



Item .....
Meeting.....2011 June 13

COUNCIL REPORT

**TO:** CITY MANAGER 2011 June 08

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #10-29**  
**High-Rise Apartment Tower with Street Fronting Townhouses**  
**Metrotown Development Plan - Sub-Area 6**

**ADDRESS:** 6566/6576/6584/6594 Nelson Avenue and 6565/6575/6583/6593 Dunblane Avenue (see *attached* Sketches #1 & #2)

**LEGAL:** Lots 18/19/20/21/22/23/24/25, DL 152, Group 1, NWD Plan 8063

**FROM:** RM3 Multiple Family Residential District

**TO:** CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Metrotown Town Centre Plan guidelines and in accordance with the development plan entitled "Met" prepared by Buttjes Architecture Inc.)

**APPLICANT:** Concord Pacific Holdings Ltd.  
900 - 1095 West Pender Street  
Vancouver, BC V6E 2M6  
(Attn: Fred Roman)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2011 June 28.

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**RECOMMENDATIONS:**

1. **THAT** the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Section 3.2 of this report, contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.
2. **THAT** the sale be approved in principle of City-owned property at 6565 Dunblane Avenue for inclusion within the subject development site in accordance with Section 3.2 of this report, and subject to the applicant pursuing the rezoning proposal to completion.
3. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2011 June 13, and to a Public Hearing on 2011 June 28 at 7:00 p.m.
4. **THAT** the following be established as prerequisites to the completion of the rezoning:

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- 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 utilization of an amenity bonus through the provision of a \$7,393,990 cash in-lieu contribution in accordance with Section 3.3 of this report.
- e) The consolidation of the net project site into one legal parcel.
- f) 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, guaranteeing provision and maintenance of public art, and providing that all disabled parking to remain as common property.
- g) The granting of any necessary easements and statutory rights-of-way.
- h) The dedication of any rights-of-way deemed requisite.
- i) 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 a Section 219 Covenant.
- j) 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 and a commitment to implement the recycling provisions.
- k) 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.
- 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) Completion of the sale of City property.
- p) The provision of facilities for cyclists in accordance with this report.
- q) The undergrounding of existing overhead wiring adjacent to the site.
- r) Compliance with the Council-adopted sound criteria.
- s) The review of a detailed Sediment Control System by the Director Engineering.
- t) Compliance with the guidelines for underground parking for visitors.
- u) Completion of the Highway Closure Bylaw.
- v) 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 amendment is to permit the construction of a high-rise multi-family residential development with street-fronting townhouses.

### **2.0 BACKGROUND**

2.1 On 2010 September 20, Council received the report of the Planning and Building Department regarding 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 further and more detailed report would be submitted at a later date.

On 2010 December 13, Council gave Final Adoption to an amendment to the Burnaby Zoning Bylaw which expanded the established density bonus provisions in the Burnaby Zoning Bylaw by adding a new suffix ('s') for the RM3, RM4 and RM5 Districts. On 2011 February 22, Council adopted a policy for applying 's' category zoning. In general, the policy applies 's' category zoning potential to sites with a prevailing RM3, RM4 or

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RM5 designation within the City's four Town Centres of Edmonds, Lougheed, Brentwood and Metrotown.

Since the adoption by Council of 's' category zoning and the accompanying policy for its application (which makes the subject site eligible for its use), the proponent for the subject rezoning amendment has submitted plans in accordance with the RM5s District.

- 2.2 The site is comprised of eight lots (see Sketches #1 and #2 ***attached***) – 6566, 6576, 6584, 6594 Nelson Avenue and 6565, 6575, 6583, 6593 Dunblane Avenue, all of which are zoned RM3 Multiple Family Residential District, but are currently vacant. It is noted that the consolidated development site also includes the north-south lane. The site slopes gently down to the southwest.
- 2.3 The Metrotown Town Centre Development Plan designates this overall site for high-density apartment development under the CD Comprehensive Development District, utilizing the RM5s Multiple Family Residential District as a guideline. 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.
- 2.4 The applicant has now submitted a plan of development suitable for presentation to a Public Hearing.

**3.0 GENERAL COMMENTS**

- 3.1 The proposed development plan is for a single 35-storey high-rise apartment tower with a 3-storey townhouse podium on Nelson Avenue. The proposed development concept also includes a row of 2-storey townhouses on Dunblane Avenue, thus ensuring a strong street orientation on the site's public frontages, as well as a strong contextual relationship to the surrounding existing development. A total of 292 apartment units and 11 townhouse units are proposed. All required parking is proposed to be located underground, and access taken from the east-west lane, thereby precluding the need for direct driveway access from a public street. Overall, the subject 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 high standard for such development in the City's town centre areas.

To complement the built form, a progressive landscape treatment is proposed which includes boulevards and street trees on Nelson and Dunblane Avenues 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 the site's overall permeability to stormwater as shown by the extensive use of unit pavers and soft landscaping 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. With

respect to the site's mid-block pedestrian walkway connecting Nelson Avenue to Dunblane Avenue, it is noted that it is designed to be comfortable with provision for pedestrian lighting, appropriate landscaping and maintenance of sightlines.

All required parking is proposed to be located underground, and access taken from the abutting east-west lane. The development proposal meets the required Burnaby Zoning Bylaw parking ratio of 1.1 spaces per unit (0.1 of which is for visitor parking). The developer has also provided other transportation alternatives. First, given the subject site's proximity to both the Metrotown and Royal Oak SkyTrain Stations and the abundance of nearby bus service, the developer is providing 45 (15% of total units provided) transit passes (two zones) for two years to be made available to residents seeking an alternative to car use and ownership. Second, the proposed development is providing twice the required secured bicycle parking. Finally, the development will provide 30 Electric Vehicle (EV) plug-in stations (including all necessary wiring, electrical transformer and mechanical ventilation modifications) as well as 2 electric vehicles (one large capacity) to be owned, operated and maintained by the future strata corporation. This arrangement would provide greater access to alternative transportation for a greater number of residents in that the cars would be for the exclusive use of the development's residents with ownership resting with the strata corporation. Moreover, by providing a significant number of EV plug-ins, electric vehicle ownership in a multi-family context is facilitated, thus further enabling sustainable transportation choices.

The developer has also agreed to pursue green building practices by committing to achieve a Silver (equivalency) rating under the Leadership in Energy and Environmental Design (LEED) program.

- 3.2 Development of the subject site includes a City-owned property at 6565 Dunblane Avenue. The City owned property measures approximately 572.94 m<sup>2</sup> (6,167 sq. ft.) in size (subject to detailed survey). It is noted that the north-south lane is also proposed to be closed and included in the overall development site. It is anticipated that the lane closure area will result in a net gain of land to the development site after road dedications on Nelson Avenue are deducted, thus requiring purchase by the subject rezoning applicant. The Legal and Lands Department has valued the sale of City-owned property at \$88.00 per sq.ft. buildable. The purchase of City property by the developer is a prerequisite of the subject rezoning application and the land would be transferred at Final Adoption of the Rezoning Amendment Bylaw.
- 3.3 Given the site's Town Centre location, the applicant is proposing to utilize the supplemental amenity density bonus provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 1.6 FAR, which translates into 84,023 sq. ft. of additional floor area included in the development proposal. The Legal and Lands Department reports the value of the density bonus to be \$88.00 per sq. ft. buildable, for a total value of \$7,393,990. At its meeting of 2011 May 31, the Community Development Committee adopted a recommendation that the density bonus

funds be taken as a cash in-lieu contribution for future use toward a community amenity. The recommendation of the Committee is elsewhere on tonight's agenda for consideration of Council. In general terms, the report indicated that the \$7,393,990 be accepted as a cash-in-lieu contribution, and deposited in the Metrotown Town Centre Financial Account. As per the City's Community Benefit Policy, 20% of the total deposited in the account (\$1,478,798) would be allocated to the affordable/special needs housing sub-account, leaving the remainder of \$5,915,192 available for the provision of other community amenities, including housing, at some point in the future.

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

- construction of Nelson Avenue adjacent the development site to its final standard (two southbound travel lanes, one northbound travel lane, one northbound parking lane) with separated sidewalks with street trees, enhanced boulevards, street lighting and pedestrian lighting. Reconstruction of the raised centre median to accommodate street trees and landscaping will also be required;
- potential construction of a new mid-block pedestrian crosswalk on Nelson Avenue to provide improved access to Bonsor Park and its facilities as well as to the commercial core of Metrotown;
- construction of Dunblane Avenue adjacent the development site to a residential standard (two travel lanes, two parking lanes) with separated sidewalks with street trees, enhanced boulevards, street lighting and pedestrian lighting;
- construction of the east-west lane to a special standard including surface treatments demarking pedestrian and vehicular areas, pedestrian lighting and street trees;
- undergrounding of overhead hydro lines along Nelson Avenue; and,
- storm, sanitary sewer and water main upgrades as required.

Required road dedications to support the foregoing include a 0.9 m (3 ft.) dedication on Nelson Avenue.

3.5 The applicant has elected to provide a minimum of 10 adaptable units (5% of unit total) and has provided 10 handicap parking stalls within the underground parking structure. Handicapped parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation.

3.6 Any necessary easements 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 indicating that project surface driveway accesses will not be restricted by gates,

- Covenant guaranteeing provision and maintenance of public art,
  - 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.
- 3.7 Due to the proximity of the subject site to the SkyTrain guideway and Kingsway to the north, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 3.8 Much of the site has already been cleared, and a very large portion of the site will be excavated for development. As such, the developer will not be required to submit a tree survey. A varied and substantial landscape and tree planting plan has been provided as part of the suitable plan of development. It is noted that the extent of excavation will impact the root zones of trees planted along the northern property line and thus have an impact on the neighbouring property to the north. The applicant has provided written confirmation of an arrangement with the neighbouring property owner in respect of the replacement of any trees lost as a result of excavation on the subject site.
- 3.9 Provision of an adequately sized and sited garbage and recycling area, as well, separate car wash stalls are required.
- 3.10 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
- 3.11 A site profile application is not required given the site's past residential use.
- 3.12 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.
- 3.13 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.

**4.0 DEVELOPMENT PROPOSAL**

4.1 Site Area

Gross Site	-	4,934.3 m <sup>2</sup> (53,115 sq.ft.)
Dedications	-	55.8 m <sup>2</sup> (600 sq. ft.)

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- Net Site - 4,878.5 m<sup>2</sup> (52,515 sq.ft.)  
(subject to detailed survey)
- 4.2 Density  
 F.A.R. Permitted & Provided: - 5.0 F.A.R.(inclusive of 1.60 FAR amenity bonus)
  
- Gross Floor Area Permitted & Provided: - 24,392.8 m<sup>2</sup> (262,571 sq.ft.)  
(inclusive of 84,023 sq. ft. amenity bonus)
- Site Coverage: - 28.3%
- 4.3 Height (all above grade) - 3 storeys for street-fronting townhouses on Nelson Avenue
- 2 storeys for street-fronting townhouses on Dunblane Avenue
- 35 storeys from grade for the high-rise apartment tower

4.4 Residential Unit Mix

<u>Unit Type</u>	<u>Unit Size</u>
Apartment:	
63 – Studio	481 – 547 sq. ft.
3 – 1 Bedroom	665 sq. ft.
96 – 1 Bedroom + Den	606 – 831 sq. ft.
125 – 2 Bedroom	795 – 845 sq. ft.
2 – 2 Bedroom + Den	1,163 sq. ft.
3 – 3 Bedroom	1,191 – 1,398 sq. ft.
292 Apartment Units	
Townhouse:	
2 – 2 Bedroom	1,291 – 1,324 sq. ft.
9 – 2 Bedroom + Den	1,447 – 1,655 sq. ft.
11 Townhouse Units	

**303 UNITS TOTAL**



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4.5 Parking

**Vehicle Parking**

303 Units

(1.1 spaces/unit)

Required and Provided Spaces

- 334 (inclusive of 31 visitor spaces)

Car Wash Stalls

- 4

Loading Stalls

- 1

**Bicycle Parking**

Required and Provided Spaces

Residential

Resident - 2/unit @ 303 units

- 606 in storage lockers

Visitor - 0.2/unit @ 303 units

- 61 in racks (throughout the site)

4.6 Communal Facilities

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

Primary communal facilities for residential tenants are located on the ground floor of the residential tower. Facilities include a lounge, gallery and golf simulator exclusively available to the residents. The amenity area amounts to 278.7 m<sup>2</sup> (3,000 sq.ft), which is a permitted exemption from Gross Floor Area. The applicant has also provided a central garden/greenspace including a formal lawn, public art installation, a water feature area and putting green.



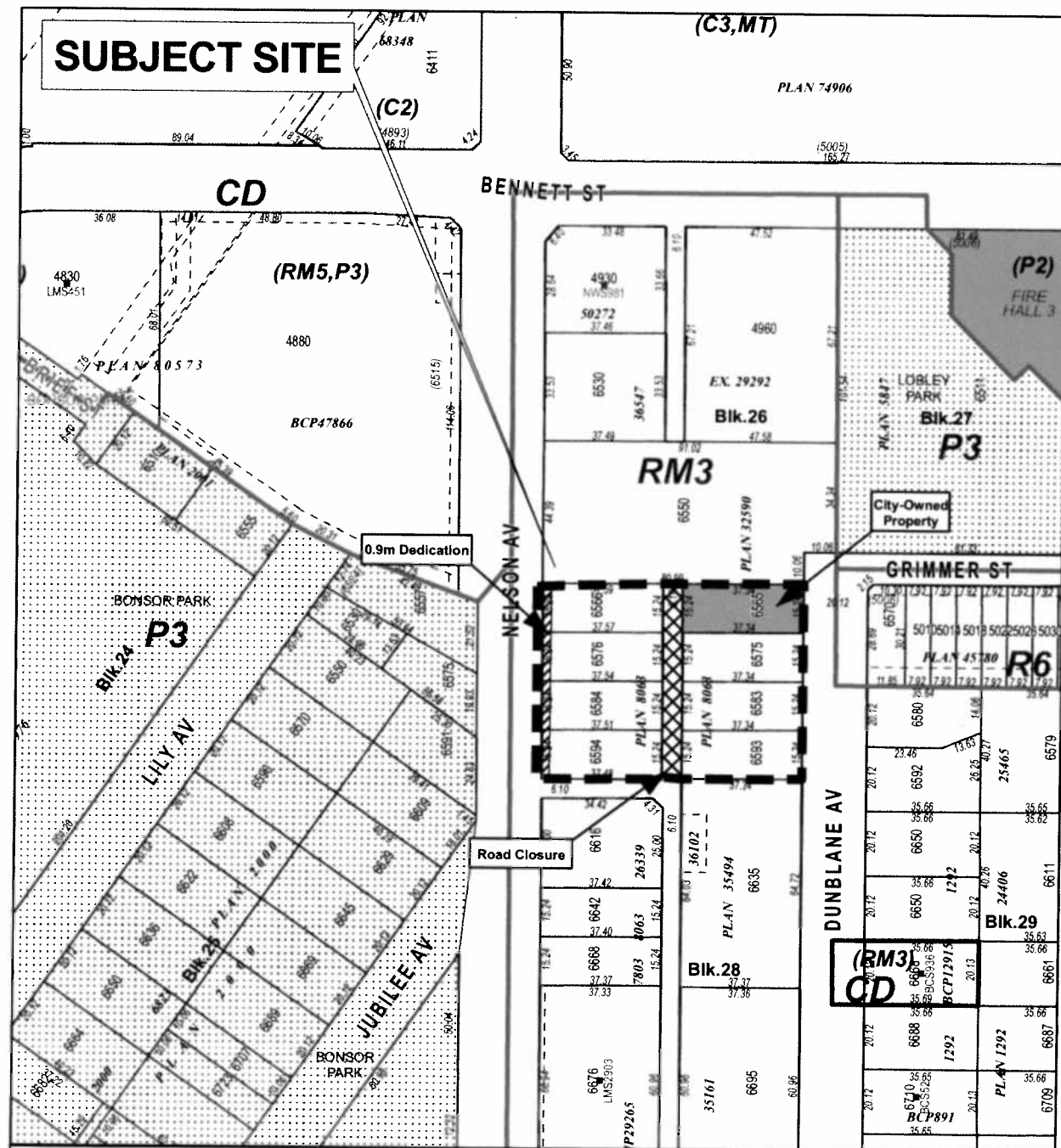
B. Luksun, Director

PLANNING AND BUILDING

EK:spf

**Attachments**

cc: Director Engineering  
City Solicitor  
City Clerk



PLANNING & BUILDING DEPARTMENT



DATE: JUNE 07 2010

SCALE: 1:2,000

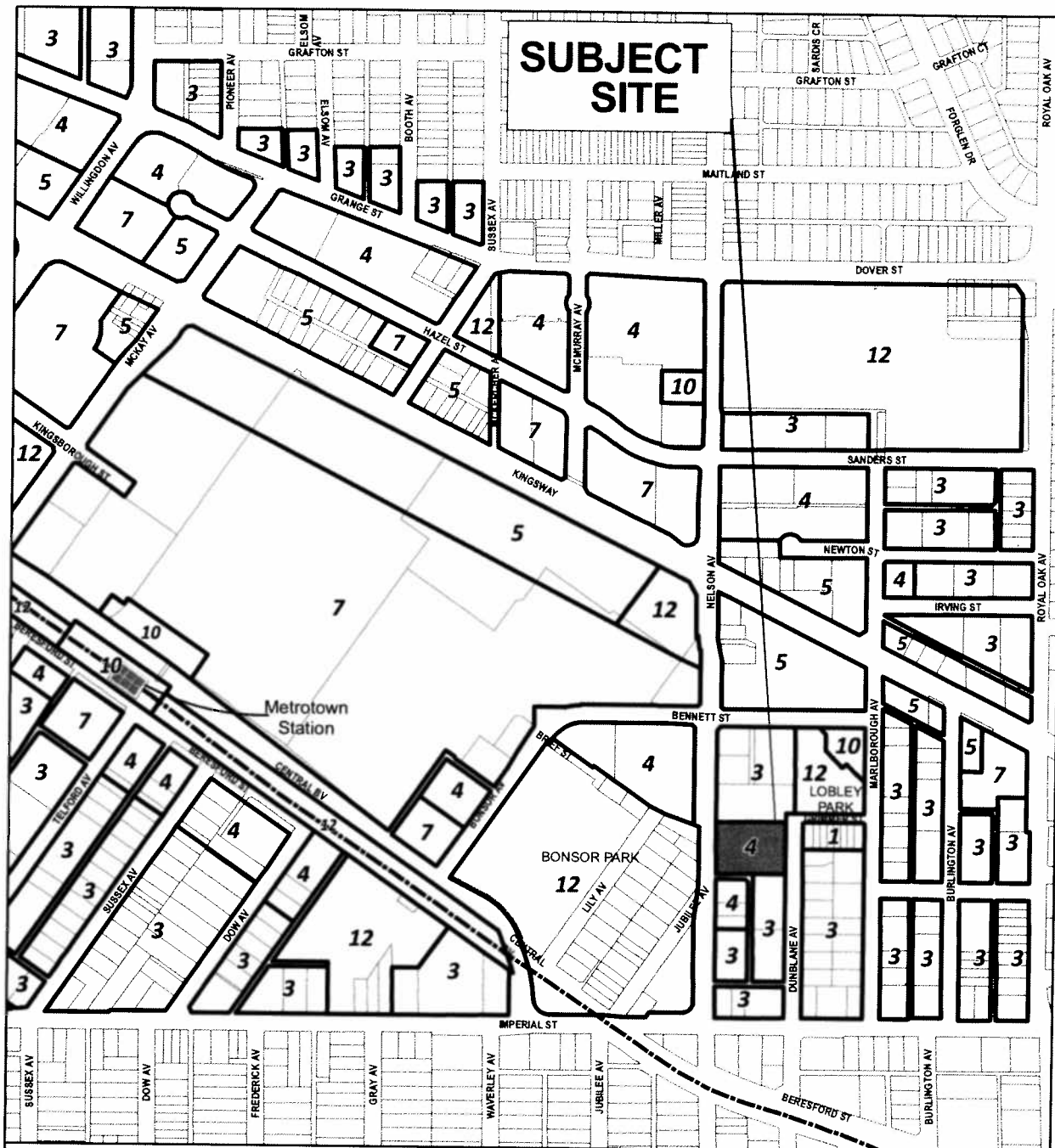
DRAWN BY: DJ

**Subject Site**

**REZONING REFERENCE #10 -- 29**

6566, 6576, 6584, 6594 NELSON AVE  
AND 6565, 6575, 6583, 6593 DUNBLANE AVE

Sketch #1

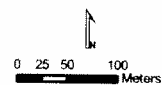


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|---|--|
| <b>1</b> Single and Two Family Residential                    | <b>7</b> High Density Mixed Use (RM5/C3 or RM5/C2) |
| <b>2</b> Low Density Multiple Family Residential (RM1)        | <b>10</b> Institutional (P1/P2/P5)                 |
| <b>3</b> Medium Density Multiple Family Residential (RM2/RM3) | <b>12</b> Park and Public Use/Public School (P3)   |
| <b>4</b> High Density Multiple Family Residential (RM4/RM5)   |  |
| <b>5</b> Commercial (C2/C3)                                   |  |
| <b>6</b> Medium Density Mixed Use (C9 or RM3/C2)              |  |



Planning and Building Dept

## Metrotown Plan



1:7,500

Updated to Feb 2010

Sketch #2