

RE: REZONING REFERENCE NO. 99/88
5925 NINTH AVENUE, 6013 AND 6074 THORNE AVENUE
6139 TRAPP AVENUE AND PORTION OF 6160 TRAPP AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

TO: MUNICIPAL MANAGER

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: REZONING REFERENCE #99/88
5925 NINTH AVENUE, 6013 AND 6074 THORNE AVENUE,
6139 TRAPP AVENUE AND PORTION OF 6160 TRAPP AVENUE

PURPOSE: TO SEEK COUNCIL AUTHORITY TO ADVANCE THE SUBJECT REZONING TO A PUBLIC HEARING ON 1989 JULY 25.

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RECOMMENDATION:

1. That a rezoning bylaw be prepared and advanced to First Reading on 1989 July 10 and to a Public Hearing on 1989 July 25 at 7:30 p.m.

R E P O R T

1.0 BACKGROUND INFORMATION:

- 1.1 On 1989 March 20 the Director of Planning & Building Inspection Department submitted a report to Council on Rezoning Reference #99/88 recommending that the properties located at 5925, 5960 Ninth Avenue, portion of 5895, 6013, 6074 Thorne Avenue, 6139 Trapp Avenue and a portion of 6160 Trapp Avenue be rezoned from M3a Heavy Industrial District to M1 Manufacturing District (see attached sketch #1). The purpose of the proposed rezoning is to provide an appropriate interface with Marine Way resulting in the construction of industrial buildings which will act as a screening element for views into the interior M3a Heavy Industrial District lands. This rezoning was initiated as a result of the conclusions staff reached in conducting a review of the appropriateness of M3a District zoning in the Big Bend (see attached sketch #2).
- 1.2 On 1989 March 20 Council also received a delegation on behalf of Mundies Towing and Storage, the owners of the properties located at 5960 Ninth Avenue and 5985 Thorne Avenue (see attached sketch #3). The delegation expressed their opposition to the rezoning of the properties owned by Mundies Towing and Storage and expressed the opinion that the proposed text amendments to the Burnaby Zoning Bylaw, which included increased buffering and screening requirements in the M3a District, should be sufficient.

At that time, Council tabled the recommendation on the subject rezoning application.

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1.3 Council, on 1989 April 10, brought forward the following motion amending RZ #99/88:

"That RZ #99/88 be amended by excluding 5960 Ninth Avenue and 5895 Thorne Avenue from the rezoning."

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The motion was then referred to staff to report on the berm and screening requirements of the above noted properties prior to their exclusion from rezoning.

Planning & Building Inspection staff have subsequently met with a representative of Mundie's Towing and Storage to discuss the buffering and screening regulations that would be required on this property with the amendments to the M3a zoning District, which received Final Adoption on 1989 May 29.

2.0 SCREENING REQUIREMENTS FOR PROPERTIES OWNED BY MUNDIE'S TOWING AND STORAGE

2.1 The proposed revisions to the M3a regulations will require automobile wrecking yards to be completely enclosed by a solid 2.4 m (7.87 ft.) fence or wall. Where such uses are separated from an adjoining street, or a directly abutting A2, R or RM District, a fully and suitably landscaped and properly maintained 1.8m (5.91 ft.) wide strip will be required, in which case the required fence or wall will be located on the interior or rear side of this landscaped strip. In the subject case, this will apply to the frontage of the subject properties along Ninth Avenue as shown on sketch #5 attached.

It was agreed that, as Ninth Avenue is presently not constructed, the landscape component would consist of a solid cedar hedge, with a planting height of 5 to 6 feet. It was also agreed that in order to achieve the desired balance of the screening from Marine Way, that the required 2.4m high fence along the north and northeasterly property lines would be supplemented by a 5-6 foot high solid cedar hedge.

2.2 In an exchange of correspondence between the Planning & Building Inspection Department and the representative for Mundie's Towing and Storage, it was agreed that the landscaping and screening elements noted in Section 2.1 above would be provided by Mundie's Towing and Storage, with the work to be completed by 1990 April 30.

In order to ensure that the cedar hedge along the north and northeasterly property line is protected in the longer term, it was agreed that a covenant would be registered against the properties to this effect. This will require preparation of an Explanatory Plan by a B.C. Land Surveyor. The Municipal Solicitor will prepare the necessary Agreement and attend to registration.

2.3 A letter dated 1989 May 12 has been submitted indicating Mundie's Towing and Storage will satisfy the amended M3a District zoning regulations. In light of Council's motion of 1989 April 10 on this rezoning and the letter from Mundie's Towing and Storage, it would now be appropriate to forward Rezoning Reference #99/88 to a Public Hearing, excluding the properties at 5960 Ninth Avenue and 5895 Thorne Avenue (see attached sketch #4).

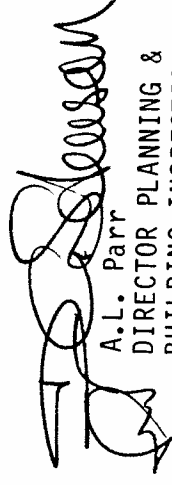
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3.0 REMAINING PROPERTIES TO BE REZONED TO THE M1 DISTRICT

3.1 The rezoning of the remaining M3a District-zoned properties to M1 Manufacturing District is still an essential element in the approach presented in the 1988 July 25 Council report on the review of the M3a District designation in the Big Bend Development Plan, to ensure that future M3a District development be compatible with the future development of the Big Bend. The three elements recommended to Council to limit the potential negative impacts of further M3a District development in this area were the narrowing of the permitted uses in the M3a District, the incorporation of increased screening and landscaping measures in the M3a District regulations through a text amendment to the Burnaby Zoning Bylaw, which has received Final Adoption, and the rezoning of certain properties adjacent Marine Way to the M1 Manufacturing District. The rezoning of the subject properties should also minimize the potentially negative overview situation for westbound vehicles on Marine Way.

4.0 CONCLUSION

The rezoning of the remaining properties to the M1 Manufacturing District is still an important element in the development strategy in the northeast sector of the Big Bend and it is recommended that this rezoning proceed in a timely manner.



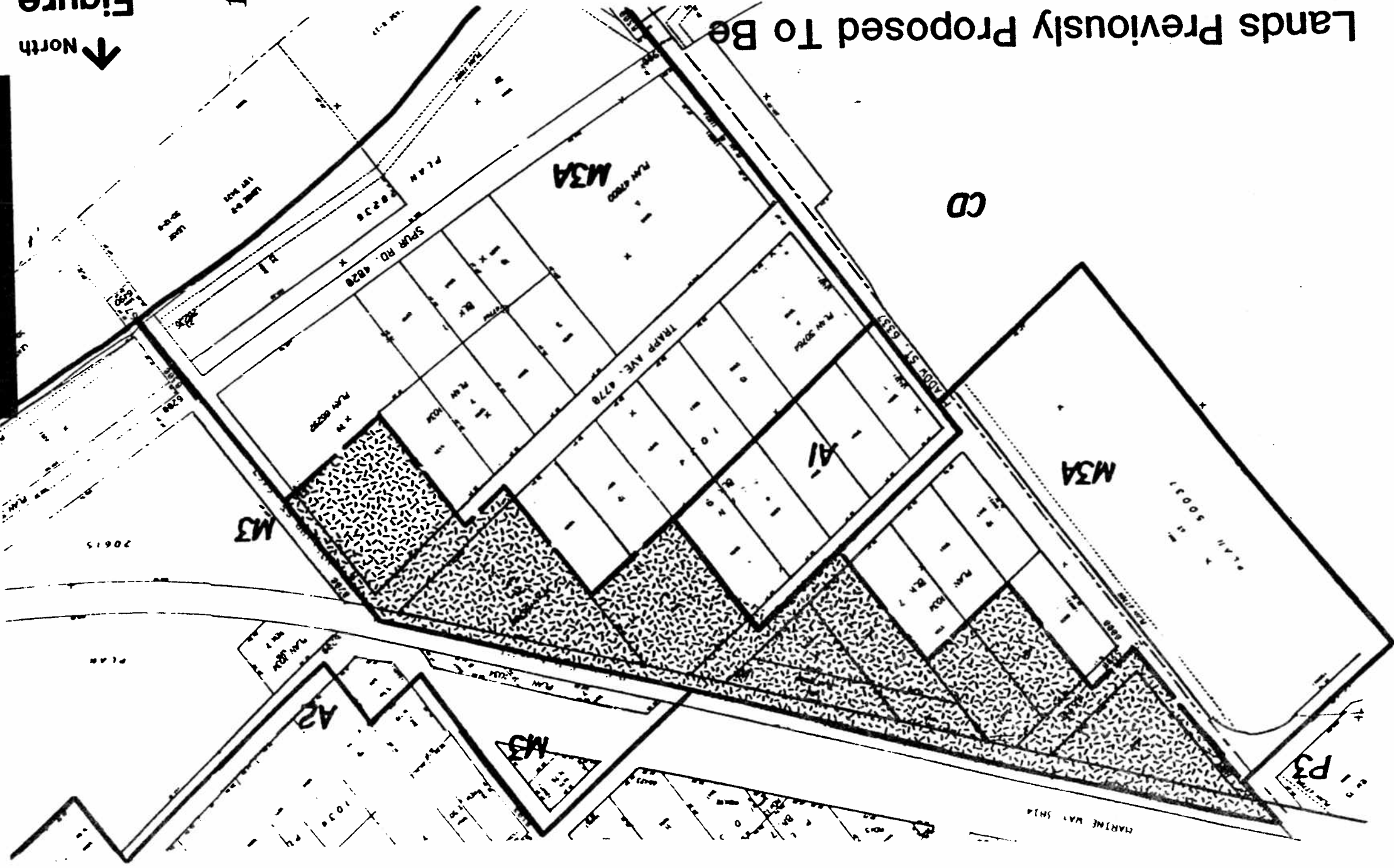
A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

BW:zn

Attachments

cc: Municipal Clerk

Lands Previously Proposed To Be Rezoned From M3a To M1


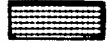








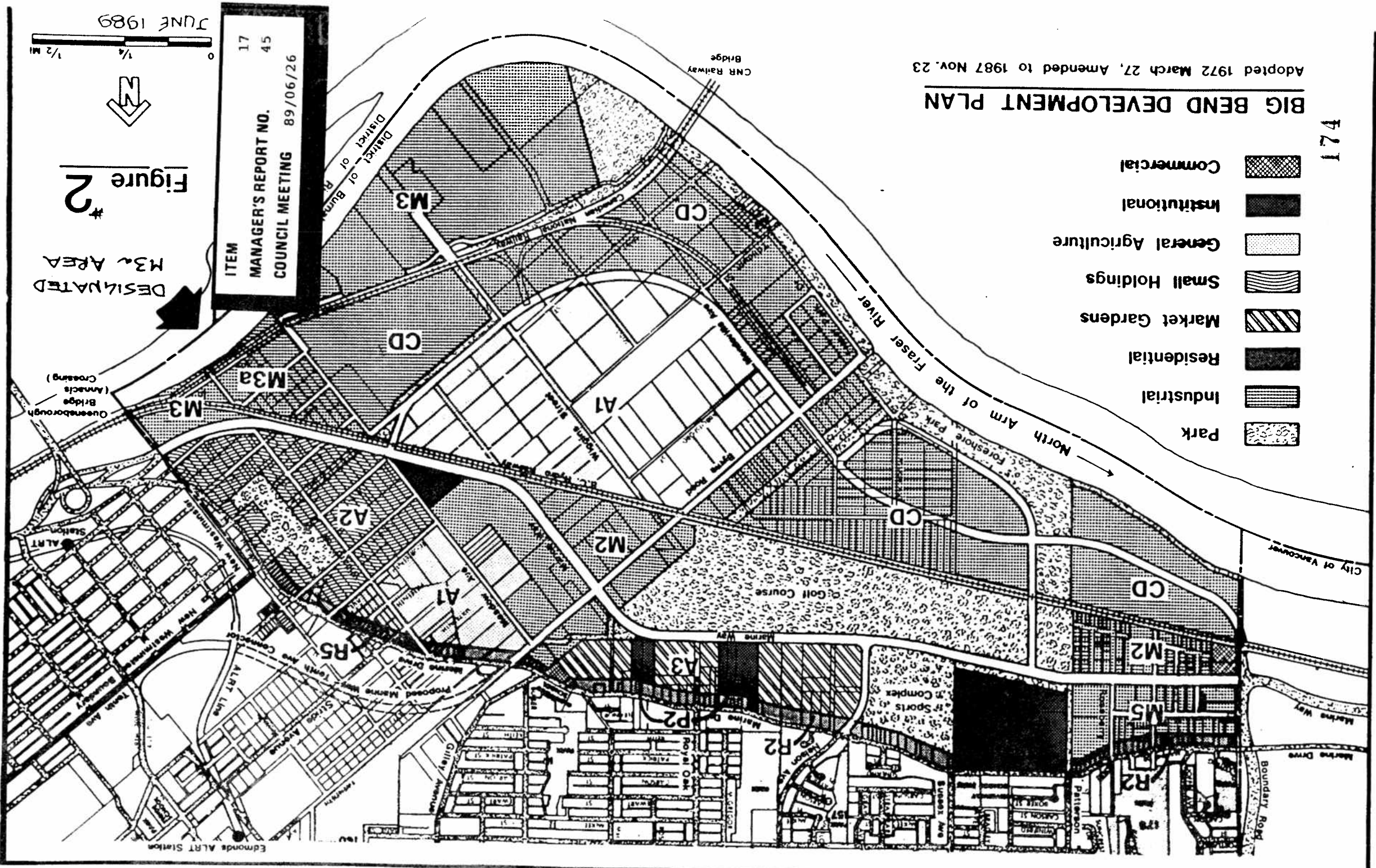
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Figure 1
North
June 1989

BIG BEND DEVELOPMENT PLAN

Adopted 1972 March 27, Amended to 1987 Nov. 23

-  Park
-  Industrial
-  Residential
-  Market Gardens
-  Small Holdings
-  General Agriculture
-  Institutional
-  Commercial



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DESIGNATED M3 & AREA
 #2
 Figure

0 1/4 1/2 MI
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PROPERTIES OWNED BY
"MUNDIES TOWING"

FIGURE 3



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SUBJECT PROPERTIES

FIGURE # 4

921

M3A

PLAN 5037

MARINE WAY 3814

3814

M3

M3A

PLAN 1788

PLAN 1034

PLAN 1034

PLAN 1034

PLAN 68292

PLAN 57189

PLAN 20

PLAN 21

4820

BLK 1

PLAN 7

TRAPP AVE. 4770

PLAN 5076

MEADON ST. 6337

THORNE AVE.

NINTH AVE. 4670

PLAN 5906

PLAN 8000

9TH AVE.

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"MUNICIPAL TOWING AND STORAGE"
"LANDSCAPING AND SCREENING REQUIREMENTS"

FIGURE # 5