



Item.....
Meeting..... 2021 February 22

COUNCIL REPORT

**TO:** CITY MANAGER 2021 February 17

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #18-20**  
**High-Rise Strata Tower and Low Rise Non Market Rental Building**  
**Metrotown Downtown Plan**

**ADDRESS:** 6620 Sussex Avenue  
(see *attached* Sketches #1 and #2)

**LEGAL:** Lots 42-46, District Lot 153, Group 1, NWD Plan 1566

**FROM:** RM3 Multiple Family Residential District

**TO:** CD Comprehensive Development District (based on RM4s and RM4r Multiple Family Residential District, and RM5s and RM5r Multiple Family Residential District and Metrotown Downtown Plan as guidelines and in accordance with the development plan entitled “Residential Strata Tower and Low-Rise Affordable Rental Development” prepared by DYS Architecture)

**APPLICANT:** Keltic Canada Development  
#2338 – 666 Burrard Street  
Vancouver, BC V6C 2X8  
Attn: Alyson Shave

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2021 March 30.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2021 March 08 and to a Public Hearing on 2021 March 30 at 5:00 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 (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 4.5 of this report.
- e) The granting of any necessary statutory rights-of-way, easements and/or covenants in accordance with Section 4.11 of this report.
- f) The registration of a Housing Agreement.
- g) The execution of a Tenant Assistance Plan, to the approval of the Director Planning and Building.
- h) 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.
- i) Compliance with the City's Groundwater Management for Multi-Family Development guidelines is required.
- j) The submission of a suitable Solid Waste and Recycling plan to the approval of the Director Engineering.
- k) The design and provision of units adaptable to persons with disabilities, the provision of customized hardware and cabinet work being subject to the sale/lease of the unit to a disabled person.
- l) The provision of covered car wash stalls 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.
- m) The review of on-site residential loading facilities by the Director Engineering.
- n) The submission of a Public Art Plan is required in conjunction with this rezoning application.

- o) Compliance with Council-adopted sound criteria.
- p) The provision of facilities for cyclists in accordance with this report.
- q) The undergrounding of existing overhead wiring abutting the site.
- r) Compliance with the guidelines for underground parking for visitors.
- s) The review of a detailed Sediment Control System by the Climate Action and Energy Division.
- t) The deposit of the applicable Parkland Acquisition Charge.
- u) The deposit of the applicable GVS & DD Sewerage Charge.
- v) The deposit of the applicable School Site Acquisition Charge.
- w) The deposit of the applicable Regional Transportation Cost Charge.
- x) 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 single 30-storey high-rise strata apartment building, and a four-storey non-market rental apartment building.

### **2.0 POLICY FRAMEWORK**

The proposed application is consistent with the site's designation in the Metrotown Downtown Plan. It also aligns with the following goals and sub-goals of City's Corporate Strategic Plan:

- **A Connected Community**
  - Social Connection – Enhance social connections throughout Burnaby
- **A Dynamic Community**
  - Economic Opportunity – Foster an environment that attracts new and supports existing jobs, businesses and industries

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- 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

### 3.0 BACKGROUND

- 3.1 The subject development site, comprised of five legal lots under a single civic address, is located within the Maywood neighbourhood of the Metrotown Downtown Plan area (see *attached* Sketch #2). The site is currently improved with a 53 unit, two to three-storey low-rise rental apartment building constructed in 1965. The prevailing zoning for the subject site is RM3 Multiple Family Residential District. Vehicular access to the site is currently provided via a driveway located on Sussex Avenue.
- 3.2 The Maywood neighbourhood is intended to be the residential “heart” of Metrotown, with opportunities for people to live, gather, socialize, and celebrate. The adopted Plan designates the three southerly lots of the subject site for high-density residential development under the CD Comprehensive Development District, utilizing the RM4s and RM4r Multiple Family Residential District as guidelines. The remaining two northern lots are designated for high-density residential development under CD Comprehensive Development District, utilizing the RM5s and RM5r Multiple Family Residential District as guidelines. While the Metrotown Downtown Plan shows a portion of the site having a C2 District designation, the C2 District is only applied to sites with direct frontage on Beresford Street. Thus, development of this site will be for residential uses only and will not include the C2 District.
- 3.3 To the northwest, across Sussex Avenue, is a mixed-use development under construction, comprised of a single high-rise tower with retail, office and residential uses, and a residential townhouse podium; and, a second mid-rise, non-market rental apartment building (Rezoning Reference #16-42), as well as older low-rise rental apartment buildings. To the northeast, fronting Dow Avenue and Beresford Street is a development proposal (Rezoning Reference #18-49) that was introduced to Council on 2020 April 27 and includes mixed-use ground-oriented retail/office podium with two high-rise market residential towers, and a six-storey rental building. Directly to the east, west and southwest of the subject site are older low-rise rental apartment buildings constructed in the 1950s.
- 3.4 On 2019 September 11, Council received an initial rezoning report, Rezoning Reference #18-20, which proposed to rezone the subject development site from its prevailing RM3 Multiple Family Residential District to the CD Comprehensive Development District,

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utilizing the RM4s and RM4r Multiple Family Residential District, and RM5s and RM5r Multiple Family Residential District and Metrotown Downtown Plan as guidelines.

- 3.5 The applicant has now submitted a plan of development that incorporates the requirements of the Rental Use Zoning Policy, including the provision of rental units utilizing the RM4r and RM5r Multiple Family Residential Districts, and is suitable for presentation to a Public Hearing.

#### 4.0 GENERAL COMMENTS

- 4.1 The proposed development plan is for a 30-storey apartment building and a four-storey non-market rental building, located mid-block on Sussex Avenue between Beresford Street and Imperial Street. A total of 285 strata units and 53 rental units are proposed within the development. All parking is to be provided underground with vehicular access provided off Sussex Avenue via a private lane on a statutory right-of-way, pending future dedication and construction of a north-south lane from Beresford Street, between Sussex and Dow Avenues.
- 4.2 Under the 's' zoning category, there is an expectation of significant community benefits, a sustainable redevelopment approach, exceptional public realm improvements, high quality urban design and superior architectural expression to be derived from the project. The proposed building's siting, massing, pedestrian orientation and materiality meet the standards and objectives for such development in the Maywood neighbourhood.
- 4.3 It should be noted that per the Metrotown Downtown Plan, consolidated sites with multiple residential designations are to have their densities calculated in a manner that is consistent with the relative proportions (areas) of the land use designations that comprise the consolidated site. As such, the maximum market residential density to be applied to the three southerly lots (2,446.42 m<sup>2</sup>/26,333 sq.ft.) is 3.6 FAR (inclusive of the available 1.1 FAR amenity density bonus), in accordance with the CD (RM4s) District, while the maximum market residential density to be applied to the two northerly lots (1,729.94 m<sup>2</sup>/18,621 sq.ft.) is 5.0 FAR (inclusive of the available 1.6 FAR amenity density bonus), in accordance with the CD (RM5s) District. Blended, the overall site has a maximum market strata residential density of 4.18 FAR (inclusive of a blended 1.31 FAR amenity density bonus and excluding offset density).

The maximum density permitted (including the density offset) may be up to 6.15 FAR under the RM4s and RM4r Districts, and up to 8.3 FAR under the RM5s and RM5r Districts. When these densities are applied to the relative proportions (areas) of the land use designations that comprise the consolidated site, the maximum overall blended permitted density is 7.04 FAR. Table 1 below, shows the RM4 and RM5 density breakdown, the permitted proportional densities and the proposed densities for the project.

	RM4	RM5	Permitted Blended	Proposed Density
RMs market density	3.60 FAR	5.00 FAR	4.18 FAR	3.85 FAR
RMr rental density	1.70 FAR	2.20 FAR	1.91 FAR	0.75 FAR
Offset density	0.85 FAR	1.10 FAR	0.95 FAR	0.95 FAR
<b>Total</b>	<b>6.15 FAR</b>	<b>8.30 FAR</b>	<b>7.04 FAR</b>	<b>5.55 FAR</b>

*Table 1 – density breakdown for subject site*

4.4 In order to help meet the City’s housing affordability objectives, Stream 1 – Rental Replacement and Stream – 2 Inclusionary Rental of the Rental Use Zoning Policy is applicable to the subject rezoning application. Under the policy, the applicant will be required to provide the greater of the number of replacement units or inclusionary units. As the required 53 replacement units, exceeds the 46 inclusionary units under the policy, the applicant is providing the required 53 replacement units, equal to the number of existing units on site. To ensure affordability for tenants, the required rental units are to be offered at pre-development rents (subject to permitted Residential Tenancy Act increases) for returning tenants, and 20% below CMHC market median rates for new tenants.

The applicant will be utilizing 0.75 FAR of the available 1.91 FAR of RM4r/RM5r to meet the Rental Replacement requirement. The applicant has elected not to use the remaining available 1.16 FAR of RM4r/RM5r density. The provision of non-market rental units enables the applicant to access 0.95 FAR of density offset available. The non-market rental units would be secured through a Housing Agreement.

The registration of a Housing Covenant and a Housing Agreement will be required to protect and regulate rent levels and tenure of the below market 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.

4.5 Given the site’s Town Centre location, the applicant is proposing to utilize a portion of the allowable bonus density provisions (0.98 FAR) indicated within the Zoning Bylaw. In so doing, the applicant is proposing 4,092.83 m<sup>2</sup> (44,055 sq. ft.) of bonused gross floor area (GFA) included in the development proposal. As described earlier in the report, the subject consolidated site includes multiple residential designations and as such the bonus density provisions are to be calculated in a manner that is consistent with the relative proportions (areas) of the land use designations that comprise the consolidated site. As such, RM4s would result in 0.58 FAR or 2,414.77 m<sup>2</sup> (25,992 sq.ft.) and RM5s would result in 0.40 FAR or 1,678.06 m<sup>2</sup> (18,062 sq.ft.) of bonus density provisions. It should also be noted that 1.31 FAR is the maximum permitted bonus density provisions, however the applicant has elected to only purchase 0.98 FAR.

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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.

In accordance with Council's adopted policy, 80% of the cash-in-lieu contributions are applied toward the City-Wide Community Benefit Bonus Reserve, to be utilized in the future to achieve priority amenities as established by Council. Twenty percent of the cash-in-lieu contributions will be applied to the Community Benefit Bonus Affordable Housing Reserve.

- 4.6 It is intended that the overall project accommodates a broad spectrum of housing needs. To support this, the one bedroom unit sizes are generally based on the Zoning Bylaw minimum unit sizes for such dwellings in the P11e District, which requires a minimum area of 50 m<sup>2</sup> (538 sq.ft.). The smaller one bedroom units are intended to provide a level of affordability for new home ownership, providing access to the market for first time home buyers. To offset the number of smaller one bedroom units, a commensurate number of two bedroom plus den and three bedroom units are proposed.
- 4.7 In accordance with the City's policy for adaptable units, a total of 68 units (20% of the total number of residential units) is required and has been provided to meet adaptable standards. The unit mix for the adaptable units is split between 28 one bedroom units and 29 two bedroom units in the market strata building, and eight one bedroom units and three two bedroom units in the non-market rental building. A total of 43 accessible parking stalls are required, 35 allocated to the strata building and eight stalls allocated to the non-market rental building. The handicap parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation and rental housing operator.
- 4.8 The Director Engineering will provide an estimate for all services necessary to serve this site, but not necessarily be limited to the following:
- construction of Sussex Avenue to its final Town Centre Two Lane Collector standard, complete with separated bicycle and pedestrian facilities, enhanced boulevards, street trees, street lighting and pedestrian lighting;
  - provision of a 6.0 m (19.7 ft.) statutory right-of-way along the northern property for a neighbourhood linkage, including construction of a 4.0 m (13.1 ft.) lit pedestrian and cycling path through the site to align with a future linkage to the east;
  - provision of a statutory right-of-way along the private lane which is to be constructed at the south property line; and,
  - upgrades to storm, sanitary sewer and water mains as required.

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A road dedication of approximately 1.8 m (5.9 ft.) which amounts to an area of approximately 181.16 m<sup>2</sup> (1,950.0 sq.ft.) is required along Sussex Avenue to enable public realm construction to its final standard. The final figure is to be confirmed through a detailed road geometric prior to Third Reading.

A corner truncation (statutory right-of-way or dedication) of 3.0 m (10 ft.) by 3.0 m (10 ft.) at the intersection of the proposed private laneway and the future public laneway; and the proposed private laneway and Sussex Avenue will be required.

- 4.9 Given the site's Town Centre location, and proximity to the Metrotown SkyTrain Station, a parking ratio of 1.1 parking spaces per unit for the market strata units and 0.6 spaces per unit for the non-market rental units is considered appropriate. Of these ratios, 0.1 spaces per unit is for visitor parking. 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.

To supplement the parking standard, the applicant will be providing a comprehensive Transportation Demand Management (TDM) strategy. This will include the provision, or an equivalent to the provision, of the following noted below:

- a transit pass fund equivalent to two zone monthly passes for 15% of the strata residents and 100% of the rental units for two years to encourage an alternative to car use and ownership;
- two secured bicycle parking spaces per unit for both rental and strata residents; and,
- the provision of a fund to support car share, equivalent to one car and space per 100 units, with memberships available to all strata and rental residents. Should a car share program not be available on this site, the value of the vehicles may be utilized toward driving credits for car share, or additional funding for transit pass subsidies. This arrangement would provide access to alternative transportation for a greater number of residents.

The applicant will be required to provide two residential loading stalls to serve both the market strata and non-market rental components of the site. As the planned north/south lane will be provided through future development to the east, only one bylaw standard loading facility, and additional non-standard loading facilities, will be provided at this time along the southern private lane to serve both the market strata and non-market rental components. When the planned north south lane is constructed an additional residential loading facility will be provided in closer proximity to the market strata building. To ensure provision of this requirement, the CD Comprehensive Development Plans will reflect the temporary and ultimate loading condition, a Section 219 Covenant will be registered on title, and a bond in the amount of the loading facility will be deposited with the City.



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A communications strategy that provides all building residents and management companies (i.e. strata lot owners, strata corporation, strata management company, tenants, and rental management company) an understanding of how best to utilize each of the alternative transportation options will be provided as part of the overall Transportation Demand Management Strategy. A Section 219 Covenant and sufficient financial securities will be required to guarantee the provision of these measures.

- 4.10 The developer has committed to demonstrating sustainability through building design, materiality and efficiency (water, energy and waste management) initiatives. Given the adoption of the BC Building Code Step Code the applicant is required to advance the project under Step 2 with a low carbon energy system, or Step 3 with a conventional energy system. The applicant is required to provide an energy model prior to Final Adoption and conduct air tightness testing prior to Final Building occupancy.
- 4.11 Any necessary easements and covenants and statutory rights-of-way for the site are to be provided, including, but not necessarily limited to:
- a Section 219 Covenant guaranteeing access to common amenities located in the market tower, by both market and non-market residents on site;
  - a Section 219 Covenant restricting enclosure of balconies;
  - a Section 219 Covenant preventing stratification of the rental units;
  - a Section 219 Covenant ensuring compliance with the approved acoustical study;
  - a Section 219 Covenant guaranteeing the provision and ongoing maintenance of stormwater management facilities;
  - a Section 219 Covenant ensuring that all accessible parking stalls for persons with disabilities in the underground residential parking areas be held in common property to be administered by the Strata Corporation and Rental Operator;
  - a Section 219 Covenant ensuring the provision of a future residential loading space off the planned north/south lane;
  - a Section 219 Covenant guaranteeing the provision and ongoing maintenance of public art;
  - a Section 219 Covenant ensuring that the density of development of airspace parcels and strata lots comply with the approved CD Zoning for the site and to ensure that the overall site continues to function as a single, integrated development;
  - a Housing Covenant and a Housing Agreement protecting and regulating rent levels and tenure of the non-market rental units;
  - a 6.0 m (19.7 ft.) statutory right-of-way is required along the northern property for a neighbourhood linkage, including construction of a 4.0 m (13.1 ft.) lit pedestrian and cycling path through the site to align with a future linkage to the east; and,

- a statutory right-of-way is required along the private lane which is to be constructed at the south property line.
- 4.12 Due to the proximity of the subject site to Beresford Street, Imperial Street and the SkyTrain, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 4.13 Provision of four separate car wash stalls is required for the residential development.
- 4.14 As the site will be extensively 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.
- 4.15 The submission of a groundwater and stormwater management study. A suitable engineered design to the approval of the Director Engineering will be required for the on-site stormwater and groundwater 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 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.
- 4.17 The submission of a detailed residential loading management plan to the approval of the Director Engineering is required.
- 4.18 Bicycle storage lockers and surface parking racks are to be provided for the residential occupants and visitors of the development.
- 4.19 A Tenant Assistance Plan, in line with Council's adopted policy, has been submitted.
- 4.20 The Climate Action and Energy Division will need to review a submission of a detailed plan of an engineered Sediment Control System prior to Final Adoption.
- 4.21 Applicable Development Cost Charges are:
- a) Parkland Acquisition Charge
  - b) School Site Acquisition Charge
  - c) GVS&DD Sewerage Charge
  - d) Regional Transportation Charge

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**5.0 DEVELOPMENT PROPOSAL**

**5.1 Site Area**

Gross Site Area	-	4,176.36 m <sup>2</sup> (44,954 sq.ft.)
Dedications	-	181.16 m <sup>2</sup> ( 1,950 sq.ft.)
Net Site Area (subject to detailed survey)	-	3,995.20 m <sup>2</sup> (43,004 sq.ft.)

**5.2 Density:**

<i>Strata Density</i> RM4s/RM5s	-	3.85 FAR (including 0.98 FAR amenity bonus)
<u>Affordability Offset Density</u>	-	<u>0.95 FAR</u>
Total Strata Density	-	4.80 FAR

<i>Rental Density</i> RM4r/RM5r	-	0.75 FAR
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**TOTAL FAR - 5.55 FAR**

***Market Residential Tower***

Residential Gross Floor Area	-	20,067.00 m <sup>2</sup> (215,999 sq.ft.)
Residential Amenity Space FAR Exemption	-	359.94 m <sup>2</sup> ( 3,874 sq.ft.)
Adaptable Unit FAR Exemption	-	132.85 m <sup>2</sup> ( 1,430 sq.ft.)
Mechanical FAR Exemption	-	218.87 m <sup>2</sup> ( 2,356 sq.ft.)

***Non-Market Rental Apartment Building***

Non-Market Residential Gross Floor Area	-	3,129.61 m <sup>2</sup> (33,687 sq.ft.)
Residential Amenity Space FAR Exemption	-	29.21 m <sup>2</sup> ( 314 sq.ft.)
Adaptable Unit FAR Exemption	-	23.25 m <sup>2</sup> ( 250 sq.ft.)
Mechanical FAR Exemption	-	99.46 m <sup>2</sup> ( 1,071 sq.ft.)

**TOTAL GROSS FLOOR AREA - 23,196.61 m<sup>2</sup> (249,686 sq.ft.)**

Site Coverage: - 40.03 %

**5.3 Height: - 30 Storeys (Strata Building)  
4 Storeys (Rental Building)**

5.4 Unit Mix:

**Market Residential Tower**

28 – Studio units	-	37.5 m <sup>2</sup> (404 sq.ft.)
56 – 1 Bedroom units (P11e)	-	51.1 – 52.25 m <sup>2</sup> (550 – 562 sq.ft.)
28 – 1 Bedroom units (P11e and adaptable)	-	51.1 – 52.25 m <sup>2</sup> (550 – 562 sq.ft.)
29 – 1 Bedroom + Den units	-	56.13 m <sup>2</sup> (604 sq.ft.)
29 – 2 Bedroom units	-	74.11 m <sup>2</sup> (798 sq.ft.)
28 – 2 Bedroom units (adaptable)	-	71.43 – 80.65 m <sup>2</sup> (769 – 868 sq.ft.)
56 – 2 Bedroom + Den units	-	74.46 – 89.58 m <sup>2</sup> (802 – 964 sq.ft.)
01 – 2 Bedroom + Den units (adaptable)	-	89.58 m <sup>2</sup> (964 sq.ft.)
28 – 3 Bedroom	-	100.3 m <sup>2</sup> (1,077 sq.ft.)
<u>02 – 3 Bedroom + Den</u>	-	138.84 m <sup>2</sup> (1,495 sq.ft.)
<b>285 Total Strata Units</b>		

**Non-Market Rental Building**

04 - Studio units (P11e)	-	31.03 m <sup>2</sup> (334 sq.ft.)
31 - 1 Bedroom units (P11e)	-	50.21– 55.18 m <sup>2</sup> (541 – 594 sq.ft.)
08 - 1 bedroom units (P11e and adaptable)	-	50.21 m <sup>2</sup> (541 sq.ft.)
03 - 2 bedroom units (P11e and adaptable)	-	65.59 m <sup>2</sup> (706 sq.ft.)
<u>07 - 2 bedroom units (P11e)</u>	-	66.85 – 69.02 m <sup>2</sup> (720 – 743 sq.ft.)
<b>53 Total Non-Market Rental Units</b>		

**338 Total Units**

5.5 Vehicle Parking

**Market Residential Tower and Townhouses**

285 units @ 1.1 spaces per unit: 314 spaces required and provided

**Non-Market Rental Apartment Building**

53 units @ 0.6 spaces per unit: 32 spaces required and provided

5.6 Bicycle Parking/Storage Area

**Residential Bicycle Parking**

338 units @ 2 spaces per unit: **Required and Provided**  
 Required: 676 spaces  
 Provided: 682 spaces

**Visitor Bicycle Parking**

338 units @ 0.2 spaces per unit: **Required and Provided**  
 Required: 68 spaces  
 Provided: 68 spaces


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5.7 Loading

Residential loading - 2 spaces required

5.8 Communal Facilities  
(Excluded from FAR Calculations)

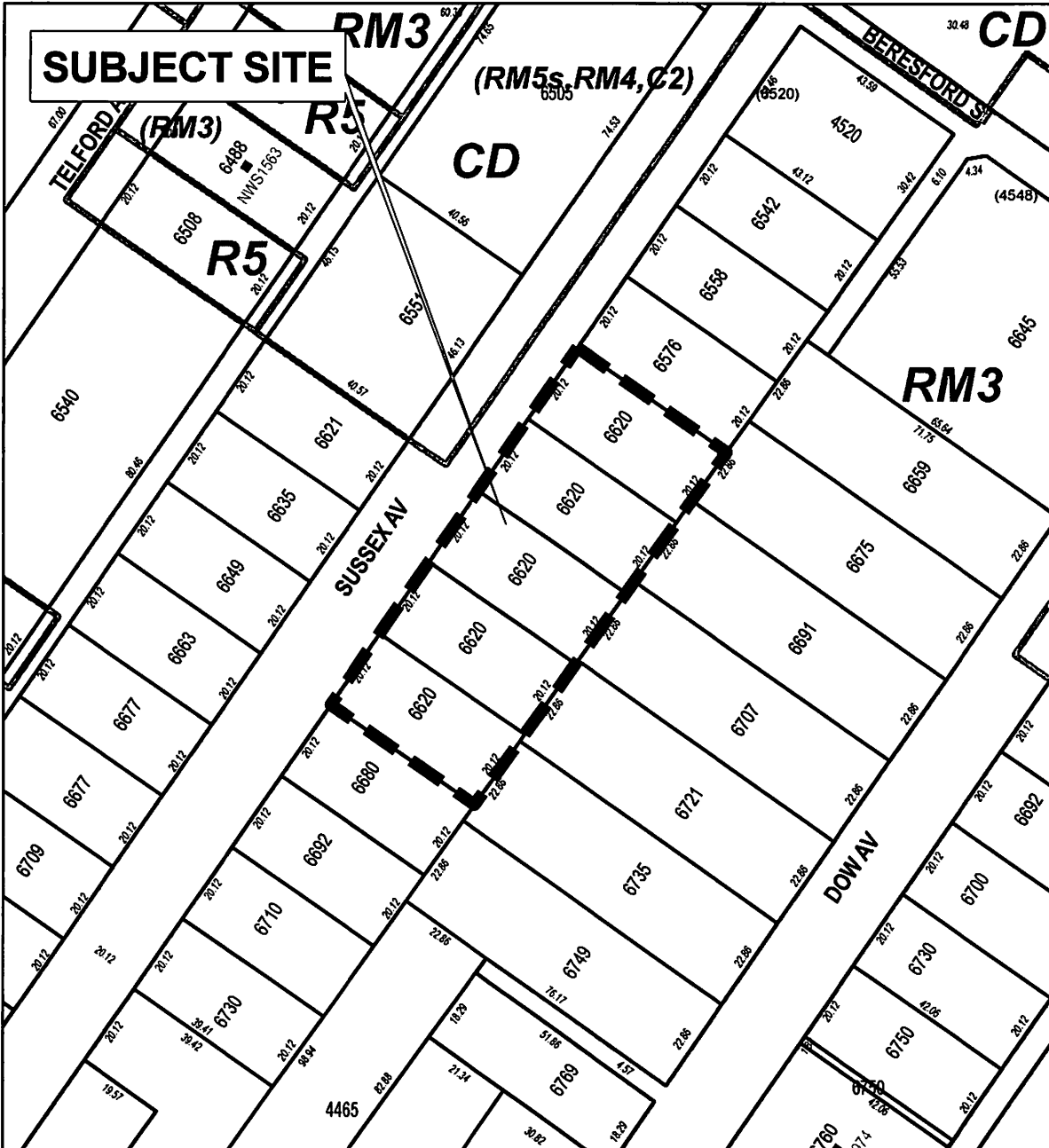
Common amenity facilities for market strata development are located on levels one, two and 30. Level one includes an amenity lobby, seating area, health and fitness space, yoga studio, multi-purpose room, lounge and mail room; level two includes a breakout meeting room; and level 30 includes a rooftop amenity intended for urban agriculture. Common amenity facilities for the non-market development includes a lobby, a mail area, and a small meeting room. Residents of the non-market rental building, will have unrestricted access and use of the aforementioned amenities located on levels one and two in the residential strata tower. Collectively, these amenity areas amount to 370.32 m<sup>2</sup> (3,986 sq. ft.), which is less than 5% of Gross Floor Area permitted to be exempted as amenity space within the Zoning Bylaw.




  
E. W. Kozak, Director  
PLANNING AND BUILDING

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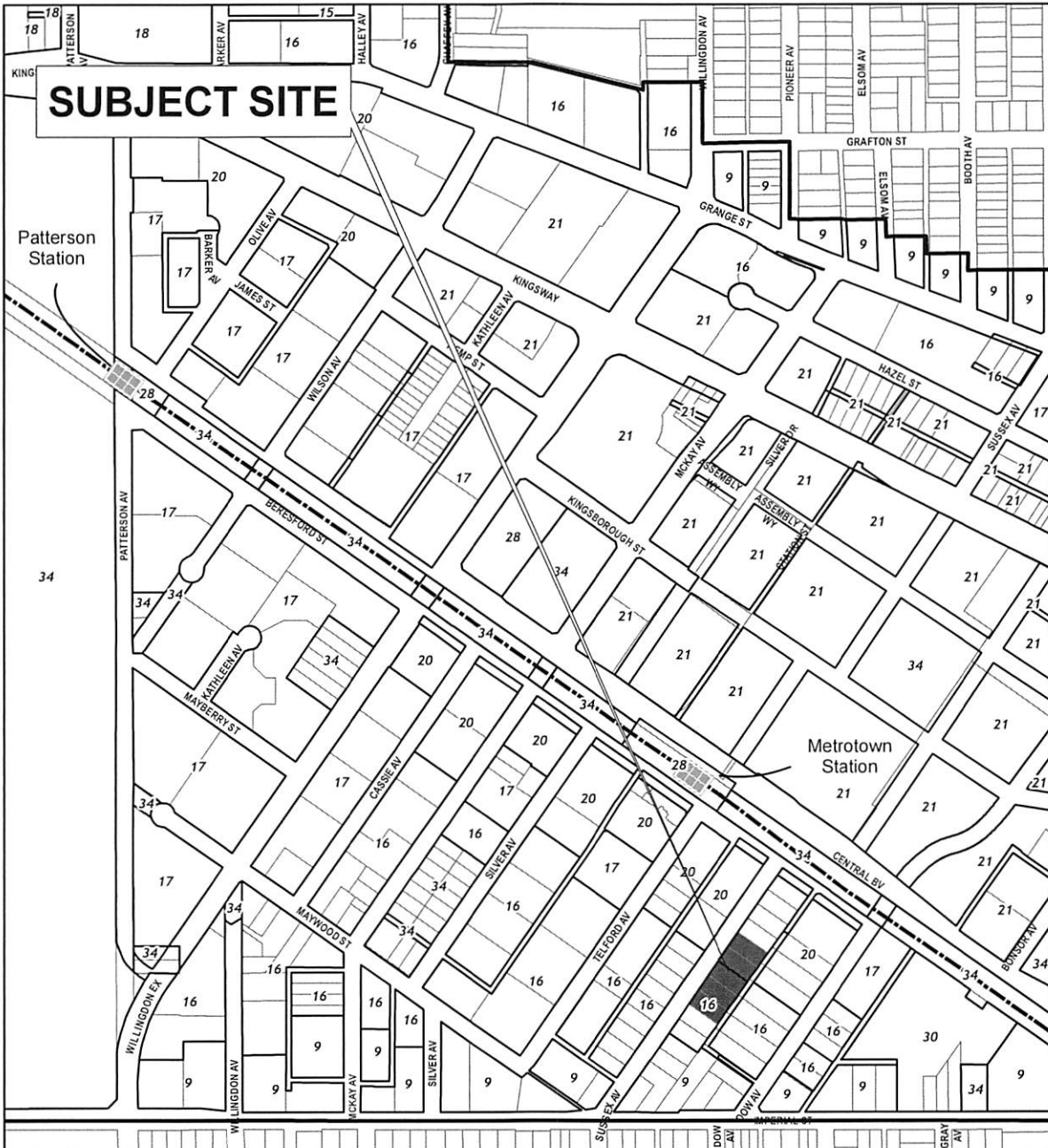
**Attachments**

cc: City Solicitor  
City Clerk



 <p>City of Burnaby</p>	<p>PLANNING &amp; BUILDING DEPARTMENT</p> 
<p>Date: FEB 09 2021</p>	<p>REZONING REFERENCE#18-20 6620 SUSSEX AVENUE</p>
<p>scale: 1:1,500</p>	 Subject Site
<p>Drawn By: JS</p>	

Sketch #1

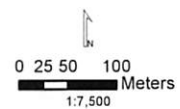


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| <b>9</b> Medium Density Residential (RM3s) | <b>20</b> High Density Mixed Use (RM5s/C2) |
| <b>15</b> High Density Residential (RM5)   | <b>21</b> High Density Mixed Use (RM5s/C3) |
| <b>16</b> High Density Residential (RM4s)  | <b>28</b> Institutional                    |
| <b>17</b> High Density Residential (RM5s)  | <b>30</b> Public School (P3)               |
| <b>18</b> High Density Mixed Use (RM4s/C2) | <b>34</b> Park and Public Use (P3)         |
| <b>19</b> High Density Mixed Use (RM4s/C3) |  |



Planning and Building Dept

## Metrotown Plan



Printed on February 9, 2021

Sketch #2