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| Item .....                |
| Meeting ..... 2020 May 25 |

COUNCIL REPORT

**TO:** CITY MANAGER 2020 May 20

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #19-42  
High-Rise Apartment Building  
Metrotown Downtown Plan**

**ADDRESS:** 5970, 5986, and 5994 Kathleen Avenue (see *attached* Sketches #1 and #2)

**LEGAL:** Parcel "A" (Explanatory Plan 24921) Lots 11 and 12 District Lot 153 Group 1 New Westminster District Plan 1191, Lot 13 and 14 District Lot 153 Group 1 New Westminster District Plan 1191, Lot "B" District Lots 151 And 153 Group 1 New Westminster District Plan 6950

**FROM:** R5 Residential District

**TO:** CD Comprehensive Development District (based on the RM5s Multiple Family Residential District, RM5r Multiple Family Residential District and Metrotown Downtown Plan as guidelines and in accordance with the development plan entitled "Bosa Kathleen" prepared by IBI Group Architects (Canada) Inc.)

**APPLICANT:** Blue Sky Properties Inc.  
Suite 1100 - 838 West Hastings Street  
Vancouver, BC V6C OA6  
Attention: Philippe Lew

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2020 June 23.

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**RECOMMENDATIONS:**

1. **THAT** the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Section 5.2 of this report, contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.
2. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2020 June 08 and to a Public Hearing on 2020 June 23 at 6:00 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.
  - b. The deposit of sufficient monies including a 4% Engineering Inspection Fee to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
  - c. The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in Town Centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
  - d. The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with Section 4.4 of this report.
  - e. The granting of any necessary statutory rights-of-way, easements and/or covenants.
  - f. The granting of any necessary Section 219 Covenants in accordance with Section 5.4 of this report.
  - g. The registration of a Housing Agreement and Housing Covenant, and Council consideration and approval of a Housing Agreement Bylaw as described in Section 5.5 of this report.
  - h. The submission of an undertaking to remove all improvements prior to Final Adoption of the Bylaw. If requested, demolition may also be delayed to more closely coincide with approval of building permits.
  - i. The review of a detailed Sediment Control System by the Director Engineering.
  - j. The submission of a suitable Solid Waste and Recycling plan to the approval of the Director Engineering.
  - k. The completion of the Highway Closure Bylaw and sale of City property as described in Section 5.2 of this report.

- l. Completion of Rezoning Application #17-32 concurrently with the subject rezoning application.
- m. The consolidation of the development site into one legal lot.
- n. The design and provision of units adaptable to persons with disabilities, with the provision of customized hardware and cabinet work being subject to the renting of the unit to a disabled person.
- o. The provision of a covered car wash stall and an adequately sized and appropriately located garbage handling and recycling material holding space to the approval of the Director Engineering and a commitment to implement the recycling provisions.
- p. The review of on-site residential loading facilities by the Director Engineering.
- q. The submission of a Public Art Plan.
- r. Compliance with Council-adopted sound criteria.
- s. The provision of facilities for cyclists in accordance with this report.
- t. The undergrounding of existing overhead wiring abutting the site, as determined by the Director Engineering.
- u. Compliance with the guidelines for underground parking for visitors.
- v. The deposit of the applicable Parkland Acquisition Charge.
- w. The deposit of the applicable GVS & DD Sewerage Charge.
- x. The deposit of the applicable School Site Acquisition Charge.
- y. The deposit of the applicable Regional Transportation Cost Charge.

## REPORT

### 1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit the development of a high-rise rental residential building with underground parking.

### 2.0 POLICY FRAMEWORK

The City's Corporate Strategic Plan provides a vision for a world class city committed to creating and sustaining the best quality of life for our citizens; and one which is supported by goals for a safe, connected, inclusive, healthy and dynamic community. The proposed rezoning application aligns with the following goals and sub-goals of the Corporate Strategic Plan:

- **A Safe Community**
  - Transportation Safety – Make City streets, pathways, trails and sidewalks safer.
- **A Connected Community**
  - Social Connection – Enhance social connections throughout Burnaby
- **A Dynamic Community**
  - Community Development – Manage change by balancing economic development with environmental protection and maintaining a sense of belonging
- **An Inclusive Community**
  - Serve a diverse community – Ensure City services fully meet the needs of our dynamic community
  - Create a sense of community – Provide opportunities that encourage and welcome all community members and create a sense of belonging

The proposed application is also consistent with the site's land use designation under the Council-adopted Metrotown Downtown Plan. Burnaby has and continues to benefit from sound planning principles established early on in the City's development. Key to these is the Official Community Plan's designation of four Town Centre areas within the City which have and are intended to continue to accommodate a significant portion of the City's population and job growth, and which provide locations for the provision of community amenities going forward.

The creation of Town Centres at Metrotown, Brentwood, Edmonds and Lougheed have served the City well in protecting single- and two-family residential neighbourhoods from pressures to accommodate new growth, and have also allowed the City to preserve a significant component of its land base for park and open space. At the same time, they contribute to regional planning objectives, established by Metro Vancouver in the Regional Growth Strategy, that are of benefit both locally and more broadly. Within Burnaby, and other neighbouring cities, Town Centres are helping to meet regional goals to reduce pressures for development of habitat and agricultural

lands, to focus on jobs, people and services in walkable neighbourhoods that are and can be efficiently served by transit, and to reduce overall demands for travel by car with direct benefits to the environment, economy and the quality of life in the Region.

Further, Burnaby’s Economic Development, Social and Environmental Sustainability Strategies, in addition to the Town Centre Plan, encourage: a varied range of housing options; improved neighbourhood livability, stability and accessibility; transit access and alternative forms of transportation; as well as green building policies.

The subject rezoning application is consistent with these regional and municipal plans and policies.

### 3.0 BACKGROUND

3.1 The subject development site is located within the Central Park East Neighbourhood of the Metrotown Downtown Plan area (see *attached* Sketch #2). It comprises four lots: 5970, 5986 (two legal lots), and 5994 Kathleen Avenue. All are currently zoned R5 Residential District. 5970 and 5994 Kathleen Avenue are currently improved with older single-family dwellings, while 5986 Kathleen Avenue is currently undeveloped. Vehicular access to all the lots is currently available from a rear lane. The adopted Metrotown Downtown Plan designates the site for high-density, multiple-family Comprehensive Development, utilizing the RM5s Multiple Family Residential District as a guideline. As well, in accordance with Council-adopted policy regarding rental use zoning, the inclusion of the RM5r Multiple Family Residential District in the proposed Comprehensive Development zoning is required to support the development of rental units. High quality architectural and urban design, a park-side character, exceptional public realm improvements, and a sustainable redevelopment approach are to be derived from the project in accordance with the adopted Metrotown Downtown Plan.

3.2 The Council adopted Rental Use Zoning Policy, requires the subject rezoning application to satisfy Stream 2 – Inclusionary Rental requirements. In this regard, the applicant is required to provide the equivalent of 20% of the proposed market units, excluding units achieved using density offset, as affordable rental housing. RM5r density, to a maximum of 2.2 FAR is available to provide the required inclusionary rental units. To ensure affordability, the required rental units are to be rented 20% below Canada Mortgage and Housing Company (CMHC) median rents. To assist with the provision of the affordable housing, a density offset of 1.1 FAR is available to supplement the proposed market units.

The applicant has requested consideration of an alternative approach to meet the City’s rental housing and affordable housing objectives. The applicant has indicated that they are also the owner of 5977 Wilson Avenue, which is located in the Central Park North Neighbourhood of the Metrotown Downtown Plan area, and currently the subject of Rezoning Reference #17-32. That rezoning initially proposed a 293 unit market

residential high-rise apartment building and townhouse podium utilizing RM5s District zoning, the amendment bylaw for which received Second Reading on 2018 June 11, and was scheduled to advance to Third Reading in 2019. However, that application was ultimately referred back to Staff for a revised development proposal that is in line with the now adopted Council-policy regarding rental use zoning.

The applicant, having comprehensively reviewed the development opportunities on both the Wilson and Kathleen sites, is proposing that the Wilson site remain a market-only site and that the rental units now required under the Rental Use Zoning Policy, as well as the associated RMr density and a portion of the Wilson site's RM5s supplementary density, be transferred to the Kathleen site to facilitate a full rental project. The proposal would result in the following:

- The Wilson site would remain a market-only site with an FAR of 5.39, comprised of 4.29 FAR of RM5s density and 1.1 FAR of density offset. The architectural concept developed to-date would remain largely intact, but with some adjustments to development statistics such as unit count, unit mix, and parking provisions, necessitating a new Public Hearing. A new Public Hearing report for the Wilson site project appears elsewhere on tonight's agenda for Council's consideration.
- The Kathleen site would be a rental-only site, and would be required to achieve occupancy prior to, or concurrently with the Wilson site. The Kathleen site is proposed to have an FAR of 11.67, comprised of:
  - 8.14 FAR of market rental units, (inclusive of 5.0 FAR of RM5s density, 1.1 density offset, and 2.04 FAR of transferred RM5s supplementary density from the Wilson site); and,
  - 3.53 FAR of affordable rental units (inclusive of 2.53 FAR of transferred RMr density from the Wilson site).

3.3 On 2019 October 28, Council received the initial report of the Planning and Building Department concerning the rezoning of the subject site and authorized the Department to continue to work with the applicant in the preparation of a suitable plan of development on the basis of the forgoing alternate approach, with the understanding that a further and more detailed report would be submitted at a later date.

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

#### **4.0 GENERAL COMMENTS**

4.1 The applicant is proposing rezoning of the subject site to the Comprehensive Development District (based on the RM5s and RM5r Multiple Family Residential Districts and Metrotown Downtown Plan as guidelines). The proposed development is for

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a single 34-storey purpose-built rental apartment building, with underground parking. A total of 324 apartment units are proposed within the development, comprised of 230 market rental units and 94 affordable rental units. Vehicular access is provided via the rear lane.

- 4.2 The proposed development form provides a strong street-orientated relationship to both Kemp Street and Kathleen Avenue, and provides an appropriate urban design response to surrounding, existing and planned high-density development within the Metrotown Downtown Plan area. Overall, the proposal is considered to embody exceptional urban design and architectural expression in terms of the building's siting, massing, pedestrian orientation and materiality, thus meeting the standards and objectives for such development in the Central Park East Neighbourhood. To complement the built form, a progressive landscape treatment is proposed, including broad separated sidewalks along Kemp Street and Kathleen Avenue, complete with a double row of street trees and planted curb bulges to help soften the urban environment. A generous on-site landscaping plan is also proposed within the development, including a hardscaped plaza around the entrance lobby, and planted seating areas along Kathleen Avenue. Significant planting is also incorporated at the level three patios, and the rooftop amenity patio, both of which will be visible from street level.
- 4.3 The CD (RM5s) District permits a maximum market density of 6.1 FAR (comprised of 3.4 FAR base density, a maximum 1.6 FAR amenity density bonus, and a maximum 1.1 FAR density offset). The CD (RM5r) District permits a maximum rental density of 2.2 FAR, for a total potential density of 8.3 FAR. As noted, the applicant is proposing a density transfer to the subject development site, with a proposed FAR of 11.67 resulting from the transfer of 3,516.6 m<sup>2</sup> (37,852 sq. ft.) gross floor area of RM5s District density, and 4,378.2 m<sup>2</sup> (47,127 sq. ft.) gross floor area of RM5r density from the Wilson Avenue site.

A floor area ratio in this range is atypical and is derived from the subject development site's gross lot area of 1,726.5 m<sup>2</sup> (18,584 sq. ft.). However, it is noted that the resultant gross floor area and tower form is comparable to other high rise buildings developed to-date in the Metrotown area, and the site is appropriately designated under the Metrotown Downtown Plan to accommodate the total proposed density.

In total, the applicant is proposing 230 market rental units on the subject site, using a market residential density of 8.14 FAR, comprised of: 5.0 FAR (RM5s), 1.1 FAR density offset for the provision of affordable housing, and 2.04 FAR of transferred supplementary RM5s District density from the Wilson site. With respect to the affordable rental component of the project, in accordance with Council's recently adopted Rental Use Zoning Policy, the applicant is providing a total of 94 affordable rental units, of which 28 are generated from the inclusionary rental requirements of the Kathleen site and 66 are the transferred replacement and inclusionary rental obligation from the Wilson site. The 94 affordable rental units have a FAR of 3.53, of which 1.0 FAR is derived from the

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subject development site's RM5r zoning, and 2.53 FAR is derived and transferred from the Wilson site's RM5r zoning.

It is noted that all previous tenants of the Wilson site, which is currently vacant, have been notified of their right of first refusal of a replacement rental unit. For returning tenants, the affordable rental units are proposed at pre-development rents (adjusted for Residential Tenancy Act increase). For new tenants of the affordable rental units, rates are proposed at 20% below CMHC median market rates, in line with Council's adopted policy. The proposed rental rates help meet the City's housing affordability objectives and allow the applicant to access the full 1.1 FAR density offset available under the RM5s District on each of the respective Kathleen and Wilson sites.

Overall, the proposed development program for both the Wilson and Kathleen sites is considered supportable. A total of 94 affordable rental units would be delivered in accordance with Council policy, early delivery of a 100% rental building on the Kathleen site would be achieved, and the in-stream rezoning application for the Wilson site can remain largely intact. Further, the applicant's proposed affordable unit mix includes a higher proportion of larger, family-sized units than is required under the adopted Council policy. Family-sized units are typically the more unaffordable units as a consequence of their size, and as such the applicant's proposed affordable unit mix will make a meaningful contribution to providing affordable family orientated housing in Metrotown.

Staff will process the two rezoning applications in parallel, with a coordinated Final Adoption date to ensure concurrent registration of a density allocation covenant on both sites governing the density transfer arrangement described above. Staff would also establish issuance of the occupancy permit for the rental development at the Kathleen site as a condition of occupancy for the market-only development at the Wilson site. Completion of the subject rezoning application will also be a prerequisite condition of the Wilson Avenue rezoning application (Rezoning Reference #17-32).

- 4.4 As noted, the applicant is proposing to use the amenity density provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 1.6 FAR in amenity bonus from the subject development site, which provides 2,762.4 m<sup>2</sup> (29,734 sq. ft.) of bonused gross floor area, included in the development proposal. The applicant is also proposing to transfer 1,758.3 m<sup>2</sup> (18,926 sq. ft.) of supplementary bonus density from the Wilson site into the subject development proposal. The Realty and Lands Division of the Department of Public Safety and Community Services will forward a separate report detailing the value of the density bonus for Council's consideration and approval prior to the subject amendment bylaw receiving Third Reading. The report to Council will be prepared once the Realty and Lands Division has concluded negotiations with the applicant. Council approval of the density bonus value is a prerequisite condition of the rezoning.



Under the Priority Amenity Program, the community benefit funds received will be directed into the Metrotown Town Centre Account to be utilized in the future to achieve priority amenities, as established by Council. In accordance with Council’s adopted policy, 80% of the cash-in-lieu contributions are applied toward a Town Centre Financial Account and 20% to the Community Benefit Bonus Housing Fund.

- 4.5 Given the site’s proposed use as a rental building, a minimum parking ratio of 0.6 spaces per rental unit (inclusive of 0.1 spaces for visitors) is required in accordance with the Burnaby Zoning Bylaw. The applicant is proposing a slightly reduced parking ratio of 0.58 spaces per rental unit (inclusive of 0.1 spaces for visitors). The requested variance is considered supportable given the site’s proximity to the Metrotown and Patterson SkyTrain Stations. It is also recognised that parking demand associated with affordable rental housing is typically lower than comparable market rental units. All residential spaces will be equipped with an individually metered energized outlet capable of providing a Level 2 or higher charging level for an electric vehicle, in accordance with the Burnaby Zoning Bylaw. All required parking for the development is proposed to be located underground, with access taken from the rear lane.

The developer is also proposing a package of sustainable transportation measures including provision of two secured bicycle parking spaces per unit, a bicycle repair/maintenance area, and a secure package delivery area.

- 4.6 The developer has committed to demonstrating sustainability through building design, materiality and efficiency (water, energy and waste management) initiatives. The applicant has indicated that the proposed building will meet Step 3 of the BC Energy Step Code. The applicant will provide an energy model report prior to Final Adoption and conduct air tightness testing prior to occupancy in accordance with the approved Step.

**5.0 REZONING REQUIREMENTS**

- 5.1 The Director Engineering will assess the need for any further required services to the site, including, but not necessarily limited to:

- construction of Kemp Street along the site’s frontage to a Town Centre two-lane collector standard;
- construction of Kathleen Avenue along the site’s frontage to a Town Centre local standard;
- upgrades to the rear lane as required; and,
- storm, sanitary sewer, and water main upgrades as required.

- 5.2 Under the Council-adopted Metrotown Downtown Plan, the portion of Kathleen Avenue bounded by Kemp Street to the north and Central Boulevard to the south, is identified for closure. However, in the medium to long term, retention of the road right-of-way is

required in order to preserve lot consolidation options, while giving each development parcel legal frontage for addressing purposes. Upon detailed review of the potential consolidation and access requirements for this portion of Kathleen Avenue, it was determined that a narrower road right-of-way would suffice. Therefore, the consolidation of the proposed development site includes the closure of a small portion of Kathleen Avenue at the intersection with Kemp Street measuring approximately 307.96 m<sup>2</sup> (3,315 sq. ft.) subject to final civil drawings, which will be achieved through a Highway Closure Bylaw. The Realty and Lands Division of the Department of Public Safety and Community Services will forward a separate report detailing the value of the land sale for Council's consideration and approval prior to the subject amendment bylaw receiving Third Reading. The report to Council will be prepared once the Realty and Lands Division has concluded negotiations with the applicant. Council approval of the land sale is a prerequisite condition of the rezoning.

- 5.3 The development is providing 90 adaptable units, which exceeds the 20% minimum requirements of the Council-adopted Adaptable Housing policy. A total of 39 accessible parking stalls, inclusive of 13 van accessible parking stalls, will be provided in the underground parking area.
- 5.4 Any necessary easements, covenants and statutory rights-of-way for the site are to be provided, including, but not necessarily limited to:
  - a Section 219 Covenant restricting enclosure of balconies;
  - a Section 219 Covenant ensuring compliance with the approved acoustical study;
  - a Section 219 Covenant guaranteeing the provision and ongoing maintenance of public art;
  - a Density Allocation Covenant ensuring that the density of the subject development site and the associated development site at 5977 Wilson Avenue comply with the approved CD Zoning for the respective sites;
  - a Green Building Covenant, which includes a green building report, an energy modelling report, and provisions for energy benchmarking, as outlined in the City's adopted Green Building Policy; and,
  - a statutory right-of-way across the western and northern frontages of the site from the property line to the back of the sidewalk, to provide for public access.
- 5.5 The registration of a Housing Covenant and a Housing Agreement will be required to protect and regulate affordability measures of the affordable rental units. The terms of the Housing Agreement are to be established prior to Third Reading of the Rezoning Bylaw. A separate report detailing the terms of the Housing Agreement will be forwarded to Council for consideration and approval prior to the subject amendment bylaw receiving Third Reading. Council consideration and approval of a Housing Agreement Bylaw will be required as a condition of rezoning Final Adoption.

- 5.6 A communications strategy that provides all building residents with an understanding of the available building facilities is required.
- 5.7 A Tenant Assistance Plan for tenants affected by redevelopment of the associated 5977 Wilson Avenue site has been submitted, in line with Council’s adopted policy.
- 5.8 Due to the proximity of the subject site to Willingdon Avenue and Kingsway, the applicant is required to provide a twenty-four hour statistical analysis report showing that the proposed development would meet the Council-adopted noise criteria.
- 5.9 Provision of a car wash stall, bike parking and a bike repair station are required for the residential development.
- 5.10 As the site will be fully excavated for development, a tree survey will be required identifying trees to be removed from the site. The applicant will be required to obtain a tree removal permit for all trees over 20 cm (8 inches) in diameter. A detailed landscape and tree planting plan has been provided as part of the suitable plan of development to replace existing trees to be removed from the site.
- 5.11 Given the site’s size, stormwater management best practices in line with established guidelines is required.
- 5.12 Compliance with the City’s Groundwater Management for Multi-Family Developments is required.
- 5.13 The Engineering Environmental Services Division will need to review a submission of a detailed plan of an engineered Sediment Control System prior to Final Adoption.
- 5.14 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.
- 5.15 The submission of a detailed residential loading management plan to the approval of the Director Engineering is required.
- 5.16 Development Cost Charges applicable to this rezoning include:
  - the Parkland Acquisition Charge;
  - the GVS&DD Sewerage Development Charge;
  - the School Site Acquisition Charge; and,
  - the Regional Transportation Development Cost Charge.

**6.0 DEVELOPMENT PROPOSAL**

- 6.1 Gross Site Area - 1,726.5 m<sup>2</sup> (18,584 sq. ft.)
- 5994, 5986, 5970 Kathleen Avenue - 1,418.5 m<sup>2</sup> (15,269 sq. ft.)
- Portion of Kathleen Avenue to be Purchased from the City (subject to detailed civil design) - 308 m<sup>2</sup> (3,315 sq. ft.)

- 6.2 Site Coverage - 39%

6.3 Density (FAR and GFA)

**Market Density**

- RM5s FAR - 5.0 FAR (inclusive of 1.6 FAR amenity bonus)
- Density Offset for Affordable Housing - 1.1 FAR
- Transferred Supplementary RM5s District Density from 5977 Wilson Avenue - 2.04 FAR (inclusive of 1.02 FAR amenity bonus)
- 8.14 FAR (inclusive of 2.62 FAR amenity bonus)
- Total Market FAR
- RM5s Floor Area - 8,632.6 m<sup>2</sup> (92,921 sq. ft.)
- Density Offset for Affordable Housing - 1,899.2 m<sup>2</sup> (20,443 sq. ft.)
- Transferred Supplementary RM5s District Density from 5977 Wilson Avenue - 3,516.6 m<sup>2</sup> (37,852 sq. ft.)
- Total Market Floor Area - 14,048.3 m<sup>2</sup> (151,215 sq. ft.)

**Affordable Rental Density**

- RM5r FAR - 1.0 FAR
- Transferred RM5r Density from 5977 Wilson Avenue - 2.53 FAR

|   |   |
|---|---|
| Total Affordable Rental FAR                                 | - 3.53 FAR                                  |
| RM5r Floor Area   | - 1,726.5 m <sup>2</sup> (18,584 sq. ft.)   |
| Transferred RM5r Density from 5977 Wilson Avenue Floor Area | - 4,378.2 m <sup>2</sup> (47,127 sq. ft.)   |
| Total Affordable Rental Floor Area                          | - 6,104.8 m <sup>2</sup> (65,711 sq. ft.)   |
| TOTAL FAR   | - 11.67 FAR                                 |
| TOTAL GFA   | - 20,153.1 m <sup>2</sup> (216,926 sq. ft.) |

6.4 Residential Unit Mix

**Market Rental**

|                                     |   |
|-------------------------------------|---|
| 63 – Studio units                   | - 32.5 – 43.9 m <sup>2</sup> (350 sq. ft. – 473 sq. ft.)              |
| 20 – Adaptable Studio units         | - 38.4 m <sup>2</sup> (413 sq. ft.)                                   |
| 84 – One bedroom units              | - 50 m <sup>2</sup> – 52.8 m <sup>2</sup> (539 sq. ft. – 568 sq. ft.) |
| 21 – Adaptable One bedroom units    | - 50.3 m <sup>2</sup> (542 sq. ft.)                                   |
| 21 – Adaptable Two bedroom units    | - 78 m <sup>2</sup> (840 sq. ft.)                                     |
| <u>21 – Two bedroom + den units</u> | - 85.5 m <sup>2</sup> (920 sq. ft.)                                   |

230 Total Market Units

**Affordable Rental**

|                                 |   |
|---------------------------------|---|
| 21 – Studio units               | - 32.5 – 43.9 m <sup>2</sup> (350 sq. ft. – 473 sq. ft.)              |
| 10 – Adaptable Studio units     | - 38.4 m <sup>2</sup> (413 sq. ft.)                                   |
| 28 – One bedroom units          | - 50 m <sup>2</sup> – 52.8 m <sup>2</sup> (539 sq. ft. – 568 sq. ft.) |
| 9 – Adaptable One bedroom units | - 50.3 m <sup>2</sup> (542 sq. ft.)                                   |
| 9 – Adaptable Two bedroom units | - 78 m <sup>2</sup> (840 sq. ft.)                                     |
| 9 – Two bedroom + den units     | - 85.5 m <sup>2</sup> (920 sq. ft.)                                   |
| <u>8 – Three bedroom units</u>  | - 84.9 m <sup>2</sup> (914 sq. ft.)                                   |

94 Total Affordable Units

324 Total Units

|                            |                     |
|----------------------------|---------------------|
| 6.5 <u>Building Height</u> | - 34 storeys        |
|                            | - 104.6 m (343 ft.) |

6.6 Vehicle Parking

Total Required & Provided:

324 units @ 0.58 spaces per unit - 187 spaces (including 39 accessible parking stalls and 33 visitors' parking)  
(inclusive of 0.1 visitor spaces/unit)

6.7 Bicycle Parking

Total Required and Provided:

324 units @ 2.1 spaces per units - 681 spaces (including 402 lockers, 246 racks, and 33 visitor spaces in racks)  
(inclusive of 0.1 visitor spaces/unit)

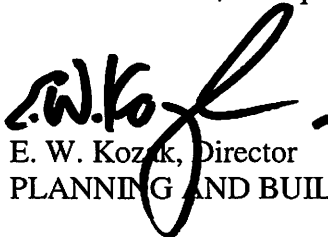
6.8 Loading and Car Wash

Residential Loading Provided - 2 spaces

Car Wash Stall Provided - 1 space

6.9 Communal Facilities

Primary communal facilities for the development are located over levels one, two, thirty-three, and thirty-four. Level one includes an amenity lobby and lounge, mail and parcel room, rental office. Level two, includes a fitness centre and yoga room. Level thirty-three includes a games room, kitchen and dining areas, meeting space, co-working space, and multiple lounge areas. Finally, level thirty-four includes a spacious outdoor patio complete with garden boxes, cooking facilities and seating areas. The amenity area amounts to 903 m<sup>2</sup> (9,718 sq. ft.), which is less than the permitted 5% exemption (1,007.7 m<sup>2</sup> or 10,846 sq. ft.) from Gross Floor Area permitted under the Zoning Bylaw.

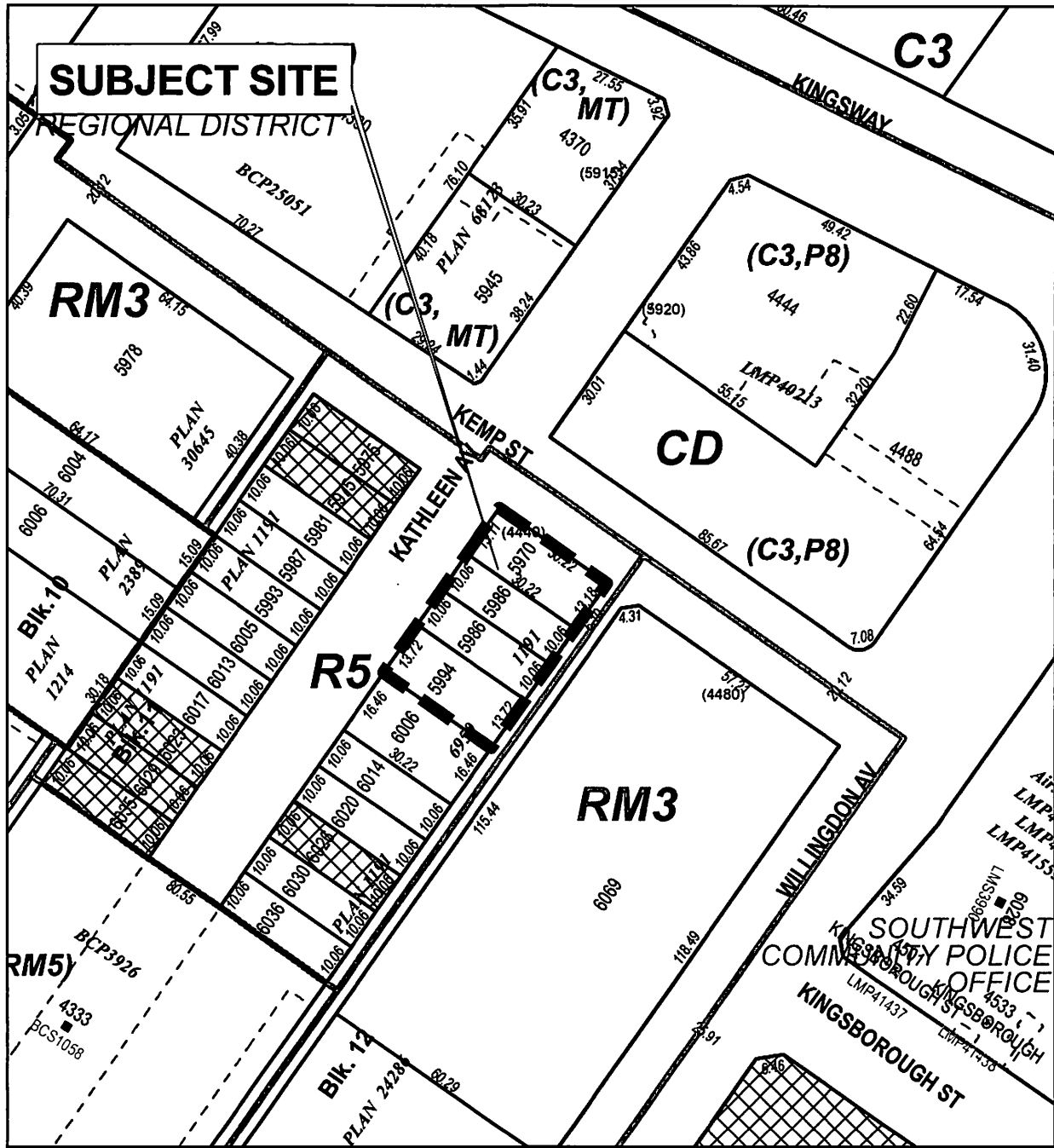


E. W. Kozick, Director  
PLANNING AND BUILDING

MN:tn

**Attachments**

cc: Director Public Safety and Community Services  
City Solicitor  
City Clerk





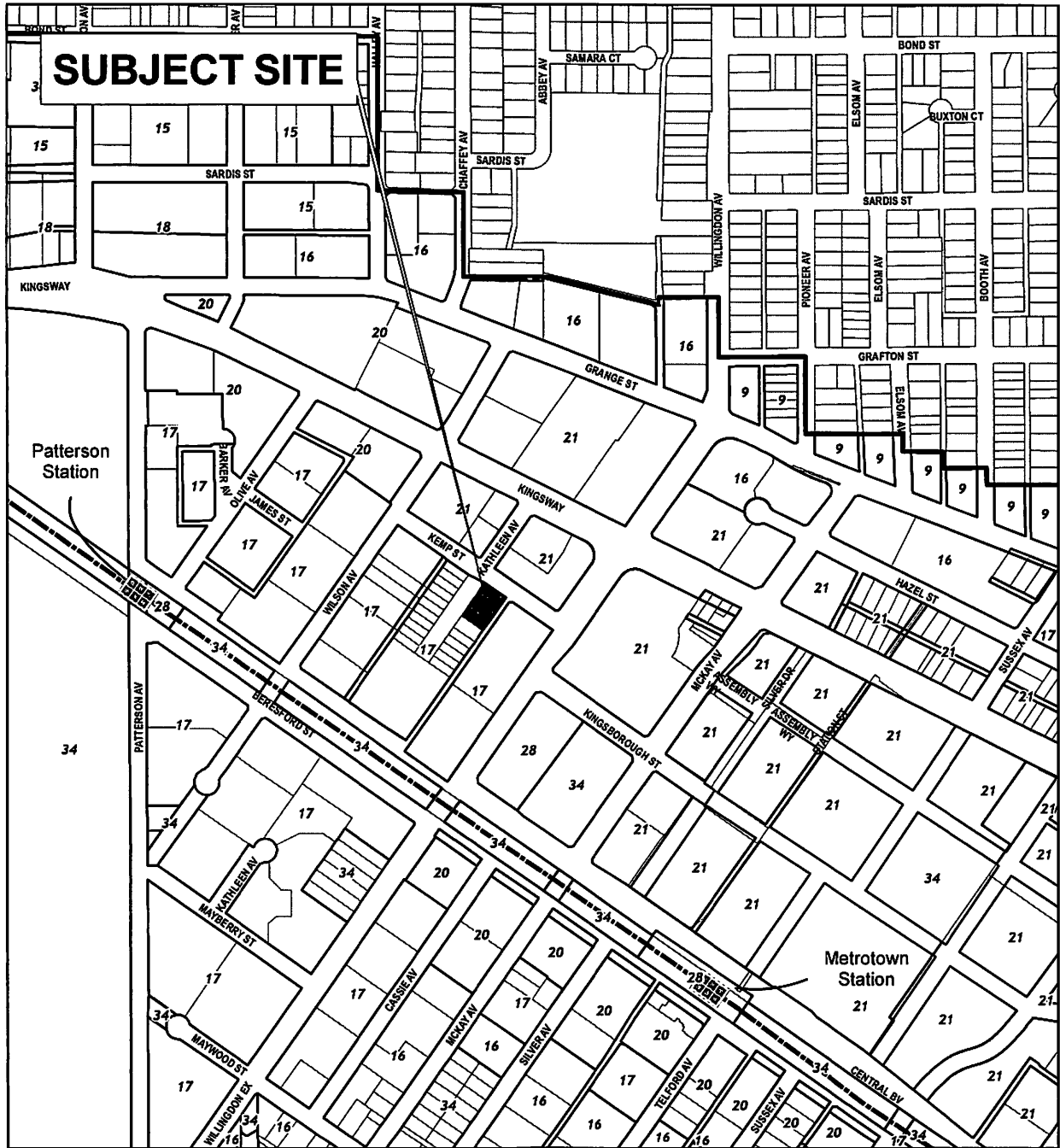
PLANNING & BUILDING DEPARTMENT



|           |            |
|-----------|------------|
| Date:     | APR 1 2020 |
| scale:    | 1:1,500    |
| Drawn By: | JS         |

**REZONING REFERENCE #19-42**  
**5970, 5986 AND 5994 KATHLEEN AVENUE**

-  Subject Site
-  City-Owned Property



- 9** Medium Density Residential (RM3s)
- 15** High Density Residential (RM5)
- 16** High Density Residential (RM4s)
- 17** High Density Residential (RM5s)
- 18** High Density Mixed Use (RM4s/C2)
- 19** High Density Mixed Use (RM4s/C3)

- 20** High Density Mixed Use (RM5s/C2)
- 21** High Density Mixed Use (RM5s/C3)
- 28** Institutional
- 30** Public School (P3)
- 34** Park and Public Use (P3)



City of Burnaby  
Planning and Building Dept

## Metrotown Plan

