

TO: CITY MANAGER
FROM: DIRECTOR PLANNING AND BUILDING
SUBJECT: REZONING REFERENCE 01-21
6036 TO 6097 KATHLEEN AVENUE
METROTOWN SUB-AREA 9

2002 SEPTEMBER 26

PURPOSE: To respond to points raised at the Public Hearing for Rezoning Reference #01-21.

RECOMMENDATION:

1. **THAT** copies of this report be sent to all those recorded as providing written or spoken comments at the 2002 June 25 Public Hearing for Rezoning Reference #01-21.

REPORT

1.0 Background

At the 2002 June 25 Public Hearing for Rezoning Reference #01-21, a number of concerns were raised by speakers and correspondents.

On 2002 July 8, 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

The following discussion responds to the points raised at the Public Hearing.

a) Impacts on Kathleen Avenue Homes

Concerns were expressed regarding the impact of construction and the high-rise development itself on existing single-family homes on Kathleen Avenue to the north. One of the specific concerns was that construction access should not be from Kathleen Avenue. This has been discussed with the developer who has committed that "all major construction traffic which includes the delivery of construction building material and concrete delivery trucks will enter the site via Wilson Avenue, turning left on Central Boulevard and exit via Willingdon Avenue". Engineering staff concur that this is the most appropriate construction access route for the subject site. The developer has also

agreed to board and fence the north end of the site to prevent any construction access to the site from Kathleen Avenue. The boarding and fencing will also help to address another concern raised at the Public Hearing, that construction workers would be parking on Kathleen Avenue north of the site. A desire for improved street lighting on Kathleen Avenue was also mentioned at the Public Hearing, but this is not a need which arises from, or can be addressed through the subject rezoning. Resident-only parking restrictions were also requested but this would be contrary to City policy. However, other parking regulations (such as the 3-hour bylaw or posted time-limited restrictions) may be deployed to address resident concerns. It should also be noted that this remaining portion of Kathleen Avenue to the north is intended for future consolidation into a companion high-rise redevelopment site. High density development is to be expected within an area that has been designated as a Regional Town Centre for many years.

b) Construction Noise and Dust

Requests were made at the Public Hearing that the developer adhere strictly to the noise bylaw with regard to permitted hours of construction (i.e. 7:00 a.m. to 8:00 p.m. Monday to Friday, 9:00 a.m. to 8:00 p.m. on Saturdays and not at all on Sundays and statutory holidays). The developer has written committing to do so. In response to concerns regarding dust and dirt during demolition, excavation and construction, the developer has written committing to do everything within his means to control airborne dust and dirt, and has noted that he will be constructing a sediment control system and truck wash as required by the City.

c) Impact on 6141 Willingdon Avenue

The solicitor for the owners of the existing low-rise apartment at 6141 Willingdon Avenue has written to express concern regarding the impact of the planned upgrading of Central Boulevard which is included in the servicing for the subject development. The City has responded outlining the two options for upgrading Central Boulevard which are under consideration. Construction of a one-way, two-lane road on the existing right-of-way may require relocation of the property's existing accesses from Central Boulevard to the lane west of the property. Construction of the road to the final standard (two-way, three-lane) would require acquisition of a 10m wide strip of property on the south side of 6141 Willingdon Avenue. Under either option, impact on this property's parking area could be ameliorated by interim use of the 22 parking spaces along the west side of the lane being constructed for the City as part of the current rezoning. Staff are continuing to work with the owner of 6141 Willingdon Avenue to try to resolve these issues.

d) Name of the Development

One of the speakers advised that the proposed name of the development "The Empress" would cause confusion because a nearby building already has the same name. The developer has responded by renaming this development "The Presidia".

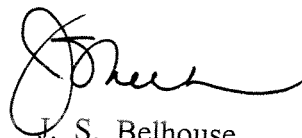
e) B.C. Parkway Bike Route

One speaker noted that the B.C. Parkway adjacent to the SkyTrain line is a very important route through Burnaby for cyclists, but that the existing crossing of Willingdon at Beresford is dangerous for cyclists. In conjunction with this development, staff are pursuing the realignment of the Parkway to direct users to the existing signalized intersection at Central Boulevard and Willingdon Avenue. This will require the concurrence of both Translink (which has maintenance responsibility for the Parkway) and B.C. Hydro (which owns the right-of-way).

3. Conclusion

This report responds to the various points raised at the Public Hearing, and it is recommended that copies be forwarded to the speakers and correspondents who raised the points.

This is for the information of Council.



J. S. Belhouse
Director Planning and Building

RR:gk

cc: City Clerk
Director Engineering
Director Parks, Recreation and Cultural Services

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