

**TO:** MAYOR AND COUNCIL 1996 November 12

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** RECYCLING DEPOT LOCATED AT 3984 KITCHENER STREET

**PURPOSE:** To respond to a complaint by a resident regarding the activities and traffic generated by the recycling depot and paint drop off centre located at 3984 Kitchener Street.

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**RECOMMENDATION:**

1. THAT copies of this report be sent to Mr. Roy Hunter of 3995 Kitchener Street, Burnaby, B.C. V5C 3L9, and to Mr. Chris Dever of 3984 Kitchener Street, Burnaby, B.C. V5C 3M2.

**R E P O R T**

**1.0 BACKGROUND**

At the regular Council meeting of 1997 June 16, Council heard a presentation from Mr. Roy Hunter of 3995 Kitchener Street regarding the activities and traffic generated by the recycling depot and paint drop off centre located at 3984 Kitchener Street. Council requested a brief overview of the area and an exploration of the problem to see what could be done to reduce the traffic and activity that affects Mr. Hunter's property. This report addresses these issues.

**2.0 HISTORY OF THE SITE AND AREA**

The existing building located at 3984 Kitchener Street is zoned M3 Heavy Industrial District and was built in 1961. It has housed a number of businesses, including automotive repair and the manufacturing and wholesaling of truck parts, shoes, and kitchen cabinets. As of 1996, the premises have been utilized concurrently as a recycling depot for bottles and cans, a collection centre for waste paint, and as a site for vending machine storage. All of these uses are permitted under the M3 Heavy Industrial District zoning regulations.

Mr. Hunter's residential property and a portion of the recycling depot and paint drop off centre are located within a 60 foot deep R5 Residential District buffer area on the south side of Douglas Road between First Avenue and Boundary Road (Figure 1, *attached*). This 60 foot strip, which is measured from the north-easterly property lines of the lots on the south side of Douglas Road, was established prior to the adoption of the 1965 Zoning Bylaw to maintain a buffer between the M3 Heavy Industrial District area to the south and the R5 Residential District single and two family residential area to the north.

### 3.0 THE CURRENT SITUATION AND PROPOSED SOLUTIONS

The primary complaint is of excess traffic on the weekends and secondly, of storage of materials and debris outside the building. The recycling depot, by its very nature, is a traffic generating business as people drop off their materials, especially on weekends. The difficulty with traffic is compounded by the absence of a lane and one entrance/egress, so that all traffic is funnelled through one entrance. This results in people stopping on the street while making their drop offs, thus on occasion blocking the entrance to the complainant's driveway.

An investigation into the operating history of the Kitchener Bottle and Recycling Depot indicates that the business has operated within the regulatory guidelines of Burnaby Licensing and of the B.C. Paint Care Association. While there is some temporary storage of recyclables outside of the building, this is permitted under the regulations of the M3 zoning district. The site has the minimum parking required, four spaces. The site is not barricaded during off-hours, so that people may enter and leave their materials. According to the business owner, however, this is not a typical scenario, as most people want to claim their deposit on bottles and cans. Occasionally people do leave materials which are not accepted at the location, such as appliances, and these are disposed of by the business owner.

No stopping signs were erected in front of the complainant's property in 1990. Engineering, Traffic Section advises that these signs are generally self-enforcing, and that the next course of action is for the complainant to notify the R.C.M.P. for enforcement.

Discussions with the business operator indicate a willingness to alleviate the situation. The business operator will visually monitor the parking situation and insist that illegally parked cars must be moved. This however, is not a systematic approach to dealing with the situation, as the employees cannot see the complainant's driveway from inside the building. The business owner has also agreed to erect a sign indicating where it is appropriate to park and will attempt to "train" site users to use approved parking spots.

It is hoped that these suggestions, utilized concurrently, will alleviate the parking situation in front of the complainant's driveway. With regard to the storage of materials outside the

building, as has already been stated, this is within the zoning regulations of the M3 District. The overall appearance of the site is not unusual for the industrial area in which it is located, and Environmental Engineering notes that the premises are not considered "unsightly", nor have any previous complaints been made.

#### 4.0 CONCLUSION

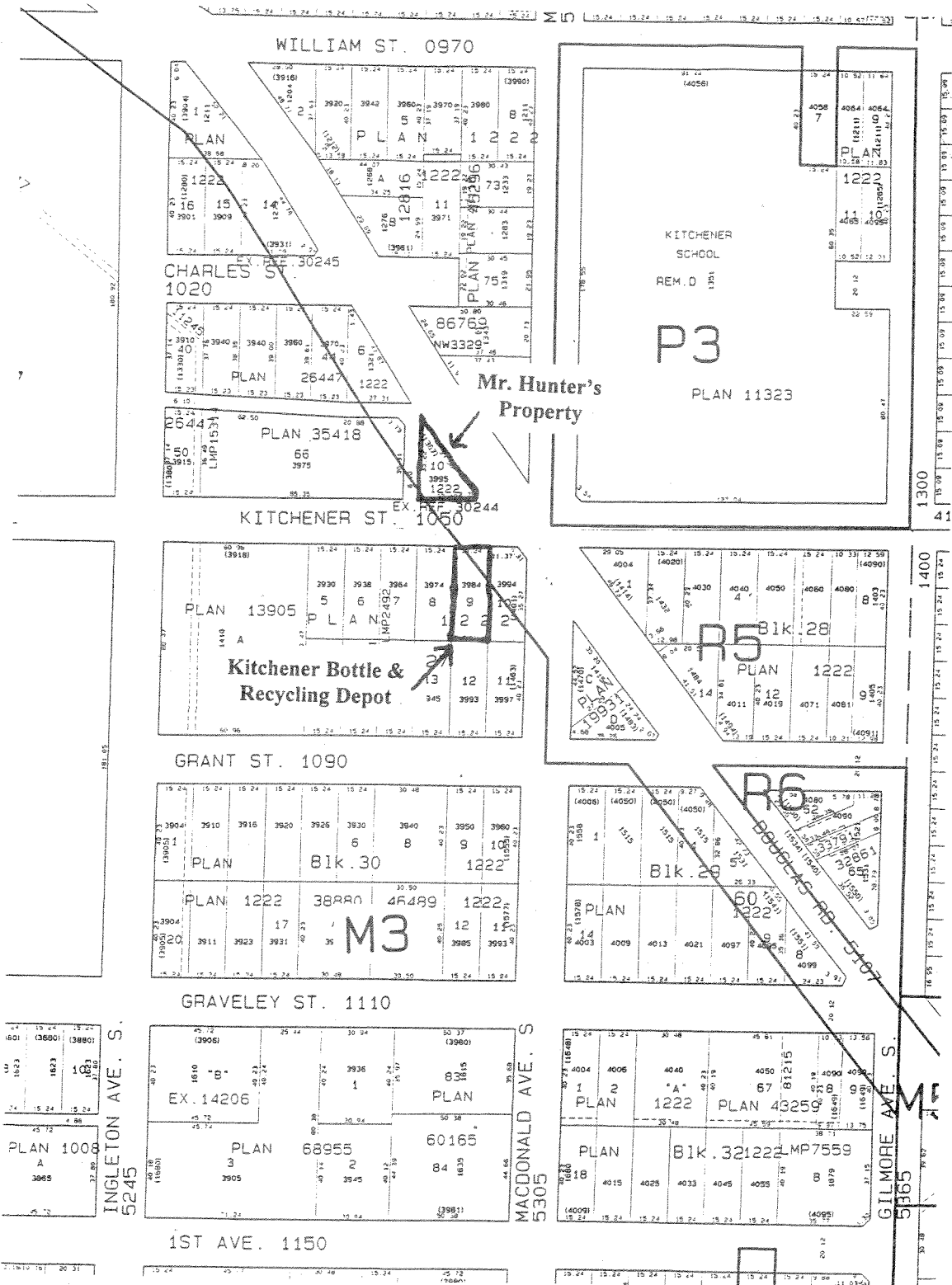
It is suggested that the complainant pursue enforcement of existing no stopping signage through the R.C.M.P. In addition, the owner of the Kitchener Bottle and Recycling Depot will erect signage to indicate where its site users should park and verbally enforce this.



D.G. Stenson, Director  
PLANNING AND BUILDING

KSF

cc. Engineering, Traffic Division  
Bill Shumborski, R.C.M.P. Traffic Section



**Figure #1: Subject Properties**