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**COMMUNITY DEVELOPMENT COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: REZONING REFERENCE #08-05  
Mixed-Use Commercial At-Grade and High-Rise Apartment Tower  
Metrotown Development Plan – Sub-Area 7**

**RECOMMENDATIONS:**

1. **THAT** the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Sections 4.2 and 4.6 of this report, contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.
2. **THAT** the predecessor Rezoning Bylaw, Amendment Bylaw Nos. 37/08, Bylaw No. 12484, be abandoned contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.
3. **THAT** the sale be approved in principle of City-owned property at 6475 Telford Avenue for inclusion within the subject development site in accordance with Section 4.3 of this report, and subject to the applicant pursuing the rezoning proposal to completion.
4. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2010 November 01, and to a Public Hearing on 2010 November 23 at 7:00 p.m.

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| Copied to: City Manager<br>Deputy City Manager (2)<br>Director Engineering<br>Director Finance<br>Director Parks, Recreation and Cultural Services<br>Chief Building Inspector<br>Fire Chief<br>OIC RCMP<br>Chief Librarian<br>City Solicitor |
|---|

To: His Worship, the Mayor and Councillors  
From: Community Development Committee  
Re: Rezoning Reference #08-05  
Mixed-Use Commercial At-Grade and High-Rise  
Apartment Tower Metrotown Development Plan –  
Sub-Area 7

2010 November 01..... Page 2

5. **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 removal of all existing improvements from the site within 24 months of the rezoning amendment bylaw receiving Final Adoption by Council, in accordance with a Section 219 Covenant, a Licensing Agreement and a Trespass Agreement with the City detailing the arrangement.
  - e) The utilization of an amenity bonus through the provision of up to a maximum of 16,017 sq. ft. non-profit office space owned by the City and established through the creation of an airspace parcel and protected by a 219 Covenant in accordance with Section 4.4 of this report.
  - f) The consolidation of the net project site into one legal parcel.
  - g) The granting of any necessary 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, allocating development densities on the overall site, guaranteeing provision and maintenance of public art, providing that all disabled parking to remain as common property, and the provision and maintenance of identified public plazas.
  - h) The granting of a Section 219 Covenant for the provision of three surface car co-op spaces, with cars and memberships for the residential units to be held as common property in accordance with Section 4.1 and 4.7 of this report.

To: His Worship, the Mayor and Councillors  
From: Community Development Committee  
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- i) The granting of any necessary easements, including, but not necessarily limited to easements guaranteeing public access to proposed plaza, public open space and pedestrian walkway/linkage areas.
- j) The provision and maintenance of the public plaza by the development.
- k) The provision of statutory rights-of-way and/or easements guaranteeing public access to non-profit office parking areas and related pedestrian connections.
- l) The dedication of any rights-of-way deemed requisite.
- m) The design and provision of units adaptable to persons with disabilities (the provision of special hardware and cabinet work being subject to the sale/lease of the unit to a disabled person) with allocated disabled parking spaces protected by Section 219 Covenant.
- n) The provision of 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 provisions.
- o) The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- p) The pursuance of green building practices for the proposed development in accordance with Section 4.1 of this report.
- q) The deposit of the applicable GVS & DD Sewerage Charge.
- r) The deposit of the applicable Parkland Acquisition Charge.
- s) The deposit of the applicable School Site Acquisition Charge.
- t) The deposit of the applicable Metrotown Public Open Space Charge.
- u) Completion of the Highway Closure Bylaw.
- v) The completion of the sale of City property.

To: His Worship, the Mayor and Councillors  
From: Community Development Committee  
Re: Rezoning Reference #08-05  
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- w) The provision of facilities for cyclists in accordance with this report.
- x) The undergrounding of existing overhead wiring adjacent to the site.
- y) Compliance with the Council-adopted sound criteria.
- z) The review of a detailed Sediment Control System by the Director Engineering.
- aa) The submission of a Site Profile and resolution of any arising requirements.
- bb) Compliance with the guidelines for underground parking for visitors.
- cc) 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.

### **REPORT**

The Community Development Committee, at its meeting held on 2010 October 26, received and adopted the *attached* report seeking Council authorization to forward this application to a Public Hearing on 2010 November 23. The purpose of the proposed rezoning bylaw amendment is to permit a high-rise apartment development with ground-level street-fronting commercial and townhouse components. The Committee noted the proposed development also exemplifies a new architectural vernacular for Burnaby, and would contribute to a new high standard for development in the City's Town Centre areas.

Respectfully submitted,

Councillor C. Jordan  
Chair

Councillor D. Johnston  
Vice Chair

Councillor P. Calendino  
Member

**TO:** CHAIR AND MEMBERS **DATE:** 2010 OCTOBER 21  
COMMUNITY DEVELOPMENT COMMITTEE

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** **REZONING REFERENCE #08-05**  
**Mixed-Use Commercial At-Grade and High-Rise Apartment Tower**  
**Metrotown Development Plan - Sub-Area 7**

**ADDRESS:** 6451, 6475 & 6479 Telford Avenue and Ptn. of Lane Allowance (see attached Sketches #1 & #2).

**LEGAL:** Blk 4 Except: Firstly: Part Subdivided by Plan 1925, Secondly: Parcel 'A' (Expl. Pl. 12599), D.L. 153, Group 1, NWD Plan 783, Lot 25, D.L. 153, Group 1, NWD Plan 1925 and Lot 24, D.L. 151, Group 1, NWD Plan 1925

**FROM:** M4 Special Industrial District and R5 Residential District

**TO:** CD Comprehensive Development District (based on RM5(s) Multiple Family Residential District, C2 Community Commercial District and Metrotown Development Plan guidelines and in accordance with the development plan entitled "Telford Avenue" prepared by Busby Perkins and Will)

**APPLICANT:** Intracorp Lands Ltd.  
900 – 666 Burrard Street  
Vancouver, B.C. V6C 2X8  
(Attention: Maurice Pez)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2010 November 23.

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**RECOMMENDATIONS:**

1. **THAT** the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Sections 4.2 and 4.6 of this report, contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.
2. **THAT** the predecessor Rezoning Bylaw, Amendment Bylaw Nos. 37/08, Bylaw No. 12484, be abandoned contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.

To: Community Development Committee  
From: Director Planning and Building  
Re: Rezoning Reference #08-05  
2010 October 20.....Page 2

3. **THAT** the sale be approved in principle of City-owned property at 6475 Telford Avenue for inclusion within the subject development site in accordance with Section 4.3 of this report, and subject to the applicant pursuing the rezoning proposal to completion.
4. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2010 November 01, and to a Public Hearing on 2010 November 23 at 7:00 p.m.
5. **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 removal of all existing improvements from the site within 24 months of the rezoning amendment bylaw receiving Final Adoption by Council, in accordance with a Section 219 Covenant, a Licensing Agreement and a Trespass Agreement with the City detailing the arrangement.
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  - f) The consolidation of the net project site into one legal parcel.
  - g) The granting of any necessary 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, allocating development densities on the overall site, guaranteeing provision and maintenance of public art, providing that all disabled parking to remain as common property, and the provision and maintenance of identified public plazas.
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common property in accordance with Section 4.1 and 4.7 of this report.

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- w) The provision of facilities for cyclists in accordance with this report.

To: Community Development Committee  
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- x) The undergrounding of existing overhead wiring adjacent to the site.
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## **REPORT**

### **1.0 REZONING PURPOSE**

The purpose of the proposed rezoning bylaw amendment is to permit a high-rise apartment development with ground-level street-fronting commercial and townhouse components.

### **2.0 BACKGROUND**

- 2.1 Appearing elsewhere on Council’s agenda is a report from the Community Development Committee proposing a Supplemental Community Benefit Bonus Density Policy for use within each Town Centre. In general, the noted report proposes an expansion of the established density bonus provisions in the Burnaby Zoning Bylaw. Under the proposed approach, as part of the policy’s initial phase of implementation, a new suffix (“s”) for the RM3, RM4 and RM5 Districts would be created. The proposed RM5“s” District would permit a maximum residential density of 5.0 FAR of which a maximum of 1.6 FAR would be permitted a bonus density. In order for the subject rezoning amendment bylaw to receive Final Adoption by Council, the noted text amendments must first be approved by Council.
- 2.2 The Metrotown Development Plan designates redevelopment sites fronting Beresford Street, including the subject site, for higher-density multiple-family development. Under this rezoning, the site is proposed for designation and rezoning to the RM5“s” District. The proposed use of the RM5“s” District remains reflective of the Metrotown Plan’s vision for this site to best utilize its strategic location in relation to the BC Parkway, the Expo SkyTrain line, the abutting Metrotown SkyTrain Station, and the nearby Metropolis



commercial centre and Metrotown commercial core area. In terms of the governing allowable density for the site, the maximum allowable residential floor area ratio would be 5.0 FAR applicable to the net site, which is inclusive of the proposed use of the 1.6 FAR amenity bonus. Under the proposed C2 District as a guideline, maximum commercial density is 1.3 FAR, which is additive to residential floor area, for a total potential FAR of 6.3.

- 2.3 The site is comprised of four lots (see Sketch #1 **attached**), two of which, addressed at 6451 Telford Avenue, are zoned M4 Special Industrial District and occupied by a large storage warehouse. The other two lots are zoned R5 Residential District and occupied by two older single-family dwellings. It is noted that the R5-zoned property at 6475 Telford Avenue is owned by the City and is proposed to be included in the subject consolidated development site. To the north is the Expo SkyTrain Line and Metrotown SkyTrain Station, as well as the BC Parkway. Further to the north, beyond Central Boulevard, is the Metropolis Shopping Centre and the two Metrotower office buildings. To the west, east and south are older, generally three-storey, apartment buildings of varying age and condition. It is noted that the planned continuity of Beresford Street is interrupted in this area by the existing M4 warehouse building and property comprising the subject development site.
- 2.4 The subject application went to a Public Hearing on 2008 July 22, and was subsequently given Second Reading on 2008 August 25. The development plan presented at Public Hearing had shown the site to be developed with a single 28-storey high-rise apartment tower with single-storey street-fronting commercial uses along Beresford Street. On 2010 April 26, Council considered a report recommending a second Public Hearing for the subject rezoning amendment based on the requested changes from the original proposal. One specific change was the retention of the existing improvements and uses on the subject site for a period of time following final adoption to allow for income generation while the applicant works towards meeting presales tests for project financing. Council referred the matter to the Community Development Committee for its consideration. At its meeting of 2010 April 27, the Community Development Committee tabled the proposed rezoning amendment pending submission of a new design that was reflective of draft proposals related to the foregoing supplemental community benefit density bonus approach that had been under consideration by the Committee and Committee direction on the community amenity to be on site.
- 2.5 Based on the Committee's direction on these matters, the applicant has now submitted a plan of development suitable for presentation to a Public Hearing.

**3.0 PROPOSED DEVELOPMENT CONCEPT**

- 3.1 As discussed, the proposed development concept reflects proposals related to a supplemental community benefit density bonus approach using the proposed RM5"s" District as a guideline. The resulting proposed development consists of a 46-storey residential tower with a four-storey commercial podium component on Beresford Street

and a five-storey townhouse podium component on Telford Avenue. The proposed development also includes two-storey townhouses along the site's southern property line, adjacent a proposed pedestrian connection linking Telford Avenue to the lane (to eventually connect through to Silver Avenue with future development).

3.2 The basic land use has not changed from the previous proposal which was advanced to Public Hearing, inasmuch as the proposed concept remains a high rise residential tower with street-fronting commercial uses on Beresford Street, as shown on **Figure 1** below. The density and resulting form of development has been changed in line with the supplemental bonus density proposals. Whereas the previous proposal included a 28-storey high rise residential tower at 2.6 FAR (inclusive of a 0.4 FAR density bonus), the current proposal indicates a 46-storey high rise residential tower at 5.0 FAR (inclusive of a 1.6 FAR density bonus). The current proposal also includes a strengthened podium component involving street-front commercial uses on Beresford Street and stacked townhouse residential units with direct street access on Telford Avenue and from a "mews" along the southern property line. This podium component is intended to result in a development that is more active and at a human scale on ground level.

The commercial and townhouse components will also relate to the existing three storey buildings to the south, east and west and the Metrotown SkyTrain Station to the north. As a result, the development's relationship to the community has been improved.

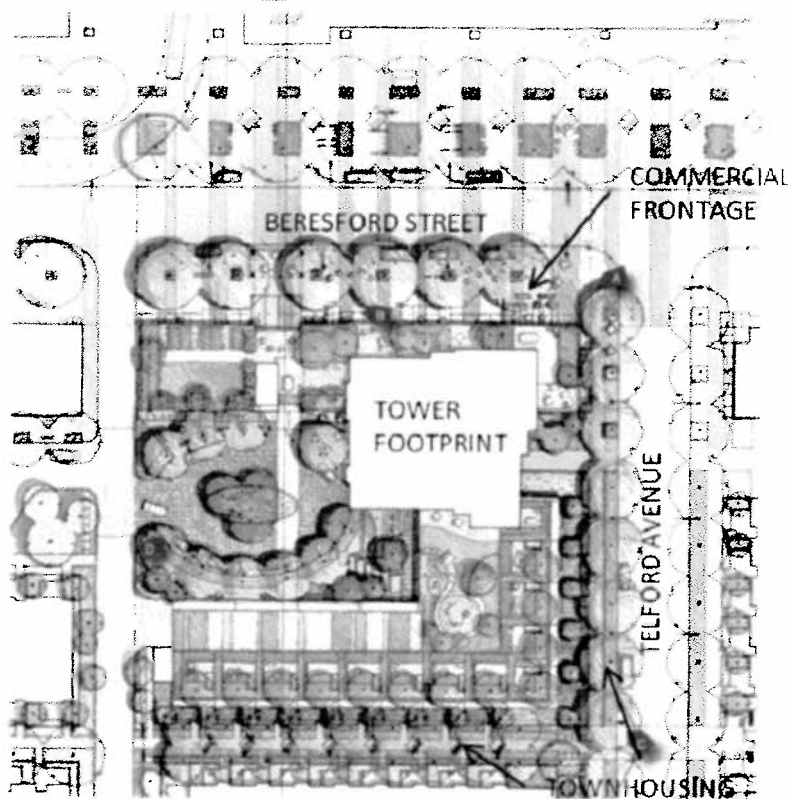


Figure 1 - Overview of Proposed Development

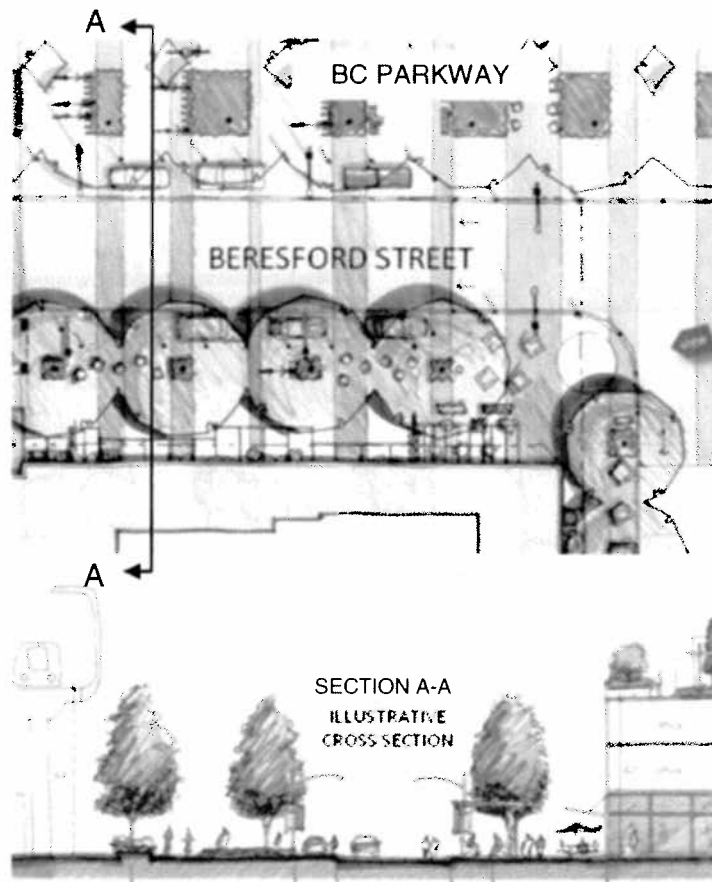
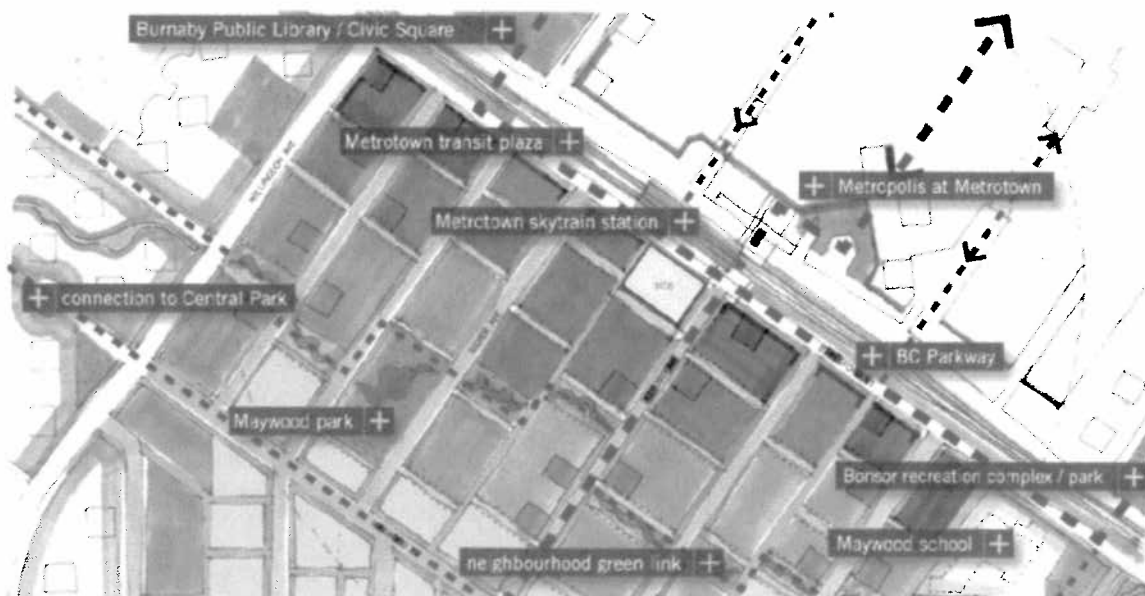


Figure 2 - Beresford Shopping Street

3.3 One key aspect of the development's improved relationship to the community is the provision of greater commercial space on Beresford Street, as shown above in **Figure 2**. The previous proposal showed a very minor component of commercial floor space (0.08 FAR/3,000 sq. ft.). The current proposal indicates over 7,000 sq. ft. of locally-oriented retail space at-grade, a significant city-owned community amenity space (up to 16,017 sq. ft. over three levels including a ground level component) and over 13,000 sq. ft. of additional commercial space which could be either office or retail at the commercial podium's fourth level. In total, the commercial component along Beresford Street provides approximately 37,000 sq. ft. of commercial/community amenity floor space which is directly related to the street and the adjacent Metrotown SkyTrain Station. It is believed that the commercial floorspace provided by the subject development is of a sufficient scale that it will provide a significant contribution to transform Beresford Street into an active and vibrant place in relation to the adjacent Skytrain Station. As noted in the previous Public Hearing report for the subject rezoning bylaw amendment, this

commercial component, while not identified in the Plan, is considered desirable and supportable given this site’s direct relationship to the Metrotown SkyTrain Station, and the lack of local street-oriented commercial opportunities in this immediate area. Further, the commercial component provides for further “eyes on the street” at a focal point of high pedestrian activity and public transit use.

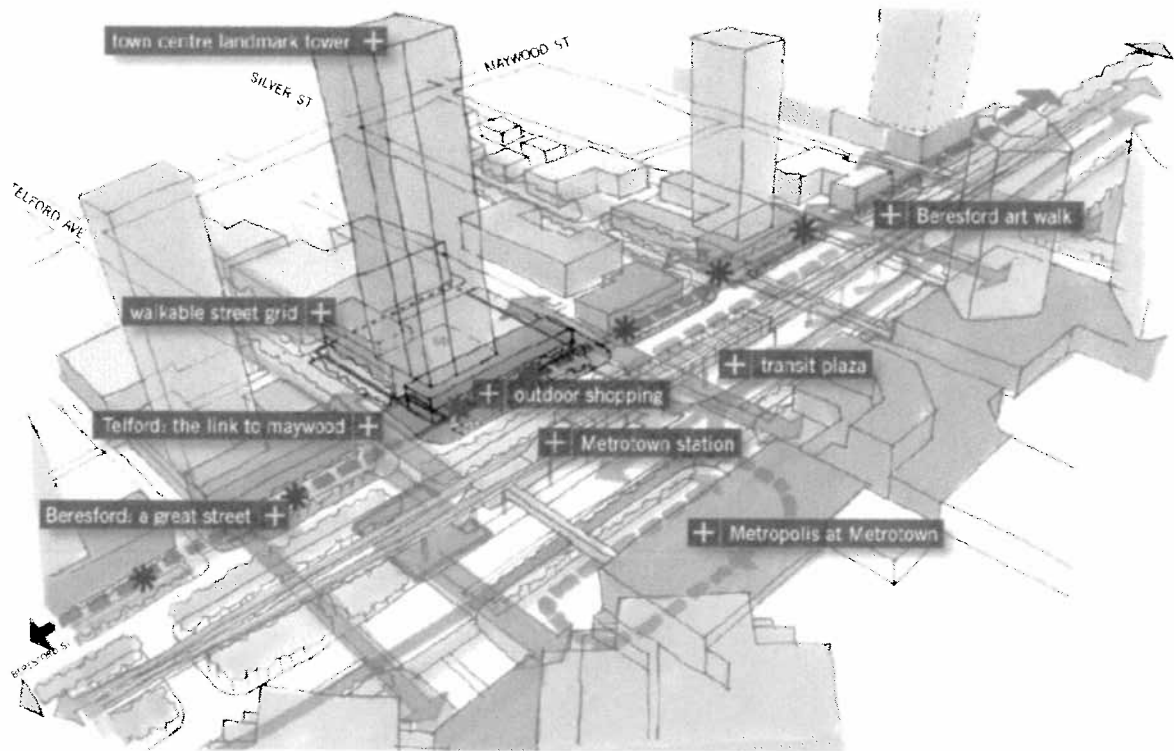
- 3.4 A key component of this development is the proposal for a public plaza along Beresford Street to integrate this development with the public realm improvements envisioned by the Metrotown Transit Village Study, and specifically, proposed future improvements to the Metrotown SkyTrain Station, and the BC Parkway including the creation of a civic plaza area and addition of a future transit exchange to the west. A significant public art piece is required on the Telford Avenue frontage at the northern end of the site to add interest and improve the public realm in this location generally, as well as to provide for a strong visual reference for the proposed development.
- 3.5 The proposed development concept exemplifies a highly creative approach to this key site within the Metrotown Town Centre and embodies several key tenets and objectives related to the future Town Centre plan amendment as proposed in the report on supplemental community benefit density bonusing appearing elsewhere on tonight’s agenda. Of note, in relation to the proposed development is: improving neighbourhood linkages by providing mid-block pedestrian connections and enhanced sidewalk and boulevard treatments that connect the community to nearby services and amenities (as shown on **Figure 3** below); integrating the Maywood neighbourhood into the Town Centre, provision of exceptional urban design and architecture, transforming Beresford Street into a “Great Street”, creation of a sense of place, and establishment of a sustainable place.



**Figure 3 - Neighbourhood Linkages**

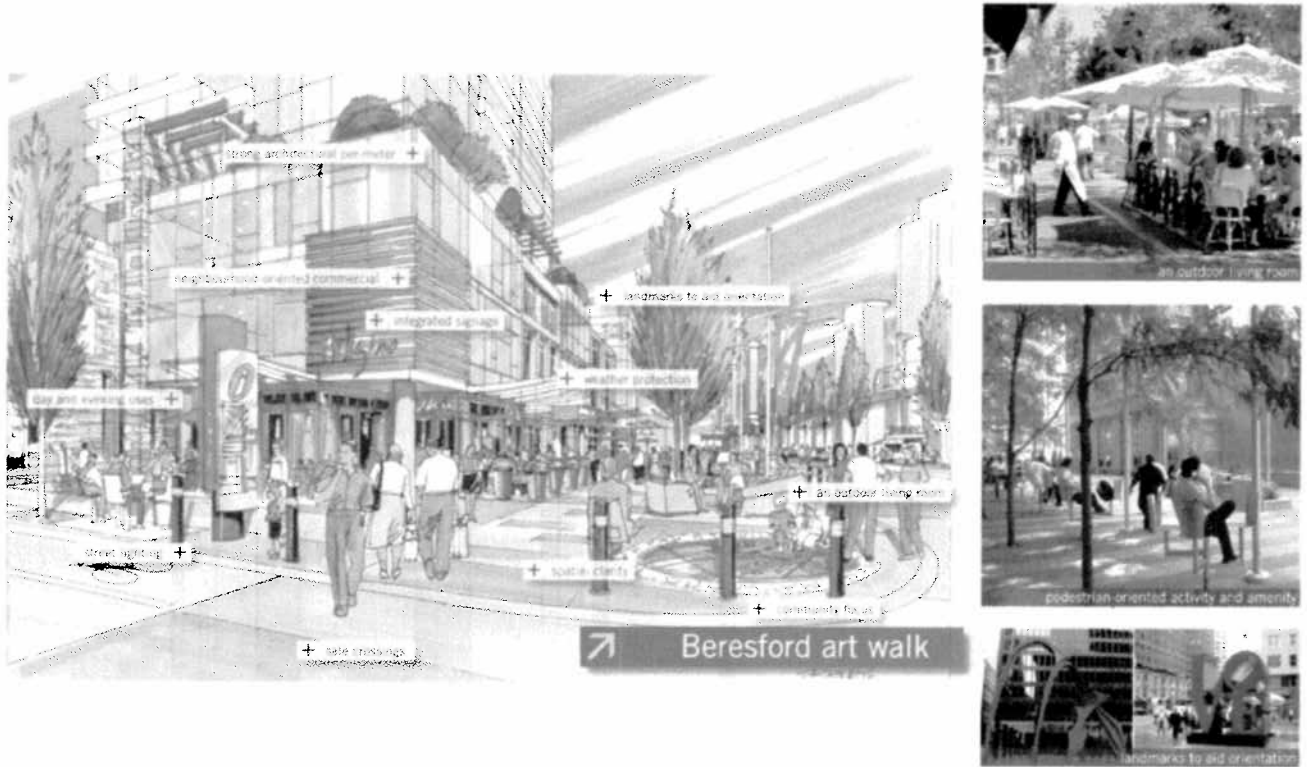
### 3.5.1 A New Public Realm for Beresford Street

Of these key tenets, the proposed development contributes to a new public realm and urban design standard for Beresford Street which transforms it from a truncated service corridor to a vibrant public space. Commercial uses at ground level on Beresford Street act as an activity generator and provide the Maywood neighbourhood (south of the Expo SkyTrain line), the traveling public and nearby employees with local street-oriented commercial services. Beresford Street will become the Town Centre’s outdoor living space; a place for people to gather and interact as well as a place for celebration. Extending from Dow Avenue to Willingon Avenue, by expanding upon the existing BC Parkway urban trail and Central Boulevard, Beresford Street will also contribute as an important pedestrian, bicycle and vehicular link connecting the Metrotown Core to important civic areas and facilities such as Central Park, Bonsor Community Centre, Metrotown Civic Square and the Bob Prittie Metrotown Library (see **Figure 4**).



**Figure 4 – Concept for Beresford Street**

It is intended to become a focus for public art and other forms of community expression. It is also envisioned as a celebratory street where residents from across the City can gather for important events, such as Canada Day.



**Figure 5 - Beresford Street as a Great Street**

Beresford Street, having a broad civic focus and draw, will become the heart of the Metrotown community. It's design and character will be such that a distinct sense of place is created that is not replicated anywhere else in the City. Beresford Street will also be highly integrated with the BC Parkway, the future relocated bus loop, the enhanced Metrotown SkyTrain Station and the cross streets that provide access to the area north of Central Boulevard (namely McKay Avenue). In order for Beresford Street to play the role of gathering place or outdoor living space, it is intended that sidewalk and boulevard space be generous. Street furniture such as bench seating, pedestrian lighting, waste receptacles and public art pieces will help to define Beresford Street and provide character. Continuous weather protection will also help extend the “outdoor” season well through the winter. Street and pedestrian lighting is intended to encourage evening activity and to create a distinct character.

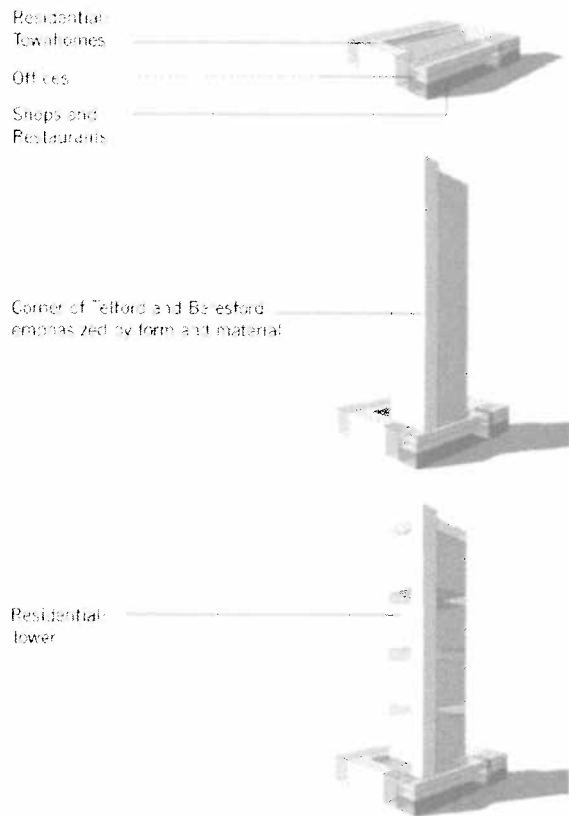
Overall, the proposed commercial uses on Beresford Street and the activity generated by the SkyTrain and bus loop will provide a significant reason for people to be on Beresford Street. The street's public realm, its celebratory orientation and its “art walk” features will give those people a reason to stay and explore while also providing the community's residents with a geographic heart and identity (see **Figures 5 and 6**).



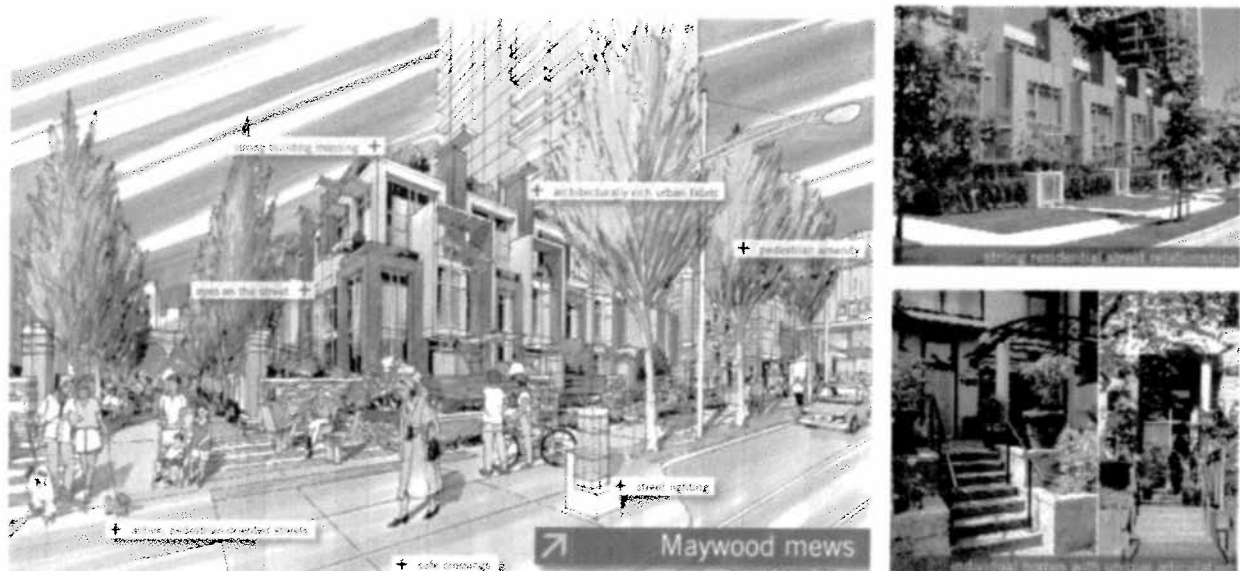
**Figure 6 - Beresford Street as a Gathering Place**

### 3.5.2 Architectural Excellence

Perhaps one of the most understated aspects to creating or strengthening a sense of place is the response of architecture to the community. Metrotown is Burnaby's "downtown". Given the density and resulting built form of the proposed development, a very high standard of architectural treatment is proposed. For the proposed development, the architectural challenge is to establish a new standard for Metrotown, one that celebrates the future. It is expected to contribute to both a varied and interesting skyline, yet be of a human scale at the ground level. Appropriate illumination of buildings will also be encouraged to help further define neighbourhood character. The proposed development meets these high standards. The architecture of the building itself is modern and striking, yet not overstated with its materiality being punctuated by green (planted) patios at the 18<sup>th</sup>, 28<sup>th</sup> and 38<sup>th</sup> storeys (see **Figure 7**).



**Figure 7 - Architectural Precedents for the Subject Development**



**Figure 8 - Residential Relationship to the Street**



At ground-level, the development's podium provides front doors directly to the street – on Beresford by the commercial uses, and on Telford, the abutting “mews” and to the rear lane by direct access to townhouse units. This provides a direct connection to the street, both visually in terms of overlook and physically in terms of direct access as shown above in **Figure 8**. The materials used for the podium include brick and other masonry cladding, wood, painted concrete and metal paneling which differentiate the podium from the tower, thus lending the development a finer grain at ground level to which the average person on the street would relate, thus adding to the development's human scale and the presence of a low rise relationship to the street. In other words, the proposed development will have a very strong connection to the street that will provide a sense of safety and comfort to the public spaces surrounding it.

- 3.6 To complement the built form, a progressive landscape treatment is proposed which, as noted above, includes street trees on Telford Avenue and Beresford Street to help soften the urban environment. Substantial on-site planting and a water feature are also proposed to further enhance the development. It is also worthy to note that the relatively low site coverage (43%) for the proposed development allows for the extensive use of unit pavers which contribute to on-site stormwater detention. The landscape design also provides for on-site pedestrian lighting and lit pedestrian/courtyard environments, casual seating opportunities and raised planters that help to define public and private spaces. Each of the site's public areas (i.e., rear courtyard and pedestrian connection) are landscaped to be comfortable and safe in that overlooks (eyes on the street) and sightlines remain unobstructed from the surrounding residential units, the commercial retail units or passers-by.

Overall, the proposed development will set a new architectural standard for Town Centre development in Burnaby that exemplifies a commitment to street orientation, place-making and sustainability.

#### **4.0 GENERAL COMMENTS**

- 4.1 All required residential parking continues to be located underground, and access taken from the abutting rear north-south lane. One of the key features of the current proposal is a parking reduction in line with the approach outlined in the policy report related to the supplemental community amenity density bonus appearing elsewhere on Council's agenda. The development proposal indicates a parking ratio of 1.1 spaces per unit (0.1 of which is for visitor parking). The intent of this car ownership in higher density developments, which is typically one space per unit (on average). The developer has also provided other transportation alternatives. First, given the subject site's adjacency to the Metrotown SkyTrain Station and bus loop, the developer is providing 41 transit passes (two zones) for two years to be made available to residents where provision of a parking stall is an option for the purchaser. Second, the proposed development is providing twice the required secured bicycle parking. Finally, the development will participate in the Co-

operative Auto Network (CAN) car-sharing program by providing funding for the one time registration/lifetime membership fee with CAN for the 343 residential units, donate 3 cars (including 1 hybrid) to CAN and allocate 3 surface parking spaces for their dedicated parking. The cars will be located off the rear lane in the surface parking area and available for the all residential owners/tenants, and by all CAN members, thus facilitating sustainable transportation for residents of the surrounding neighbourhood.

The residential parking standard is also tied to the developer agreeing to pursue green building practices. Previously, the developer had agreed to achieve a “Gold” rating under the Built Green program (administered by the Canadian Home Builders Association). Under the current proposal, the developer has agreed to pursue a Silver (equivalency) rating under the Leadership in Energy and Environmental Design (LEED) program. Staff support the request by the developer as the LEED program provides for an enhanced green building standard, and would mark one of the City’s first residential LEED standard buildings. From a social sustainability viewpoint, the developer has agreed to reduce the market value of the 41 units which have a parking stall as an option in the development.

Given that the local commercial component is community-oriented, is of a relatively small scale, and is directly related to significant transit infrastructure, the proposed parking standard is 1 space per 750 gross sq. ft. (instead of the typical 1 space per 495.16 sq. ft.). Similar standards have been successfully applied elsewhere in Metrotown and Brentwood to meet parking needs. Finally, the proposed standard is consistent with the sustainability approach embedded within the proposed development.

The proposed new parking standard and supportive transportation demand management measures are also supported by a transportation study submitted by the applicant. It concludes that the 1.1 spaces per unit is sufficient to serve the proposed development given its high density apartment form, its location within a walkable neighbourhood, and especially, its direct relationship to regional rapid transit. The study also concludes that the road improvements gained by this site’s development, especially the dedication and construction of Beresford Street, will adequately accommodate associated car trips. Of note, the study makes special mention of the opportunity to influence travel behaviour by providing free transit passes, noting that past experiences show continued transit use after the two year “free transit” period.

All required residential and commercial parking is located underground, and proposed to be accessed from the rear north/south lane.

- 4.2 The proposed development site includes the closure of the east west lane south of 6479 Telford Street, which measures approximately 420.74 m<sup>2</sup> (4,529 sq.ft.) in area. The road closure area would be transferred to the applicant net of any required road dedications. In this instance, as road dedications required as part of the subject application, measuring approximately 707.43 m<sup>2</sup> (7,615 sq.ft.), exceed the road closure area, the road closure area would be transferred at no cost to the applicant. A Highway Closure Bylaw will be

required, contingent upon the granting by Council of Second Reading of the Subject Rezoning Bylaw.

- 4.3 Development of the subject site includes the City-owned property at 6475 Telford Avenue. The City owned property measures approximately 1052.48 m<sup>2</sup> (11,329 sq. ft.) (subject to detailed survey). The Legal and Lands Department has valued this sale of City-owned lot at \$69.00 per sq.ft. buildable. The sale of City property is a prerequisite of the subject rezoning application and the land would be transferred at Final Adoption of the Rezoning Bylaw.
- 4.4 Given the site's Town Centre location, the applicant continues to propose utilizing the amenity density bonus provisions indicated within the Zoning Bylaw and in line with the supplemental community benefit density approach outlined in a policy report appearing elsewhere on Council's agenda. In so doing, the applicant would achieve a base density of 3.6 FAR (of which 1.2 FAR is supplemental base) and bonused density of 1.6 FAR. The 1.6 FAR bonused density translates into 97,880 sq. ft. of additional residential floor area. The Legal and Lands Department reports the value of the density bonus to be \$69.00 per sq. ft. buildable, for a total value of \$6,753,720. At its meeting of 2008 May 27, Council adopted a recommendation from the Community Development Committee that the density bonus funds be applied to non-profit office space. In the initial proposal, the applicant was providing 4,500 sq. ft. of non-profit office space on the ground floor. Based on the expanded density bonus for the subject development, and based on previous direction from the Committee that the bonus be taken as non-profit office/community amenity space, the developer is providing non-profit/community amenity space up to 16,017 sq. ft. over three levels within the commercial podium and 22 underground parking spaces. The space maintains direct street access by a ground-oriented unit in the range of 2,767 sq. ft. The space also has a 2,762 sq. ft. second level unit and a 10,488 sq. ft. third level unit. All three levels are connected by a common staircase and elevator. The overall space is highly flexible in terms of programming and could accommodate one large user, or several smaller users depending on need and/or specific service provider. Should the City determine that less space is required for the on-site community amenity, the balance of the floor area would be used by the developer for commercial purposes, and balance of the amenity contribution would be taken as a cash in-lieu contribution.
- 4.5 The City Engineer will assess the need for any further required services to the site, including, but not necessarily limited to:
  - construction of Beresford Street to a two lane standard with separated sidewalks (in their final location) across the development frontage with street trees, boulevards, street lighting and pedestrian lighting;
  - construction of a new curb and separated sidewalk along the west side of Telford Avenue, including street trees, grassed boulevards and street and pedestrian lighting;
  - construction of Public Plazas within the future City-owned lots along the south side of Beresford Street, on either side of Telford Avenue, to be maintained by the

development, as outlined in this report;

- construction of the north-south lane to its final standard;
- undergrounding of overhead hydro lines within the rear lane; and,
- storm, sanitary sewer and water main upgrades as required.

Required road dedications are 10.06 m (33 ft.) for road on the Beresford Street frontage, and approximately 15.4 m<sup>2</sup> (166 ft.) for lane widening from the southwest corner of the site.

4.6 Currently, east-west through traffic on Beresford Street is precluded by the existing storage warehouse building which occupies the M4-zoned portion of the subject site. Development of the subject site would thus allow Beresford Street to be completed with full access to Willingdon Avenue. As such, dedications in the range of 20.12m would be required along the Beresford Street frontage to accommodate the road's ultimate widening to a four lane standard, and to be consistent with the proposed future transit exchange to the west, as identified in the Metrotown Transit Village Study. However, as the construction timing for the future transit exchange and related widening of Beresford Street is uncertain, and in order to phase the total dedications for the site, it is proposed that 10.06m of the 20.12m dedication be transferred to the City as a fee simple lot at no cost to the City. Due to the extent of road dedications required of this site, and in order to preserve its potential for town centre development, it is proposed that the density related to this City lot, of approximately 700.55 m<sup>2</sup> (7,541 sq.ft.), contribute to the net development site. It is also noted that the final standard for Beresford Street remains a longer-term objective given the need for additional rights-of-way east of Willingdon Avenue.

Finally, it is also proposed that the developer adequately improve the City lot portion, including incorporation of a public plaza and enhanced sidewalk and boulevard elements, as well as on-street parking in support of the proposed street fronting commercial uses and that maintenance of this public plaza be a requirement of the development.

4.7 Any necessary easements, statutory rights of way and covenants for the site are to be provided, including, but not necessarily limited to:

- Statutory rights of way guaranteeing public access to the noted pedestrian areas indicated on the development plans,
- Covenant restricting enclosure of balconies,
- Covenant and statutory right-of-way to guarantee provision of, and public access to, 3 car co-op spaces at grade for the location of car co-op cars only,
- Covenant indicating that project surface driveway accesses will not be restricted by gates,
- Covenant allocating development densities on the overall site,
- Covenant guaranteeing provision and maintenance of public art,

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- Covenant, statutory right-of-way and/or easement detailing the provision of the non-profit office space and access to assigned 22 non-profit office parking spaces and related pedestrian connections,
  - Covenant for the provision and maintenance of public plazas on Beresford Street,
  - Covenant ensuring the provision of a minimum of 10 handicap accessible parking stalls in the resident parking area for the sole use of the required 10 accessible units, and that these stalls, as well as any other handicap accessible parking provided in the residential component of the underground parking, be held in common property to be administered by the Strata Corporation.
- 4.8 The applicant has elected to provide a minimum of 10 adaptable units and has provided 10 handicap parking stalls within the underground parking structure. Handicapped parking stalls will be protected by Section 219 Covenant as common property to be administered by the Strata Corporation.
- 4.9 Due to the proximity of the subject site to the SkyTrain guideway to the north, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 4.10 Although a few large trees exist, much of the site accommodates poor quality second generation vegetation, and a very large portion of the site will be excavated for development and dedicated for road purposes. As such, the developer will not be required to submit a tree survey, although a substantial landscape plan will be pursued.
- 4.11 The site will need to be consolidated into one legal lot. As previously noted, demolition of existing improvements is typically required prior to subdivision and subsequent rezoning approval. The applicant is seeking a delay to the demolition requirement for up to 24 months after the subject rezoning bylaw amendment is given Final Adoption by Council in order that income may be generated while the applicant attempts to meet presales tests for project financing.

A Section 219 Covenant which establishes the 24 month sunset clause for demolition will be required, as will a Letter of Credit equal to the value the building's demolition. Delaying demolition beyond Final Adoption of the subject amendment bylaw will result in an encroachment onto City land dedicated by the developer through the related subdivision process. As such, the usual Licensing and Trespass Agreements for such situations will also be required.

The Legal and Lands Department indicates that a rate of \$0.21 per sq. ft per month plus applicable taxes for the proposed 24 month term is supportable for the area to be secured through dedication. This rate is in line with that of rented vacant yards. As noted, at the end of the occupancy period, the applicant will be required to demolish the warehouse structure and remove all encroachments from City land, whether or not presales targets are achieved, and construct the Beresford frontage to the finished two-lane standard indicated in the Engineer's servicing agreement.

The developer has agreed to the general terms and conditions as outlined above.

- 4.12 Provision of an adequately sized and sited garbage and recycling area, as well, separate car wash stalls are required.
- 4.13 Development Cost Charges:
  - a) Parkland Acquisition Charge of \$3.55 per sq.ft. of residential gross floor area
  - b) School Site Acquisition Charge of \$600.00 per unit
  - c) GVS&DD Sewerage Charge of \$590.00 per apartment unit and \$0.443 per sq.ft. of commercial floor area.
  - d) Metrotown Public Open Space charge of \$0.50 per sq.ft. of commercial floor area.
- 4.14 Given the site’s former industrial use a site profile application and resolution of any resultant conditions is required.
- 4.15 A suitable engineered design to the approval of the Director Engineering will be required for the on-site stormwater management system as well as a Section 219 Covenant to guarantee its provision and continuing operation. The deposit of sufficient monies to guarantee the provision of the stormwater drainage and landscape features will be required.
- 4.16 Engineering Environmental Services Division will need to review a submission of a detailed plan of an engineered Sediment Control System prior to Final Adoption. The proposed Sediment Control system will then be the basis after Final Adoption for the necessary Preliminary Plan Approval and Building Permit.

**5.0 DEVELOPMENT PROPOSAL**

5.1 Site Area

|   |   |   |
|---|---|---|
| Gross Site (including closed rights-of-way) | - | 6,390.6 m <sup>2</sup> (68,790 sq.ft.)                                  |
| Dedications                                 | - | 707.43 m <sup>2</sup> (7,615 sq. ft.)                                   |
| Density Transfer (Re: Future Road/City Lot) | - | 700.55 m <sup>2</sup> (7,541 sq.ft.)                                    |
| Net Site                                    | - | 4,982.60 m <sup>2</sup> (53,634 sq.ft.)                                 |
| Net Area for Calculation of Density         | - | 5,683.17_m <sup>2</sup> (61,175 sq.ft.)<br>(subject to detailed survey) |

5.2 Density

F.A.R. Permitted & Provided:

|                       |   |   |
|-----------------------|---|---|
| Residential:          | - | 5.0 F.A.R.(inclusive of 1.60 FAR amenity bonus) |
| Commercial:           | - | 0.61 FAR  |
| <b>COMBINED TOTAL</b> | - | <b>5.61 FAR</b>                                 |

|                                       |   |
|---------------------------------------|---|
| Gross Floor Area Permitted & Provided |   |
| Residential:                          | - 28,415.79 m <sup>2</sup> (305,875 sq.ft.)<br>(inclusive of 97,880 sq. ft. amenity bonus)                |
| Non-Profit Office:                    | - 1,487.98 m <sup>2</sup> (16,017 sq.ft.)   |
| Commercial:                           | - 1,950.34 m <sup>2</sup> (20,994 sq.ft.)   |
| <b>TOTAL</b>                          | - <b>31,854.11 m<sup>2</sup> (342,886 sq.ft.)</b><br>(excludes 3,333 sq.ft. of residential amenity space) |
| Site Coverage:                        | - 43%   |

- 5.3 Height (all above grade)
- 4 storeys for street-fronting retail and non-profit office space fronting Beresford Street
  - 3 storeys for street-fronting townhouses on Telford Avenue
  - 2 storeys for townhouses fronting the mews walkway along the southern portion of the site
  - 46 storeys from front grade for the high-rise apartment tower

5.4 Residential Unit Mix

| <u>Unit Type</u>        | <u>Unit Size</u>   |
|-------------------------|--------------------|
| 134 – Studio            | 491 – 558 sq.ft.   |
| 9 – 1 Bedroom           | 590 – 929 sq.ft.   |
| 8 – 1 Bedroom + Den     | 746 sq.ft.         |
| <u>192 – 2 Bedroom</u>  | 823 – 1,321 sq.ft. |
| <b>TOTAL: 343 UNITS</b> |                    |

5.5 Parking

|  |  |
|--|--|
| <b>Vehicle Parking</b>                   | <u>Required and Provided Spaces</u>    |
| 343 Apartment Units<br>(1.1 spaces/unit) | - 378 (inclusive of 35 visitor spaces) |

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|   |   |    |
|---|---|----|
| 16,017 sq. ft. Non-Profit Office/<br>Community Space<br>(1 space/750 sq. ft.) | - | 22 |
| 20,994 sq. ft. Commercial<br>(1 space/750 sq. ft.)                            | - | 28 |
| <b>Car Wash Stalls</b>  | - | 3  |
| <b>Commercial Loading</b>   | - | 1  |

**Bicycle Parking**

Required and Provided Spaces

Residential

|                                |   |                                   |
|--------------------------------|---|-----------------------------------|
| Resident - 2/unit @ 343 units  | - | 686 secured                       |
| Visitor - 0.2/unit @ 343 units | - | 69 in racks (throughout the site) |

Commercial

|                                 |   |                                  |
|---------------------------------|---|----------------------------------|
| 10% of required vehicle parking | - | 7 (combined with visitors racks) |
|---------------------------------|---|----------------------------------|

5.6 Communal Facilities

*(Excluded from F.A.R. Calculations)*

Primary communal facilities for residential tenants are located on the ground floor expanded lobby and 3<sup>rd</sup> floor of the residential tower. Facilities include a games room, meeting room, and gym exclusively available to the residents. The amenity area amounts to 309.64 m<sup>2</sup> (3,333 sq.ft), which is a permitted exemption from Gross Floor Area. The applicant has also provided a central garden/greenspace equipped with a public art installation and a children’s play area. The applicant has also requested to participate in a car co-op program for the development, in that three car co-op spaces and three car co-op cars will be provided at grade for use by the residential tenants of the development and other co-op car users.


6.0 **CONCLUSION**

The subject rezoning amendment proposes a 46 storey residential tower with street fronting commercial on Beresford Street and townhouses on Telford Avenue. The proposed new Public Hearing for the subject rezoning bylaw amendment is to utilize additional residential floor area provided by the supplemental community density bonus program as outlined in a policy report – appearing elsewhere on tonight’s agenda – which recommends amendments to the Burnaby Zoning Bylaw that would expand the established density bonus provisions of the Zoning Bylaw. As the noted policy report proposes an RM5“s” District, which would allow for additional density bonusing, it is considered appropriate to advance the subject rezoning bylaw amendment in tandem with the proposed text amendments.



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The proposed development, while generally consistent with recent development proposals in the City in terms of density and form, is differentiated by a creative and innovative approach to the proposed development's design. It exemplifies a new direction in urban design that has a focus on community orientation that rises from the application of the proposed supplemental density bonus. The development relates to the street both in terms of its commercial and residential components. Beresford Street would become the gathering place or heart of the town centre as a celebratory street and the City's first "art walk". The proposed development would provide an impetus for this concept's implementation, as it would contribute significantly in terms of commercial uses, new residents, public realm improvements and other required servicing. The proposed development also exemplifies a new architectural vernacular for Burnaby, and would contribute to a new high standard for development in the City's Town Centre areas. Overall, in light of the foregoing, and given the degree of sustainability demonstrated by the proposed development, it is considered supportable by staff.

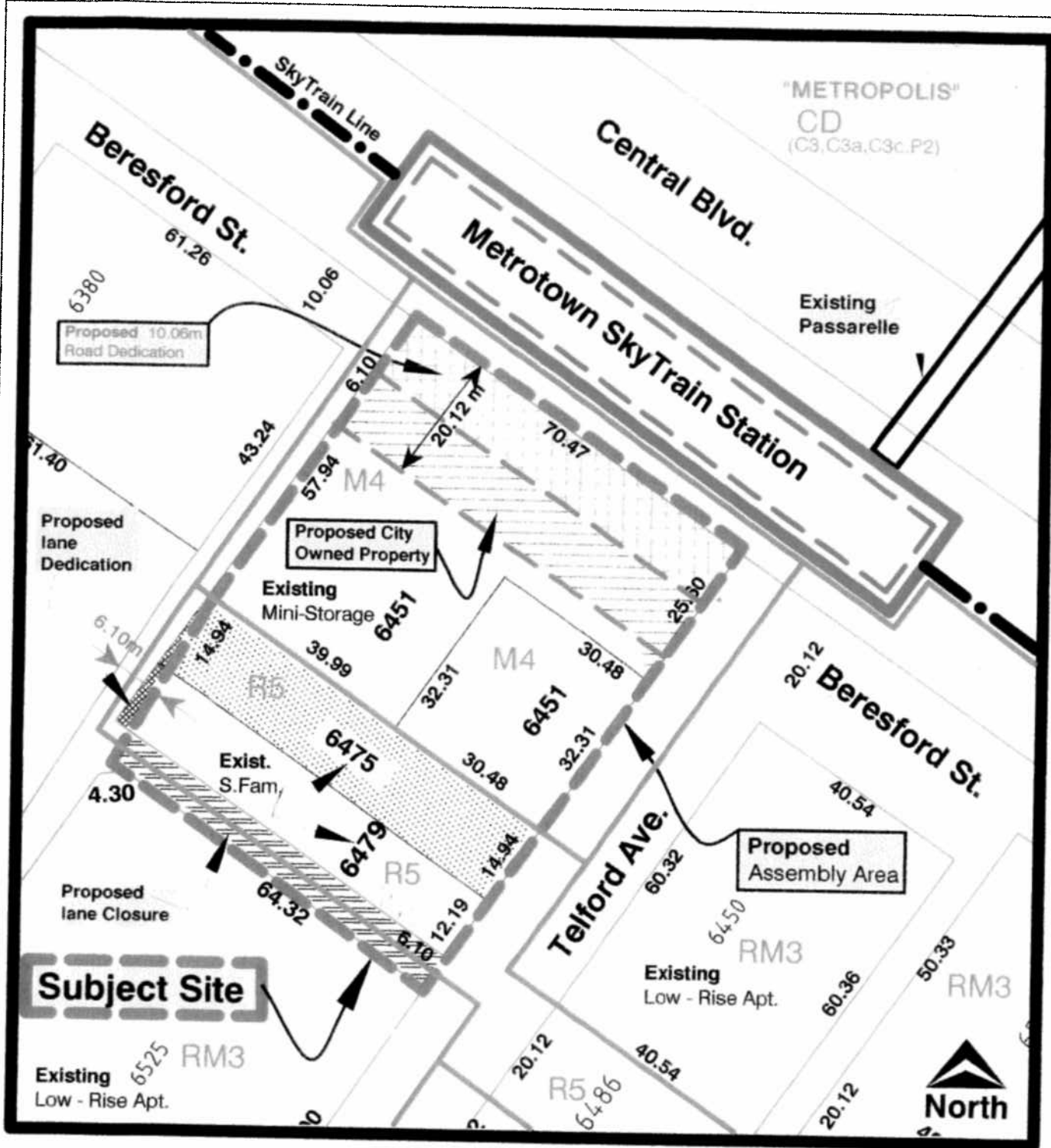


B. Luksun, Director  
PLANNING AND BUILDING

EK:spf

**Attachments**

cc: City Manager  
Deputy City Manager  
Director Finance  
Director Parks, Recreation and Cultural Services  
Director Engineering  
OIC RCMP  
Fire Chief  
Chief Librarian  
City Solicitor  
City Clerk



**Planning and Building Department**

Scale: 1 : 1000

Drawn By: J.P.C.

Date: October 2010



**REZONING REFERENCE # 08 -- 05**

6451, 6475, 6479 Telford Ave. and Lane R/W

Sketch # 1



**SUBJECT SITE**

REZONING REFERENCE # 08 -- 05  
 6451, 6475, 6479 TELFORD AVE  
 and LANE R/W

*Metrotown Development Plan*



PLANNING & BUILDING DEPARTMENT

Sketch #2

- 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)
- IN LONG RANGE TO  
 CD(RM4 OR RM5)

