

ITEM 22 (SUPPLEMENTARY)

MANAGER'S REPORT NO. 28

COUNCIL MEETING 1979 04 09

RE: REZONING REFERENCE #22/77
9784/9848 LOUGHEED HIGHWAY
AND 9686 GOVERNMENT STREET

Attached is a report of the Director of Planning of April 05 regarding the above. This was received by the Municipal Manager late on April 06.

Rather than holding the report for an additional week, which would frustrate the developer and the residents, the Municipal Manager feels it should be formally tendered to the Municipal Council at its meeting of April 09 and debated at the Council meeting of April 17 (Note - Monday is a Municipal holiday). Likewise the Municipal Manager will be recommending that the rezoning by-law be advanced to first and second reading on April 17.

Incidentally, the residents of the area were told earlier in the week of April 02 that the report item on this matter would not be ready for placing before Council on April 09, but we were able to get it ready as a supplementary item. Thomas J. Carter, Member, Council of Owners NW655, has advised all of the petitioners that it would not be appearing on the agenda, and this is another reason why the Manager is recommending that action on the by-law, together with the debate, be deferred until April 17.

RECOMMENDATIONS:

1. THAT in addition to the prerequisites of rezoning as contained in the Council adopted report of 1979 February 26, the following condition be established as a further prerequisite to the completion of rezoning:

"The provision of an appropriate public pedestrian link to the proposed cul-de-sac as outlined in point 5 of this report; and

2. THAT the rezoning by-law be advanced to First and Second Readings on 1979 April 17; and
3. THAT this report item be referred to the Council meeting of 1979 April 17; and
4. THAT a copy of the subject report be sent to Mr. Thomas J. Carter, Member, Council of Owners, Strata Plan NW655 (Village del Ponte Condominium Development)

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1.2 Upon discussion of the development proposal at the Public Hearing a number of concerns were expressed by residents of the immediate area surrounding the proposed development site. Council therefore requested that these relevant matters be forwarded to the Director of Planning for his attention and a further report to be advanced prior to First and Second Readings of the Bylaw.

2.0 GENERAL DISCUSSION

Upon review of the concerns expressed at the Public Hearing and the written submissions from the residents of the affected area, the Planning Department has identified five (5) items that will be addressed in this report.

#1 - The residents of Village del Ponte were concerned about their potential loss of privacy presently provided by the creek and the heavy natural vegetation situated between their units and the proposed buildings. In this regard, they were concerned about the proposed building excavations requiring removal of many large trees situated between the two sites; the distance between the buildings of the two projects; the proposed setback of the new buildings from its property line; and the presence of a four-storey apartment building adjacent to the two-storey units of Village del Ponte.

Council is advised that the vegetation adjacent the creek will be preserved wherever possible and where such vegetation is removed, the applicant as discussed with the Planning Department is prepared to replant similar or better quality materials necessary to preserve the buffer areas along the south and east sides of the project. In addition, the underground parking structure situated below the proposed south and east buildings has been lowered by a distance varying between 2 metres (6 feet) and 5 metres (15 feet), which will allow greater preservation of existing vegetation due to diminished fill slopes.

In reference to the distance between the proposed development and Village del Ponte units, Council is advised that the buildings adjacent to the east property line of the subject site where the greatest impact will be experienced are located not less than approximately 20 metres (66 feet) from Village del Ponte units and for the most part are some 24 metres (80 feet) away.

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Relative to the height of the proposed east building which is to be situated parallel to several of the Village del Ponte units, Council is advised that the building has been lowered up to 5 metres (15 feet) and has been redesigned to include four building 'steps' which follow the contours of the land. As such, the building massing will be somewhat reduced in scale. The maximum height of the proposed easterly building above the ground floor elevation of the Village del Ponte units directly opposite will be not greater than 11.5 metres (38 feet). With reference to the matter of four-storey frame buildings, we refer Council to the attached Manager's Report #22, Item 7.

- #2 - Residents of the Village del Ponte were concerned about the cul-de-sac to be constructed at the southern end of the subject site which was to provide access to the proposed development, as well as an alternative means of resident access and emergency fire access to Village del Ponte. Construction of such a cul-de-sac could potentially encourage public traffic through the Village del Ponte property thereby jeopardizing residents' privacy and safety.

It has been determined that direct driveway access to the internal road system of Village del Ponte, for normal vehicular movements, from the cul-de-sac would not be mandatory. Indeed, the Strata Council has been advised that no physical road connection need be made, so long as the access requirements of the Fire Department for emergency vehicle use are satisfied (such as by means of a reinforced passage through a landscaped area) and a physical pedestrian pathway link is provided.

Moreover, Council is advised that the Planning Department has explored the possibility of moving the cul-de-sac approximately 18 metres (60 feet) to the north of its originally proposed location. This relocation would remove the possibility of public and private vehicular access to Village del Ponte, and assist in maintaining the natural, park-like setting in the vicinity of the creek. If this approach is pursued, alternative vehicular access to Village del Ponte from the proposed cul-de-sac will be precluded. This aspect has been discussed with Mr. R.C. Reith representing the Strata Corporation on a tentative basis. Further, more conclusive consideration of this matter by the Strata Corporation will be forthcoming.

The Planning Department has held preliminary discussions with the Fire Department and the Municipal Engineer regarding the implications of the proposed cul-de-sac relocation. The Fire Department has no objections to this proposal as long as a suitable means of emergency fire access to Village del Ponte is maintained.

As a result, it will be necessary for the applicant to construct a suitable bridge over the existing stream within the same alignment as the initially-proposed cul-de-sac, in order to physically connect the emergency vehicle access route with Belfriar Drive. This access will be for emergency fire vehicles only and will have an appropriate landscaped surface which will prohibit public vehicular access. The Fire Department requires that the proposed bridge have a 3.6 metre (12 foot) clear width, a minimum load capacity of 60,000 lb. GVW, and acceptable grades to allow necessary emergency fire vehicle movement. However, the bridge should be wide enough to provide a vehicular access option to Village del Ponte should it be desired by the residents in future. The proposed connection, moreover, needs to be designed to accommodate public pedestrian movements in a north/south direction both for the direct benefit of residents of Village del Ponte and the public utilizing the park-trail link mentioned in #5 following.

The Municipal Engineer has on a preliminary basis agreed in principle with this proposal. The major engineering interest is to protect the hydraulic capacities of the stream which may be accomplished by utilizing a beam bridge design or suitable arch culvert/earth fill bridge construction similar to the existing bridgewater structure located in Village del Ponte.

The applicant has agreed in principle to this type of cul-de-sac modification. Unless Council should otherwise direct, it is our intention to pursue this modified approach to assist in resolving certain of the concerns of the residents, and to make possible to a greater degree the preservation of the natural amenities of the stream area.

- #3 - Concern was also expressed regarding the manner in which storm drainage of the proposed development site would be handled and its resultant impact on the existing stream that runs through Village del Ponte. Village del Ponte residents fear the consequences of flooding under peak flow drainage conditions.

In this regard, Council is advised that storm drainage from the proposed development site will enter the existing watercourse system that follows a natural gravitational course from north-east to south-west, at a point downstream from the Village del Ponte site. Engineering design for appropriate storm drainage of the site will be undertaken subject to the approval of the Municipal Engineer. All necessary measures to effectively provide adequate storm drainage of the site without detrimental impact on its neighbouring properties will be taken.

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- #4 - This item covers the questions concerning appropriate fire access to all buildings proposed on the site.

Council is advised that the development plans for the site were circulated to the Chief Fire Prevention Officer at an early stage of the application, as is the usual practice. As a result, appropriate Fire Department requirements were identified and incorporated into the development plan. As such, fire access to all buildings has been adequately provided.

- #5 - The residents of Village del Ponte were also concerned about pedestrian access and, specifically, the provision of appropriate access to schools in the immediate area. Residents also questioned the suitability of the pedestrian underpass under the Loughheed Highway in view of the fact that, in order to walk to the underpass from Village del Ponte and the subject site children must cross Government Street.

At the present time, a public walkway has been developed adjacent to the south property line of Village del Ponte which terminates at the eastern end of site A as outlined in the attached sketch #1. It is proposed that this walkway be extended northwards from its present termination point through site A to connect with the sidewalk system included in the cul-de-sac. Construction of this pedestrian system through site A would in the usual manner be required upon its redevelopment. This walkway would then link with an additional walkway that will extend northwards through site B to the underpass. This system would not only serve school children within the immediate area but would provide an important link to the Loughheed Mall from the south side of the Highway as part of the Linear Park/Trail System.

The Planning Department considers that the pedestrian system in this area as conceptually represented in sketch #1 is appropriate. In view of the existing underpass, an additional crossing of the Loughheed Highway via an overpass as suggested by a resident of Village del Ponte would seem to be redundant. Pedestrian crossing of Government Street would be accommodated in a location deemed most appropriate by the Traffic Engineer. It is noted that crossing signs and devices themselves would only be established if warranted by pedestrian crossing volumes and operational study of the situation.


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In consideration of the proposed bridge construction in lieu of the proposed relocated cul-de-sac and the necessity to link the pedestrian system in this immediate area, it will be appropriate to extend at this time the existing sidewalk situated immediately south of the Village del Ponte property line north through site A, across the proposed bridge, to the cul-de-sac. This desirable linkage in the area's public walkway system has been discussed with the applicant, and he has reached an agreement in principle with the owner of site A to obtain the necessary right-of-way for the sidewalk development as a condition of the current rezoning application. Upon preparation of the design for the bridge, it may be found necessary to obtain a minor pedestrian access easement over a small portion of Village del Ponte property in the north-westerly corner to accommodate a suitable connection. This, of course, will depend upon the final design and location of the bridge.

3.0 CONCLUSION

In summary, the Planning Department considers that the approach taken by the applicant in cooperation with the relevant Municipal Departments as outlined previously is acceptable and has recognized the concerns that have been expressed. It would therefore be in order to advance the rezoning request to First and Second Readings with further advancement to follow in the usual manner.


A. L. Parr
DIRECTOR OF PLANNING

PDS:lf

cc: Fire Department
Municipal Engineer
Parks and Recreation Administrator
Chief Building Inspector

ITEM 7
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COUNCIL MEETING 1979 02 19

RE: REZONING REFERENCE #22/77
9784/9848 LOUGHEED HIGHWAY & 9686 GOVERNMENT STREET
(ITEM 11, REPORT NO. 16, 1979 FEBRUARY 26)

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The following report from the Director of Planning contains information on an enquiry that was made by Council on 1979 February 26.

RECOMMENDATION:

1. THAT the report of the Director of Planning be received for information purposes.

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MANAGER'S REPORT NO. 28
COUNCIL MEETING 1979 04 09

PLANNING DEPARTMENT
1979 MARCH 14

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING Our File: 02.264
SUBJECT: REZONING REFERENCE #22/77
9784/9848 LOUGHEED HIGHWAY & 9686 GOVERNMENT STREET

RECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT

Council, when considering Rezoning Reference #22/77 at its meeting of 1979 February 26, requested information on the zoning guideline under which the proposed development is being considered and how a four-storey building can be constructed in wood frame.

In the adopted Community Plan, this site is designated as suitable for "Medium Density Multiple Family Development - Unit Density 50/60 units per acre". The density proposed by the developer is 49.7 units per acre which meets the intent of this designation.

The proposal is to rezone the site to Comprehensive Development (CD) utilizing an RM3 guideline. The proposed floor area ratio and density of development are in conformity with the RM3 requirements. The bulk of the buildings has been altered as permitted under CD zoning to reduce site coverage while increasing the height to four storeys as defined in the Zoning By-law. As a result, the four-storey building forms can be approved under the Zoning By-law, on the basis of a CD plan observing the RM3 floor area ratio and density regulations.

The Planning Department has advanced this proposal and development of this type on past occasions, on the understanding that buildings with four levels of habitable accommodation executed in frame construction have been accepted under the National Building Code by the Building Code Appeals Board in Victoria. Also, building permits for similar developments have been approved in this Municipality in recent years. Nevertheless, it is recognized that matters

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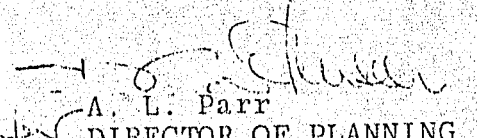
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concerning the Building Code and physical construction are the domain of the Chief Building Inspector, and we understand that he is presently considering the question of the permissibility of frame construction for such types of development. The manner in which the development can be constructed and receive Building Permit Approval is a matter for further consultation between the applicant and the Chief Building Inspector.

In summary, the form, siting, and height of the proposed buildings can be approved under the Zoning By-law, and have been recommended by the Planning Department as representing an appropriate solution for this site. At the same time, the matter of building material and structural type will need to be resolved to the satisfaction of the Chief Building Inspector.

The zoning aspects are to be considered at a Public Hearing scheduled for 1979 March 20, and there is no reason to delay this step. At the same time, it would be appropriate for Council to receive a report concerning the construction and structural aspects involving the National Building Code prior to Third Reading of the amended By-law.

This is for the information of Council.

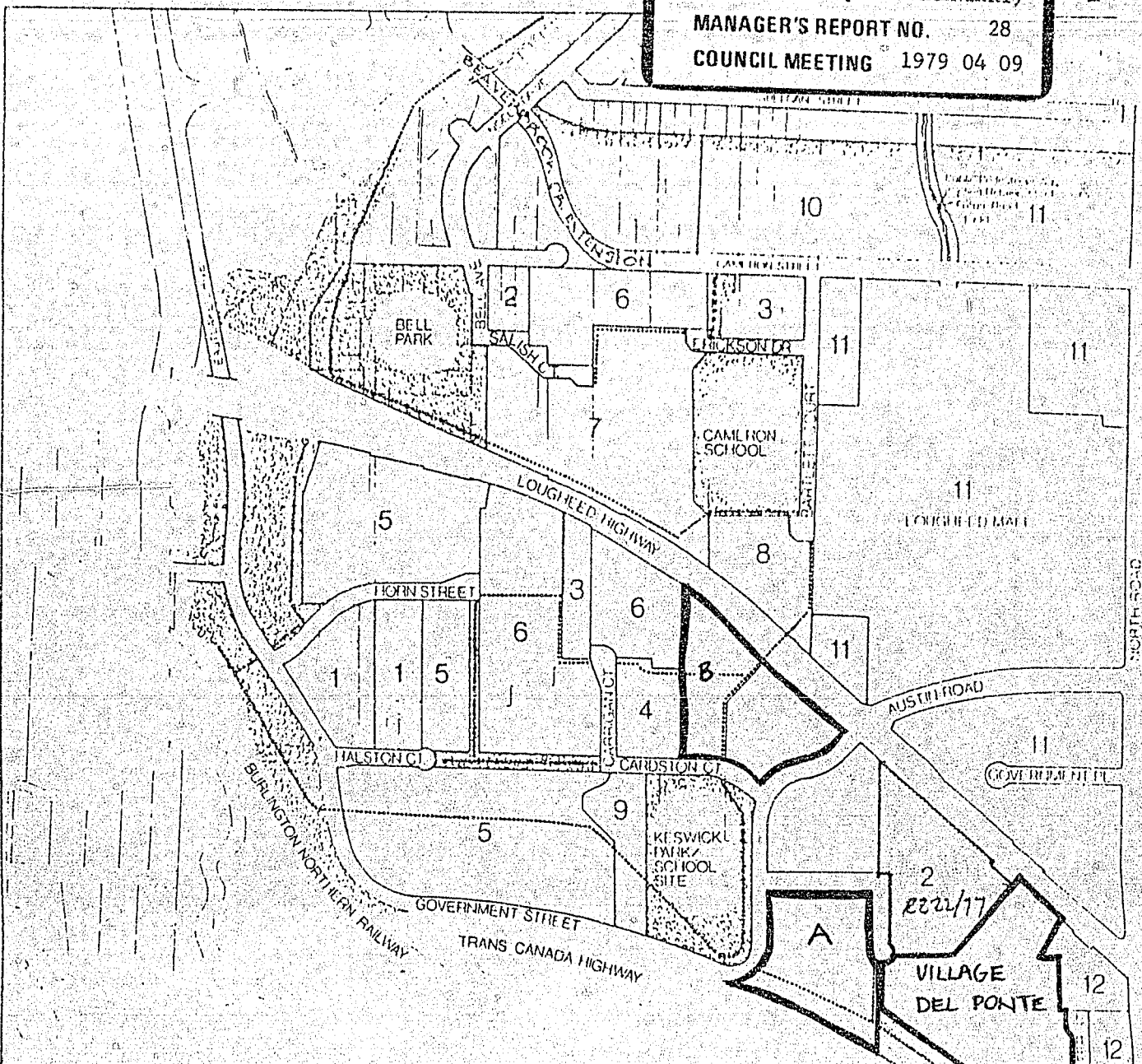

A. L. Parr
DIRECTOR OF PLANNING

CBR/lf

cc Chief Building
Inspector

ITEM
 MANAGER'S REPORT NO. 11
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- UPDATED FOR CONVENIENCE 1/1978
- 1 - Proposed Low Density Multiple Family Development
Unit Density: 10-12 Units Per Acre
 - 2 - Proposed Medium Density Multiple Family Development
Unit Density: 50-60 Units Per Acre
 - 3 - Proposed High Density Multiple Family Development
Unit Density: 100 Units Per Acre
 - 4 - Adopted Comprehensive Development Proposal (RZ No. 46/68)
 - 5 - Existing Low Density Multiple Family Development
 - 6 - Existing Medium Density Multiple Family Development
(Frame Apartments)
 - 7 - Existing Medium Density Multiple Family Development
Unit Density: 80 Units Per Acre
 - 8 - Existing High Density Multiple Family Development
 - 9 - Proposed High Density Multiple Family Development
M.C.I.A.B. 202, RZ No. 26/75
 - 10 - Proposed Library/Recreation Centre Complex
 - 11 - High Density Commercial Development Area
 - 12 - Existing Low Density Neighbourhood Commercial
Development Area
- Pedestrian System

North
 Ref Date: July 1970

SKETCH 1

COMMUNITY PLANS FIVE & TEN