

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT,
February 26, 1971
Our file #08.640 -W - Winston

Mr. H. W. Balfour,
MUNICIPAL MANAGER.

Dear Sir:

Re: IMPLICATIONS OF PROPOSED INDUSTRIAL ZONING AMENDMENTS.

In considering the Winston Street Industrial Collector study (January 29, 1971), the Council, on February 22, 1971, requested a report from this department on the impact on individual properties if the proposed zoning changes were effected:

- a) In the Winston Street Area.
- b) In the industrial zones in the Municipality as a whole.

THE PROPOSED CHANGES

In general terms, the changes proposed in our Winston Street Industrial Collector report included the following:

- (1) The removal of a number of automotive and outside storage commercial and service uses from the M1 District and their inclusion in other industrial zoning categories (i.e. automobile, boat and trailer sales and rental lots, automotive repair shops, body shops, cartage, delivery and express facilities, trade contractors, lumber yards, truck and truck trailer sales and rental lots, and deisel fueling installations).
- (2) The removal of boat and trailer manufacturing from the M1 District and the addition of these uses to the M2 (General Industrial) Zone.
- (3) The removal of drive-in theatres and truck terminals from the M2 District and their inclusion in the M3 (Heavy Industrial) District category.
- (4) The increasing of yard setback and landscaping provisions in M1, M2, and M3 Districts in cases where an industrial site is located adjacent to an A, R or RM District or is separated therefrom by a street or lane.

It was also mentioned in the report that because of the difficulties in achieving the intended standards, this department is examining the definition of "landscaping" and exploring the possibility of requiring bonds to ensure the carrying out of these regulations. An examination of the possibilities of introducing performance standards to effectively govern certain nuisances (noise, smoke, glare, odour, etc.) in industrial zones was also suggested.

THE PURPOSE OF THE PROPOSED CHANGES

The primary objective of these proposals is to provide a zoning category that can be suitably located adjacent, or in close proximity, to residential areas with a minimum of conflict. The existing M1 Zone, which was originally intended for this purpose, appears inadequate in certain respects to properly fulfill this function.

*Winston
Council
1/13/71*

PLANNING REPORT
100-100

Implications of proposed industrial zoning amendments.

THE IMPLICATIONS OF THESE PROPOSALS

If the proposed changes in permitted uses were put into effect the following would result:

- (1) The Winston Street Area - Established industrial uses in the M1 Zoned sections of the Winston Street area include the following:

- a) Royal City Foods
- b) Jersey Farms
- c) Myer Franks
- d) Inter-City Express (truck-terminal)
- e) Rolco Pipe Supply

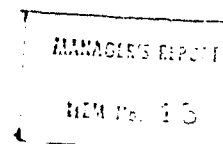
The first two firms would remain conforming under the proposed changes. The remaining three industries are already not permitted in M1 and their situation would not be altered by the proposed permitted uses amendments (other than the local delivery aspects of Inter - City Express which would become non-conforming). No additional non-conformity would therefore result from the proposed changes to the M1 category.

The remaining industrial firms in the area, which are currently zoned M2, are as follows:

- a) Metal Distributors Ltd.
- b) Trimble / Trimac
- c) Pitpar building
- d) Canox
- e) Chapman's Transport
- f) Freightliner Canada
- g) Bingham Pump
- h) Fleet Express
- i) North Pacific Steel
- j) Target Cement
- k) National Windows
- l) Strongheart/Rover
- m) Columbia Trailers
- n) Continental Can

Under the proposed changes, nine of the above fourteen establishments would remain as conforming uses (items a), c), f), g), i), k), l), m), and n)). Two firms, Canox and Target Cement are already non-conforming. The remaining three industries (Trimble/Trimac, Chapman's Transport and Fleet Express), which are all truck terminals, would be placed in a non-conforming position by the proposed removal of this use from the M2 Zone.

In addition to the existing industries, six proposals for new development are under consideration. In M1 Zoned areas these include two multi-unit warehouses, an electronic data processing centre and a chemical research laboratory. All of these uses would be conforming under the proposed Zoning Bylaw changes. Development proposals in M2 Zoned areas include a warehouse building and Chapman's Transport truck terminal. The latter firm would not be a permitted use under the proposed Bylaw amendments.



Implications of proposed industrial zoning amendments.

- (2) Other Industrial Zoned Areas - The proposed Zoning Bylaw changes to the permitted use sections of the M1 and M2 District categories would have a varying affect on other industrially zoned areas in the Municipality. For example, the industries in the Stride Avenue - 19th - 20th Diversion Area would remain conforming, while only a limited number of small firms would be affected in the Kingsway - Sussex sector. On the other hand, a considerable amount of non-conformity (approximately 50%) would result from the implementation of the proposed changes in the presently M1 zoned west Central Valley and Irmin-Antrim industrial areas.

There are 19 existing truck terminals in the M2 Zoned portion of the Central Valley Industrial area. These firms would become non-conforming with the proposed removal of this use from the M2 District. Under the proposed zoning change these firms could be rezoned to the M3 District category, but such a procedure would permit the future replacement of the truck terminal by another M3 use which could create problems in some areas.

A POSSIBLE ALTERNATIVE

A possible alternative to the amendment of the M1 and M2 District regulations would be the creation of two new industrial zoning district categories. The first of these, that could include all of the amendments originally proposed for the M1 District, would be a high quality light industrial category designed for locations adjacent to residentially zoned areas. Among these, as shown on the attached sketch, would be the existing M1 Zoned areas east of Brighton Avenue and in the Government Road - Winston Street area, together with the undeveloped M2 Zone south of Winston Street and east of Lozelles Avenue. The new category could also be applied to the M1 Zone on Eton Street, south of the Standard Oil Refinery property, and certain sections of the Big Bend area, particularly those bordering the residentially zoned strip along Marine Drive could also be considered for this new category, as a part of the current study of the area.

The second district category would be applied to truck terminals only - a use with special characteristics and methods of operation that would appear to warrant separate consideration. Fairly large sites with good access to major road routes are desirable for truck terminals. Many terminals operate on a 24 hour basis. The truck traffic and the resulting noise and activity are factors which suggest the desirability of the control over site locations that would be provided by a separate zoning category. In addition, the regulations could ensure that provision is made for the ancillary features which are often associated with truck terminal operations, such as sleeping accommodation, cafeteria and recreational facilities.

In the case of these alternatives, the permitted uses in the existing M1 and M2 Districts would remain unchanged, except for the removal of truck terminals and drive-in theatres from the latter zone.

The advantage of this approach is the elimination of practically all of the non-conformity that would result from the amendment of the existing M1 and M2 District categories. Existing truck terminals which were considered to be suitably located for this type of use would be rezoned to the appropriate new category.

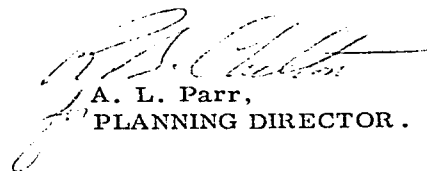
CONCLUSIONS AND RECOMMENDATIONS

In reviewing the advantages and disadvantages of the two alternatives suggested in this report it is our opinion that the addition of two new industrial zones would provide the best solution to the problems involved in areas of differing land uses. We would therefore suggest the following for Council's consideration:

Implications of proposed industrial zoning amendments.

- a) The establishment of a new industrial zoning category, based on the proposed permitted use changes that were outlined in the Winston Street Industrial Collector report for the M1 District.
- b) The rezoning of the existing M1 Zoned areas south of the Standard Oil Refinery, east of Brighton Avenue and in the Government Road - Winston Street area to the new category, together with the adjoining undeveloped M2 Zoned land east of Lozelles Avenue.
- c) The removal of truck terminals as a permitted use from the M2 District and the establishment of a new industrial zoning category for this use.
- d) The rezoning of appropriately located existing truck terminal sites to the new category.

Respectfully submitted,


A. L. Parr,
PLANNING DIRECTOR.

RBC:ew

att. 1

c.c. Chief Building Inspector
Chief Licence Inspector
Municipal Clerk
Municipal Solicitor
Senior Planner

