



TO: CITY MANAGER **DATE:** 2014 September 24
FROM: DIRECTOR PLANNING AND BUILDING **FILE:** 49500 20
Reference: Rez# 13-42
SUBJECT: REZONING REFERENCE #13-42
LOW RISE MULTIPLE FAMILY
RESPONSE TO PUBLIC HEARING ISSUES
PURPOSE: To respond to issues raised at the Public Hearing for Rezoning Reference #13-42.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to the applicant and those who spoke at, or submitted correspondence to, the Public Hearing for Rezoning Reference #13-42.

REPORT

1.0 BACKGROUND

On 2014 August 26, a Public Hearing was held for Rezoning Reference #13-42. The subject rezoning application proposes a 96 unit four-storey apartment and 54 unit three-storey townhouse development with underground parking, within the Council adopted Lougheed Town Centre Plan (see *attached* Sketches #1 and #2).

At the Public Hearing, eight written and nine oral submissions were received from area residents primarily residing along Noel Drive and Beaverbrook Drive concerning: traffic; potential construction impacts; slope stability; potential environmental impacts; school capacities, and privacy. At the Public Hearing, Council requested that a staff report be submitted to provide further information on the issues raised. The following report addresses Council's request.

2.0 ISSUES RAISED

Issue #1 – Traffic

Questions were raised regarding potential traffic generated from the site and its impact on local roads.

Response:

Through the rezoning process, all bounding roads are reviewed in regard to access, pedestrian facilities, cycling facilities, intersection signalization, lane widths and potential street parking facilities. As part of this process, detailed road geometrics are prepared to establish the design

criteria for adjacent roadways to be constructed by the applicant. The established road geometrics are consistent with Council's adopted Transportation Plan classifications and Community Plan designations. The following is a brief summary of the road network surrounding the subject site and proposed improvements to be completed through the rezoning process.

Cameron Street

Cameron Street to the south of the subject site between the Bell Avenue/Noel Drive intersection and Keswick Avenue is classified in the Burnaby Transportation Plan as a local road, and designated in the Lougheed Town Centre Plan as an Urban Trail route. The development will complete this section of road to its final road standard with an urban trail and on-street parking. In the future, Keswick Avenue is intended to be closed and consolidated into Bell Park, at which time Cameron Street would become a cul-de-sac in this location.

As a requirement of the subject rezoning application, to improve the pedestrian environment, the applicant is to provide a separated urban trail along the north side of Cameron Street across the development frontage, complete with a 1.8m front boulevard with street trees and grass, street lighting and pedestrian lighting, a 4.0m asphalt urban trail, and a 1.2m rear grassed boulevard. The urban trail will be connected to the existing lighted pedestrian trail to the west and the constructed urban trail east of Noel Drive. Vehicular access to the site is limited to underground parking access taken from Cameron Street.

Beaverbrook Drive

Beaverbrook Drive to the north of the subject site is classified in the Burnaby Transportation Plan as a major collector, which is intended for, and has been developed, to a two lane standard, one moving lane in each direction, with additional pavement for on-street parking as necessary. Major Collectors (Secondary) are designed to accommodate between 5,000 and 20,000 vehicles per day. Beaverbrook Drive currently accommodates approximately 6,200 vehicle movements per day, and has remaining capacity to serve the area in future. As a requirement of the subject rezoning application, to improve the pedestrian environment, the applicant is to provide a separated sidewalk along the south of Beaverbrook Drive across the development frontage, complete with a 1.8m treed and grassed front boulevard, a 1.5m concrete sidewalk and a 1.2m rear grassed boulevard. On the north side of Beaverbrook Drive an existing 4.0m urban trail has already been constructed, in line with the Lougheed Town Centre designation.

Noel Drive

Noel Drive is classified in the Burnaby Transportation Plan as a local collector, which is intended for a two lane standard, one moving lane in each direction, with additional pavement for on-street parking as necessary. In the city, this road standard is intended to accommodate traffic volumes in the range of 1,000 to 5,000 vehicles per day. Expected traffic counts for Noel Drive are estimated to be approximately 3,000 vehicles per day. It is therefore noted that sufficient capacity will be provided to account for the subject development. Noel Drive's

designation and design are consistent with the Community plan's land use designation for single-family and multiple-family development. As a requirement of the subject rezoning application, the applicant is to provide a concrete curb and gutter with curb bulges and defined on-street parking areas on the west side of the street. Parking is currently accommodated along the east side of Noel Drive. To connect the proposed and existing urban trails on Beaverbrook Drive and Cameron Street, a separated urban trail on the west side of Noel Drive is proposed across the development frontage complete with a 1.5m treed and grassed front boulevard complete with street lighting and pedestrian lighting, and a 4.7m concrete and asphalt urban trail. No vehicular access to the subject site is taken from Noel Drive. The design of Noel Drive is to accommodate vehicles to a maximum speed of 50 km/h, with speed being controlled through the four way stop at the Noel Drive and Cameron Street intersection, and the signalized intersection at Noel Drive and Beaverbrook Drive.

As noted, the prepared road geometrics are in line with the Council adopted Burnaby Transportation Plan and Lougheed Town Centre Plan, and are appropriate for the proposed low-rise multiple-family development advanced under the subject rezoning application. The developer will be required to construct the noted road infrastructure prior to occupancy of the proposed development.

Issue #2 – Potential Construction impacts to the surrounding neighbourhood

Concerns were raised regarding the potential impacts of construction to the surrounding neighbourhood, including traffic, parking, noise and dust.

Response:

It is recognized that during the construction phase of any development, there will be some impact to the surrounding area, including traffic, noise and dust. To ensure that impacts to the surrounding neighbourhood are as minimal as possible, the developer will be required to meet the following provisions:

- submission and approval of a construction access plan to the Engineering Department prior to commencement of construction. The plan will include an outline of the location of construction access, construction vehicle staging and proposed temporary road closure areas with a view to properly manage potential construction impacts within the surrounding neighbourhood;
- ensure that contractor vehicle parking is accommodated on-site, off-site within permitted parking lots or within permitted on-street parking areas;
- submission and approval of a sediment control plan to the Engineering Department prior to issuance of a building permit to ensure that erosion, and other sediment control matters are properly managed; and,
- ensure that construction and vehicle noise originating from the proposed development site abide by the permitted hours of construction and the Burnaby Noise Bylaw. The Bylaw limits construction activity to the hours of 7:00 a.m. – 8:00 p.m., Monday to

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Friday, and 9:00 a.m. - 8:00 p.m. on Saturdays. The Bylaw also limits the level of noise emanating from construction sites to 85 decibels.

Cameron Street, Beaverbrook Drive and Noel Drive will remain open during construction. However, if temporary disruptions to access occur during construction, advance notice will be posted along the roadways and sent to area residents for information. In addition, flag persons and appropriate signage would be present to assist with any alternate vehicle routing.

Issue #3 – Slope Stability

Questions have been raised regarding the site's suitability for multiple-family development given its westerly slope towards Stoney Creek.

The subject site is designated for multiple-family development in the Council adopted Lougheed Town Centre Plan. The plan anticipated the site's development and its relationship with Stoney Creek, as it is adjacent the ravine. The site slopes westward from an average elevation of 43m along Noel Drive to 28m at the edge of Stoney Creek. However, a majority of the site's slope is accommodated within 10m of the creek top of bank. As required by the City's Streamside Protection and Enhancement Area (SPEA) guidelines within the Burnaby Zoning Bylaw, and Fisheries and Oceans Canada Requirements (DFO), the development is setback from Stoney Creek's top of bank by a minimum of 30m. This 30m setback encompasses the entire ravine area, and no development will be permitted in this area. The area will also be restored to a natural state by removing existing dwelling foundations, overhead hydro wires and invasive species. The area will also be replanted with native species in accordance with the approved landscape plans.

With regard to slope stability, all development on site must meet BC Building Code requirements for multiple-family development. Furthermore, a geotechnical report will be required by a certified professional Engineer for approval by the Chief Building Inspector, to ensure the slope's stability prior to issuance of a Building Permit. To manage sediment during construction, a sediment control plan is required to be submitted by a certified professional Engineer, to the approval of the Director Engineering, to ensure that sediment from the site does not migrate into creek. Furthermore, in regard to drainage, a key mechanism to protect the creek is the submission of a comprehensive stormwater management plan prepared by a certified professional Engineer, to ensure that all rainwater captured on site is appropriately conveyed to the City's stormwater system, or held for controlled discharge into Stoney Creek to reduce outflow inundation, while maintaining appropriate water levels for fish passage. It is noted that the current, and historical, residential development in this area encroaches within the riparian zone, and did not provide for stormwater management measures. These matters are, however, fully addressed under the proposed development.

Overall, the proposed development will greatly improve the current slope conditions, inasmuch as existing building foundations will be removed from the setback area, stormwater will be managed comprehensively, and sediment will be controlled during construction and development.

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Issue #4 – Protection of Environmentally Sensitive Area

Concerns were raised regarding the potential environmental impacts to Stoney Creek due to construction.

Response:

As noted, the proposed development is located in proximity to Stoney Creek, which is classified as a Class A Fish Bearing Watercourse. For over 20 years the City has been working closely with community stakeholders, including the Stoney Creek Environment Committee, to improve wildlife habitat and fish passage in Stoney Creek through support for annual creek cleanup events and the Stoney Creek Great Salmon Send-Off. Through the hard work and dedication of community volunteers, Stoney Creek in recent years has seen unprecedented fish spawning. The City of Burnaby is extremely proud of this achievement and shares the community's concerns of maintaining and improving the Stoney Creek watershed. As noted, the proposed development will improve the watershed, as the applicant will be required to remove all existing building foundations, existing BC Hydro residential distribution wires, and existing sewer infrastructure within the riparian setback area. Furthermore, within the setback area for Stoney Creek, the applicant will be required to remove invasive species, and to revegetate with native species to improve wildlife habitat, and control the flow of rainwater into the creek. The riparian setback area will be protected by a Section 219 Covenant and will be separated from the development site by a wooden fence to restrict public access. In addition, as noted earlier in this report, the development will be required to undertake required sediment control and storm water management measures to the approval of the Director Engineering. The protected riparian area will comprise 37% of the total site, approximately 0.53 hectares (1.32 acres) in area. This riparian area further contributes to the over 40 hectares (100 acres) of park, open space and protected riparian area associated with Stoney Creek within the Lougheed Town Centre.

Issue #5 – School Capacities

Concerns were raised regarding the capacity of local schools within the area.

Response:

The subject development is strategically located near three elementary schools (Stoney Creek Community School, Cameron Elementary School and Lyndhurst Elementary School) and one secondary school (Burnaby Mountain Secondary). The catchment schools that serve the site are Stoney Creek Community School, and Burnaby Mountain Secondary School, which are both approximately 450m walking distance from the site. City staff consult the Burnaby School District on enrolment projections on a regular basis. The School District is mandated by the Provincial government to provide for spaces to meet enrolment demands. It is anticipated that the development could generate enrolment of between 15-20 elementary school students and up to 10 secondary school students. The Burnaby School District has noted that local schools, including Stoney Creek Community School and Burnaby Mountain Secondary School, can

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accommodate the children that may live in the proposed development. The School District also noted that enrolment fluctuates year to year, with some years higher than others, within individual schools. The Burnaby School District has been able to, and expects to be able to continue to accommodate new enrolment in Burnaby.

Issue #6 – Privacy

Concerns were raised regarding the developments relationship to existing adjacent development.

Response:

To the north of the subject site across Beaverbrook Drive are adjacent single-family dwellings fronting Noel Drive, to the east is an existing low-rise townhouse development, to the west is the Stoney Creek corridor, to the south across Cameron Street are existing single-family dwellings intended to be acquired by the City and consolidated into Bell Park, and directly to the southwest is a single family dwelling at 9033 Cameron Street that was unable to be acquired and consolidated with the subject development. The subject development is setback from its respective frontages by a minimum of 4.5m (15 ft.), which results in a spatial separation between buildings on Beaverbrook Drive, Noel Drive and Cameron Street of approximately 30m (100 ft.). All frontages will be suitably landscaped with trees and shrubs, and all street frontages will be planted with street trees to improve privacy, while maintaining sightlines. Given the interim relationship between the existing dwelling at 9033 Cameron Street, which is intended to be acquired by the City for park and open space purposes as it becomes available for sale, the spatial separation between the exiting dwelling and proposed development is 17.1m (56 ft.). Within this area, existing tall coniferous trees will be retained and substantial lower trees and shrubs will be planted to increase privacy between the two buildings. The development has also been terraced down to three storeys adjacent the existing dwelling to reduce the exposure of the new development. The west coast contemporary design aesthetic of the proposed development with peaked roofs, large overhangs, lap and shingle siding, and extensive use of wood accents was consciously pursued due to its superior relationship with existing single family and low rise multiple-family dwellings within the area. Given the foregoing, the subject development will relate to its surrounding development.

3.0 CONCLUSION AND RECOMMENDATION

The development proposal for the subject rezoning application (Rezoning Reference #13-42) is for a 96 unit apartment and 54 unit townhouse development within the Lougheed Town Centre Plan area. The proposal is considered supportable given its consistency with the adopted Plan, in its pursuance of quality architecture and a progressive landscaping treatment in character with the surrounding single-family and multiple-family neighbourhood.

This report provides information responding to questions raised at the Public Hearing, including those related to traffic; potential construction impacts; slope stability; potential environmental impacts; school capacity, and privacy. As a condition of Final Adoption of the rezoning, the developer will be required to complete the required prerequisites of the subject rezoning

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application, as well as obtain the necessary City approvals and permits, which will ensure that the concerns raised at Public Hearing are appropriately addressed. In view of the above, the development proposal is considered to be supportable.

It is recommended that a copy of this report be sent to the applicant and those who spoke at, or submitted correspondence to the Public Hearing for Rezoning Reference #13-42.

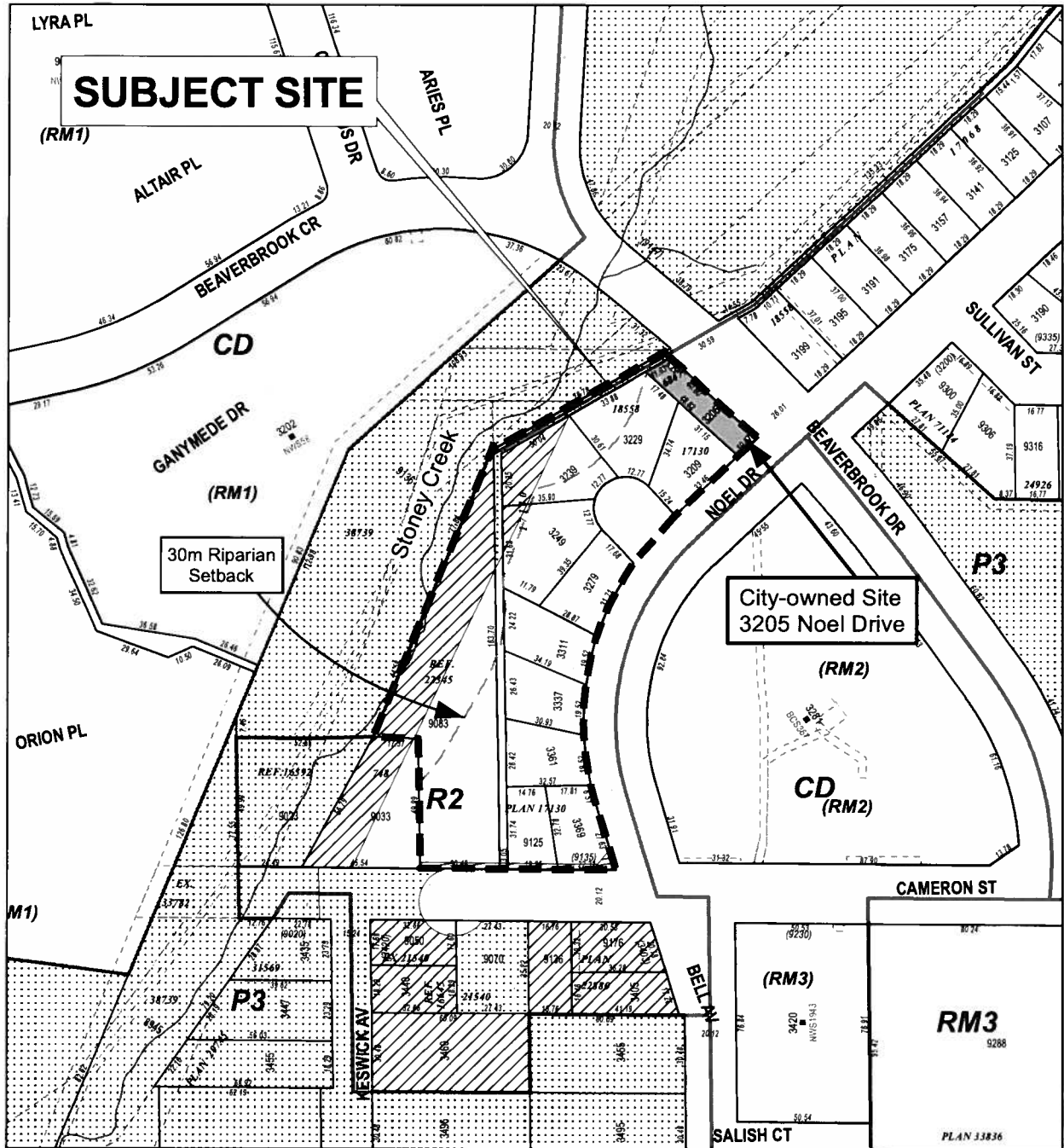


Lou Pelletier, Director
PLANNING AND BUILDING

JBS:spf

Attachments

cc: Director Engineering
Chief Building Inspector
City Clerk







PLANNING & BUILDING DEPARTMENT

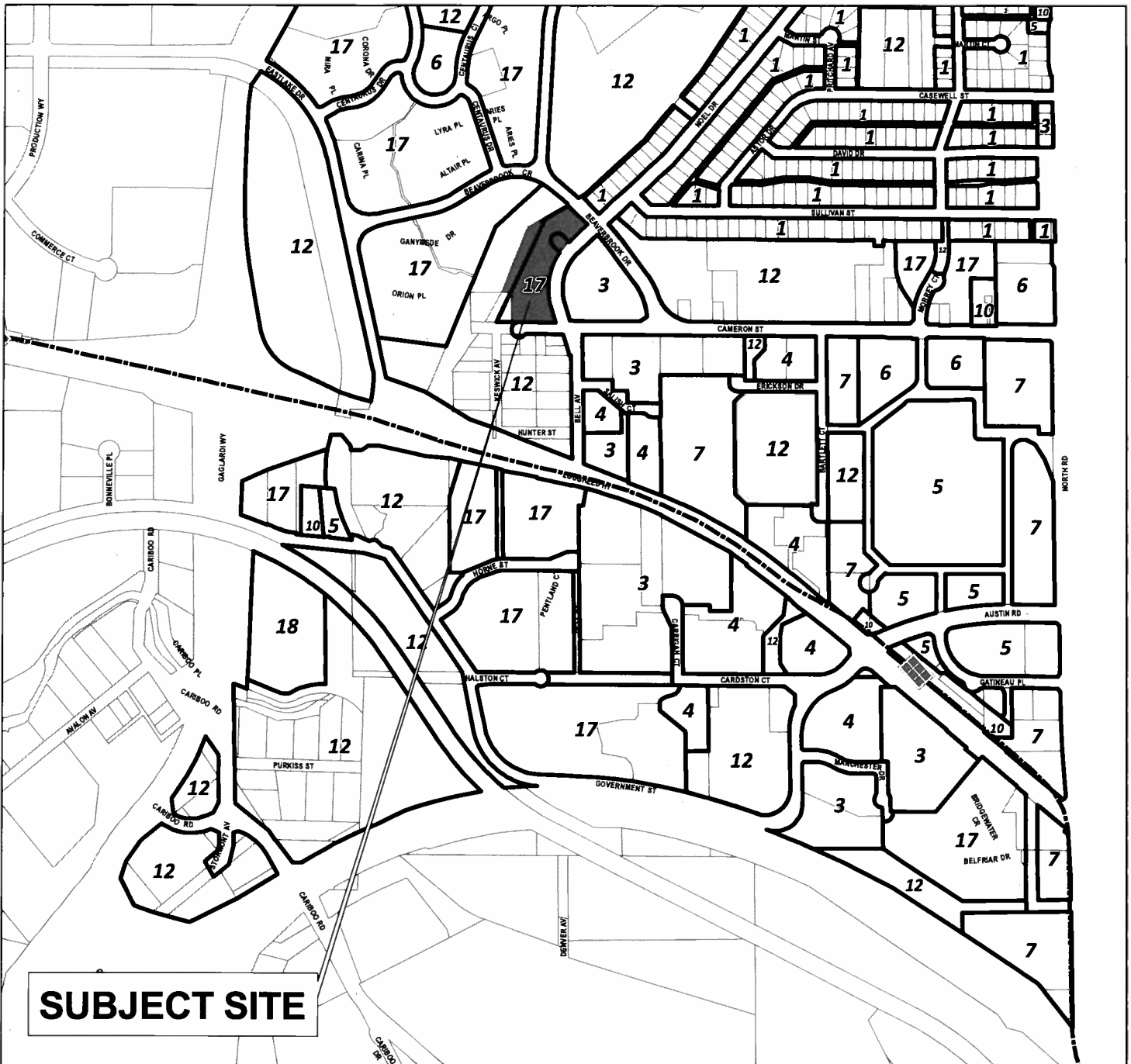


DATE:	SEP 23 2014
SCALE:	1:2,500
DRAWN BY:	AY

REZONING REFERENCE #13-42
3205, 3209, 3229, 3239, 3249, 3311, 3337, 3361 AND 3369 NOEL DRIVE
9083 AND 9125 CAMERON STREET

	Subject Site		City-owned Property
	Properties To Be Acquired For Park And Open Space		City-owned Park Property

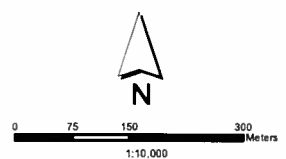
Sketch #1



SUBJECT SITE

- | | |
|---|---|
| 1 Single and Two Family Residential | 9 Industrial |
| 3 Medium Density Multiple Family Residential | 10 Institutional |
| 4 High Density Multiple Family Residential | 12 Park and Public Use/Public School |
| 5 Commercial | 17 Low or Medium Density Multiple Family Residential |
| 6 Medium Density Mixed Use | 18 Recreational Vehicle Park |
| 7 High Density Mixed Use | |

--- SKYTRAIN LINE



PLANNING & BUILDING DEPARTMENT

Lougheed Town Centre Plan