



Item
Meeting..... 2010 March 01

COUNCIL REPORT

TO: CITY MANAGER **DATE:** 2010 February 23
FROM: DIRECTOR PLANNING AND BUILDING **FILE:** 49500 20
Reference: REZ #07-53

**SUBJECT: REZONING REFERENCE #07-53
6947, 6951 AND 6979 HASTINGS STREET
RESPONSE TO PUBLIC HEARING ISSUES**

PURPOSE: To respond to issues raised at the Public Hearing on 2010 February 16 for Rezoning Reference #07-53.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to the applicant and those who spoke at, or submitted correspondence to the 2010 February 16 Public Hearing for Rezoning Reference #07-53.

REPORT

1.0 BACKGROUND

On 2010 February 16, a Public Hearing was held for Rezoning Reference #07-53 (see Sketch #1 attached). The purpose of the proposed rezoning bylaw amendment is to permit the development of a stacked townhouse development with underground parking.

Six submissions from residents living in the residential subdivision to the north of the project site were made to the Public Hearing. The submissions raised matters regarding traffic and parking, bus stop location, architectural design, urban trails and park land and the location of utilities. At the Public Hearing, Council requested a staff report responding to issues raised.

This report responds to Council's request.

2.0 ISSUES RAISED

2.1 Traffic & Parking

Concern was raised regarding various traffic movements through the Hastings Street, Cliff Avenue, and Inlet Drive intersection and the potential impact of the proposed development on traffic at the intersection as follows:

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- *Eastbound traffic on Hastings Street turning north onto Cliff Avenue:*

Issue: Several area residents expressed concern that it is difficult for eastbound traffic on Hastings Street to turn northbound onto Cliff Avenue. They also expressed concern that the advanced left turn signal and the length of the left turn bay are both too short.

Response: Traffic signal coordination of all 18 traffic signals along Hastings Street between Ingleton Avenue and Cliff Avenue was recently completed by the Engineering Department in August 2009 to improve traffic flow on Hastings Street, while accommodating local movements. The Engineering Traffic Division has advised that the advanced left turn signal and the length of the left turn bay are appropriately timed and designed, and field observations confirm that left turn access to Cliff Avenue can usually be made without undue delay. Staff will also monitor traffic turning movements at this intersection in the future, and traffic signal times can be re-examined and adjusted where appropriate to ensure adequate access is maintained to Cliff Avenue. Further, it is noted that the proposed residential development will be replacing two existing auto-oriented businesses, and as a result the general traffic volumes moving through the intersection are not expected to experience any significant change.

- *Turning from Cliff Avenue west onto Hastings Street*

Issue: Several area residents expressed concern about the difficulty in making a right turn from southbound Cliff Avenue to westbound Hastings Street, particularly during the morning rush hour.

Response: Due to high traffic volumes during the morning peak period, vehicles on Cliff Avenue typically need to wait for a green light in order to safely turn west onto Hastings Street. The Engineering Traffic Division has advised that during peak traffic hours, vehicles on Cliff Avenue would have a maximum wait time of two minutes for a green light. While waiting for the green light does delay immediate access to Hastings Street, it also provides for the safest turning movement for residents, particularly during the morning peak period.

- *Turning from Cliff Avenue east onto Hastings Street / Burnaby Mountain Parkway*

Issue: An area resident expressed concern regarding the safety of vehicles turning from southbound Cliff Avenue to eastbound Hastings Street / Burnaby Mountain Parkway, due to merging traffic.

Response: Vehicles travelling eastbound on Hastings Street through to Burnaby Mountain Parkway are required to yield to and merge with vehicles turning from Cliff eastbound onto Hastings Street. A yield sign is installed at the merge point to alert eastbound Hastings traffic of the obligation to yield to traffic from Cliff Avenue. The Engineering Traffic Division has

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reviewed this merge location and consider it to be safe and operational, with no unusual collision history.

- *Location of Parkade Entrance*

Issue: Concern was raised regarding the proximity of the future residential parkade entrance to the Hastings, Cliff, and Inlet intersection.

Response: The Engineering Traffic Division requires driveway crossings to be located a minimum of 20 m (66 ft.) from a primary arterial. The parkade entrance for the proposed development is located approximately 27.4 m (90 ft.) from the intersection, at the farthest location possible. It is noted the existing commercial driveway is located 15.2 m (50 ft) from the intersection. As such, given that the overall traffic volume on Cliff Avenue is relatively low, and the development is not expected to significantly change existing traffic volumes, this driveway location is not expected to present any concerns in operation, and represents an improvement to the existing driveway location as it is located farther from the intersection.

- *Parking*

Issue: An area resident noted that there is limited on-street parking in the neighbourhood, and raised concern that the new development will generate additional parking demand.

Response: All required parking for the development will be provided on-site at the Bylaw standard for townhouses at a ratio of 1.75 spaces per unit, of which 0.25 spaces are dedicated for visitor use. In total, 108 parking spaces are proposed, including 16 visitor spaces. A separate carwash space is also proposed. As such, the development will provide for the necessary parking to serve new residents, as required by the Bylaw. Further, the Engineering Department has advised that as the development proceeds, it will also review the provision of future time limited on-street parking on Hastings Street abutting the project site.

2.2 Bus Stop Location

Issue: An area resident expressed concern that the existing bus stop near the southeast corner of the site will be relocated, as noted in the Public Hearing report.

Response: The applicant is required to construct a new separated sidewalk with boulevard grass and street trees on Hastings Street in connection with the subject rezoning. The existing bus stop will remain, but its location will be adjusted to fit the new sidewalk design.

2.3 Architectural Design

Issue: Concern was expressed regarding the design quality of the proposed development.

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Response: The plan of development presented by the applicant shows three main building blocks on the Hastings Street frontage. The buildings have sloped roofs, are modelled and faceted, and have architectural features such as raised verandas and “portal” entryways. Buildings are separated from each other with landscaped courtyards and gardens. The applicant is proposing a neutral colour palette with front doors in accent colours. Hardi-plank is proposed as the main building material with some vinyl siding applied to the upper storeys of the interior elevations. The plan of development is considered to suitable and of comparable quality to other approved stacked townhouse projects in Burnaby.

2.4 Urban Trails & Park Land

Issue: An area resident expressed concern that proposed changes to the adjacent urban trails will negatively affect residents and requested additional information. Concern was also expressed that the City park lands were proposed for closure and consolidation with the project site.

Response: The applicant will be providing urban trail upgrades in connection with the subject rezoning. The radius of the ramp at the north end of the Invergarry overpass (near the northwest corner of the project site) will be improved to facilitate bicycle movement. The trail connecting to Hastings Street will be upgraded and widened to a 4 m standard. Drainage issues will be addressed and three replacement light standards are proposed. Two new light standards are also proposed for the trail connecting to Cliff Avenue through Westridge Park. Clean up of the vegetated area between the project site and the trail is also being sought. Overall, the proposed trail improvements are being pursued for the benefit of the public.

No park lands are proposed for inclusion in the subject development site. A portion of unopened lane right-of-way will be closed and consolidated with the subject site. A small portion of Cliff Avenue will also be closed and consolidated with the subject site (see Sketch #1 *attached*). The proposed road closure areas are being exchanged for significant road dedications along Hastings Street to accommodate sidewalk improvements and along the Invergarry right-of-way for urban trail improvements. Overall, road dedications exceed road closure areas.

2.5 Location of Utilities

Issue: An area resident enquired about the location of the gas pipelines in relation to the proposed development.

Response: To ensure public safety, the applicant is required to confirm through their Administrative Engineer the field location of all underground services including gas, water, storm sewer, sanitary sewer, and jet fuel lines prior to commencing any excavation on the development site or on public road or statutory rights-of-way. The Administrative Engineer is also required to inform all applicable parties and note all foreign utilities on their approved engineer drawings.

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3.0 CONCLUSION

At the Public Hearing held for Rezoning Reference #07-53, issues were raised regarding traffic and parking, bus stop location, the architectural design of the project, urban trails and park land and location of utilities. As requested by Council at the Public Hearing, this report provides the staff response to these matters.

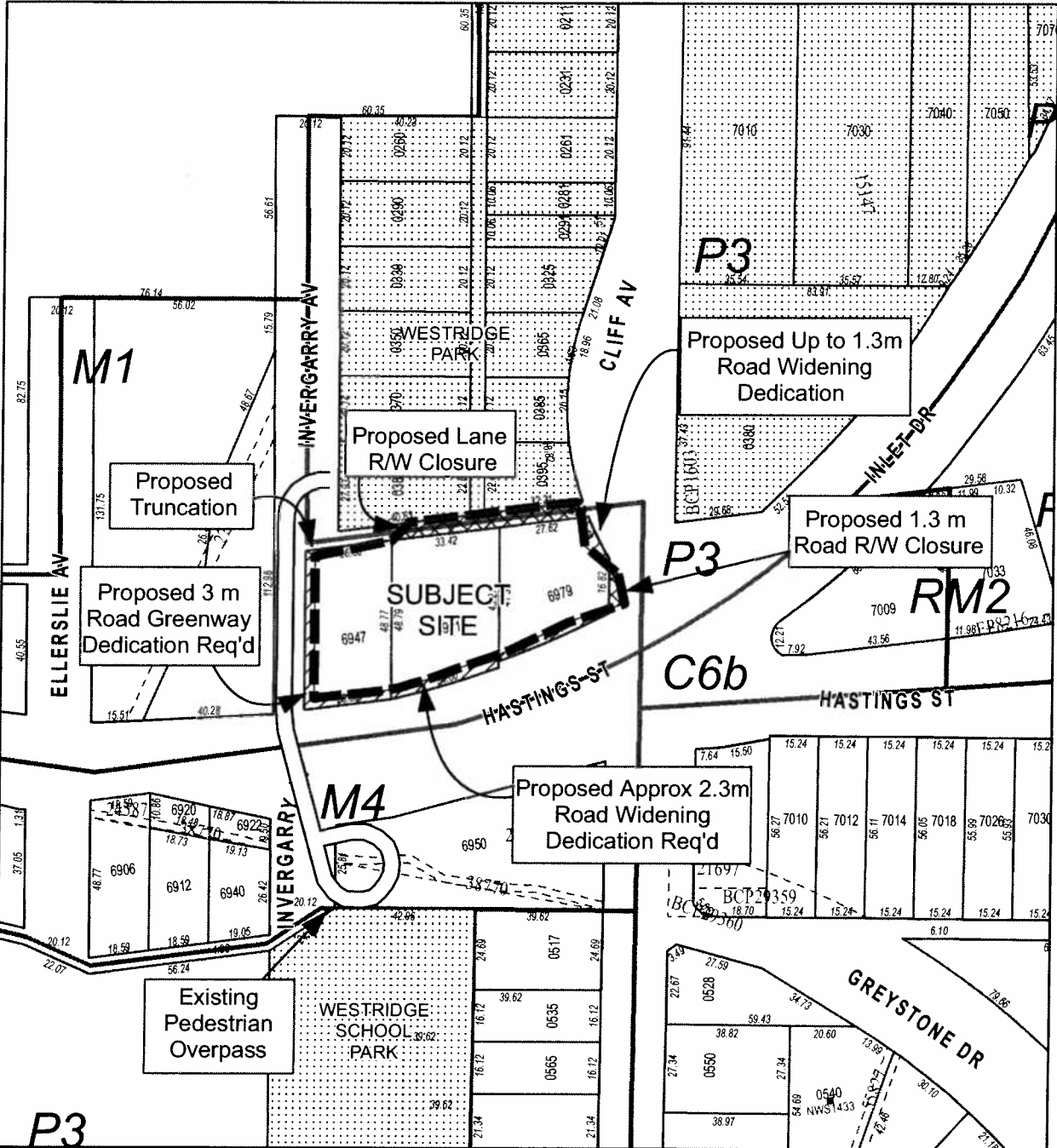
The Engineering Department has reviewed the concerns related to the Hastings Street, Cliff Avenue, and Inlet Drive intersection and consider the intersection to be safe and suitable to meet current and future operational needs. The applicant has presented a suitable plan of development and has given appropriate consideration to parking provisions and architectural design. The applicant will be providing upgrades to the adjacent urban trails and to the sidewalk on Hastings Street. The noted road closure areas do not involve City park land. The applicant is required to confirm the location of all sub-surface utilities prior to beginning any excavation.

It is recommended that a copy of this report be sent to the applicant and those who spoke at, or submitted correspondence to the 2010 February 16 Public Hearing for Rezoning Ref. #07-53.


B. Luksun, Director
For PLANNING AND BUILDING

KH:gk
Attachment

cc: City Clerk
Director Engineering



PLANNING & BUILDING DEPARTMENT



DATE:
JAN 11 2010

SCALE:
1:2,000

DRAWN BY:
DJ

REZONING REFERENCE # 07 -- 53

6947, 6951, 6979 HASTINGS ST

SKETCH #1