

22. Re: Rezoning Reference #10/72 and Truck Traffic on 17th Avenue

Council on July 17, 1972 received a letter from R.J. Hamilton and G.N. Daunais protesting proposed rezoning of property and the volume of truck traffic on 17th Avenue. Council at that time was advised that the Planner and Engineer were investigating the matter and would submit a report of their findings on July 31, 1972.

The Municipal Engineer advises that under the conditions of the Burnaby Truck Route By-Law, any truck in excess of 30,000 G.V.W. when going to or leaving a destination must take the shortest and most direct way to a truck route. As neither Edmonds Street nor Sixth Street are classed as truck routes, one of the shortest and most direct ways from a truck route (Canada Way) is along 17th Avenue (see attached sketch).

On October 26, 1971 Council received a request to designate Edmonds and 6th Street as truck routes and referred the matter to the Traffic Safety Committee. The Committee considered the relative merits of making Sixth Street a truck route, as opposed to Canada Way and decided that Sixth Street was not acceptable for such a classification because:

1. Sixth Street is 42 feet wide and accommodates two lanes of moving traffic, whereas Canada Way is 46 feet wide and accommodates four lanes of moving traffic. The existing width of Sixth Street precludes it from conversion to a four lane thorough fare.
2. Sixth Street has a comparatively greater grade than Canada Way.
3. Turning movements by large trucks would be difficult at the intersection of Edmonds and Canada Way if they had to gain access by way of Sixth Street.
4. The New Westminster portion of Sixth Street is not a truck route.

Council at its meeting of November 1, 1971, concurred with the recommendation of the Committee.

Adanac Lumber operates two trucks and both are below the weights covered under the By-law. One is licensed at 26,000 g.v.w. and the other is 12,000 g.v.w. Trucks in excess of 30,000 g.v.w. deliver supplies to the firm, but the majority of these vehicles enter and leave the premises via Edmonds or Sixth Street.

The By-law covering the rezoning of property in the area where Messrs. Hamilton and Daunais reside (Reference Rezoning #10/72) was given two readings by Council on April 24, 1972. Further details concerning the rezoning are contained in the Planner's Report of July 24, 1972, is attached.

RECOMMENDATION:

THAT Sixth Street not be classified a truck route; and

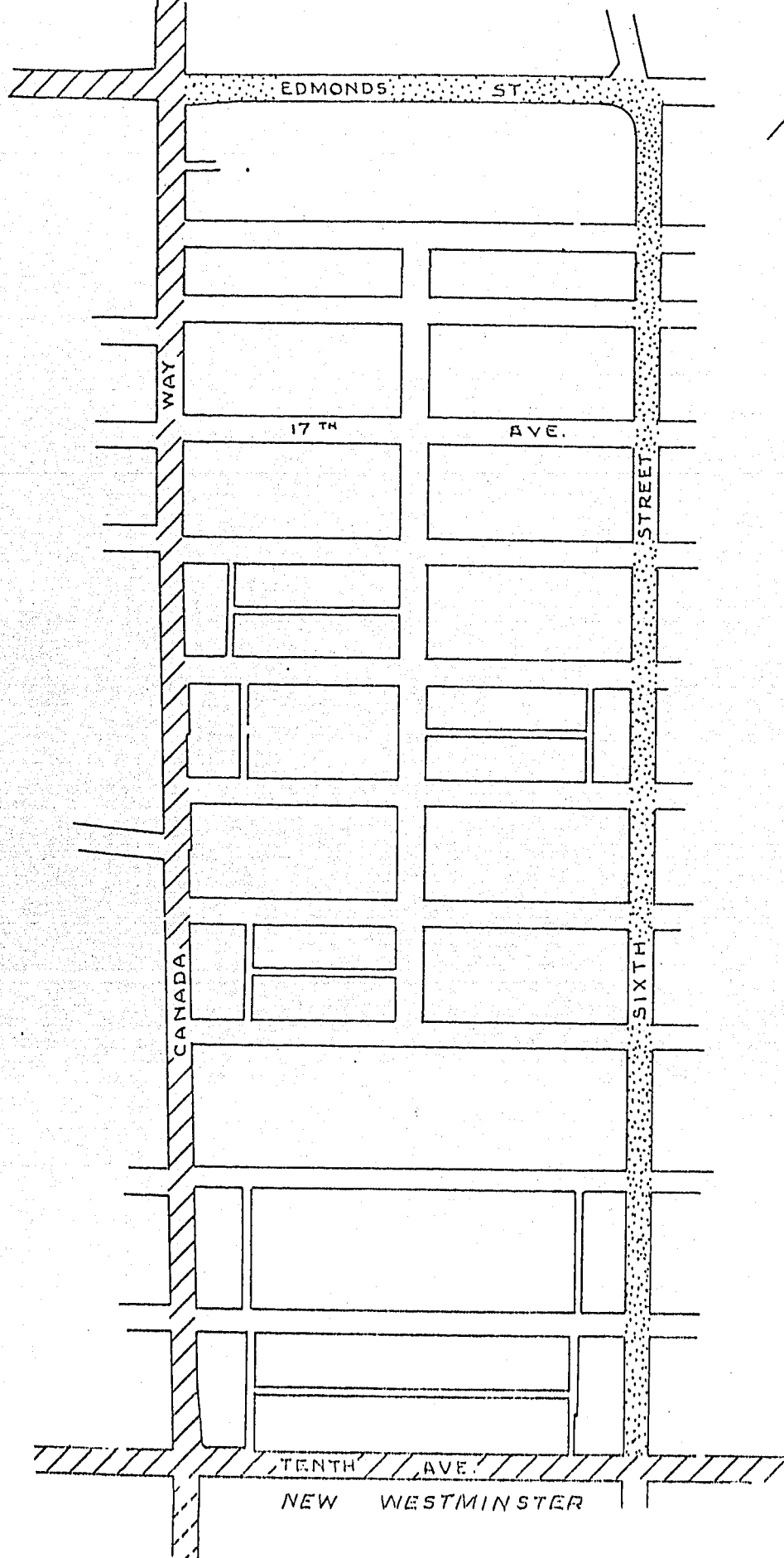
THAT no changes be made to the existing By-law covering the subject rezoning; and

THAT a copy of this Report be sent to Messrs. Hamilton and Daunais.

11 22

MANAGER'S REPORT NO. 48

COUNCIL MEETING July 31/72



Existing Truck Route
Existing 7.00 a.m. - 9.00 p.m. Truck Route
Requested Truck Route.

SKETCH SHOWING
REQUESTED TRUCK ROUTE
ON SIXTH ST.
BURNABY.

NO.	DATE	REVISION
CORPORATION OF THE DISTRICT OF BURNABY		
ENGINEERING DEPT.		
TRAFFIC DIV.		
DESIGNED BY		
DRAWN BY Edward J. G. Way		
CHECKED BY		
APPROVED BY		

PLANNING DEPARTMENT
24 JULY, 1972

MR. M. J. SHELLEY
MUNICIPAL MANAGER

DEAR SIR:

RE: REZONING REFERENCE #10/72

a) From R5 to P8
Lots 8 & 15, Block 5, D.L.28C. Plan 627

b) From R5 to C4
Lot 9, Block 5, D.L.28C, Plan 14556

7874 - 19th Avenue
7865 - 17th Avenue
7439 - 6th Street

Council at its meeting of July 17, 1972 received a submission from property owners adjacent to the above site.

Objections were expressed to the proposed rezoning. The Manager advised Council that the complaints were then being investigated and that a report would be placed before Council for its meeting of July 31, 1972. A copy of the residents' submission is attached for Council's reference. The Planning Department's comments on the submission follow.

Council received a Planning Department report on the subject rezoning at its meeting of March 20, 1972. After considering the report, Council concurred with the Planning Department's opinion and approved the application for further consideration. A copy of this earlier report is attached for Council's information.

The Planning Department wishes to advise that their recommendation was based on a careful valuation of the benefits to be derived from the improved appearance and functioning of the existing building materials outlet in relation to possible negative effects of the proposed expansion on the adjacent residential neighbourhood. The Department concluded that a modest 50' extension of the C4 zone could be recommended and that a further 50'

Re: Rezoning Reference #10/72

-2-

24 July, 1972

could be recommended for parking of private non-commercial vehicles. The extension of the commercial zone would result in a C4 depth of 150' which is within the normal range for the Service Commercial zones along Kingsway.

The recommendations for a further 50' of parking under the regulations of the P8 zone was based on the following:

- 1) the control that this zone would provide particularly for landscaping and screening of the rear of the site from adjacent residences.
- 2) the fact that institutional zoning would not lead to further requests for extensions of the commercial zone. Basically, a boundary would be established for the westerly extent of commercial uses.

In addition to the P8 zoning, the Department has requested that the developer meet a number of additional conditions considered necessary to protect the amenities of the surrounding residential neighbourhood. These are as follows:

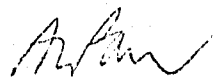
1. The actual parking area will be set back from 17th and 18th Avenues a distance of 20' in conformity with the adjacent R5 and C4 zones, thereby ensuring a continuous building line and uniform setback. Normally, P8 regulations only require a 6' setback.
2. The Department will be emphasizing a high standard of landscaping and screening on all boundaries of the site which abut or are adjacent to residential areas.
3. Particular care will be taken to ensure that the design of all building elevations is such as to harmonize with the surrounding neighbourhood.

The Department feels that these conditions should ensure the creation of a suitable development compatible with the surrounding residential areas.

RECOMMENDATION

That the Department's original recommendation be re-affirmed and that the surrounding owners be advised of the conditions governing development on this site.

Respectfully submitted,



A.L. Parr
DIRECTOR OF PLANNING

GP:ea

CLERK'S OFFICE

JUL 4 1972

R. Hamilton,
7820 - 17th Avenue,
Burnaby 3, B. C.

G. N. Daunais,
7792 - 17th Avenue,
Burnaby 3, B. C.

June 28th, 1972.

Mayor R. Prittie & Council,
Burnaby Municipal Hall,
4949 - Canada Way,
Burnaby 2, B. C.

We, the undersigned, object to the proposed re-zoning of
Lots Eight (8) - Nine (9) and Fifteen (15) and Westerly 50 feet
of Lot "B", Block Five (5), D.L. #28, Plan 627 for the following
reasons:-

- (1) The existing retail lumber business known as Adanac Lumber Limited, 7439 - Sixth Street, Burnaby 3, B. C., is presently on commercial property designated "C-4" and further enlargement of this business will result in the demolition of single-family dwelling units.
- (2) The proposal will bring commercially zoned land along 17th Ave. approximately 200 feet. Council should note that the major Service Commercial strip along Kingsway generally has a depth from 125 ft. to 150 ft. !
- (3) The current home owners on Seventeenth Avenue wish to impress on Council the possible adverse effects on adjacent residential land values.....Many taxpayers have been raised on this street or have lived here for many years and are quite concerned about encroachment of commercial zoning on residentially zoned land.
- (4) The home owners on Seventeenth Avenue wish to protest strongly

ITEM 22
MANAGER'S REPORT NO. 48
COUNCIL MEETING July 31/72

-2-

the increased volume of traffic on their street due to increased business of Adanac Lumber and also the excessive use of same as a Truck Route. Deliveries to this retail business causes many commercial-type delivery vehicles, such as gravel and cement trucks and lumber trailers to use Seventeenth Avenue as a truck route, to say nothing of the "do-it-yourselfers" cluttering up both sides of the street, making driving through a hazardous experience.

We respectfully ask at this time that Sixth Street be classified as THE truck route and no trucks, except for local delivery, be allowed to use Seventeenth as a through street.

Respectfully yours,
The Undersigned.
R. J. Hamilton
.....
R.J. Hamilton

G. N. Daunais
.....
G. N. Daunais

RJH:GND/end

NAME	ADDRESS
R. J. Hamilton	7820 17th Avenue
Allen Hamilton	7820 17 Ave
Jane M. Lewis	7804 17 Ave
Diane M. Lewis	7804 17 Avenue
A. MacDonald	7838 17th Avenue
Don & Lillian Howard	7848-17th Ave
F. R. A. Lesley	7864 17th Ave
B. Douglas	7856 17th Burnaby
M. A. Douglas	7856 17th Burnaby
S. Wilson	7831-17th Ave Bldg 3
Roy Wilson	7821-17th Ave Bldg 3
L. H. Morgan	7812 17th Ave Bldg 3
A. H. Morgan	7812 17th Ave Bldg 3
M. Morgan	7812 17th Ave Bldg 3
E. M. Dounais	7792-17th Ave Bldg 3
S. M. Dounais	7792-17th Ave, Bldg 3
C. Singh	7839-17th Ave
W. Cunningham	7830-17th Ave
S. Cunningham	7830-17th Ave

PLANNING DEPARTMENT

REZONING REFERENCE #10/72

MARCH 20, 1972

Item #6

SUBJECT: Application for the Rezoning of:
Lots 8, 9 & 15 and West 50' of Lot "B",
Block 5, D.L. 28, Plan 627
From Residential District Five (R5)
To Service Commercial District (C4)

ADDRESSES: 7874 & 7864 - 18th Avenue
7865 - 17th Avenue
7439 - 6th Street

LOCATION: The subject properties are located on the west side of Sixth Street between 17th and 18th Avenues.

SIZE: The properties under application have a combined area of 24,000 square feet.

SERVICES: Municipal water services and combined storm/sanitary sewer service are available and adequate for the proposed use.

APPLICANT'S INTENTIONS: The applicant requests rezoning in order to expand the existing building supply firm presently located at the corner of Sixth Street and 17th Avenue.

SITE OBSERVATIONS: The subject properties are presently occupied by three older single family homes of modest size. The existing retail building supply firm occupies the property immediately to the east of lot 15 fronting on 17th Avenue. An older structure formerly a residence but now a printing shop and a grocery store occupy the properties immediately to the east of lot 9 which fronts on 18th Avenue. The surrounding properties to the north, south and west are developed with older single family dwellings of modest size. It should be noted that the existing facility on Sixth is presently using the 50' portion of lot "B" which is under application.

GENERAL OBSERVATIONS: The applicant has requested the westward extension of the existing 160' deep Service Commercial (C4) zone which presently covers the Sixth Street frontage to include the subject properties, in order that he may redevelop and expand the existing plant on Sixth Street. One parcel, namely, lot 11, D.L. 35' which is occupied by a

grocery store would be locked in by the proposed redevelopment. The applicant has attempted to purchase this 35' wide property, however, he feels that the price asked is completely beyond what he is prepared to pay. He has indicated however that he will continue in his efforts to obtain this particular parcel.

As stated, the existing C4 Service Commercial District along Sixth Street has an average depth of 100'. Both the designation and depth of the zone were creations of the 1948 Zoning By-Law. The Planning Department is concerned about possible adverse effects on adjacent residential areas that could result from any major extension of the depth of this zone. However, it is recognized that the existing depth of 100' is rather limited in terms of offering sufficient space for the continued economic viability of many businesses. Furthermore the limited depth restricts design flexibility. In this regard it should be noted that the major C4 Service Commercial strip along Kingsway generally has a depth from 125' to 150'.

The Department would therefore recommend a 50' extension of the Service Commercial District (C4) zoning to bring it up to 150'. Any further extension could not be recommended. However, we could recommend the rezoning of a further 50' to P8 Parking District to accommodate employee and customer parking. It is felt that this zone would provide an acceptable boundary condition with the surrounding residential uses by excluding such commercial activity as lumber and building material storage. The P8 zone furthermore has a higher standard of landscaping and screening. Our recommendation for an extension of the C4 zone and the creation of a P8 zone would be subject to the following conditions:

1. The creation of a high standard of landscaping and screening on all boundaries of the site which abut or are adjacent to residential uses.
2. The design of all building elevations to be compatible with adjacent residences.
3. With respect to the portion of property proposes for P8 zoning the required yards be the same as for the adjacent residential area and commercial area.
4. The development of a scheme which reflects the ultimate inclusion of lot 11, S. 35' which would be locked in under the present proposal.

RECOMMENDATION:

The Planning Department would recommend that the rezoning of Lots 8 and 15 to P8 Parking District and Lot 9 and the west 50' of Lot "B" to C4 Service Commercial District be approved for further consideration and that the following be established as prerequisites:

1. The submission of a suitable plan of development which reflects the conditions noted above.

2. The consolidation of Lots S. 9, 10, 15, "B" and 11 except S. 35' into one site.
3. The submission of an undertaking of intent to eventually acquire Lot 11 S. 35'.
4. The submission of an undertaking to remove all existing improvements from the subject properties within 6 months of the rezoning being effected.

GP:bp