



CITY OF BURNABY
ZONING BYLAW AMENDMENTS
PUBLIC HEARING

The Council of the City of Burnaby hereby gives notice that it will hold a public hearing

TUESDAY, 2015 MARCH 31 AT 7:00 PM

in the Council Chamber, Main Floor, City Hall to receive representations in connection with the following proposed amendments to "Burnaby Zoning Bylaw 1965".

A G E N D A

<u>CALL TO ORDER</u>	<u>PAGE</u>
<u>ZONING BYLAW AMENDMENTS</u>	
1) <u>BURNABY ZONING BYLAW 1965,</u> <u>AMENDMENT BYLAW NO. 8, 2015 – BYLAW NO. 13454</u>	1
Rez. #14-41	
7868 Government Road	
From: R1 Residential District	
To: R1a Residential District	
The purpose of the proposed zoning bylaw amendment is to permit construction of a single family dwelling with a gross floor area beyond that currently permitted under the prevailing zoning.	
2) <u>BURNABY ZONING BYLAW 1965,</u> <u>AMENDMENT BYLAW NO. 9, 2015 – BYLAW NO. 13455</u>	9
Rez. #12-07	
1735, 1763 Douglas Road and 1710 Gilmore Avenue	

From: M1 Manufacturing District

To: CD Comprehensive Development District (based on the RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled “Aviara II” prepared by Integra Architecture Inc. and IBI Group Inc.)

The purpose of the proposed zoning bylaw amendment is to permit the construction of a 42 storey apartment building and two 4-6 storey low rise apartment buildings.

3) **BURNABY ZONING BYLAW 1965,**
AMENDMENT BYLAW NO. 10, 2015 – BYLAW NO. 13456

23

Rez. #14-45

AREA 1:

4710/4780/4810/4846 Moscrop Street;
Portion of 4886/4960/5020/5040/5060 Moscrop Street;
5119/5139/5169/5120/5140/5170 Thyme Street;
5021/5041/5061/5081/4976/5080/5120/5180/5125/5145/5165 Grassmere Street;
5246/5276/5326 Nelson Avenue;
5009/5011/5015/5019/5039/5049/5069/5091/5155/5010/5016/5020/5030/
5050/5070/5090/5150 Farwell Street;
4991/5011/5051/5091/5409/5429 Royal Oak Avenue;
Additional City-Owned properties occupied by Deer Lake Parkway:
5120/5140/
5170 Price Street;
4921/4951 Royal Oak Avenue;

AREA 2:

5010 Royal Oak Avenue;
5315/5375/5415/5475/5485/5525/5585/5631/5681/5717/5761/5843/5863/
5925/5989/5988 Grassmere Street;
5988 Gilpin Street;
4899 Iris Avenue;
Unopened road right-of-way Portion of Price Street north of the following addresses:
4920 Royal Oak Avenue;
5276 Price Street;
5315/5375/5415/5475/5485/5525/5585/5631/5681/5717/5761 Grassmere Street;

AREA 3:

6110/6260 Deer Lake Avenue;
4827/4828/4837/4846/4857/4868/4883/4896/4893 Rowan Avenue;
6137 Price Street;
Portion of 4949 Canada Way (East of Century Parkway);

AREA 4:

5155/5165 Sperling Avenue;

AREA 5:

6088 Dufferin Avenue

From: A2 Small Holdings District, RI, R2 and R4 Residential Districts and P2 Administration and Assembly District

To: P3 Park and Public Use District

The purpose of the proposed zoning bylaw amendment is to bring the zoning of the subject City-owned properties into conformance with approved park/conservation designation and their current use. This rezoning is being advanced as an “administrative housekeeping” matter, and as such, there is no change of use or development being proposed with the rezoning proposal.

All persons who believe that their interest in property is affected by a proposed bylaw shall be afforded a reasonable opportunity to be heard or to present written submissions respecting matters contained in the bylaw. Written submissions may be presented at the Public Hearing or for those not attending the Public Hearing must be submitted to the Office of the City Clerk prior to 4:45 p.m. the day of the Public Hearing. Please note all submissions must contain name and address which will become a part of the public record.

The Director Planning and Building’s reports and related information respecting the zoning bylaw amendments are available for public examination at the offices of the Planning Department, 3rd floor, in Burnaby City Hall.

Copies of the proposed bylaws may be inspected at the Office of the City Clerk at 4949 Canada Way, Burnaby, B.C., V5G 1M2 from 8:00 a.m. to 4:45 p.m. weekdays from Wednesday, 2015 March 18 to Tuesday, 2014 March 31.

**NO PRESENTATIONS WILL BE RECEIVED BY COUNCIL
AFTER THE CONCLUSION OF THE PUBLIC HEARING**

D. Back
CITY CLERK

CITY OF BURNABY
ADVISORY PLANNING COMMISSION

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: PROPOSED ZONING BYLAW AMENDMENTS

The Advisory Planning Commission met on Thursday, 2015 March 19 to review the proposed Zoning Bylaw Amendments which appear on the agenda for the Public Hearing (Zoning) scheduled for 2015 March 31 at 7:00 p.m.

The Advisory Planning Commission wishes to advise that it SUPPORTS the following Zoning Bylaw Amendments, namely:

“Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 8, 2015”
Bylaw No. 13454 - Rez. #14-41

“Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 9, 2015”
Bylaw No. 13455 - Rez. #12-07

“Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 10, 2015”
Bylaw No. 13456 - Rez. #14-45

Respectfully submitted,

Valentin Ivancic
Chair



Item
Meeting 2015 March 02

COUNCIL REPORT

TO: CITY MANAGER 2015 February 25

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **REZONING REFERENCE # 14-41**
Proposed single family residence

ADDRESS: 7868 Government Road (see *attached* Sketch #1)

LEGAL: Lot A, D.L. 42, Group 1, NWD Plan EPP45856

FROM: R1 Residential District

TO: R1a Residential District

APPLICANT: Michael Green Architecture
63 E. Cordova Street
Vancouver, BC V6A 1K3
(Attn: Michael Green)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2015 March 31.

RECOMMENDATIONS:

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2015 March 09 and to a Public Hearing on 2015 March 31 at 7:00 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 registration of a Section 219 Covenant requiring the land to be developed in accordance with the approved building and landscape plans.
 - c) 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.

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REPORT

1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit construction of a single family dwelling with a gross floor area beyond that currently permitted under the prevailing zoning.

2.0 BACKGROUND

- 2.1 The subject property is located in a single family residential neighbourhood in the Government Road area. The property is bordered on the east by a row of single family homes fronting Piper Avenue; to the south by Kentwood Street, which is partially constructed; to the west by an undeveloped lot and a single family residential lot, both of which are owned by the applicant; and to the north by Seaforth Elementary School. Nearby residences are generally larger two storey homes, some of which have outdoor recreational facilities such as swimming pools.
- 2.2 The neighbourhood is primarily zoned R1 Residential District. The lot at 7750 Government Road, located approximately 100 m west of the subject property, was rezoned to the R1a District in 1999 (Rezoning Reference #98-44). The lot at 3821 Piper Avenue is zoned P1 Neighbourhood Institutional District and contains a child care facility. The Official Community Plan designates the subject site and surrounding area for Single Family Suburban residential use.
- 2.3 The subject lot consists of two lots that were consolidated in 2014. The lots previously contained single family dwellings, one of which was demolished in 2007 and the other in 2014. The consolidated lot is currently vacant.
- 2.4 On 2014 November 24, Council received the report of the Planning and Building Department concerning the proposed 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. The applicant has now submitted a plan of development suitable for presentation to a Public Hearing.

3.0 GENERAL COMMENTS

- 3.1 The applicant proposes rezoning of the site to the R1a District to allow for construction of an approximately 2,566.45 m² (27,625 ft²) one-storey residence with two cellar levels and an attached three car garage. The proposal also includes an approximately 557 m² (6,000 ft²) outdoor patio area with swimming pool; a tennis court; and an approximately

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55.74 m² (600 ft²) accessory service building with an approximately 55.74 m² (600 ft²) covered area. Vehicular access is proposed via a porte-cochere driveway from Government Road and a secondary driveway from Kentwood Street at the rear of the property.

The proposed main floor and a portion of the lowest cellar level contain overheight ceilings. Section 6.20(4) of the Zoning Bylaw requires that the gross floor area of any space with ceiling heights greater than 3.7 m (12.1 ft.) be counted twice, with the exception of the first 9.3 m² (100.1 ft²) of each space. The proposed gross floor area, calculated by this method, is 4,241.95 m² (45,660 ft²) and the proposed above grade floor area is 1,935.63 m² (20,835.00 ft²).

3.2 Under the R1a District, each lot shall have an area of not less than 1,350 m² (14,531.8 ft²) and a width of not less than 34 m (111.6 ft.). The subject property has a lot area of approximately 9,303.71 m² (2.3 acres) and a width of 70.41 m (231 ft.), which exceeds the lot area and width requirements of the R1a District. With regard to development density, the proposed R1a District provides for a maximum FAR of 0.60 on lots, such as the subject site, that have a minimum width of 37 m. If applied to the subject property, 0.60 FAR would permit a maximum gross floor area of 5,582.23 m² (60,086.62 ft²) subject to legal survey.

3.3 On 1989 January 03, Council adopted design guidelines for assessing single-family development proposals in the R "a" Residential Districts. The following is an assessment of the proposed development based on these guidelines:

i) *Limit the scale of the dwelling to a two-storey appearance or to the scale of the neighbouring dwellings, whichever is less.*

The proposed dwelling generally presents a one and a half storey appearance, with building heights ranging from 4.27 m (14 ft.) at the north entry and the east and west wings; and increasing in the central portion of the residence to 8 m (26.3 ft.) at the front elevation and 9.6 m (31.5 ft.) at the rear elevation. This portion of the building exceeds the 7.4 m (24.3 ft.) maximum permitted height for flat roofed buildings in the R1 District. However, this exceedance is mitigated by several factors. First, the overheight portions of the building consist primarily of flat roof canopy and clerestory glazing in the center of the building, which provide no overlook and have minimal massing impacts on neighbouring properties to the west and east. The south elevation, where the massing of the overheight element is the greatest, provides a 76.66 m (251.5 ft.) set back from the south property line. In addition, the north elevation is measured from a grade that is approximately 2 m (6.6 ft.) below the grade of the adjacent frontage road, such that the height of this elevation will appear significantly lower than measured.

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Given these mitigating factors, the overall appearance of the proposed residence is consistent with this guideline.

- ii) *Maintain the existing pattern of front yard setbacks established along the street frontage, if the prevailing setback pattern is beyond the minimum required in the "R" District regulations.*

The proposed development includes an approximately 17.3 m (56.7 ft.) front yard setback from Government Road, which exceeds the front yard setbacks on neighbouring properties.

- iii) *Require a minimum rear yard setback of 35% of the depth of the lot and limit the depth of the dwelling to a maximum of 18.30 meters (60.0 feet).*

The proposed development provides an approximately 76.66 m (251.5 ft.) rear yard setback for the principal building, which constitutes 58% of the lot depth. However, the proposed depth of the principal building is approximately 35.4 m (116 ft.), which significantly exceeds the recommended maximum depth. The intent of the recommended limit on depth is to prevent the visual intrusion and sense of confinement that a long building wall can impose on neighbouring properties. In this regard, the impacts of the proposed building depth are mitigated by the design of the dwelling and associated landscape features.

Specifically, the dwelling features low roof heights on both the east and west wings, nearest the adjacent property lines, with only the central roof elements extending above 4.27 m (14 ft.). These roof elements, excluding the structural components, are clerestories that let in light but do not afford views from the floor level below. Thus while the massing of the building is concentrated in the center of the lot, this massing is lightened by the use of glazing rather than solid walls. The depth of this element is approximately 10.4 m (34 ft.), with an additional 6.1 m (20 ft.) overhang, which is less than the recommended building depth. Generous side setbacks and extensive landscaping in the side yards further reduce impacts on the neighbouring properties.

- iv) *Encourage the side yard setbacks for the development under R "a" zoning to be doubled from that required in the pertinent "R" District zone.*

The R1 District requires a minimum setback of 2.4 m (7.9 ft.) on each side, with a sum of side yard setbacks totaling at least 5.5 m (18.0 ft.). The proposed development provides a west side setback of 7.4 m (24.1 ft.) and an east side setback of 14.2 m (46.6 ft.), for a total of all side setbacks of 21.6 m (70.7 ft.).

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The proposed setbacks therefore significantly exceed those recommended in this guideline.

- v) *Encourage modeling and faceting by means such as indentations or additional setbacks, bay windows, balconies, porches and some variation in roof lines – particularly for any building face adjacent to a street.*

The design of the proposed residence incorporates significant faceting and variation in roof lines. The exterior finishing, which includes both glazing and metal and stone cladding, adds further variation to the design.

- vi) *Eliminate large and excessive numbers of windows or active deck areas which are in close proximity to neighbouring dwellings.*

The proposed development features a perimeter wall, such that only the uppermost portions of the windows overlook neighbouring properties. These windows are further screened by landscaping. Glazing on the central clerestory overlooks the neighbouring properties; however, this glazing does not afford views from the floor level below. The proposed patio is primarily located between the eastern and western wings of the building, with the exception of the southernmost portions. This area is sufficiently distant from the adjoining rear yards of neighbouring properties to pose little risk of significant impacts.

- vii) *Encourage the preservation of as much existing landscaping and mature trees as possible and the provision of appropriate new soft landscaping while avoiding an excessively hard, urban look to the site.*

The applicant has submitted a landscaping plan that features a perimeter hedge, perimeter wall, and extensive planting in the interior of the site. The proposed perimeter wall is 2.4 m – 3.7 m (8 ft. – 12 ft.) high and thus exceeds the maximum fence heights permitted by Section 6.14 of the Zoning Bylaw. This wall is required for security purposes and will be softened by hedges along its exterior faces. An approximately 25 m (82 ft.) tall conifer at the front property line will be retained; however, two deciduous trees along the eastern property line may be removed in response to comments made during neighbourhood consultation undertaken by the applicant. The proposed landscaping will soften the appearance of the site and largely obscure the proposed residence.

Overall, the proposed development is generally consistent with the guidelines for assessing single family dwellings in the R1a District. While the proposed development exceeds the recommended building depth and height, it provides design solutions that address the concerns that underlie the intent of the guideline.

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- 3.4 The Planning Department has been advised that the owner has approached the residents in the neighbourhood regarding the proposed rezoning of the subject property, and has received general support for the proposed development.
- 3.5 The City Engineer will assess the need for any further required services to the site, including, but not limited to:
- construction of a sanitary sewer to service the site;
 - construction of a new storm sewer on Kentwood Street; and
 - any required road and curb works.
- 3.6 The owner will be required to register a Section 219 Covenant to restrict the development of the property to that presented at the Public Hearing.
- 3.7 Approval of the proposed building height, building depth, and perimeter fence height is subject to a successful appeal to the Board of Variance following Final Adoption of the proposed rezoning bylaw. Adoption of the rezoning bylaw prior to Board of Variance review is necessary to provide the required density for the proposal.
- 3.8 Submission of a legal survey verifying lot area is required.

4.0 DEVELOPMENT PROPOSAL

- 4.1 Site Area (subject to detailed survey) - 9,303.71 m² (2.3 acres)
- 4.2 Lot Coverage
- | | | |
|---------------------------|--------|--|
| Permitted in R1a District | 40.0% | - 3,721.48 m ² (0.92 acres) |
| Proposed | 12.7 % | - 1,189.16 m ² (0.29 acres) |
- 4.3 Floor Area Ratio
- | | |
|-----------|------------|
| Permitted | - 0.60 FAR |
| Proposed | - 0.46 FAR |
- 4.4 Gross Floor Area
- | | |
|-----------|---|
| Permitted | - 5,582.23 m ² (60,087 ft ²) |
| Proposed | - 4,241.95 m ² (45,660 ft ²) |
- 4.5 Above Grade Floor Area
- | | |
|-----------|--|
| Permitted | - 3,721.48 m ² (40,057.72 ft ²) |
| Proposed | - 1,935.63 m ² (20,835.00 ft ²) |

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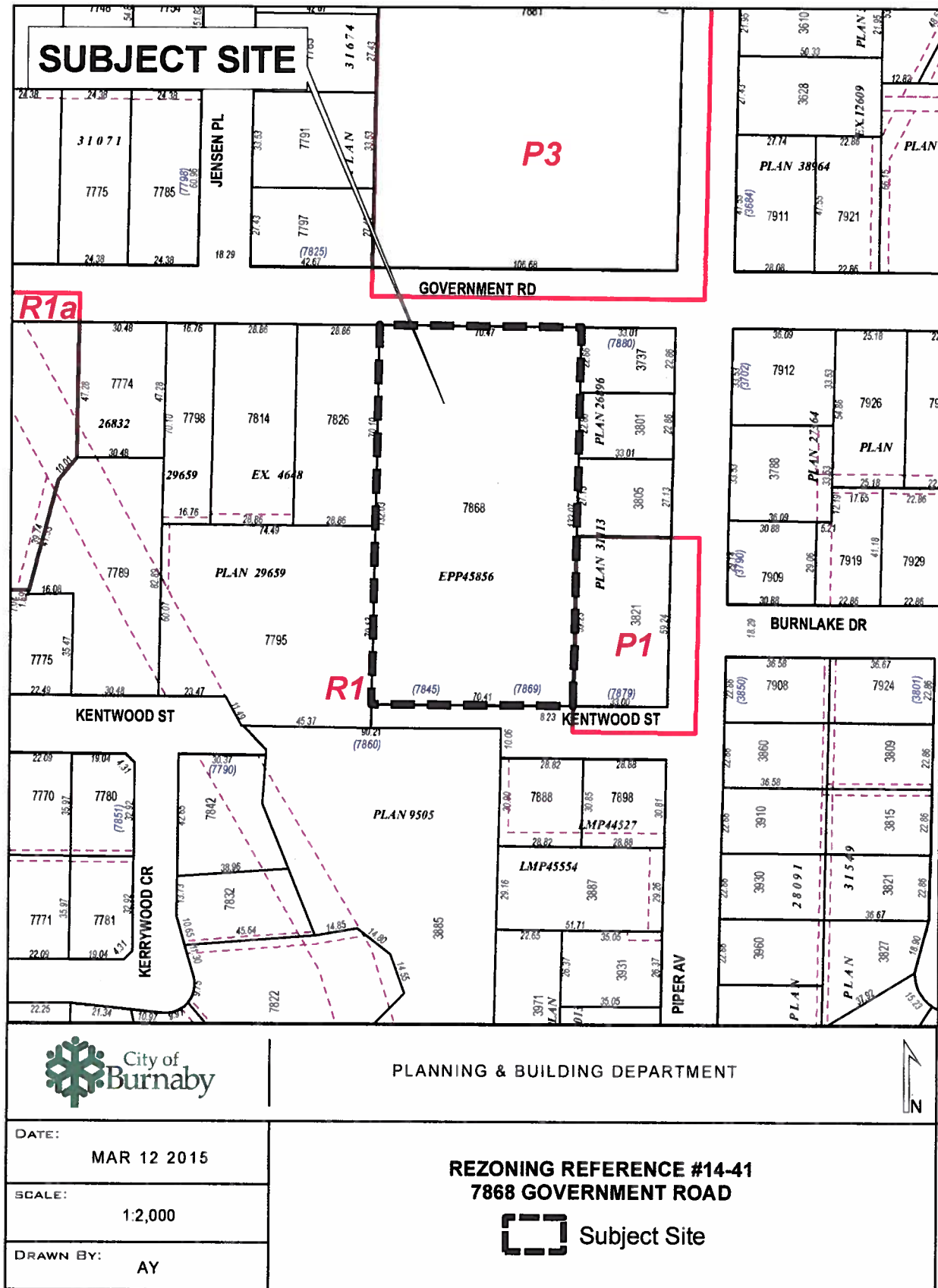
- 4.6 Proposed Dwelling Space - 2,566.45 m² (27,625 ft²)
- 4.7 Building Height
- | | |
|-----------|--------------------|
| Permitted | - 7.4 m (24.3 ft.) |
| | - 2.5 storeys |
| Proposed | - 9.6 m (31.5 ft.) |
| | - 1 storey |


 Lou Pelletier, Director
 PLANNING AND BUILDING

LF:tn
Attachment

cc: City Manager
 Director Engineering
 City Solicitor
 City Clerk

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Item
Meeting 2015 March 02

COUNCIL REPORT

TO: CITY MANAGER 2015 February 25

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **REZONING REFERENCE #12-07**
High Rise Apartment Tower and Ground Oriented Apartments

ADDRESS: 1735, 1763 Douglas Road and 1710 Gilmore Avenue
 (see *attached* Sketches #1 and #2)

LEGAL: Parcel "A" (Explanatory Plan 9664), Lots' 2 & 3 , DL 120, Group 1, NWD Plan 3482; Lot 3 Except Part in Parcel "A" (Explanatory Plan 9664), DL 120, Group 1, NWD Plan 3482; Lot "C", DL 120, Group 1, NWD Plan 13545

FROM: M1 Manufacturing District

TO: CD Comprehensive Development District (based on the RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "Aviara II" prepared by Integra Architecture Inc. and IBI Group Inc.)

APPLICANT: LM Aviara Communities Ltd.
 3rd Floor, 1285 West Pender Street
 Vancouver, BC V6E 4B1
(Attention: Jeff Chong)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2015 March 31.

RECOMMENDATIONS:

1. **THAT** the predecessor Rezoning Bylaw, Amendment Bylaw No. 29/13, Bylaw #13245, be abandoned contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.
2. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2015 March 09, and to a Public Hearing on 2015 March 31 at 7:00 p.m.
3. **THAT** the following be established as prerequisites to the completion of the rezoning:
 - a. The submission of a suitable plan of development.

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- 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. Demolition of any improvements will be permitted after Second Reading of the Rezoning Bylaw has been granted provided that the applicant acknowledges that such permission does not fetter Council's ability to grant or not to grant Third Reading and/or Final Adoption of the Rezoning Bylaw. In addition, the demolition of any improvements will be permitted at any time if they are vacant and considered by staff to be subject to misuse and vandalism.
- e. The utilization of an amenity bonus through the provision of a \$11,027,161 cash in-lieu contribution in accordance with Section 3.2 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 enclosure of balconies; indicating that project surface driveway access will not be restricted by gates; guaranteeing the provision and maintenance of public art; ensuring that the density of development of air space 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; ensuring the provision and ongoing maintenance of co-op cars; ensuring the provision and on-going maintenance of EV plug-in stations; providing that all disabled parking to remain as common property, restricting the use of guest rooms; and ensuring compliance with the submitted acoustical analysis.
- h. The dedication of any easements or rights-of-way deemed requisite.
- i. The design and provision of units adaptable to persons with disabilities with allocated handicap parking spaces protected by a Section 219 Covenant.
- j. The undergrounding of existing overhead wiring abutting the site.
- k. Compliance with the Council-adopted sound criteria.

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- l. The provision of covered car wash stalls and adequately sized and appropriately located garbage handling and recycling material holding space and a commitment to implement the recycling provisions.
- m. The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
- n. The review of on-site residential loading facilities by the Director Engineering.
- o. The submission of a Site Profile and resolution of any arising requirements.
- p. The provision of facilities for cyclists in accordance with this report.
- q. The review of a detailed Sediment Control System by the Director Engineering.
- r. Compliance with the guidelines for underground parking for visitors.
- s. 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.
- 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 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

1.0 REZONING PURPOSE

The purpose of this rezoning is to permit the construction of a 42 storey apartment building and two 4-6 storey low rise apartment buildings.

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2.0 BACKGROUND

- 2.1 On 2012 March 19, 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.
- 2.2 On 2013 October 29, Public Hearing was held for a 52 storey high-rise building and two 4-6 storey low rise apartment buildings with a total density of 5.0 FAR, inclusive of a 1.6 FAR Density Bonus. Second Reading of the rezoning was granted on 2013 November 04.
- 2.3 Subsequent to Second Reading, the applicant initiated the detailed structural design of the building on this site. Through this design work it became apparent to the applicant that the structure required to support the specific building form for the proposed 52 storey building would be inefficient and uneconomical. As a result, the applicant has redesigned the tower and reduced its height to 42 storeys, with a reduced development density. Given the change in form and density of the tower, the rezoning is required to be forwarded to a new Public Hearing.
- 2.4 The site is comprised of three lots including 1735, 1763 Douglas Road and 1710 Gilmore Avenue (see *attached* Sketches #1 and #2), all of which are currently zoned M1 Manufacturing District. The properties at 1735 and 1763 Douglas Road are occupied by two older industrial buildings and 1710 Gilmore Avenue is currently occupied by the Aviara I residential sales centre. The Aviara I development site is located directly to the east at 4153 Halifax Street and is currently under construction. Vehicular access to the subject site is currently taken from Gilmore Avenue, Halifax Street and Douglas Road.
- 2.5 The Brentwood Town Centre Development Plan designates the subject site for high-density multiple-family development (RM5s). In accordance with the Council-adopted policy regarding application of 's' category zoning, the development is subject to there being significant community benefits, a sustainable redevelopment approach, exceptional public realm improvements, a high quality urban design and superior architectural expression derived from the project. This site is also considered suitable for the proposed development given its strategic location in relation to the Millennium SkyTrain line and the nearby Gilmore SkyTrain station.

 In terms of the governing allowable density for the site, the maximum allowable floor area ratio would be 5.0 FAR applicable to the net site; this is inclusive of an available 1.6 FAR amenity bonus.
- 2.6 Burnaby has and continues to benefit from some very sound planning principles established early on in the City's development. Key to these is the Official Community Plan's designation of four Town Centres areas within the City which have and are intended to continue to accommodate a significant portion of the City's population and job growth, and which provide locations for the provision of community amenities going forward.

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The creation of Town Centres at Metrotown, Brentwood, Edmonds and Lougheed have served the City well in protecting single- and two-family residential neighbourhoods from pressures to accommodate new growth, and have also allowed the City to preserve a significant component of its land base for park and open space. At the same time, they contribute to Regional Planning objectives, established by Metro Vancouver in the Regional Growth Strategy, that are of benefit both locally and more broadly. Within Burnaby, and other neighbouring cities, Town Centres are helping to meet regional goals to reduce pressures for development of habitat and agricultural lands, to focus jobs, people and services in walkable neighbourhoods that are and can be efficiently served by transit, and to reduce overall demands for travel by car with direct benefits to the environment, economy and the quality of life in the Region.

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

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

- 2.7 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 42-storey apartment tower (formerly 52-storeys), above ground oriented townhousing at the corner of Halifax Street and Gilmore Avenue, and two 4 to 6 storey low-rise apartment buildings located along the Gilmore Avenue and Douglas Road frontages. The proposed low-rise buildings are unchanged from the previous proposal and range in height from 4-storeys on the upper part of the site to 6-storeys on the lower part of the site. The bottom two levels of the low-rises will be constructed out of concrete with apartment/townhouse units facing the street (with structured parking behind), and 4 levels of wood frame above. The proposed development concept provides a strong street-oriented relationship to its three bounding street frontages, as well as a strong contextual relationship to surrounding, existing and planned development.

A total of 520 apartment units are proposed (formerly 595 units). Unit sizes remain consistent with the previous proposal, with a suitable mix of one, two and three bedroom units, both with and without dens. All required parking is proposed to be located underground or within the structure, with some additional surface convenience stalls provided. Vehicular access is to be taken from Gilmore Avenue and Douglas Road as previously approved. Overall, the subject proposal exemplifies exceptional urban design and architectural expression related to the building's siting, massing, pedestrian orientation and materiality; meeting the standard expected for 's' Category development in the City's Town

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Centre areas. The low-rise buildings engage adjacent streets and public realm through individual unit accesses on the ground level, extensive use of wood detailing, and articulated rooflines, which also adds interest to the streetscape.

The tower form is architecturally integrated with the ground plane, with terraced townhousing and flats relating to the site's proposed low-rise buildings. The tower has been completely redesigned, and although 10 storeys shorter than previously proposed, it is equally expressive in its form. Similar to the previous concept, in contrast to the more rectilinear nature of the existing and proposed buildings surrounding the site, the tower has a unique curvature which gives the impression the building is rotating, with vertical fins on the north and south façades that are tapered in the middle, giving the building a sense of vertical movement.

Below is a brief summary of the previous and current development proposal for the subject site.

	Buildings	Units	Total FAR	Tower	Low-rise
Previous Proposal	3	595	5.0 (1.6 bonus)	52 storeys	4-6
Current Proposal	3	520	4.41 (1.33 bonus)	42 storeys	4-6

As noted, special consideration was given to the siting, scale and orientation of the buildings on site in order to maximize open space and spatial separation between buildings and to provide improved sightlines through the site. The amended design being more square in nature, improves sightlines from the east, and changes sightlines from the south, as compared to the previous design which was a curved rectangle. The site is large enough to accommodate up to three residential towers of approximately 25 storeys in height. However, the applicant and project consultants were encouraged to accommodate as much density as possible within a low rise form and to pursue only one tower in consideration of sightline objectives for existing developments to the south and east. The tower's proposed placement at the corner of Halifax Street and Gilmore Avenue is maintained as this location remains most suitable, as it is the lowest part of the site, minimizes sightline impacts and reduces shadowing of Willingdon Heights Park and the Masonic Cemetery.

To complement the built form, a progressive landscape treatment is proposed for the bounding streets including separated bicycle and pedestrian facilities on Gilmore Avenue and Douglas Road, and separated sidewalks along Halifax Street, both complete with Rainwater Management Amenities (RMAs) to help soften the urban environment. Substantial on-site landscaping is also proposed including a treed auto court, as well as terraced gardens and water features. A significant public art piece will be provided at the corner of Gilmore Avenue and Halifax Street, acting as a strong visual reference to the proposed development and as a gateway element into the Brentwood Town Centre from the west.

The applicant has submitted a Transportation Study to support the proposed development. The access points noted on Gilmore Avenue and Douglas Road are consistent with the City's objectives for the site. Through the site's servicing, the completion of the First Avenue

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connector will be undertaken, including the provision of left turn lanes and traffic signals to help complete the local road network. With the future advancement of the development to the south across Halifax Street (Rezoning Reference #12-21), a new signalized intersection will be constructed at Halifax Street and Gilmore Avenue, and Halifax Street itself will be improved to its full standard to further accommodate traffic flow within the immediate area.

In line with the previous proposal, a parking ratio of 1.2 spaces per unit (0.1 of which is for visitor parking) is proposed, which exceeds the Burnaby Zoning Bylaw parking ratio of 1.1 spaces per unit (0.1 of which is for visitor parking). The developer has also provided for transportation alternatives. First, given the subject site's proximity to the Gilmore SkyTrain station, 156 (30% of total units provided) transit passes (two zones) will be subsidized (60%) for minimum of two years, to be administered by a financial trust company, 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. The development will provide memberships to all residents in MODO (Car Co-op) and the provision of three car co-op vehicles and associated parking spaces for use by the development. Finally, the development will provide 52 Electric Vehicle (EV) plug-in stations (10% of the residential parking) including all necessary wiring, electrical transformer and mechanical ventilation modifications. This arrangement would provide greater access to alternative transportation for a greater number of residents. 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. A Section 219 Covenant and sufficient financial securities will be required to guarantee the provision and ongoing maintenance of co-op cars and EV Plug-in stations

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 Given the site's Town Centre location, the applicant is proposing to utilize the allowable supplemental density provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 1.33 FAR in amenity bonus, which translates into 151,057 sq.ft. of bonused gross floor area (GFA) included in the development proposal. The Legal and Lands Department has established the value of the density bonus to be \$73 per sq.ft. buildable for a total value of \$11,027,161 (subject to legal survey). In accordance with Council's adopted Community Benefit Bonus Policy it is recommended that the community benefit funds be received as an undesignated cash contribution-in-lieu for the future provision of a community benefit.

Under the Priority Amenity Program, the community benefit funds received will be directed into the Brentwood Town Centre Account to be utilized in the future to achieve priority amenities, as established by Council, including a new Brentwood Community Centre and a new Linear Public park and walkway along Willingdon Avenue, from Brentwood to Hastings Street.

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In accordance with Council's adopted policy, 80% of the cash-in-lieu contributions are applied toward the appropriate Town Centre Financial Account and 20% to the City-wide Housing Fund. Of the \$11,027,161 associated with the subject amenity bonus, \$8,821,728 (80%) would be allocated to the Brentwood Town Centre Financial Account. The remaining \$2,205,433 (20%) would be directed to the City-wide Housing Fund.

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

- construction of Gilmore Avenue to the Town Centre standard with curb and gutter on both sides, left turn lanes at the First Avenue intersection, separated bicycle and pedestrian facilities, street trees, rain gardens, street lighting and pedestrian lighting on the east side across the development frontage;
- construction of First Avenue to the Town Centre standard with curb and gutter on both sides, a separated urban trail along the north side, and separated bicycle and pedestrian facilities, street trees, rain gardens, street lighting and pedestrian lighting on the south side across the development frontage;
- construction of Douglas Road to the Town Centre standard with curb and gutter on both sides, left turn lanes at the First Avenue intersection, separated bicycle and pedestrian facilities, street trees, rain gardens, street lighting and pedestrian lighting across the development frontage;
- construction of Halifax Street to the Town Centre standard with curb and gutter, separated sidewalks, street trees, curb bulges, rain gardens, street lighting and pedestrian lighting across the development frontage;
- undergrounding of overhead lines across the development frontage on Gilmore Avenue and within the closed portion of Douglas Road; and,
- storm, sanitary sewer and water main upgrades as required.

3.4 A tapering dedication of between 6.5m to 9.6m, equalling 1,010.84 m² (10,881 sq.ft.) in area, is required along the Gilmore Avenue frontage to accommodate a new left turn lane at First Avenue and achieve the identified separated urban trail and rainwater management amenity areas. In addition, a further dedication of between 2.2m and 20.0m dedication, equalling 938.75 m² (10,105 sq.ft.) in area, is required along Douglas Road/First Avenue to complete the necessary First Avenue Connector and to achieve the identified separated urban trail and rainwater management amenity areas. Given the considerable dedications required from the site in relation to its net area, consistent with Council approval under Rezoning Reference #07-59 (Aviara I), it is proposed that the development density related to the Douglas Road/First Avenue connector, equal to 938.75 m² (10,105 sq.ft.) be contributed to the net development site. This will be achieved by the transfer of the road dedication to the City at no cost as a fee simple parcel, with dedication of the parcel as road to follow.

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- 3.5 Under the policy in place at the time the rezoning application was received in 2012, the developer has elected to provide a minimum of 26 adaptable units (5% of total number of residential units). A total of 26 handicapped parking stalls have been provided in relation to the residential component of the development. Handicap parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation. Given the previous policy on adaptable units applied to this rezoning, the 20 sq.ft. per adaptable unit currently exempted from FAR does not apply.
- 3.6 Any necessary easements and covenants for the site are to be provided, including, but not necessarily limited to:
- Section 219 Covenant restricting enclosure of balconies;
 - Section 219 Covenant indicating that project surface driveway access will not be restricted by gates;
 - Section 219 Covenant guaranteeing the provision and maintenance of public art;
 - Section 219 Covenant guaranteeing the provision and ongoing maintenance of stormwater management facilities;
 - Section 219 Covenant to ensure that the density of development of air space 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;
 - Section 219 Covenant restricting the use of guest and caretaker suites;
 - Section 219 Covenant ensuring compliance with the approved acoustical study;
 - Section 219 Covenant ensuring the provision and ongoing maintenance of co-op cars;
 - Section 219 Covenant ensuring the provision and ongoing maintenance of EV plug-in stations; and,
 - Section 219 Covenant ensuring the provision of a minimum of 26 handicap accessible parking stalls in the resident parking area for the sole use of the required 26 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 Gilmore Avenue and Douglas Road, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 3.8 A very large portion of the site will be excavated for development. As such, an arbourist's report and tree survey will be required prior to Final Adoption to identify trees to be removed. A detailed landscape and tree planting plan has been provided as part of the suitable plan of development. The applicant will be required to obtain a tree removal permit for all trees over 20 cm (8 inches) in diameter.

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- 3.9 Provision of an adequately sized and sited garbage handling and recycling material holding space, as well, separate car wash stalls are required.
- 3.10 A site profile application is required given the site's current industrial use.
- 3.11 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.
- 3.12 Engineering Environmental Services Division will need to review a submission of a detailed plan of an engineered Sediment Control System prior to Final Adoption.
- 3.13 Bicycle storage space and surface parking racks are to be provided for the residential tenants and visitors of the development.
- 3.14
 - 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

4.0 DEVELOPMENT PROPOSAL

4.1 Site Area

Gross Site Area:	-	11,562.2 m ² (124,458 sq.ft.)
Dedications:	-	1,949.6 m ² (20,986 sq.ft.)
Density Transfer (Future Road/City Lot):	-	938.7 m ² (10,105 sq.ft.)
Net Site:	-	9,612.6 m ² (103,472 sq.ft.)
Net Site for Calculation of Density:	-	10,551.3 m ² (113,577 sq.ft.) (subject to detailed survey)

4.2 Density

FAR Permitted and Provided:	-	4.46 F.A.R (inclusive of 1.33 FAR amenity bonus)
Gross Floor Area Permitted and Provided	-	47,028.49 m ² (506,227 sq.ft.) (inclusive of 151,057 sq.ft. amenity bonus)
Residential Amenity Space	-	(15,990 sq.ft. of residential amenity space exempted from FAR calculations)
Site Coverage:	-	39%

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- 4.3 Height (all above grade) - 2-4 storeys for street-fronting townhouses fronting Halifax Street and internal driveway
 - 4-6 storeys for low rise apartments fronting Gilmore Avenue and Douglas Road
 - 42 storeys for the high-rise apartments fronting Gilmore Avenue and Halifax Street

4.4 Residential Unit Mix

Unit Type

Unit Size

Halifax Townhouse Units

4 – Two Bedroom	1,120 – 1,237 sq.ft.
1 – Three Bedroom + Den	1,350 sq.ft.

Low Rise Apartment/Townhouse Units

2 – One Bedroom	740 – 746 sq.ft.
40 – One Bedroom + Den	650 – 654 sq.ft.
68 – Two Bedroom	793 – 902 sq.ft.
16 – Two Bedroom (Adaptable)	829 – 840 sq.ft.
6 – Two bedroom + Den	917 – 1,291 sq.ft.
9 – Three Bedroom	901 – 953 sq.ft.
10 – Three Bedroom (Adaptable)	902 – 915 sq.ft.
1 – Three Bedroom + Den	1,212 sq.ft.

TOTAL: 152 Low Rise Units

High Rise Apartment Units

117 – 1 Bedroom + Den	660 – 668 sq.ft.
238 – 2 Bedroom	865 – 1,195 sq.ft.
2 – 2 Bedroom + Den	865 – 978 sq.ft.
6 – 3 Bedroom	1,107 – 1,219 sq.ft.

TOTAL: 363 High Rise Apartment Units

TOTAL UNITS: 520 UNITS

4.5 Parking

Vehicle Parking

520 Units

(Required 1.1 spaces/unit)

(Provided 1.2 spaces/unit)

Required

- 572

Provided Spaces

624

(inclusive of 52 visitor spaces and 62 EV plug-in stations)

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Car Wash Stalls	- 6	6
Co-op Vehicles	- 3	3
Residential Loading	- 3	3
Bicycle Parking	<u>Required and Provided Spaces</u>	
Resident - 2/unit @ 520 units	- 520 in storage lockers	
	- 520 in secure bicycle rooms	
Visitor - 0.2/unit @ 520 units	- 104 in racks (throughout site)	

4.6 Communal Facilities
 (Excluded from FAR Calculations)

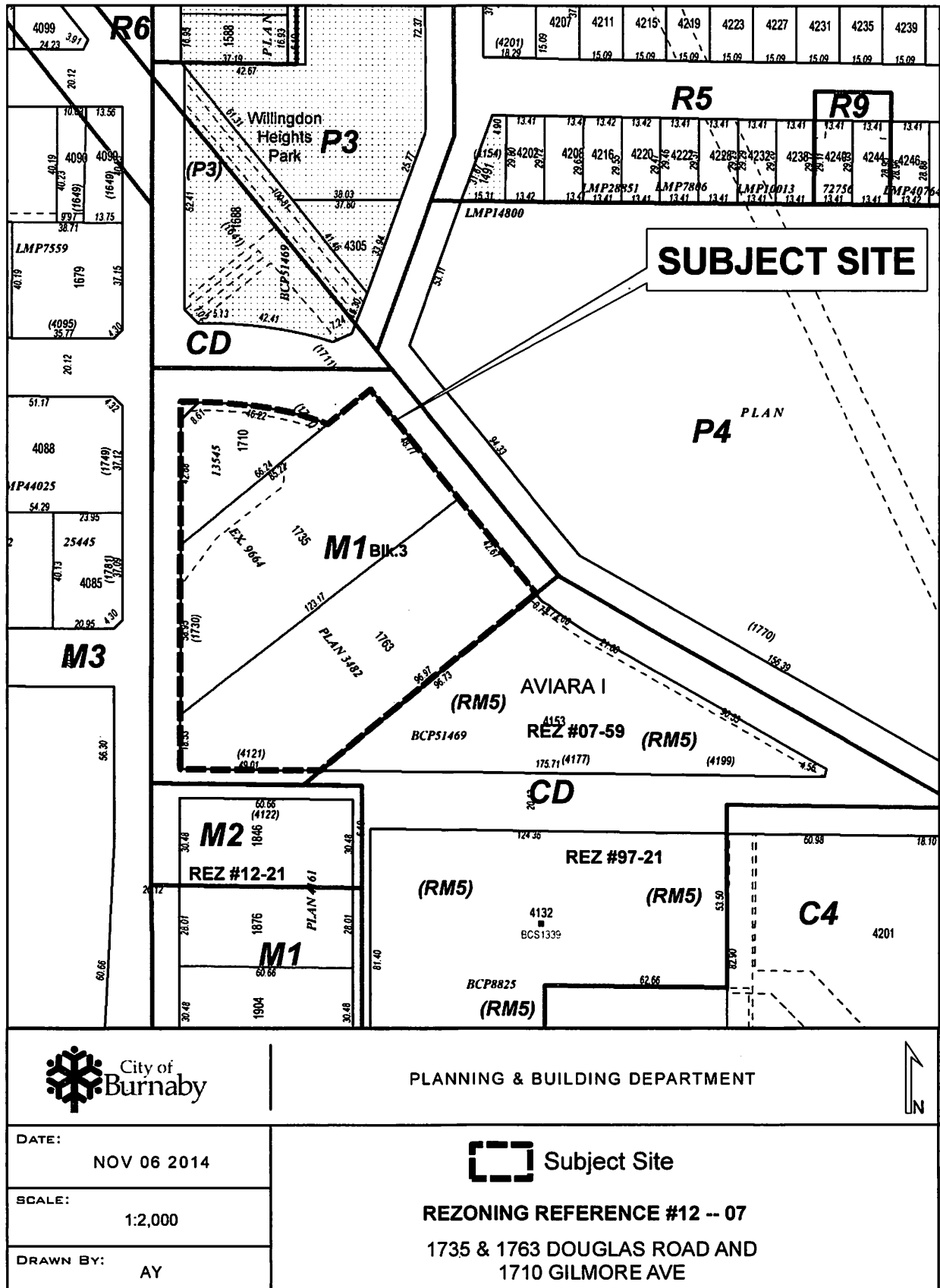
Primary communal facilities for residential tenants are located within the lower levels of the residential tower fronting Gilmore Avenue and Halifax Street, including an amenity lobby and lounge, multi-purpose meeting room, media room, gym, indoor pool, two guest suites and a caretaker suite. The amenity area amounts to 1,485.47 m² (15,990 sq.ft.), which is a permitted exemption from Gross Floor Area. The applicant has also provided a central garden courtyard and terraced fountains located throughout the site, as well as a signature public art installation at the corner of Halifax Street and Gilmore Avenue.

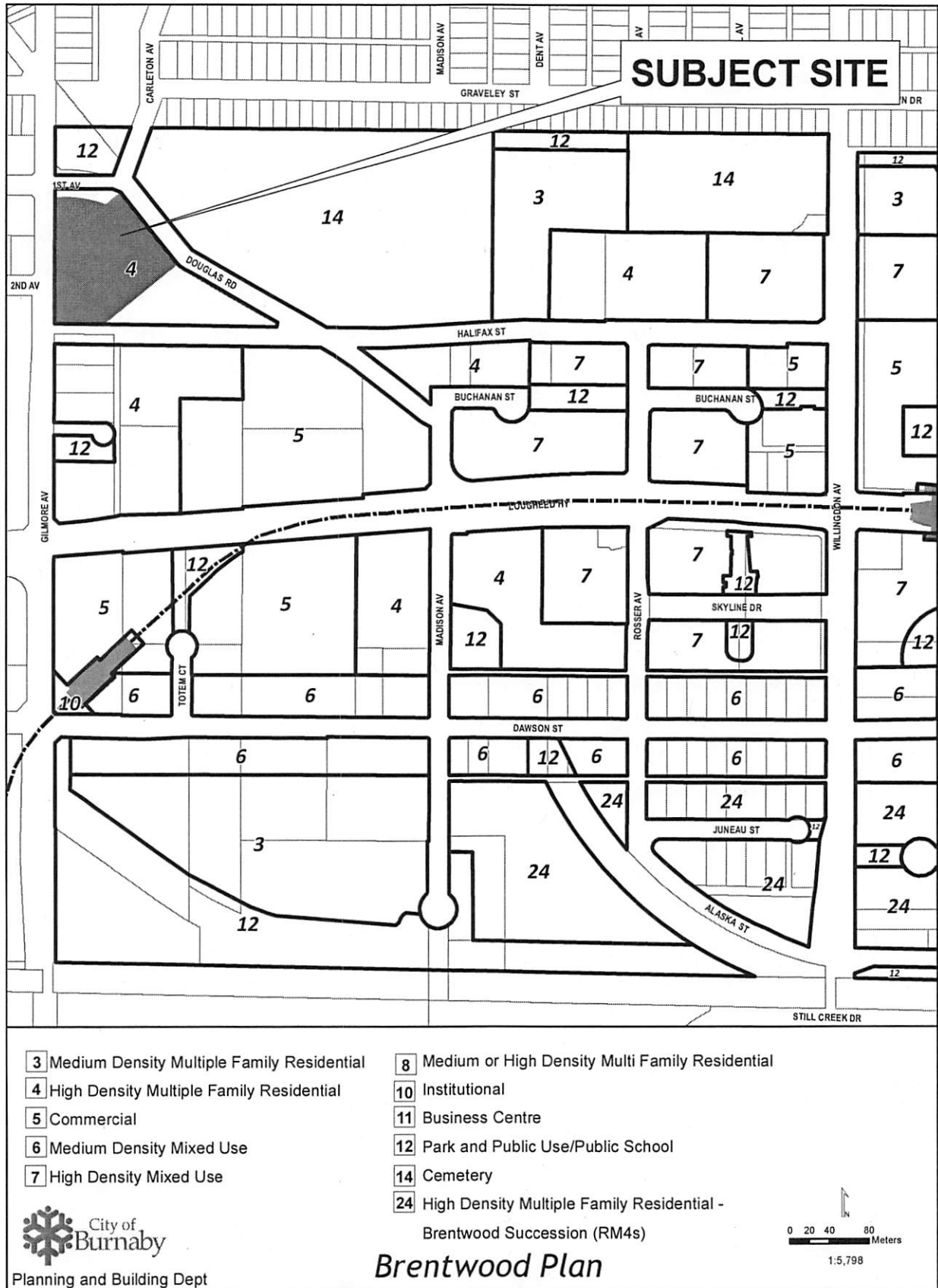

 Lou Pelletier, Director
 PLANNING AND BUILDING

JBS:tn
Attachments

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

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Printed November 18, 2014

Sketch #2



Item
Meeting 2015 Jan 26

COUNCIL REPORT

TO: CITY MANAGER 2015 January 21

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **REZONING REFERENCE #14-45**
To bring the zoning of the subject City-owned properties into conformance with the approved park/conservation designation and their current use.

ADDRESS: See *attached* Schedule A

LEGAL: See *attached* Schedule A

FROM: A2 Small Holdings District, R1, R2 and R4 Residential Districts and P2 Administration and Assembly District

TO: P3 Park and Public Use District

APPLICANT: City of Burnaby
 4949 Canada Way, Burnaby, BC V5G 1M2

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2015 March 31.

RECOMMENDATION:

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2015 March 09 and to a Public Hearing on 2015 March 31 at 7:00 p.m.

R E P O R T**1.0 REZONING PURPOSE**

The purpose of the proposed rezoning bylaw amendment is to bring the zoning of the subject City-owned properties into conformance with approved park/conservation designation and their current use.

2.0 BACKGROUND INFORMATION

- 2.1 From time to time, properties acquired by the City for park, conservation and public use purposes are rezoned to the P3 Park and Public Use District to bring them into conformance with approved designation as park and conservation area, and their current use. Rezoning is

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 Deer Lake Park zoning conformance

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carried out as an administrative land designation procedure to ensure that the zoning districts conform to the approved use, and is not intended to advance any further park development of the subject lands, at this time.

At their meeting of 2014 November 14, Council authorized staff to pursue a City initiated zoning of the Deer Lake Park – Civic Land Assembly area to the Park and Public Use District (P3). This rezoning is being advanced to include all other lands within Deer Lake Park for rezoning at this time, in line with the Official Community Plan.

As development of Deer Lake Park is pursued by the City in accordance with an overall capital budgeting program, servicing requirements would be determined in conjunction with specific park development proposals, as they are advanced.

2.2 It is proposed that this rezoning be advance to Public Hearing on 2015 March 31. This would provide staff with the opportunity to provide notification to all property owners and residents, adjacent to and on the subject properties, and to further communicate the purpose of this housekeeping process.

2.3 This housekeeping rezoning process would not change or alter any existing uses, tenancies, or activities for these designated Deer Lake Park lands.

3.0 GENERAL COMMENTS

3.1 The designated park and public use properties, proposed for rezoning, all of which are City-owned, comprise the five distinct groups, noted below:

AREA	NUMBER OF PROPERTIES	EXISTING ZONING
Area 1	57	R4
Area 2	19	A2, R2
Area 3	13	R1, P2
Area 4	2	R1
Area 5	1	R4

3.1.1 Area 1

The properties located west of Royal Oak Avenue are vacant and heavily vegetated (Sketch #2 *attached*). Staff would propose to initiate the closure of the existing undeveloped road rights-of-way within this area and pursue consolidation of the park site and dedication of the right-of-way in this area and areas 2, 3, 4 and 5 for the existing Deer Lake Parkway, as part of future work processed as feasible.

3.1.2 Area 2

The properties located immediately east of Royal Oak Avenue are partially developed as part of Deer Lake Parkway (Sketch #3 *attached*).

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 Deer Lake Park zoning conformance
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3.1.3 Area 3

The properties located adjacent to Rowan Avenue and Price Street, comprising the Deer Lake Park Civic Assembly Area, are occupied with a number of City-owned single-family dwellings which are held as interim rental property following Council's adopted policy (Sketch #4 *attached*).

Three private properties, not included in this rezoning, located at 6086 Price Street, 6176 Price Street and 4916 Rowan Avenue have been included in the Parkland Acquisition Program. Staff will pursue the acquisition and rezoning of these properties and ownership interests should they become available for City ownership in the future.

3.1.4 Area 4

The properties located adjacent to Sperling Avenue are occupied with a number of City-owned single-family dwellings which are held as interim rental property following Council's adopted policy (Sketch #5 *attached*).

Four private properties, not included in this rezoning, located at 6556 Deer Lake Avenue, 6588 Deer Lake Avenue, 5135 Sperling Avenue, 5177 Sperling Avenue and two private fractional interests in 6551 Deer Lake have been included in the Parkland Acquisition Program. Staff will pursue the acquisition and rezoning of these properties and ownership interests should they become available for City ownership in the future.

3.1.5 Area 5

6088 Dufferin Avenue is occupied by a City-owned single-family dwelling which is held as interim rental property following Council's adopted policy (Sketch #6 *attached*).

- 3.2 No development of the subject park is being proposed at this time.
- 3.3 If Council gives Final Adoption to this rezoning, it will bring the properties into conformance with both their current and long-term intended park and public use.


 Lou Pelletier, Director
 PLANNING AND BUILDING

JW:LF:spf/tn
Attachments

cc: Director Parks, Recreation and Cultural Services
 City Solicitor

Director Engineering
 City Clerk

**SCHEDULE A
REZONING #14-45**

Address	Zone	Legal Description
AREA 1		
4710 Moscrop Street	R4	Lot A, Block 1, DL 82, Group 1, NWD Plan 1626
4780 Moscrop Street	R4	Lot B, Block 1, DL 82, Group 1, NWD Plan 1626
4810 Moscrop Street	R4	Lot A, Block 2, DL 82, Group 1, NWD Plan 1626
4846 Moscrop Street	R4	Lot B, Block 2, DL 82, Group 1, NWD, Plan 1626
Portion of 4886 Moscrop Street	R4	Portion of Lot A, Block 3, DL 82, Group 1, NWD Plan 1626
Portion of 4960 Moscrop Street	R4	Portion of Lot B, Block 3, DL 82, Group 1, NWD, Plan 1626
Portion of 5020 Moscrop Street	R4	Portion of Lot A, Block 4, DL 82, Group 1, NWD Plan 1626
Portion of 5040 Moscrop Street	R4	Portion of Lot B, Block 4, DL 82, Group 1, NWD Plan 1626
Portion of 5060 Moscrop Street	R4	Portion of Lot A, Block 5, DL 82, Group 1, NWD Plan 1626
5119 Thyme Street	R4	Lot 10, DL 82, Group 1, NWD Plan 2511
5139 Thyme Street	R4	Lot 11, DL 82, Group 1, NWD Plan 2511
5169 Thyme Street	R4	Lot 12, DL 82, Group 1, NWD Plan 2511
5120 Thyme Street	R4	Lot 9, DL 82, Group 1, NWD Plan 2511
5140 Thyme Street	R4	Lot 8, DL 82, Group 1, NWD Plan 2511
5170 Thyme Street	R4	Lot 7, DL 82, Group 1, NWD Plan 2511
5021 Grassmere Street	R4	Lot A, Block 9, DL 82, Group 1, NWD Plan 1626
5041 Grassmere Street	R4	Lot B, Block 9, DL 82, Group 1, NWD Plan
5061 Grassmere Street	R4	Lot A, Block 8, DL 82, Group 1, NWD Plan 1626
5081 Grassmere Street	R4	Lot B, Block 8, DL 82, Group 1, NWD Plan 1626
4976 Grassmere Street	R4	Lot D, DL 82, Group 1, NWD Plan 5009
5080 Grassmere Street	R4	Lot B, Block 17, DL 82, Group 1, NWD Plan 1626
5120 Grassmere Street	R4	Lot A, Block 18, DL 82, Group 1, NWD Plan 1626
5180 Grassmere Street	R4	Lot B, Block 18, DL 82, Group 1, NWD Plan 1626
5125 Grassmere Street	R4	Lot 1, DL 82, Group 1, NWD Plan 2511
5145 Grassmere Street	R4	Lot 2, DL 82, Group 1, NWD Plan 2511

Address	Zone	Legal Description
AREA 1		
5165 Grassmere Street	R4	Lot 3, DL 82, Group 1, NWD Plan 2511
5246 Nelson Avenue	R4	Lot 31, DL 82, Group 1, NWD Plan 2438
5276 Nelson Avenue	R4	Lot 30, DL 82, Group 1, NWD Plan 2438
5326 Nelson Avenue	R4	Lot 2, DL 32 and 82, Group 1, NWD Plan 17168
5009 Farwell Street	R4	Lot 29, DL 82, Group 1, NWD Plan 2438
5011 Farwell Street	R4	Lot 28, DL 82, Group 1, NWD Plan 2438
5015 Farwell Street	R4	Lot 27, DL 82, Group 1, NWD Plan 2438
5019 Farwell Street	R4	Lot 26, DL 82, Group 1, NWD Plan 2438
5039 Farwell Street	R4	Lot 25, DL 82, Group 1, NWD Plan 2438
5049 Farwell Street	R4	Lot 24, DL 82, Group 1, NWD Plan 2438
5069 Farwell Street	R4	Lot 23, DL 82, Group 1, NWD Plan 2438
5091 Farwell Street	R4	Lot 22, DL 82, Group 1, NWD Plan 2438
5155 Farwell Street	R4	Lot A, DL 82, Group 1, NWD Plan 3311
5010 Farwell Street	R4	Lot 15, DL 82, Group 1, NWD Plan 2438
5016 Farwell Street	R4	Lot 16, DL 82, Group 1, NWD Plan 2438
5020 Farwell Street	R4	Lot 17, DL 82, Group 1, NWD Plan 2438
5030 Farwell Street	R4	Lot 18, DL 82, Group 1, NWD Plan 2438
5050 Farwell Street	R4	Lot 19, DL 82, Group 1, NWD Plan 2438
5070 Farwell Street	R4	Lot 20, DL 82, Group 1, NWD Plan 2438
5090 Farwell Street	R4	Lot 21, DL 82, Group 1, NWD Plan 2438
5150 Farwell Street	R4	Lot B, DL 82, Group 1, NWD Plan 3311
4991 Royal Oak Avenue	R4	Lot 13, DL 82, Group 1, NWD Plan 2511
5011 Royal Oak Avenue	R4	Lot 6, DL 82, Group 1, NWD Plan 2511
5051 Royal Oak Avenue	R4	Lot 5, DL 82, Group 1, NWD Plan 2511
5091 Royal Oak Avenue	R4	Lot 4, DL 82, Group 1, NWD Plan 2511

Address	Zone	Legal Description
AREA 1		
5409 Royal Oak Avenue	R4	Lot 8, DL 32, Group 1, NWD Plan 1916
5429 Royal Oak Avenue	R4	Lot 9, DL 32, Group 1, NWD Plan 1916
Additional City-owned properties occupied by Deer Lake Parkway		
5120 Price Street	R4	Lot 18, DL 82, Group 1, NWD Plan 2511
5140 Price Street	R4	Lot 17, DL 82, Group 1, NWD Plan 2511
5170 Price Street	R4	Lot 16, DL 82, Group 1, NWD Plan 2511
4921 Royal Oak Avenue	R4	Lot 15, DL 82, Group 1, NWD Plan 2511
4951 Royal Oak Avenue	R4	Lot 14, DL 82, Group 1, NWD Plan 2511
AREA 2		
5010 Royal Oak Avenue	A2	S ½ of Lot 37, DL 83, Group 1, NWD Plan 1267
5315 Grassmere Street	A2	Lot 39, DL 83, Group 1, NWD Plan 1267
5375 Grassmere Street	A2	Lot 40, DL 83, Group 1, NWD Plan 1267
5415 Grassmere Street	A2	Lot 41, DL 83, Group 1, NWD Plan 1267
5475 Grassmere Street	A2	Lot 42, DL 83, Group 1, NWD Plan 1267
5485 Grassmere Street	A2	Lot 43, DL 83, Group 1, NWD Plan 1267
5525 Grassmere Street	A2	Lot 44, DL 83, Group 1, NWD Plan 1267
5585 Grassmere Street	A2	Lot 45, DL 83, Group 1, NWD Plan 1267
5631 Grassmere Street	A2	Lot A Except: Firstly: North 555.5 Feet Except West 169 Feet And Secondly: West 169 Feet Of North 555.5 Feet; DL 83, Group 1, NWD Plan 4678
5681 Grassmere Street	A2	Lot 48, DL 83, Group 1, NWD Plan 1267
5717 Grassmere Street	A2	Lot 49, DL 83, Group 1, NWD Plan 1267
5761 Grassmere Street	A2	Lot 50, DL 83, Group 1, NWD Plan 1267
5843 Grassmere Street	A2	Lot 51, DL 83, Group 1, NWD Plan 1267
5863 Grassmere Street	A2	Lot 52, DL 83, Group 1, NWD Plan 1267
5925 Grassmere Street	A2	Lot 53, DL 83, Group 1, NWD Plan 1267
5989 Grassmere Street	A2	Lot 54, DL 83, Group 1, NWD Plan 1267

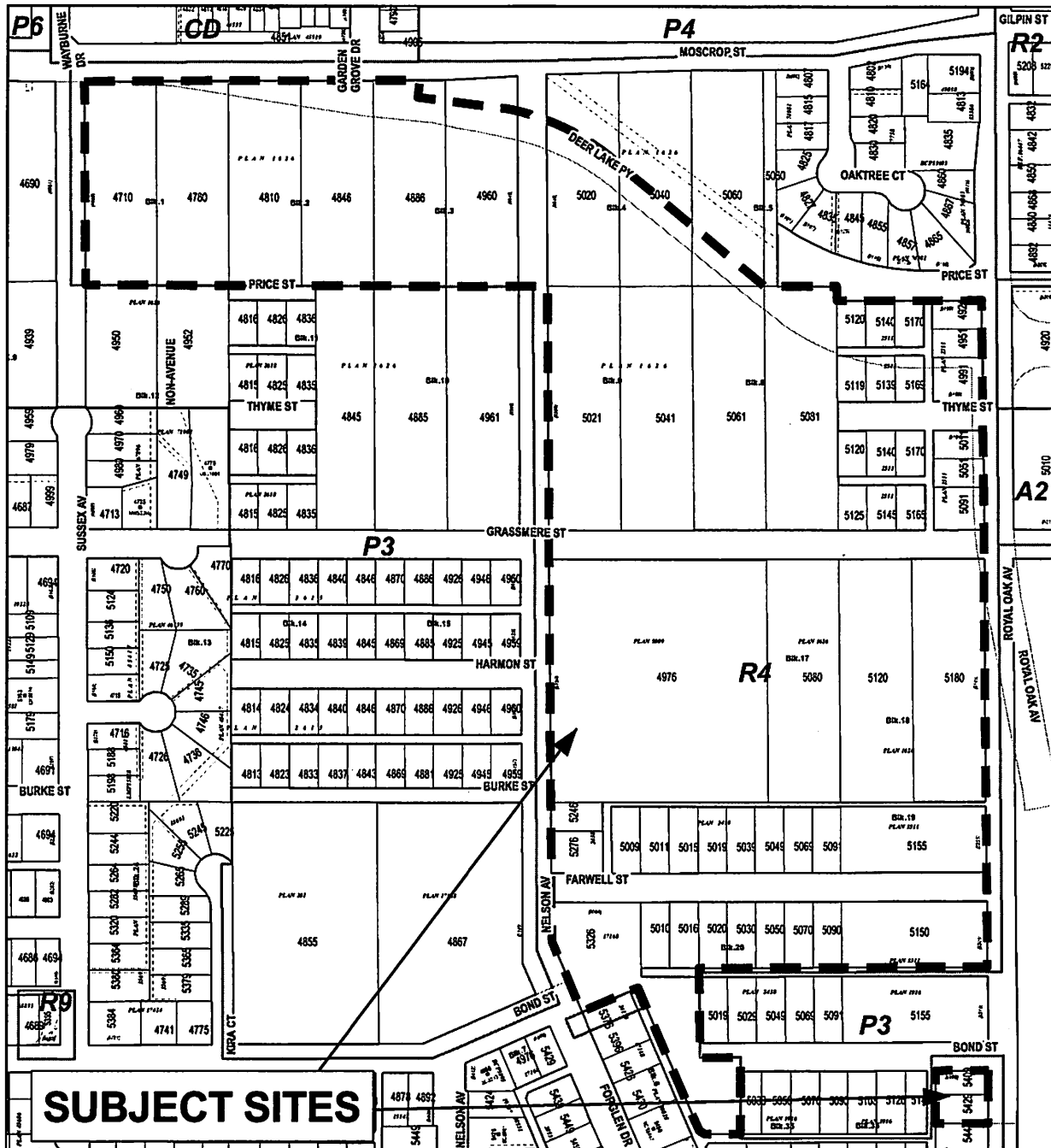
Address	Zone	Legal Description
AREA 2		
5988 Grassmere Street	A2	Lot 55, DL 83, Group 1, NWD Plan 1267
5988 Gilpin Street	R2	Lot 23, DL 83, Group 1, NWD Plan LMP36237
4899 Iris Avenue	R2	Lot 24, DL 83, Group 1, NWD Plan LMP36237
Unopened road right-of-way Portion of Price Street north of the following addresses:		
4920 Royal Oak Avenue		Part N1/2 Lot 37, DL 83, Group 1, NWD Plan NWP1267
5276 Price Street		Part N1/2 Lot 38, DL 83, Group 1, NWD Plan NWP1267
5315 Grassmere Street	A2	Lot 39, DL 83, Group 1, NWD Plan NWP1267
5375 Grassmere Street	A2	Lot 40, DL 83, Group 1, NWD Plan NWP1267
5415 Grassmere Street	A2	Lot 41, DL 83, Group 1, NWD Plan NWP1267
5475 Grassmere Street	A2	Lot 42, DL 83, Group 1, NWD Plan NWP1267
5485 Grassmere Street	A2	Lot 43, DL 83, Group 1, NWD Plan NWP1267
5525 Grassmere Street	A2	Lot 44, DL 83, Group 1, NWD Plan NWP1267
5585 Grassmere Street	A2	Lot 45, DL 83, Group 1, NWD Plan NWP1267
5631 Grassmere Street	A2	Lot A Except: Firstly: North 555.5 Feet Except West 169 Feet And Secondly: West 169 Feet Of North 555.5 Feet; DL 83, Group 1, NWD Plan NWP4678
5681 Grassmere Street	A2	Lot 48, DL 83, Group 1, NWD Plan NWP1267
5717 Grassmere Street	A2	Lot 49, DL 83, Group 1, NWD Plan NWP1267
5761 Grassmere Street	A2	Lot 50, DL 83, Group 1, NWD Plan NWP1267
AREA 3		
6110 Deer Lake Avenue	R1 / P2	Lot 33, DL 79, Group 1, NWD Plan 38937
6260 Deer Lake Avenue	R1	Parcel A (Reference Plan 3333) Of Block 4, DL 79, Group 1, NWD Plan 536
4827 Rowan Avenue	R1	Lot 20, DL 79, Group 1, NWD Plan 24578
4828 Rowan Avenue	R1	Parcel B (Reference Plan 4905), Block 4, DL 79, Group 1, NWD Plan 536
4837 Rowan Avenue	R1	The East 144 Feet (Explanatory Plan 15307) Of Lot 1 Except: Part Subdivided By Plan 24578, DL 79, Group 1, NWD Plan 8555
4846 Rowan Avenue	R1	Lot G, DL 79, Group 1, NWD Plan 15631

Address	Zone	Legal Description
AREA 3		
4857 Rowan Avenue	R1 / P2	Lot C, DL 79, Group 1, NWD Plan 15589
4868 Rowan Avenue	R1	Lot F, DL 79, Group 1, NWD Plan 15631
4883 Rowan Avenue	R1	Lot 34, DL 79, Group 1, NWD Plan 38937
4896 Rowan Avenue	R1	Lot E, DL 79, Group 1, NWD Plan 15631
6137 Price Street	R1	West Half Parcel A (Explanatory Plan 9174) Of Blocks 4 And 5, DL 79, Group 1, NWD Plan 536
4893 Rowan Avenue	R1	East Half Parcel A (Explanatory Plan 9174) Of Blocks 4 And 5, DL 79, Group 1, NWD Plan 536
Portion 4949 Canada Way (East of Century Parkway)	P2	Portion of Lot 2 Except: Firstly: Part Dedicated Road On Plan LMP4601, Secondly: Part Road On Plan LMP50142, DL 79, Group 1, NWD Plan 85511
AREA 4		
5155 Sperling Avenue	R1	Lot 3, DL 85, Group 1, NWD Plan 8861
5165 Sperling Avenue	R1	Lot B, DL 85, Group 1, NWD Plan 73494
AREA 5		
6088 Dufferin Avenue	R4	Lot 37, DL 93, Group 1, NWD Plan 1127



REZONING REFERENCE #14-45 DEER LAKE PARK PROPERTIES

-32-

**PLANNING & BUILDING DEPARTMENT**

DATE:

JAN 21 2015

SCALE:

1:4,500

DRAWN BY:

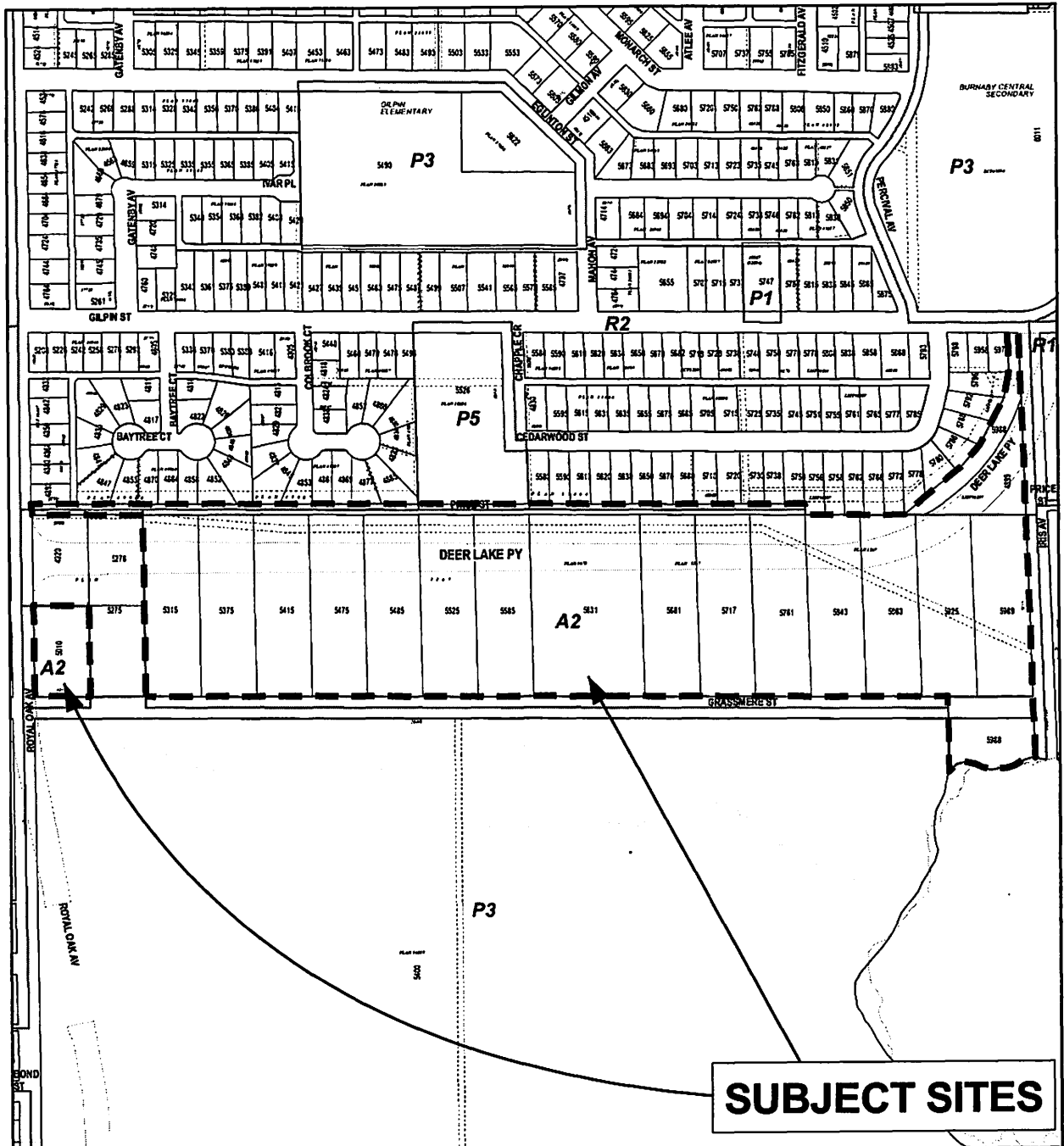
AY



**REZONING REFERENCE #14-45
DEER LAKE PARK PROPERTIES - AREA 1**



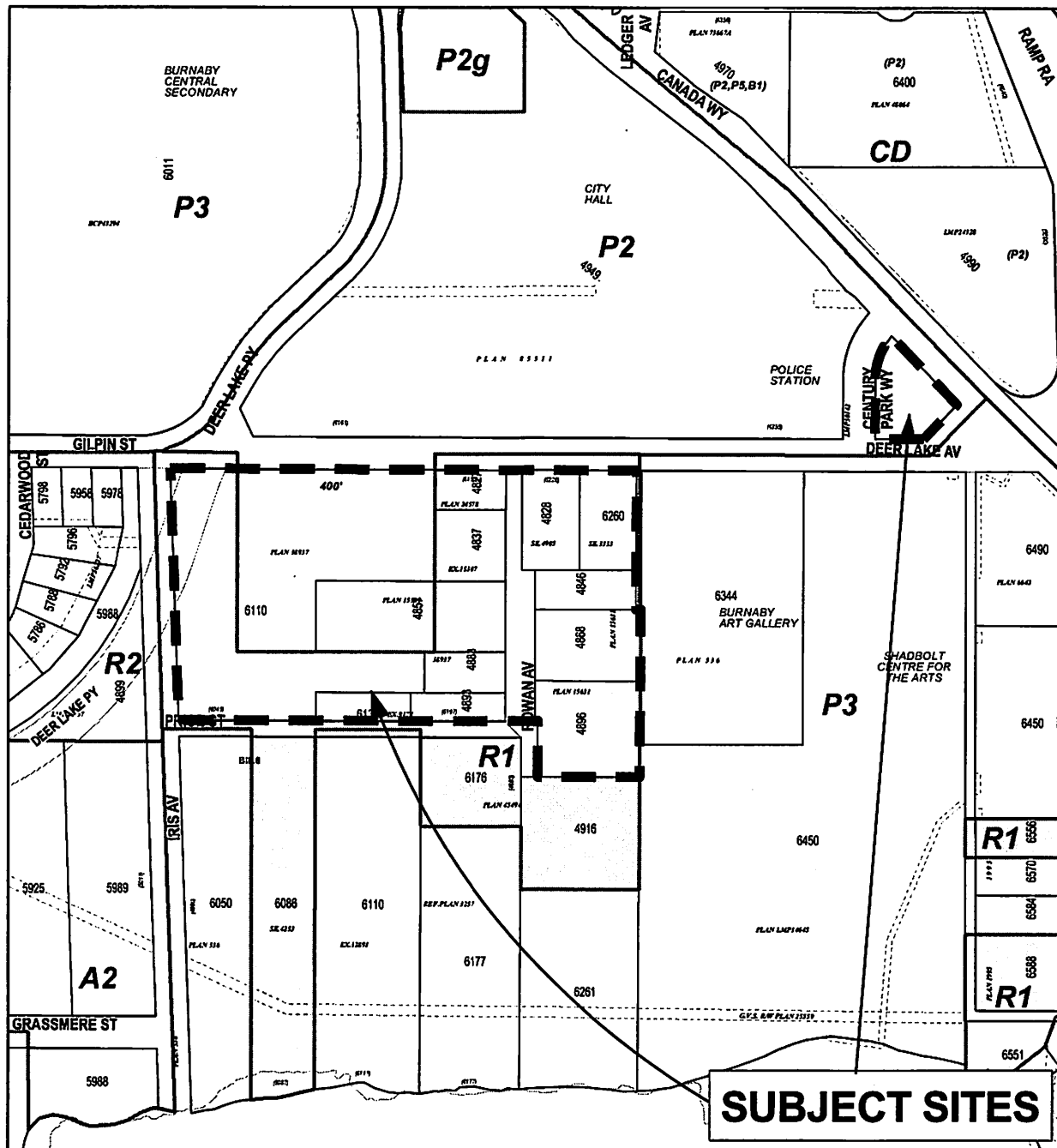
Subject Site

Sketch #2



		PLANNING & BUILDING DEPARTMENT	
DATE: JAN 21 2015		REZONING REFERENCE #14-45 DEER LAKE PARK PROPERTIES - AREA 2  Subject Site	
SCALE: 1:6,000			
DRAWN BY: AY			

Sketch #3



PLANNING & BUILDING DEPARTMENT



DATE:

JAN 21 2015

SCALE:

1:4,000

DRAWN BY:

AY

REZONING REFERENCE #14-45
DEER LAKE PARK PROPERTIES - AREA 3

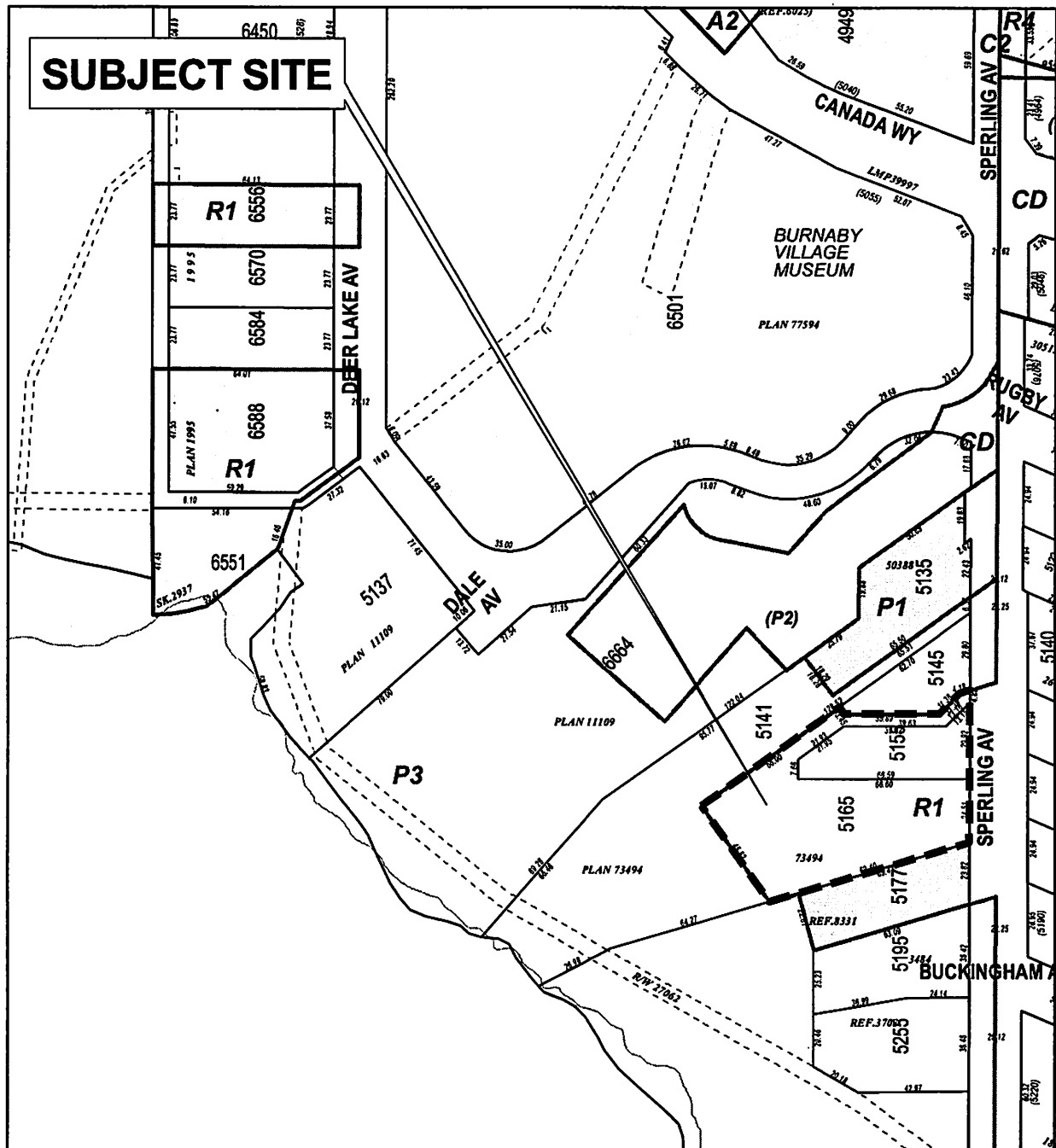


Subject Site



Private Lands

Sketch #4



PLANNING & BUILDING DEPARTMENT



DATE:

JAN 21 2015

SCALE:

1:2,500

DRAWN BY:

AY

REZONING REFERENCE #14-45
DEER LAKE PARK PROPERTIES - AREA 4

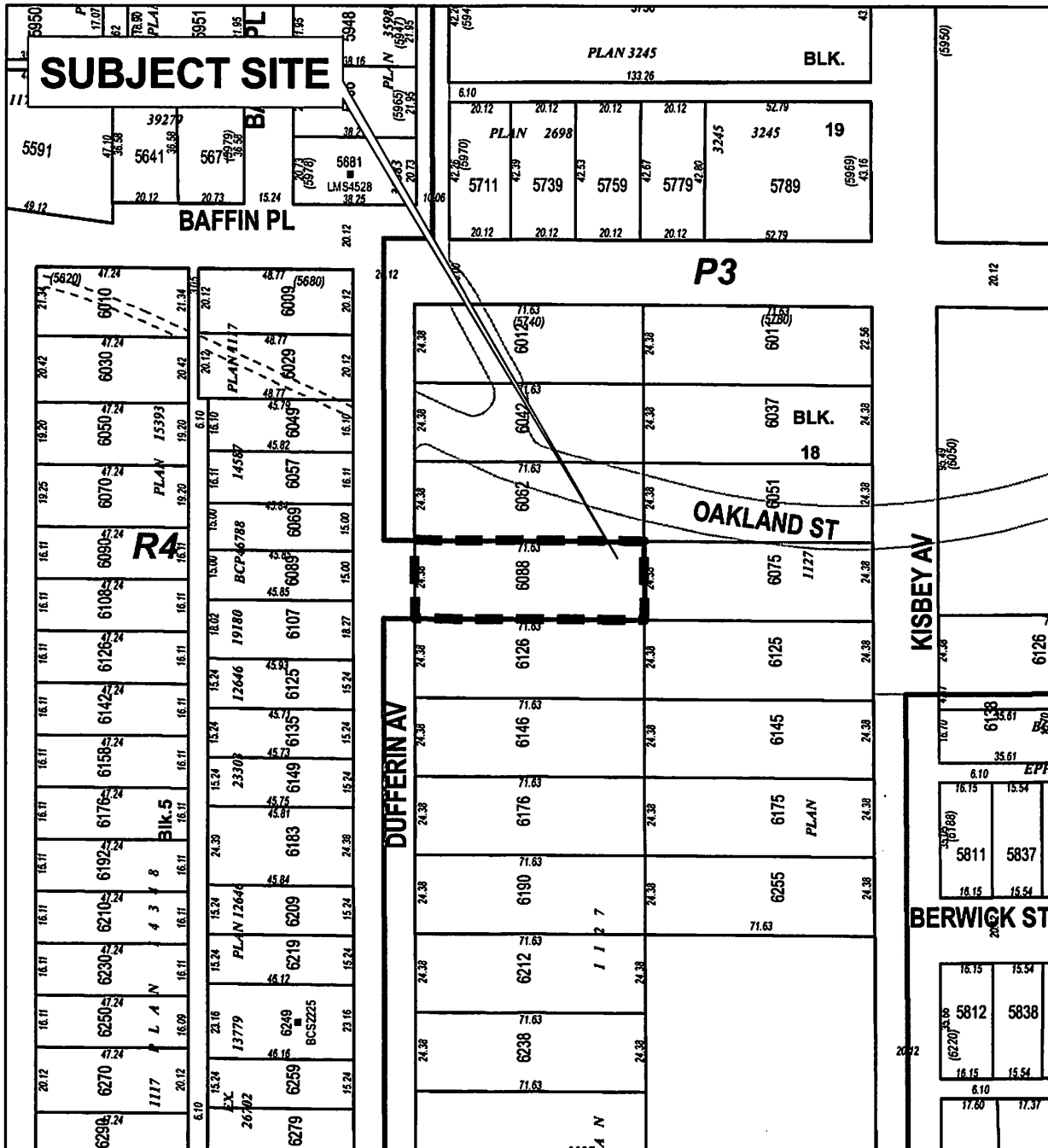


Subject Site



Private Lands

Sketch #5

**PLANNING & BUILDING DEPARTMENT**

DATE:

JAN 21 2015

SCALE:

1:2,000

DRAWN BY:

AY

**REZONING REFERENCE #14-45
DEER LAKE PARK PROPERTIES - AREA 5**



Subject Site

Sketch #6

Stewart, Gillian

From: Linda Browne
Sent: March-26-15 8:17 PM
To: Clerks
Subject: Burnaby Zoning

Rez Ref # 14-45
 Bylaw # 13456

I am concerned about demolishing 4827 Rowan Ave

My first comment would be why wouldn't it have been offered to some homeless or struggling family rather than demolishing a perfectly good house. If the rent asking wasn't so high it would have been rented, but if not rented then doing some good by giving it to a needy family.

Now that it is too late for that my biggest concern is strangers walking on to my yard next door.

As soon as the moved from 4827 in 2013 we were robbed when we went on vacation.

With the city allowing parking on Rowan now for the many rock concerts we have stragglers in our yard, people asking to park in our driveway, peeing in our garden, swearing, dope smoking, garbage left, never mind the house shaking noise. In the past the city was thoughtful of the residents and had the street blocked with no parking except residents. It is not the safe area it used to be.

I would ask that fence be put up to keep people from accessing my yard as I can only see it getting worse and less safe for the residents of Rowan and Price.

Mr and Mrs Wayne Browne
 4837 Rowan Ave