

Re: LETTER FROM MR. DAVE TAYLOR WHICH APPEARED ON THE AGENDA  
FOR THE JUNE 20 MEETING OF COUNCIL  
CONCERNS INVOLVING BRIAN JESSEL TOYOTA/4806 HASTINGS STREET

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. Dave Taylor,  
4787 E. Pender Street, Burnaby, B. C., V5C 2N4.

REPORT

A letter from Mr. Dave Taylor which Council received on 1988 June 20 contained several concerns involving Brian Jessel Toyota. Following are replies from the departments that carried out investigations on the concerns that were expressed by Mr. Taylor in his letter.

•Noise

The Environmental Health Division served notice to the management of Brian Jessel Toyota on 1988 June 15. Management of Brian Jessel Toyota was advised in writing of the Burnaby Noise Bylaw and the complaints that have been received regarding late night noise from the firm's repair shop. Management was further advised that should further complaints be received, sound level readings will be taken and court action proceeded with.

Mr. Taylor was advised of the action taken by the Environmental Health Division, and was given the Division's 24 hour emergency number. He stated that he will call if there is a continuation of problems involving noise.

•Traffic Related Problems

The RCMP are taking appropriate enforcement action regarding speeding, illegal parking and the dealership's alleged movement of cars from one location to another without the benefit of a licence plate.

A member of the RCMP Detachment has personally contacted and discussed the traffic related matters with Mr. Taylor.

Speeding within lanes may be controlled by the installation of speed bumps. Council policy regarding speed bumps within lanes is that 60% of the abutting property owners must be in favour of them and all the costs of installation must be borne by the property owners. This information has been conveyed to Mr. Taylor.

•Requirement for the Construction of a Fence

A Preliminary Plan Approval was issued on 1986 July 11 for additions and renovations to the building at 4806 Hastings Street. One of the conditions called for the construction of a 3'3" high solid fence along the rear (south) property line to screen the parking and loading areas from the adjacent residential area. Because no action has been taken to satisfy this condition, the Planning and Building Inspection Department recently sent a letter which gives the owner of the property until 1988 July 29 to have the required fence constructed. Staff will follow-up to ensure compliance.

•Refuse Container

The dealership has been advised that the container is improperly located and that action is to be taken to ensure that it is moved to a suitable location.

•Request for Resident Parking

It is the municipality's general practice to deny resident parking in neighbourhoods (the only exception is the residential streets near Burnaby General Hospital which qualified on the basis of the unique circumstances that exist in this area of the community). As to problems resulting from parking by the dealership's employees, this can be controlled through the application of the Street & Traffic Bylaw, Section 13(6) which states:

"No person shall, between the hours of 8:00 o'clock in the morning and 6:00 o'clock in the afternoon, park any vehicle on any street abutting any premises used for residential or commercial purposes for more than three hours unless such premises are the property or residence of such person or his employer."

Parking for residents only precludes parking for guests or visitors and in the final analysis is always a difficult situation to enforce.

The above has been discussed with Mr. Taylor.

•Request to Remove the Parking Restriction on the South Side of the 4800 Block Hastings

The parking restriction which Mr. Taylor has requested be removed is noted on the attached sketch. The no parking restriction in the curb lane was implemented when the Ministry of Transportation and Highways provided left turn channelization for Hastings Street at Gamma Avenue. The channelization resulted in there being inadequate pavement width to accommodate two lanes of moving traffic and a parking lane in each direction, so the parking was eliminated. The efficient movement of traffic through this area requires that the parking restriction in the curb lane be retained. This has been discussed with Mr. Taylor.

Conclusion

Each of the concerns in Mr. Taylor's letter have been addressed, and the results of the investigations that were carried out by staff have been discussed with him.

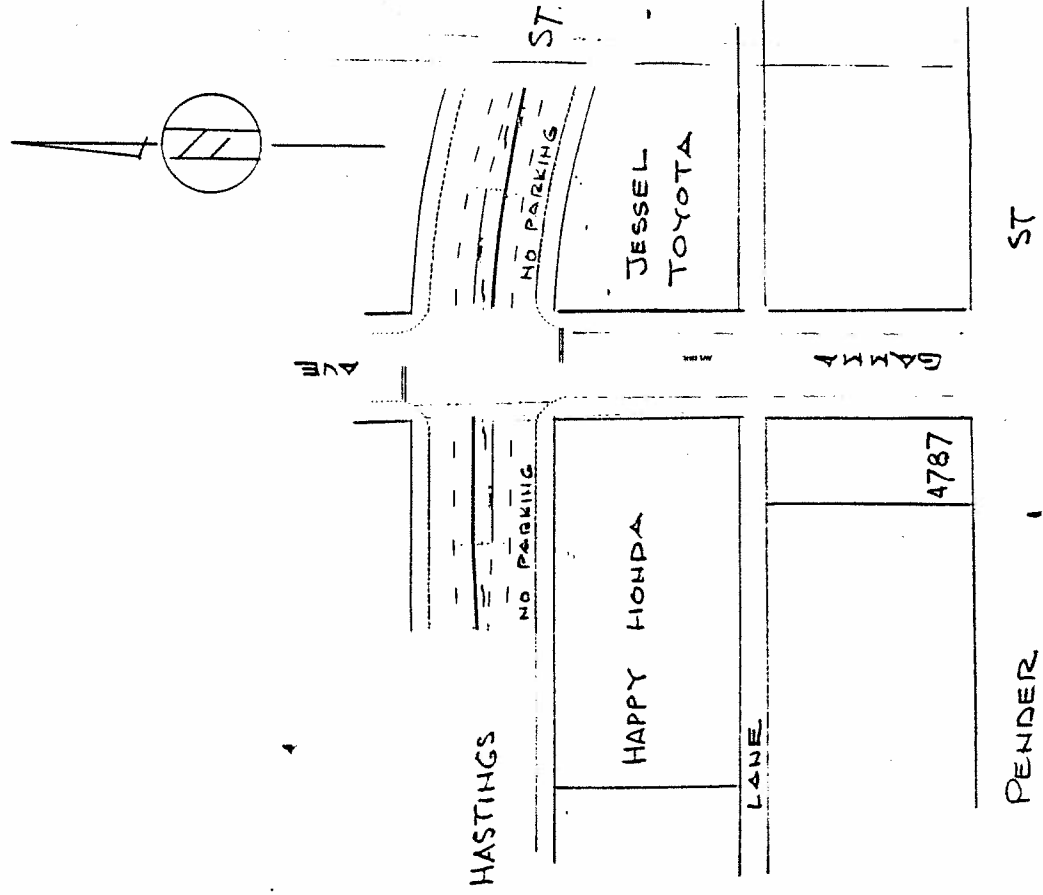
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MANAGER'S REPORT NO. 45

COUNCIL MEETING 88 06 27



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