

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT

AUGUST 10, 1970

MR. H. W. BALFOUR
MUNICIPAL MANAGER

Dear Sir:

RE: INTER-CITY EXPRESS (1955) LTD.
Lot 2, W₁, D.L. 40, Plan 3048

Council has asked that the Planning Department submit a report on the status of uses presently existing at 7976 Winston Street.

On June 23, 1970, Preliminary Plan Approval was granted to Inter-City Express (1955) Ltd., for establishment of facilities to serve their city delivery cartage and express operation. This firm dispatches trucks for pickup and delivery of goods from point to point within the Vancouver area, and the subject property is to be used for general and dispatch offices, staff facilities, parking, fueling, and normal servicing of vehicles, and a small amount of goods storage, on an occasional basis, when immediate delivery is not possible. In our opinion, this use is proper and permitted under Section 401.1 (1) (c) of the Zoning Bylaw.

The other two firms which now share the premises, British Pacific Transport Limited and Overland Freight Lines Ltd., were not mentioned by the applicants at any time. These firms operate a total of ten semi-trailer units and deal exclusively in highway hauling to points in the Fraser Valley and elsewhere in British Columbia. We are given to understand that they, like the express company, customarily deal in full loads delivered from point to point, with the Winston Street premises used for dispatch, overnight parking, fueling, servicing, and staff facilities.

As the Zoning Bylaw makes no distinctions as to size or number of units, or length of haul under the heading "cartage, delivery, and express facilities", and as the nature of the subject operations would seem to be similar to this category, it is our view that we have no alternative but to approve these users in the M1 District under current regulations.

We would concur with the definition of "truck terminal" contained in the Chief Licence Inspector's report on this matter; that is, that a truck terminal is a facility where goods are trans-shipped between carriers, which is commonly used by many trucking lines, and where the flow of vehicles and goods is relatively heavy and constant throughout the day. Based on the operator's description of the use of the premises at 7976 Winston, it is our conclusion that the said operation does not constitute a truck terminal, and may therefore be licenced as a conforming use, subject to approval by all other Municipal authorities.

It is apparent however, that there is a legitimate concern as to the nature of uses permitted within the M1 Zoning District, especially where such occurs in proximity to residential development.

As this Department has pointed out in its earlier report on this item, certain uses presently permitted in the M1 District either imply or specifically provide for the use of heavy trucks and truck-trailers. As examples, we would cite the provision for diesel fueling installations, storage buildings and warehousing, truck and truck-trailer sales and rental lots, and automotive repair shops, without distinction as to type of vehicle.


In view of the stated criterion that the M1 District provide for the accommodation of "light manufacturing uses under conditions designed to minimize conflict with surrounding uses", and the objection of adjacent property owner's to trucking service use in this instance, it is suggested

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that a review of permitted uses in the M1 District may be in order. In the event that it is decided that additional use controls should be implemented, there are several alternatives available, including the deletion of certain categories from the list of permitted uses, the inclusion in the Bylaw of certain definitions to qualify permitted uses as to scale and precise nature of use, or the establishment of a minimum distance between specified uses and the zone boundary of A, R, or RM Districts. In any event, it is expected that some existing users will be placed in a position of non-conformity by any action to amend the text of the Bylaw, and we would appreciate the direction of Council in this regard.

The matter of possible measures to assure an acceptable relationship between the proposed Winston collector and the adjacent residential lands to the north is the subject of a separate study presently being undertaken by this Department.

Respectfully submitted,


A. L. PARR
PLANNING DIRECTOR

DGS/say

c.c. Chief Licence Inspector
Mr. D. Stenson