

TO: MUNICIPAL MANAGER 1990 JULY 18

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: REZONING REFERENCE #22/90
6137 HASTINGS STREET
(SEE ATTACHED SKETCH)
PUBLIC HEARING ENQUIRIES

PURPOSE: To provide Council with information regarding the concerns raised at the Public Hearing for this rezoning application.

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RECOMMENDATION:

- 1) THAT a copy of this report be sent to Mr. John Kallops, 340 Fell Avenue, Burnaby, B.C. - V5B 3Y4.

R E P O R T

1.0 BACKGROUND INFORMATION:

- 1.1 On 1990 June 26, the Public Hearing was held for Rezoning Reference #22/90, which involves a proposal to rezone the subject property from C7 Drive-In Restaurant District to M1 Manufacturing District. At the Public Hearing, a resident of Fell Avenue, which is across a rear lane from the subject site, stated that he was in favour of the proposed rezoning, but also noted a number of concerns regarding parking and traffic circulation in the area. This report is provided in response to those concerns, as requested by Council.

2.0 GENERAL DISCUSSION:

- 2.1 The first concern expressed by Mr. John Kallops of 340 Fell Avenue was regarding the dead end lane to the east of Fell Avenue and the resultant necessity of garbage pick-up along Fell Avenue and the lack of a turnaround in the lane.

The dedicated right-of-way east of Fell Avenue is physically constructed from its access point from Fell Avenue to a point roughly even with the northern property line of the subject site. (See attached Sketch #1). The properties along Fell Avenue north of this point to Pandora Drive were designed to utilize access off Fell Avenue. Mr. Kallops wished to see the remainder of the lane constructed through to Pandora Street to permit greater access to these residential lots.

The possibility of constructing this lane was first discussed in connection with the rezoning (Rezoning Reference #41/81) of the four properties at 240 - 270 Fell Avenue to R9 Residential District in 1983. At that time, the Director Planning and Building Inspection noted that lane construction was specifically not included in light of the Hammarskjold right-of-way being designated for pedestrian walkway purposes in the Council-adopted Burnaby Trail Study and a lane not being compatible with the proposed use of that right-of-way, and the fact that suitable access is available from Fell Avenue. Consequently, the Chief Building Inspector ensured that building permits issued for the properties abutting the unconstrained portion of the lane reflected vehicular access from Fell Avenue only.

2.2 On 1990 June 18, Council adopted the recommendations contained in a report from the Director Planning and Building Inspection regarding an Urban Trail System for Burnaby. The portion of the trail system which would be affected by the construction of the lane is designated as a Major Urban Trail as part of the Shore to Shore Urban Trail (see attached Sketch #2).

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Among the objectives for the urban trail system are the development of urban trails as routes totally separated from vehicular traffic and, where this is possible, the separation of the walkway for pedestrians and the bicycle path. In conducting a site visit to examine the concerns stated at the Public Hearing, staff noted that the construction of the lane would necessitate the moving of the existing trail to the east to maintain some separation from the lane. This would result in the removal of a large amount of vegetation and trees to facilitate both the construction of the lane and the relocation of the trail. The construction of the lane east of Fell Avenue would therefore detract significantly from the parkway character that could otherwise be achieved through this area of the urban trail and would be contrary to the general objectives of the Urban Trail System.

With respect to the lack of a turnaround in the lane, as a prerequisite to the completion of the subject rezoning, the applicant will be required to dedicate sufficient right-of-way and construct a vehicular turnaround at the north end of the subject site.

In light of the need to protect the Hammar skjold right-of-way as part of the Urban Trail System, the vehicular turnaround to be constructed for the lane and the availability of access from Fell Avenue, this Department considers the extension of the lane to the east of Fell Avenue to be neither desirable nor necessary.

2.3 The other concerns noted by Mr. Kallops related to off-street parking in the area. Mr. Kallops requested that the business at 6101 Hastings Street (B. C. Collisions Limited) be required to provide parking on the other lots (290 and 330 Fell Avenue) owned by the owner of the property occupied by B. C. Collisions Limited, rather than parking on the street or in the lane. While a search of our records revealed that B. C. Collisions Limited is non-conforming in terms of parking requirements, the Municipality is not in a position to require that additional parking spaces be provided on the other properties on Fell Avenue.

Mr. Kallops' other concern was regarding the number of dumptrucks, etc., which park on Hastings Street near the subject site for extended periods of time. With regards to both this concern and the cars parked on the street by B. C. Collisions Limited, the Traffic Division of the Engineering Department advise that the following regulations of the Street and Traffic Bylaw apply to this situation:

- street parking restricted to three hours between the hours of 8:00 a.m. and 6:00 p.m. if the vehicle is parked in front of another person's residence or business;
- no overnight parking of vehicles over 8,000 lbs. G.V.W. permitted on Hastings Street;
- no parking of trucks over 30,000 lbs. G.V.W. permitted on Fell Avenue;
- no parking permitted in lanes.

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The Street and Traffic Bylaw is enforced upon complaint by Municipal Bylaw enforcement officers, dispatched out of the R.C.M.P., Traffic Section, or by the R.C.M.P. directly. The Traffic Division also advises that no complaints have been received regarding parking in this area.

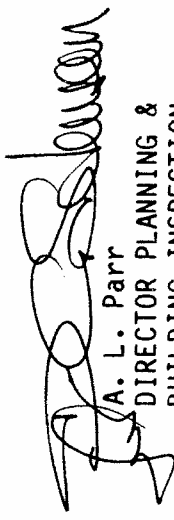
3.0 CONCLUSION:

- 3.1 The construction of the lane east of Fell Avenue is not supported by this Department in light of the designation of the Hammar skjold right-of-way as part of the Urban Trail System and the availability of satisfactory access from Fell Avenue. With regards to off-street parking in the area, these are matters which are enforced by Municipal Bylaw Enforcement officers or the R.C.M.P., upon complaint.

ALP
BW:ap

Attachments

- c.c. Urban Design Planner
Director Engineering - (Attn: Traffic Division)


A. L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

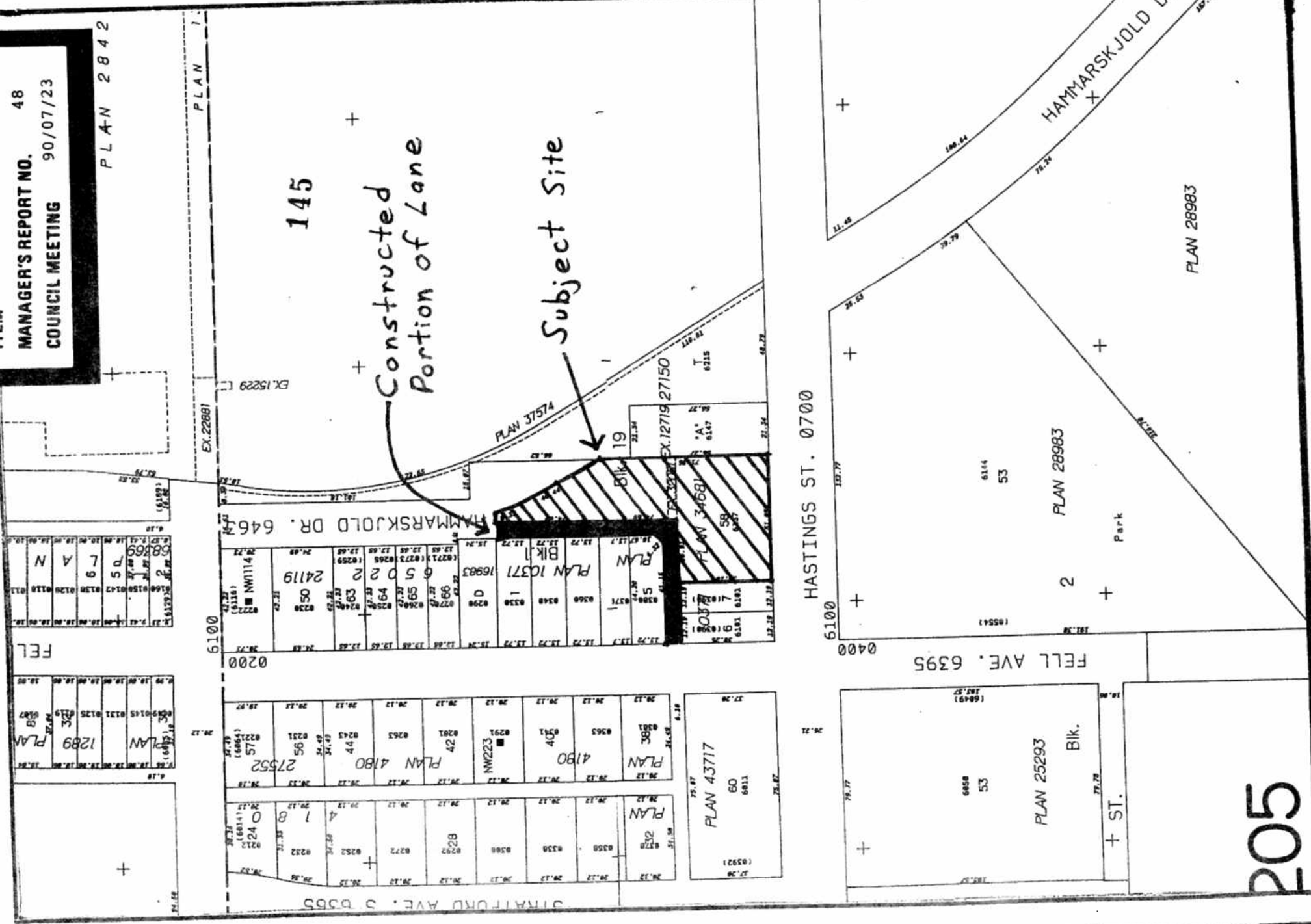
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PLAN 2842

PLAN 1

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Constructed
 Portion of Lane
 Subject Site



BURNABY
 Planning & Building Inspection
 Department

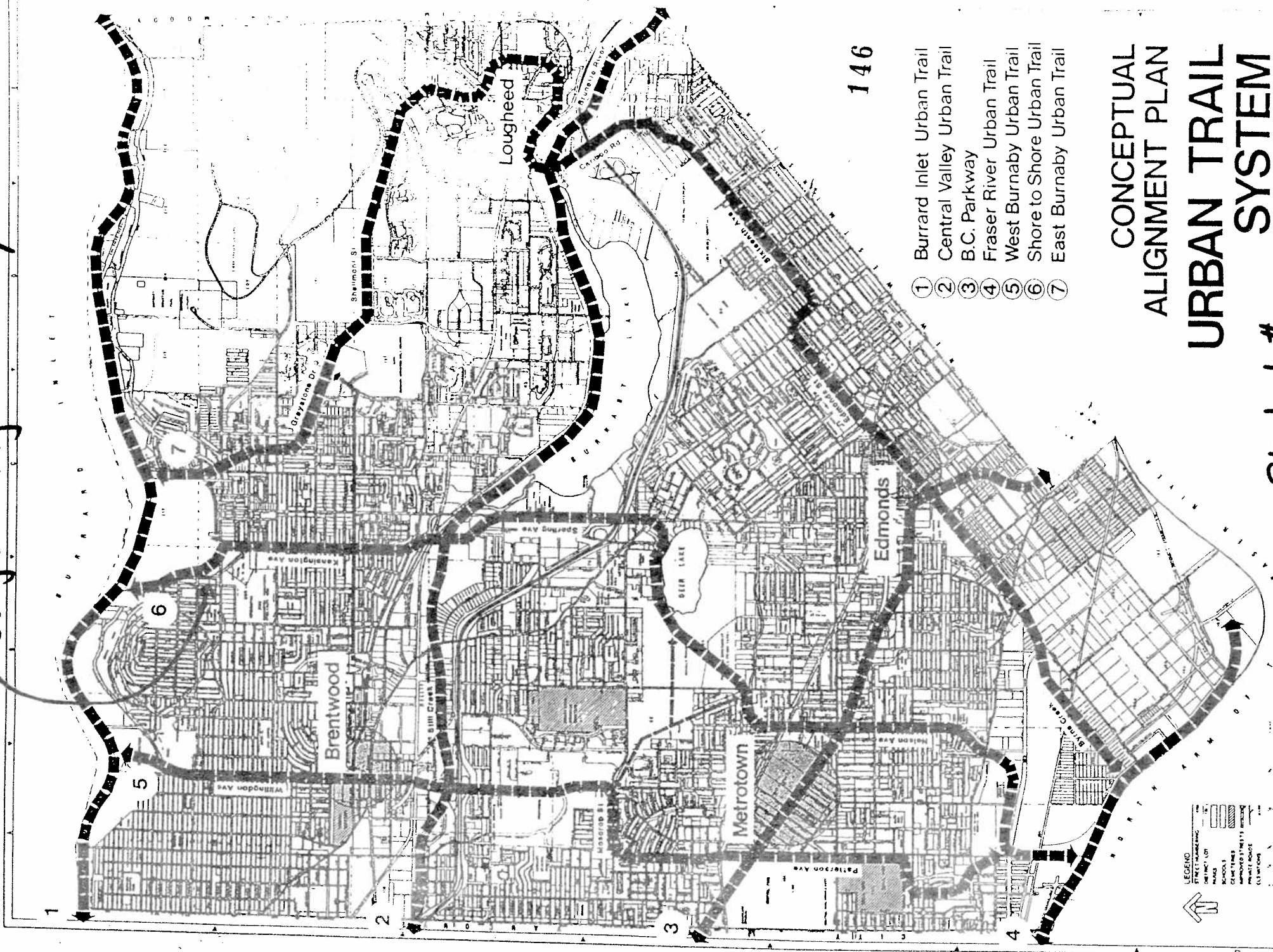
Rezoning Reference # 22/190

Sketch #1

Date	1990 July
Scale	1:2000
Drawn By	

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Subject Right-of-Way



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- ① Burrard Inlet Urban Trail
- ② Central Valley Urban Trail
- ③ B.C. Parkway
- ④ Fraser River Urban Trail
- ⑤ West Burnaby Urban Trail
- ⑥ Shore to Shore Urban Trail
- ⑦ East Burnaby Urban Trail

CONCEPTUAL
 ALIGNMENT PLAN
 URBAN TRAIL
 SYSTEM

Sketch #2

BURNABY

LEGEND

- ↑
- STREET NUMBERING
- STREET LOT
- PARKS
- SCHOOLS
- INDUSTRIAL
- COMMERCIAL
- RESIDENTIAL
- PRIVATE ROADS
- UTILITY CORPS

COMPILED BY THE
 BURNABY PLANNING DEPARTMENT



1990/07/23

