - This would then provide the way of zoning of sites after negotiations on the road are completed.
4. That the Noise Control By-law be replaced by a by-law based on the GVRD draft, and that the Cape Horn Area be classified as a Quiet Zone therein.
 - This would set mathematical standards to be met by industry in this area; the Simon Fraser Health Unit would be involved in the actual measurement and enforcement of such a by-law.

*Review
Bulman
1 + 2 adopt
Council*

*Bulman
Stubbey
adopt 3
Council
approved*

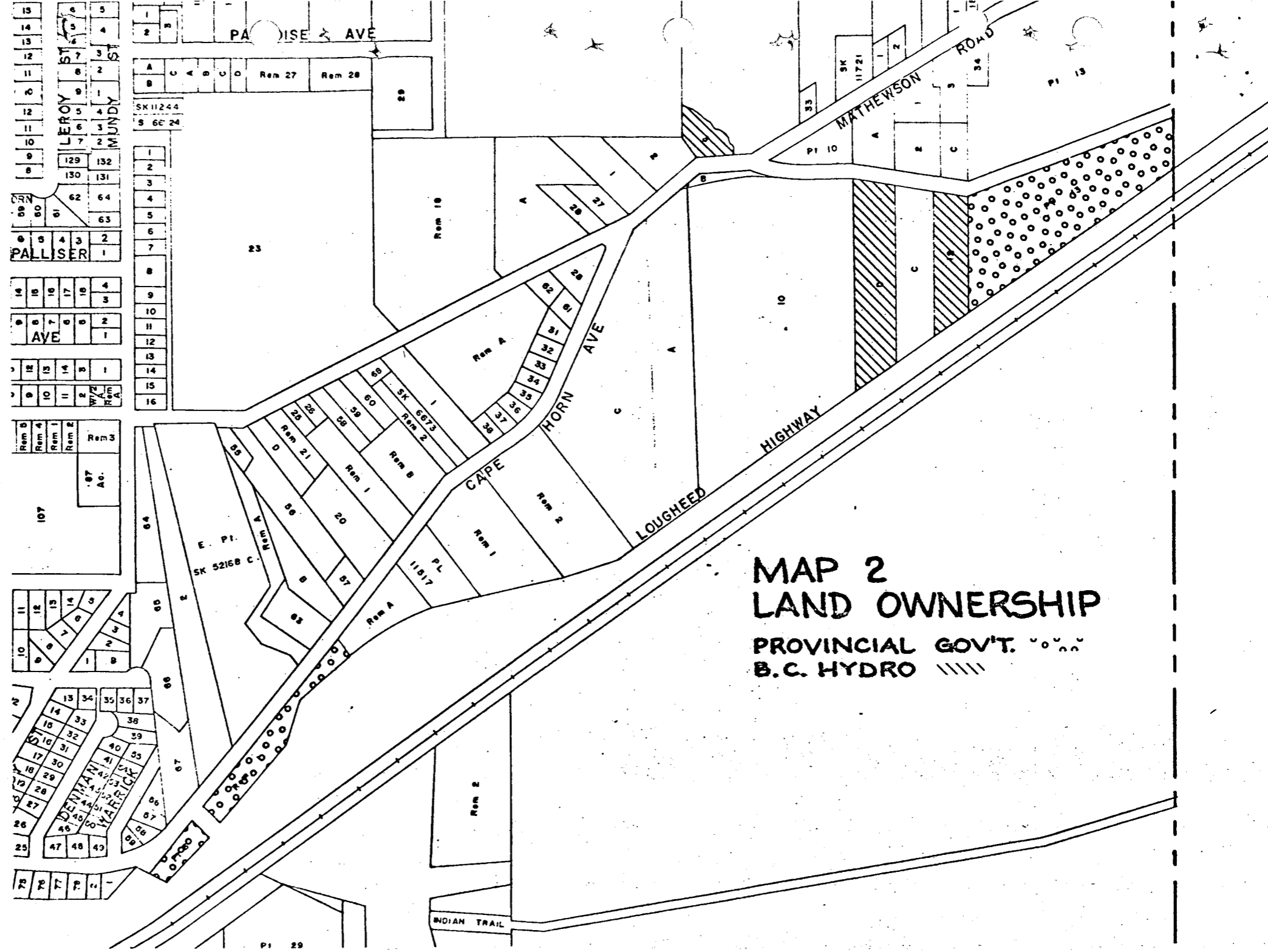
*Bulman
Stubbey
adopt 4
Council
approved*

5. That each property owner in the area be notified of the above recommendations in writing and be supplied with a copy of Map 3, showing proposed development.
 - This would provide an opportunity for each owner to be made aware of the development proposal and respond to the major arterial street proposal at the Public Hearing on RS-2 zoning and the new M-3 regulations.
6. That M-3 zoning of individual sites be considered upon application, allowing for:
 - a) review of the intended development at a Public Hearing.
 - b) a development agreement providing for full bonding of landscaping and full design review, including assurance as to noise control.
 - c) provision of necessary roads and their servicing.
 - This means that the development area-land use contract approach is not recommended. It is felt that the rezoning process with a development agreement provides the benefits of the land use contract, but also retaining the legislative flexibility to change by-laws in future.
7. It is further recommended that the Engineering Department review the major arterial road proposal, to prepare preliminary designs and to determine right-of-way requirements.
 - This would allow declassification of Cape Horn Avenue from its major arterial status in the Zoning By-law after the road is definitely proven out as far as engineering practicality is concerned.



MAP I LAND USE

- RESIDENCE ●
- INDUSTRIAL ▨
- ROAD ———
- B.C. HYDRO R/W ———



MAP 2
LAND OWNERSHIP
 PROVINCIAL GOV'T.
 B.C. HYDRO //

07A

PA...ISE & AVE

Rem 27 Rem 28

SK 11244
S 66 24

129 132
130 131

62 64
63

PALLISER

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AVE

Rem 1 Rem 2 Rem 3

107

SK 5216B C

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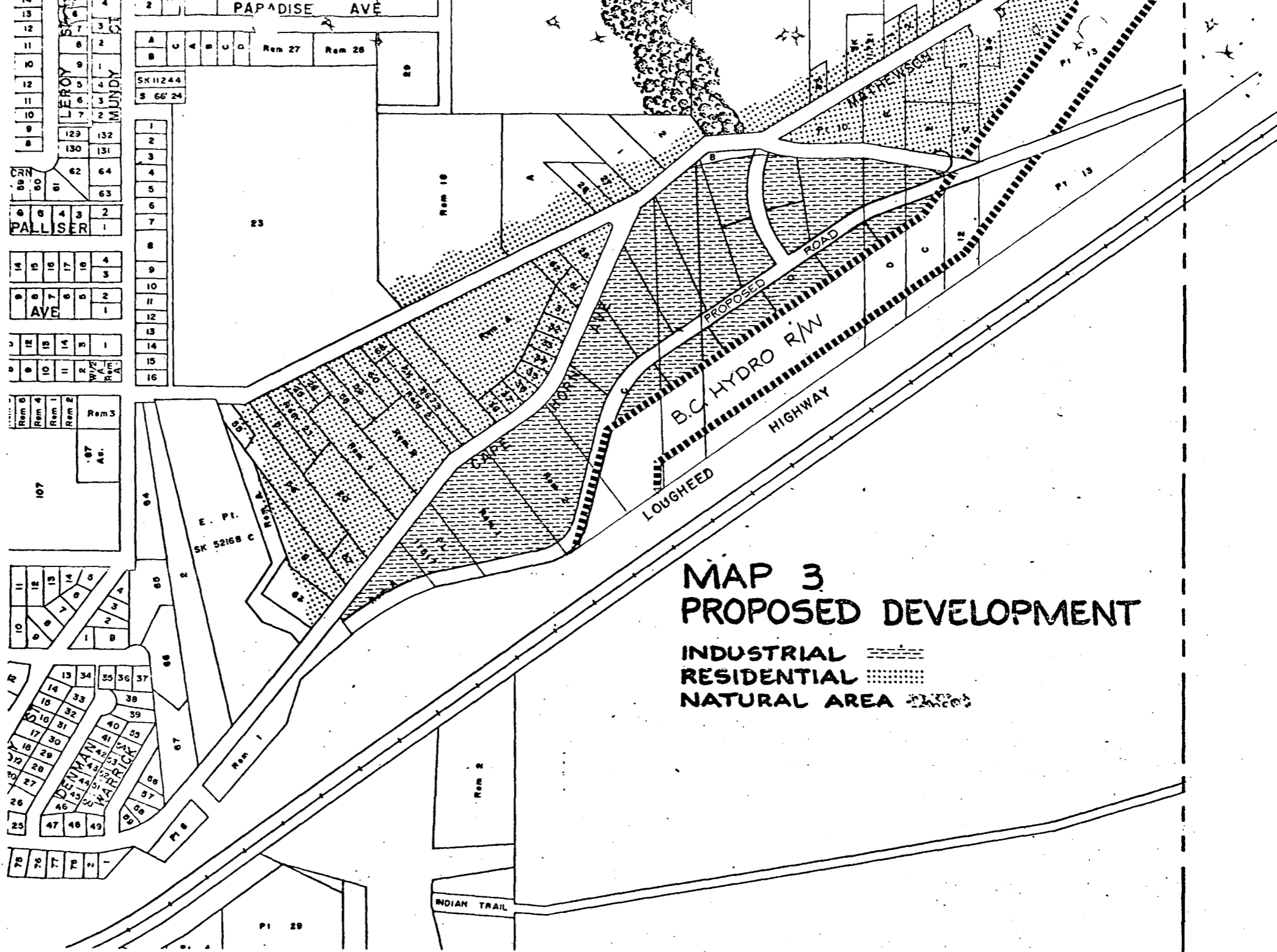
Mathewson Road

SK 11721


PI 10

LOUGHEED HIGHWAY

INDIAN TRAIL



MAP 3 PROPOSED DEVELOPMENT

INDUSTRIAL 
 RESIDENTIAL 
 NATURAL AREA 

SCHEDULE A

DRAFT BY-LAW AMENDMENT TO M-3 ZONE

Clause #1

Section 802(1)(b) of the District of Coquitlam Zoning By-law No. 1928 shall be amended by removing the words "or M-3 ZONE" in the first line thereof.

Clause #2

Section 802(1)(e) shall be repealed and replaced by the following:

"in the M-3 ZONE shall be limited to:

- (i) the manufacture, assembly, cleaning, finishing, packaging, storing or wholesaling of
- bags and sacks
 - batteries
 - books
 - brooms, brushes and mops
 - candy and confectionery products
 - canvas products
 - clothing and apparel
 - cosmetics and perfumes
 - curtains and draperies
 - electric and electronic instruments and equipment
 - electro-plating
 - excelsior
 - films
 - furniture
 - glass and ceramic products
 - hemp and jute
 - household, office and store fixtures
 - jewellery, watches and clocks
 - lithographing
 - mattresses and bedsprings
 - medicinal preparations
 - monuments and stone works
 - musical instruments
 - novelties and toys
 - office supplies
 - optical and photographic equipment
 - paper box and cardboard products
 - plastic products
 - plumbing fixtures
 - rubber and metal stamp
 - sashes and doors
 - sheet metal products
 - shoes and boots
 - signs

- sporting goods
- taxidermy
- tobacco and tobacco products
- tents and awnings
- window blinds and shades

- (ii) laboratories and testing facilities.
- (iii) industrial uses which are located within a building.

Clause #3

Section 802(3)(d) of the District of Coquitlam Zoning By-law No. 1928 shall be repealed and replaced by the following:

"(d) shall not be permitted in an M-3 ZONE."

Clause #4

Section 802(3)(f) of the District of Coquitlam Zoning By-law No. 1928 shall be repealed and replaced by the following:

"(f) shall not discharge or emit:

- (i) pollution as defined by the Pollution Control Board and/or Greater Vancouver Regional District By-laws.
- (ii) excessive noise as defined by the District of Coquitlam Noise Control By-law.
- (iii) heat, glare, radiation, recurrently generated ground vibration, dust or particulate matter across lot lines."

Clause #5

Section 802 of the District of Coquitlam Zoning By-law No. 1928 shall be amended by adding the following:

"(4) In the M-3 ZONE there shall be the following additional requirements:

- (i) Accessory off-street parking and accessory off-street loading uses shall not be permitted between a building and Cape Horn Avenue.
- (ii) Landscaping required under 402(3) shall be designed and installed under the supervision of a registered landscape architect.
- (iii) Landscape screens of not less than 6 feet shall be required along all lot lines except interior lot lines, except where a landscaping plan is accepted by the Planning Director adjacent to such lot line.

ALTERNATIVES FOR THE DEVELOPMENT OF THE AREA
SOUTH OF CAPE HORN AVENUE WEST OF ESSONDALE.

MR. CHAIRMAN, LADIES AND GENTLEMEN:

My name is Marjorie Norris speaking for Mathewson Ratepayers' Association which represents residents and land owners of the Cape Horn residential area. This presentation is without prejudice.

It is not our intention to review in length, events to date in this long and frustrating campaign to preserve the quality of life in the residential area adjoining the area in question. This has been done many times before and an able "summing up" has been done in Policy Report 3/73 April 1973.

There is no lessening of opposition to the property in question being developed as an industrial zone. It is felt that RS-2 is the only compatible zoning for the area. However, we are reasonable people who are earnestly seeking an acceptable solution to the conflict. In spite of the fact that the anti-social behaviour of two industries, Columbia Bitulithic and B. C. Mack Truck, continually and painfully emphasize that industry cannot live harmoniously with its residential neighbours, the saving grace of the Monssen Construction operation suggests that there is a possibility that industries need not be nuisances if they are good corporate citizens. Therefore, the following is in the nature of a compromise.

These are the alternatives that can be accepted by the residents:-

The prime and absolute essential is a road which we shall term a Service road to be paid for by the developers, running more or less parallel to the Lougheed Highway. This would be much like the proposed road on Map 3 of Policy Report 3/73 but would divide the area into two zones.

One would lie between the Service Road and the Lougheed Highway and would be a Special Industrial Zone having either an M title not presently in use or an M-3 title amended as herein. The second zone would lie between the Service Road and Cape Horn Avenue and would be a C-2 zoning. The Service Road would provide the sole vehicular entry and egress to and from the establishments on either side of it, thus removing that traffic from Cape Horn Avenue. In all cases, the front and best face of the buildings would be toward the residential area to the north and all loading and unloading would be away from it. Any plan having already been submitted for this area must be redesigned to conform to this requirement. The C-2 area would act as a buffer zone between the Special Industrial and the Residential zones.

The second essential is a limitation on hours of work. For the Special Industrial Zone these should be from 8 a.m. to 5 p.m. Monday through Friday. For the C-2 zone, the closing hour should be not later than 6 p.m. One of the main reasons for restricting hours of operation is to control Noise. We concur with the suggestion on Page 3, Para, 2

of Policy Report 3/73 that the Greater Vancouver Regional District Quiet Zone standard of 65 dBA during the day and 55 dBA at night be applied in this area. It must be understood that this is the total of all noise and not the allowable level that may be generated by any one operation. In view of the excessive traffic noise from the Freeway, Lougheed Highway, Cape Horn Avenue and the C.P.R. railway there may be no noise generation leeway left. It can quite readily be seen then that no further development could be allowed. We concur further with Para.3, Page 5 that the present hard-to-enforce Noise By-law should be replaced by a By-law based on the Greater Vancouver Regional District draft. The World Soundscape Project at Simon Fraser University has recently published a book of some substance entitled A Survey of Community Noise By-laws in Canada. It contains a useful analysis of how By-laws work and some good ideas of what future by-laws should be. It is 50¢ by mail from the Sonic Research Studio at S F U.

While outside storage, parking, emissions and landscaping are all strong concerns, it is felt that the current By-laws cover these items adequately and the need is for enforcement.

Since By-law 215 is an inherent factor in the development of the area as it has to do with M-3 zoning we suggest some further deletions and additions to it, namely:-

Clause 2 Sec. i Delete

- "- bags and sacks
- batteries
- canvas products
- cosmetics and perfumes
- electro-plating
- excelsior
- furniture
- hemp and jute products
- household, office and store fixtures
- lithography, printing and publishing
- monuments and stone works
- paperbox and cardboard products
- plastic products
- sashes and doors
- sheet metal products
- shoes and boots
- sporting goods (too vague)
- taxidermy
- window blinds and shades (too vague)"

Clause 2 Sec. iii

- "- laboratories and testing facilities"
(too vague)

Clause 2 Sec. i

Restrict to Assembling, Packaging,
Storing and Wholesaling the following:-

- "- brooms , brushes and mops
- glass and ceramic products

Since it seems necessary to define a building, let the following be

Clause 2 Sec.iii

"industrial uses which are completely within a building composed of 4 solid walls and a roof."

Clause 6 Sec. 1 To be added to the BY-law

" Hours of operation shall be restricted to the hours between 8 a.m. and 5 p.m. Monday through Friday.

Since C-2 zoning is also inherent in this, it is felt that Clause 1 Sec. viii having to do with entertainment and recreation should be deleted from By-law 149 and a Clause controlling hours of operation be added to ensure closing not later than 6 p.m.

It is appreciated that certain monetary investments have been made by the purchasers in the above area, i.e. the area between Cape Horn Avenue and the Loughheed Highway. The purchase prices are no secret. With the rapid appreciation in land values nothing but profit can be realized from resale no matter what the zoning. No less an authority than Mayor Tonn recently stated that Residential land is more valuable than Multi-family. Multi-family is more valuable than Commercial which is more valuable than Industrial. It can be clearly seen then, that those investments are not in any jeopardy. It can also be argued that

the investment of money only does not equal the investment of money, sweat, tears, love and hope expended on homes in the area.

Mathewson Ratepayers' Association agrees with Recommendations 2 and 4 of Policy Report 3/73 April 1973.

It is wary of Recommendations 1 and 6 with their implication of a requirement for constant vigilance and continuing struggle to preserve some quality in our lives.

It agrees with Recommendation 3 re M-3 regulations going to Public Hearing but in the form appearing herein, with the deletions and additions as set forth.

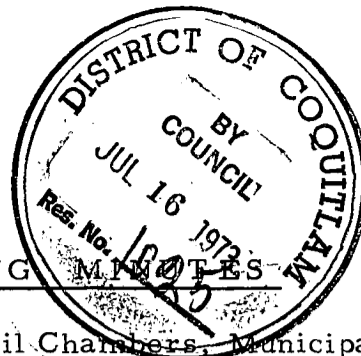
It agrees with Recommendation 5 if the premises upon which it is based are to be acted upon.

Before concluding, it must again be emphasized that the Service road must be an absolute prerequisite to development of the area and that if ^{it} is argued that such a road leaves inadequate space for such development this be considered sufficient evidence to prove the entire area unsuitable for Special Industrial use.

Finally, a master development plan must be evolved allowing for compatibility between adjoining zones. People in residential zones ask only that they may live free from nuisance, in peace and quiet with nothing more active than an RS-2 zone for a neighbour.

June 26, 1973

Thursday, June 28th, 1973,
Public Hearing - 7.30 p.m.



502

PUBLIC HEARING MINUTES

A Public Hearing was held in the Council Chambers, Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Thursday, June 28th, 1973 at 7.30 p.m. to deal with applications to amend Zoning By-law No. 1928 and amending by-laws. Members of Council present were Ald. S. Hofseth, Acting Mayor; Ald. R. B. Stibbs, Ald. L. A. Bewley, Ald. J. E. M. Robinson, Ald. J. Gilmore and Ald. R. Boileau. Also present were the Deputy Director of Planning, Mr. E. Tiessen and the Deputy Municipal Clerk, Mr. T. Klassen.

The Public Hearing was advertised in The Columbian on Friday, June 22nd, and Saturday, June 23rd, 1973. Copies of the Public Hearing notice were also distributed to all ratepayers groups in the Municipality.

MOVED BY ALD. GILMORE
SECONDED BY ALD. STIBBS:

That Ald. Hofseth act as Chairman to the Public Hearing and Mr. T. Klassen act as Secretary to the Public Hearing.

CARRIED

The Director of Planning submitted a written brief to the Hearing and a copy of that brief is attached hereto and forms a part of these Minutes.

ITEM #1 - Reference No. Z 12/73

The Chairman stated that due to the great number of clauses in Item #1, groupings have been made of clauses and they would be dealt with in that manner.

Clauses 1 and 2

There was no objection expressed to the proposal to rezone property described in Clauses 1 and 2.

Clauses 3, 4, 5, 6 and 7

Mr. J. Insley addressed the Hearing and stated that he was representing Mr. K. Aikenhead, the owner of Lot 82 and that his client was opposed to the proposal by Council to rezone this property.

Mr. Insley stated that if the Municipality requires roads they should be negotiating for them or expropriating them but should not be using zoning powers to obtain roads and services. He stated that as a point of law, Council must abide by the Municipal Act and they cannot do indirectly what they cannot do directly. Mr. Insley said his client has owned this property for twenty years and has expended funds to fill the property and enclose the watercourse. Mr. Insley further stated that his client had expended \$55,000 for the land and building originally, as well as expending \$20,000 for equipment and, as a result of these expenditures, was unable to realize a profit for ten years.

Thursday, June 28th, 1973,
Public Hearing, cont'd.

Mr. Insley also stated that the Municipality have already rezoned this property from Industrial to Commercial effectively stopping any further expansion of the plant.

Mr. Insley asked Council what if they do rezone this property to Residential - would they allow residential subdivision - and went on to state that he was sure Council would not do such a thing and therefore this rezoning was a subterfuge.

Mr. Insley said that his client has paid taxes on industrial and commercial property for twenty years and Council are destroying the confidence of business people in Coquitlam by playing around with rezoning and that his client is already looking for another location to locate and this location will not be in Coquitlam.

Mr. Insley then went on to discuss case law with respect to this type of rezoning and in his opinion Council were treading on quicksand with respect to the legality of this type of action and his client will not roll over and play dead should Council rezone the property.

Mr. Insley then advised Council that they should pay attention to Section 702 of the Municipal Act which lays down the conditions Council must observe when rezoning property.

Ald. Hofseth asked Mr. Insley if the whole site was in use and Mr. Aikenhead replied that it was.

Ald. Gilmore inquired of Mr. Insley whether Council should never zone down and listed as an example the City of Vancouver when they eliminated zoning for highrise apartments in some areas.

In answer to Ald. Gilmore's question, Mr. Insley stated that his client was only requesting that the zoning be left as it is and no one denies the right of Council on zoning matters, however, in the City of Vancouver when the property was zoned down, it was meant to be used for the category to which it was rezoned, whereas in this case the reason for rezoning is only to control development.

The Deputy Director of Planning informed the Hearing that Council has to look at future development of the whole area as a commitment was made to the residents as a whole that no traffic from the commercial development would intrude upon residential areas.

Mr. F. Marr addressed the Hearing and stated that he was appearing on behalf of Percy Contracting Services Ltd. and T. J. Trapp Investments Ltd. who were opposing the rezoning of their properties. The properties more specifically being described in Clause 3 and Clause 7 with respect to T. J. Trapp and Clause 6 with respect to Percy Contracting Services Ltd.

Mr. Marr then went on to state that this property has been for a number of years a gravel pit and has been reclaimed by his clients by backfilling and levelling the area. He stated that the Community Plan shows this area as a future service commercial area.

Thursday, June 28th, 1973,
Public Hearing, cont'd.

Mr. Marr then stated that he understands that the Municipality is making the change in order to obtain access without having to pay for it and felt that this can be done in another manner such as subdivision at which time certain services such as roads and storm sewers can be obtained.

Mr. Marr also stated that if Council wish to obtain roads there are other manners of doing it such as negotiation or expropriation and in his opinion it is not legal to obtain roads by rezoning the property and then having the owner apply for rezoning at which time he is required to provide services.

Mr. Marr stated that in his opinion rezoning to control development is not legal even in view of the Ontario case law which allows a holding zone.

Mr. Marr informed the Hearing that concern has been expressed to him personally by several business people of the uncertainty of zoning in the District of Coquitlam.

Mr. Marr informed the Hearing that his client presently has given an option for the sale of his land and this is valued in the hundreds of thousands of dollars and should Council proceed with the rezoning it will decrease the value of the land considerably.

Ald. Hofseth inquired as to whether or not Mr. Marr had discussed with his client the possibility of placing a road over property described in Clause 7 and Mr. Marr stated that he hadn't, however, this road would render useless a large portion of one of these lots although if the road were built it would enhance considerably the value of the property.

Mr. Tiessen inquired of Mr. Marr whether his client, Mr. Trapp, had made application for a subdivision of property owned by him and Mr. Marr stated that he had not discussed this with his client, however, he is aware from other sources that such application has been made.

Clauses 8 and 9

There was no opposition expressed to these clauses.

Clauses 10 to 19

A Mr. Hamilton, President of Reliance Lumber, addressed the Hearing and stated that he was opposed to the rezoning of property owned by his Company, more particularly described in Clauses 13, 14, 15 and 17 on the basis that his Company had acquired this property on March 1st, 1972 at current market values and the property currently has extensive use for lumber storage, for which use it had been used for several years.

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Public Hearing, cont'd.

Mr. Hamilton went on to state that the business in this area has grown two to three times more active in the past year and that his company is presently reshaping the business because of the Clarke Road expropriation as well as the expropriation for the lane on the side of his property and that this is another way of interfering with the operations of the business.

Mr. Hamilton went on to state that he feels nothing is to be gained by the rezoning and that if Council are attempting to control development, they should rezone the whole municipality to residential and have complete control.

Mr. Tiessen asked Mr. Hamilton if he would consider a consolidation of all properties owned by the company and the rezoning of the back property to CS-1, Service Commercial, and Mr. Hamilton stated they would consider anything but would not state at this time whether they would agree to such a rezoning.

Clause 20

Mr. J. Allard submitted two letters opposing the rezoning of this property and copies of these letters are attached hereto and form a part of these minutes.

Mr. J. Allard Jr. addressed the Hearing and stated that he was opposed to the rezoning and stated that Council on March 20th, 1972 under Res. No. 397 stated that no further rezoning was to take place within the Clarke Road area where his property is situated. He stated that on several occasions he has applied for rezoning and has been referred to Res. No. 397 halting rezoning in this area.

Mr. Allard then stated that Council must pay attention to the Section 702 of the Municipal Act which states that Council must give consideration to the conservation of property values when rezoning.

Mr. Allard informed the Hearing that on February 17th he appealed the assessment on his property and that using the Assessor's figures, this property together with buildings is valued at more than \$120,000.00 and if the property were to be rezoned it would drop in value to approximately \$20,000.00.

He stated that businessmen in the community are hesitant to invest because of the uncertainty of zoning and Council are therefore driving development out of the Municipality.

Mr. Allard informed the Hearing that in his opinion the traffic problems in this area are not created by commercial development but rather by the residential development in the Coquitlam and Port Moody area.

Mr. Jim Allard, Sr. addressed the Hearing and stated that he paid over \$45,000 for this land over five years ago and spent some \$87,000.00 developing the property and subsequently leased it to Dog and Suds Drive-In Restaurant who went broke.

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Public Hearing, cont'd.

He informed the Hearing that if the zoning is changed on this property it becomes worthless to him as he owes more on it than what it will be worth with the residential zoning.

Clauses 21 to 29

Mr. R. LeBleu, the owner of property at 206 LeBleu Street, described in Clause 27 of Item 1, objected to the rezoning as he felt it would depreciate the value of his property.

A Mr. Walter Babkirk spoke in opposition to the rezoning of property at 107 Woolridge Street, more particularly described in Clause 21 of Item 1, stating that he had first bought this land when it was zoned as Industrial and that it was subsequently rezoned to Commercial when he was out of the Province.

Mr. Babkirk stated that he has owned the property for some twelve years and had operated a welding shop on the property and would like to retain the Commercial zoning in order not to depreciate the value of the property any further. He stated that he currently has a house on the property.

Mr. Dave Antifaeff objected to the rezoning, particularly with regard to Clauses 23, 25 and 29 as he has a business on this property which he is currently buying and if it is rezoned to residential use, the value of the property is less than what he is paying for it. Mr. Antifaeff also stated that although he would be allowed to continue the business as a non-conforming use, something could happen such as a fire and he would be unable to rebuild without applying for rezoning.

Clauses 30 to 38

Mr. L. F. Dehard objected to the rezoning of property located at 114 and 116 Nelson Street, more particularly described in Clauses 37 and 38 of Item 1 and stated that his opposition is similar to that of Mr. and Mrs. Muller, the owners of property at 100 Nelson Street, more particularly described in Clauses 30, 31 and 32 of Item 1, this opposition being expressed in a letter from Griffiths & Tonnellier Realty Ltd. dated June 26th, 1973, a copy of which is attached and forms a part of these Minutes.

Mr. Dehard stated that he has owned this property since 1912 and Mr. Muller has owned the property for about the past forty years.

ITEM #2 - Reference No. Z 17/73

This was an application to rezone property at 1108 Austin Avenue to allow the development of a commercial building.

Mr. Tiessen explained to the Hearing that this application was for a commercial building which would have stores on the first floor with offices on the second floor. As well, underground parking would be provided.

Thursday, June 28th, 1973,
Public Hearing, cont'd.

There was no opposition expressed to this application.

Mr. Dave Insley of Town and Country Estates spoke in favour on behalf of the applicant and stated that while his client will attempt to preserve the natural tree coverage in the front of this building and, as well, it is his understanding that there will be an application forthcoming in the near future to erect a compatible building on Lot 2, being the vacant lot between his property and Lee's Kitchen.

ITEM #3 - Reference No. 32/72

This was an application to rezone property at 230 Blue Mountain Street to allow the development of an eight storey apartment building.

Mr. Paquette of 818 Austin Avenue addressed the Hearing on behalf of the Maillardville Habitat Co-op Society and requested that Council delay any action on this rezoning application for a period of ten to twelve months in order to allow the completion of the Maillardville Study.

Mr. Paquette stated that at this time it is not known what area the Maillardville Study will take in and the Planner hired for this job is presently attempting to establish the boundaries of Maillardville and until that is done, they did not wish to see any development take place.

Mr. Paquette also stated that such a development in this area could set a pattern for future development of a similar nature in the area.

Mr. Paquette also felt that a building of this height would cut off the view of the people above, which he was also opposed to.

A Mrs. Dianne McClure of 237 Blue Mountain Street stated that she was opposed to the erection of such a high building but she would not be opposed to an apartment of up to three storeys. She felt that the noise factor would be very great in this area with such a large building and could lead to traffic problems on Blue Mountain by cars turning in and out and racing on the street from this development. She also stated that she would lose her view because of the high building.

A Mrs. Hopping of 947 Quadling Avenue expressed opposition to the apartment as she felt that it would only be the beginning of construction of other apartments in the area and as well her view would be blocked in the future if other apartments were built in the area.

Mr. DeTilly addressed the Hearing in opposition to the rezoning at this time as he stated that until the boundaries of the Maillardville area are determined and their study complete, he felt no construction should take place. He also stated that he did not believe that this is a good area for apartments as it is at the bottom of a hill.

Thursday, June 28th, 1973,
Public Hearing, cont'd.

Mr. P. Hansen addressed the Hearing on behalf of the applicant and stated that his client has complied with all recommendations and requirements of the Council and is willing to make the units larger and create a condominium or strata title development in order that there would not be absentee landlords. Mr. Hansen stated that his client is also willing to comply with any other regulations put on by Council and is willing to negotiate on any matter whatsoever with respect to the construction of this building.

Ald. Bewley inquired of the Planner as to how high up Blue Mountain a person would have to be in order to look over the proposed structure and Mr. Tiessen stated that to be at roof level a person would have to be approximately 800 feet up the hill on Blue Mountain Street.

Mr. John Dicaire stated that he is opposed to the rezoning at this time because it is within the area to be studied by the Maillardville Joint Committee and in his opinion this is part of Maillardville.

ITEM #4 - Reference No. Z 34/73

This was an application by the District of Coquitlam to amend the Zoning By-law to allow application fee of \$50.00 as well as to amend the by-law with respect to notification of property owners within one hundred feet of a zoning application for a Public Hearing.

A letter from the Burquitlam Banting Ratepayers Association dated June 28th, 1973 requesting a 200 foot radius of notification in all directions of the said property and a letter from the Mathewson Ratepayers Association dated June 28th also requesting a 200 foot minimum requirement are attached hereto and form a part of these minutes.

There was no other opposition expressed to this application.

ITEM #5 - Reference No. Z 35/73

This item dealt with rezoning of a portion of 699 Smith Avenue to Neighbourhood Commercial (C-2).

A letter from M. E. P. C. Canadian Properties Limited was read to the Hearing and a copy of this letter is attached hereto and forms a part of these minutes. This letter specifically requested that parking requirements in the ratio of 6 stalls per 1,000 square feet of development be required.

A Mr. Bliss of 610 Langside Street addressed the Hearing and stated that he personally liked the dead end street on Emerson and was disturbed when a bulldozer suddenly appeared on the scene and cleared the roadway without any of the residents of the area knowing what was going on.

Thursday, June 28th, 1973,
Public Hearing, cont'd.

Mr. Shepherd, speaking on behalf of the developer, stated that his company received a double registered letter from the Municipality to remove the dwelling on the property and so had had it bulldozed out and while this was being done they, at the same time, cleared the right of way.

A Mr. Jack Cowx of 605 Langside Street was also concerned about the lack of notification to surrounding residents with respect to changes in the area and that as a result of the bulldozing done by the developer his drainpipes had been clogged and water was flooding the back of his property.

ITEM #6 - Reference No. Z29/73

This was an application for the rezoning of property at 2177 Craigen Avenue to allow the development of a duplex.

There was no opposition expressed to this application.

Mrs. Dominelli addressed the Hearing and requested that they be given some sort of immediate approval to proceed as they basement suite was to be used by a relative who had to move out of other accommodations on July 31st, 1973.

Mrs. Dominelli was requested to phone the Acting Mayor on Tuesday when arrangements could be worked out.

ITEM #7 - Reference No. Z36/73

This was an application for the rezoning of property at 356 Mundy Street to allow for the development of a duplex.

A Mr. Low who resides at 355 Mundy Street objected to the proposed rezoning as he had moved to Coquitlam to live in a single family residential area and felt that this rezoning would be an intrusion into such an area.

Mr. Ralph Zintel spoke on behalf of the applicant and stated that the present house on the lot is approximately 40 years old and in his opinion a duplex could only enhance the area.

On a question from Ald. Stibbs, Mr. Zintel stated that his company had built other duplexes in the District of Coquitlam, one of these being on the corner of Nelson Street and Dansey Avenue.

ITEM #8 - Reference No. Z12/73

This was an application by the District of Coquitlam to amend the Zoning By-law with respect to servicing requirements in Commercial Zones.

Thursday, June 28th, 1973,
Public Hearing, cont'd.

There was no opposition expressed to this application.

ITEM #9 - Reference No. Z21/73

This was an application by Group Nine Developments Ltd. to rezone property on the northeast corner of Austin Avenue and Gatensbury Street to allow the development of a highrise complex of apartment buildings.

On a question from Ald. Hofseth, Mr. Tiessen stated that access was going to be allowed off of Austin Avenue, however, this would be a right turn in and a right turn out only.

Mrs. Gillespie of 1400 Austin Avenue objected to the rezoning as she stated she did not want apartments across from her property because apartment development may, as a result of this development, go into other areas around there.

Council explained to Mrs. Gillespie that the area in which she lives is not included within the apartment area as set out by Council and therefore the likelihood of apartments going across Austin Avenue on the south side are very remote.

Mr. C. Gliege of 623 Ivy Avenue addressed the Hearing on behalf of Group Nine Developments and stated that his Company has acquired 2 1/4 acres for parkland for the development and the development will only have 60% of the density of other apartment development in the area.

He stated that there would be 111 units in the project and it would be built under the Strata Titles Act on an area of five acres in total.

Mr. Gliege did state that Group Nine Developments will retain ownership of one-third of the units, with this one-third being all in one building.

ADJOURNMENT

MOVED BY ALD. GILMORE
SECONDED BY ALD. BEWLEY:

That the Public Hearing adjourn. 11.15 p.m.

CARRIED

CHAIRMAN

BRIEF TO PUBLIC HEARING - JUNE 28, 1973 FROM PLANNING DEPARTMENT

ITEM #1

Z-12-73 - This application by the Municipality deals with properties which are zoned either C-2 or CS-1. The report to Council of May 8, 1973 by the Planning Department on this matter was requested by Council because of a concern with future development of commercial sites. First of all, there was a concern about the general servicing of lands at the time of commercial development, and Item #8 at this Public Hearing deals with that matter. The other concerns were related to further control of the nature of development in under-developed or vacant lands within commercial zones, and as well there is a concern about future roads and access in specific areas.

Clauses 1 through 7 deal with parcels in the area south of the Loughheed Highway and east of North Road. The general consideration here is that an east-west road has been proposed by the Planning Department through this area to improve circulation in the area. Also, there is the fact that the Department of Highways would not approve individual access to Loughheed Highway to different commercial properties, and traffic could be forced to utilize local residential streets such as Delestre Avenue and Loring Street, as well as adjacent streets such as Dunlop and Sunset out to Guilby. Because of this general traffic situation, in a Policy Report in 1972, the Planning Department made certain recommendations for better circulation in this area. The rezoning would give Council better control over this situation. In the case of the properties in Clause 1 and 2, the general concern here is that consolidation should take place rather than allowing an individual development on the easterly lot.

Clause 8 deals with an isolated property on North Road at Cottonwood, while Clause 9 deals with the property to the east. The basic proposal here is to control any new development of these two properties to make sure that it is compatible with the

Z-12-73 cont'd

adjoining apartment and commercial areas. Clauses 10 to 19 deal with commercial lands to the west of Clarke Road south of Como Lake Avenue. This whole area is intended for service commercial type development, and when combined can make for a fairly comprehensive or large scale approach to development in this area. All of these properties are presently zoned C-2, whereas the Planning Department would encourage CS-1 zoning to allow service commercial developments instead. Clause 20 deals with an isolated site at 655 Clarke Road. This particular site has a long history of being zoned C-2 for a small "hotdog stand", and eventually being allowed after an appeal to the Board of Variance to be built as a drive-in restaurant. The property has not been licensed for a business since October 31, 1971, and the owners, Allard Contractors Ltd., were advised on June 27, 1972 that they would now be subject to the regulations of the Zoning By-law under C-2 zoning, and that the pre-existing drive-in restaurant use could not continue as a non-conforming use. I might say that under our file Z-721, this site was applied for as a CS-1 zone in October, 1968, and the Planning Department recommended against this. After the Public Hearing held on the matter in late 1968, Council declined the rezoning. It was after this, on January 30, 1969, that the Board of Variance allowed the owners to make alterations to the building in compliance with certain plans submitted to the Board. The main point at this time is the question of this being an isolated and vacant commercial site in the middle of a residential area.

Clauses 21 to 26 deal with lands to the east of Woolridge Street and south of Brunette Avenue. This particular area was recommended for apartment development under community plan policies until this year. Under the Maillardville Neighbourhood Improvement Programme which is currently in progress, the question of land use in this area would be reviewed. In any event, it appears appropriate that no commercial development take place on these lands until land use policy is clarified.

Z-12-73 cont'd

Clauses 28 and 29 also relate to the same area.

Clause 27 relates to land on the north side of Brunette Avenue, and again commercial development is not to be encouraged until the Maillardville Neighbourhood Improvement Programme review is completed. Again, this area was shown in the past to be suitable for apartment development under community plan policies.

Clauses 30 to 38 deal with lands along Nelson Street south of Mackin Park. This area again has been shown in the past as suitable for medium-density apartment development, which is under review as part of the Maillardville programme. Commercial developments in this area again do not appear appropriate.

ITEM #2

Z-17-73 - This application dates from March, 1973. The Planning Department reports on the application indicated that the general Policy Report No. 4/70 dealt with this area and its future zoning. It indicated that the two lots immediately to the east of the two lots already zoned for commercial development on the south side of Austin Avenue east of Marmont Street were proposed for such commercial development in the long term. No rezoning of the two lots was to be considered until satisfactory plans of development were presented to Council. Therefore, the question was whether the plans were satisfactory, and whether the development should be on a single lot or also involve Lot 4 to the east. Plans were submitted by the applicants and reviewed by the Design Committee. Their comments were made on March 28, 1973 as follows:

"The Committee reviewed this application in a preliminary way, noting that the plans have not been thoroughly examined for by-law matters by the Planning Department. A more complete check will be made of this project when revised complete plans are submitted as part of a building permit application. The changes required to comply with the Zoning By-law may affect the design to some considerable degree and therefore a review is somewhat difficult, however, the Committee comments as follows:

- 1) The coloured perspective and the front and left elevation plans do not coincide, particularly with regard to the choice of materials and vertical lines of the building. The vertical

Z-17-73 cont'd

columns shown on the perspective drawing appear to be more satisfactory than the elevation drawings.

- 2) The rear elevations with the exterior balcony and stairways may not be a satisfactory solution for this commercial structure.
- 3) The window space on the south side of the building appears to be inadequate and does not take advantage of the natural light available.
- 4) The project architect might wish to consider the use of an entrance canopy or recess on the north side of the building."

There were certain initial points also made as far as problems with By-laws were concerned. On April 4, 1973, the matter was reviewed by the Advisory Planning Commission, who passed Resolution 2645 as follows:

"That the Commission indicate that it would be willing to recommend referral of application Z-17-73 to Public Hearing, subject to the preliminary plans being amended to the satisfaction of the Design Committee."

On April 9, 1973, Council then passed Resolution 534 that this matter be referred to Public Hearing subject to the preliminary plans being amended to the satisfaction of the Design Committee. Council also indicated to the Design Committee that they wished Mr. Allen Parker's report, with reference to landscaping in front of the proposed premises at 1108 Austin Avenue, and the viability of this landscaping, to be looked at in particular detail. On April 25, 1973, the Design Committee further reviewed the project and made the following comments:

"The Committee reviewed the revised plans received in the Planning Department April 25, 1973, and finds the rear of the building moderately improved. The changes now presented in the plans do not appear to comply with the coloured perspective, however, the Committee notes that it is very difficult to perceive the effect of the proposed building.

The Committee would appreciate the submission of:

- 1) A line drawing in perspective view, and coloured in by the Architect, to clarify the appearance of the front facade of the building.
- 2) Colour chits showing the colours proposed to be employed.
- 3) Revised landscaping for the front of the building. The Committee noted Council's Resolution #535 dated April 9, 1973

Z-17-73 cont'd

and in consideration of this, requests that the landscaping would present a less sterile appearance if either circular or free-form planting areas were shown, with plantings of mixed shrubs and clumps of trees varying in height. A paved walkway with benches would also enhance the scheme."

Their information was then presented to the Committee and on June 13, 1973, the following comments were made:

"The Committee finds the preliminary plans showing the brick fascia, with a canopy over the main entrance, as shown on the revised #2 plans submitted to the Planning Department April 25, 1973, with free-form planters and the existing mature tree being retained, acceptable for Public Hearing.

The Committee notes that this acceptance need not have been delayed had the original drawings been in agreement with the coloured perspective submitted March 6, 1973. The applicant will recall that the Design Panel requested clarification of the columns shown in the original plans, and added the suggestion that a canopy be installed over the main doors to help define the entranceway.

Should this application proceed following the Public Hearing, the applicant is encouraged to seek professional architectural advice because of the problems inherent in the design submitted to this date."

Following this conclusion, the preliminary plans being acceptable, the application was placed on the agenda of the Hearing.

ITEM #3

Z-32-72 - This application dates from August, 1972. Considerations in the Planning Department report on August 22, 1972 were as follows:

1. The fact that this proposal was located within the Maillardville area and should be held up pending the results of the Maillardville survey; the applicants, on the other hand, felt that the project was outside the core of the Maillardville area.
2. The area was within the apartment area, as set by Council under community plan policy.
3. There was a history of previous rezoning applications on these properties, and in 1969 the Planning Department had recommended that the whole four lots be developed as one unit, and the land owner had purchased the four lots on this basis in order to allow the development. Previously, two 32 unit apartment projects would be built on the site.

Z-32-73 cont'd

4. The applicants wished a certain amount of commercial development on the ground floor of this particular scheme, and wish to put forward this for consideration.

The Advisory Planning Commission, in September 1972, suggested that they would only consider a medium-density apartment development on this site, and would be opposed to commercial floor space, since this would open a precedent for undesirable strip commercial development up Blue Mountain Street. Council did not overrule the Commission and the matter proceeded then as an RM-3 zoning proposal. On November 17, 1972, plans were submitted to the Planning Department on this basis, and on December 13, 1972, the following comments were made by the Design Committee:

"The Planning Director noted that no by-law review had been done of these proposed plans by the Planning Department, nor had there been any thorough review by any other Department of the Municipality at this stage. The Committee therefore made the following comments in general:

- 1) The aesthetics of the project are acceptable.
- 2) The Committee would welcome comments from the Fire Chief and would ask that he consider:
 - a) tracks up the walls of this and other high-rise buildings for self-climbing emergency vehicles.
 - b) safety lanes for emergency vehicles across the landscaped areas.
- 3) The Committee requests that the Building Inspector review the provisions regarding elevators, feeling that there should be two elevators, one for normal passenger service and the other for emergency use, including movement of household goods.
- 4) The Committee noted that an access is proposed off Blue Mountain Street, and that the Engineering Department may well not allow such access; the importance of an off-street loading space for moving vans and also for garbage disposal was also noted; the only other point as far as access was that the Architect consider a drop-off lane for vehicles, such that persons could be let off at the main entrance, the alternative being utilization of the rear lane for such purposes.
- 5) The Committee expressed disappointment as to the lack of variety and innovation in providing accommodation within the project.
- 6) The Architect and his clients were advised to review these matters above prior to the Public Hearing on this project."

Z-32-73 cont'd

I would note that on December 6, 1972, the Advisory Planning Commission recommended that Council refer this application to Public Hearing subject to preliminary approval by the Design Committee and the amendment of plans to meet all by-law requirements. However, the December 13 minutes of the Design Committee raised wider issues in that comments were sought from the Fire Chief and Building Inspector on safety issues. This led to the Advisory Planning Commission, on January 3, 1973, passing Resolution 2587 which recommended that the application not be placed on the agenda of a Public Hearing until the application had been further reviewed by the Design Committee, and until the Committee had a report from the Building Inspector and Fire Chief on the matters raised on December 13. The Commission also noted its concern about fire-fighting access and exits, access to build the buildings by fire-fighting apparatus and elevator design. Detailed reports were obtained from the Engineering Department dated January 9, 1973, and the Building Department dated January 10, 1973. Also, the Planning Department reviewed the preliminary plans in a preliminary way and sent the information on to the applicants on January 15, 1973. On January 10, 1973, the Design Committee reported as follows:

"The Current Planner reported that since this is a preliminary review, the applicant has not been requested to submit detailed drawings, and no full by-law check has been done. The Committee reviewed this application in the light of Advisory Planning Commission Resolution #2587, dated January 3, 1973, and reports from the Fire Chief, Building Inspector and Design Technician of the Engineering Department, submitted at the Committee's request.

The Committee comments as follows:

- 1) The aesthetic design of the building exterior is commendable. However, concern is expressed regarding the unimaginative interior layout and minimal amenities, for example, the storage areas.
- 2) The Committee accepts the report of the Fire Chief, requesting that the Committee table the application for a period of two weeks so that he may be given an opportunity to prepare a more detailed report.
- 3) The Building Inspector is requested to submit a further report reviewing the fire and safety requirements for high-rise buildings.

Z-32-73 cont'd

The Committee therefore tables this application for a full report on fire and safety measures in high-rise apartments from the Fire Chief and the Building Inspector, to be presented to the next meeting of the Design Committee scheduled for January 24, 1973."

On January 24, 1973 they met again and discussed the matter of high-rise apartments generally in relation to building height, elevators and voice communication systems. This then led to Advisory Planning Commission Resolutions 2606 to 2611 on February 7, 1973, dealing with this apartment development. On February 12, 1973 Council also passed Resolutions 209 to 212 in regard to high-rise apartment buildings, and at the same time, Council referred this particular application to Public Hearing, subject to the preliminary plans being amended to comply with the eight-storey height limitation recommended by Resolution 209, the provision of an adequate-sized elevator to accommodate a wheeled stretcher or bulky emergency equipment, and a voice communication system.

No action took place on this matter between February 15, 1973 where the applicant was informed of the Council resolution, and a meeting with them on May 15, 1973. At that time, they agreed to supply a letter of intent that they would meet the resolution of Council, and this was supplied on the 23rd, and subsequent to our report of June 1, 1973, the application was referred to Public Hearing.

ITEM #4

Z-34-73 - This application is caused by the Municipal Act requiring under Section 703(2a) that Council, on or before August 1, 1973, provide that notice be mailed to the owners and occupiers of all real property within the area affected by a rezoning or land use contract application, and within the distance specified in the by-law from that area. Also, the Municipal Act has been amended to allow the setting of application fees by by-law, whereas the previous procedure was by resolution. The fees have been proposed by Council to increase from \$35.00 to \$50.00 for an application, and the distance set has been 100 feet.

Z-34-73 cont'd

I would note that Resolution 2485, passed by the Advisory Planning Commission on May 3, 1972, recommended notification prior to Public Hearing to property owners within 100 feet of the subject property, except that the Commission, where appropriate, may recommend a greater distance. It may also be that in certain circumstances, Council would go beyond the 100 feet set in the by-law, and this is simply a minimum distance.

ITEM #5

Z-35-73 - This application deals with a 30 foot wide strip of land east of Lot 210, D.L. 9, Plan 29444 on the north side of Smith Avenue east of Burquitlam Plaza. Extension of the C-2 zone easterly to a proposed north-south road, known as the Emerson Street extension, is proposed. The developers of the commercial area have given a letter of intent to construct this road along with the frontage on Smith Avenue. We have preliminary plans of the development at hand, including Lot 210, but I understand that further plans are being prepared by the applicants.

ITEM #6

Z-29-73 - This application is for a duplex development and is around the corner from a proposed site for duplex on Lot 2 to the east on Mundy Street. There were two concerns in the Planning Department's report:

1. That, although it met the 600 foot separation requirement along one side of a street, the proposal perhaps would lead to a concentration of duplexes in this particular vicinity.
2. The plans supplied with the application were rather inadequate, simply being an aerial photograph and a pencil sketch.

I might note that this is really a modification of an existing dwelling to provide a basement suite on the site. The Building Department indicates that an inspection was made of this home and the owner was notified that if the zoning was approved, a plan

Z-29-73 cont'd

showing the room layout and the details of fire and sound separations between units would be required before a building permit could be issued. In speaking to Mr. Robinson, the Assistant Building Inspector, he indicates that the work is certainly possible, although it may prove rather difficult and expensive to accomplish. The Advisory Planning Commission in this instance recommended, under Resolution 2676, that Council decline this application, since the application in conjunction with the adjacent duplex which has already gone to Public Hearing, would leave a corner lot isolated between two duplexes. Two members of the Commission wished to have their negative votes recorded in this regard. Council in turn reviewed the situation and decided to refer the matter to Public Hearing.

ITEM #7

Z-36-73 - This duplex meets all the criteria in regard to lot size, access, municipal services, and no other duplexes being within 600 feet on the same side of Mundy Street. Also the plans appear to be in keeping in character with the general standard of housing in the area.

ITEM #8

Z-12-73 - This item refers back to Item #1. The proposal under this amendment is that no building permit be issued in the case of lands within commercial zones, until such time as the lots within the commercial zone are fully serviced to the standards of the Subdivision Control By-law.

ITEM #9

Z-21-73 - This proposal for rezoning dates back to March, 1973. On March 26, the Planning Department reported to Council and noted the following:

Z-21-73 cont'd

1. The area on the west side of the ravine, lying east of Gatensbury Street and north of Austin Avenue, is within the apartment plan designation for medium-density apartment development.
2. The Planning Department has recommended in the past that only the usable area of land on the edge of the ravine be considered for the purposes of calculating density.
3. In this particular proposal, recreational development of the adjoining ravine lands to the east are being proposed.

On March 28, 1973 the Design Committee made the following recommendation:

"The Committee notes that this is a preliminary review without the benefit of a coloured perspective or model, and that the elevation drawings are not adequate to properly evaluate the proposal. Based on the information available to the Committee at the present time, the project is not acceptable, and Committee comments are as follows:

- 1) The Committee questions whether or not the development meets the Fire Chief's criteria of an effective eight-storey height in view of the double storey parking blocks and the extremely sloping site.
- 2) The effect of the exterior elevations are uninteresting and present a somewhat institutional environment to the complex. Concern was expressed regarding the visual effect of the massive blank surfaces and flat plane areas, noting that surface finishes are not indicated.
- 3) No landscaping details are shown as required. The Committee resolutely requests the applicant to have prepared a tree survey by a registered landscape architect before any site clearance occurs, and that the same landscape architect prepare the landscaping plans for the development if it proceeds.
- 4) The applicant should consider installation of an acoustical barrier or fence on the southern exposures to screen the traffic noises from Austin Avenue."

On April 4, 1973, the Advisory Planning Commission passed Resolution 2647 as follows:

"That the Commission recommend that Council decline application Z-21-73 in its present form for the following reasons:

- 1) Almost all the proposed units are 2 and 3 bedroom suites, indicating family accommodation; while the Commission favours the provision of family accommodation, it feels strongly that it is entirely inappropriate to place such accommodation in high-rise buildings.

Z-21-73 cont'd

- 2) The proposal would overbuild the site; one lot included in the site area is not within the area designated for apartment development, and the Commission feels that the ravine portions of the site should be excluded from the allowable site area, as has been the precedent with other projects.
- 3) Access to the proposed buildings for firefighting purposes is inadequate.
- 4) The architectural design of the proposal is uninspired and monotonous; the Commission objects in particular to the institutional look of the project, and the proposal to use three identical towers rather than achieving some variety.
- 5) The siting and the amenities offered on the site are not suitable for the type of family accommodation use being proposed."

On April 9, 1973 Council did not accept the Advisory Planning Commission resolution, and on April 18, 1973, the Advisory Planning Commission moved Resolution 2653 as follows:

"That the Commission table consideration of application Z-21-73 until a full evaluation of this proposal has been received from the Design Committee and Planning Department, and that the applicants be advised to supply the complete information required for such preliminary review."

The Planning Department then had copies of revised plans, which were reviewed for a second time. On May 9, 1973, the Design Committee made the following comments:

"Under review were the combined Revised #3 and #4 plans, the 'alternate design' Preliminary Plans showing Block "A" considerably depressed, and the coloured perspective. These plans were received in the Planning Department April 19, May 7 and May 9, 1973. The Committee believes this development proposal has considerable merit, however, due to the complexities of the site, the coloured perspective and plans do not present a clear visual image of the project, and the Committee therefore requests the applicant to prepare a model showing correct elevations, particularly from Austin Avenue. The model should include a general and undetailed massing of structures on the site, so that the amount of green space and open areas, as well as their interrelationship with the proposed buildings, can be viewed from different perspectives.

The structures with their flat plane faces appear to be somewhat institutional in appearance, and because of the magnitude of the project, the choice of suitable materials is important.

The 'alternate design', with its lower profile, but with a cantilevered pool cover, as shown in Revised #4 plans, would enhance the view from Austin Avenue, would ease the visual impact

Z-21-73 cont'd

of the next level of building, and would appear to be an improvement over the Revised #4 proposal. This alternative with a variant of the landscaped bank in the form of a stepped back, landscaped retaining wall, could be an effective and attractive noise barrier. However, the retaining wall should meet by-law requirements."

On May 23, 1973, further comments were then made, following receipt of the model which had been suggested:

"The scale model of this proposed development, received in the Planning Department May 23, 1973, was reviewed in conjunction with the plans received May 9 and marked 'alternate design'.

The Committee feels that the design aspects of this project are acceptable on a preliminary basis, but suggests that:

- 1) the pool be enclosed to provide a sound barrier, to enhance the aesthetic appearance of the project with the proposed arched roof line, as well as to ensure year-round use of the facility. If the Zoning By-law discourages the enclosure of such pools by including the floor area of the pool in calculations of Gross Floor Area, the Committee recommends that the Zoning By-law be amended to remedy this situation. Should the pool not be enclosed, the Committee feels that erection of the decorative archways would be a visual asset to the development.
- 2) while the aesthetic appearance of the retaining wall on Austin Avenue is acceptable, large trees should be planted inside the retaining wall so that they are not removed when road widening occurs. The Committee requests the Planning Department to consider the advisability of revising the Zoning By-law to permit a stepped back landscaped retaining wall which is no higher than 4 feet on any portion of its length.
- 3) the elevator penthouse detail should be as low as possible. This will be reviewed when detailed plans are submitted. The treatment of the stair access to the roof will be reviewed at that time as well."

At that point in time, the Planning Department also requested comments from the Engineering, Building and Fire Departments on the proposal, and this information was received between then and the meeting of the Advisory Planning Commission on June 6, 1973. The Advisory Planning Commission moved Resolution 2674 as follows at their meeting of June 6, 1973:

"That the Commission recommend that Council now refer application Z-21-73 to Public Hearing, subject to the applicants first providing the Planning Director with a letter of intent stating

Z-21-73 cont'd

that the applicants will meet the major points raised in the Planning Department's report of May 31, 1973, and points raised by the Building, Engineering and Fire Departments, i.e.:

- 1) Dedication of a 12 foot widening strip on Austin Avenue.
- 2) Compliance with Zoning By-law requirements, particularly in regard to Gross Floor Area based on lot area above the ravine, and height of underground structures above finished grade.
- 3) Consolidation of the whole site, including the ravine, in one parcel, with registration of a restrictive covenant on the ravine portion, restricting the use of that portion to private park use.
- 4) Provision of adequate fire lanes and adequate structural design of affected portions of the parking structure to carry heavy fire apparatus.
- 5) Access from Austin Avenue to be right turn in and out only, the applicants to be assessed for additional expense due to signs and raised median strip.
- 6) Provision of a retaining wall on Austin Avenue with a base elevation adequate to allow for widening of Austin.
- 7) Any watercourse modifications in the ravine to be subject to Engineering Supervisor's approval.
- 8) Compliance with Building By-law regulations and '1970 National Building Code Requirements for High-Rise Buildings' (smoke shafts, voice communications systems, etc.)."

I might say that the Committee had the advantage of having information from the Planning Department report of May 31, 1973, and comments from the other Departments. The Engineering Department also reported June 5, 1973, as did the Fire Chief and Building Inspector on June 6, 1973.

At the Council meeting on June 11, 1973, Council accepted the Advisory Planning Commission's recommendation subject to a letter of intent being supplied stating that the applicants would meet the major points raised in the various reports, as outlined in the APC Resolution 2674. This letter of intent was received by the Planning Department on June 18, 1973 and was quite satisfactory. I might explain that in the actual by-law being presented, the Planning Department proposed that parcels on the west side be rezoned to RM-3 to accommodate the three medium-density high-rise buildings. The

Z-21-73 cont'd

existing legal lines were used to establish a boundary just east of the upper edge of the ravine. The intention is, however, to relate to the lot area which is usable to the west of the ravine and not these legal boundaries. Secondly, the area to the east proposed for recreation is proposed for P-3 zoning, allowing for recreational use. The other alternative was zoning the whole area to RM-3 and having a restrictive covenant on this area. However, it was felt that the zoning route was easier to implement, and also meant that in the future any change to that recreational area would require rezoning and a Public Hearing, whereas removal of a restrictive covenant would not necessarily require such a Hearing.

Respectfully submitted,



D.M. Buchanan
Planning Director

DMB/ci

Allard Contractors Ltd.

GRAVEL SUPPLIES

P.O. BOX 47
PORT COQUITLAM, B.C.

May 23rd, 1973

Corperation of the District of Coquitlam,
1111 Brunette Ave.,
Coquitlam, B. C.

Attention: Mayor Tonn

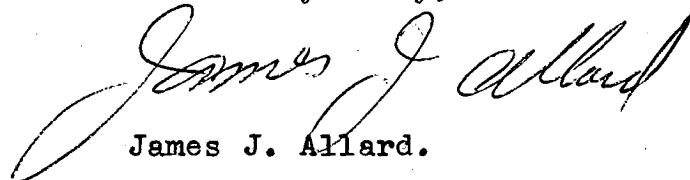
Dear Sir:

With reference to our telephone conversation of May 23rd, regarding my property at 655 Clarke Road, I would like it to be known that I am strongly opposed to the rezoning of this property from C-2 to Residential.

I would also like to advise you that I would be willing to pay the costs of servicing the property, namely road widening, storm sewers and curbs.

Trusting that this property will remain a C-2 zoning,

Yours very truly,


James J. Allard.

2/11/73

1973

Mr. [Name] is [Title] [Address]

[Address]

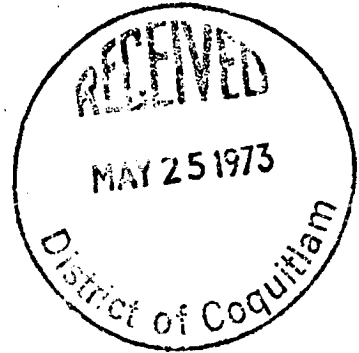
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SDO [Name] [Address] [City] [State] [Zip]

[Name] [Address]

[Name] [Address]



Allard Contractors Ltd.

GRAVEL SUPPLIES

P.O. BOX 47
PORT COQUITLAM, B.C.

June 26th, 1973.

District of Coquitlam,
1111 Brunette Ave.,
Coquitlam, B. C.

Attention: Mayor Tonn

Dear Sir:

We oppose the rezoning of those commercial areas along Clarke Road because the Planning Department froze all zoning in the area for a period of five (5) years. Public record will show that the planner, Mr. Buchanan and Council have stated that there shall be a five year moratorium on zoning changes in the Clarke Road area. What happened to this policy? If this is the policy, and it is a matter of public record, then it must stand. As property owners must abide by the policy of Council, the Council and Planning Department must abide by their own policies.

The Planning Department has also stated that there would be no zoning changes in the Clarke Road area until a study of sidewalk, storm sewers and road widening needs was completed. Where is the study? Who undertook the study? Was the study ever done and if so why weren't the property owners of the area concerned furnished with a copy of the study?

Maybe the Council could answer the question, why revert existing commercial zoned areas to residential zoned areas? The policy of the Planning Department is unrealistic with respect to the needs and concerns of property owners in the area.

The eventual widening of Clarke Road to four lanes is inevitable. It is again a matter of public record that Clarke Road be developed into a four lane arterial road. In our opinion, it is inconceivable to develop a residential zoning along a major arterial road. This is only common sense and it seems that the Planning Department lacks this very necessary ingredient to fulfill good community planning.

Further to the point, Clarke Road has presently been widened to four lanes from North Road to Como Lake Avenue and it is our understanding that the next phase will be to widen Clarke Road from Como Lake Avenue to the top of Moody Hill.

Allard Contractors Ltd.

GRAVEL SUPPLIES

P.O. BOX 47
PORT COQUITLAM, B.C.

- 2 -

There is a definite need for this road widening and as a property owner we are willing to pay our share of the costs of widening Clarke Road. I would like to point out to Council that the reason for the road widening is to alleviate traffic congestion in this area. The cause of this traffic problem in our view is not that Commercial zoning in the area creates a traffic problem but in fact the real problem is caused by a lack of proper arterial roads for the residential areas surrounding Clarke Road.

It seems that again the Planning Department has put the cart before the horse. We feel that the Planner has failed to see the real problem that exists in this area and we are hoping that Council will have the foresight to see this and in fact reject the Planner's proposed zoning changes.

It is our opinion that Clarke Road should be widened to four lanes from Como Lake Avenue to the top of Moody Hill as quickly as possible. The existing Commercial Zoning should be left as they are and in fact the Planner should consider rezoning all areas along Clarke Road as Commercial after the five year zoning freeze is over. This seems to make good planning sense and at the same time could alleviate the traffic congestion on Clarke Road.

It is our concern to stop this proposed zoning change as it is unrealistic, poor planning, not wanted by the property owners in the area, and in fact contrary to Council's policy covering that area. I hope that Council will realize this and reject the Planner's proposed zoning change for this area.

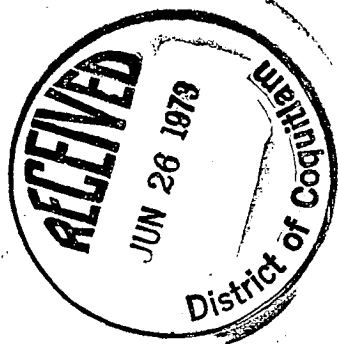
Yours very truly,

ALLARD CONTRACTORS LTD.

James T. Allard

James T. Allard, B. Sc.
Controller

JTA:lb



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[Faint, illegible typed text]



Griffiths & Tonnellier Realty Ltd.

MORTGAGES

INSURANCE

4871 IMPERIAL STREET

SOUTH BURNABY, B.C.

Telephone 434-9161

June 26th, 1973.

District of Coquitlam,
1111 Brunette Avenue,
Coquitlam, B.C.

Attention: Deputy Clerk

re: Z 12/73

Dear Sirs:

re: proposed rezoning (Z 12/73) of Lots 1, 2, & 3, Bl. 1,
D.L. 16, Plan 1531 - 100 Nelson Street

Mr. & Mrs. V. Muller have asked us as their Agents to write you regarding their view on changing the zoning of their above property from its present C-2 commercial classification to the intended RS-1 residential classification.

While they can appreciate the best intentions of Council in serving the overall good of the community in this action, it would appear that they as individual property owners are expected to pay for such action through devaluation of their property. They feel that this is unfair and while it may be argued that such devaluation is of a temporary nature, (viz. the present ultimate goal of medium density apartment development for this location) we might point out that Mr. & Mrs. Muller are no longer young people and do not feel they can afford the luxury of waiting for the results of any prolonged "studies" however well intentioned and conducted such "studies" may be.

We would accordingly urge on their behalf that Council either retain the present zoning of C-2, proceed directly to medium density apartment or in the event that neither of these alternatives is considered practical, then directly compensate them for Council's unilateral action.

Yours truly,

GRIFFITHS & TONNELLIER REALTY LTD.

W. Griffiths
W. Griffiths

cc - Mr. & Mrs. V. Muller

The Burquitlam Banting Ratepayers' Association

A STRONG VOICE FOR THIS COMMUNITY

Mr. T. Klassen,
Deputy Municipal Clerk,
The District of Coquitlam,
1111 Brunette Avenue,
Coquitlam - B.C.

28 June 1973

Re: Proposed Zoning By-Laws Amendments, Public Hearing
June 1973

Dear Mr. Klassen,

Please accept this letter as notice of our objection to the proposed amendment of the District of Coquitlam zoning By-Law # 1928, listed as item # 4, reference # Z34-73, on the agenda for the above mentioned public hearing. In particular we are objecting to the proposed Amendment to Clause 7 of section 308 of the District of Coquitlam Zoning By-Law # 1928-71 which would be repealed, and the following enacted in its place -

"Notice of a public hearing shall be mailed by the Municipal Clerk to the owners and occupiers of all real property affected by an application for rezoning or land-use contract and within 100' of said real property; the Municipal Clerk shall be responsible for carrying out all procedures required by the Municipal Act".

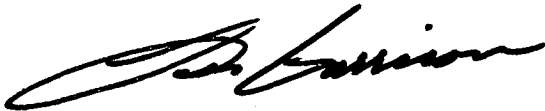
We are concerned that should this amendment be approved, it would not provide for notice to a sufficient number of people in the area affected by such proposed rezoning. We realize this is an attempt to improve this section of the Municipal Act and commend the Provincial Government and yourselves for this. We would like you to consider the following -

- A. It is possible that a person living on one side of a "major arterial" would not receive notice of a proposed rezoning change on the other side. We note that the widths including set-backs of such a street, can be in excess of 90' and quite possibly with future additional footage required for bus bays etc., it is conceivable that such a street could exceed 100' in width.

B. We also note that residents in the Southwest portion of the Municipality, and in particular on one side of the Lougheed Highway might not receive notice of proposed rezoning on the opposite side of the highway for the same reason.

We realize that it is the intent of Council to provide adequate notice to the people effected by a proposed zoning change, and would suggest that you consider rewording this Amendment to provide for a notice to be sent to owners and occupiers of all real property effected by an application for rezoning or land-use contract, and within say 200' radius in all directions of said real property. This notice shall be sent by the Municipal Clerk to the owners and occupiers of all such real property listed at that time in a current directory or on the current Tax Roll.

Yours very truly,



Les Garrison
President -
Burquitlam Banting Ratepayers' Association

LG/dk

RECEIVED
JUN 28 1973
District of Coquitlam

ITEM #4

MATHEWSON ROAD RATEPAYERS
2588 Mathewson Road, Coquitlam, B. C.

June 28th 1973.

We protest the proposed 100 foot only notification - we feel 200 feet should be minimum requirement re this procedure.

Please bring this matter to the attention of Mayor and Council prior to new Bye-law being discussed or voted on.

100' notification from Boundry of Parcel of land for re-zoning in our opinion is totally inadequate.

Mary McMichael

for MATHEWSON ROAD RATEPAYERS.

Attention - Municipal Manager - Mr LeClair





M.E.P.C. CANADIAN PROPERTIES LIMITED

1200 WEST PENDER STREET
VANCOUVER 1, B.C.

HEAD OFFICE:
27 WELLESLEY STREET EAST
TORONTO 280

TELEPHONE: 681-9474

June 28, 1973

DELIVERED BY HAND

The District of Coquitlam
1111 Brunette Avenue
Coquitlam, B. C.

Attention: Mr. T. Klassen
Deputy Municipal Clerk

Dear Sir:

Re: Rezoning
699 Smith Avenue
From Two Family Residential
To Neighbourhood Commercial

We have received your notice of public hearing regarding the above-mentioned rezoning. Our interest in this matter stems from the fact that we own the Burquitlam Plaza Shopping Centre adjacent to this site.

While we do not object to the type of development proposed for this area, we feel we must go on record and register our concern that adequate parking be required for any such proposal. We would point out that parking is already short in the area and our Centre is subsidizing parking for other retail operations along Clarke Road.

We would, therefore, ask that this rezoning be contingent on adequate off street parking being provided in keeping with normal shopping centre requirements in the District of Coquitlam, which I believe are six stalls per 1,000 square feet of development.

In this regard, we would certainly appreciate notification from the District of Coquitlam of any applications for development or Building Permits on this site.

. . . . 2

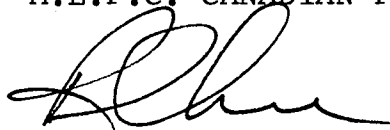
The District of Coquitlam
Att'n.: Mr. T. Klassen

June 28, 1973
Page 2

We thank you for your notification on this rezoning application and trust that if there are any questions, that you will contact the writer at your convenience.

Yours truly,

FOR: M.E.P.C. CANADIAN PROPERTIES LIMITED



R. C. Lee, P. Eng.
Vancouver

RCL:djb

Thursday, July 26th, 1973,
Public Hearing - 7.30 p.m.

*Ref
Burr*



PUBLIC HEARING MINUTES

A Public Hearing was held in the Council Chambers of the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Thursday, July 26th, 1973 at 7.30 p.m. to deal with applications to amend Zoning By-law No. 1928 and amending by-laws as well as to deal with an application for a land use contract.

Members of Council present were Mayor James L. Tonn, Ald. J. E. M. Robinson and Ald. S. W. Hofseth. Also present were the Director of Planning, Mr. D. Buchanan and the Deputy Municipal Clerk, Mr. T. Klassen.

The Public Hearing was advertised in The Columbian on Friday, July 20th and Saturday, July 21st, 1973. The Public Hearing agenda was also circulated to all ratepayers groups in the District of Coquitlam.

MOVED BY ALD. ROBINSON
SECONDED BY ALD. HOFSETH:

That His Worship Mayor James L. Tonn act as Chairman to the Public Hearing and Mr. T. Klassen, Deputy Municipal Clerk, act as Secretary to the Hearing.

CARRIED

REPORT OF DIRECTOR OF PLANNING

The Director of Planning submitted a written brief to the Public Hearing dated July 26th, 1973 and a copy of that brief is attached hereto and forms a part of these Minutes.

ITEM #1 - Land Use Contract - North Road Housing Co. Ltd.

This application was for a land use contract to develop a housing complex on nineteen acres at Dewdney Trunk and Irvine Roads.

Mrs. V. Anderson of 2986 Dewdney Trunk Road read to the Hearing a brief with respect to this application and a copy of that brief is attached hereto and forms a part of these minutes.

Ald. Hofseth inquired of Mrs. Anderson that in view of her past opposition to a mobilehome park on this property, whether she felt the density was too great even with this new development and Mrs. Anderson replied that this is a totally different concept of housing, however, in the brief which she submitted they were still asking for the Municipality to supply more recreational facilities in the area.

Mr. William Whalen of 870 Greene Street read a brief to the Public Hearing with respect to this application and a copy of that brief is attached hereto and forms a part of these Minutes. Mr. Whalen also submitted to the Hearing an article from the Vancouver Sun of Monday, July 23rd, 1973 and a copy of that article is attached hereto and forms a part of these Minutes.

Mr. Whalen elaborated somewhat on his brief and stated he feels the amount of parking being required will not be sufficient in that parking spaces being provided for visitors amounts to only .25 per unit and he feels that some of these parking spaces will be taken up by boat trailers and such owned by the residents.

Thursday, July 26th, 1973,
Public Hearing, cont'd.

Mr. Buchanan informed Council of some items in the land use contract which he felt may require change and Council should, therefore, be made aware of these possible changes at this Public Hearing. These changes are:

1. Schedule F.

The Parks and Recreation Department would like more flexibility in the designing of the landscaping as they are the department which will be responsible for the maintenance and, therefore, some alterations may be needed to Schedule F.

2. Section 14 on page 4 of the Land Use Contract.

Mr. Buchanan stated that the date of Letters of Credit should be extended to January 31st, 1975 instead of December 31st, 1974 to allow more time for proper inspection.

3. Section 32 - Page 9

The Planner explained that it would appear that the present section means that the price of the dwellings would be limited to all future purchasers and not only the first purchaser as was originally considered and, therefore, Council may wish to make changes to this section.

ZONING BY-LAW AMENDMENTS

ITEM #1 - Reference No. 19/73

This was an application to rezone property at 305 Decaire Street from One Family Residential (RS-1) to Two Storey Low Density Apartment Residential (RM-1).

Mr. Jack Minshull, 1711 Charland Avenue, addressed the Hearing on behalf of Rochester Ratepayers Assoc. stating that they are opposed to the proposed four unit townhouse for the following reasons:

1. The traffic on Decaire Street already is very heavy during rush hours as it acts as a feeder route to Brunette Street.
2. The exit and entrance to the proposed townhouse would have to be built immediately west of a blind corner on a steep hill which, during the winter, is very slippery, and this hill is already very badly congested by a multiple of parked cars day and night.
3. Firefighting would be very difficult in this location, both for the townhouse itself as well as for the Marathon Court complex.
4. Residents in the vicinity of this complex have always been assured by the city planners that this property, because of its apparent physical handicaps would always remain a single family dwelling lot.

Thursday, July 26th, 1973,
Public Hearing, cont'd.

Mr. Minshull further stated that the lot has several inadequacies for multiple family use because it is totally inaccessible from three sides and only has access and egress off a very narrow street.

Mrs. West of 310 Marathon Court addressed the Hearing and stated that in answer to some of Mr. Minshull's points, she has a map issued in 1967 from the Municipality in which it shows this area designated as a multi-family area and therefore residents should have been aware what was planned for this property.

She went on to state that the design of the townhouse is very good and this type of housing is the only way a lot of people will ever be able to obtain a home because of the great cost of single family residences.

Mrs. West did state that a Mr. Frost had spoken to Mr. Minshull prior to the application being placed before Public Hearing and he had indicated at that time that he was very pleased with the design and would do all in his power to convince his association to support this proposal.

Mrs. West agreed with Mr. Minshull that parking should not be allowed on the street, however, she felt that this could very easily be remedied by placing "No Parking" signs on the street and having it strictly enforced.

Mrs. West did suggest to Council that an amendment be made to the Zoning By-law to very clearly state exactly what is meant by "usable" land in order that persons, when designing a project, would know exactly what area could be used.

Ald. Hofseth inquired of Mrs. West as to how long she had owned the property and she stated since October of 1945.

Mr. R. Haveland of 313 Decaire Street also objected to the proposed rezoning and supported the points made by Mr. Minshull earlier.

Mrs. West read two letters to the Hearing, one from the owners of Marathon Court and one from Mr. Norman Pressy, owner of the apartments adjacent to Marathon Court, which indicated support for the proposed four unit townhouse.

ITEM #2 - Reference No. Z 38/73

This was an application by the District of Coquitlam to rezone property at 966, 970, 972, 976 Ranch Park Way and 965, 969, 973 and 977 Saddle Avenue from Two Storey Low Density Apartment Residential (RM-1) to One Family Residential (RS-1).

There was no opposition expressed to this application.

Thursday, July 26th, 1973,
Public Hearing, cont'd.

ITEM #3 - Reference No. Z 39/73

This was an application by the District of Coquitlam to rezone a portion of land situated on Harper Road from One Family Suburban Residential (RS-2) to Civic Institutional (P-1).

There was no opposition expressed to this application.

A gentleman did inquire as to what would happen if servicing was put on this road and he was concerned that the owner across the street would not have to pay for the full width of the road and the Mayor stated that he would only be required to pay for his half of the road and the District would assume the cost of servicing the other half of the road.

ITEM #4 - Reference No. Z 32/73

This was an application by the District of Coquitlam to rezone portions of land located in the vicinity of Rochester Avenue and Schoolhouse Street from Two Family Residential (RT-1) to One Family Residential (RS-1).

There was no opposition expressed to this application.

ITEM #5 - Reference No. Z20/73

This was an application by the District of Coquitlam to rezone properties in the Cape Horn Avenue area to One Family Suburban Residential (RS-2).

A Mr. Albert Lacount, owner of one of the properties proposed to be rezoned, objected to the rezoning on the basis that this area was not suitable for single family housing and that it would cost too much to upgrade the property in order to locate housing on this type of land.

The Director of Planning explained to Mr. Lacount the reasons that Council were considering the rezoning of this property to RS-2 however, Mr. Lacount still objected, stating that other means to stop the building until Council decides exactly what type of development they want should be used rather than rezoning.

Mr. Lacount stated that he had purchased this property early in the year in order to erect a plant to manufacture illuminated signs and has been held up since that time pending the Planning Department study being considered by Council.

Mr. Poul Hansen, speaking on behalf of Mr. John Morrison of Hanmore Developments Ltd., the owners of property at 2326 Cape Horn Avenue, requested that Council not rezone at this time but leave the property as M-3 as his client had purchased the property in good faith and wished to develop at this time.

Thursday, July 26th, 1973,
Public Hearing, cont'd.

Mr. Hansen did state that his client is willing to negotiate in order to establish a different type of enterprise on this property, however, if Council rezones, the M-3 zoning is of course lost and the value of the property is not as great. Mr. Hansen did state that his client is hoping to obtain a narrow strip of land adjacent of the property he already owns in order to do a more comprehensive development in the area.

The Mayor explained that it was the intention of Council to hold a Public Hearing and take the proposed Zoning By-law to a three reading stage and hold at that point until Council consider a Planning Department Report with respect to future development of this area.

Mrs. Norris inquired of Mr. Morrison whether he still had in mind some sort of a housing development on this property as expressed at an earlier meeting and Mr. Morrison stated that he could not state definitely at this time, however, they do have a development in mind that is not compatible with RS-2 or M-3 zoning.

Mrs. Norris of 2377 Cape Horn Avenue presented a brief to the Public Hearing and a copy of the brief is attached hereto and forms a part of these minutes.

Mrs. Norris did state that she is puzzled about the proposed frontage road as it appears to start nowhere and go nowhere.

Mr. Buchanan stated that he had recently had discussions with a Mr. Kinser, Vice President, Columbia Bitulithic, and Mr. Kinser stated that his company is willing to look at any alternatives for the development of their property in this area.

A letter dated July 5th, 1973 from B.C. Mack Truck Ltd. was placed before the Hearing with respect to development of an alternative south of Cape Horn Avenue and a copy of that letter is attached hereto and forms a part of these minutes.

ADJOURNMENT

MOVED BY ALD. HOFSETH
SECONDED BY ALD. ROBINSON:

That the Public Hearing adjourn. 9.30 p. m.

CARRIED

CHAIRMAN

BRIEF TO PUBLIC HEARING FROM PLANNING DEPARTMENT - JULY 26, 1973

Z-15-73 - This application is for a Land Use Contract which, if approved, would allow the development of 176 homes in a "zero lot line" subdivision on 19 acres at the south-east corner of Dewdney Trunk Road and Irvine Street. This application stems from Council Resolution No. 266, passed at the February 26, 1973 Council meeting:

MOVED BY ALD. GILMORE
SECONDED BY ALD. HOFSETH

266 That this Council give general agreement in principle to this proposal and the Greater Vancouver Regional District Housing Director meet with our Planner and Engineer to plan with them and explore the potentialities of the two areas, Austin-Hickey and Lougheed-Dewdney Trunk Road areas, to get on with the job of housing to basically meet the needs of the lower income group, with the clear understanding that this Council is prepared to be permissive in regard to the Zoning By-law and Subdivision By-law.

CARRIED.

Following discussions between Mr. Casson of the GVRD and Mr. DeFehr, who owns the subject property, Mr. DeFehr made application for a Land Use Contract, and in March, Council passed By-law No. 178 declaring the subject land a Development Area.

Following submission of preliminary plans, the Design Committee reviewed the application on April 18, 1973 and made the following statement:

"The Assistant Planning Director gave the Committee a brief review of the Municipal Council's objectives for this innovative housing proposal. Following this, Mr. Thomas Meyer, Architect, used drawings and a scale model to show the general design concept of this zero lot line, and mainly detached housing scheme.

After a good deal of discussion, the Committee commended the Architect for his numerous fresh ideas and the variety of housing being put forward. The Committee believes the following proposals show particular merit:

The road system with its use of cul-de-sacs but
with no through roads on the site.
The landscaping to be installed by the developer.

The group clustering of 15-27 units for purposes of creating communities.
The focus on green spaces from the residences rather than on parking lots.
The pedestrian walkway system.
The use of varying window and siding patterns.
The use made of the southern exposure on the north facing units.
The privacy afforded each unit.
The amount of usable space on these small lots.
The Architect's use of a tree survey, adjusting some units to fit in with the existing landscaping.

The Committee notes that the colour, landscaping and maintenance, and roof-top vents will be important design factors, and recommends that the Architect give consideration to:

- 1) clustering the colours, while employing a universal trim to tie the project together.
- 2) a landscape plan which requires a minimum of maintenance, and some provision made for the continued maintenance of the landscaping and common areas, including the walkway system.
- 3) reducing the visual impact of the roof-top vents by the use of colour or some other suitable solution."

The Advisory Planning Commission reviewed the application on the same date, and made the following comments:

"That the Commission recommend referral to Public Hearing of application Z-15-73 for a land use contract. The Commission notes that during the discussion of this project reservations were expressed about: 1) the project size; in the past the Commission has recommended that innovative projects be of a smaller size; 2) the project density; in terms of perhaps providing some proportion of units on larger lots; 3) the absence of parks in the general area; one solution might be recreational use of the proposed B.C. Hydro Right-of-Way nearby; 4) points of design detail raised by the Design Committee on April 11, 1973; the final plans should be amended to accommodate these points.

However, the Commission feels that since this project reflects a high standard of design and will provide a good quality of single-family homes at significant cost reduction, the proposal should be approved as a pilot project."

Council received this recommendation on April 30, 1973, and referred the application to Public Hearing. Council also reviewed progress on the application on June 25, 1973.

Reference to Schedule I of the Land Use Contract shows that the schedule of selling prices now proposed is higher than was originally contemplated. The schedule has been thoroughly analyzed by the GVRD Housing Department appraiser, including detailed analysis of component costs, and in the opinion of the GVRD Housing Department the schedule is reasonable. At the prices now proposed, the average selling price per house would be \$32,370, as opposed to \$43,000 for the cheapest new single-family homes currently available in conventional subdivisions in Coquitlam. While homes at \$32,000 are certainly not "low cost" housing, the reduction in cost of over \$10,000, as compared with new homes in conventional subdivisions, is certainly significant. This reduction makes new single-family homes available to a much wider range of income groups.

In terms of design, the application involves many innovative features that should contribute to the amenity and livability of the project. Since it is a pilot project, some features may also prove less desirable. However, in view of the potential contribution this project could make, as one alternative toward solving the current housing situation, the Planning Department has no hesitation in recommending approval of this application.

ITEM #1

Z-19-73 - Following consideration of this rezoning at a Public Hearing in May, on June 11, 1973 the by-law rezoning this property failed to receive the necessary majority of Council and did not proceed. On June 15, 1973 the applicants wrote to Council to have their application reconsidered, and Council passed Resolution #946 as follows on June 18, 1973:

"That this application for rezoning go to Public Hearing on the basis of four units, compatible with the Planning Department approval of the density ratio."

On June 26, 1973, the Architect for the project indicated that he would be willing to submit revised plans of the project and these plans were reviewed by the Planning Department on July 5, 1973 and the Design Committee on June 27, 1973. The Design Committee, on June 27, 1973 recorded the following:

Z-19-73 cont'd

"The Committee heard a report from the Current Planner regarding Council's failure to adopt By-law No. 221 to rezone the applicant's property on June 11, 1973. This by-law would have permitted the construction of a five unit townhouse development. Further, on June 18, 1973, Council carried Resolution No. 946, which stated 'that this application for rezoning go to Public Hearing on the basis of four units, compatible with the Planning Department's approval of the density ratio'. The Current Planner noted that these plans were received in the Planning Department June 27, 1973 and were not reviewed by the Planning Department for density ratio, but were sent on to the Design Committee in order to expedite the application.

The Committee then reviewed the revised preliminary plans showing four units, and found the design aspects acceptable for Public Hearing. The applicant is requested, however, to consider the feasibility of separating the four units into two groupings and increasing the inner angle of the two walls in the centre of the project."

As far as the density matters are concerned, the Planning Department advises that the lot area shown on the plans is 14,153 square feet and the allowable gross floor area would be 4,954 square feet compared to an actual GFA of 4,752 square feet. The plans therefore are fine as far as density is concerned. On the question of parking, eight parking spaces are required as per the Advisory Planning Commission's earlier recommendation of two parking spaces per dwelling unit, and these have been relocated such that they are not within the 25 foot setback area.

Following the Design Committee's suggestion of separating the four units into two groupings, we were advised on July 16 by the Architect that he investigated and considered this proposal, but it is not possible without deleting parking spaces or contravening Central Mortgage and Housing Corporation requirements. After reviewing the site plan, the Planning Department agrees with the Architect's conclusions.

The matter of this area being within the apartment area designated under community plan policy and the history of the project were reviewed at the Public Hearing in May, as well as the history of previous rezoning applications. The Planning Department is in agreement with the proposal at the four unit density.

ITEM #2

Z-38-73 - This application is by the Municipality and would rezone eight lots which are presently zoned RM-1 Low-Density Apartment. In 1969, the Planning Department recommended that these lots be rezoned to RS-1, but somehow after Council accepted this recommendation, the matter did not get on to the Public Hearing agenda. It was brought to our attention by Alderman Hofseth recently that this zone still exists in this area, and it was recommended on July 10 by the Planning Department that this rezoning be referred to Public Hearing.

ITEM #3

Z-39-73 - This application for P-1 zoning is proposed in order to restrict the use to public use in the interim until the park dedication can take place. This particular property is approximately 20 acres in size and is being acquired from the Provincial Government. The Provincial Government requires that the use be restricted to park use. Council referred this matter to Public Hearing after the Planning Department report of July 10, 1973 at the July 16 Council meeting.

ITEM #4

Z-32-73 - This application deals with a zoning anomaly in that all the existing housing in the area is single-family in character and the zoning boundary on the north side of Rochester Avenue cuts through the middle of four residential properties and does not follow legal lot lines. The owners were all written to on June 5, 1973 and none of the owners disagreed with the change from RT-1 to RS-1 zoning.

An area to the west along the north side of Rochester Avenue was originally included, but the owner objected. This is Lot 19 immediately to the west.

ITEM #5

Z-20-73 - By Resolution #1074, Council stated the following:

"That a new zoning amendment by-law be prepared and

Z-20-73 cont'd

presented to Council for consideration; the zoning to be RS-2 for all the area outlined in black on Zoning Amendment By-law No. 214, except the B.C. Mack Truck property and the Monsson Construction property. Further, that this by-law be referred to the July 26 Public Hearing."

I might say, in addition, that the Planning Department, after the public meeting of June 26, 1973, was requested by Council to study further the matter of long term development in this area, and this report is in progress.

Respectfully submitted,



D.M. Buchanan,
Planning Director

DMB/ci

July 19, 1973.

The Mayor and Council
District of Coquitlam
1111 Brunette Avenue
Coquitlam, B.C.

Dear Sirs:

We are persons, including residents of the affected area, interested by the proposed land use contract (Z-15-73) for an increased-density single-family residential development between Dewdney Trunk Road and Greene Street, east of Irvine. We wish Council to incorporate in the contract, prior to approving it, provisions dealing with the following matters.

1. The land use contract should remain in effect (i.e. section 29 should not be invoked), and not be replaced by a zoning by-law until a better system for land use control is legislated than that presently afforded by the Municipal Act and the Coquitlam Zoning By-law. The contract should specify that it will hold good between the Municipality and subsequent owners of the land. It is important that the development concept for the land, once decided, not be changed either gradually, by the homeowners, or suddenly, by government fiat, without ample public consultation. This is specially true since the residents of the area are disappointed that, after they were promised by Council in September 1972 a conventional residential development on this land, these novel plans were, by discussion between the developer, the municipality, the GVRD, and the provincial government, brought near to finalization without any notification to the residents of the changed basic concept.

2. Council should recognize that it is undertaking a novel responsibility to maintain the municipally dedicated areas of the development. To satisfy the home purchasers, the land use contract should specify how and through what department the Municipality will maintain the landscaped park and walkway system and portions of boulevard outside private fences. Council has also a special responsibility for community planning in the surrounding area. Since the development is increased-density, it will likely bring in less tax revenue, than it generates demand for school and general services; Coquitlam taxpayers therefore will be subsidizing it. In particular, Council should shortly adopt a policy for providing recreational facilities in the Dewdney-Barnet area.

3. It is useless for the site plan to provide walkway exits to Irvine Street, since adjoining roads may not be built for many years. The school children should have access to Dewdney Trunk Road and Come Lake Avenue, and so, across lighted intersections, to the proposed Sharpe Street school.

4. Schedule I, on "Conditions of Sale", should include these matters. (i) The developer's sale contract to home purchasers shall include a one-year guarantee against defects. It shall also specify that the purchaser shall himself occupy the residence, or the sale shall lapse. (ii) To discourage land speculators from buying units and reselling them at a profit, the schedule (particularly items B and C specifying sale prices) shall apply to resales. Item C might be drawn to take into account this long-range price control purpose, without which the whole social rationale of the development is defeated.

(iii) The units shall be sold only to individual purchasers, and not to any government for subsequent land-lease or subsidized rental. This is a sufficiently bold experiment, as it stands, in changed residential patterns, without adding the possible complication of a partial experiment in housing subsidies. If it works as a pure residential development, the next similar project is the suitable one for experiment with subsidies. (iv) Accordingly, remove the provision which allows marketing arrangements to be changed subsequent to the public hearing.

Respectfully submitted,

Vera Anderson 2986 Dowdney Tr. Rd.
 James B. Murphree 2986 Dowdney Tr. Rd.
 Mrs. Miller 870 Greene St.
 M. A. Wilson " " "
 B. Browne 2950 Dowdney Trunk Rd.
 Dorene Browne 2950 " " "
 Guy Weesthul 2975 Lem. Gate Ave.
 Norman H. McPhail Green Street
 R. Ravensberger 3001 Reece Ave.
 Ravensberger 3001 Reece Ave.
 M. W. Dauphinais 981 IRVINE ST.
 M. M. Becker 970 IRVINE ST.
 Joan Becker 970 IRVINE ST.
 Mrs. Lorraine Murhead 976 Irvine St.
 H. L. Murhead 976 Irvine St.

July 26, 1973

Mayor and Council
Corporation of District of Coquitlam
Coquitlam, B.C.

Subject: Public Hearing Re Land Use Contract
on 19 Acres of Land Bordered by
Dewdney Trunk, Lougheed Land, Greene
Street and Irvine Street

Dear Sirs:

I would like to make a very brief presentation to this Council. As you are all very well aware, the residents of this area showed very strong opposition to a Land Use Contract for a proposed Mobile Home Park originally planned for part of the land now in question. One of the strongest objections at that time was the density of the particular proposed site, an estimated 8 units per acre. As I understand the present development, the density is proposed to be approximately 9 per acre. It would seem that the Council has not seen fit to follow it's own statement that this land would be zoned single family, residential and would remain that way. Even discussing a proposal of this density would seem to be going from very bad to even worse.

We have been informed that the Greater Vancouver Regional District is behind proposals which would allow greater use of existing lands for housing purposes. I assume that Council is aware that the G.V.R.D. has as recently as last Monday stated that it feels that there should be a 50 - 50 share basis for land to be used for housing and land to be used for other purposes, as stated in the attached clipping from the Vancouver Sun, Monday July 23. The article states that the G.V.R.D. feels that for every acre of land used for housing, one acre should be kept for purposes such as recreation, green belt, etc. It seems that one arm of the G.V.R.D. doesn't know what the other is saying. It might be advisable for our Council to do some thinking on their own along these lines and possibly limit the density to six per acre or even less.

Another point which has come to my attention is the lack of parking available for cars belonging to guests of people living in this type of development. Since the road width has been reduced below the minimum standard and no on street parking will be allowed it would seem that four spare parking spaces per sixteen units would not be sufficient to handle the extra traffic in normal times, let alone peak times during holidays etc. This would mean that any overflow from this would either have to park illegally on the narrow streets, thereby blocking access to fire equipment or would park on adjacent streets adding to already serious traffic congestion.

PAGE 2

Mayor and Council
Corporation of District of Coquitlam
Coquitlam, B.C.

Subject: Public Hearing Re Land Use Contract on
19 Acres of Land Bordered by Dewdney
Trunk, Lougheed Lane, Greene Street and
Irvine Street

I would ask that the Council not be drawn into this project just because it is novel. Much more important, this Council should consider the possible loss of tax revenue per residence, lack of any worthwhile recreational facility within a mile of this area.

I would ask that you reconsider the proposal and turn down this Land Use Contract in favour of a standard sub-division.

Thank you
Yours very truly

W. P. Whalen



W. P. Whalen
870 Greene Street
Coquitlam, B.C.

941-2346

rd

Open space equal to land-use urged

An acre of open space for every acre of newly developed land in Greater Vancouver is suggested in a report to be considered Wednesday by the Greater Vancouver Regional District.

Combining suggestions from the public and federal, provincial and municipal officials, the report suggests a regional open space plan taking in about 260 square miles and costing \$500 million.

"Within this broad context, the municipalities and the public in their communities will undoubtedly refine and evolve their specific solutions, hopefully with the support of the region and province," says the report, prepared by planning consultant Norman Pearson.

"Since there are about 230 square miles of land designated for urban development in Greater Vancouver, this (plan) would provide roughly an acre of open space for every acre of developed land."

Noting that parks are only one component of open space,

the plan, accompanied by a detailed map, also includes farmlands, watersheds, commercial recreation areas, institutional areas and conservation and wildlife management areas throughout the region.

Suggested methods of acquiring land include outright purchase, leasehold, expropriation, gifts, zoning and special grants such as the Greenbelt Acquisition Fund.

"Clearly the first priorities (in acquiring land) must be with those lands of high open space quality that are appropriately related to other open space lands, but which are threatened by inappropriate uses or which are readily available at reasonable prices," says the report.

"It is clear, too, that all levels of government must cooperate and co-ordinate their efforts so the best value is obtained for the scarce dollars spent."

In another report to the GVRD, the airport planning committee, studying development options for air traffic at

Vancouver International Airport and the Lower Mainland, recommends citizen representation on the committee.

It suggests a citizens' forum on Vancouver airport planning be established to act as a focus for interested citizens'

groups and to select a minimum of three citizens to sit on the committee.

Invitations to participate in the forum would be sent to ratepayers' groups, business and commercial organizations and other interested bodies.

July 26, 1973

My name is Magyorie Morris and I wish to, speak for the residents on the North side of Cape Horn Ave.

I would like to refer to you the presentation made by Mathewson Ratepayers to the Public Meeting on June 26, 1973. and to re-iterate the proposals put forth at that time.

One main objection to the presently proposed re - zoning is that it omits the Monsson and B.C. Mack truck properties. These parcels of land MUST be included if the re - zoning plan is to have any value or give any relief to the taxpayers in the homes on Cape Horn Ave.

Another thing which concerns us is the actual feasibility of the frontage road. On the map it appears to start nowhere and end nowhere. If it continues west of the Hanmore property to join Cape Horn Ave., it will be a very steep grade, another ~~ca~~ cause of truck problems.

Since noise and unsightly premises are two of the major objections which we find in this area at present, we would strongly urge that whatever buildings are eventually allowed to be constructed here be strictly supervised by planning, engineering and building departments.

The request for limitations on the hours of work mentioned on Page 2 of the previous brief = from 8 A.M. to 5 P.M. for industry, and a closing hour of 6 P.M. for other establishments = is a prime requisite. Indeed, these hours should be brought into effect immediately.

The pleas of present owners south of Cape Horn Ave with regard to loss of land value is utter nonsense! Not one piece of property in this strip has been devalued, nor will it be devalued by a change in zoning. The people who ARE suffering are the taxpaying homeowners on the north side of Cape Horn Ave. who have many dollars and many years of work invested in their properties. Until a zoning which is compatible with residences is brought in, none of us is likely to be able to sell to escape the continuous disturbance of our peace and quiet enjoyment of our homes.

In conclusion, we would ask that you look ahead a few years to when this hillside will be filled with ~~beaut~~ beautiful new homes. These homeowners will desire a quiet and pollution free environment. Plan now for these future residents of our municipality.

This presentation is made without prejudice .

Mem # 5
P.H. July 26/73

2376 Cape Horn Highway,
Coquitlam, B.C.

July 5th, 1973

His Worship the Mayor and
Council Members of the
Municipality of Coquitlam,
1111 Brunette Avenue,
Coquitlam, B.C.

Dear Sirs:

Re: Development Alternatives South of Cape Horn Avenue
West of Essondale

We respectfully offer this brief written comment on the subject matter in accordance with our verbal commitment made on June 26th, 1973 at the public discussion of this matter in Council chambers.

Chairman Bewley indicated at that meeting that the subject should be divided into three parts, namely, properties to the west of our plant, the existing industrial properties (ourselves and Monssen Construction Ltd.) and the properties to the east of these including the property being vacated by Columbia Bitulithic.

At the outset we recognize two criteria: firstly, the necessity to obtain the highest and best use of the lands, and secondly, to minimize any negative inter-action between various users of these lands and the surrounding

CLERKS REFERENCE NUMBER 110

All Correspondence between Departments
or Council should carry this number.

lands. We should also be forthright and say that our third criteria is the protection of our own commercial investment in the B.C. Mack plant.

Dealing now specifically with the second of the three parts, the properties owned by ourselves and Monssen Construction Ltd., we earnestly believe that the properties should remain under the existing zoning, M3. Council well knows, and acknowledges, that the existing operations on these properties may continue, notwithstanding any re-zoning, and no advantage thereby accrues to the Municipality. The re-zoning does affect the credit of the industrial user and this economic loss cannot be of any benefit to the community as a whole.

We do recognize the need for compatibility of our operations with the neighbouring residential zone. In that respect we wholeheartedly endorse the Planning Department's proposal for a frontage road south of Cape Horn Avenue. To facilitate the creation of such a road we go on record as offering to dedicate to the Municipality a portion of our lands for this purpose. In our view, there does not seem any real need for the proposed frontage road to extend past our property: the parcels to the west of us are of such a size that a 50 foot road would destroy their worth; additionally, there is no industrial use being made of these properties. With the foregoing in mind, our preferred proposal and our offer, is to dedicate a portion of our lands

NORTH
in the ~~south~~-east corner measuring 70 ft. x 70 ft. which portion we trust would be sufficient to provide a turnaround for the frontage road ending at our property. Our second proposal, and less-preferred in our view, is to dedicate a 50-foot wide section along the base of the property in the event that Council decides the frontage road should be extended to meet Cape Horn Avenue to the west. The creation of the frontage road would enable us to close all access to the north side of our property and to landscape across the present driveway.

Turning now to the properties to the west of us, we are unable to see how the immediately-adjacent areas could be developed for residential use. We have been told how proper design can make adjacent residential and industrial areas good neighbours but we have seen no proposals to make this a believable fact. We can only suggest that the only presently practicable "buffer" is a parcel of undeveloped land, and that property to the west of us, and property immediately adjacent to the east of Monssen Construction Ltd., be reserved as small green belts. In making such a proposal we are acutely aware that the properties are not ours to give, nor to pay for - directly. We also note the Planning Department's comments on green belts in their report.

Finally, we refer to the remaining landholdings to the east of Monssen Construction Ltd. (excluding the adjacent parcel mentioned above). We

have no opinion as to the type of development that should proceed there and we leave it to Council in their wisdom to explore the alternatives, and to make a decision accordingly.

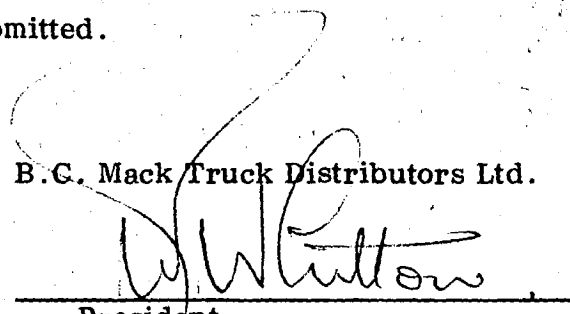
It is our intention to be a good "corporate" neighbour and we will gladly entertain suggestions from Council or the public as to how we may achieve our objective.

We have no objection to this comment being circulated among interested residents.

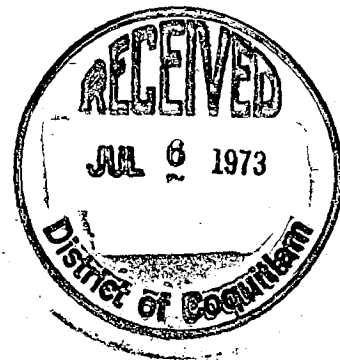
All of which is respectfully submitted.

B.C. Mack Truck Distributors Ltd.

Per:



President



Thursday, July 26th, 1973,
Public Hearing - 7.30 p.m.

PUBLIC HEARING MINUTES

A Public Hearing was held in the Council Chambers of the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Thursday, July 26th, 1973 at 7.30 p.m. to deal with applications to amend Zoning By-law No. 1928 and amending by-laws as well as to deal with an application for a land use contract.

Members of Council present were Mayor James L. Tonn, Ald. J. E. M. Robinson and Ald. S. W. Hofseth. Also present were the Director of Planning, Mr. D. Buchanan and the Deputy Municipal Clerk, Mr. T. Klassen.

The Public Hearing was advertised in The Columbian on Friday, July 20th and Saturday, July 21st, 1973. The Public Hearing agenda was also circulated to all ratepayers groups in the District of Coquitlam.

MOVED BY ALD. ROBINSON
SECONDED BY ALD. HOFSETH:

That His Worship Mayor James L. Tonn act as Chairman to the Public Hearing and Mr. T. Klassen, Deputy Municipal Clerk, act as Secretary to the Hearing.

CARRIED

REPORT OF DIRECTOR OF PLAN NING

The Director of Planning submitted a written brief to the Public Hearing dated July 26th, 1973 and a copy of that brief is attached hereto and forms a part of these Minutes.

ITEM #1 - Land Use Contract - North Road Housing Co. Ltd.

This application was for a land use contract to develop a housing complex on nineteen acres at Dewdney Trunk and Irvine Roads.

Mrs. V. Anderson of 2986 Dewdney Trunk Road read to the Hearing a brief with respect to this application and a copy of that brief is attached hereto and forms a part of these minutes.

Ald. Hofseth inquired of Mrs. Anderson that in view of her past opposition to a mobilehome park on this property, whether she felt the density was too great even with this new development and Mrs. Anderson replied that this is a totally different concept of housing, however, in the brief which she submitted they were still asking for the Municipality to supply more recreational facilities in the area.

Mr. William Whalen of 870 Greene Street read a brief to the Public Hearing with respect to this application and a copy of that brief is attached hereto and forms a part of these Minutes. Mr. Whalen also submitted to the Hearing an article from the Vancouver Sun of Monday, July 23rd, 1973 and a copy of that article is attached hereto and forms a part of these Minutes.

Mr. Whalen elaborated somewhat on his brief and stated he feels the amount of parking being required will not be sufficient in that parking spaces being provided for visitors amounts to only .25 per unit and he feels that some of these parking spaces will be taken up by boat trailers and such owned by the residents.

Thursday, July 26th, 1973,
Public Hearing, cont'd.

Mr. Buchanan informed Council of some items in the land use contract which he felt may require change and Council should, therefore, be made aware of these possible changes at this Public Hearing. These changes are:

1. Schedule F.

The Parks and Recreation Department would like more flexibility in the designing of the landscaping as they are the department which will be responsible for the maintenance and, therefore, some alterations may be needed to Schedule F.

2. Section 14 on page 4 of the Land Use Contract.

Mr. Buchanan stated that the date of Letters of Credit should be extended to January 31st, 1975 instead of December 31st, 1974 to allow more time for proper inspection.

3. Section 32 - Page 9

The Planner explained that it would appear that the present section means that the price of the dwellings would be limited to all future purchasers and not only the first purchaser as was originally considered and, therefore, Council may wish to make changes to this section.

ZONING BY-LAW AMENDMENTS

ITEM #1 - Reference No. 19/73

This was an application to rezone property at 305 Decaire Street from One Family Residential (RS-1) to Two Storey Low Density Apartment Residential (RM-1).

Mr. Jack Minshull, 1711 Charland Avenue, addressed the Hearing on behalf of Rochester Ratepayers Assoc. stating that they are opposed to the proposed four unit townhouse for the following reasons:

1. The traffic on Decaire Street already is very heavy during rush hours as it acts as a feeder route to Brunette Street.
2. The exit and entrance to the proposed townhouse would have to be built immediately west of a blind corner on a steep hill which, during the winter, is very slippery, and this hill is already very badly congested by a multiple of parked cars day and night.
3. Firefighting would be very difficult in this location, both for the townhouse itself as well as for the Marathon Court complex.
4. Residents in the vicinity of this complex have always been assured by the city planners that this property, because of its apparent physical handicaps would always remain a single family dwelling lot.

Thursday, July 26th, 1973,
Public Hearing, cont'd.

Mr. Minshull further stated that the lot has several inadequacies for multiple family use because it is totally inaccessible from three sides and only has access and egress off a very narrow street.

Mrs. West of 310 Marathon Court addressed the Hearing and stated that in answer to some of Mr. Minshull's points, she has a map issued in 1967 from the Municipality in which it shows this area designated as a multi-family area and therefore residents should have been aware what was planned for this property.

She went on to state that the design of the townhouse is very good and this type of housing is the only way a lot of people will ever be able to obtain a home because of the great cost of single family residences.

Mrs. West did state that a Mr. Frost had spoken to Mr. Minshull prior to the application being placed before Public Hearing and he had indicated at that time that he was very pleased with the design and would do all in his power to convince his association to support this proposal.

Mrs. West agreed with Mr. Minshull that parking should not be allowed on the street, however, she felt that this could very easily be remedied by placing "No Parking" signs on the street and having it strictly enforced.

Mrs. West did suggest to Council that an amendment be made to the Zoning By-law to very clearly state exactly what is meant by "usable" land in order that persons, when designing a project, would know exactly what area could be used.

Ald. Hofseth inquired of Mrs. West as to how long she had owned the property and she stated since October of 1945.

Mr. R. Haveland of 313 Decaire Street also objected to the proposed rezoning and supported the points made by Mr. Minshull earlier.

Mrs. West read two letters to the Hearing, one from the owners of Marathon Court and one from Mr. Norman Pressy, owner of the apartments adjacent to Marathon Court, which indicated support for the proposed four unit townhouse.

ITEM #2 - Reference No. Z 38/73

This was an application by the District of Coquitlam to rezone property at 966, 970, 972, 976 Ranch Park Way and 965, 969, 973 and 977 Saddle Avenue from Two Storey Low Density Apartment Residential (RM-1) to One Family Residential (RS-1).

There was no opposition expressed to this application.

Thursday, July 26th, 1973,
Public Hearing, cont'd.

ITEM #3 - Reference No. Z 39/73

This was an application by the District of Coquitlam to rezone a portion of land situated on Harper Road from One Family Suburban Residential (RS-2) to Civic Institutional (P-1).

There was no opposition expressed to this application.

A gentleman did inquire as to what would happen if servicing was put on this road and he was concerned that the owner across the street would not have to pay for the full width of the road and the Mayor stated that he would only be required to pay for his half of the road and the District would assume the cost of servicing the other half of the road.

ITEM #4 - Reference No. Z 32/73

This was an application by the District of Coquitlam to rezone portions of land located in the vicinity of Rochester Avenue and Schoolhouse Street from Two Family Residential (RT-1) to One Family Residential (RS-1).

There was no opposition expressed to this application.

ITEM #5 - Reference No. Z 20/73

This was an application by the District of Coquitlam to rezone properties in the Cape Horn Avenue area to One Family Suburban Residential (RS-2).

A Mr. Albert Lacount, owner of one of the properties proposed to be rezoned, objected to the rezoning on the basis that this area was not suitable for single family housing and that it would cost too much to upgrade the property in order to locate housing on this type of land.

The Director of Planning explained to Mr. Lacount the reasons that Council were considering the rezoning of this property to RS-2 however, Mr. Lacount still objected, stating that other means to stop the building until Council decides exactly what type of development they want should be used rather than rezoning.

Mr. Lacount stated that he had purchased this property early in the year in order to erect a plant to manufacture illuminated signs and has been held up since that time pending the Planning Department study being considered by Council.

Mr. Poul Hansen, speaking on behalf of Mr. John Morrison of Hanmore Developments Ltd., the owners of property at 2326 Cape Horn Avenue, requested that Council not rezone at this time but leave the property as M-3 as his client had purchased the property in good faith and wished to develop at this time.

Thursday, July 26th, 1973,
Public Hearing, cont'd.

Mr. Hansen did state that his client is willing to negotiate in order to establish a different type of enterprise on this property, however, if Council rezones, the M-3 zoning is of course lost and the value of the property is not as great. Mr. Hansen did state that his client is hoping to obtain a narrow strip of land adjacent of the property he already owns in order to do a more comprehensive development in the area.

The Mayor explained that it was the intention of Council to hold a Public Hearing and take the proposed Zoning By-law to a three reading stage and hold at that point until Council consider a Planning Department Report with respect to future development of this area.

Mrs. Norris inquired of Mr. Morrison whether he still had in mind some sort of a housing development on this property as expressed at an earlier meeting and Mr. Morrison stated that he could not state definitely at this time, however, they do have a development in mind that is not compatible with RS-2 or M-3 zoning.

Mrs. Norris of 2377 Cape Horn Avenue presented a brief to the Public Hearing and a copy of the brief is attached hereto and forms a part of these minutes.

Mrs. Norris did state that she is puzzled about the proposed frontage road as it appears to start nowhere and go nowhere.

Mr. Buchanan stated that he had recently had discussions with a Mr. Kinser, Vice President, Columbia Bitulithic, and Mr. Kinser stated that his company is willing to look at any alternatives for the development of their property in this area.

A letter dated July 5th, 1973 from B. C. Mack Truck Ltd. was placed before the Hearing with respect to development of an alternative south of Cape Horn Avenue and a copy of that letter is attached hereto and forms a part of these minutes.

ADJOURNMENT

MOVED BY ALD. HOFSETH
SECONDED BY ALD. ROBINSON:

That the Public Hearing adjourn. 9.30 p. m.

CARRIED

CHAIRMAN

BRIEF TO PUBLIC HEARING FROM PLANNING DEPARTMENT - JULY 26, 1973

* Z-15-73 - This application is for a Lane Use Contract which, if approved, would allow the development of 176 homes in a "zero lot line" subdivision on 19 acres at the south-east corner of Dewdney Trunk Road and Irvine Street. This application stems from Council Resolution No. 266, passed at the February 26, 1973 Council meeting:

MOVED BY ALD. GILMORE
SECONDED BY ALD. HOFSETH

266 That this Council give general agreement in principle to this proposal and the Greater Vancouver Regional District Housing Director meet with our Planner and Engineer to plan with them and explore the potentialities of the two areas, Austin-Hickey and Lougheed-Dewdney Trunk Road areas, to get on with the job of housing to basically meet the needs of the lower income group, with the clear understanding that this Council is prepared to be permissive in regard to the Zoning By-law and Subdivision By-law.

CARRIED.

* Following discussions between Mr. Casson of the GVRD and Mr. DeFehr, who owns the subject property, Mr. DeFehr made application for a Land Use Contract, and in March, Council passed By-law No. 178 declaring the subject land a Development Area.

Following submission of preliminary plans, the Design Committee reviewed the application on April 18, 1973 and made the following statement:

"The Assistant Planning Director gave the Committee a brief review of the Municipal Council's objectives for this innovative housing proposal. Following this, Mr. Thomas Meyer, Architect, used drawings and a scale model to show the general design concept of this zero lot line, and mainly detached housing scheme.

After a good deal of discussion, the Committee commended the Architect for his numerous fresh ideas and the variety of housing being put forward. The Committee believes the following proposals show particular merit:

The road system with its use of cul-de-sacs but with no through roads on the site.
The landscaping to be installed by the developer.

The group clustering of 15-27 units for purposes of creating communities.
The focus on green spaces from the residences rather than on parking lots.
The pedestrian walkway system.
The use of varying window and siding patterns.
The use made of the southern exposure on the north facing units.
The privacy afforded each unit.
The amount of usable space on these small lots.
The Architect's use of a tree survey, adjusting some units to fit in with the existing landscaping.

The Committee notes that the colour, landscaping and maintenance, and roof-top vents will be important design factors, and recommends that the Architect give consideration to:

- 1) clustering the colours, while employing a universal trim to tie the project together.
- 2) a landscape plan which requires a minimum of maintenance, and some provision made for the continued maintenance of the landscaping and common areas, including the walkway system.
- 3) reducing the visual impact of the roof-top vents by the use of colour or some other suitable solution."

The Advisory Planning Commission reviewed the application on the same date, and made the following comments:

"That the Commission recommend referral to Public Hearing of application Z-15-73 for a land use contract. The Commission notes that during the discussion of this project reservations were expressed about: 1) the project size; in the past the Commission has recommended that innovative projects be of a smaller size; 2) the project density; in terms of perhaps providing some proportion of units on larger lots; 3) the absence of parks in the general area; one solution might be recreational use of the proposed B.C. Hydro Right-of-Way nearby; 4) points of design detail raised by the Design Committee on April 11, 1973; the final plans should be amended to accommodate these points.

However, the Commission feels that since this project reflects a high standard of design and will provide a good quality of single-family homes at significant cost reduction, the proposal should be approved as a pilot project."

Council received this recommendation on April 30, 1973, and referred the application to Public Hearing. Council also reviewed progress on the application on June 25, 1973.

Reference to Schedule I of the Land Use Contract shows that the schedule of selling prices now proposed is higher than was originally contemplated. The schedule has been thoroughly analyzed by the GVRD Housing Department appraiser, including detailed analysis of component costs, and in the opinion of the GVRD Housing Department the schedule is reasonable. At the prices now proposed, the average selling price per house would be \$32,370, as opposed to \$43,000 for the cheapest new single-family homes currently available in conventional subdivisions in Coquitlam. While homes at \$32,000 are certainly not "low cost" housing, the reduction in cost of over \$10,000, as compared with new homes in conventional subdivisions, is certainly significant. This reduction makes new single-family homes available to a much wider range of income groups.

In terms of design, the application involves many innovative features that should contribute to the amenity and livability of the project. Since it is a pilot project, some features may also prove less desirable. However, in view of the potential contribution this project could make, as one alternative toward solving the current housing situation, the Planning Department has no hesitation in recommending approval of this application.

ITEM #1

Z-19-73 - Following consideration of this rezoning at a Public Hearing in May, on June 11, 1973 the by-law rezoning this property failed to receive the necessary majority of Council and did not proceed. On June 15, 1973 the applicants wrote to Council to have their application reconsidered, and Council passed Resolution #946 as follows on June 18, 1973:

"That this application for rezoning go to Public Hearing on the basis of four units, compatible with the Planning Department approval of the density ratio."

On June 26, 1973, the Architect for the project indicated that he would be willing to submit revised plans of the project and these plans were reviewed by the Planning Department on July 5, 1973 and the Design Committee on June 27, 1973. The Design Committee, on June 27, 1973 recorded the following:

Z-19-73 cont'd

"The Committee heard a report from the Current Planner regarding Council's failure to adopt By-law No. 221 to rezone the applicant's property on June 11, 1973. This by-law would have permitted the construction of a five unit townhouse development. Further, on June 18, 1973, Council carried Resolution No. 946, which stated 'that this application for rezoning go to Public Hearing on the basis of four units, compatible with the Planning Department's approval of the density ratio'. The Current Planner noted that these plans were received in the Planning Department June 27, 1973 and were not reviewed by the Planning Department for density ratio, but were sent on to the Design Committee in order to expedite the application.

The Committee then reviewed the revised preliminary plans showing four units, and found the design aspects acceptable for Public Hearing. The applicant is requested, however, to consider the feasibility of separating the four units into two groupings and increasing the inner angle of the two walls in the centre of the project."

As far as the density matters are concerned, the Planning Department advises that the lot area shown on the plans is 14,153 square feet and the allowable gross floor area would be 4,954 square feet compared to an actual GFA of 4,752 square feet. The plans therefore are fine as far as density is concerned. On the question of parking, eight parking spaces are required as per the Advisory Planning Commission's earlier recommendation of two parking spaces per dwelling unit, and these have been relocated such that they are not within the 25 foot setback area.

Following the Design Committee's suggestion of separating the four units into two groupings, we were advised on July 16 by the Architect that he investigated and considered this proposal, but it is not possible without deleting parking spaces or contravening Central Mortgage and Housing Corporation requirements. After reviewing the site plan, the Planning Department agrees with the Architect's conclusions.

The matter of this area being within the apartment area designated under community plan policy and the history of the project were reviewed at the Public Hearing in May, as well as the history of previous rezoning applications. The Planning Department is in agreement with the proposal at the four unit density.

ITEM #2

Z-38-73 - This application is by the Municipality and would rezone eight lots which are presently zoned RM-1 Low-Density Apartment. In 1969, the Planning Department recommended that these lots be rezoned to RS-1, but somehow after Council accepted this recommendation, the matter did not get on to the Public Hearing agenda. It was brought to our attention by Alderman Hofseth recently that this zone still exists in this area, and it was recommended on July 10 by the Planning Department that this rezoning be referred to Public Hearing.

ITEM #3

Z-39-73 - This application for P-1 zoning is proposed in order to restrict the use to public use in the interim until the park dedication can take place. This particular property is approximately 20 acres in size and is being acquired from the Provincial Government. The Provincial Government requires that the use be restricted to park use. Council referred this matter to Public Hearing after the Planning Department report of July 10, 1973 at the July 16 Council meeting.

ITEM #4

Z-32-73 - This application deals with a zoning anomaly in that all the existing housing in the area is single-family in character and the zoning boundary on the north side of Rochester Avenue cuts through the middle of four residential properties and does not follow legal lot lines. The owners were all written to on June 5, 1973 and none of the owners disagreed with the change from RT-1 to RS-1 zoning.

An area to the west along the north side of Rochester Avenue was originally included, but the owner objected. This is Lot 19 immediately to the west.

ITEM #5

Z-20-73 - By Resolution #1074, Council stated the following:

"That a new zoning amendment by-law be prepared and

Z-20-73 cont'd

presented to Council for consideration; the zoning to be RS-2 for all the area outlined in black on Zoning Amendment By-law No. 214, except the B.C. Mack Truck property and the Monsson Construction property. Further, that this by-law be referred to the July 26 Public Hearing."

I might say, in addition, that the Planning Department, after the public meeting of June 26, 1973, was requested by Council to study further the matter of long term development in this area, and this report is in progress.

Respectfully submitted,



D.M. Buchanan,
Planning Director

DMB/ci

July 19, 1973.

The Mayor and Council
District of Coquitlam
1111 Brunette Avenue
Coquitlam, B.C.

Dear Sirs:

We are persons, including residents of the affected area, interested by the proposed land use contract (Z-15-73) for an increased-density single-family residential development between Dewdney Trunk Road and Greene Street, east of Irvine. We wish Council to incorporate in the contract, prior to approving it, provisions dealing with the following matters.

1. The land use contract should remain in effect (i.e. section 29 should not be invoked), and not be replaced by a zoning by-law until a better system for land use control is legislated than that presently afforded by the Municipal Act and the Coquitlam Zoning By-law. The contract should specify that it will hold good between the Municipality and subsequent owners of the land. It is important that the development concept for the land, once decided, not be changed either gradually, by the homeowners, or suddenly, by government fiat, without ample public consultation. This is specially true since the residents of the area are disappointed that, after they were promised by Council in September 1972 a conventional residential development on this land, these novel plans were, by discussion between the developer, the municipality, the GVRD, and the provincial government, brought near to finalization without any notification to the residents of the changed basic concept.

2. Council should recognize that it is undertaking a novel responsibility to maintain the municipally dedicated areas of the development. To satisfy the home purchasers, the land use contract should specify how and through what department the Municipality will maintain the landscaped park and walkway system and portions of boulevard outside private fences. Council has also a special responsibility for community planning in the surrounding area. Since the development is increased-density, it will likely bring in less tax revenue, than it generates demand for school and general services; Coquitlam taxpayers therefore will be subsidizing it. In particular, Council should shortly adopt a policy for providing recreational facilities in the Dewdney-Barnet area.

3. It is useless for the site plan to provide walkway exits to Irvine Street, since adjoining roads may not be built for many years. The school children should have access to Dewdney Trunk Road and Come Lake Avenue, and so, across lighted intersections, to the proposed Sharpe Street school.

4. Schedule I, on "Conditions of Sale", should include these matters. (i) The developer's sale contract to home purchasers shall include a one-year guarantee against defects. It shall also specify that the purchaser shall himself occupy the residence, or the sale shall lapse. (ii) To discourage land speculators from buying units and reselling them at a profit, the schedule (particularly items B and c specifying sale prices) shall apply to resales. Item c might be drawn to take into account this long-range price control purpose, without which the whole social rationale of the development is defeated.

(iii) The units shall be sold only to individual purchasers, and not to any government for subsequent land-lease or subsidized rental. This is a sufficiently bold experiment, as it stands, in changed residential patterns, without adding the possible complication of a partial experiment in housing subsidies. If it works as a pure residential development, the next similar project is the suitable one for experiment with subsidies. (iv) Accordingly, remove the provision which allows marketing arrangements to be changed subsequent to the public hearing.

Respectfully submitted,

Vera Anderson 2986 Dowdney Tr. Rd.
James B. Purpore 2986 Dowdney Tr. Rd.
W. R. Miller 820 Greene St.
M. A. W. Salen " " " "
B. Browne 2950 Dowdney Trunk Rd.
Jane Browne 2950 " " "
Guy Westhead 2975 Lane Gate Ave.
Norman H. McPhail ~~Green Street~~
R. Ravensbarger 3001 Reece Ave.
Glaensberger 3001 Reece Ave.
M. W. Daughinis 981 IRVINE ST.
M. M. Baker 970 IRVINE ST.
Joan Becker 970 IRVINE ST.

Mrs Lorayne Muirhead 976 Irvine St.
W. Muirhead 976 Irvine St.

July 26, 1973

Mayor and Council
Corporation of District of Coquitlam
Coquitlam, B.C.

Subject: Public Hearing Re Land Use Contract
on 19 Acres of Land Bordered by
Dewdney Trunk, Lougheed Land, Greene
Street and Irvine Street

Dear Sirs:

I would like to make a very brief presentation to this Council. As you are all very well aware, the residents of this area showed very strong opposition to a Land Use Contract for a proposed Mobile Home Park originally planned for part of the land now in question. One of the strongest objections at that time was the density of the particular proposed site, an estimated 8 units per acre. As I understand the present development, the density is proposed to be approximately 9 per acre. It would seem that the Council has not seen fit to follow it's own statement that this land would be zoned single family, residential and would remain that way. Even discussing a proposal of this density would seem to be going from very bad to even worse.

We have been informed that the Greater Vancouver Regional District is behind proposals which would allow greater use of existing lands for housing purposes. I assume that Council is aware that the G.V.R.D. has as recently as last Monday stated that it feels that there should be a 50 - 50 share basis for land to be used for housing and land to be used for other purposes, as stated in the attached clipping from the Vancouver Sun, Monday July 23. The article states that the G.V.R.D. feels that for every acre of land used for housing, one acre should be kept for purposes such as recreation, green belt, etc. It seems that one arm of the G.V.R.D. doesn't know what the other is saying. It might be advisable for our Council to do some thinking on their own along these lines and possibly limit the density to six per acre or even less.

Another point which has come to my attention is the lack of parking available for cars belonging to guests of people living in this type of development. Since the road width has been reduced below the minimum standard and no on street parking will be allowed it would seem that four spare parking spaces per sixteen units would not be sufficient to handle the extra traffic in normal times, let alone peak times during holidays etc. This would mean that any overflow from this would either have to park illegally on the narrow streets, thereby blocking access to fire equipment or would park on adjacent streets adding to already serious traffic congestion.

...2

PAGE 2

Mayor and Council
Corporation of District of Coquitlam
Coquitlam, B.C.

Subject: Public Hearing Re Land Use Contract on
19 Acres of Land Bordered by Dewdney
Trunk, Lougheed Lane, Greene Street and
Irvine Street

I would ask that the Council not be drawn into this project just because it is novel. Much more important, this Council should consider the possible loss of tax revenue per residence, lack of any worthwhile recreational facility within a mile of this area.

I would ask that you reconsider the proposal and turn down this Land Use Contract in favour of a standard sub-division.

Thank you
Yours very truly

W. P. Whalen



W. P. Whalen
870 Greene Street
Coquitlam, B.C.

941-2346

rd

Open space equal to land-use urged

An acre of open space for every acre of newly developed land in Greater Vancouver is suggested in a report to be considered Wednesday by the Greater Vancouver Regional District.

Combining suggestions from the public and federal, provincial and municipal officials, the report suggests a regional open space plan taking in about 230 square miles and costing \$500 million.

In this broad context, the municipalities and the province in their communities will undoubtedly refine and evolve their specific solutions, hopefully with the support of the region and province," says the report, prepared by planning consultant Norman Pearson.

"Since there are about 230 square miles of land designated for urban development in Greater Vancouver, this plan would provide roughly an acre of open space for every acre of developed land."

Stating that parks are only one component of open space,

the plan, accompanied by a detailed map, also includes farmlands, watersheds, commercial recreation areas, institutional areas and conservation and wildlife management areas throughout the region.

Suggested methods of acquiring land include outright purchase, leasehold, expropriation, gifts, zoning and special grants such as the Greenbelt Acquisition Fund.

"Clearly the first priorities (in acquiring land) must be with those lands of high open space quality that are appropriately related to other open space lands, but which are threatened by inappropriate uses or which are readily available at reasonable prices," says the report.

"It is clear, too, that all levels of government must cooperate and co-ordinate their efforts so the best value is obtained for the scarce dollars spent."

In another report to the GVRD, the airport planning committee, studying development options for air traffic at

Vancouver International Airport and the Lower Mainland, recommends citizen representation on the committee.

It suggests a citizens' forum on Vancouver airport planning be established to act as a focus for interested citizens

groups, and to select a minimum of three citizens to sit on the committee.

Invitations to participate in the forum would be sent to ratepayers' groups, business and commercial organizations and other interested bodies.

July 26, 1973

My name is Maya Jane Morris and I wish to, speak for the residents on the North side of Cape Horn Ave.

I would like to refer to you the presentation made by Mathewson Ratepayers to the Public Meeting on June 26, 1973. and to re-iterate the proposals put forth at that time.

One main objection to the presently proposed re - zoning is that it omits the Monsson and B.C. Mack properties. These parcels of land MUST be included if the re - zoning plan is to have any value or give any relief to the taxpayers in the homes on Cape Horn Ave.

Another thing which concerns us is the actual feasibility of the frontage road. On the map it appears to start nowhere and end nowhere. If it continues west of the Hanmore property to join Cape Horn Ave., it will be a very steep grade, another ~~one~~ cause of truck problems.

Since noise and unsightly premises are two of the major objections which we find in this area at present, we would strongly urge that whatever buildings are eventually allowed to be constructed here be strictly supervised by planning, engineering and building departments.

The request for limitations on the hours of work mentioned on Page 2 of the previous brief = from 8 A.M. to 5 P.M. for industry, and a closing hour of 6 P.M. for other establishments = is a prime requisite. Indeed, these hours should be brought into effect immediately.

The pleas of present owners south of Cape Horn Ave with regard to loss of land value is utter nonsense! Not one piece of property in this strip has been devalued, nor will it be devalued by a change in zoning. The people who ARE suffering are the taxpaying homeowners on the north side of Cape Horn Ave. who have many dollars and many years of work invested in their properties. Until a zoning which is compatible with residences is brought in, none of us is likely to be able to sell to escape the continuous disturbance of our peace and quiet enjoyment of our homes.

In conclusion, we would ask that you look ahead a few years to when this hillside will be filled with ~~beautiflul~~ beautiful new homes. These homeowners will desire a quiet and pollution free environment. Plan now for these future residents of our municipality.

This presentation is made without prejudice .

Mem # 5
P.H. July 26/73

2376 Cape Horn Highway,
Coquitlam, B.C.

July 5th, 1973

His Worship the Mayor and
Council Members of the
Municipality of Coquitlam,
1111 Brunette Avenue,
Coquitlam, B.C.

Dear Sirs:

Re: Development Alternatives South of Cape Horn Avenue
West of Essondale

We respectfully offer this brief written comment on the subject matter in accordance with our verbal commitment made on June 26th, 1973 at the public discussion of this matter in Council chambers.

Chairman Bewley indicated at that meeting that the subject should be divided into three parts, namely, properties to the west of our plant, the existing industrial properties (ourselves and Monssen Construction Ltd.) and the properties to the east of these including the property being vacated by Columbia Bitulithic.

At the outset we recognize two criteria: firstly, the necessity to obtain the highest and best use of the lands, and secondly, to minimize any negative inter-action between various users of these lands and the surrounding

CLERKS REFERENCE NUMBER 110

All Correspondence between Departments
or Council should carry this number.

lands. We should also be forthright and say that our third criteria is the protection of our own commercial investment in the B.C. Mack plant.

Dealing now specifically with the second of the three parts, the properties owned by ourselves and Monssen Construction Ltd., we earnestly believe that the properties should remain under the existing zoning, M3. Council well knows, and acknowledges, that the existing operations on these properties may continue, notwithstanding any re-zoning, and no advantage thereby accrues to the Municipality. The re-zoning does affect the credit of the industrial user and this economic loss cannot be of any benefit to the community as a whole.

We do recognize the need for compatibility of our operations with the neighbouring residential zone. In that respect we wholeheartedly endorse the Planning Department's proposal for a frontage road south of Cape Horn Avenue. To facilitate the creation of such a road we go on record as offering to dedicate to the Municipality a portion of our lands for this purpose. In our view, there does not seem any real need for the proposed frontage road to extend past our property: the parcels to the west of us are of such a size that a 50 foot road would destroy their worth; additionally, there is no industrial use being made of these properties. With the foregoing in mind, our preferred proposal and our offer, is to dedicate a portion of our lands

NORTH
in the ~~south~~-east corner measuring 70 ft. x 70 ft. which portion we trust would be sufficient to provide a turnaround for the frontage road ending at our property. Our second proposal, and less-preferred in our view, is to dedicate a 50-foot wide section along the base of the property in the event that Council decides the frontage road should be extended to meet Cape Horn Avenue to the west. The creation of the frontage road would enable us to close all access to the north side of our property and to landscape across the present driveway.

Turning now to the properties to the west of us, we are unable to see how the immediately-adjacent areas could be developed for residential use. We have been told how proper design can make adjacent residential and industrial areas good neighbours but we have seen no proposals to make this a believable fact. We can only suggest that the only presently practicable "buffer" is a parcel of undeveloped land, and that property to the west of us, and property immediately adjacent to the east of Monssen Construction Ltd., be reserved as small green belts. In making such a proposal we are acutely aware that the properties are not ours to give, nor to pay for - directly. We also note the Planning Department's comments on green belts in their report.

Finally, we refer to the remaining landholdings to the east of Monssen Construction Ltd. (excluding the adjacent parcel mentioned above). We

have no opinion as to the type of development that should proceed there and we leave it to Council in their wisdom to explore the alternatives, and to make a decision accordingly.

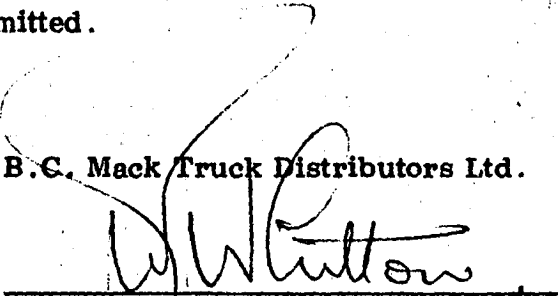
It is our intention to be a good "corporate" neighbour and we will gladly entertain suggestions from Council or the public as to how we may achieve our objective.

We have no objection to this comment being circulated among interested residents.

All of which is respectfully submitted.

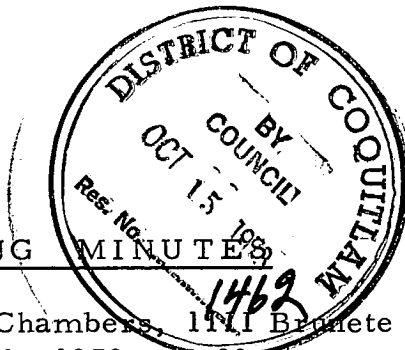
B.C. Mack Truck Distributors Ltd.

Per:



President

Thursday, October 4th, 1973,
Public Hearing - 7.30 p.m.



501

PUBLIC HEARING

A Public Hearing was held in the Council Chambers, 1111 Brunete Avenue, Coquitlam, B. C. on Thursday, October 4th, 1973 at 7.30 p.m. to deal with applications to amend Zoning By-law No. 1928 and amending by-laws.

Members of Council present were Ald. L. A. Bewley, Ald. S. W. Hofseth, Ald. R. B. Stibbs, Ald. R. E. Boileau, Ald. J. E. M. Robinson and Ald. J. W. Gilmore.

Also present were the Deputy Director of Planning, Mr. Tiessen; and the Deputy Municipal Clerk, Mr. T. Klassen.

The Public Hearing was advertised in The Columbian on Friday, September 28th and Saturday, September 29th, 1973. The Public Hearing Agenda was also circulated to all ratepayers groups in the District of Coquitlam.

MOVED BY ALD. STIBBS
SECONDED BY ALD. BOILEAU:

That Ald. L. A. Bewley act as Chairman to the Public Hearing and Mr. T. Klassen act as Secretary to the Public Hearing.

CARRIED

REPORT OF DIRECTOR OF PLANNING

The Director of Planning submitted a written brief to the Public Hearing dated October 4th, 1973 and a copy of that brief is attached hereto and forms a part of these Minutes.

ITEM #1 - Reference No. Z46/73

This was an application by the District of Coquitlam to rezone property at 2539, 2541 and 2545 Barnet Highway from General Industrial (M-1) to One Family Residential (RS-1).

A Mrs. Henshaw, owner of property at 2550 and 2560 Barnet Highway objected to the proposed rezoning as she felt that at some time in the future residents would complain of the industrial operations on the south side of Barnet Highway and she wished to have her opposition recorded in case of such future complaints.

ITEM #2 - Reference No. Z43/73

This was an application by Johnson Associates Management Limited on behalf of the Insurance Corporation of B. C. to rezone property in the vicinity of Tupper Avenue and Blue Mountain Street to Civic Institutional (P-1).

Mr. deTilly, Planner for Plan Maillardville, addressed the Hearing and questioned the matter of relocation of tenants and owners of property in the given area and also stated that while he realizes the area is not too good for residential use because of the proximity to highways and industrial development, the homes were part of the stock of cheap housing which is very quickly decreasing in the Maillardville area.

Thursday, October 4th, 1973,
Public Hearing, cont'd.

He went on to state that he hopes Council will seriously consider the matter of housing when his final report on Plan Maillardville is placed before them for consideration.

Mr. Robinson, speaking on behalf of Johnston Associates Management Ltd. stated that the Insurance Corporation did allow extra time past that originally agreed on with the owners in order that the current residents could find other accommodation.

Mr. Robinson went on to state that the Insurance Corporation felt that this was a key location for the servicing of customers of the company.

ITEM #3 - Reference No. Z 40/73

This was an application by Chrysler of Canada Ltd. for the rezoning of property in the vicinity of Hoy Avenue and the Barnet Highway to Service Commercial (CS-1) to allow the development of a new car sales and service centre.

Mr. Howarth of 850 Austin Avenue addressed the Hearing in opposition to the proposed rezoning and stated that the Municipality has only two good areas for industrial development, with this site being located in one of them.

Mr. Howarth went on to state that until good plans are made and approved by the residents of the Municipality, such property suitable for industrial development should not be frittered away and quoted extensively from Policy Report 5/73 dealing with Coquitlam Town Centre area.

Mr. Howarth then reviewed the sequence of events with respect to the application, as follows:

1. July 25th, 1973 the Planner recommended that this application be declined.
2. July 30th, 1973 - Council referred application to A.P.C. and I.D.C.
3. August 15th, 1973 - The Advisory Planning Commission tabled consideration of the application pending Land Use Planning for this area.
4. September 5th - Advisory Planning Commission receives letter from Chrysler Canada Ltd. for information.
5. September 10th - Council refers application to Public Hearing and instructs staff to initiate a Regional Plan Amendment.

Mr. Howarth then stated that he would recommend that this application be rejected and that Council solicit discussion on the Regional Town Centre before undertaking rezoning of this area.

Thursday, October 4th, 1973,
Public Hearing, cont'd.

Ald. Hofseth inquired of Ald. Stibbs whether the Industrial Development Committee had indeed considered this application and made any recommendations and Ald. Stibbs stated that a particular resolution had not been adopted by the Industrial Development Committee and until such time as Council had studied the report to be forthcoming from the Committee he did not feel the information should be released.

Mr. Eric Cant, a solicitor, appeared on behalf of Chrysler Canada Ltd. and informed the Hearing that the site the company proposes to develop is situated directly across from a shopping centre and comprises an area of approximately 3.5 acres and it is proposed to erect an automotive vehicle sales and service centre.

Mr. Cant went on to state that the building would be one storey of concrete block construction containing approximately 18,500 square feet. This building to be set well back from Christmas Way and Barnet Highway and the company are hopeful of obtaining an eighty foot right of way strip now owned by the Greater Vancouver Regional District in order to enlarge the area of the development.

Mr. Cant went on to explain that this service centre is proposed to serve the area east of Burnaby out to Maple Ridge and it is very difficult to get a site of this size with good road access anywhere in this area. He stated that the Company felt that this location had good exposure to foot and vehicular traffic and would be an ideal location.

Mr. Cant also explained that the outdoor lighting from this development could be easily accommodated towards the east so as not to interfere with the proposed highway which would run to the west of the development.

Mr. Cant also stated that if industrial development is desired within this area, it is his opinion that it would be better suited to the area west of the highway and that this development on the east of the highway is more compatible to the whole area. He also stated that the whole area of some six acres east of the proposed new highway is really too small for any first class industrial site.

Mr. Cant then went on to explain that the loss of the development would be in the neighbourhood of \$600,000 which would attract considerable tax benefit to the Municipality. The number of people employed was expected to be approximately fifty people in the first year, rising to eighty in the third year.

Ald. Boileau inquired as to how many repair bays would be constructed as well as what size the showroom would be and Mr. Cant stated there would be some 23 bays with a showroom of approximately 3,500 square feet.

Ald. Gilmore commented on the design of the building as well as the proposed sign and the lack of landscaping shown on the initial plans and wondered if the Company would be prepared to make alterations.

Thursday, October 4th, 1973,
Public Hearing, cont'd.

Mr. Woodward, speaking on behalf of Chrysler Canada Ltd., stated that the Company were not aware of the town centre proposal and are flexible and reasonable and are prepared to work out design and landscaping plans with the Municipality.

A copy of the brief presented by Mr. Denis Howarth is attached hereto and forms a part of these Minutes.

ITEM #4 - Reference No. Z 49/73

This was an application by Faith Films Ltd. for the rezoning of property on Loughheed Highway east of Schoolhouse Street to Special Industrial (M-3).

The Deputy Director of Planning explained to the meeting that the legal description contained in the Public Hearing Notice as advertised was incorrect and that it should read as follows:

"All that portion of Parcel 2 (Explanatory Plan 11942) of a 114.10 acre portion of District Lot 47, 61 and 64, Group 1, N.W.D. lying north of Loughheed Highway as shown on Plan 8027."

The Deputy Director of Planning also pointed out that a subdivision is necessary since the Approving Officer has to approve this particular deed of land.

Ald. Gilmore expressed concern about the design of the building as this is going to be a very visible location, situated as it is right on Loughheed Highway at the entrance to the Municipality.

Mr. Allinger stated that the land had only been purchased late in August and the Company has not had time to get the proper plans prepared except for a set of plans showing the general floor layout. He went on to state that the Municipality can look forward to seeing a difference set of plans and it was hoped this would be available within a week.

ADJOURNMENT

MOVED BY ALD. BOILEAU
SECONDED BY ALD. HOFSETH:

That the Public Hearing adjourn. 8.30 p. m.

CARRIED

CHAIRMAN

BRIEF TO PUBLIC HEARING - OCTOBER 4, 1973 FROM PLANNING DEPARTMENT

ITEM #1

Z-46-73 - In a report to Council dated September 4, 1973, we reported that the present M-1 zoning of these three lots is an anomaly, and industrial redevelopment of these three lots would not be recommended. In fact, they are occupied by older homes on existing septic tanks. An application from one property owner gave rise to consideration of the remainder of this block on the south side of Palmer Avenue south of Coronation Park School being considered for RS-1 zoning.

ITEM #2

Z-43-73 - This item pertains to the proposed building for the Insurance Corporation of British Columbia. The question of consolidation of the site has been reviewed under our subdivision file 8-3203. The sequence of events on this particular matter is as follows:

1. On May 2, 1973 we advised Johnston Associates Ltd., consultants for this development, of our zoning regulations.
2. On July 12, 1973 we were written with regard to a proposed site.
3. On July 18, 1973 further information was given by Johnston Associates Ltd. over the signature of Mr. Kelly.
4. We researched the matter as to the studies of traffic patterns in this area, and on August 6, 1973 gave detailed comments to Mr. Kelly. We indicated that a connection to Lougheed Highway west of Woolridge Street was proposed by the Engineering Department, while I suggested to them that they might look at a connection to Brunette Avenue directly opposite Bernatchey Street.
5. On August 7, 1973 we met with the Regional Planning Engineer of the Department of Highways, Mr. Mercer, and gave him material on the Claims Centre and traffic patterns in the vicinity.
6. On August 14, 1973 Johnston Associates Ltd. applied on behalf of the Insurance Corporation of British Columbia.
7. On August 24, 1973 we reported to Council on the matter, reporting on the general traffic considerations. We also noted the Design Committee's preliminary suggestion of a parking lot to the west of the Insurance Corporation facility for car pool riders.
8. The Advisory Planning Commission dealt with the matter on September 5, 1973 and passed the following resolution:

Z-43-73 cont'd

"That the Commission recommend referral of this application to Public Hearing, and that the Commission endorse the comments made by the Design Committee in its report of August 22, 1973."

9. On October 1, 1973, I received a letter from Mr. Kelly indicating that the Department of Highways verbally have approved the creation of an alternate intersection at Bernatchey Street and Brunette Avenue for a connection into the ICBC site. Tupper Avenue is left as a cul-de-sac in this proposal, and most of the land thought to be usable as a parking lot is taken up as an access driveway from Brunette Avenue around to the Claims Centre facility.

ITEM #3

Z-40-73 - Firstly, it should be stated that the Planning Department recommended, on July 25, 1973, that this application be declined since it represented a service commercial development in an industrial area designated by the Official Regional Plan. Since that time, we have also released our report on the Coquitlam Town Centre Area, and in the first draft made the boundaries coterminous with the Official Regional Plan, but this was subsequently changed upon the favourable consideration of this particular application by Council. Subsequent to our consideration the Advisory Planning Commission reviewed the application on August 15, 1973, and they suggested tabling of the application, with a review of the proposed development in conjunction with the Town Centre Plan. At their September 5 meeting, they received a letter from Chrysler on the matter. Following receipt of the September 5 minutes on September 10, Council referred the application to Public Hearing.

The Design Committee, on September 26, 1973 reviewed the plans submitted by Chrysler and reported as follows:

"The Committee finds this proposal purely functional and suggests that consideration be given to a more imaginative treatment of the building. Particular concern was expressed about the north elevation, which will face the newly proposed main town centre for the area.

No landscape plan was submitted with these preliminary plans, and the Committee notes that a suitable landscape setting may soften the impact of this box-like structure. Consideration should also be given to a sign which is integrated with the building.

The Committee would appreciate a review by the applicants of this proposal, in light of the Coquitlam Town Centre Plan proposals for a commercial core to the north of their site."

Z-40-73 cont'd

I might also say that Chrysler has contacted us on acquiring lands and road allowances eastward from their site to Christmas Way, cancelling out Pheasant Street in this area.

ITEM #4

Z-49-73 - This application was received on September 13, 1973 and on September 11 we wrote a report to Council. This particular rezoning application will allow the relocation of the audio-visual firm from its existing location proposed to be used for its original intended purpose of a recreational facility. This is the northern part of a property now owned by VenDev Enterprises and is supposed to be subdivided off and created as a separate parcel of land. The Advisory Planning Commission considered the application on September 19, and by Resolution 2705, recommended that Council refer the application to Public Hearing when preliminary building plans have been reviewed and approved by the Design Committee. Council approved referral at the subsequent Council meeting, and on September 26 the Design Committee recorded the following:

"The Committee notes that the floor plans received in the Planning Department September 21 and the elevation drawings received September 24, 1973 are inconsistent. Also there was no submission of a landscape plan with these preliminary drawings.

The Committee is concerned that this project is proposed to be constructed in a prominent location which will be highly visible from the Loughheed Highway and is very disappointed in the unimaginative design."

I would note that the legal description given out in the newspaper is incorrect in that the proper description should be "All that portion of Parcel 2 (Explanatory Plan 11942) of a 114.10 acre portion of District Lots 47, 61 and 64, Group 1, New Westminster District, lying north of Loughheed Highway, as shown on Plan 8027."

I would add to this and state that it appears to me that a subdivision is necessary since the Approving Officer has to approve this particular Deed of Land. This was revealed in a letter from the applicant's solicitor, Mr. E.G. Mark, dated September 20, 1973.

Respectfully submitted,



D.M. Buchanan
Planning Director

DMB/ci

At the public hearing of
October 4, 1973.

On item #3, reference Z 40/73, application to rezone
property at Hoy Street near the Barnet Highway from
General Industrial (M-1) to Service Commercial (CS-1).

To the Mayor and Council
District of Coquitlam;

Mr Chairman, members of Council:

There are two principal areas in Coquitlam that can become industrial parks. One is between the Lougheed Highway and the Fraser River. The other, which includes this site, is between the Barnet Highway and the CPR Mainline. Both areas are designated as Developing Industrial areas in the Official Regional Plan, which means that they can only be used, now, for major industrial or rural uses. Coquitlam's record in developing actual industry on these lands has been poor. But this leaves the municipality in a good position to plan a high standard of industrial parks, with co-existing public uses of some of the land (of the Fraser River frontage, for example). What is important now is that, until those good plans are made and approved by the citizens, our potential industrial acreage not be frittered away.

The Coquitlam Planning Department on September 7 submitted to Council Policy Report No. 5/73, "Advance Plan-- Coquitlam Town Centre Area". The assumption on which the report is based, that there should be a new downtown in the Barnet area, is a dubious one, and the report brings forward no arguments why the downtown should be just there rather than further east or west. In general, the report is unconvincing. But it does make effectively the point about preserving industrial land (page 3).

"The Planning Department suggests retaining 48.6 acres for industrial land uses in the area. These uses will have a central place function for distribution as in Lake City Industrial Park. Review of the zoning regulations for this area is to be considered in a forthcoming report.

"The Official Regional Plan designates the whole area [between the Barnet Highway and the CPR] as "Developing Industrial" IND-1. The Planning Department has taken the position that no further cutback of industrially zoned land should take place if Coquitlam is to be a 'balanced' community in terms of jobs and tax base. We are now down [in all of School District 43, presumably] to less than 1,500 acres [of industrial land] to serve our future population of perhaps 170,000 persons. In saying this, we are suggesting that two small areas on the north side[s] of Aberdeen and Gordon Avenues be considered for service commercial use, the latter on account of present land use and lotting. A Regional Plan Amendment would be required in order to allow CS-1 Service Commercial zoning of these lands."

The two areas suggested for Service Commercial do not, of course, include the site presently in question, but they are areas where the applicant might locate if the present application is denied. Now to the history of this rezoning application.

On July 25 the Planning Director made a preliminary report on this application to rezone from M-1 to CS-1 for an automotive vehicle sales and service centre, as follows.

"The area being proposed for an automobile service centre is designated as a developing industrial area (IND-1) in the Official Regional Plan. In July, 1972 the Planning Department reviewed the future of this industrial area, in view of the new Lougheed Highway location, and recommended that the area be maintained for industrial development. I might say that lands outside the industrial area were reviewed for service commercial developments.

"It is our recommendation that this application be declined, and that the applicants be directed to an area proposed for service commercial development in the Barnet Corridor."

On July 30 Council disregarded this recommendation and moved (resolution #1100) "that the rezoning application . . . be received and reviewed by the Advisory Planning Commission and the Industrial Development Commission at the same time".

On August 15, the Advisory Planning Commission moved (resolution #2688) "that the Commission recommend that Council table consideration of application Z-40-73, since the land use planning for this general area cannot be made final without a decision by the Department of Highways, which is expected by the end of August; the Commission also recommends that Council advise the applicants to stay in contact with the Planning Department in regard to locating on service commercial sites which will be designated when a decision has been received from the Highways Department, and the overall planning for the area can be resolved". On September 5 the Advisory Planning Commission (resolution #2696) received a "letter of August 21, 1973 from Chrysler of Canada for information". The APC took no further action.

On September 10 Council, after receiving the September 5 APC minutes, moved (resolution #1302) "that the application . . . be referred to the next Public Hearing". This was followed by a motion (#1303) "that the staff initiate a Regional Plan Amendment for that area".

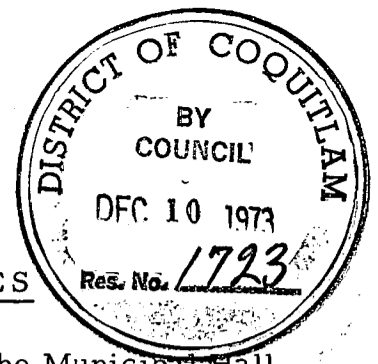
In view of the fact that the application runs counter to the Official Regional Plan and would require an amendment of that Plan; in view of Coquitlam's need to retain industrially zoned land until it can work out a proper industrial parks plan; in view of the Planning Director's recommendation that the application be declined; in view of the Advisory Planning Commission's recommendation that the application be tabled; I fail to see how the application got so far.

I recommend that, since Coquitlam must preserve, provisionally at least, industrially zoned land, this application be rejected; that Council solicit public discussion of the preliminary planning for a Barnet town centre and industrial park; and that Coquitlam entrust the Greater Vancouver Regional District, rather than itself and its neighbouring municipalities, with the primary responsibility for designating town centres and industrial centres in the greater Vancouver region.

Denis Howarth

Denis Howarth
850 Austin Avenue, Coquitlam

Thursday, November 29th, 1973,
Public Hearing - 7.30 p. m.



PUBLIC HEARING MINUTES

A Public Hearing was held in the Council Chambers of the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Thursday, November 29th, 1973 at 7.30 p. m. to deal with applications to amend Zoning By-law No. 1928 and amending by-laws.

All Members of Council were present. Also present were the Planning Director, Mr. D. Buchanan and the Municipal Clerk, Mr. F. L. Pobst.

The Public Hearing was advertised in The Columbian on November 23rd and November 24th editions and the notices were mailed to all ratepayers groups in the District of Coquitlam.

MOVED BY ALD. STIBBS
SECONDED BY ALD. BEWLEY:

That His Worship Mayor James L. Tonn act as Chairman to the Public Hearing and that Mr. F. L. Pobst act as Secretary to the Public Hearing.

CARRIED

REPORT OF DIRECTOR OF PLANNING

The Director of Planning submitted a written brief to the Public Hearing dated November 29th, 1973 and a copy of that Brief is attached hereto and forms a part of these Minutes.

ITEM #1 - Reference No. Z 58/73

This was an application by Coronation Realty Ltd. to rezone property situated in the 2000 block Kaptey Avenue to Two Family Residential RT-1.

A petition was presented by Mr. Bone with eighteen names pointing out that they are opposed to the application because:

1. The rezoning would have a deleterious effect on property values in the area.
2. It would alter the density and hence the quality of the area.
3. It would be a precedent for future such rezonings.

Ald. Gilmore explained that there was a great need for housing and that the 600 feet requirement of Council for duplex dwellings near to each other had been followed and Council were consistently of the opinion that duplexes do not depreciate values of property.

Mr. Erich Fritz replied that the circumstances were such when he moved into the area and to have one duplex at his back door and another to his side would certainly deteriorate his holdings.

A representative of Coronation Realty, Mr. Swethill, explained certain points and presented plans of the duplex as well as elevations.

Thursday, November 29th, 1973
Public Hearing, cont'd.

ITEM #2 - Reference No. Z 30/73

This was an application by the District of Coquitlam to repeal Section (e) of Clause (1) of Section 402 of the "District of Coquitlam Zoning By-law No. 1928, 1971", as amended, and to enact in its place and stead subsection (e) as set forth in the Public Hearing Notice.

Mr. D. C. Andrew, representative of the Andirondack Properties registered opposition to the wording of the by-law and stated that he had presented the matter before to a Public Meeting on this issue and covered the question of shopping centres operating with and without parking spaces and curbs which he considered a public hazard and almost impossible for snow clearing in winter months. Mr. Andrews requested postponement and study of the wording of the Advisory Planning Commission.

Ald. Bewley asked if he was objecting to the curb on 12% grades and his answer was no, this could be a good guide but that he was sure that the Planner could come up with words that would not be so hazardous and pointed to Oakridge where the pattern control, as an example, has many advantages and economically has proven to be better.

ITEM #3 - Reference No. Z33/73

This was an application by the District of Coquitlam to amend Zoning By-law No. 1928, Part 2 - INTERPRETATION as set out in the Public Hearing Notice, Clauses 1 to 31.

There was no opposition to this item.

ITEM #4 - Reference No. Z48/73

This was an application of Mr. John A. Hanson, Architect, to rezone property located at 2990 Christmas Way from M-1 to Special Industrial (M-3).

To Alderman Bewley's request it was explained that this property would be used for an industrial business park - offices and industrial use mixed.

Mr. John Cox, representative of Pemberton Realty and Hymæ Holdings, stated that the proposal would represent three buildings; two industrial and one small services with offices and stated that a subsequent application may be forthcoming from the B.C. Telephone Company.

ITEM #5 - Reference No. Z48/73

This was an application by the District of Coquitlam to amend Zoning By-law No. 1928, Section 802, by adding subsection (2) as set forth in the Public Hearing Notice, having to do with permitted uses in M-3 Zones.

Thursday, November 29th, 1973,
Public Hearing, cont'd.

No opposition was stated to this application.

ITEM #6 - Reference No. Z 56/73

This was an application by Barnet Autocraft Ltd. for property situated at 2780 Barnet Highway from SS-3 to Service Commercial (CS-1). There was no opposition to this application.

ITEM #7 - Reference No. Z 55/73

This was an application by William Denier to rezone property situated at 505 and 509 Ebert Avenue and 633 North Road to Three Storey Medium Density Apartment Residential (RM-3) for a thirty-six suite strata title apartment.

Mr. William Armstrong, 1003 Gilroy Street, representing the Burquitlam Banting Ratepayers Association, referred to Planning Policy Report No. 3 re apartment locations next to school and business areas as acceptable and on May 2nd, 1973, the Advisory Planning Commission Report re Policy Report 3, drew no conclusions.

The statement was made that Council had gone on record as no more three storey apartments in the District, therefore, they asked that this application be declined and a moratorium be placed on apartments until a full study has been completed.

Ald. Boileau drew to the attention of the meeting that Council had not placed a moratorium but only a study. A committee had been struck to study future applications and the Mayor designated the exact terms of reference of the said committee which was for local multi-family dwellings in the Municipality.

Mr. Denier then addressed the Hearing and answered certain questions relative to the price bracket of \$30,000 plus and not a slum as referred to. The breakdown of the suites would be 16 one bedroom suites and 20 two bedroom suites.

Mrs. Tina Lymburner, speaking on behalf of the tenants of Cypress Gardens expressed strong opposition. Although they are two blocks away they could not stand 100 more families and asked that Council review the growth matter and halt any more apartment development.

After discussion by Council on the previous items that had been presented, it was

ADJOURNMENT

MOVED BY ALD. GILMORE
SECONDED BY ALD. STIBBS:

That the Public Hearing adjourn. 8.30 p. m.

CARRIED

CHAIRMAN

BRIEF TO PUBLIC HEARING FROM PLANNING DEPARTMENT - NOVEMBER 29, 1973

ITEM #1

Z-58-73 - The criteria employed in locating duplexes in our one-family housing areas are as follows:

1. The lot shall have an effective area of at least 8,000 square feet.
2. Required on-site parking shall not have access to an arterial or collector street, and shall preferably be provided in the rear yard.
3. Municipal water supply and sanitary sewer systems should be available to service the site; storm sewers may also be required to avoid drainage problems and to complete adjacent roads.
4. The neighbourhood character should be enhanced by the duplex development.
5. There should be no other duplex within 600 feet along the same side of the street.

This last criterion shall not apply in an area to the north and west of Laval Square.

Preliminary plans were submitted with this proposal which indicate that it would be in character with the area. All other criteria are also met.

ITEM #2

Z-30-73 - This application dates from May when the applicant applied for a repeal of Section 402(10(e) of the Zoning By-law requiring curb stops allowing for an overhang of not less than three feet in off-street parking areas. The purpose of the provision for curb stops in the Zoning By-law was:

1. to ensure more orderly parking arrangement;
2. to control the movement of traffic on a parking lot;
3. to minimize cross traffic in a parking lot; and
4. to discourage speeding and enhance pedestrian and vehicular safety.

The Advisory Planning Commission looked at the situation on June 6, 1973 and generally recommended that the overall requirement be deleted except for peripheral parking spaces or where the parking lot had a sloping topography. The Commission was also concerned that larger parking lots provide for safe and orderly vehicular and pedestrian circulation. Generally they recommended that Council instruct the Design Committee to require raised sidewalks at appropriate standard and spacing in large projects such as the Westwood Mall, the situation which gave rise to the application. On June 11 Council adopted a resolution that said

Z-30-73 cont'd

the Zoning By-law should require "raised sidewalks at an appropriate standard and spacing", with deletion of the curb stops for large projects.

On July 31, 1973 I put together a proposed amendment for the review of the Advisory Planning Commission, providing for the alternative of having in a planned shopping centre "raised sidewalks not less than 7 feet in width parallel to maneuvering aisles, with each such sidewalk not being separated from another such sidewalk by more than two such maneuvering aisles and off-street parking spaces adjacent thereto". The 7 foot width for the sidewalk was based on traffic engineering requirements, and I also noted that the Urban Land Institute had found from experience that shoppers tend not to use such sidewalks but prefer the wide aisle pavement. They argue that these areas would be better used for tree wells and planting boxes to overcome the "sea of asphalt" appearance in large parking areas.

The Advisory Planning Commission, on August 15, 1973, under Resolution No. 2690, recommended as follows:

1. Curb stops only be required for peripheral spaces, or where the lot has considerable slope in the case of smaller developments.
2. That in large developments such as planned shopping centres, the proposed by-law be amended to require raised sidewalks and/or curb planters to the standard proposed in my report, but curb stops still be required for peripheral spaces.

The draft by-law in front of the Public Hearing is based on this Advisory Planning Commission recommendation. I should also note that the Advisory Planning Commission, by the same Resolution No. 2690, instructed the Design Committee to require "additional curb stops, sidewalks or curb planters where required for safety or because of other special circumstances". The draft by-law basically says the following:

1. Where a parking lot has a grade which exceeds 10%, there shall be curb stops for each space, or
2. Where the grade does not exceed 10%, there shall be curb stops in peripheral parking spaces only, except that
3. Large scale parking lots shall have curb stops for each peripheral parking space and the raised sidewalks and/or curb planters to the standard described.

ITEM #3

Z-33-73 - This application deals with housekeeping amendments to the Zoning By-law. The amendments have been under discussion since May, 1973 in the Planning Department. Highlights of the housekeeping amendments are as follows:

Z-33-73 cont'd

1. The concept of community care use is introduced in the by-law, rather than utilizing the present term of private hospital use.
2. A definition of planned shopping centre is introduced in the by-law, prior to this it simply being a matter of interpretation by the Planning Department.
3. The definition of lot area will exclude areas below the edge of a ravine.
4. Parking of motor vehicles exceeding a 10,000 pound gross vehicle weight rating is prohibited other than in industrial zones.
5. The regulations over landscape screens including fences are put in one place in the Zoning By-law, and made less stringent as far as height requirements in other than residential zones.
6. Reference to gravel pits is removed from the Zoning By-law.
7. Autowrecking and repair is precluded as a home occupation.
8. The common amenity area is required in all apartments.

There are two small items which merit some discussion:

1. The reference to Essondale boundary in Clause #18 of the housekeeping amendments should be changed to read Lougheed Highway; the words Essondale boundary are on Schedule A of the Zoning By-law, but we understand that the term Essondale is not utilized by Provincial authorities.
2. Clause #19 should be amended to read as follows:

"Section 404(1)(a) is hereby amended to remove the word "altered" in the fifth line thereof." This is in keeping with the Advisory Planning Commission's latest review of this section of the by-law.

ITEM #4

Z-48-73 - This proposal is for M-3 zoning to create a business park to the south of the Westwood Mall shopping centre. The reviews by the Planning Department, Design Committee and Advisory Planning Commission went as follows:

1. The Planning Department found the proposal was in keeping with its look at the M-3 zoning category, and it came down to a question as to how far one goes in allowing non-industrial uses within an industrial zone.
2. The Design Committee found the proposals generally acceptable but felt that it would be more attractive when augmented by a proper landscaping programme.

3. The Advisory Planning Commission recommended that the application proceed to Public Hearing subject to certain amendments to the Zoning By-law as are detailed under Item #5 of the Public Hearing.

I might say that we have been advised by the B.C. Telephone Company that they might purchase approximately two acres at the easterly end of this proposed business park development. We have not had this confirmed in writing from that Company or the applicant. This would cause a modification of the plans which have been reviewed by the Design Committee and Advisory Planning Commission.

ITEM #5

Z-48-73 - This item deals with the specific uses which would be allowed in the M-3 zone pertaining to offices other than those offices related to industrial uses on the same site.

ITEM #6

Z-56-73 - This application would modify the zoning on a site on the Barnet Highway currently occupied by a service station and body shop, in order to allow auto sales. The use is consistent with our service commercial designation on the Town Centre Plan. Under Resolution No. 2740, the Advisory Planning Commission recommended that the application be referred to Public Hearing.

ITEM #7 - Z-55-73

This application has been reviewed by the Planning Department, the Design Committee and the Advisory Planning Commission as follows:

1. The Planning Department indicated that the application was in keeping with the Community Plan proposals for the area, subject to negotiations with adjacent owners on road closing.
2. The Design Committee found the design acceptable with one objection to the treatment of the inner court area, however, the project architect, Mr. Bergins, gave the Design Committee information on this proposal, and the Design Committee agreed to review the matter further at the time of building permit application.
3. The Advisory Planning Commission recommended that the application proceed to Public Hearing at their meeting of November 7, 1973.

I spoke to Mr. Killingsworth, who is the principal of Burquitlam Mortuary, in regard to extending Whiting Way through the rear end of the Burquitlam Mortuary site. He indicated that it would be best to discuss this at the time of development of properties south of Webster Avenue, and that no discussion at this time seemed appropriate to him. My only comment was that we should obtain a consent from the developer under Z-55-73 as to future closure of Ebert. It should be firmly understood by him that Ebert Avenue is to be closed in the

Z-56-73 cont'd

future, and that access to this development would be from the south along Whiting Way, or alternatively from the north from Foster Avenue at the time of development of the site to the north. What I see involved is a land exchange with the Burquitlam Mortuary, involving Ebert Avenue in order to assure continuation of Whiting Way to the south.

Respectfully submitted

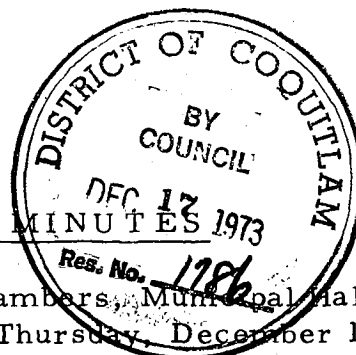


D.M. Buchanan
Planning Director

DMB/ci

Thursday, December 13th, 1973,

Public Hearing - 7.30 p.m.



PUBLIC HEARING MINUTES 1973

A Public Hearing was held in the Council Chambers, Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Thursday, December 13th, 1973 at 7.30 p.m. to deal with applications to amend Zoning By-law No. 1928 and amending by-laws.

Members of Council present were Mayor James L. Tonn, Ald. J. W. Gilmore, Ald. J. E. M. Robinson, Ald. L. A. Bewley and Ald. R. E. Boileau. Also present were the Director of Planning, Mr. D. Buchanan; Deputy Municipal Clerk, Mr. T. Klassen; Municipal Manager, Mr. R. A. LeClair; and Alderman-elect L. Garrison.

The Public Hearing was advertised in The Columbian on Tuesday, December 4th, 1973 and Wednesday, December 5th, 1973 as well as in The Coquitlam Herald on Tuesday, December 11th, 1973. The Public Hearing agenda was also circulated to all ratepayers groups in the District of Coquitlam.

MOVED BY ALD. ROBINSON
SECONDED BY ALD. BEWLEY:

That Ald. R. E. Boileau act as Chairman to the Public Hearing and Mr. T. Klassen act as Secretary to the Public Hearing.

CARRIED

REPORT OF DIRECTOR OF PLANNING

The Director of Planning submitted a written brief to the Public Hearing dated December 13th, 1973 dealing with the applications on the Agenda and a copy of these comments is attached hereto and forms a part of these Minutes.

ITEM #1 - Reference No. Z50/73

This item dealt with the rezoning of property located on the northwest corner of Coast Meridian Road and Highland Drive from RS-2 One Family Suburban Residential to P-1 Civic Institutional for the purposes of erecting a firehall.

There was no opposition expressed to this application.

ITEM #2 - Reference No. Z51/73

This item dealt with the rezoning of property located at the northwest corner of Dewdney Trunk Road and Hoy Street from RS-2 One Family Suburban Residential to RS-1 One Family Residential.

There was no opposition expressed to this application.

Ald. Bewley inquired from the Planner as to how far the lots would be from the new proposed Lougheed Highway and Mr. Buchanan stated that they would be 190' from the highway right-of-way to the rear of the lots.

Thursday, December 13th, 1973,
Public Hearing, cont'd.

Ald. Bewley then inquired whether any provision was being made on these lots for screening and the Planner stated that no requirements had been made, that the only restrictions placed on the lots would be with respect to the elevation in order to safeguard from flooding.

ITEM #3 - Reference No. Z60/73

This item dealt with the rezoning of property located at the southeast corner of Como Lake Avenue and Farrow Street from RT-1 Two Family Residential to CS-1 Service Commercial to allow the development of a roller rink and as well this item dealt with the parking regulations for a roller skating rink.

A Mr. Armstrong addressed the Hearing and stated that he was appearing on behalf of the Coquitlam Banting Ratepayers Association and informed the Hearing that his group is not opposed to a roller rink in principle, however, they were asking Council to reject this application because of the poor location for such a facility. Mr. Armstrong informed the Hearing that they had recently taken a survey in the Oakdale area with the following results: 65% of the residents polled expressed strong opposition to the roller rink; 16% stated they were in favour; 13% said they were in favour with stipulations and 6% abstained from voting.

Mr. Armstrong then went on to state that the main objections of the people were:

1. Possible spill-over of parking on to the residential streets.
2. The noise which would be created by persons congregating on the parking lot after closing hours.
3. Spill-over of vandalism.
4. Congregation of an undesirable element.
5. Physical appearance of the building after a few years of operation.

Mr. Armstrong also stated that this development would not meet the regulations for parking as they now exist and that possibly the Planner should work closely with the developers to locate another area such as the one at Smith and Farrow or possibly at Ebert and North Road.

A Mr. T. C. Thomas of 739 North Road objected to the rezoning mainly on the grounds of a spill-over of parking in the whole area.

The owner of the Animal Hospital in that area also objected to the rezoning on the basis of the traffic congestion in this area, the possible parking problems and as well the possible vandalism problems which may be created. He cited the possibility of persons using the new facility throwing cigarette butts and such things into the lumber yard which is adjacent to this area and causing a serious fire.

Thursday, December 13th, 1973,
Public Hearing, cont'd.

This gentleman also expressed great concern about the possibility of accidents in the lane if it were to be used as access and egress to the facility.

Mr. Allan addressed the Hearing and stated that he was President of Stardust Enterprises and in answer to points put forward by Mr. Armstrong, stated that he could not agree that his building would deteriorate as it is the policy of his Company to maintain them as well as any other commercial building is maintained.

With respect to parking, Mr. Allan informed the Hearing that he had in the past month taken a survey of his other operations with the following results:

1. Mondays and Thursdays - private party night - Only a few buses and a few cars in the parking lot.
2. Tuesday nights - Family night - The parking lots were a quarter full.
3. Wednesday nights - This is the night when older youths use the facility and the parking lot was 1/2 full.
4. Friday nights - First session - 1/2 full. Second session - parking lot full to capacity.
5. Saturdays - morning session - parking lot 1/5 full - afternoon session - 4 - 6 cars in parking lot - Saturday evening - first session - parking lot 1/4 full - second session - 2/3 full.
6. Sunday - first session - parking lot 1/4 full - second session - parking lot 1/4 full - evening session - parking lot full.

Ald. Boileau inquired of the Planner whether any fencing was being required to the rear of the building and Mr. Buchanan stated that no requirement was being made as the building actually was set right back on the property line.

Mr. Allan stated that with respect to vandalism, the problems are minimal and he does not feel that any increase in vandalism resulted from these operations going into a neighbourhood.

With respect to noise, Mr. Allan stated that no noise emanates from the inside of the building as it is constructed of cement blocks with acoustical treatment inside.

Mr. Garrison inquired of Mr. Allan whether any of his other operations were located within residential areas and Mr. Allan made the following reply:

1. The Whalley operation was located in the vicinity of the King George Highway adjacent to the Recreation Centre and a shopping centre.

Thursday, December 13th, 1973,
Public Hearing, cont'd.

2. The North Vancouver facility was located in an area where there were some houses.
3. The original facility was located in a residential area.

A member of the audience inquired as to when the parking survey was taken by Mr. Allan and Mr. Allan informed the Hearing that he took the survey within the last month and, further, that October, November, December, January and February are the peak season for such a facility.

In answer to a question from Mr. Armstrong, Mr. Allan stated that the maximum number of people skating at any one time would be from 300 to 350 people.

ADJOURNMENT

MOVED BY MAYOR TONN
SECONDED BY ALD. BEWLEY:

That the Public Hearing adjourn. 8.10 p.m.

CARRIED

CHAIRMAN

BRIEF TO PUBLIC HEARING FROM PLANNING DEPARTMENT - DECEMBER 13, 1973

ITEM #1

Z-50-73 - This is a site accepted by Council in August, 1973 for a fire hall to serve the Coast Meridian area. The subdivision creating the site was held up until approval of the Environment and Land Use Committee was obtained, since the area is within the farmland designation by Order-in-Council under the Environment and Land Use Act. This was obtained on November 1, 1973.

I would note that there has been no review by the Design Committee of this fire hall proposal since no plans have been prepared for the site. Also, there has been no review by the Advisory Planning Commission in this instance.

ITEM #2

Z-51-73 - This application was held up pending review in relation to the farmland freeze and the comments of the Department of Highways. Furthermore there was a question of how sanitary sewers would be provided into the area and how the area would be protected against flooding from Scott Creek. I can advise that a subdivision is ready for preliminary approval, which would be subject to the normal servicing requirements, plus the following:

- 1) The buildings in the subdivision would be constructed so that they will not be affected by water level which will vary from 118.5 feet GVS & DD datum at the south end of the subdivision to 120 feet GVS & DD datum at the northerly end of the subdivision, and all buildings would be located more than 50 feet away from the natural boundary of Scott Creek.
- 2) Paving, curbing and drainage on the east side of Hoy Street.
- 3) Dedication to the Municipality for park purposes of certain portions of the land adjacent to the creek beyond the B.C. Hydro right-of-way.

A transparency indicating the design of the subdivision will be shown at the Public Hearing. Final approval of the rezoning should be subject to the final approval of the Department of Highways and making sure that all the points mentioned above are agreed to by the applicants.

ITEM #3

Z-60-73 - Lot 196 within this proposal is owned by the Municipality and the applicants wish to purchase this land from the Municipality.

Public Hearing Brief
December 13, 1973

Z-60-73 cont'd

On the other hand, it should be noted that the Engineering Director has called for dedication of 15 feet for the widening of Como Lake Avenue through this area.

The Planning Department reported on this matter on November 9, 1973 to Council and indicated that the proposed use would fit into the land use policy for this area to the west of the Burquitlam commercial centre. This is a service commercial type use, as defined in the Zoning By-law. The main issue is one of parking, but there is a wide range of parking requirements in different municipalities. The applicants propose a standard of 1 space per 375 square feet of gross floor area, and this is what has been placed in the by-law.

As far as the review by the Advisory Planning Commission is concerned, a letter regarding the matter was reviewed by the APC on November 7, and then the actual application was reviewed by them on November 21. Resolution 2735 had been tabled from November 7, recommending that the application be referred to Public Hearing, and this was brought from the table on November 21 and approved by the Commission.

I should also note that on November 14, 1973 the Design Committee reviewed preliminary plans, and their comments were that the plans "show potential for an attractive structure, with an attempt to keep this rather large building in scale. The Committee will be interested in the materials proposed to be used in this building when further plans are submitted". They went on to say that "the applicants might give more consideration to the accesses for this development, in view of the proposal advanced for connection with Gagliardi Way in Burnaby".

The proposal has three accesses onto Como Lake Avenue directly east of Farrow Street, and this is certainly not acceptable onto this major arterial street. It seems that the design can easily be modified such that the access is off the 20 foot lane to the east of the site and off Farrow Street for parking on the west end of the property. On the question of parking space adequacy, I can advise that the parking spaces are in the range of accepted parking in other municipalities.

One other small problem which has come to our attention is that a small triangular portion of Lot 3 to the east of the site is west of the lane created by R/W Plan 42517. The applicants will have to make arrangements with the owners of Lot 3 in this regard, and it may be that referral to another Public Hearing will be required.

Respectfully submitted,



D.M. Buchanan
Planning Director

DMB/ci