

TO: CITY MANAGER 2006 June 16

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #05-21
Fire Station #7 – Community Plan Eight

ADDRESS: 3151 Gilmore Diversion (see attached sketches)

LEGAL: Lot H, D.L. 69, Group 1, NWD Plan 23990

FROM: R5 Residential District and CD Comprehensive Development District (based on RM3 Multiple Family Residential District)

TO: CD Comprehensive Development District (based on P2 Administration and Assembly District guidelines, and in accordance with the development plan entitled “Burnaby Fire Station No. 7” prepared by Musson Cattell Mackey Partnership)

APPLICANT: City of Burnaby
4949 Canada Way
Burnaby, B.C. V5G 1M2

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2006 July 25.

RECOMMENDATIONS:

1. **THAT** the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Section 3.5 of this report, contingent upon the granting of Second Reading of the subject Rezoning Bylaw.
2. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2006 July 10, and to a Public Hearing on 2006 July 25 at 7:30 p.m.
3. **THAT** the following be established as prerequisites to the completion of the rezoning:
 - a. The submission of a suitable plan of development.

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- b. All services necessary to serve the site are to be designed and constructed to City standards and constructed in accordance with the Engineering Design.
- c. The installation of all electrical, telephone and cable servicing, and all other wiring including switching and transformer kiosks underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d. The consolidation of the net project site into one legal parcel.
- e. The granting of any necessary easements.
- f. The dedication of any rights-of-way deemed requisite.
- g. The provision of a public pedestrian walkway and lighting from the lane between Dominion Street and Norfolk Street to the new cul-de-sac on Norfolk Street to the satisfaction of the Director Engineering.
- h. The approval of the Ministry of Transportation to the rezoning application.
- i. Completion of the Highway Closure Bylaw.
- j. The deposit of the applicable GVS & DD Sewerage Charge.
- k. The provision of facilities for cyclists in accordance with this report.
- l. The submission of a suitable on-site stormwater management system to the approval of the Director Engineering and the granting of a Section 219 Covenant and provision of sufficient monies to guarantee its provision and continuing operation.

R E P O R T

1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit the construction of a new Fire Station No. 7.

2.0 BACKGROUND

2.1 The subject site is located on the west side of the Gilmore Diversion, a block north of Canada Way in the eastern portion of Community Plan Eight which designates it for

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institutional development. (see **attached** Sketches #1 and #2). The site, which encompasses part of the adjacent, unopened sections of the Norfolk Avenue and Carleton Avenue right-of-ways which are deemed redundant, is currently vacant with second growth natural vegetation and a steep slope down to the east.

- 2.2 Council on 2006 January 23 received the report of the Planning and Building Department concerning the rezoning of the subject site and authorized the Department to work with the applicant in the preparation of a suitable plan of development with the understanding that a further and more detailed report would be submitted at a later date.
- 2.3 On 2006 June 12, Council approved the preliminary design concept and project budget for Fire Station #7- Gilmore as recommended by the Civic Development Committee.

The applicant has now submitted a plan of development suitable for presentation to a Public Hearing.

3.0 **GENERAL COMMENTS**

- 3.1 The current plan proposes a two storey fire station fronting on Gilmore Diversion with one level of underground parking. The fire station will provide a strong street edge running parallel to Gilmore Diversion, with the apparatus bay located on the west side of the building. Primary fire vehicle access will be provided into the fire hall from Dominion Street to the north, just west of the Gilmore Diversion intersection, with principal egress to be provided via Gilmore Diversion. Access and egress for other vehicles is largely from Dominion Street for the underground parking and three surface parking spaces. Four other surface parking spaces are accessible from Gilmore Diversion. There is no access from the Norfolk Street cul-de-sac.

The project includes a number of environmentally friendly features intended to achieve a silver LEEDS certification, including a storm water management system, low flow fixtures and a possible green roof.

- 3.2 A new paved north-south lane will be constructed within the retained 8.5m wide western portion of the Carleton Avenue road allowance adjacent to the subject site from Dominion Street south to the existing east-west lane located between Dominion Street and Norfolk Street (see **attached** Sketch #1). Portions of the Carleton Avenue and Norfolk Street road rights-of-way adjacent to the subject site will be closed and consolidated with the subject site. A new 8.5m wide right-of-way will be required within the closed portion of Carleton Avenue for storm and sanitary sewer purposes. A public pedestrian walkway will be built within this closed western portion of the Carleton Avenue road allowance to link Norfolk Street north to the new lane.

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3.3 The servicing requirements will include, but not necessarily be limited to:

- Providing a fire signal on Gilmore Diversion at the Fire Station driveway complete with underground hardware activation control in the Fire Station building
- Providing wireless radio interconnection to the existing traffic signals at Manor Street and Canada Way for fire pre-emption activation.
- Relocating and/or reconstructing existing storm and sanitary sewers.
- Upgrading of Gilmore Diversion on the west side with curb and gutter and boulevard improvements as well as providing an appropriate grade level crossing of the centre median
- Constructing an urban trail abutting the site on the west side of Gilmore Diversion
- Constructing a curb sidewalk link with boulevard improvements at the Norfolk Street cul-de-sac
- Constructing a 4.5 m wide paved north-south lane within the western portion of the Carleton Avenue road allowance (north)
- Constructing a 1.5 m public pedestrian walkway with lighting within a new right-of-way within the closed portion of the Carleton Avenue road allowance (south)
- Constructing concrete curbs on Dominion Street

3.4 Ministry of Transportation approval is required to the rezoning application.

3.5 A Highway Closure Bylaw is required for the closure of approximately 1,211 m² of Carleton Avenue in the west side of the property and of approximately 693 m² of Norfolk Street in the south side of the property. An approximately 572 m² widening dedication on Gilmore Diversion to accommodate the urban trail is also required.

3.6 A tree survey and arborist's report on the state of the trees on site indicates that they are not worthy of retention. A raptor survey also showed no notable nests on site.

3.7 Any necessary easements and covenants for the site are to be provided, including but not necessarily limited to a statutory right-of-way for the north-south pedestrian walkway between the lane and Norfolk Street.

3.8 The applicable GVS&DD Sewerage Charge (Fraser Area) of \$0.811 per sq.ft. of gross floor area will be required with this application.

3.9 Bicycle storage for firefighters is being provided as well as a bicycle rack for visitors.

3.10 An on-site sediment control system is a requirement of Preliminary Plan Approval.

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3.11 An on-site stormwater management system with a suitable engineered design and funding is required with a 219 Covenant to guarantee its provision, effectiveness and continuing operation.

4.0 DEVELOPMENT PROPOSAL


- 4.1 Gross Site Area: - 3,491m² (37,577 sq. ft.)
[Closed Carleton & Norfolk rights-of-way] :- 1,904m² (20,495sq. ft.)

Dedications: - 572 m² (6,157 sq. ft.)
Net Site Area: - 2,919 m² (31,420 sq. ft.)

Site Coverage: - 35.2 %
- 4.2 Total Overall Floor Area: - 1,466 m² (15,780 sq. ft.)
- 4.3 Height: - 2 storeys
- 4.4 Automobile Parking Required & Provided: - 21 spaces (14 underground, 7 surface)

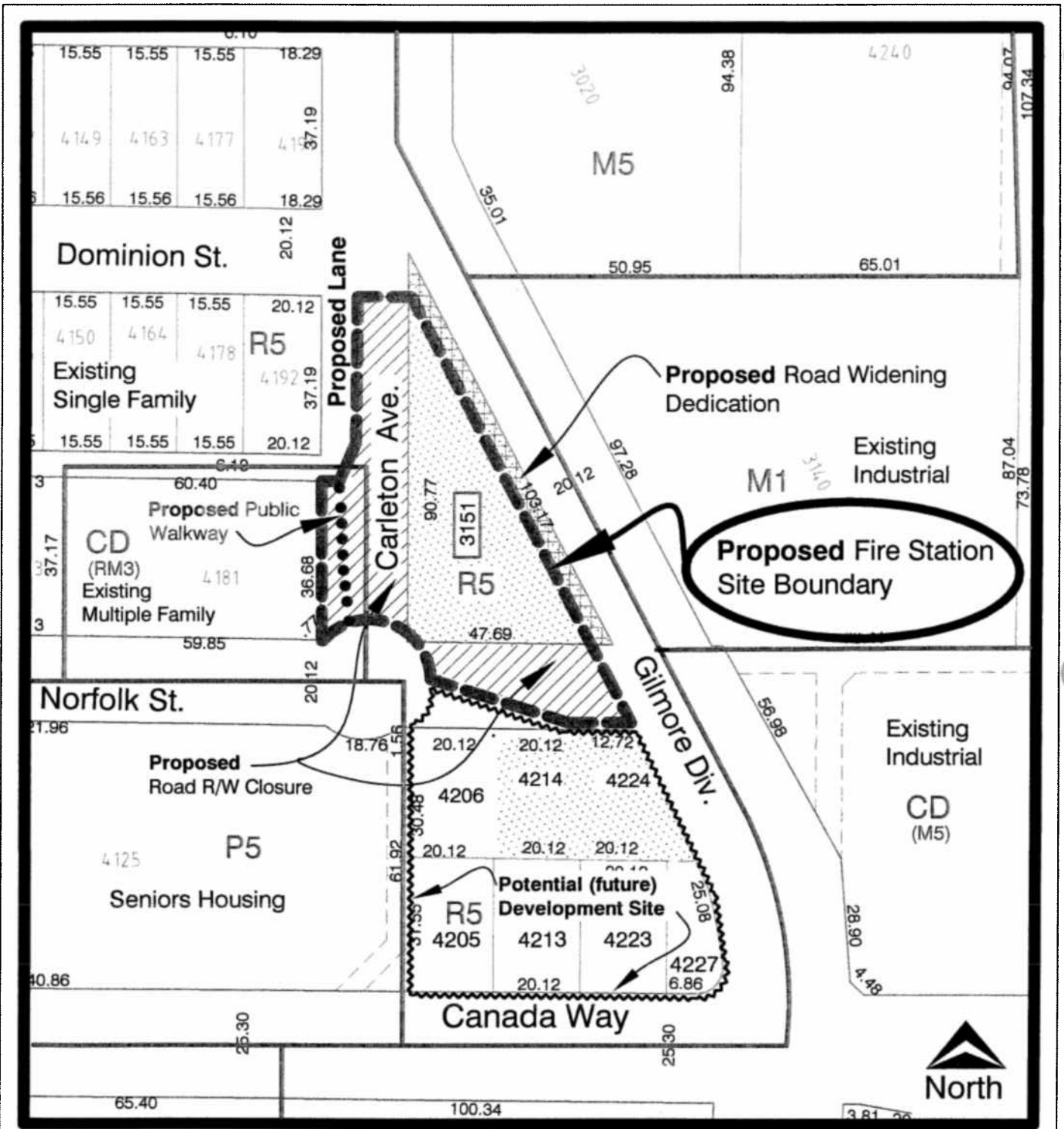
Apparatus Bays Required & Provided: - 3 bays

Bicycle Parking Provided
Secure Racks: - 4 spaces
Visitors' Racks: - 3 spaces


for J. S. Belhouse
Director Planning and Building

FA:gk
Attach

cc: Director Engineering
City Clerk
City Solicitor
Fire Chief
Asst. Chief Building Inspector – Project Management



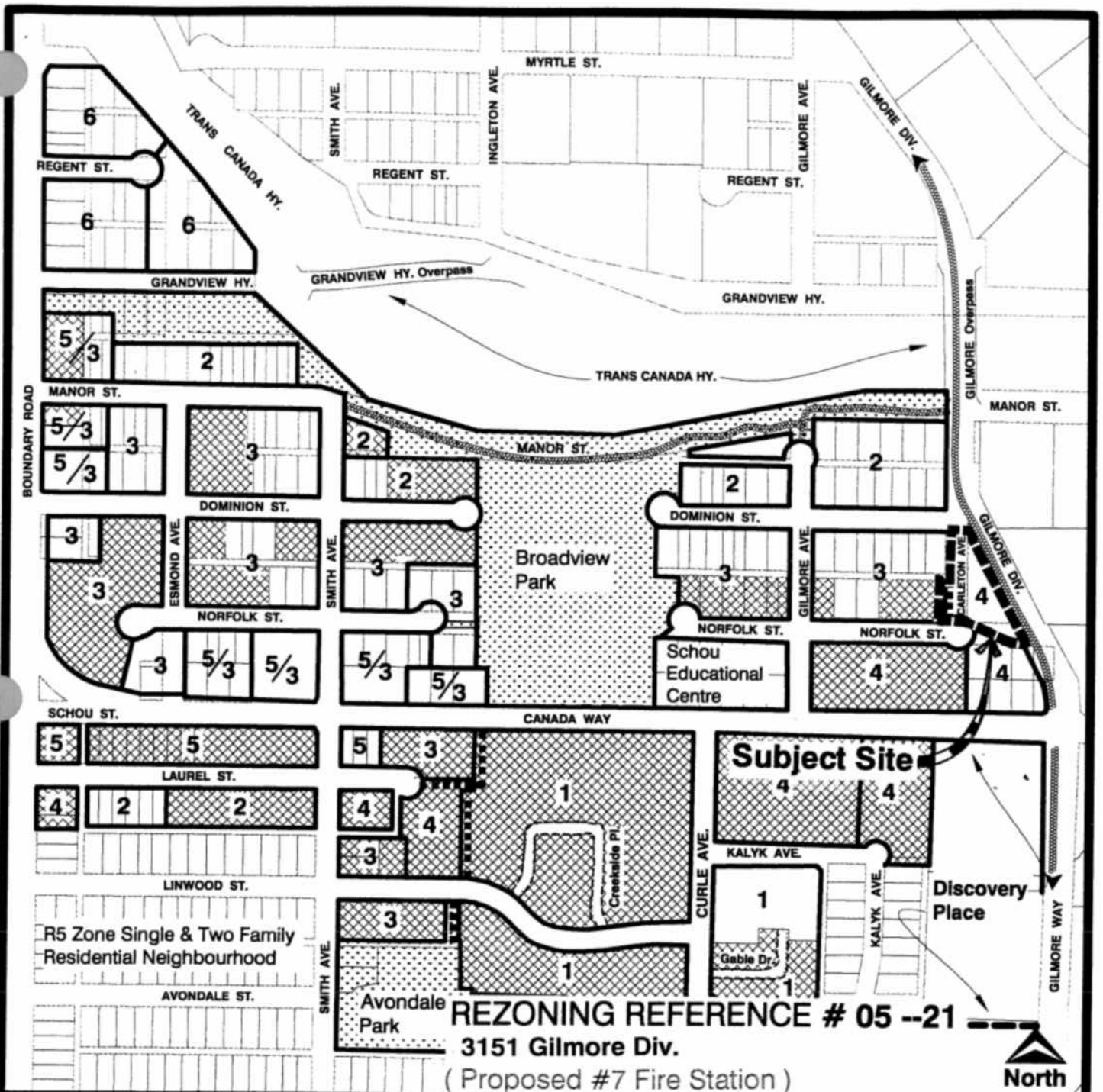
Planning and Building Department

Scale: 1 = 1500
 Drawn By: J.P.C.
 Date: June 2006

REZONING REFERENCE # 05 --21
3151 Gilmore Div.
 (Proposed #7 Fire Station)



Sketch # 1



Legend:

- 1 > Low density multiple residential development (RM1 Guidelines)
- 2 > Medium density apartment (RM2 Guidelines)
- 3 > Medium density apartment development (RM3 Guidelines)
- 4 > Institutional development (P5 Guidelines)
- 5 > Commercial development (C2 Guidelines)
- 6 > Light industrial / office (M5 Guidelines)

-  > Urban Trail
-  > Bike & Pedestrian Path
-  > Pedestrian Path
-  > Completed or Rezoned in Accordance With Development Guidelines

