

TO: CITY MANAGER

2003 October 21

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #02-38
High-Rise Residential Towers with Townhouses
Brentwood Town Centre Development Plan

ADDRESS: 2345 Madison Avenue
(**attached** Sketches #1 and #2)

Legal: Parcel "One", D.L. 119, Group 1, NWD Plan 69751

From: M2 General Industrial District and M6 Truck Terminal District

To: CD Comprehensive Development District (based on RM3 Multiple Family Residential District and Brentwood Town Centre Development Plan guidelines and in accordance with the development plan entitled "Residential Development, Madison Avenue" prepared by Lawrence Doyle Architect Inc.)

Applicant: Lawrence Doyle Architect Inc.
200 - 1450 Creekside Drive
Vancouver, B.C. V6J 5B3
(Attn: Lawrence Doyle)

Purpose: To seek Council authorization to forward this application to a Public Hearing on 2003 November 25.

RECOMMENDATIONS:

1. That a Rezoning Bylaw be prepared and advanced to First Reading on 2003 November 03 and to a Public Hearing on 2003 November 25 at 7:30 p.m.
2. 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, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d. The submission of an undertaking to remove all existing improvements from the site within six months of the rezoning being effected but not prior to Third Reading of the Bylaw. In the event that existing improvements on the site are vacant and considered to be unsafe, unstable, and a hazard to life, the Fire Prevention Division may recommend immediate demolition of such improvements and removal of the resultant debris prior to Third Reading.
- e. The granting of any necessary easements and covenants, including, but not necessarily limited to, Section 219 Covenants restricting the enclosure of balconies, indicating that project surface driveway accesses will not be restricted by gates, agreeing that any liability due to flooding is to remain with the property owner and assuring that the water table in the area will not be drawn down during or after construction.
- f. The dedication of any rights-of-way deemed requisite.
- g. The undergrounding of existing overhead wiring abutting the site.
- h. The provision of a landscaped greenway corridor accommodating an on-site storm-water management system within the BC Hydro right-of-way protected by a 219 Covenant as well as a public pedestrian pathway along the northern edge of the BC Hydro right-of-way protected by a statutory right-of-way.
- i. The retention of an existing (partially culverted) watercourse in an open condition over the subject site in its existing alignment, to the approval of the Director Engineering, with the riparian setback protected by a 219 Covenant.
- j. The provision of a covered car wash stalls and adequately sized and appropriately located garbage handling and recycling material holding space to the approval of the Director Engineering within the residential portions of the development and a commitment to implement the recycling provision.
- k. The design and provision of sixteen (16) units adaptable to the disabled (the provision of special hardware and cabinet work being subject to the sale of the unit to a disabled person) with allocated disabled parking spaces.
- l. The deposit of the applicable GVS & DD Sewerage Charge.

- m. The deposit of the applicable Parkland Acquisition Charge.
- n. The deposit of the applicable School Site Acquisition Charge.
- o. The provision of facilities for cyclists in accordance with Section 4.4 of this report.
- p. Compliance with the Council-adopted sound criteria.
- q. The approval of the Ministry of Transportation to the rezoning application.
- r. The submission of a Site Profile and resolution of any arising requirements.
- s. The submission of a written undertaking to distribute area plan notification forms, prepared by the City, with disclosure statements; and, to post area plan notification signs, also prepared by the City, on the development site and in the sales office in prominent and visible locations prior to Third Reading, or at the time marketing for the subject development commences, whichever is first, and remain posted for a period of one year, or until such time that all units are sold, whichever is greater.

R E P O R T

1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw is for the development of two high-rise residential towers with townhouses.

2.0 BACKGROUND INFORMATION

On 2002 November 25 Council received the report of the Planning and Building Department concerning the rezoning of the subject site and authorized the Department to work with the applicant in the preparation of a suitable plan of development with the understanding that a more detailed report would be submitted at a later date.

- 2.1 The subject application went for a Public Hearing on 2003 April 29. The previous development plan had shown the site to be developed with two apartment towers, townhouses and three levels of underground parking with a total of 325 residential units. Since that time, the developer has significantly revised the parking arrangement as a consequence of extraordinarily poor soil conditions which render underground parking beyond one level prohibitive. Thus, as opposed to the three levels of underground parking previously proposed, the developer is now proposing a structured parking arrangement which

includes each of one level of underground, surface and above-grade parking. It is noted that the new parking structure concept is supportable in so far as the structure itself will be completely screened by surrounding residential buildings and hence fully integrated into the landscape. Given that the structure will function akin to a fully underground arrangement, the usual 0.4 FAR bonus for underground parking will continue to apply. It is noted that additional ground-oriented townhouse units will have been added in order to provide aforementioned screening. It is noted that the height of the two towers increased from 22 storeys to a proposed 30 storeys, although with much slimmer profiles. This increase in height is considered supportable on the basis that the two towers will be architecturally distinct from the proposed towers to the northwest (Rezoning Reference #02-24 and 03-37), and that the added height is required to offset the negative influences imposed by the adjacent major overhead hydro lines and towers (the proposed towers are located much closer to the hydro lines than those which are proposed for 4140 and 4180 Dawson Street). The slimmer profiles and their location on lower ground are factors which contribute to their overall integration with nearby existing and planned (i.e. have had approvals) tower developments.

- 2.2 The subject site is currently developed with a small office building and a large truck depot building. Much of the site is currently paved with asphalt with a large number of parked trucks. The southern half of the site is encumbered with a BC Hydro right-of-way which has large transmission towers and pole lines with overhead wiring. North and east of the subject site are existing industrial properties. Immediately to the south of the subject site is the Burlington Northern Railway (BNR) right-of-way. Further south are properties with industrial land uses, Still Creek and the Willingdon Business Park. West of the subject site are existing industrial properties, two of which are currently the subjects of Rezoning References #02-24 and #03-07, which propose low-rise commercial and residential use along the site's Dawson Street frontage with high-rise residential towers and townhouses on the interior of the sites. The Gilmore SkyTrain Station is located to the north-west of the subject site at the corner of Gilmore and Dawson.
- 2.3 The proposed development concept is comprised of street-fronting low-rise townhouses on Madison Avenue, with two high-rise residential towers on the southern portion of the interior of the site with townhouses surrounding the proposed parking structure. The Brentwood Town Centre Development Plan designates the residential portion of the site as Succession - Industrial to Residential. This would typically be developed under RM3 Multi-Family Residential guidelines which permits up to 1.1 FAR in a low-rise building form. In this case approximately the southern half of the site is not developable due to the existing BC Hydro right-of-way. As well, a riparian area setback within the subject site will be required from the watercourse which runs adjacent to the railway tracks to the south and along the west property line. This southern portion of the site encumbered by the BC Hydro right-of-way is designated as public open space in the Brentwood Town Centre Development Plan.

In order to take advantage of the 1.1 FAR permitted under RM3 within the limited buildable area of the site, the proposal includes two high-rise residential towers. This is considered

appropriate due to the provision of a low-rise Madison Avenue townhouse frontage and the future development of other high-rise residential and office towers in the immediate area. Council, at its meeting of 2002 November 25, concurred with this approach in considering the initial rezoning report for this site.

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

3.0 GENERAL DISCUSSION

- 3.1 The proposed development includes two-storey townhouses (24 units) with two slim profile 30 storey apartment towers (151 and 155 units for each tower respectively). The project density is based on an FAR of 1.1. Ground floor amenity areas amounting to 444m² (4,781 sq. ft) for both towers, are exempted from the permitted floor area (up to 3,000 sq.ft. of above-grade amenity area for each tower may be exempted from permitted floor area).

As discussed, parking is provided within a three storey structure, one level of which is underground, with a few convenience visitor parking spaces at-grade. The site is to be extensively landscaped with both formal landscaped areas and other more natural wetland/biofiltration pond and riparian vegetated areas.

- 3.2 Extensive areas related to a watercourse within the BNR corridor to the south and an approximately 30m (98.4 ft.) wide BC Hydro right-of-way are proposed as revegetated riparian areas protected by a 219 Covenant. The riparian areas will contain biofiltration ponds for on-site stormwater management. An east/west 2m wide gravel lighted public trail protected by a Statutory right-of-way is to be provided on the north side of this riparian area. Restoration and revegetation of the Madison Avenue right-of-way south of the cul-de-sac will also be required. This right-of-way currently has unauthorized parking. A partially culverted watercourse along the west property line will be daylighted and provision of a statutory right-of-way is proposed as compensation for the piping of an existing ditch along the east side of Madison Avenue resulting from the construction of the cul-de-sac. Bonding for the various provisions, including the gravel trail, lighting, watercourse improvements, riparian planting, biofiltration ponds and monitoring of these environmental provisions will be required.

- 3.3 Vehicle access is provided to the site off of the cul-de-sac.

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

- construction of the Madison Avenue cul-de-sac to the full standard including street trees and separated sidewalk to Dawson Street
- upgrading of water supply and storm and sanitary sewer provisions
- undergrounding of existing overhead lines on Madison Avenue

- 3.5 Dedications will entail a 1.5m right-of-way widening along the Madison Avenue frontage and cul-de-sac.
- 3.6 Any necessary easements and covenants for the site are to be provided, including, but not necessarily limited to, Section 219 Covenants restricting enclosure of balconies, prohibiting gates from the project surface driveways, protection of the revegetated riparian and watercourse setback areas, providing for flooding protection and no drawdown of the watertable impacting adjacent property.
- 3.7 Due to the proximity of the subject site to the railway line to the south, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 3.8 Provision of an adequately sized and sited garbage and recycling area for each tower and townhouses is required. As well, separate car wash stalls are required.
- 3.9 The developer has indicated that 5% of the units or 16 units (8 units in each of the two towers) will be adaptable to the disabled (the provision of special hardware and cabinet work being subject to the sale of the unit to a disable person) with allocated disabled parking spaces.
- 3.10 The deposit of GVS & DD Sewerage, Parkland Acquisition and School Site Acquisition Cost Charges is applicable.
- 3.11 Due to the industrial history of the site, a site profile application and resolution of any resultant conditions is required.
- 3.12 An on-site sediment control system is a requirement of Preliminary Plan Approval.
- 3.13 The approval of the Provincial Ministry of Transportation is required to this rezoning application.

4.0 DEVELOPMENT PROPOSAL

4.1	Gross Site Area:	-	27,366m ² (294,577 sq. ft.)
	Dedications:	-	136m ² (1,467 sq. ft.)
	Net Site:	-	27,230m ² (293,110 sq. ft.) (Subject to detailed survey)
	Site Coverage: (not including landscaped deck over parking)	-	9.3%

- 4.2 FAR Permitted & Provided: - 1.1
- Gross Floor Area:
Permitted & Provided - 29,953m² (322,421 sq. ft.)
(444m² [4,781 sq. ft.] of amenity
space for the two towers
exempted)
- Height: - 2 storey townhouses
- 30 storeys for each of two towers

4.3 Residential Unit Mix
Townhouses

24 units - 2 bedrooms (857 sq. ft.)

Residential Towers

88 units - 1 bedroom (647 - 710 sq.ft.)
196 units - 2 bedrooms (647 - 1,103 sq. ft.)
22 units - 3 bedrooms (1,119 - 2,096 sq. ft.)

306 units Subtotal

330 units Total (includes 16 units adaptable to the disabled)

4.4 Parking

Vehicle Parking

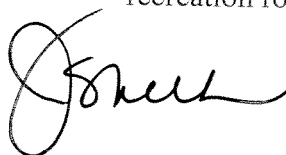
	<u>Required/Provided</u>
306 apartment units (1.6 spaces/unit)	- 490 spaces (including 78 visitor spaces)
24 townhouse units (1.75 spaces/unit)	- 42 spaces (including 6 visitor spaces)
Total:	- 532 spaces

Car Wash Stalls - 4 spaces

Bicycle Parking

	<u>Required/Provided</u>
Resident	- 306 racks
Visitor	- 24 racks (at main entries)

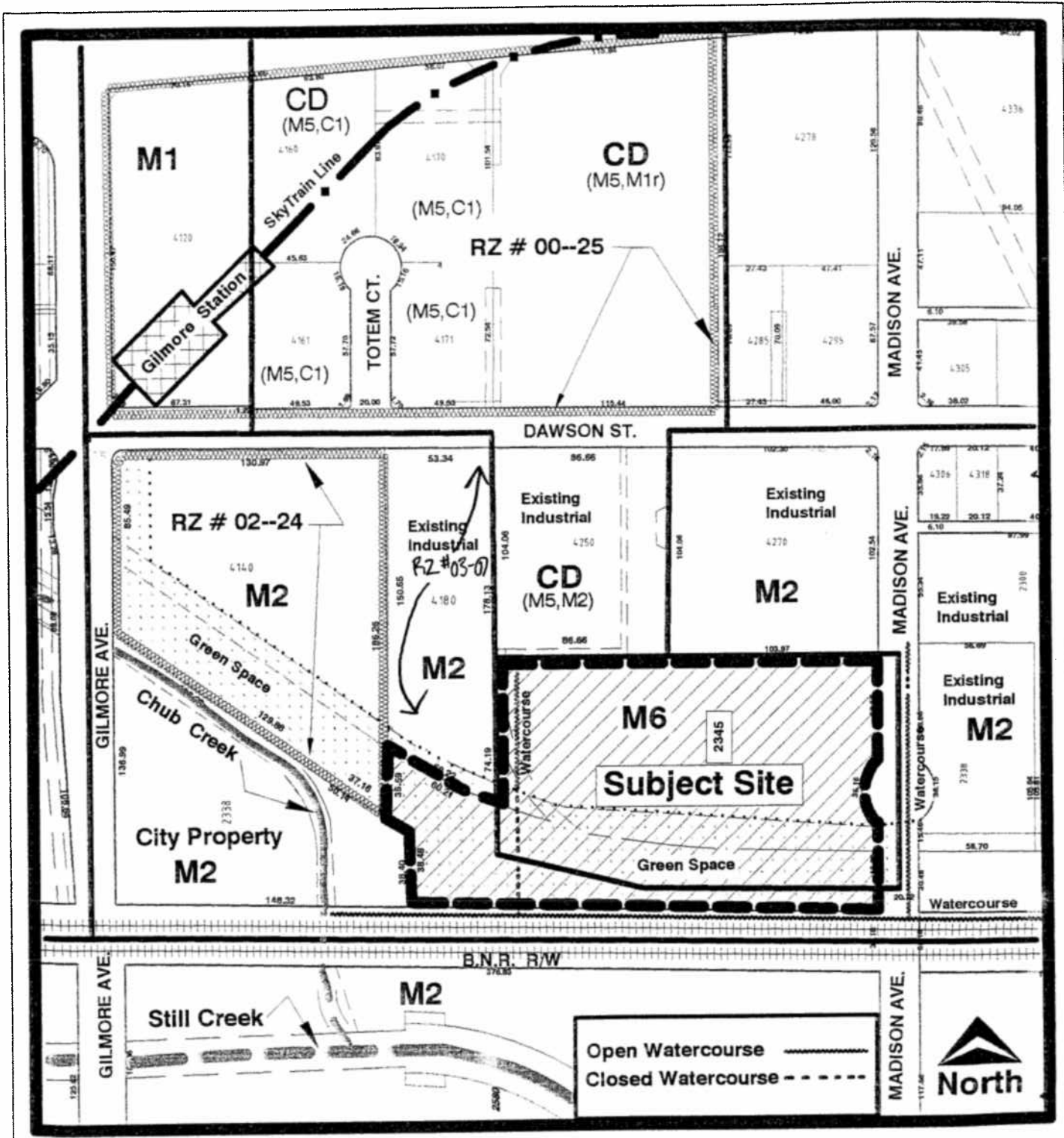
Commercial Facilities - Central green space, lounge and
recreation rooms in each tower.



J.S. Belhouse
Director Planning and Building

EK:gk
Attach

cc: City Clerk
Director Engineering
City Solicitor
Director Parks, Recreation & Cultural Services

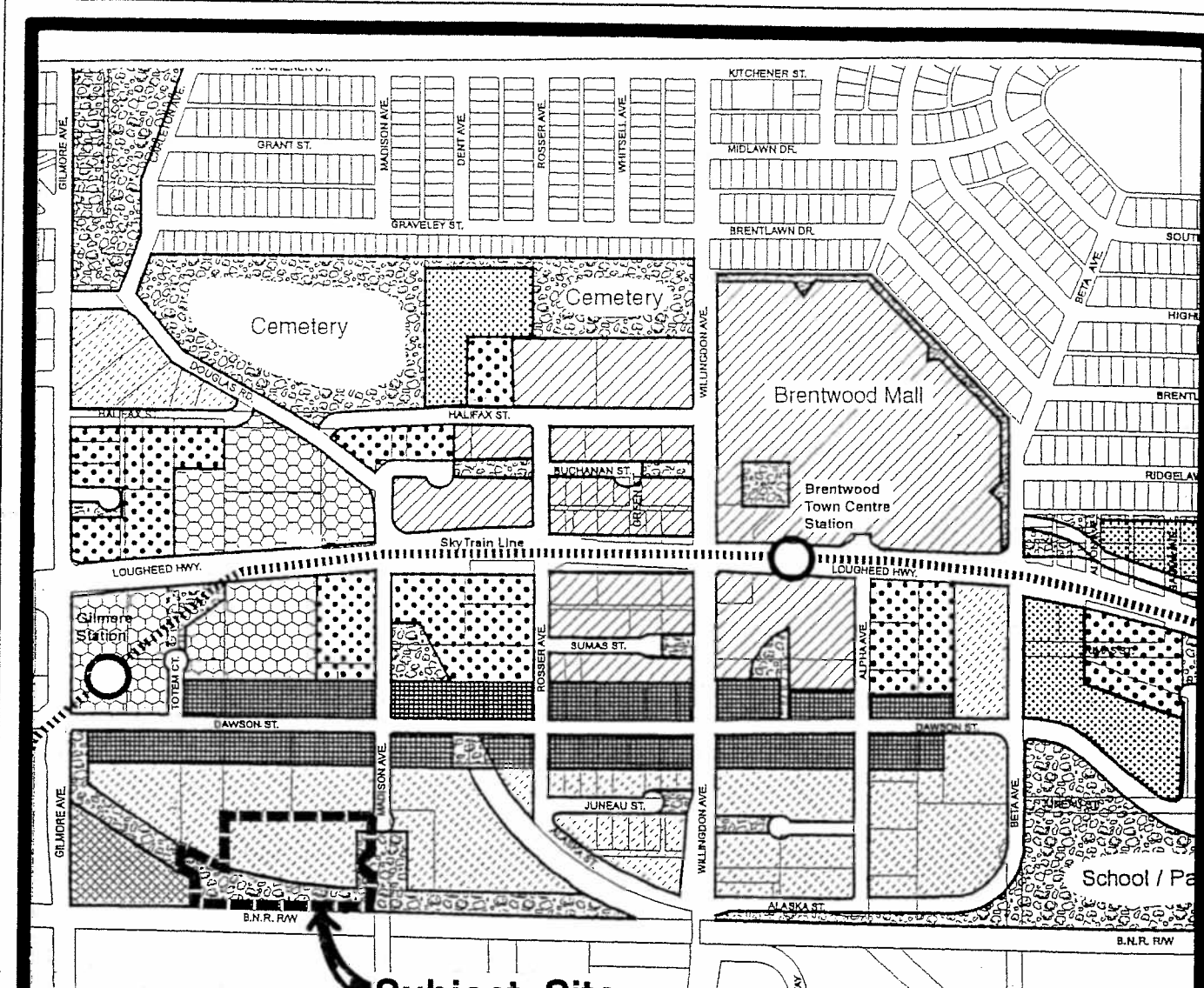


Planning and Building Department

Scale: 1 = 3000
 Drawn By: J.P.C.
 Date: November 2002

REZONING REFERENCE 02 -- 38
 2345 Madison Ave.

Sketch # 1


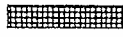



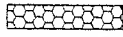
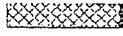



Subject Site

**Brentwood Town Centre
Development Plan
Land Use Concept**



Revised Plan Approved by Council 2000 December 11

-  Core Development
-  Village Street
-  Residential (High Density)
-  Residential (Medium Density)
-  Succession (Industrial to Residential)
-  Secondary Commercial
-  Industrial
-  Public Open Space



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Scale: N.T.S.

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Date: November 2002

REZONING REFERENCE 02 -- 38
2345 Madison Ave.

Sketch # 2

