



Item.....
Meeting..... 2010 March 01

COUNCIL REPORT

TO: CITY MANAGER **DATE:** 2010 February 23
FROM: DIRECTOR PLANNING AND BUILDING **FILE:** 49500 20
Reference: REZ#09-32
SUBJECT: REZONING REFERENCE #09-32
6130, 6150 WILSON AVENUE AND 6149 KATHLEEN AVENUE
RESPONSE TO PUBLIC HEARING ISSUES
PURPOSE: To respond to issues raised at the Public Hearing on 2010 February 16 for
Rezoning Reference #09-32

RECOMMENDATION:

1. **THAT** a copy of this report be sent to the applicant and to area residents who spoke at, or submitted correspondence to the Public Hearing for Rezoning Reference #09-32.

REPORT

1.0 BACKGROUND

On 2010 February 16, a Public Hearing was held for Rezoning Reference #09-32. The subject rezoning application proposes a development comprised of a 95-unit high-rise apartment tower (21 storeys) and 3 units of street-fronting townhousing (2 storeys), in accordance with the Metrotown Development Plan (see attached location sketch).

At the Public Hearing, four written submissions were received, and one person made a presentation. The issues raised generally included concerns regarding SkyTrain noise, driveway access and headlight glare, use of density bonus funds, traffic movements, and the asphalt surface of the pedestrian walkway proposed for the closed portion of Kathleen Avenue. As requested by Council at the Public Hearing, this report provides a staff response to the main issues raised.

2.0 ISSUES RAISED

2.1 SkyTrain Noise

Issue: A concern was raised that SkyTrain noise would be amplified and reflected by the proposed residential development.

Response: The SkyTrain line is an integral component of the adopted Metrotown Development Plan. The operation of the associated transit service with stations at Patterson, Metrotown and

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Royal Oak is a key factor in supporting the implementation of the adopted Plan to create a more complete community with access to transit service. As development proceeds, the noise dispersion pattern from trains on the line is affected in response to new building forms. Given the number of variables associated with noise in an urbanizing environment, however, it is staff's view that it would neither be possible nor practical to ensure that there were no differential changes in noise patterns as the area develops in line with the adopted community plan.

Through the rezoning process, however, efforts are made to assess new multiple family developments in relation to nearby sources of noise, such as major roads, SkyTrain or rail lines. As part of the process of preparing a suitable plan of development, an acoustic evaluation of existing conditions is required with a view to identifying any required mitigation measures to protect residents of the new development from such influences. Any required mitigation measures, such as double glazing or insulation, are incorporated into the development's Building Permit. This approach has been applied to the subject development, and generally to new residential development in the area since the early 1980s.

Notwithstanding the foregoing, noise from the SkyTrain line can impact the enjoyment of the residential environment. Any measures that would reduce the noise signature from the SkyTrain line would be of general benefit to the developing Town Centre. As such, in response to the issue raised, staff will request that TransLink review the feasibility of pursuing improvements on the existing line to reduce current noise levels emanating from the guideway itself.

2.2 Driveway Access and Headlight Glare

Issue: A concern was raised that headlight glare from the proposed development's driveway access would impact the residents of 6152 Kathleen Avenue, located to the east of the subject site.

Response: The proposed development shares a common driveway with the development immediately to the south (approved under Rezoning Reference #06-68), which takes access from Wilson Avenue. This same issue was raised in connection with the first phase of development. In response, the applicant was required to install considerable coniferous landscaping to screen potential headlight glare from 6152 Kathleen Avenue. The installation of this plant material remains pending as construction on the property is not complete. Nevertheless, staff have discussed this issue with the applicant of the subject rezoning proposal (the same as for the initial phase), who has agreed to further supplement the landscape planting in this area, where possible, to further screen potential headlight glare.

2.3 Use of Density Bonus Funds

Issue: A suggestion was made as to how the density bonus funds arising from the subject rezoning approval should be utilized. Specifically, it was requested that the monies be spent in the immediate neighbourhood, potentially on enhancements to the BC Parkway or noise mitigation measures vis-a-vis the adjacent SkyTrain line.

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Response: As noted in the Public Hearing report for the subject rezoning amendment, approximately \$1,426,566 in density bonus funds would be generated in connection with the subject rezoning approval. The report also indicated that the amenity would be offsite, and that the allocation and use of density bonus funds would be advanced to the Community Development Committee for consideration and to Council for subsequent approval prior to Third Reading. As such, as part of its consideration for future allocation of the density bonus funds, the Committee is able to take into consideration the suggestions received at the Public Hearing.

2.4 Traffic Movements

Issue: A submission to the Public Hearing suggested the opening of the cul-de-sac at Maywood and Patterson Avenue as a means of improving local vehicular circulation.

Response: While this suggestion is not directly related to the subject site, in a 2007 November 14 report, the Transportation Committee had previously considered the general transportation network in this area in conjunction with the first phase of development to the south of the subject site. The report advanced by the Committee to Council on this matter concluded that the existing and planned road network was able to adequately accommodate new development in line with the adopted Metrotown Development Plan. The conclusions of the Transportation Committee on this matter were subsequently adopted by Council on 2007 November 19. The report is publically available on the City's website and on request at the Planning Department's information counter.

2.5 Kathleen Avenue Walkway

Issue: Concern regarding the design of the proposed walkway within the proposed closed Kathleen Avenue road right-of-way was raised, specifically in relation to the trail surface being asphalt.

Response: A walkway within a linear park-like setting is proposed for the closure area associated with the Kathleen Avenue right-of-way. The plans submitted to Public Hearing show a 6 ft. wide asphalt walkway along the subject site's eastern boundary. The walkway is to extend and connect to the walkway currently under construction adjacent the first phase of development. The asphalt surface treatment for the first phase of the walkway has been installed.

It is acknowledged that the entire walkway spanning both phases was originally envisioned to have a concrete surface, subject to Director Engineering approval. However, as the engineering offsite design advanced and the number of utilities under the Kathleen Avenue closure area became known, the surface treatment for the walkway was determined to be more suitable as asphalt. The services under the Kathleen Avenue right-of-way extend along its length from the Kathleen Avenue cul-de-sac bulb to Beresford Street, and include: a 15 cm sanitary sewer; a 25 cm storm sewer; a 20 cm water line; a 6 cm gas line; as well as underground hydro, telephone and cable services. Due to the eventuality of future repair and maintenance of these underground

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utilities, a concrete walkway was not considered appropriate given the added expense and difficulty of future repairs to a concrete path.

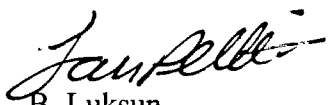
The submissions to Public Hearing suggested an alternate surface treatment of pavers or stonework. With regard to these treatments, staff continue to recommend the asphalt surface for the proposed walkway for four reasons: first, differential settlement of pavers or stones, over time, can result in an uneven surface with lips that become trip hazards and mobility barriers for strollers and wheelchairs (asphalt settles more smoothly); second, as the walkway will be privately maintained by future strata corporations, maintenance and snow removal are easier on smooth surfaces such as asphalt; third, noise from wheeled objects on paver and stone surfaces can be significant, which is not considered compatible in a purely residential area; and, fourth, asphalt is easily repaired if disturbed for maintenance or repair purposes.

On balance, for this greenway link, asphalt is considered suitable and appropriate within the context of engineering servicing concerns. The overall quality and character of the walkway is maintained as the landscape plan for the walkway provides for considerable and high-quality coniferous, deciduous, ground cover and low-level planting, in addition to the pedestrian lighting, trellis work and street furniture to be installed along the walkway.

3.0 CONCLUSION

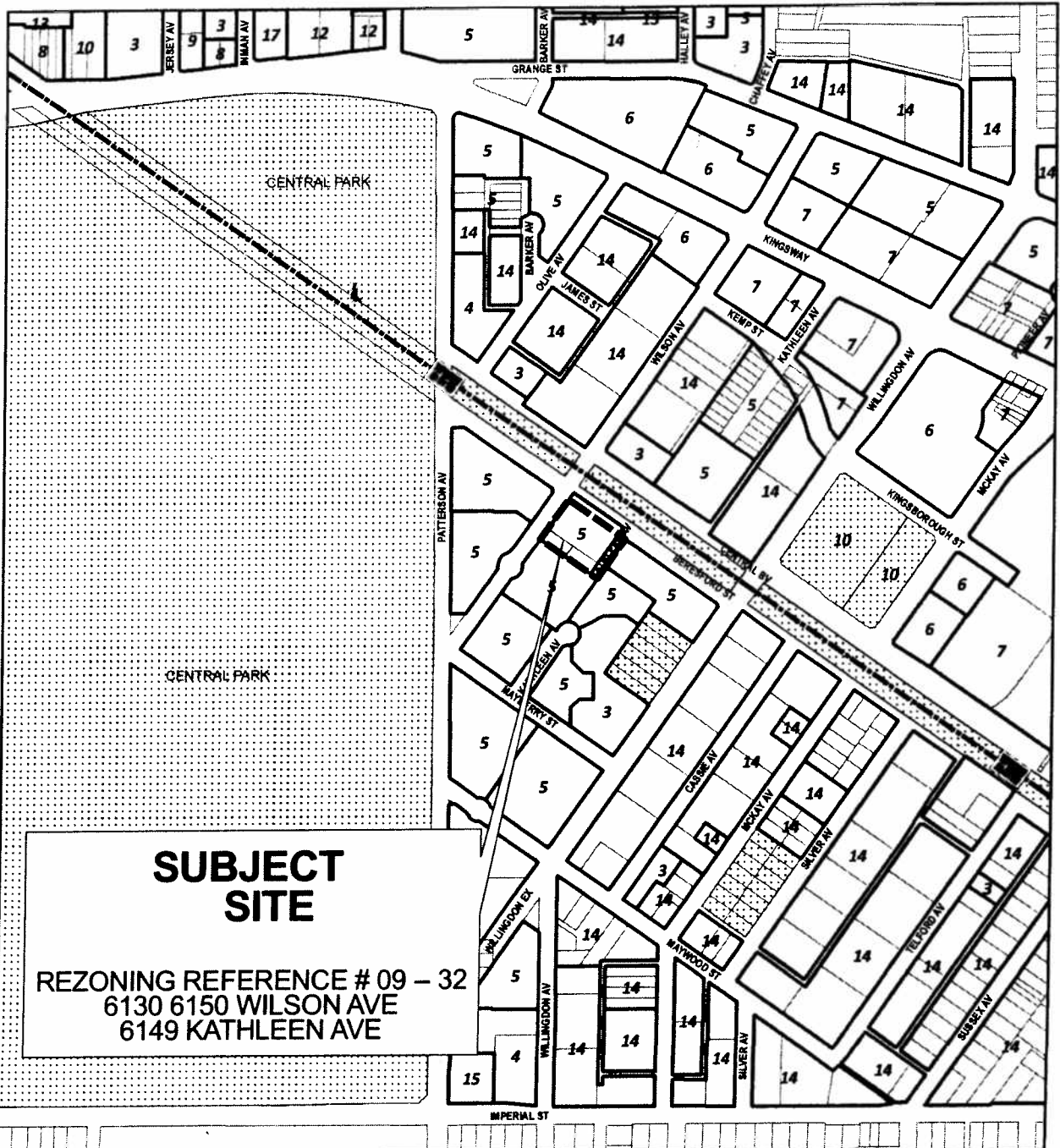
In conclusion, the proposed high-rise apartment and townhouse development, with full underground parking, is in line with the adopted Metrotown Development Plan and related transportation plans, and is consistent with established bylaw provisions, development guidelines and current practices in regards to its siting, massing, density, parking, and site and building design. Overall, the proposed public walkway with an asphalt surface remains consistent with the intended park-like character.

It is recommended that a copy of this report be sent to the applicant and to area residents who spoke at, or submitted correspondence to the Public Hearing for Rezoning Reference #09-32.


B. Luksun
for Director Planning & Building

EK:gk
Attach

cc: City Clerk
Director Engineering



SUBJECT SITE
 REZONING REFERENCE # 09 - 32
 6130 6150 WILSON AVE
 6149 KATHLEEN AVE

Metrotown Development Plan



PLANNING & BUILDING DEPARTMENT

- 2 > CD (RM2)
- 3 > CD (RM3)
- 4 > CD (RM4)*
- 5 > CD (RM5)*
- 6 > CD (RM5 / C2, C3)*
- 7 > CD (C3 USE GUIDELINE)*
- 8 > CD (RM3 / C1)*
- 9 > CD (RM3 / C2)*
- 10 > CIVIC FACILITIES
- 12 > CD (RM3 / INSTITUTIONAL)
- 13 > RM2
- 14 > RM3
- 15 > RM4
- 16 > R6
- 17 > CD (C2)

