



TO: CITY MANAGER **DATE:** 2021 February 17
FROM: DIRECTOR PLANNING AND BUILDING **FILE:** 49500 20
Reference: *Rez# 16-33*

**SUBJECT: REZONING REFERENCE #16-33
6449 AND 6469 SELMA AVENUE
APARTMENT DEVELOPMENT
ROYAL OAK COMMUNITY PLAN
RESPONSE TO PUBLIC HEARING ISSUES**

PURPOSE: To respond to issues raised at the Public Hearing for Rezoning Reference #16-33.

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 #16-33.

REPORT

1.0 BACKGROUND

On 2020 November 24, a Public Hearing was held for Rezoning Reference #16-33. The subject rezoning application proposes the construction of a six-storey apartment building with underground parking (see *attached* Sketches #1 and #2).

At the Public Hearing, twelve written submissions, 16 oral submissions, and five petitions were received. All of the oral and written submissions were opposed to the proposed development. Issues raised in the submissions generally included concerns related to: conformance with the Royal Oak Community Plan, development form, vehicle traffic, vehicle parking, the lack of a back lane, pedestrian safety, emergency vehicle access, crime and safety impacts, and pests on the property.

This report addresses Council’s request to provide further information on the issues raised at the Public Hearing for Rezoning Reference #16-33.

2.0 ISSUES RAISED

Issue #1 – Conformance with the Royal Oak Community Plan

Concerns were raised regarding the proposed development’s conformance with the Royal Oak Community Plan.

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Response:

The subject properties are located within the Council-adopted Royal Oak Community Plan area, and are designated for medium density multiple-family residential development utilizing the CD Comprehensive Development District (based on the RM3 District as guidelines). In addition, Council's recently adopted Rental Use Zoning Policy applies to the subject site, and as such, the utilization of the RM3r Multiple Family Residential District is required. The proposal is considered in line with both the Royal Oak Community Plan, and the City's Rental Use Zoning Policy.

Issue #2 – Development form

Concerns were raised regarding the proposed development's density, height and shadowing.

Response:

As noted above, the Council-adopted Royal Oak Community Plan and the Rental Use Zoning Policy apply to the subject site, and specify CD (RM3/RM3r) zoning. The density of developments under the Comprehensive Development District is a function of the permitted Floor Area Ratio (FAR), multiplied by the site size. For this site, the RM3 District permits a maximum of 1.1 FAR, the RM3r District permits a maximum of 1.1 FAR, and an offset density of 0.55 FAR, for a total of 2.75 FAR.

To accommodate the RM3r District rental density component of the proposed development, additional height is required under the proposed Comprehensive Development District for the site. As such, while RM3 developments are typically four storeys in height, the addition of the RM3r District results in a six storey form. In order to reduce potential impacts of the additional height, the proposed building setback was increased adjacent to the single-family dwelling to the north from the required 4.57 m² (15 sq. ft.) to 6.3 m² (20.7 sq. ft.). Additionally, the fifth and sixth storeys of the proposed building have been set back from the lower floors. Given the foregoing, the proposed development is consistent with the adopted Royal Oak Community Plan, the guidelines of the RM3/RM3r Districts, and the City's Rental Use Zoning Policy.

Issue #3 – Vehicle traffic, vehicle parking, lack of rear lane and pedestrian safety

Concerns were raised regarding vehicle traffic on Selma Avenue and Irving Street, vehicle parking provided for the development, and pedestrian safety on Selma Avenue.

Response:

Vehicle Traffic

Selma Avenue is designated in the Burnaby Transportation Plan as a local road. This road standard is intended to accommodate traffic volumes of up to 3,000 vehicles per day. Current traffic volumes for Selma Avenue are estimated to be below 175 vehicles per day. It is estimated that the proposed development could increase the traffic volumes to an estimated total of 300 vehicles per day. While it is desirable to provide vehicle access to a site from a rear lane where available, Selma Avenue has adequate vehicle capacity for the proposed development.

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Irving Street is designated in the Burnaby Transportation Plan as a local collector road. This road standard is intended to accommodate traffic volumes of up to 5,000 vehicles per day. Current traffic volumes for Irving Avenue are estimated to be below 3,340 vehicles per day.

Vehicle Parking

Concerns were expressed regarding the number of parking spaces proposed for the development. The development meets the requirements of the City's Zoning Bylaw for rental buildings which specifies a minimum parking requirement of 0.6 spaces per apartment. The development proposes 74 apartments, which equates to a total parking requirement of 44 spaces. The development is to provide 44 spaces. As such, it is anticipated that adequate parking will be provided for the development.

Pedestrian Safety

To enhance pedestrian safety, the applicant is required to provide public realm improvements along the site's frontage on Selma Avenue. This includes construction of new separated sidewalks, boulevard landscaping, street lighting, and street trees. These improvements would improve pedestrian safety along Selma Avenue.

Issue #4 – Emergency vehicle access

Concerns were raised regarding the ability of emergency vehicles to access residences on Selma Avenue.

Response:

As part of a site's suitable plan of development, applicants are required to submit a Fire Access Plan. The Plan ensures that a number of access requirements for fire trucks are met, including ensuring streets are constructed to withstand a standard weight, are constructed to a minimum width without obstructions, and ensuring a turnaround is provided for in cul-de-sacs. The requisite Fire Truck Access Plan has been submitted and approved by the Burnaby Fire Prevention Office. In light of this, it is anticipated that all emergency vehicles will be able to access the residences for service.

Issue #5 – Crime and safety

Concerns were raised regarding an increase in crime and reduction in safety resulting from the proposed rental use of the development.

Response:

It is noted that the majority of properties designated for multiple-family development in the City of Burnaby will be required to provide rental housing under Council's adopted Rental Use Zoning Policy. Staff do not have evidence of a documented relationship between higher density development or rental buildings and increased crime rates. Further, additional residents in the area result in "eyes on the street", providing a sense of comfort and safety for residents and visitors. Given the foregoing, staff believe the proposed development will have a positive, not negative, impact on crime in the area.

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Issue #6 – Pests on the property

Concerns were raised regarding the existence of pests and rodents at the existing dwelling that may be displaced at demolition.

Response:

The applicant will be requested to implement an appropriate pest control management plan implemented prior to demolition of the existing dwellings. The pest control management plan would consist of identification of any pests, as well as their removal, with subsequent inspections and monitoring prior to the disturbance of the existing dwellings to be demolished.

3.0 CONCLUSION

This report has been prepared in response to matters raised at the Public Hearing held for Rezoning Reference #16-33, which include: conformance with the Royal Oak Community Plan, development form, vehicle traffic, vehicle parking, the lack of a back lane, pedestrian safety, emergency vehicle access, crime and safety impacts, and pests on the property.

The subject development proposal for the subject rezoning application (Rezoning Reference #16-33) is for a six-storey apartment building with underground parking. The proposal is considered supportable given its adherence to the Royal Oak Community Plan, as well as other City policy, and bylaw requirements.

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 #16-33.

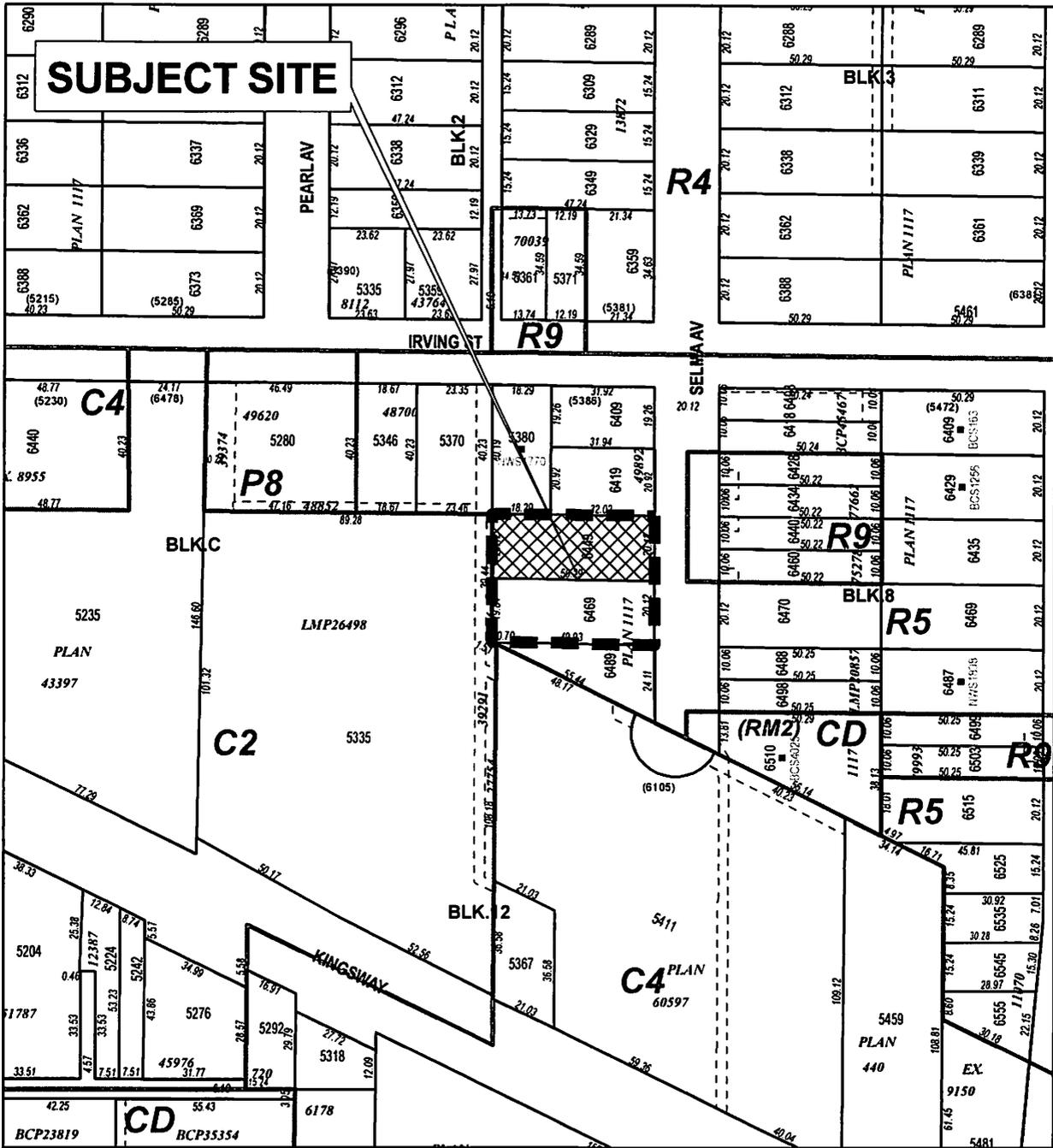


E.W. Kozak, Director
PLANNING AND BUILDING

SMN:tn

Attachments

cc: Chief Building Inspector
City Solicitor
City Clerk



PLANNING & BUILDING DEPARTMENT



Date: OCT 08 2020

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Drawn By: JS

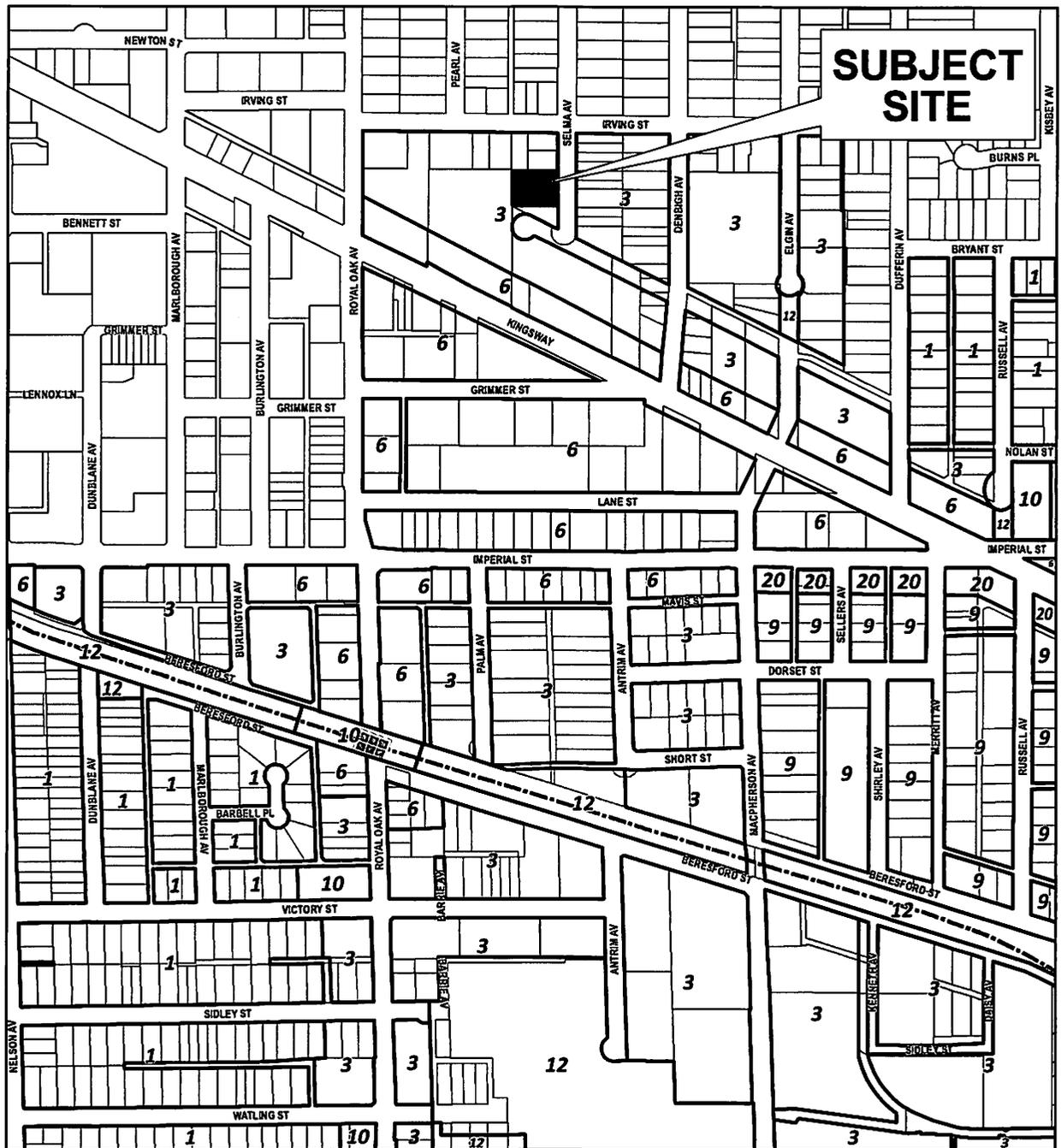
REZONING REFERENCE #16-33
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Subject Site



City-Owned Property



**Royal Oak Community Plan
Land Use**



PLANNING & BUILDING DEPARTMENT

General Land Use Designation Key

- 1** Single and Two Family Residential
- 3** Medium Density Multiple Family Residential
- 5** Commercial
- 6** Medium Density Mixed Use
- 9** Industrial
- 10** Institutional
- 12** Park and Public Use
- 20** Industrial and Commercial Mixed Use

