

**TO:** CHAIR AND MEMBERS  
PLANNING AND DEVELOPMENT  
COMMITTEE

**DATE:** 2016 January 21

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** 42000 20

**SUBJECT:** OUTDOOR STORAGE OF TRUCKS AND CONTRACTOR MATERIALS  
3822, 3806 MARINE DRIVE, 8747 IVY AVENUE, AND  
7549 MEADOW AVENUE  
BIG BEND DEVELOPMENT PLAN

**PURPOSE:** To respond to a delegation requesting better opportunities for outdoor truck and contractor storage within the Big Bend Development Plan area.

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**RECOMMENDATION:**

1. **THAT** a copy of this report be sent to the members of the delegation who presented to the Community Development Committee on 2012 April 24 regarding truck storage in the Big Bend Development Plan.

**REPORT**

**1.0 INTRODUCTION**

On 2012 April 24, the Community Development Committee (now called the Planning and Development Committee) received a delegation led by Mr. Harj and Kal Bansal regarding enforcement of the Zoning Bylaw as it pertains to storage yards for the outdoor storage of commercial vehicles and contractor materials. The delegation indicated that, with the continuing transition of the City's industrial areas for higher order industrial uses, there is a general lack of available properties appropriately zoned to accommodate storage yards.

The delegation requested that the Committee consider the rezoning of the properties at 3822, 3806 Marine Drive, 8747 Ivy Avenue, and 7549 Meadow Avenue (see Sketches #1 and #2 *attached*), located within the Council-adopted Big Bend Development Plan area (see Sketch #3 *attached*), to the M3 Heavy Industrial District in order to permit the outdoor storage of commercial vehicles and contractor materials. It is noted that the subject properties have been the subject of enforcement actions related to Zoning Bylaw violations, as well as violations related to unsightly premises, unlicensed businesses, general property misuse, and multiple uses on a site which accommodates a residential use. Despite the period of time that has passed since the delegation was received, there has been no substantial change to the non-permitted use of the subject properties.

This report outlines the policy context for industrial land use in Burnaby and responds to the delegation's request by presenting the context of outdoor storage yard uses under the City's land use framework, and outlining an approach to assist the delegation in finding suitable properties to accommodate such businesses.

## **2.0 POLICY CONTEXT**

### **2.1 Regional Growth Strategy**

On 2011 March 07, Council accepted by resolution the Regional Growth Strategy (RGS) – “Metro Vancouver 2040 – Shaping Our Future,” which became incorporated into Burnaby's Official Community Plan (OCP). The RGS establishes a land use management framework for the region and is centred on broad goals that define land use and growth management, including the support of a sustainable economy. Strategies associated with the goal of a sustainable economy include: promoting land development patterns that support a diverse regional economy and employment close to where people live; the protection of the supply of industrial land; and the protection of the supply of agricultural land.

### **2.2 Official Community Plan**

The RGS is largely reflective of Burnaby's existing OCP, which has provided a clear policy direction towards the City's growth and development. Strategic directions include that Burnaby is a “community of economic opportunity,” specifically by ensuring that, among other things, there is:

- an adequate supply of industrial and commercial development opportunities available;
- effective and efficient use of available industrial lands, seeking to attract and accommodate high quality, employment intensive industries and overall increases in floorspace densities;
- contribution to the overall growth of the tax base and employment through more intensive use of available sites;
- encouragement of the continued operation and enhancement of existing businesses that are viable and in locations that are to remain designated for general industrial use;
- recognition of a general merging of commercial and industrial business interests and an associated demand for the expansion of business centre opportunities; and,
- provision of infrastructure that can respond to emerging industrial and commercial requirements.

Directions associated with the OCP's industrial land use policy include that in industrial areas, industrial uses are encouraged that achieve relatively high employment densities and tax base benefits through intensification of use in developing and redeveloping areas, and supporting the inventory of land available for business centres. Indeed, the OCP notes that the existing industrial base in Burnaby, and the Region as a whole, is undergoing a change towards increasing density of industrial development. In addition to this, the Industrial Framework of the OCP, which contributes to the City's diversity of employment and broad tax base, provides for the accommodation of a broad range of general industrial, heavy industrial, and business centre

uses. All three are well-represented in the Big Bend and its long established Community Plan with a specific balance of land use designations. These include: designated industrial areas associated with uses such as manufacturing, wholesale, and transportation, and more “heavy” uses such as outdoor storage and operations; and designated business centre areas intended for businesses associated with a combination of light manufacturing, research and development, and office headquarter uses.

### 2.3 *Big Bend Development Plan*

The Big Bend Development Plan, adopted by Council on 1972 March 27, designates the Big Bend area as a mixed-use area to serve various land uses (see Sketch #3 *attached*), including, as indicated above, both industrial (including heavy industrial) and business centre use. The Big Bend Development Plan area has seen significant development in line with the Plan, with the continuing realization of business centre developments such as Glenlyon Business Park, Riverfront Business Park, Burnaby Business Park, and Glenwood Industrial Estates. In addition, the Big Bend Development Plan area, and Burnaby as a whole, continues to accommodate significant areas of general industrial use. The Big Bend Development Plan also provides for the protection of agricultural uses within designated areas, while residential uses continue to be a designated use along Marine Drive. The land use framework of the Big Bend Development Plan thereby provides for a balance of a variety of land uses, all of which must conform to Zoning Bylaw and other regulations in order to manage negative land use impacts such as unsightliness, noise, traffic, and environmental contamination.

While Burnaby’s industrial base is undergoing change, with increasing density of industrial development increasing the employment base of the City and attracting higher amenity business centre use, more traditional industrial uses such as outdoor storage continue to be supported and accommodated in Burnaby’s more general industrial areas. As always, the range of permitted industrial uses is to be consistent with the provisions of the City’s Zoning Bylaw. Rezoning properties to permit a use that is not consistent with a site’s current zoning designation would be counter to the City’s land use policies or established Community Plan for the Big Bend and therefore would not be supported by established Council policy.

With regards to the Provincial Agricultural Land Reserve (ALR) – established in partnership with the City and Regional District by the Provincial Government and managed through the Agricultural Land Commission – the RGS and OCP both support the preservation of designated agricultural lands. Furthermore, much of the land designated within the Big Bend Community Plan for agricultural uses is located within the ALR. Therefore, based on adopted Provincial, Regional, and City designations, plans and regulations which together are in place to maintain and protect the long term agricultural use of designated properties, rezoning such agricultural properties to permit a non-agricultural use is not supported by City plans and policies.

### 2.4 *Economic Development Strategy*

In addition, it is noted that the Burnaby Economic Development Strategy (EDS) 2020, adopted by Council on 2007 March 12, provides a strategic policy framework for improving the local economy. The goals of the EDS include increasing the total number of jobs and investment in

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Burnaby and increasing the quality and sophistication of the local economy. One of the general strategies to meet these and other goals is to make efficient use of land, while specific sectoral strategies include increasing the intensity of use of light industrial land, particularly in the Big Bend, and continuing to maintain a clear and firm commitment to retain agricultural land.

## 2.5 Industrial Land Inventory

Industrial land in Burnaby makes up about 1,358 ha (3,355 acres) of land in Burnaby, or approximately 29% of the City's "developable" land base. Of the industrial land in Burnaby, approximately 181 ha (447 acres), or approximately 13% of industrial land, is zoned to the M7 Marine District. Business centre type uses, which are accommodated in the M5 Light Industrial, M8 Advanced Technology Research, B1 Suburban Office, and the B2 Urban Office Districts, account for approximately 458 ha (1131 acres), or approximately 34% of industrial land. The remaining five Industrial Districts in Burnaby – the M1 Manufacturing, M2 General Industrial, M3 Heavy Industrial, M4 Special Industrial, and M6 Truck Terminal Districts – make up approximately 676 ha (1671 acres) or approximately 50% of industrial land<sup>1</sup>. These five districts, as explored below in Section 3.0, can potentially accommodate the various truck or outdoor storage uses, as requested by the delegation.

## 3.0 BURNABY ZONING BYLAW STORAGE YARD USES AND DEFINITION

The uses described by the delegation – outdoor storage of commercial vehicles and contractor materials – would be categorized as different types of storage yards. The following section describes the types of storage yard uses permitted within the Zoning Bylaw and the required conditions for their use.

Under the Zoning Bylaw, storage yards are defined as follows:

**"STORAGE YARD"** means an area outside of an enclosed building where contractors' or construction materials and equipment, solid fuels, lumber and new building materials, monuments and stone products, public service and utility equipment, or other materials, goods, products, vehicles, equipment or machinery are stored, baled, piled, handled, sold or distributed, whether a principal or an accessory use. A storage yard shall not be construed to include an automobile wrecking yard, a display yard or a junk yard.

Storage yards can thus provide for the accommodation of contractor materials outside a building, including related vehicles, in conjunction with a valid business license. Storage yards are further regulated under Section 6.15 of the Burnaby Zoning Bylaw for appropriate screening, setback and height of materials. These storage yard regulations ensure that such yards do not become a nuisance to nearby development. The screening and height requirements ensure that the materials stored in the yard are screened from view such that the use remains compatible with any adjacent residential, industrial, commercial or agricultural development, as well as being in full compliance with the Council-adopted Unsightly Premises Bylaw. In addition, the required

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<sup>1</sup> It is noted that approximately 3% of land zoned for industrial use in Burnaby is located on designated rights-of-ways, is split-zoned with residential property, or is otherwise unavailable for industrial development.

setbacks to the fence lines ensure that the massing of the storage yard will be appropriately related to the streetscape and be compatible with the massing of adjacent development.

### 3.1 Storage Yards as Primary Use

Storage yards are permitted as a primary use within the M1, M2 and M3 Industrial Districts. Whereas the storage yard use is permitted as a primary use in the M1 and M2 Districts for new materials only, the M3 Heavy Industrial District permits outright all other storage yards as defined above. There are approximately 257 lots in the City, totaling approximately 277 ha (685 acres), zoned to the M3 Heavy Industrial District that are permitted to be developed and used for the full range of storage uses. These M3 District sites comprise approximately 20% of industrial land in Burnaby. Some of the M3 District sites are located in the Big Bend Development Plan area south of Marine Way and west of Meadow Avenue, in addition to along Lowland Drive and Byrne Road. Other M3 District sites are located in parts of the Lake City Development Plan area, in the Boundary Road/First Avenue area, and along parts of Burrard Inlet.

In addition to the M3 District, Storage Yards are permitted for specific trade contractors, in conjunction with a permitted contractors office or yard, within four zoning districts in the Burnaby Zoning Bylaw.

- M1 Manufacturing District (*Permitted Contractors: building, electrical, fumigating, heating and air conditioning, painting, plumbing, refrigeration, roofing, septic tank, and sign*)
- M2 General Industrial District (*Permitted Contractors: building, electrical, fumigating, heating and air conditioning, painting, plumbing, refrigeration, roofing, septic tank, sign, cement, excavating, masonry, and moving*)
- M4 Special Industrial District (*Permitted Contractors: building, electrical, heating and air conditioning, painting, plumbing, refrigeration, roofing, and sign*)
- C4 Service Commercial District (*Permitted Contractors: building, electrical, heating, ventilating and air conditioning, painting, plumbing, refrigeration, roofing, septic tank, and sign*)

There are approximately 842 lots in the City, totaling approximately 360 ha (889 acres), zoned to the M1, M2, M4 Districts, and a further 245 zoned to the C4 District, totaling approximately 34 ha (85 acres), which could accommodate contractor yards for the outdoor storage of contractor materials. In addition, new materials are permitted to be stored outdoors in the M1 and M2 Districts, while rental, sales, or storage yards are permitted in the C4 District. The M1, M2, and M4 District sites, which comprise approximately 27% of industrial land in Burnaby, are generally located in parts of the Big Bend, Royal Oak, and Edmonds Development Plan areas, in the Central Valley area, in the Winston Street/Government Road area, and along parts of Hastings Street and Sperling Avenue. The C4 District sites are generally located along major arterials in the Metrotown, Royal Oak, Edmonds, and Sixth Street Development Plan areas, in the Canada Way/Boundary Road area, and along parts of Lougheed Highway and Hastings Street.

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In addition to the storage yard uses described above, stand-alone truck storage can also be accommodated under the Truck Terminal use which is described in the Zoning Bylaw as follows:

**"TRUCK TERMINAL"** means a building or property used as an origin or destination point for the loading, unloading, assembling or transferring of goods transported by truck, or which provides containerized freight handling facilities or rail-truck services, and where the local pickup, delivery and transitory storage of goods is incidental to the primary function of motor freight shipment, provided, however, that any lot where trucking is the principal use and which operates any vehicles in excess of single unit, single axle, 13,600 kg GVW (29,982.36 lbs. GVW) (Gross Vehicle Weight) shall be considered for the purpose of this Bylaw, as a truck terminal.

Truck Terminals are permitted as a primary use within the M6 Truck Terminal District. There are approximately 12 lots in the City zoned to the M6 District, totaling approximately 10 ha (24 acres) and comprising approximately 1% of industrial land in Burnaby. The M6 Districts are limited in location throughout the City with specific properties zoned and designated within the Still Creek corridor.

Further to the storage yards and truck terminals described above, the junk yard use provides for further outdoor storage of materials. The junk yard use is defined as follows:

**"JUNK YARD"** means an area outside of an enclosed building where junk, waste, used building materials, used industrial materials, scrap metal, used discarded or salvaged materials are bought, sold, exchanged, stored, baled, packed, disassembled, or handled. A junk yard shall not be construed to include establishments for the sale, purchase, or storage of used furniture, used cars in operable conditions, or the processing of used, discarded or salvaged materials as a minor part of manufacturing operations.

Given the wide variety of materials stored in such yards and the general incompatibility of the junk yard use with other uses such as office, residential and commercial, junk yards are only permitted in the M3a District. There are approximately 29 lots in the City, totaling approximately 20 ha (50 acres), zoned to the M3a District. The M3a District sites, which comprise over 1% of industrial land in Burnaby, are generally located in the Big Bend Development Plan area

### *3.2 Storage Yards as Accessory Uses*

Storage yards can also be permitted as an accessory use. Accessory uses are uses that are ancillary to either the principal building or principal use on a lot. The storage of trucks and commercial vehicles is permitted as an accessory use if it is demonstrated that the stored vehicles serve the permitted primary business operating on the same lot. Such accessory storage of vehicles is permitted within the M1 Manufacturing District, M2 General Industrial District, M4 Special Industrial District and, C4 Service Commercial District.

In addition to the accessory truck storage in the above mentioned Industrial and Commercial zones, the accessory storage of trucks and commercial vehicles used for agricultural purposes can also be permitted in the City's Agricultural Districts in support of an agricultural operation.

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It must be demonstrated that the vehicles stored are used for the primary agricultural business and not for a use that is not permitted in the agricultural zoning districts. On this basis, accessory vehicle storage of agricultural commercial vehicles is permitted in the A1 Agricultural District, A2 Small Holdings District and A3 Truck Gardening District.

### 3.3 Summary

As indicated above and as summarized in the table below, there are various opportunities for some type of truck and outdoor storage in Burnaby:

Zoning District	Total ha (acres)	% of industrial land inventory
C4	34 ha (85 acres)	-
M1, M2, M4	360 ha (889 acres),	27%
M3	277 ha (685 acres)	20%
M3a	20 ha (50 acres)	>1%
M6	10 ha (24 acres)	1%

## 4.0 SUBJECT PROPERTIES

The delegation represented a number of properties which, in response to complaints received, are currently under enforcement for non-compliance with the Burnaby Zoning Bylaw. A description of the bylaw violations on the subject properties are as follows:

### 4.1 3822 Marine Drive and 3806 Marine Drive

Both 3822 and 3806 Marine Drive are larger split zoned properties zoned to the R2 Residential and the M5 Light Industrial Districts (see Sketch #1 *attached*). The front residential portions of the properties are occupied by single family dwellings while the rear industrial portions are vacant. The front portions of the properties are designated in the Council-adopted OCP and Big Bend Development Plan for Single and Two Family Residential use, while the rear portions of the properties are designated for Business Centre Development. This split designation is intended to minimize land use conflicts in the area, with Business Centre use being a more compatible adjacent use to residential areas than general and heavy industrial uses.

The properties were split-zoned residential and industrial with the adoption of the City's Zoning Bylaw in 1965. In 1972, as one of the first steps in the implementation of the Big Bend Development Plan, the industrial rear portions of the properties were rezoned to the M5 Light Industrial District.

In response to a complaint received, the City's License Office has been pursuing enforcement since 2000. Multiple inspections by the City's License Office found the rear portion of the properties being used as unscreened outdoor storage for a variety of items including: five-tonne trucks, contractor bins, wood pallets, portable toilets, damaged vehicles, and metal fences. The current use of the properties would be considered a junk yard which, as noted, is only permitted under the City's M3a Heavy Industrial District and is not a permitted use under the prevailing M5 Light Industrial District.

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Given the use of the properties described above, there are a number of bylaw infractions on these two sites including: non-conforming use, unsightly premises, and multiple uses on a lot which accommodates a residential dwelling. The Burnaby Zoning Bylaw Section 6.1 (2) indicates that “No residential use building shall be located on the same lot as any non-residential building or use...” As such, the City’s License Department contacted the property owners a number of times to seek compliance with the bylaw, however, the unauthorized uses have continued.

In response to the ongoing infractions, a ticket for non-compliance was issued to the properties. The property owners undertook to dispute the ticket at an adjudication hearing. At the hearing, the decision was made in favour of the City.

As indicated above, the rear portions of the properties are designated in the Council adopted Big Bend Development Plan for Business Centre Development. The intent of the plan is to support future development and subdivision of the properties along the residential/industrial zoning, with a lane separating the resultant two properties. Subdivision and development in line with the Plan has already occurred in this manner on properties to the east with the construction of the required laneway (see Sketch #1 *attached*). The land owners have been advised of the properties' development potential however, no development or subdivision has been pursued by the current owners.

It is noted that should the current owners wish to pursue subdivision and rezoning in order to pursue an M2/M5 development under the Big Bend Development Plan, it could be feasible to include an accessory storage yard as a component of a suitable plan of development to accommodate trucks associated with a valid business license active upon the premises. Such subdivision and rezoning would help realize the intent of the Big Bend Development Plan while providing increased permitted land use options to the property owners.

In summary, the properties at 3822 Marine Drive and 3806 Marine Drive are designated for Business Centre Development, based on the M2/M5 District and in line with the OCP and the Big Bend Development Plan. The M5 designation is intended to limit outdoor storage uses, thereby minimizing conflicts with adjacent residents, decreasing impacts on nearby watercourses, and providing more efficient use of Burnaby’s industrial land base. Therefore, the Planning and Building Department is not able to support rezoning the properties in accordance with their current junk yard/storage yard uses. Such rezoning would not be consistent with established Council policy and would result in the long-term entrenchment of a largely incompatible relationship between that type of industrial use and the adjacent residential area on Marine Drive.

#### 4.2 8747 Ivy Avenue

The property at 8747 Ivy Avenue is zoned M2 General Industrial District, and is currently vacant (see Sketch #1 *attached*). The property is designated in the Council adopted Big Bend Development Plan for Business Centre Development.



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In response to a complaint received in 2006, the City License Office investigated the property and found it being used as an unenclosed contractor's yard for an excavating contractor. Inspections by the City License Department found the unscreened storage of items such as loose gravel, waste materials and excavating trucks and trailers. In 2010 and in 2011, three tickets for unpermitted storage yard use were issued by the License Office. The property owner paid all three tickets.

For this property, the contractor's yard itself is a permitted use under the bylaw. However, the use and development of the lot does not meet the Zoning bylaw requirements for approval of the storage yard use. As the property is zoned M2 General Industrial, a contractor's storage yard for an excavating contractor is permitted subject to being in compliance with the provisions of the bylaw. In order to be in compliance, the property owner would need to submit a Preliminary Plan Approval (PPA) for a proposed use. The PPA application would address site servicing, access, and other bylaw requirements. Once City bylaw and servicing requirements are met, a PPA could be issued, and then the property owner would need to construct the necessary contractor's office with the appropriate setbacks, as well as a fenced and screened storage yard for the accommodation of the vehicles and contractor equipment. The City's License Office has advised the owner of the conditions under which the property may be brought into compliance with the Zoning Bylaw, however, the property owner has failed to comply.

Furthermore, as the City has significant ownership of properties in the area (see Sketch #1 *attached*), the lot is considered appropriate for acquisition should the owner not wish to develop the site to its potential. Given the lot's small size, it would likely become more viable for development in conjunction with the City owned lands adjacent. The City obtained authority to negotiate for the property's purchase in 2001, and contact has been made with the various owners over time, however this has not been successful in advancing the acquisition to date.

#### 4.3 7549 Meadow Avenue

The property at 7549 Meadow Avenue is zoned A1 Agricultural (see Sketch #2 *attached*), and is occupied by a single family dwelling. The remainder of the property is partially cleared and partially wooded. The property is located within the boundaries of the ALR. The property is currently zoned for agricultural use and is intended to be used for agricultural production in line with the OCP and the Big Bend Development Plan, consistent with the ALC Act.

In 2010, in response to a complaint regarding general property misuse, the City's License Office conducted site inspections and found a number of trucks being stored on the cleared portion of the site which were unrelated to the property's agricultural zoning, and as such were not a permitted accessory use. In 2011 and 2013, tickets for an unpermitted storage yard use were issued by the License Office. The property owners paid these tickets. The unauthorized use remains active on the property.

As indicated above, the property is intended to be used for agricultural production. Therefore, the Planning Department would not be able to support an application to rezone the subject site to accommodate an industrial storage yard.

#### 4.4 Summary

As noted above, three of the four sites represented by the delegation – 3822 Marine Drive, 3806 Marine Drive, and 8747 Ivy Avenue – have the ability to accommodate a degree of outdoor storage based on prevailing zoning, and subject to the completion of necessary development approvals and permits. Should the property owners wish to pursue such development, staff are available to assist them in this regard, consistent with established bylaws and policies for protecting the limited supply of Industrial and Agricultural land bases for development in line with the OCP and Big Bend Development Plan and minimizing the impacts on adjacent properties. The License Office has continued to regularly re-inspect the subject properties, including in 2015, and has noted that there has not been any substantial change to the properties' non-permitted truck or outdoor storage uses. Further enforcement is intended to continue following committee receipt of the subject report.

#### 5.0 CONCLUSION

Burnaby, like other centrally-located municipalities in the region, has seen a growing trend towards lower intensity outdoor storage uses being relocated to other areas of the Lower Mainland. This shift away from traditional industries such as heavy industrial, manufacturing and distribution uses towards technology-oriented, mixed use, office, service, and research activities, contributes towards a stronger employment base as anticipated in the OCP. However, in conjunction with these changes in industrial development, staff seek to implement a balance between traditional industrial uses and newer higher intensity industrial development by supporting outdoor storage uses in appropriate areas through the Burnaby Zoning Bylaw and the Preliminary Plan Approval process. Although the City has an adequate supply of developable industrial land, in line with City policy it needs to be ensured that industrial lands are developed effectively and efficiently, especially in Community Plan areas which have been designated for future redevelopment. It should also be noted that there has been continued increased sensitivity to ensure that industrial development is respectful of the surrounding environment. The subject properties are illustrative of this issue. As such, in addition to the site specific issues for each lot described above, support for the entrenchment of heavier industrial uses through the delegation's proposal to rezone a number of the parcels to the M3 or M3a District would not be in alignment with the long-established land use policies and designations related to the OCP and the Big Bend Development Plan.

In order to support a balanced industrial approach, staff are able to provide assistance for truck operators to find appropriately zoned properties where truck or outdoor storage uses would be permitted. As such, in the preparation of this report, staff have compiled a list of the properties zoned to the M1, M2, M3, M4, M6 or C4 District. As previously indicated, there are 832 lots in the City which are zoned to the M1, M2 and M4 Districts, 281 lots zoned to the M3 District, 12 lots zoned to the M6 District, and 241 lots zoned to the C4 District which could accommodate truck or outdoor storage of the varying types described in this report. Staff would propose to make this list available to the delegation and other truck operators to assist in finding lots to accommodate their operations and obtain valid business licenses. Staff are also available to respond to property-specific enquiries to help guide businesses requiring help finding a suitable location for their activities.

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In regards to the subject lots of this report, as mentioned above, three of the four lots could feasibly accommodate some type of truck or outdoor storage use should the applicants wish to pursue the option. Despite this availability, the subject properties have been the subject of complaints by Burnaby citizens and have continued to be in contravention of the Zoning Bylaw for an ongoing period of time. The License Office has made a number of attempts to encourage the property owners to comply with the City's Zoning and other bylaws but has not been successful to date. Upon receiving a complaint, the License Office is compelled to pursue enforcement of any Bylaw infractions until the property is brought into compliance. Further enforcement and compliance efforts are intended to be followed on receipt of this report by Committee and Council.

  
Lou Pelletier, Director  
PLANNING AND BUILDING

DR/LS:spf  
***Attachments***

cc: City Manager  
Director Engineering  
City Solicitor  
Director Finance  
Chief Licence Inspector

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PLANNING & BUILDING DEPARTMENT



DATE:  
DEC 17 2015

SCALE:  
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DRAWN BY:  
AY



Subject Sites



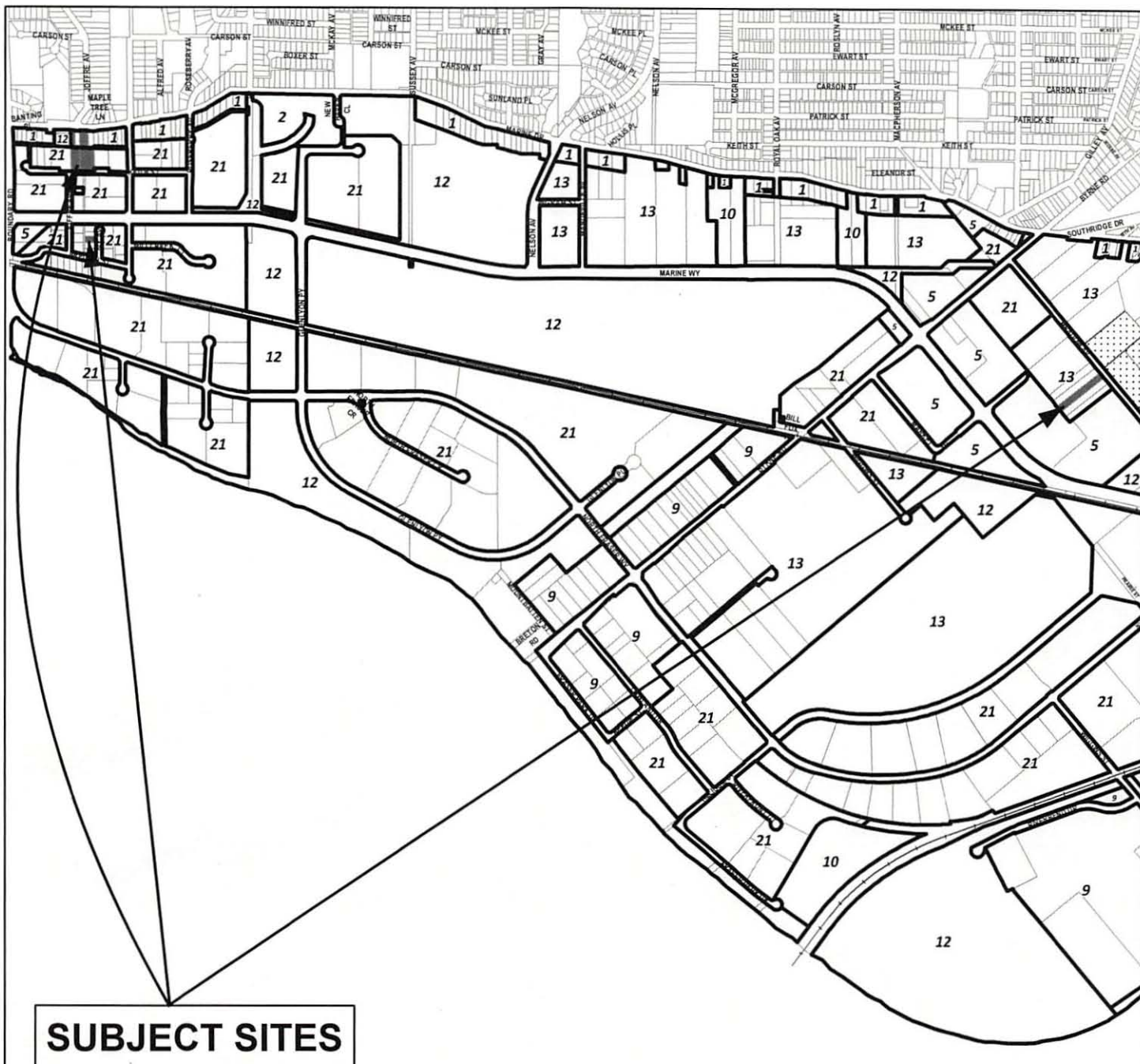
City-Owned Property

3806 & 3822 MARINE DRIVE  
8747 IVY AVE

Sketch #1







PLANNING & BUILDING DEPARTMENT

## Big Bend Community Plan