

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT,  
17 JUNE, 1971

MR. MELVIN J. SHELLEY,  
MUNICIPAL MANAGER

DEAR SIR:

RE: PROPOSED NEW INDUSTRIAL ZONING DISTRICTS AND REGULATIONS

The Planning Department report of 19 May 1971, which is attached, examined the implication of the proposed new industrial zoning regulations, and suggested certain locations for rezoning to the M5 (Light Industrial) and M6 (Truck Terminal) categories.

The Council, on 7 June 1971, received a number of submissions on the proposed regulations and area designations. These included written briefs from the Burnaby Chamber of Commerce and the Automotive Transport Association of B. C., as well as a verbal presentation on behalf of certain interested groups on the subject of land use north of Burnaby Lake.

A letter has also been received concerning the proposed development of a drive-in theatre within an existing M2 (General Industrial) District. This letter, which is attached, is being brought to the attention of the Council because of the proposed change in this use from the M2 to the M3 (Heavy Industrial) Zoning District category.

This department would comment as follows on the above noted submissions.

1. The Proposed M5 (Light Industrial) District

As mentioned in previous reports on this subject, the main purpose of the proposed new M5 category is to provide a high quality light industrial district that can be appropriately located adjacent, or in close proximity to residentially zoned areas with a minimum of conflict. The proposed uses in this zone are basically those of the M1 (Manufacturing) District with the exclusion of a number of uses involving extensive outdoor use of the site or which are, in other respects, considered incompatible with nearby residential areas.

With regard to the submission from the Chamber of Commerce, it is our view that the proposed regulations which are aimed at achieving a high standard in keeping with this locational policy, are not inconsistent with the controls governing many modern industrial parks. Good coverage, setback and landscaping standards will tend to attract good development, which is particularly desirable within the limited area proposed for the new M5 category. The properties involved are shown on the attached Map "A".

2. The Proposed M6 (Truck Terminal) District

This proposed zone is specifically designed to meet the special needs and requirements of truck terminals and large trucking operations, and to properly relate these uses to surrounding development and major transportation routes. The proposed truck terminal locations are shown on Map "B".

Both the Chamber of Commerce and the Automotive Transport Association briefs agreed with the proposed retention of truck terminals as a permitted use in the M3 (Heavy Industrial) District. The suggestion that sections of the municipality be zoned in advance to the M6 category could, in effect, sterilize such areas from being developed by a wide variety of other industrial uses. As in the case of the recently implemented C7 (Drive-In Restaurant) District category, such rezonings should follow the preparation of a suitable plan. Further, the intent statement for the proposed M6 zone provides the necessary locational guide lines for future development, i.e., "This district provides for the orderly development and location of truck terminals in proper relationship to major transportation routes and surrounding uses".

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## 2. (contd.)

Although a non-conforming status was suggested for the four existing truck terminal sites south of Winston Street, there may be merit in recognizing these establishments and rezoning them to the M6 category. These sites are shown on Map "C". The location of additional terminals within this area could be prevented in the future by the application of the M5 category to certain areas, and the retention of the current M2 District zoning in other sections further removed from the residentially developed sectors.

The proposed M6 regulations would apply to new development rather than to any of the existing truck terminal sites that would be rezoned to this category. However, in cases where an existing truck terminal wished to expand its operations, compliance with the applicable standards would be necessary for the additional development (i.e., setbacks, coverage, etc.)

This department would concur with the point raised by the Automotive Transport Association regarding the outside storage of goods and materials. The removal of this particular clause is therefore suggested. It will be necessary, however, to include the M6 District among the industrial zones which are governed by certain screening requirements for outside storage under Section 6.15 of the Zoning By-law.

One of the major complaints about truck terminals concerns the problem of dust raised by trucks maneuvering in the yard or apron areas. Although the periodic oiling of unpaved areas has been attempted with limited success in some U.S. terminal areas, such a practice could create serious problems of pollution in the Central Valley due to the prevailing peat soil conditions. At the same time, such soils have, as mentioned in the Automotive Transport Association brief, made difficult the maintenance of existing pavements. While there would appear to be little concern in the parking of truck trailers on unpaved areas, it is our view that parking areas for the tractor units should be paved, as well as all driveways, access roads, truck maneuvering, truck servicing, loading dock and employees' parking areas. The revision of Clause (4) to reflect these proposals is suggested.

A low building to site ratio is characteristic of truck terminals and ensures the availability of the necessary space for the proper maneuvering, loading, unloading and parking of trucks. A review of existing terminals reveals that in the majority of cases, coverage was considerably less than 25% - the suggested district standard.

## 3. Drive-In Theatres

Among the recommendations included in our Winston Street Industrial Collector report (January 29, 1971) was the removal of drive-in theatres from the M2 (General Industrial) District and their inclusion as a permitted use in the M3 (Heavy Industrial) zone. This change was based on the proposed removal of extensive outdoor type uses from certain districts and an improvement in setback and landscaping standards in areas where industrial and residential uses were located in close proximity.

The proposed new industrial zoning regulations were subsequently adopted in principle by the Council, and included in the Public Hearing on 21 April, 1971.

While it is agreed that some delay has been experienced by the prospective developer of this project, it should be emphasized that this has been largely due to the failure to obtain the necessary Department of Highways approval in January, 1971. Subsequently, revised plans were prepared and submitted,

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## 3. (contd.)

together with a new preliminary plan approval application in May. The Council, on 17 May 1971, authorized the withholding of this application pending consideration of the proposed industrial zoning amendments, which are being recommended for adoption in this report.

## 4. Land Use in the Winston Street Area

Many of the proposed industrial zoning changes, which have been re-examined in this report, are aimed at improving the relationship between industrial and residential development in areas where such uses are adjacent or in close proximity to one another. This is particularly true of the proposed M5 category, a zone specifically designed for such locations.

In the case of the Winston Street Area, the Council, on 14 December 1970, agreed to initiate and contribute towards the construction of noise and sound barriers that would screen the collector route from the abutting residential properties. In our report of 29 January 1971, the following measures were proposed:

- (1) The planing and landscaping of boulevards.
- (2) The construction of fences.
- (3) The development of berms in conjunction with the landscaped boulevards.
- (4) The creation of deep lots and the preservation of good existing growth in areas of new subdivision.
- (5) The creation of larger sites through the development of some of these areas under the Strata Titles Act with an R1 density.

These proposals were subsequently adopted in principle by the Council.

There have been alternative proposals that the Corporation should acquire all of the industrial land south of Winston Street between Brighton and Bainbridge Avenues. While these are considered unrealistic because of the high costs involved, there would be merit in giving consideration to the possibility of providing a park link between the residential district on the north side of Winston Street and Burnaby Lake Regional Park.

Eagle Creek runs through Lot A (#12 on Map "A"), a property which has in the past been proposed for future park use to provide a link between Warner Loat Park and the residential area. Subsequent negotiations for the purchase of this lot have never been consummated due to the costs involved and the reluctance of the owners to sell. However, the Parks and Recreation Commission has requested that a watch be maintained on the lot to see what further developments take place.


The properties included with Area #14 on Map "A" have not yet been developed for industrial use and could provide a desirable addition to Warner Loat Park that would extend the park area from Winston Street to the Burlington-Northern Railway on the north side of Burnaby Lake Park. The parcel immediately to the north of Warner Loat Park was offered to the Parks and Recreation Commission for \$60,000 in the fall of 1970. However, the Commission felt that the cost was prohibitive in view of limited acquisition funds and the necessity for the purchase of parkland in other parts of the municipality.

There are presently no proposals for industrial development in any of the above noted area. Two earlier preliminary Plan Approval applications are no longer current. It is apparent, however, that the costs involved would be beyond the scope of the parkland acquisition program to implement. Should the Council agree with the merits of such a park extension, it would appear desirable that the necessary funds be budgeted for as a special item that would be separate from the regular park acquisition allotment.

RECOMMENDATIONS

1. The finalizing of the proposed new industrial zoning regulations as set forth in the attached report.
2. The advancing of the proposed area rezonings, as shown on Maps "A" "B" and "C", to a public hearing.
3. That consideration be given to the provision of a park link between the residential area north of Winston Street and Burnaby Lake Regional Park, based on the foregoing suggestions.

Respectfully submitted,



A.L. PARR  
Planning Director

RBC:ea

- c.c. Chief Building Inspector   
Chief Licence Inspector   
Municipal Clerk   
Municipal Solicitor   
Parks and Recreation Administrator   
Senior Planner

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THE CORPORATION OF THE DISTRICT OF BURNABY

PROPOSED ZONING BY-LAW AMENDMENTS - INDUSTRIAL DEVELOPMENT

The following detailed Zoning By-law amendments are recommended:

1. The establishment of a new industrial zoning category:

405. LIGHT INDUSTRIAL DISTRICT (M5)

This District provides for the accommodation of light industrial uses, encourages a high standard of development and is particularly designed to be located adjacent, or in close proximity, to residential areas with a minimum of conflict.

405.1 USES PERMITTED:

(1) The following commercial and service uses:

- (a) Laboratories
- (b) Laundries and dry cleaning establishments
- (c) Nurseries and greenhouses
- (d) Radio and television broadcasting and production studios
- (e) Sale, rental and repair of tools and small equipment such as chain saws, hand and edge tools, lawn mowers, motorbikes, roto tillers and outboard motors
- (f) Trade schools
- (g) Architectural, data processing, drafting, engineering and surveying offices

(2) The manufacturing, preserving, canning, freezing, grading or packaging of the following food products:

- (a) Bakery products
- (b) Candy and confectionery products
- (c) Carbonated beverages
- (d) Dairy products
- (e) Eggs
- (f) Fruits, vegetables and nuts
- (g) Foods from previously milled grains
- (h) Pickled fruits and vegetables, flavouring extracts, jams and jellies, sauces, seasonings and other similar products

(3) The manufacturing, dyeing, or finishing of the following textile products, or others of like character or kind:

- (a) Apparel and clothing
- (b) Canvas products
- (c) Carpets, mats and rugs
- (d) Cotton and Jute bags
- (e) Curtains and Draperies
- (f) Fabrics
- (g) Thread, yarn, twine and rope (excluding production of synthetic fibers)
- (h) Felt

(4) The manufacturing or finishing of the following wood, metal and paper products:

- (a) Articles from prepared paper
- (b) Household utensils, cutlery, hand and edge tools
- (c) Ornamental and art products

405.1 (contd.)

- (5) The manufacturing or finishing of the following furniture and fixtures, or other products of like character or kind:
  - (a) Household and office furniture
  - (b) Brooms, brushes and mops
  - (c) Mattresses and bedsprings
  - (d) Partitions, shelving, lockers and office and store fixtures
  - (e) Plumbing fixtures
  - (f) Window blinds and shades
- (6) The manufacturing, assembly, or finishing of bicycles.
- (7) The manufacturing, assembly, and finishing of the following electrical and electronic equipment:
  - (a) Business and office equipment
  - (b) Electronic instruments
  - (c) Household appliances
  - (d) Radio and television
  - (e) Small electrical equipment such as lighting fixtures, record players, telephone and telegraph apparatus, wiring equipment and x-ray apparatus
- (8) The manufacturing of articles from prepared glass and ceramic material.
- (9) The manufacturing, compounding, finishing or packaging of the following chemical and allied products:
  - (a) Articles from prepared plastic and rubber
  - (b) Cosmetics and perfumes
  - (c) Medicinal preparations
  - (d) Pharmaceuticals and drugs
- (10) The manufacturing, finishing, or packaging of the following miscellaneous products:
  - (a) Articles from prepared bone, cork, feathers, fibre, hair, horn and wax
  - (b) Business and office equipment such as typewriters, adding machines and cash registers
  - (c) Miscellaneous office supplies
  - (d) Fur, leather and associated products (excluding tanning)
  - (e) Jewelry, watches and clocks
  - (f) Musical instruments
  - (g) Novelties and toys
  - (h) Optical and photographic equipment
  - (i) Orthopedic and medical appliances
  - (j) Rubber and metal stamps
  - (k) Scientific and professional instruments
  - (l) Signs
  - (m) Sporting goods
  - (n) Tobacco and tobacco products
- (11) Printing, publishing and book binding, blueprinting and photostating; lithographing, engraving; stereotyping and other reproduction processes.
- (12) Storage buildings, warehousing and wholesale establishments; packing and crating; cold storage and ice plants.

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405.1 (contd.)

- (13) Agricultural uses, excluding the keeping of livestock and the cultivation of mushrooms.
- (14) Accessory buildings and uses, including the indoor display, storage and retail sale of goods produced on the premises.
- (15) Living accommodation for a caretaker or watchman, if such living accommodation is essential to the operation of the industry, subject to the following:
  - (a) to be located within a new principal building housing a permitted industrial use, on a lot with a minimum area of two acres;
  - (b) to be limited to the caretaker or watchman, and not used for family accommodation;
  - (c) to form an integral part of the principal building and to be included in the building plans thereof;
  - (d) to be fully separated from the industrial use by walls, partitions or a floor;
  - (e) to be provided with an entrance separate from that of the industrial use;
  - (f) to have a maximum floor area of 600 square feet

405.2

CONDITIONS OF USE:

- (1) All permitted uses shall be housed completely within an enclosed building, except for permitted agricultural uses, parking and loading facilities.
- (2) Nothing shall be done which is or will become an annoyance or nuisance to the surrounding areas by reason of unsightliness, the emission of odours, liquid effluents, dust, fumes, smoke, vibration, noise or glare; nor shall anything be done which creates or causes a health, fire or explosion hazard, electrical interference or undue traffic congestion.

405.3

HEIGHT OF BUILDINGS:

The height of a building shall not exceed 40 feet.

405.4

LOT AREA AND WIDTH:

Each lot shall have an area of not less than 10,000 square feet and a width of not less than 100 feet.

405.5

LOT COVERAGE:

The maximum coverage shall be 40 per cent of the lot area.

405.6

FRONT YARD:

A front yard shall be provided of not less than 30 feet in depth.

405.7

SIDE YARDS:

A side yard shall be provided on each side of the building of not less than 20 feet in width.

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405.8 REAR YARD:

A rear yard shall be provided of not less than 20 feet in depth, except where a lot abuts a lot in an A, R or RM District, or is separated by a lane therefrom, such rear yard shall be not less than 30 feet in depth.

405.9 OFF-STREET PARKING:

Off-street parking shall be provided and maintained in accordance with Schedule VIII of this By-law.

405.10 OFF-STREET LOADING:

Off-street loading shall be provided and maintained in accordance with Schedule IX of this By-law.

2. The establishment of a new industrial zoning category for truck terminals:

406. TRUCK TERMINAL DISTRICT (M6)

This District provides for the orderly development and location of truck terminals in proper relationship to major transportation routes and surrounding uses.

406.1 USES PERMITTED:

- (1) Truck terminals
- (2) Cartage, delivery and express facilities
- (3) Accessory buildings and uses, including:
  - (a) Automotive repair shops
  - (b) Caretaker accommodation, subject to the provisions of Clause (16) of Section 401.1 of this By-law.
  - (c) Cafeteria services and sleeping accommodation, subject to being located on a lot with a minimum area of three acres and provided that such facilities are used only by employees, and truck drivers during necessary stopovers at the premises.
  - (d) Recreational lounges
  - (e) Refuelling and truck washing facilities
  - (f) Storage buildings and warehouses

406.2 CONDITIONS OF USE:

- (1) No portion of any lot shall be located closer than 200 feet to the zoning boundary of an A, R or RM District.
- (2) Any required yard which fronts upon or adjoins a public street shall be fully and suitably landscaped and properly maintained. Such yards, which may be crossed by access driveways, shall not be used for any other purpose.
- (3) All driveways, access roads and truck maneuvering and servicing areas; all loading dock areas and all areas used for the parking of trucks, tractors and employee vehicles, shall be surfaced with an asphalt, concrete or similar pavement so as to provide a surface that is durable and dust free. Such areas shall be so graded and drained as to properly dispose of all surface water.

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- (4) Vehicular entrance and exit points shall be subject to the approval of the Municipal Engineer. Such entrances and exits shall be provided separately and located not less than 80 feet apart.
- (5) The lot shall be designed in such a manner as to permit forward movement of all vehicles both upon entering and upon leaving the lot.
- (6) Adequate area shall be provided for the maneuvering of trucks entirely within the boundaries of the lot and provision shall be made for the on-site parking of all trucks which operate from or utilize any of the facilities located on the lot.
- (7) All exterior lighting shall be designed to deflect away from adjacent properties.

406.3 HEIGHT OF BUILDINGS:

The height of a building shall not exceed 40 feet.

406.4 LOT AREA AND WIDTH:

Each lot shall have an area of not less than one acre and a width of not less than 150 feet.

406.5 LOT COVERAGE:

The maximum coverage shall be 25 per cent of the lot area.

406.6 FRONT YARD:

A front yard shall be provided of not less than 20 feet in depth.

406.7 SIDE YARDS:

A side yard shall be provided on each side of the building of not less than 20 feet in width.

406.8 REAR YARD:

A rear yard shall be provided of not less than 20 feet in depth.

406.9 OFF-STREET PARKING:

Off-street parking shall be provided and maintained in accordance with Schedule VIII of this By-law.

406.10 OFF-STREET LOADING:

Off-street loading shall be provided and maintained in accordance with Schedule IX of this By-law.

3. The removal of truck terminals and drive-in theatres from the M2 (General Industrial) District, and the addition of these uses to the M3 (Heavy Industrial) district;

- (1) The amendment of Clause (2) of Section 402.1 (Uses Permitted) in the M2 District as follows:

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- (2) The following commercial and service uses:
- (a) Golf driving ranges
  - (b) Offices, storage buildings, workshops and yards for the following trade contractors: cement, excavating, masonry and moving.
  - (c) Tire retreading and rebuilding
  - (d) Welding shops not exceeding 6,000 square feet in gross floor area.

- (2) The amendment of Clause (2) of Section 403.1 (Uses Permitted) in the M3 District to read:

- (2) The following commercial and service uses:
- (a) Drive-in theatres
  - (b) General and heavy construction contractors
  - (c) Sale and repair of machinery and heavy equipment
  - (d) Truck terminals, subject to the regulations of the M6 District
  - (e) Welding shops.

4. The increasing of yard setback standards in M1, M2 and M3 Districts in cases where an industrial use abuts or faces a lot in an A, R or RM District, the provision of landscaping and the prohibiting of off-street parking in such yards:

- (1) Front Yards - The amendment of Sections 401.6 (M1 District), 402.5 (M2 District) and 403.4 (M3 District) to read as follows:

"A front yard shall be provided of not less than 20 feet in depth, except where a lot is separated from a lot in an A, R or RM District by a street, such front yard shall be not less than 30 feet in depth."

- (2) Rear Yards - The amendment of Sections 401.8 (M1 District), 402.7 (M2 District) and 403.6 (M3 District) to read as follows:

"A rear yard shall be provided of not less than 10 feet in depth, except where a lot abuts a lot in an A, R or RM District, or is separated by a lane therefrom, such rear yard shall be not less than 30 feet in depth".

- (3) Off-Street Parking in Required Yards - The amendment of Clause (2) of Section 800.6 (Location and Siting of Parking Facilities) to read as follows:

"No parking area shall be located within the following required yards:

- (a) A side yard which adjoins a flanking street on a corner lot in an RM or P District, provided that in no case need the setback for such parking area exceed a distance of 15 feet.
- (b) A side yard in a C or P District which is separated by a street from a lot in an A, R or RM District, provided that in no case need the setback for such parking area exceed a distance of 15 feet.
- (c) Any yard in an M District which abuts a lot in an A, R or RM District, or is separated by a street or lane therefrom".

- (4) Landscaping - The amendment of Clause (d) of Section 6.15 (Screening and Landscaping) to read as follows:

"Where the rear line of a lot in an M District abuts a lot in an A, R or RM District, or is separated by a lane therefrom, the required rear yard shall be fully and suitably landscaped and properly maintained".

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11.15.15

5. The screening of outside storage in the M6 (Truck Terminal) District:

The amendment of Clause (2)(b)(ii) (Storage Yards) of Section 6.15 (Screening and Landscaping) to read:

- (ii) In M2, M3 and M6 Districts, where a lot or any part thereof is used or intended to be used as an outside storage area, that portion of such storage area which fronts upon or adjoins a public street, a lot in an A, R or RM District, or is separated by a lane therefrom, shall be screened and no material located within 50 feet of the screen shall be piled to extend above such screening".

6. Other proposed Zoning By-law amendments resulting from the addition of the M5 (Light Industrial) and M6 (Truck Terminal) Districts:

- (1) Definitions - The addition of the following definition to Section 3 of the By-law:

"TRUCK TERMINAL" means a building or property used as an origin or destination point for the loading, unloading, assembling or transferring of goods transported by truck, or which provides containerized freight handling facilities or rail-truck services, and where the local pick-up, delivery and transitory storage of goods is incidental to the primary function of motor freight shipment, provided, however, that any lot where trucking is the principal use and which operates any vehicles in excess of single unit, single axle, 30,000 G.V.W. (Gross Vehicle Weight) shall be considered, for the purposes of this By-law, as a truck terminal.

"CARTAGE, DELIVERY AND EXPRESS FACILITY" means a building or property used as an origin or destination point from which single unit, single axle trucks, of 30,000 G.V.W. (Gross Vehicle Weight) or less, are dispatched for the local delivery or pick-up of goods, and which may include necessary warehouse space for the transitory storage of such goods.

- (2) Zoning District Schedules - The amendment of Section 5.1 (Designation of Districts) as follows:

IV	INDUSTRIAL	M
	Manufacturing	M1
	General Industrial	M2
	Heavy Industrial	M3 and M3a
	Special Industrial	M4
	Light Industrial	M5
	Truck Terminal	M6

- (3) Lot Area and Width - The amendment of Clause (1)(a) of Section 6.11 (Existing Lots) as follows:

"The lot area and lot width requirements of this By-law shall not apply to any lot in an A, R, C1, C2, C3, C4, M1, M2, M3, M4, M5 or P5 District which has an area or width less than that required by this By-law, if such a lot was described on the official records on file in the Land Registry Office on or before June 7th, 1965".

17 June, 1971

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FILE NO. 15

THE CORPORATION OF THE DISTRICT OF BURNABY

Planning Department,  
May 19, 1971.  
Our file #02.240  
Sec. 405 and 406

Mr. Melvin J. Shelley,  
Municipal Manager.

Dear Sir:

Re: PROPOSED NEW INDUSTRIAL ZONING DISTRICTS: REGULATIONS, AREAS  
AND IMPLICATIONS.

Following the submission of two recent Planning Department reports concerning Zoning Bylaw standards for industrial development, the Council decided to advance the necessary Bylaw amendments to a Public Hearing on April 21, 1971. The recommended amendments would give effect to the following basic proposals:

- (1) The establishment of a new high quality light industrial district category (M5) that could be appropriately located adjacent or in close proximity to residentially zoned areas with a minimum of conflict.
- (2) The establishment of a second zoning district category (M6) specifically designed to meet the special needs and requirements of truck terminals and large trucking operations, and to properly relate these uses to surrounding development and major transportation routes.

Attached is a copy of our report of April 6, 1971, to the Municipal Clerk (Proposed Zoning Bylaw Amendments - Industrial Development), which provided the recommended wording for the various text amendments included in the Public Hearing.

The Council, on April 26, 1971, tabled further consideration of these proposed text amendments and requested a report from this department that would indicate:

- (1) The properties in the Municipality that would be affected, or made non-conforming if the text amendments were implemented.
- (2) The properties proposed to be rezoned to the new industrial zoning categories.

THE M5 (LIGHT INDUSTRIAL) DISTRICT: PROPOSED AREAS

In our report, "Implications of Proposed Industrial Zoning Amendments" (February 26, 1971), which was adopted in principle by the Council, certain areas were recommended for rezoning to the proposed new M5 Industrial District category. These include the presently M1 zoned sectors east of Brighton Avenue and in the Government - Winston area, together with the adjoining undeveloped M2 zoned land east of Lozelles Avenue, as shown on the accompanying Map "A". The properties involved are as follows:

Proposed New Industrial Zoning Districts: Regulations, Areas and Implications.

<u>NO.</u>	<u>EXISTING USE</u>	<u>LEGAL DESCRIPTION</u>	<u>PRESENT ZONING</u>
1.	a) Vancouver Concrete Floors - (warehouse)	Lots 5 and 1, except pt. on filing A54179, Blk. 6, D.L. 44, 78, 131 and 136, Plan 11087.	M1
	b) House	Lot 2, except pt. on filing A54179, Blk. 6, D.L. 78, Plan 11087.	
	c) House	Lot 3, except pt. on filing A54179, Blk. 6, D.L. 78, Plan 11087.	
	d) House	Lot 4, Blk. 6, D.L. 78, Plan 11087.	
	e) Modular Products Ltd. (curtain wall supplier)	Lot 5, Blk. 6, D.L. 44, 78 and 131, Plan 11087.	
	f) Vacant	Lot 6, except pt. on filing A54179, D.L. 78, Plan 11087.	
2.	Royal City Foods (Food packers)	Blk. 14, except pt. on filings 32393 and 58377, D.L. 131, 136, 44 and 78, Plan 3049.	M1
3.	a) Vacant	Lot 56, D.L. 44, Plan 34589	M1
	b) Vacant (proposed multi-unit rental warehouse)	Lot A S 208.7 ft. of N833.7 ft.; Blk. 18, D.L. 44, Plan 3232	
4.	a) House	Lot 77E and Ref. Pl. 31802, D.L. 43, Plan 24681	R1
	b) House	Lot 18, S. pt. of S.341 ft., D.L. 43, Plan 13984.	
	c) House	Lot 3, Blk. 18, D.L. 43, Plan 13984	
	d) Vacant	Triangular ptn. of Rem. of Lot B, south of Winston Street R/W.	
5.	Vacant	Lot 19, except Pcl. 1, Ref. Pl. 31802, D.L. 43, Plan 3227	M1
6.	Vacant	Lot 20, D.L. 43, Plan 3227	M1
7.	Jersey Farms (dairy processing)	Lot 73, except Pcl. A, Ref. Pl. 31802, D.L. 43, Plan 31802	M1
8.	Vacant	Lot 1, Blk. 7, D.L. 42, Plan 8559	M1

Proposed New Industrial Zoning Districts: Regulations, Areas and Implications.

<u>NO.</u>	<u>EXISTING USE</u>	<u>LEGAL DESCRIPTION</u>	<u>PRESENT ZONING</u>
9.	Myer Franks	Lot 2, Blk. 7, D.L. 42, Plan 8559	M1
10.	Vacant	Lots Sk. 12745 and except pt. on pl. 8559, ex. Sk. 12745, Blk. 7, D.L. 42, Plan 3055.	M2
11.	Vacant (proposed multi-unit rental warehouse).	Blk. 5, D.L. 42, Plan 3055	M1
12.	Vacant	Lot A, expl. pl. 7085, D.L. 42, Plan 3055	M1
13.	Vacant (proposed truck terminal)	Blk. 6, except Pcl. A, expl. pl. 7085, D.L. 42, Plan 3055	M2
14.	a) House	Lot 1 except Ref. Pl. 31802, Blk. 8, D.L. 40, Plan 11689	M1
	b) Vacant	Lot 26, S 165.4 ft., Blk. 8, D.L. 40, Plan 5274	
	c) House	Lot 26, Blk. 8, D.L. 40, Plan 11689	
	d) House	Lot 2, ex. Sk. 12038, Blk. 8, D.L. 40, Plan 11689	
	e) House	Lot Sk. 9816, Blk. 8, D.L. 40, Plan 11689	
15.	a) Inter City Express (Truck Terminal)	Lot 2W1/2, Blk. 9, D.L. 40, Pl. 3048	M1
	b) Vacant	Lot 2 E1/2, Blk. 9, D.L. 40, Pl. 3048	
	c) House	Lot 1, Blk. 9, D.L. 40, Pl. 3048	
	d) Rolleo Pipe Supply	Lot 2, Blk. 10, D.L. 40, Pl. 3048	
16.	Vacant	Lot 82, D.L. 10, Pl. 36262	M1
17.	Vacant	Lot 83, D.L. 10, Pl. 36262	M1

Proposed New Industrial Zoning Districts: Regulations, Areas and Implications.

The established industrial uses located within the proposed M5 area include:

- a) Vancouver Concrete Floors
- b) Modular Products Ltd.
- c) Royal City Foods
- d) Jersey Farms
- e) Myer Franks
- f) Inter City Express
- g) Rolco Pipe Supply

The first four of the above noted firms would continue to be conforming under the proposed change in zoning. The remaining three industries are already not permitted in the M1 District and their situation would be unchanged under the new M5 category. This would also apply to eight existing houses located within the industrially zoned area. A further three houses, which are presently zoned R1, would become non-conforming with the proposed inclusion of the triangular sector south of Winston Street and east of Phillips Avenue within the new M5 area. The remaining properties, which cover the bulk of the area proposed for M5 use, are presently undeveloped.

In addition to the existing industries in the area, one proposal for the development of a multi-unit rental warehouse was granted Preliminary Plan Approval in January, 1971. Three other proposals are under consideration, including a multi-unit rental warehouse, a truck terminal and an addition to the Rolco Pipe Supply plant. The latter two proposals would be contrary to the regulations of the new M5 zoning category.

#### TRUCK TERMINALS IN M3 (HEAVY INDUSTRIAL) DISTRICTS

With regard to the proposed new zoning category for truck terminals and major trucking operations, it should be noted that the removal of this use from the M2 (General Industrial) District would automatically exclude it from the M3 Zone. However, this aspect of the recommendations for the improvement of industrial zoning standards has been re-examined following representations made at the Public Hearing on April 21, 1971.

The major areas zoned for M3 development include the Burrard Inlet frontage, the triangle west of Douglas Road and north of the Burlington-Northern Railway, Lake City Industrial Park and the major part of the Big Bend district. The first of these areas is unlikely to attract this type of use due to the prevailing topographic conditions and the barrier presented by the C.P.R. line which runs parallel to the water front. The Douglas Road and Lake City sections would, in our view, provide suitable locations for truck terminals. On the other hand, a use of this type could create problems in portions of the Big Bend. However, this particular area is presently under study and one of the recommendations made in the Stage 1 report was that other industrial zones, including the M2 and, possibly, the recently recommended M5 category, should be applied in certain appropriate locations.

In conclusion, this department would recommend the retention of truck terminals as a permitted use in the M3 District, subject to compliance with the regulations of the proposed M6 (Truck Terminal) zoning category.

Proposed New Industrial Zoning Districts: Regulations, Areas and Implications.

This recommendation would involve the addition of truck terminals and the amendment of Clause (2) of Section 403.1 (Uses Permitted) in the M3 District to read:

"The following commercial and service uses:

- a) Drive-in theatres
- b) General and heavy construction contractors
- c) Sale and repair of machinery and heavy equipment
- d) Truck terminals, subject to the regulations of the M6 District
- e) Welding shops."

This particular amendment would replace the one originally included under item 3 on page 7 of the attached report. Should Council concur with this approach, major trucking firms and truck terminals in the M3 District would not require rezoning to the proposed new M6 category. These would include ten existing sites and one presently under development.

PROPOSED M6 (TRUCK TERMINAL) DISTRICT LOCATIONS

A recommendation of the report, "Implications of Proposed Industrial Zoning Amendments", was the rezoning of appropriately located existing truck terminal sites to the new M6 category. All of the properties included in this group are located in the M2 zoned portions of the Central Valley area, as shown on Map "B". The proposed M6 sites are as follows:

<u>NO.</u>	<u>NAME AND ADDRESS</u>	<u>LEGAL DESCRIPTION</u>
1.	Public Freightways Ltd., 3985 Still Creek Ave.	Lot 4, D.L. 118, Plan 33310
2.	Soo Security Motorways Ltd., 3925 Myrtle Street	Lot A, Blk. 4 W1/2, D.L. 69, Plan 17722
3.	Carson Truck Lines Ltd., 3945 Myrtle Street	Lot B, Blk. 4W 1/2, D.L. 69, Plan 17722
4.	MacIlwaine Van & Storage Ltd., 3975 Myrtle Street	Lot D, Blk. 4 E1/2, D.L. 69, Plan 19527
5.	P. L. Porter Trucking and Kingsway Freight Lines Ltd., 4005 Myrtle Street	Lots D and E, Blk. 5, S.D. B, D.L. 69, Plan 17688
6.	Van-Kam Freightways Ltd., 2355 Madison Avenue	Lot C, Blks. 10 & 15, D.L. 119W1/2, Plan 19986
7.	Bruce Motor Cartage Ltd., 2345 Madison Avenue	Lot C, Blks. 10 & 15, D.L. 119W1/2, Plan 19986
8.	Gill Interprovincial Lines Ltd., 4878 Manor Street	Parcel 1, Ex. Pl. 10599 & Ex. Pl. 26541, Blk. 2, D.L. 73, Plan 4326



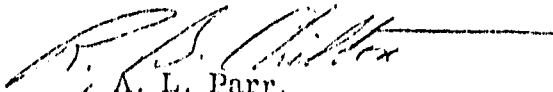
Proposed New Industrial Zoning Districts: Regulations, Areas and Implications.

<u>NO.</u>	<u>NAME AND ADDRESS</u>	<u>LEGAL DESCRIPTION</u>
9.	Route of the Haida's Freight Ltd., 5033 Regent Street	Lot 3, ex. Sk. 6721 & ex. Pcl. A, ex. pl. 12958, D.L. 74, Plan 2603
10.	Triangle Express Ltd., 5211 Regent Street	Lot 1, Blk. 6, D.L. 74N 1/2, Plan 3970
11.	Tri-Line Expressways Ltd., 5337 Regent Street	Blk. 8, D.L. 74N1/2, Plan 2603
12.	Millar & Brown Ltd., 2857 Douglas Road	Lot B, ex. part on Sketch 8024, D.L. 74N 1/2, Plan 5277
13.	K & M Transport Ltd., 5232 Still Creek Street	Lot 12, D.L. 74, Plan 3782
14.	Reimer Express Ltd., 2275 Douglas Road	Lot 34, D.L. 125, Plan 29746
15.	Northern Industrial Carriers Ltd., 5389 Goring Street	Lot 2 ex. sk. 12164, Blk. C & D, D.L. 125, Plan 5139
16.	Rempel-Trail Transportation Ltd., 5396 Lougheed Highway	Lots 2 and 3, Sk. 12164, Blk. 7, D.L. 125, Plan 5139
17.	Little Chief B-Line Express Ltd., 2961 Norland Avenue	Lot 10 NW 1/2, S.D. A, Blk. 1, D.L. 75, Plan 4147
18.	Clark Reefer Lines and Prairie Mountain Pacific Express Lines Ltd., 2864 Norland Avenue	Lot 5, Blk. C, D.L. 75, Plan 4147

The addition of the firms included in the foregoing list to the presently developed M3 locations would account for approximately 85 percent of the existing truck terminal sites in the Municipality based on the proposed definition of "truck terminal", which includes those lots where trucking is the principal use and which operate vehicles in excess of single unit, single axle, 30,000 G.V.W. (Gross Vehicle Weight). All of these would be conforming as a result of the establishment of the proposed M6 District category and the retention of truck terminals as a permitted use in the M3 Zone.

Five existing sites would become non-conforming with the introduction of the proposed regulations (unless also rezoned to the M6 category). Four of these as shown on the attached Sketch C, are located in the Government Road - Winston Street area (Trimble/Trimac, Chapman's Transport, Fleet Express and Inter City Express properties). Cameron's Transport Ltd., which presently occupies the former Mair's Transport yard on Edmonds Street, is non-conforming under the existing regulations.

Respectfully submitted,

  
A. L. Parr,  
DIRECTOR OF PLANNING.

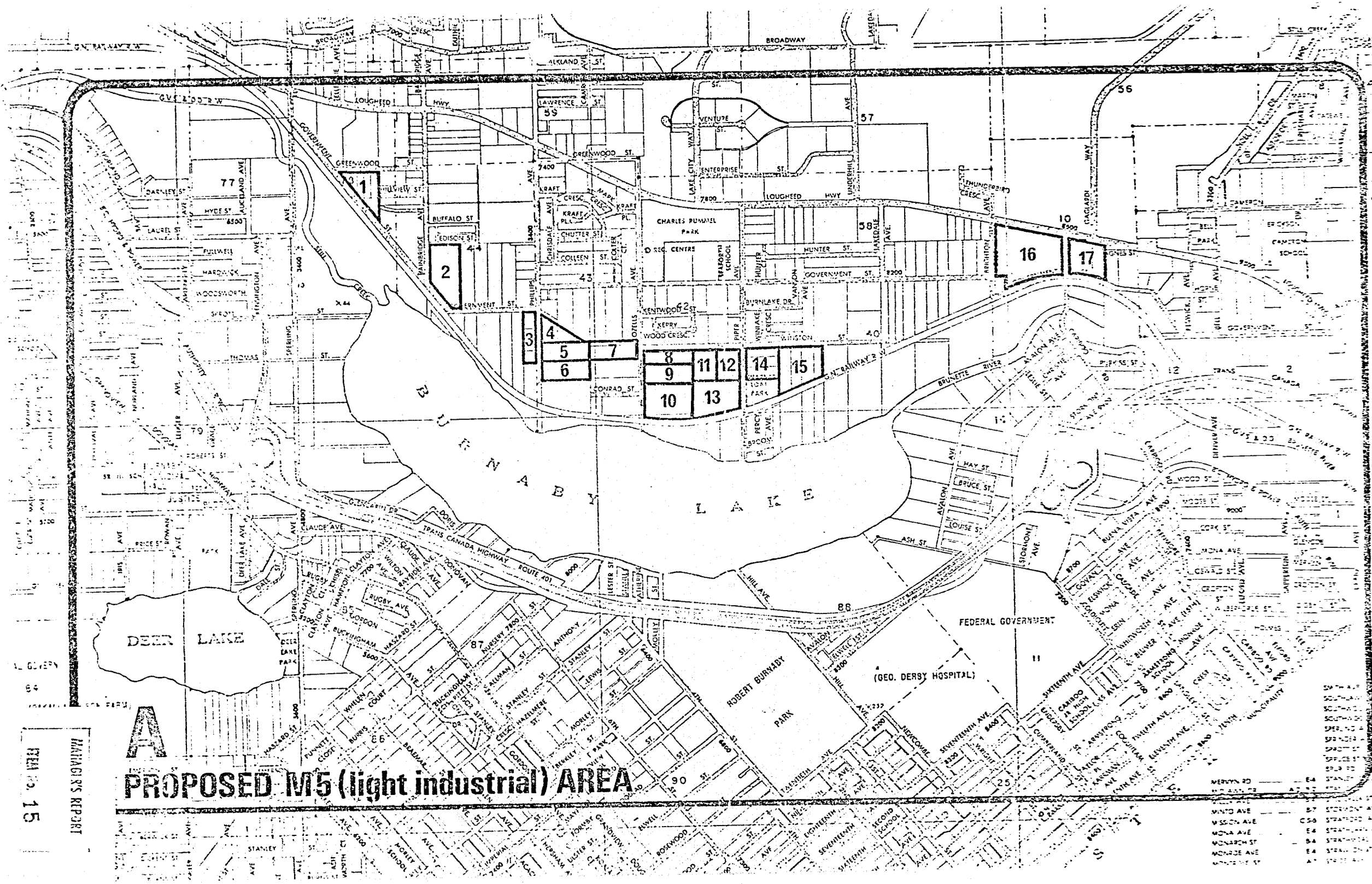
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att.

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

MANAGER'S REPORT

RCM No. 15

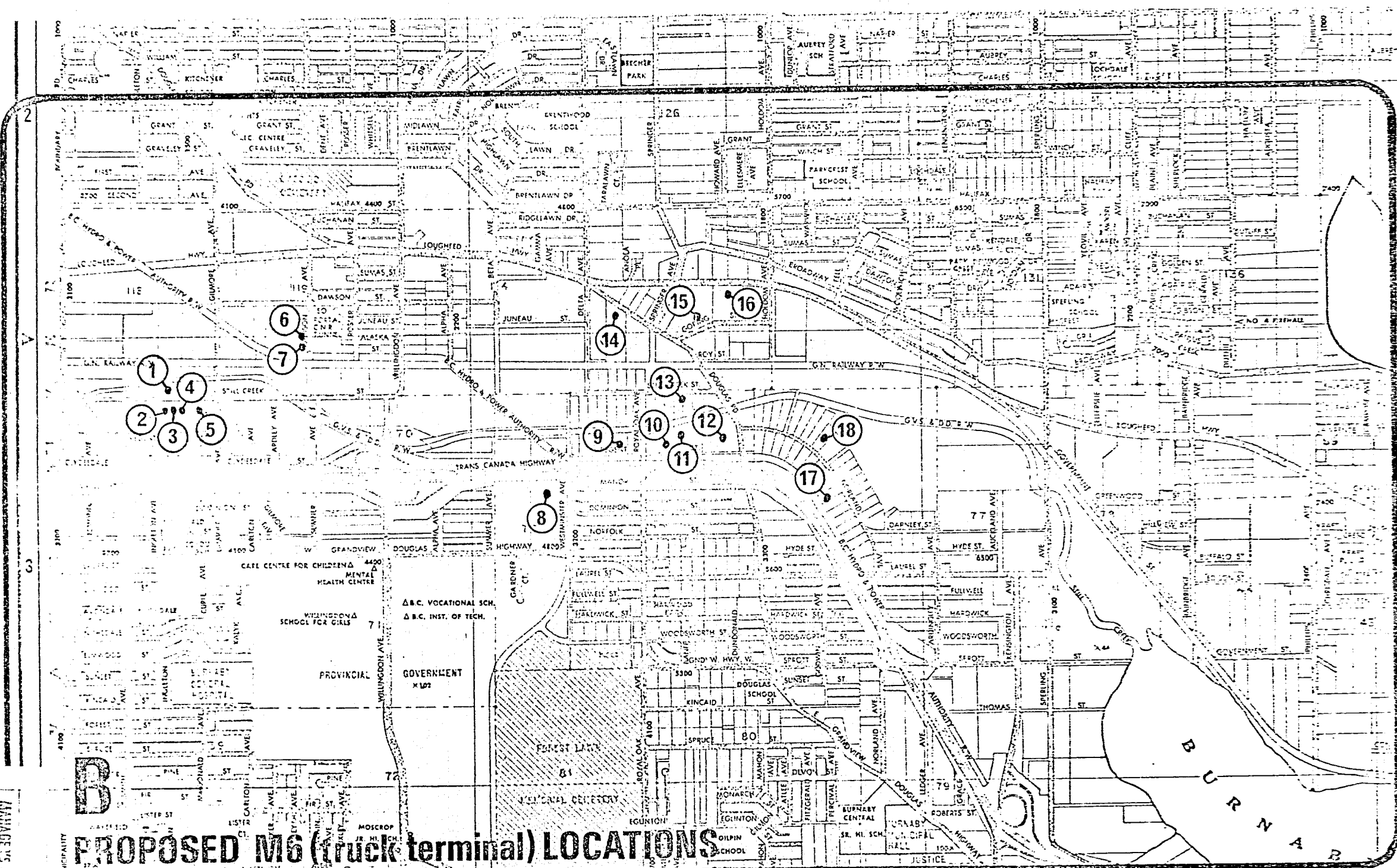


**PROPOSED M5 (light industrial) AREA**

**A**

MEMO 15  
HARRIS REPORT

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99	STANLEY ST	99
100	STANLEY ST	100



**PROPOSED M6 (truck terminal) LOCATIONS**

ITEM N. 15  
ANNEXURE REPORT

