

**TO:** CITY MANAGER

2001 APRIL 03

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #00-18  
4805 - 4823 HASTINGS STREET  
RESPONSE TO PUBLIC HEARING CONCERNS**

**PURPOSE:** To respond to the concerns and points raised at the Public Hearing and questions raised by Council at Second Reading for the subject rezoning

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**RECOMMENDATION:**

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

**R E P O R T**

**1.0 BACKGROUND INFORMATION:**

- 1.1 On 2001 February 20 the Public Hearing was held for the subject rezoning application, which involves a request to rezone 4805 and 4823 Hastings Street to CD Comprehensive Development District (based on C7 Drive-In Restaurant District guidelines) in order to permit the development of a McDonald's drive-in restaurant. At the Public Hearing a number of concerns were raised by area residents.

On 2001 March 5 Council gave Second Reading to the bylaw amendment and directed staff to respond to the concerns and points raised at the Public Hearing, as well as further questions raised by Council at Second Reading.

This report is in response to that request.

**2.0 GENERAL DISCUSSION:**

- 2.1 The following information is provided in response to the concerns and points which were raised, with this section dealing with traffic related issues:

- a) *What is the location of the bus stop adjacent the site and will it be required to be moved?*

There is currently a bus stop along the western side of the site on Gamma Avenue, serving the 137 - Capitol Hill bus, which is a short, local route running from Pender Street and Willingdon Avenue to Capitol Hill and back. The bus stop would need to be removed from this location in connection with the commercial development of the site.

This is due to the lack of space along Gamma Avenue adjacent the main access to this site at the northwest corner of the property. Engineering staff have been in contact with Coast Mountain Bus Company regarding the options available in dealing with the removal of this bus stop. It has been suggested that after removal of this bus stop, the 137 bus could utilize an existing bus stop near the corner of Beta Avenue and Hastings Street. Coast Mountain Bus Company is considering this option and will advise us of their position. If a new bus stop on Gamma Avenue is desired, adjacent residents will be notified and a report will be submitted to the Traffic and Safety Committee for its consideration.

- b) *The question was asked as to whether the pedestrian activated light at the intersection of Gamma Avenue and Hastings Street could be changed to full activation.*

The traffic light at the intersection of Gamma and Hastings is already a fully activated light, with a minimum time for the green light on Hastings Street. In accordance with standard practice, it stays green on Hastings Street unless it is activated from the side street.

- c) *When was the traffic study done and what is the schedule of delivery of supplies to McDonald's? A question also was asked regarding the safety of the loading bay provided for on the site.*

The portion of the traffic study which provided information on the traffic volumes on Gamma Street was done on Monday, December 18, 2000. The information on traffic volumes on Hastings Street was from a count carried out in February 1999.

With regard to the schedule of deliveries to McDonald's, the McDonald's representative advises that there are deliveries every five days and that deliveries take 1 to 2 hours to complete. They are unable to say exactly when the deliveries will take place, but have indicated that there are no night time deliveries in residential areas and the latest delivery would be completed by 10:00 p.m. Staff were also advised that the drivers turn off their reefers (refrigeration units) before they arrive at the site in order to minimize any noise disruptions.

While the location of the loading bay is not ideal in terms of its proximity to the pedestrian access to the restaurant, there is no unusual or difficult truck maneuvering required to utilize the loading bay and no unusual conflicts with other vehicular traffic on the site. In light of the infrequency of the deliveries, it is not anticipated that the unloading function should cause any problems.

- d) *A request was made for the accident numbers at the corner of Hastings Street and Gamma Avenue.*

In 1996 the signal at Gamma and Hastings was changed from pedestrian activated to a full signal. Prior to the installation of the full signal, there had been an average of 10

collisions per year, while in the last 4 years there have been an average of 1.75 collisions per year. For information, at the corner of Albert Street and Gamma there have been three crashes in the last three years. All took place prior to the installation of the four way stop at this intersection in September 2000. Engineering staff consider these figures to be low for a signalized intersection and the three crashes in three years at Gamma and Albert are considered to be relatively low for that type of intersection.

- e) *Concern was expressed as to whether there would be problems associated with vehicles turning out of the McDonald's parking lot and rat running through the neighbourhood.*

Extensive through traffic counts were undertaken in September of 1999 to determine the entry and exit points for "rat-running" in both the Burnaby Heights and Capitol Hill neighbourhoods as part of the draft Burnaby Heights traffic calming plan. Gamma at Hastings was a count station monitored during this survey. In the morning and afternoon peak hours, the through trips entering/exiting Gamma from Hastings to the east represented 36 of 241 total vehicles and 24 of 167 total vehicles respectively, or about 15% through traffic as a proportion of total traffic. As for vehicles travelling across Hastings north-south on Gamma, they represented 3 of 44 total vehicles and 1 of 24 total vehicles respectively in the morning and afternoon peak hours or about 4-7% through traffic as a proportion of total traffic. Therefore, through traffic was not a major component of the traffic volumes on Gamma north or south of Hastings prior to the development proposal. Staff do not believe that the proposed McDonald's Restaurant will significantly contribute to an increase in rat running in the neighbourhood.

- f) *Whether or not seven parking spaces are sufficient for employee parking.*

The Burnaby Zoning Bylaw does not require separate employee parking for restaurants. The Zoning Bylaw requires restaurants with over 50 seats in total to provide one parking space for every five seats. In this case, the proposed seating is 150, therefore the total parking required is 30 spaces. The development plan shows 39 spaces.

It is surmised that the figure of seven parking spots for employees came from the McDonald's representative advising at the Public Hearing that there are typically seven or eight employees on site at one time. This number can increase to about fifteen employees for a Saturday lunch period. Staff were informed that typically most of the employees are around 16 years old, work part time and that of the seven employees typically on site, only two or three would drive to work. The question was asked as to whether McDonald's would set aside parking spaces specifically for employee parking. McDonald's does not support this as it would take away from customer parking when the employee parking is not in use. Staff concur with this approach. Staff also suggested to McDonald's that they should require their staff to park in the far northeast corner of the parking lot, to ensure that the more convenient parking spaces are available for customers. This is their standard business practice.

2.2 The following information is provided in response to additional miscellaneous concerns:

- a) *Concerns regarding contaminated soils next to the former gasoline service station.*

Environmental Services staff have advised that the site has received a Certificate of Compliance, however, there is some impacted soil located under the Hastings Street right-of-way. The current owner of the property, Petro Canada, has provided a written commitment to remove the impacted soils at the time of construction. Environmental Services staff are satisfied with this arrangement and have no further requirements.

- b) *Concern was expressed at the Public Hearing regarding littering in the neighbourhood from the McDonald's.*

McDonald's general policy regarding litter is that they do a pickup of all garbage found around the site once a day, usually in the morning and they pick up garbage on the site a couple of times per hour. In addition, they have indicated that they will respond to any calls for litter pick up from area residents.

- c) *Concern was also expressed at the Public Hearing regarding students hanging out at the restaurant*

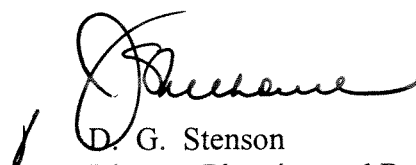
The McDonald's representative indicated that there is some "hanging out" at the existing McDonald's at Hastings Street and Alpha Avenue. However it has generally not been an issue for the last 5 or more years. The new McDonald's restaurant is also located somewhat farther away from the Alpha Secondary School building.

### 3.0 CONCLUSION:

This report responds to the various points raised at the Public Hearing as well as further questions raised by Council. Regarding Point 2.1(a), if the installation of a new bus stop is considered after discussions with Coast Mountain Bus Company, adjacent property owners will be notified and a report will be submitted to the Traffic and Safety Committee for its consideration.

The applicant will be proceeding with satisfying the prerequisite conditions to the rezoning.

This is for the information of Council.

  
D. G. Stenson  
Director Planning and Building

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cc: Director Engineering  
City Clerk

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