

RE: TAXI SERVICE CENTERS

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER

Planning Department
1981 August 19

FROM: DIRECTOR OF PLANNING

RE: TAXI SERVICE CENTRES

RECOMMENDATIONS

1. THAT the Council request the preparation of a by-law to be advanced to First Reading on 1981 September 14 to permit the introduction of the proposed amendments, as described in Section "D" into the Burnaby Zoning By-Law, and that these amendments be advanced to a Public Hearing on 1981 October 06 at 20:00 h.
2. THAT a copy of this report be sent to Mr. John C. Huffman, Director, Bonny's Taxi Limited at 5525 Imperial Street, Burnaby, B.C. V5J 1E8.

SUMMARY

Taxi service centres are, under the current Zoning By-law regulations, included as a permitted use only in the C4 (Service Commercial) District. The purpose of this report is to examine the feasibility of allowing taxi service centres to locate and operate in industrial districts in Burnaby. The conclusion reached is that such a use would not be incompatible in certain of the present industrial categories.

R E P O R T

A. BACKGROUND

The Planning Department has recently received a written proposal from the Director of Bonny's Taxi Limited to amend the Zoning By-law in order to allow taxi service centres to locate in industrial areas in this municipality. A copy of the proposal (letter of 1981 August 04) is attached.

B. COMPARATIVE USE CHARACTERISTICS

A taxi service centre is defined in the Zoning By-law as "an establishment from which taxis may be dispatched to pick up fares and where the servicing and outside parking or storage of taxis may be carried on in addition to related office functions".

We would agree with the view expressed in the submission from Bonny's Taxi Limited that this type of use bears a close similarity in its operations to a cartage, delivery and express facility which deals primarily with the dispatching of trucks for the pickup and delivery of goods, as well as the on-site parking or storage of trucks when not in use.

Other similar uses which are permitted in a number of industrial district categories include such operations as equipment and machinery storage yards, automobile and truck sales or rental lots, certain trade contractors, automotive repair shops, warehousing and wholesale establishments.

C. CONCLUSIONS

A taxi service centre is a generator of traffic that would also include a considerable amount of outside vehicular storage. However, these are characteristics which also apply to a number of uses that are already permitted under certain of the industrial zoning district designations. Further, a change in the by-law is unlikely to result in a proliferation of this use in industrial areas in view of the centralized nature of the function it would perform.

The traffic generating and outside storage aspects of a taxi service centre are characteristics which would suggest its unsuitability for an M5 (Light Industrial) District designation which, as spelled out in the Zoning By-law, "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". It should be noted that such uses as automobile and truck sales and rental lots, cartage, delivery and express facilities, and automotive repair shops are excluded from this particular district category.

Similarly, the presence of permitted residential uses in the M4 (Special Industrial) District suggests that that zone would not be suitable for the introduction of taxi service centres.

It is considered, however, that a taxi service centre would be a reasonably compatible use in a number of industrial areas. In terms of zoning districts, it is felt that provision should be made for the accommodation of such centres in conjunction with the M1, M2, M3 (uses in the M1 District are also permitted in the M2 and M3 designations). With respect to development standards, it is considered that the setback, landscaping and screening provisions which apply to all of these districts would suffice for this purpose.

D. PROPOSED ZONING BY-LAW AMENDMENTS

The following amendment is proposed to the Burnaby Zoning By-law to allow for the addition of taxi service centres as permitted uses in the M1, M2 and M3 district categories:

1. Uses Permitted in the M1 (Manufacturing) District

The amendment of Section 401.1, Clause (1) (The following commercial and service uses) to allow for the addition of:

"(r) Taxi Service Centres".

ALP
RBC/mcb
Attach:

cc: Chief Licence Inspector; Municipal Clerk; Municipal Solicitor;
Assistant Director - Long Range Planning and Research


A.L. Parr
DIRECTOR OF PLANNING

Bonny's Taxi Ltd.

5525 IMPERIAL, BURNABY, B.C. V5J 1E8

ITEM	6
MANAGER'S REPORT NO.	38
COUNCIL MEETING	1981 08 24

August 4, 1981

Mr. Tony Parr
 Director of Planning,
 Corporation of Burnaby,
 4949 Canada Way,
 Burnaby, B.C.,
 V5J 1M2

Dear Sir:

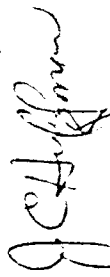
I am writing on behalf of Bonny's Taxi Ltd. to ask the Planning Department of the Corporation of Burnaby to consider recommending to the Council a change in the by-law involving zoning regulations concerning "Taxi Service Centers". Presently taxi service centers are restricted to commercial zones. We request that taxi service centers be permitted within industrial zones that provide for "cartage, delivery and express" facilities.

Bonny's Taxi Ltd. wishes to purchase new property for dispatch offices, a parking lot and service garage because our present facilities at 5525 Imperial Street are inadequate. However, the present by-law severely hinders our re-location because there is little suitable property available for purchase in commercial zones. Furthermore, it is the opinion of our management and Mr. Phil Kenzic, Chief Licence Inspector, that a taxi service center involving the operation of more than seventy-five cabs is not compatible with the heavy traffic flow typical of areas which are commercially zoned.

The present by-law defines "cartage, delivery and express" facilities as a "building or property used as an origin or destination point from which single axle trucks 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". It is our assertion that a taxi service center would not require more space and would not produce heavier traffic volume than many existing cartage companies. Because many of our vehicles are parked at the private residences of the taxi owners it would probably be unusual to have more than fifty cars, including the private vehicles of our employees, on the parking lot at any one time. Also if we are permitted to acquire industrially zoned property we can serve Burnaby better from a more central location since there are almost no commercially zoned properties in central Burnaby.

Thank you for your consideration in this matter.

Yours truly,


 John C. Huffman
 Director

JCH/rsh
 O.T.E.U. 15

