

**TO:** CITY MANAGER

2001 JULY 27

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** REZONING REFERENCE #00-19  
5059 CANADA WAY  
RESPONSE TO PUBLIC HEARING POINTS

**PURPOSE:** To respond, as requested by Council, to the points raised at the Public Hearing for Rezoning Reference #00-19.

---

**RECOMMENDATION:**

1. **THAT** this report be received for information purposes.

**R E P O R T**

**1.0 BACKGROUND INFORMATION:**

- 1.1 On 2001 June 26 the Public Hearing was held for the subject rezoning application, which involves a request to rezone 5059 Canada Way to CD Comprehensive Development District (based on C6b Gasoline Service Station District guidelines) in order to permit the development of a new split-serve gasoline service station with a retail store to replace an existing self-serve service station with a retail store. At the Public Hearing, one resident spoke and raised a number of points of enquiry and concern.

On 2001 July 09 Council gave Second Reading to the bylaw amendment and directed staff to respond to the points raised at the Public Hearing. This report is in response to that request.

**2.0 GENERAL DISCUSSION:**

- 2.1 The following information is provided in response to the points which were raised at the Public Hearing.

- a) *How will the issue of traffic cross cutting the site be addressed?*

Currently, there are no physical barriers preventing vehicles traveling westbound on Canada Way from making a left turn onto the subject site, as there is presently only a painted centre median. It is noted, however, that such turns are considered illegal. To remedy this situation, a raised centre median has been made a required component of the servicing agreement associated with the rezoning of the mosque across the street

(Rezoning Reference #98-13 and Subdivision Reference #98-36). This raised median will prevent vehicles from making a left turn from Canada Way onto the subject site by providing a physical barrier, thereby precluding vehicles cross cutting the site.

b) *Will any changes in access to the site result from the rezoning proposal?*

The existing gasoline station takes access from both Sperling Avenue and Canada Way. The subject rezoning basically maintains the existing access arrangement. Sperling Avenue remains a single right-in/right-out access, and on Canada Way the proposal shows a continuation of separated ingress and egress accesses. Such minor locational modifications to access should not result in any appreciable change to traffic flow in the area.

c) *Will there be increased traffic?*

The present gasoline station and related 7-11 convenience store generates significant traffic. The proposed convenience store is about 500 sq. ft. smaller than the current 7-11 store and may provide more focused sales offerings, thus likely generating less traffic.

d) *What is the age of the existing station?*

The existing service station was developed under prevailing C2 Community Commercial District Zoning in 1976. The 7-11 convenience store was added in 1982, and expanded in 1989 and 1990.

e) *What constitutes a split serve station?*

Under the Burnaby Zoning Bylaw, a distinction is made between those service stations which offer attendant gasoline service, and those which require customers to refuel their own vehicles, or a combination of the two. Most gasoline service stations in Burnaby currently do not offer any kind of attendant gasoline service, although recent changes in the bylaw require new and redeveloping stations to include at least one full serve pump. A split serve station, therefore, is one which offers both self serve and attendant gasoline service. The subject rezoning shows two refueling positions (one pump) dedicated to attendant gasoline service, which under the recently amended zoning bylaw, requires that full serve pumps be in operation from 7:00 a.m. to 11:00 p.m. or, where the service station is open for business for less than 16 hours a day, during the whole time that it is open for business, on each day that it is open for business.

### 3.0 CONCLUSION:

This report responds to the various points raised at the Public Hearing. Regarding Point 2.1 (a), the installation of a new raised median is a requirement of Rezoning Reference #98-13 which was granted Final Adoption on 1999 May 31, and thus the timing of the median's construction will be determined as a part of that process. In general, it is noted that the redevelopment of the subject site does not propose significant changes to the existing use and development, and therefore should have negligible impact with respect to traffic. The applicant will be proceeding with satisfying the prerequisite conditions to the rezoning.

This is for the information of Council.



L.S. Belhouse  
Director Planning and Building

EK:gk

cc: Director Engineering  
City Clerk

