

ITEM	5
MANAGER'S REPORT NO.	20
COUNCIL MEETING	79 03 12

Re: LETTER FROM THE BURNABY CHAMBER OF COMMERCE
 WHICH APPEARED ON THE AGENDA FOR THE 1979 MARCH 05
 MEETING OF COUNCIL (ITEM 4 j)
 RESTAURANT FACILITIES IN INDUSTRIAL AREAS

Appearing on last week's agenda was a letter from Mr. Angus J. Macdonald, Manager of the Burnaby Chamber of Commerce, regarding restaurants in industrial zones.

Following is a report from the Director of Planning on this matter.

RECOMMENDATION:

1. THAT the recommendations of the Director of Planning be adopted.

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1979 March 06

TO: MUNICIPAL MANAGER
 FROM: DIRECTOR OF PLANNING
 RE: RESTAURANT FACILITIES IN INDUSTRIAL AREAS
 LETTER FROM THE BURNABY CHAMBER OF COMMERCE

RECOMMENDATIONS:

1. THAT this report be received for information purposes.
2. THAT a copy of this report be sent to the Burnaby Chamber of Commerce.

REPORT

The Council, on 1979 February 19, adopted the recommendations of the Planning Department's report on the subject of restaurants in industrial areas. The report recommended the amending of the Burnaby Zoning By-law to provide for the addition of M1r, M2r, and M3r designations in order to allow for the locating of restaurants in M1, M2 and M3 areas either through an individual rezoning process or by the designation of appropriate areas. A set of locational guidelines for evaluating the suitability of a site for a restaurant or cafe was also approved by the Council.

Subsequently, a letter was received from the Manager of the Burnaby Chamber of Commerce on the matter. Our comments on the contents of this letter, which was included in the agenda of the Council meeting of 1979 March 05, are as follows:

Firstly, we would advise that the points raised in the letter were taken into account in the review which was carried out prior to the submission of the report on restaurant facilities in industrial areas to the Council.

We do not agree that "if rezoning is required it will effectively stop the development of cafes", nor is the cost of rezoning considered to be prohibitive (\$580.00 for the first 5000 m² or 53,000 square feet). A good example of this is the proposed rezoning of a site at 3777 William Street from the M3 to the C1 category (R.Z.#1/79) to permit the establishment of a coffee shop to serve the surrounding industrial area. Further, the site involved is quite small with a width of 12 metres (40 ft.), a depth of 30 metres (90 ft.) and a total area of 335 m² (3600 sq. ft.). This rezoning was initiated before the current proposal to use a suffix designation as a means of adding cafes and restaurants to industrial zones.

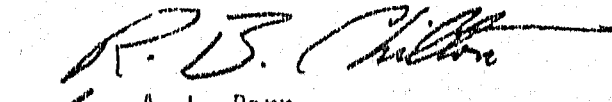
Under the proposed M1r/M2r/M3r approach, the rezoning of a building to permit a coffee shop to be located in a part of it would not affect the conforming status of the other occupants of the building. As an example, the application of an M1r designation to a site would allow a cafe, as well as any of the uses permitted in the M1 District to locate on it. A cafe or restaurant would be, in effect, an additional use that would be permitted subject to rezoning to M1r. As in the case of the relationship between the M3 District and the M3a classification, all uses permitted in the M3 Zone are also permitted within an M3a area. However, the additional uses allowed for under M3a could not locate in an M3 Zone without rezoning.

The suggestion that cafes and restaurants be permitted subject only to a size limitation would not provide the Council with the needed control over location in order to prevent problems associated with their blanket addition as permitted principal uses in industrial areas. The problems which could be created by such an approach, as outlined in our earlier report (1979 February 12), are listed below:

- (1) The preemption of major street frontages of industrial tracts by restaurants because of the desire to obtain maximum exposure to passing vehicular traffic. Such restaurants would attract patrons from a wide area and serve the general public rather than meeting the needs of a particular industrial district.
- (2) Restaurants are a traffic generating type of commercial use. The locating of a number of them along a major thoroughfare could impair its traffic carrying function and create parking problems.
- (3) The probable long-term result would be strip commercial development along the industrially zoned portions of such major routes as the Freeway (particularly in the vicinity of interchanges), Boundary Road, Willingdon Avenue, Lougheed Highway, Winston Street, Canada Way and Kingsway.
- (4) Such a policy could lead to an unplanned dispersal of restaurants throughout the municipality thus detracting from the core concept with its concentration of commercial facilities in clearly defined centres. Conversely, this could impede the proper development of industrial areas on a planned basis.

These factors serve to underline the importance of providing some degree of control over the location of restaurants in industrial areas.

This is for the information of Council.


A. L. Parr
DIRECTOR OF PLANNING