



**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 JUNE 23 AT 7:00 PM**

in the Council Chamber, Burnaby City Hall, 4949 Canada Way to receive representations in connection with the following proposed amendments to "Burnaby Zoning Bylaw 1965".

**A G E N D A**

<b><u>CALL TO ORDER</u></b>	<b><u>PAGE</u></b>
<b><u>ZONING BYLAW AMENDMENTS</u></b>	
1) <b><u>BURNABY ZONING BYLAW 1965,</u></b> <b><u>AMENDMENT BYLAW NO. 17, 2015 - BYLAW NO. 13482</u></b>	1
Rez. #14-19 6380 and 6420 Silver Avenue	
From: RM3 Multiple Family Residential District	
To: CD Comprehensive Development District (based on RM5s Multiple Family Residential District, C2 Community Commercial District, P1 Neighbourhood Institutional District, and Metrotown Town Centre Development Plan Guidelines, and in accordance with the development plan entitled "6380 & 6420 Silver Avenue" prepared by IBI/HB Architects)	
The purpose of the proposed zoning bylaw amendment is to permit the construction of two high-rise apartment towers (26 and 41 storeys), with low-rise townhouse, retail, childcare, and office components.	
2) <b><u>BURNABY ZONING BYLAW 1965,</u></b> <b><u>AMENDMENT BYLAW NO. 18, 2015 – BYLAW NO. 13483</u></b>	35

Rez. #15-17  
7000 Lougheed Highway

From: CD Comprehensive Development District (based on C1 Neighbourhood Commercial District, C2h Community Commercial District and M5 Light Industrial District) and R2 Residential District

To: Amended CD Comprehensive Development District (based on C1 Neighbourhood Commercial District, C2h Community Commercial District, M5 Light Industrial District and P2 Administration and Assembly District and in accordance with the development plan entitled "BC9916, Bainbridge & Lougheed, 7018 Lougheed Hwy," prepared by TRK Engineering, to be superseded on 2016 July 01 by the development plan entitled "BC9916 – Phase 2, Bainbridge & Lougheed, 7018 Lougheed Hwy," prepared by TRK Engineering.) and R2 Residential District.

The purpose of the proposed zoning bylaw amendment is to permit the temporary deployment of a Cell on Wheels (COW) telecommunications antenna installation.

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



FILE NO.: 2410-20

**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 June 11 to review the proposed Zoning Bylaw Amendments which appear on the agenda for the Public Hearing (Zoning) scheduled for 2015 June 23 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. 17, 2015”  
Bylaw No. 13482 - Rez. #14-19.

“Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 18, 2015”  
Bylaw No. 13483 - Rez. #15-17.

Respectfully submitted,

Valentin Ivancic  
Chair



## PROPOSED DEVELOPMENT SUMMARY FOR ADVISORY PLANNING COMMISSION (APC)

**REZONING REFERENCE # 14-19**  
**ADDRESS: 6380 and 6420 Silver Avenue**

**Meeting Date: 2015 June 11**

**DEVELOPMENT PROPOSAL:**

The purpose of this rezoning is to permit the construction of two high-rise apartment towers (26 and 41 storeys), with low-rise townhouse, retail, childcare and office components.

1. **Site Area:** Net Site 7,195.2 m<sup>2</sup> (77,541 sq.ft.) + Density Transfer (Future Road/City Lot) 617.5 m<sup>2</sup> (6,647 sq.ft.) = Net Site for Density Calculation 7,812.7 m<sup>2</sup> (84,098 sq.ft.)
2. **Existing Use:** Multi-family residential (low-rise)
- Adjacent Use:** Metrotown Skytrain, mixed-use commercial/residential high-rise apartment and low-rise apartments
- Proposed Use:** Multi-family residential, commercial (retail/office) and childcare

	<b>Permitted/Required</b>	<b>Proposed/Provided</b>
3. <b>Gross Floor Area:</b>	49,684.5 m <sup>2</sup> (534, 817 sq.ft.)	49,684.5 m <sup>2</sup> (534, 817 sq.ft.)
4. <b>Site Coverage:</b>	55%	55%
5. <b>Building Height:</b>	6 1/2 Storey-Com., 3 Storey-Townhouse & 26/41 Storey Multi-Family High Rises	6 1/2 Storey-Com., 3 Storey-Townhouse & 26/41 Storey Multi-Family High Rises
6. <b>Vehicular Access from:</b>	Rear Lane & East-West Mews	Rear Lane & East-West Mews
7. <b>Parking Spaces:</b>	Residential 527, Commercial 123 & Restaurant 73	Residential 528, Commercial 123 & Restaurant 73
8. <b>Loading Spaces:</b>	4	4
9. <b>Communal Facilities:</b>	Multi-purpose meeting rooms, fitness room, swimming pool, garden & children's play area	Multi-purpose meeting rooms, fitness room, swimming pool, garden & children's play area
10. <b>Proposed development consistent with adopted plan? (i.e. Development Plan, Community Plan, or OCP)</b>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

*Note: N/A where not applicable*



Item .....
Meeting ..... 2015 May 25

## COUNCIL REPORT

**TO:** CITY MANAGER 2015 May 20

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** REZONING REFERENCE #14-19  
Two High Rise Apartment Buildings with Townhouses and Low Rise Commercial Podium

**ADDRESS:** 6380 and 6420 Silver Avenue (see *attached* Sketches #1 and #2)

**LEGAL:** Lots 72 and 73, DL 153, Group 1, NWD Plan 28967

**FROM:** RM3 Multiple Family Residential District

**TO:** CD Comprehensive Development District (based on RM5s Multiple Family Residential District, C2 Community Commercial District, P1 Neighbourhood Institutional District, and Metrotown Town Centre Development Plan Guidelines, and in accordance with the development plan entitled "6380 & 6420 Silver Avenue" prepared by IBI/HB Architects)

**APPLICANT:** Belford Properties Ltd.  
788 – 601 West Broadway  
Vancouver, BC V5Z 4C2  
(Attention: Bryan Zhang)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2015 June 23.

**RECOMMENDATIONS:**

1. **THAT** the adjustment to the Metrotown Town Centre Development Plan, as outlined in Section 3.1 of this report be approved, to take effect upon the granting by Council of Second Reading of the Rezoning Bylaw related to the subject site.
2. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2015 June 01, and to a Public Hearing on 2015 June 23 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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**From: Director Planning and Building**  
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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, as well as underground switching and transformer/service boxes, 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 \$15,877,726 cash in-lieu contribution in accordance with Section 3.4 of this report.
- f. The dedication of any rights-of-way deemed requisite.
- g. The consolidation of the net project site into two legal parcels.
- h. The granting of any necessary statutory rights-of-way, easements and/or covenants including provision of an east-west mews through the site from Silver Avenue to the lane, as outlined under Section 3.8 of this report.
- i. The granting of any necessary Covenants, including but not necessary 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;
  - providing for future air space parcels covering both the commercial and residential components 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 an integrated development;
  - ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;

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- ensuring compliance with the approved acoustic study;
  - ensuring the provision and ongoing maintenance of EV cars and EV plug-in stations;
  - ensuring the provision and ongoing maintenance of end-of-trip facilities; and,
  - restricting the use of guest rooms.
- j. The review of a detailed Sediment Control System by the Director Engineering.
- k. The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- l. The submission of a suitable Solid Waste and Recycling plan to the approval of the Director Engineering.
- m. 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.
- n. 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.
- o. Compliance with the guidelines for underground parking for residential visitors and commercial patrons.
- p. The review of on-site residential and commercial loading facilities by the Director Engineering.
- q. The submission of an acoustic study to ensure compliance with the Council-adopted sound criteria.
- r. The undergrounding of existing overhead wiring abutting the site.
- s. The provision of a public pedestrian walkway statutory right-of-way from Silver Avenue to the lane, including the construction of a concrete walk and lighting to the approval of the Director Engineering.
- t. The submission of a comprehensive sign plan.
- u. The submission of a tenant assistance plan.

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- v. The deposit of the applicable Parkland Acquisition Charge.
- w. The deposit of the applicable Metrotown Public Open Space Charge.
- x. The deposit of the applicable GVS & DD Sewerage Charge.
- y. The deposit of the applicable School Site Acquisition Charge.
- z. 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 two high-rise apartment towers (26 and 41 storeys), with low-rise townhouse, retail, childcare, and office components.

### 2.0 BACKGROUND

- 2.1 On 2014 July 21, Council received the report of the Planning and Building Department regarding the rezoning of the subject development site, which encompasses 6380 and 6420 Silver Avenue, 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 The site is comprised of two lots at 6380 and 6420 Silver Avenue (see *attached* Sketches #1 and #2), which are zoned RM3 Multiple Family Residential District. The site is currently occupied by two older apartment buildings, each 3 storeys in height, constructed in the early 1960s, with 38 units and 71 units respectively. Across Beresford Street to the north of the site is the Metrotown SkyTrain Station; to the east across the lane is the recently completed "MetroPlace" high-rise mixed-use development (Rezoning Reference #08-05), to the south are existing older three storey apartment buildings; and, to the west is the "Silver" high-rise mixed use development that is nearing occupancy.
- 2.3 The Metrotown Town Centre Development Plan designates this overall site for high density apartment development under the CD Comprehensive Development District, utilizing the RM5s Multiple Family Residential District as a guideline. In terms of the



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governing allowable density for the site, the maximum allowable residential floor area ratio would be 5.0 FAR applicable to the net site, which is inclusive of the proposed use of the 1.6 FAR amenity bonus, as noted in Section 3.4 of this report. This site is also considered suitable for the available 's' category parking standard of 1.1 spaces per unit given its strategic location in relation to the nearby Metrotown SkyTrain station, as well as the provision of an acceptable Transportation Demand Management (TDM) strategy for the site.

- 2.4 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.

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.

- 2.5 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 two residential apartment buildings with low-rise street-oriented commercial and residential components. The development for the north apartment building measures 41-storeys in height, which includes a 6 ½ storey commercial office, retail and institutional podium with frontages on Beresford Street and

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Silver Avenue. The south apartment building measures 26 storeys in height, with a three storey townhouse component, oriented towards Silver Avenue and the proposed east-west mews.

With regard to the commercial/institutional component of the development, it is considered minor, desirable and supportable, given the future direction articulated for Beresford Street as a public art walk/celebratory street and the site's proximity to the Metrotown SkyTrain station. As such, a minor amendment to the Metrotown Town Centre Development Plan is necessary to acknowledge the proposed commercial and institutional uses. With regard to the proposed mix of commercial/institutional uses within the development's podium, the ground floor is intended for a range of retail and service-commercial uses (10,758 sq.ft.), the second floor is intended to be a mix of restaurant (14,882 sq.ft.) and childcare uses (approx. 5,000 sq.ft. for approximately 37 children), with two and a half levels of office above (53,724 sq.ft.). At this time, as a specific operator and number of children has not been identified, and the necessary review by Fraser Health Authority has not been undertaken. A further more detailed rezoning application would be submitted at a later date for the proposed childcare facility.

- 3.2 Overall, the subject proposal is considered to embody exceptional 'urban design and architectural expression in terms of the building's siting, massing, pedestrian orientation and materiality; thus meeting the high standard for such development in the City's town centre areas. As noted, the proposed development plan is for two high-rise apartment towers of 26 and 41 storeys in height with a low-rise office, institutional and retail podium oriented towards Silver Avenue and Beresford Street. The proposed development concept provides a high level of urban design at ground level through engaging street oriented retail and second floor restaurant uses along Beresford Street and its intersection with Silver Avenue. Further down Silver Avenue the development form engages with the ground plane through a low rise (3 storey) townhouse form. The towers themselves are a marked contrast from the other architecturally significant buildings proposed and constructed along Beresford Street, in that the design for the subject site is intended to be 'natural' in its form and materiality, contrasting the more modern character of surrounding developments. This natural form is punctuated in the site's use of terracotta panels that are present in an organized fashion along the podium, and then randomly ascend each tower terminating in a glass and terracotta lanterns reminiscent of the Coastal Mountain range.

To complement the public realm concept at ground level, a multi-layered landscape amenity concept is proposed for both the ground floor and podium deck levels. At the ground floor level a new central mews/lane is proposed connecting Silver Avenue to the lane east of the site. This mews will provide pedestrian and vehicular access through the site and will be constructed with special paving materials, landscaped boulevards and pedestrian scale lighting, and is intended to carry forward the mid-block pedestrian walkway achieved to the east with the MetroPlace development under Rezoning Reference #08-05. At the podium level, distinctive and separate landscape and amenity

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features to serve residents, office employees and childcare users include, children's play areas, garden plots, and seating areas. In addition to the amenities located within the podium level amenity deck, both towers are designed with rooftop amenity decks complete with glazed windscreens, specimen trees and fixed customized seating. However, most significant is the continuation of the Beresford Art Walk, complete with widened sidewalks, outdoor seating, rain gardens and the submission of a signature art piece. Overall, the subject proposal is considered to exemplify 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 Centre areas.

- 3.3 A total of 479 apartment units are proposed. All required residential and commercial parking is proposed to be located underground. Residential and commercial access for the northern tower is proposed to be taken from the east lane. Residential access for the southern tower is proposed from the internal mews.**

The development proposal meets the required Burnaby Zoning Bylaw parking ratio of 1.1 spaces per residential unit (0.1 of which is for visitor parking) and 1 space per 70 m<sup>2</sup> (750 sq.ft.) of commercial gross floor area. To support the residential and commercial parking ratio, the developer has also provided for transportation alternatives. First, given the subject site's proximity to the Metrotown SkyTrain Station, the developer is providing 72 (15% of total residential units provided) transit passes (two zones) for two years to be made available to residents seeking an alternative to car use and ownership. Second, the proposed development is providing twice the required secured bicycle parking. Finally, the development will provide 48 Electric Vehicle (EV) plug-in stations (10% of off street residential parking) including all necessary wiring, electrical transformer and mechanical ventilation modifications, as well as 5 electric vehicles to be owned, operated and maintained by the future strata corporation. This arrangement would provide greater access to alternative transportation for a greater number of residents in that the cars would be for the exclusive use of the development's residents, with ownership resting with the strata corporation. Moreover, by providing a significant number of EV plug-ins, electric vehicle ownership in a multi-family context is facilitated, thus further enabling sustainable transportation choices. A Section 219 Covenant and sufficient security will be required to guarantee the provision and ongoing maintenance of Electric Vehicles and EV Plug-in stations.

The developer has also agreed to pursue green building design by committing to achieve a Leadership in Energy and Environmental Design (LEED) Silver rating or equivalent.

- 3.4 Given the site's Town Centre location, the applicant is proposing to utilize the supplemental amenity density bonus provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 1.6 FAR, which translates into 134,557 sq.ft. of additional gross floor area (GFA) included in the development proposal. The Legal and Lands Department has established the value of the density bonus to be \$118**

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per sq.ft. buildable for a total value of \$15,877,726 (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 Metrotown Town Centre Account to be utilized in the future to achieve priority amenities, as established by Council, including a new Metrotown Performance / Events Centre.

In accordance with Council's adopted policy, 80% of the cash-in-lieu contributions are applied toward a Town Centre Financial Account and 20% to the Community Benefit Housing Fund. Of the \$15,877,726 associated with the subject amenity bonus, \$12,702,811 (80%) would be allocated to the Metrotown Town Centre Account. The remaining \$3,175,545 (20%) would be directed to the City-wide Housing Fund.

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

- construction of Beresford Street "Art Walk" to its final standard with separated sidewalks, street trees, rain gardens, street and pedestrian lighting with related public amenities;
- construction of Silver Avenue to Town Centre local road standard with separated sidewalks, street trees, rain gardens, and street and pedestrian lighting;
- improvement to the existing north south lane adjacent the site as necessary, including the provision of pedestrian lighting;
- construction of a new east-west mews for vehicular and pedestrian movement through the site to be protected by statutory right-of-way;
- undergrounding of overhead lines abutting the property of the site on Beresford Street, Silver Avenue and the east lane; and,
- storm, sanitary sewer and water main upgrades as required.

**3.6 A 10.06 m (33 ft.) dedication, equalling 617.50 m<sup>2</sup> (6,647 sq.ft.) in area, is required along the Beresford Street frontage to accommodate the road's ultimate widening to 20.12 m (66 ft.). Given the considerable dedications required from the site, it is proposed that the development density related to the required 10.06 m dedication (617.5 m<sup>2</sup> area) on Beresford Street 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, and to be consistent with the approach taken for other sites along Beresford Street in the area.**

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No road dedication is required on Silver Avenue. A statutory right-of-way to ensure public vehicular and pedestrian access is required for the east-west mews, connecting Silver Avenue to the north/south lane with separated sidewalk, enhanced boulevard and street trees on the south side and abutting sidewalk on the north side.

- 3.7** The developer is providing 96 adaptable units (20% of total number of single-level residential units), in line with the Council-adopted Adaptable Housing policy. A total of 10 handicapped parking stalls have been provided in relation to the residential components of the development (7 spaces within the north apartment building; 3 spaces within the south apartment building). All of the stalls are located within the underground residential parking areas. Residential handicap parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation.
- 3.8** Any necessary easements and covenants and statutory rights-of-way 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 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 ensuring compliance with the approved acoustical study;
  - Section 219 Covenant guaranteeing the provision and ongoing maintenance of stormwater management facilities;
  - Section 219 Covenant ensuring the provision and ongoing maintenance of electric vehicles and EV plug-in stations, and to ensure that they remain common property;
  - Section 219 Covenant restricting the use of guest rooms;
  - Section 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
  - Section 219 Covenant ensuring the provision and ongoing maintenance of End of Trip facilities; and,
  - Statutory right-of-way guaranteeing public pedestrian and vehicular access to the proposed east west mews indicated on the development plans.
- 3.9** Due to the proximity of the subject site to the Expo SkyTrain Line and Central Boulevard, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.

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- 3.10 Provision of five separate car wash stalls is required.**
- 3.11 As the site will be fully excavated for development an arbourist's report and tree survey will be required prior to Final Adoption 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.**
- 3.12 A suitable engineered design to the approval of the Director Engineering will be required for the on-site stormwater management system, as well as a Section 219 Covenant to guarantee its provision and continuing operation. The deposit of sufficient monies to guarantee the provision of the stormwater drainage and landscape features will be required.**
- 3.13 Engineering Environmental Services Division will need to review a submission of a detailed plan of an engineered Sediment Control System prior to Final Adoption. The proposed Sediment Control System will then be the basis, after Final Adoption, for the necessary Preliminary Plan Approval and Building Permit.**
- 3.14 Bicycle storage space surface parking racks are to be provided for the residential and commercial tenants and visitors of the development.**
- 3.15 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.**
- 3.16 The submission of a detailed residential and commercial loading management plan to the approval of the Director Engineering is required.**
- 3.17 A site profile application is not required given the site's past residential use.**
- 3.18 A Comprehensive Sign Plan detailing sign numbers, locations sizes and attachment details will be required.**
- 3.19 The submission of a Tenant Assistance Plan is required in line with Council's adopted policy.**
- 3.20**
- 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**
  - d) Metrotown Public Open Space Charge of \$0.50 per sq.ft. of commercial floor area**

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#### 4.0 DEVELOPMENT PROPOSAL

##### 4.1 Site Area

Gross Site Area:	-	7,812.7 m <sup>2</sup> (84,098 sq.ft.)
Density Transfer (Future Road/City Lot)	-	617.5 m <sup>2</sup> (6,647 sq.ft.)
Net Site:	-	7,195.2 m <sup>2</sup> (77,451 sq.ft.)
Net Site for Calculation of Density	-	7,812.7 m <sup>2</sup> (84,098 sq.ft.) (subject to detailed survey)

##### 4.2 Density

Permitted and Provided

Residential Floor Area Ratio FAR	-	5.0 FAR.(inclusive of 1.6 FAR amenity bonus)
Commercial Floor Area Ratio (FAR)	-	1.3 FAR
Institutional Floor Area Ratio (FAR)	-	0.06 FAR
COMBINED TOTAL F.A.R.	-	6.36 FAR
Residential Gross Floor Area (GFA)	-	39,063.5 m <sup>2</sup> (420,490 sq.ft.) (inclusive of 134,557 sq.ft. amenity bonus)
Residential Amenity Space	-	1,890.6 m <sup>2</sup> (20,351 sq.ft.) (exempted from FAR calculations)
Adaptable Unit Exemption (20 sq.ft. / unit)	-	178.4 m <sup>2</sup> (1,920 sq.ft.)
Commercial Gross Floor Area (GFA)	-	10,156.5 m <sup>2</sup> (109,327 sq.ft.)
Institutional Gross Floor Area (GFA)	-	464.5 m <sup>2</sup> (5,000 sq.ft.)
COMBINED TOTAL GFA	-	49,684.5 m <sup>2</sup> (534,817 sq.ft.) (excluding 20,351 sq.ft. of amenity space and 1,920 sq.ft. of adaptable unit area exemptions)
Site Coverage:	-	55%
4.3 <u>Height</u> (all above grade)	-	6 ½ storey retail, amenity, institutional and office podium fronting Beresford Street and Silver Avenue

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- 3 storey townhouses fronting Silver Avenue and internal mews
- 41 storey high-rise apartment tower fronting Beresford Street inclusive of a 6 ½ storey podium
- 26 storey high-rise apartment tower fronting Silver Avenue

#### 4.4 Residential Unit Mix

<u>Unit Type</u>	<u>Unit Size</u>
<b>Tower 1 (Beresford St.)</b>	
37 Studio	495 – 597 sq.ft.
50 Studio (Adaptable)	540 – 550 sq.ft.
50 1 Bedroom + Den	603 – 609 sq.ft.
79 2 Bedroom	788 – 828 sq.ft.
52 2 Bedroom + Den	883 – 895 sq.ft.
1 3 Bedroom	1,049 sq.ft.
16 3 Bedroom + Den	1,045 – 1,340 sq.ft.

#### **TOTAL: 285 High Rise Apartment Units**

#### **Tower 2 (Silver Ave.)**

46 Studio	495 – 597 sq.ft.
46 1 Bedroom + Den (Adaptable)	651 – 658 sq.ft.
46 2 Bedroom	859 – 937 sq.ft.
23 2 Bedroom + Den	916 sq.ft.
23 3 Bedroom	1,045 sq.ft.
4 3 Bedroom + Den	1,143 – 1,291 sq.ft.

#### **TOTAL: 188 High Rise Apartment Units**

#### **Townhouses**

3 2 Bedroom	1,170 – 1,188 sq.ft.
3 3 Bedroom + Den	1,312 sq.ft.

#### **TOTAL: 6 Townhouse Units**

**TOTAL UNITS: 479 UNITS**



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#### 4.5 Parking

##### **Vehicle Parking**

###### Residential Parking

	<u>Required</u>	<u>Provided Spaces</u>
479 Units @ 1.1 spaces/unit	- 527 (inclusive of 48 visitor spaces, 10 handicapped parking stalls and 48 EV plug-in stations)	528
Car Wash Stalls	- 5	5
Electric Vehicles	- 5	5
Residential Loading	- 2	2

###### Commercial Parking

	<u>Required</u>	<u>Provided Spaces</u>
92,039 sq.ft. retail/office @ 1 space / 750 sq.ft.	- 123	123
365 seat restaurant @ 1space / 5 seats	- 73	73
Commercial Loading	- 4	4

###### Childcare Parking

	<u>Required</u>	<u>Provided Spaces</u>
6 employees + 37 children @ 1 space / 2 employees + 1 space/ 10 children	- 7	7

###### Bicycle Parking

	<u>Required</u>	<u>Provided Spaces</u>
Resident - 2/unit @ 479 units	- 958 lockers	958 lockers
Visitor - 0.2/unit @ 479 units	- 96 spaces	96 spaces
Commercial – 10% of required parking	- 20 spaces	20 spaces

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 From: Director Planning and Building  
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4.6 Communal Facilities  
 (Excluded from FAR Calculations)

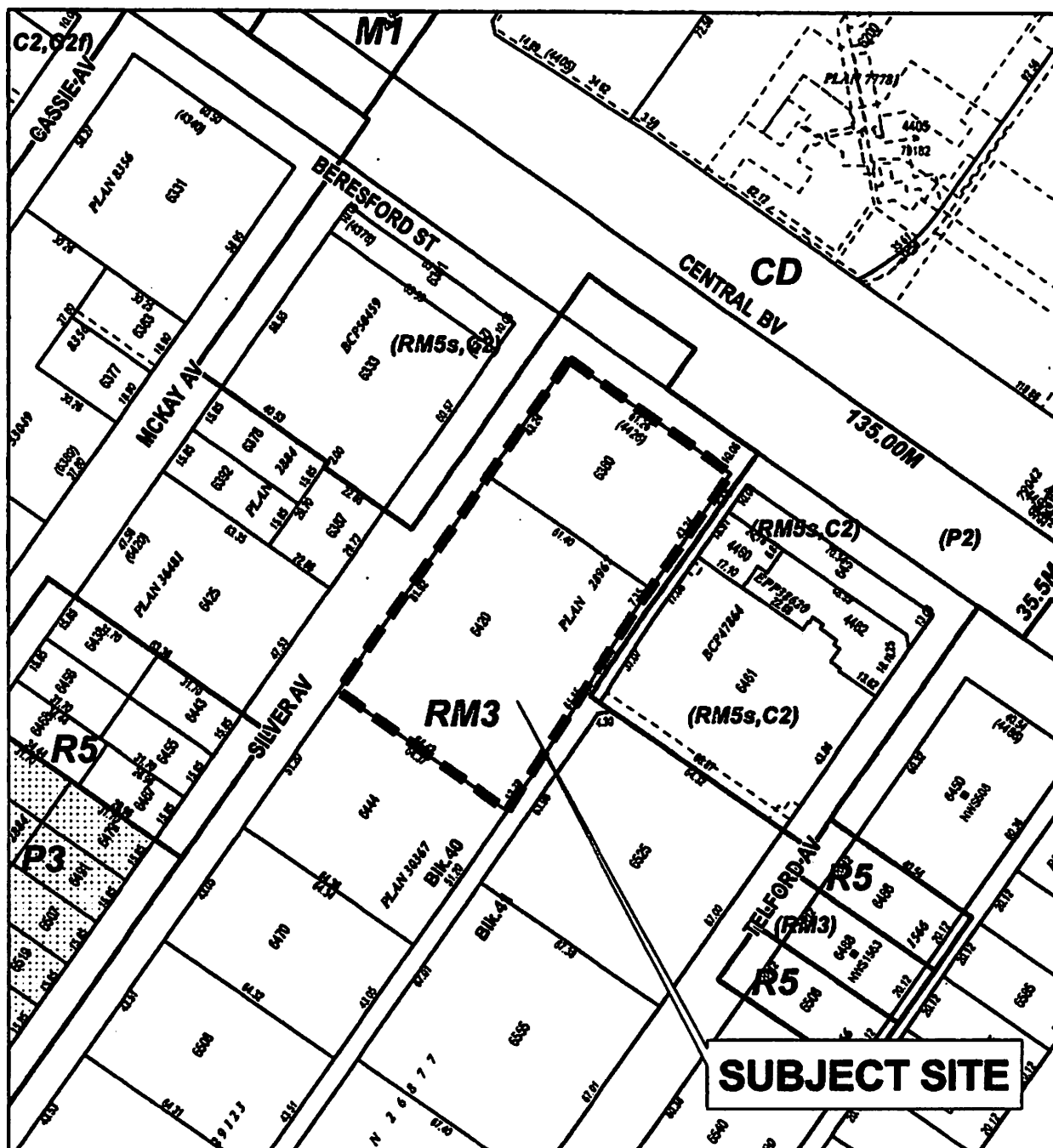
Communal facilities for residential tenants are located on the ground floor of both buildings, the second and eighth floor, and roof deck areas above the commercial/office podium. Amenities include amenity lobbies with seating area and concierge; multi-purpose meeting/media/games rooms; fitness rooms; swimming pool and spa; badminton court; virtual golf, music rooms, study/work centre area and outdoor seating, garden and children's play areas. The total internal amenity area measures 1,890.6 m<sup>2</sup> (20,351 sq.ft.), which is permitted to be excluded from Gross Floor Area (GFA) by the Zoning Bylaw. The applicant will also commission a substantial public art installation on the Beresford Art Walk as a requirement of the rezoning application.

  
 Lou Pelletier, Director  
 PLANNING AND BUILDING

JBS:spf  
*Attachments*

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

P:\REZONING\Applications\2014\14-19\Rezoning Reference #14-19 Public Hearing Report 20150525.Docx

**PLANNING & BUILDING DEPARTMENT**

DATE:

JUL 08 2014

**SCALE:**

**1:2,000**

**DRAWN BY:**

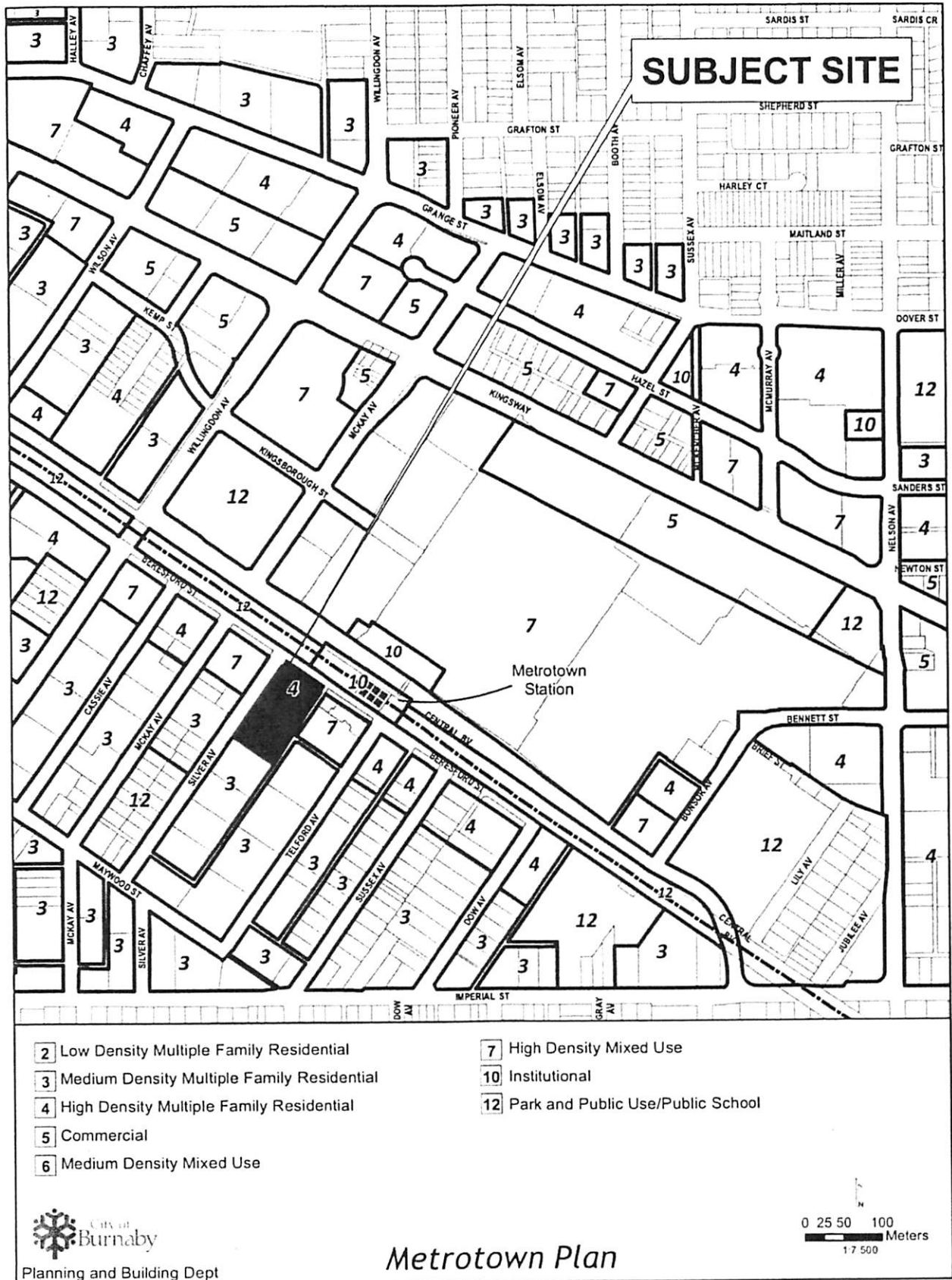
**AY**

**REZONING REFERENCE #14-19  
6380 AND 6420 SILVER AVENUE**



## Subject Site

### Sketch #1



Sketch #2

**The following item(s) of  
correspondence were received in  
opposition to Rezoning Reference #  
14-19.**

**Ibrahim, Sabreena**

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**From:** wendyhon1  
**Sent:** June-16-15 1:13 PM  
**To:** Clerks  
**Subject:** Public Hearing

To whom this may concern,

Thank you for your letter informing us that there will be further development in the already overdeveloped and overcrowded area of Burnaby we call home. I am a home owner at 6240 McKay Avenue and in the past year, I've only seen more construction and more traffic problems surrounding this area because of your idea of "rezoning" and bringing more unaffordable housing to an area where low-income families find housing. I am sure I am not the only one who feels this way as you can walk around the neighbourhood to find graffiti and signs that are very much against all this overdevelopment of a once family and low-income friendly neighbourhood. This is getting a little RIDDICULOUS! We were okay with the 3 you've already built in the past year and 2 more are coming but now another one?? When are you guys going to stop ruining this neighbourhood? When the whole of Beresford Street is high rises and housing for the rich and all the low-income families are homeless?

Please! Think of the people of Burnaby and all the families who live in the low-rises! I know my word isn't going to change anything because you have probably sold the land to the developers already but please... JUST STOP!

Sincerely,  
from a very concerned neighbour  
Wendy Hon

Sent from Samsung Galaxy Note

Chris Kopar  
205 – 6677 Sussex Ave  
Burnaby, B.C.  
V5H 3C5

June 17, 2015

Mayor and Council  
c/o Office of the City Clerk  
4949 Canada Way  
Burnaby, BC V5G 1M2

Dear Mayor and Council Members of the City of Burnaby,

I appreciate the time, effort, and patience you each apply in governing our city. I would like to thank you for taking the time to listen to the many fellow citizens about such a controversial subject as zoning bylaw amendments.

I have three concerns about the proposed amendment to Burnaby Zoning Bylaw 1965, specifically the amendment to the 6380 and 6420 Silver Avenue locations. They relate to the issues of how a change in the land use designation will affect property affordability, construction inconvenience, and social service levels.

My first concern is that the proposed new high rise apartments and low-rise townhouses will not be affordable to the residents that call this area home. In the last few years there has been redevelopment of several 3 storey multifamily apartments to high rise and low-rise townhouse configuration. A quick napkin calculation utilizing the market price data from the Realtor.ca website reveals that the units being sold in these new developments start at over \$330,000. The Realtor.ca website also provides a breakdown (from Stats Canada data) about the demographics of the area. The majority (77%) of households have an income of less than \$66,000, with 48% having a household income of less than \$30,000. While I commend the city's efforts to address the affordability issue with its tenant assistance plan condition to development, I am still worried that my most vulnerable neighbours will have to move out of the area. Simply put, the majority of residents in the area could not afford to move into one of the units proposed in the new development. Even with a household income of \$60,000 per year, \$30,000 down payment, a low interest rate of 2.75%, and a 25 amortization period, the maximum mortgage available, according to the CMHC, is under \$340,000. I fear that despite the tenant assistance plan's conditions many of my senior, mobility restricted, and rigidly fixed income neighbours will have to move to locations that isolate them from nearby public transport like the SkyTrain and bus routes that they rely on to be mobile and functioning members of our city.

My second point is a little more personal. There has been quite a bit of disruption during the construction of the high-rise and townhouse developments in the last few years. Added to the prospective demolition, new excavation, and construction at the proposed site at 6380 and 6840 Silver Ave, there is the refurbishment of the Metrotown Skytrain station. I feel that the two projects, adjacent

to each other, will be of major disruption to car drivers, bicyclists, and pedestrians. In essence the entire area, already impeded by SkyTrain construction, will be even more congested by the proposed new construction. There will be days, if the proposed amendment is passed and construction initiated, where Beresford Ave and the pedestrian walkway on both sides of Beresford Ave will be closed. On those days there will be only Central Blvd's now very narrow walkway for pedestrians and bicyclists to utilize in travelling from the SkyTrain entrance to the western part of the neighbourhood (library, Willingdon Ave.) Simply, this neighbourhood has in the past and continues now in the present to sustain quite a bit of inconvenience for development projects.

My third point relating to the proposed amendment to the Zoning By-Law is the pressure the proposed development will place on the social services in the area. In the last two years there has been the construction of at least 3 new high-rise or townhouse developments within a 500m radius of each other. There is also construction occurring on the very large Station Square development. I am concerned that the influx of new residents in such a small area over such a brief timespan will affect the quality and quantity of social services available to every resident, new or established. Services such as public recreation (parks, library, and Bonsor Recreation Centre) will be utilized by more people. The Burnaby School District (BSD) may also be affected by the rapid influx of new students to the area. Being originally from Toronto and as a teacher, I have seen the effect rapid densification development can have on the quality of education provided to students that simply do not fit into the pre-existing schools. I do not want something similar to occur here. Additionally, I am concerned that the level of fire and police protection will not have been adequately been increased for the rise in residential and commercial space proposed in the amended zoning by-law project.

For these three reasons I feel that the council should decline the amendment to the zoning bylaw at this time. I propose that the issue be revisited at a minimum once the SkyTrain station refurbishment has been completed. Growth is good, but it should occur with an understanding of the consequences. I do not feel the community is ready to absorb the consequences of economically forced migration, increased construction annoyances, and decreased social service levels. I feel that a pause in this particular zoning by-law amendment will also give residents, planners (city, RCMP, BSD, future developers), and social service providers (including the city's own recreation department) in the area time to understand and adapt to the changes that are already occurring in the area. Please delay the continued rapid development of my neighbourhood by not approving this zoning-by-law amendment.

I thank you for your time and I welcome any communication with you or the city concerning these issues.

Chris Kopar





**Ibrahim, Sabreena**

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**From:** Trevor Dsouza  
**Sent:** June-18-15 11:23 AM  
**To:** Clerks  
**Subject:** Rezoning Reference #14-19

**TREVOR DSOUZA**

209 – 6420 Silver Ave, Burnaby, BC. V5H 2Y5

To whom it may concern,

I am writing this email to appeal against the rezoning application put before the city for my apartment building. I have just moved 2 weeks ago to this apartment building from Vancouver solely because of the rising rent in Vancouver. These low rise buildings with affordable rent are home to many new families and the working class. Construction of new high rise towers will not only displace us from the neighborhood but also increase the rent of the area which used to be an affordable housing for low income group.

Therefore it is my sincere request to stop demolition of these buildings and plan to create affordable housing in metrotown.

Regards,  
**Trevor Dsouza.**

**Ibrahim, Sabreena**

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OL

**From:** HARVEY SUN  
**Sent:** June-14-15 1:45 PM  
**To:** Clerks  
**Subject:** Re: Proposed Amendment to Burnaby Zoning Bylaw 1965

Dear Burnaby City Council:

My name is Hui Lin Sun. I am a resident of 206 -6420 Silver Ave. Burnaby V5H2Y5.

As an existing resident at 6420 Silver Ave, I am highly against the application and intention by Belford Properties Ltd. in an effort to amend the fore-mentioned bylaw.

My fellow tenants and I are trying all we could to prevent the property developer from taking away the last piece of affordable housing in the community of Metrotown that we are left with access to.

Passing the amendment will cause a drastically negative economic impact in my life, no need to mention the huge inconvenience as a result of having to find a new home and move.

Thank you very much for giving me this chance to be heard.

Hui Lin Sun

Resident of 6420 Silver Ave.  
Burnaby, BC

**Ibrahim, Sabreena**

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**From:** fran reinfjell  
**Sent:** June-21-15 12:57 PM  
**To:** Clerks  
**Subject:** STOP the Demolition

My partner and I hereby want to protest the demolitions in the Metrotown area and everywhere else in Burnaby

Frances Reinfjell  
Gary McDonald

Rez Ref # 14-19  
Bylaw # 13482

**Written Submission to the Public Hearing of**  
**23<sup>rd</sup> June 2015**

Burnaby Zoning Bylaw 1965 (Amends Bylaw 17, 2015)  
 Rezoning Reference #14-19  
 Subject Properties: 6380 and 6420 Silver Avenue

Rez Ref # 14-19  
 Bylaw # 13482

**Submission From:** Robert Quicke, residing Telmara Manor (apartment 218) at 6525 Telford Avenue (directly east across the lane way of the subject site).

Having received written notice of this public hearing, and being unable to attend due to work out of town, I wish to provide the Burnaby Council with several comments with regards to the application by Belford Properties for a two tower highrise on these properties.

While redevelopment in the area of our residence is both desirable, due to its proximity to efficient public transit (Metrotown Skytrain and Bus Loop) and inevitable (due to rising population in the Greater Vancouver Regional District) I am, at present, **opposed** on several grounds to the rezoning from RM3 (Multiple Families Residential) of these properties.

**Points of Concern**

I would suggest that, rather than consider development of properties near Metrotown on a "one by one" basis, examining and approving applications for individual locations, Burnaby Council needs to have a Comprehensive Strategy for the whole neighbourhood near Beresford Street south of the Skytrain line. That strategy should include a mix of low-rise, medium rise and high rise apartment buildings, along with rental and resident owned town house modules.

It would seem that, as developers acquire properties along Beresford street and plan high rise complexes, those of us living in the older, low rise complexes south of Beresford will soon be "walled in" by an artificial forest of structures that loom over our humble abodes. This has the potential to restrict our access to sunlight, to open views of the sky and even hinder physical access to the green spaces (such as Maywood Park) that currently exist and those aspects which can provide for a better livability quotient in a neighbourhood.

Already one development along Beresford Street (MetroPlace) is completed and occupied while three more west of Silver have received approval and are under way. What plans are in place to address the resulting congestion? Does the in-place infrastructures (water, sewer, hydro and telecommunications) have sufficient future capacities to handle an influx of new residents to this area?

The construction of new high rise complexes, even those built to the current standards, are often less likely to sustain their habitation potential over the long run. Smaller, low rise buildings, even those 60 or more years of age, are less expensive to repair and upgrade, as

well as providing accommodation to those within society whose financial resources are limited (students, retirees and person who are mobility or emotionally challenged) while newer high rise complexes are usually inhabited only by a minority part of our citizens. Code upgrading older buildings, because of their very design, can be more easily accomplished than are similar upgrades for a high rise edifice.

I have downloaded and read the supporting documentation (dated 20 May 2015) and the reports of the Advisory Planning Commission (dated 11 June 2015). It would seem that the Planning Department recommendations are in favour of this re-zoning and the subsequent redevelopment as planned by the applicant.

While there are many aspects of this development plan that hold merit and are of value to our community, the plan as currently submitted also has some serious problematic elements.

Positive Aspects:

- Increased density within walking distance of transit;
- A planned child care component;
- Encouragement of Electric vehicle use;
- Provisions for bicycle secure parking;

Problem Aspects:

- Height;
- Public Safety;
- Capacity;
- Lane Access;
- Restaurant;
- Location;
- Sanitary Infrastructure;

Let me elaborate.

HEIGHT: While no measurements were given in the documentation, as stated in the development outline two towers are planned for this site, one of 26 floors and one of 41 floors. Given an approximation of 10 feet (3.05 metres) per floor these are 260 feet (79.3 metres) and 410 feet (125.06 metres) high, with the taller one closest to Beresford Street. This will contribute to the "walled in" atmosphere alluded to earlier in my presentation.

PUBLIC SAFETY: At this point in time, no fire rescue equipment exists in the GVRD to reach anywhere near the tops of either of these towers nor many others in the City. (The largest one of which I am aware is the City of Vancouver 136 foot "cherry-picker" basket lift stationed in its downtown core). In the event of a prolonged power outage, or strong smoky fire event, I question how residents in the upper floors of any high-rise would be able to cope with the long descent on fire door inhibited, concrete stairways. I would ask the Council and Planning Department staff: ***What logic is there in permitting construction which could place future residents in harm during a serious crisis?***

**CAPACITY:** As outlined in the development plan, a total of 479 residential units will be built in this complex which supersedes the 109 currently on the site. Based on the sizing breakdown in the development proposal (assuming an unlikely conservative eventuality that each bedroom contains just *one* resident) at least 761 new residents will be added to this one site. Given that this development plan includes a child care facility and a childrens' play area, we can safely presume a much higher total residency since couples with offspring will be part of the marketing target for these new apartments. ***Is this a realistic jump for our neighbourhood to sustain?***

**LANE ACCESS:** As stated in the development plan, vehicle access for the 41 floor tower will be from the rear lane way east of Silver. The lane way is already overtaxed and, possessing a 90 degree right turn at its southern extremity, making it unsuitable for use by more traffic. That lane way also provides access for myself and other tenants of Telmara Manor.

Since the occupancy last summer of MetroPlace next door to our homes, we have already seen repeated instances of traffic flow disruption in that lane way. This becomes even more obvious on those days when municipal garbage collection takes place, as multiple green disposal bins are extricated from underground parking locations and placed into the lane way for subsequent retrieval by the large packer trucks.

Additionally, northbound exit from the lane way puts a stress on Beresford Street vehicle flow. Eastward traffic must skirt past the community shuttle stop between Sussex and Telford to use Sussex or Dow (both residential streets) to reach Imperial. Westward traffic must negotiate a rather poorly designed exit onto, or across Willingdon.

***How can the addition of 5 times the residential capacity not seriously hinder those of us already dependant on that lane way for egress from our homes?***

**RESTAURANT:** The development plan calls for a 365 seat restaurant. This neighbourhood is a residential area and such a component is simply out of character and incompatible with the needs and desires of our neighbours.

While it might be of some recreational benefit to the residents of the new towers, and those of us nearby, a 365 seat dining facility will most likely market itself to the wider community, thus aggravating the already over taxed parking in our neighbourhood. [See also the following item]

**LOCATION:** While commercial ventures which provide community enhancement, such as Neighbourhood House (in MetroPlace), dental, medical and optical services are desirable in a development such as proposed here, a large commercial enterprise, such as the proposed restaurant is better suited to a commercially zoned area, as is the north side of Central Avenue or Kingsway where transit access is similar to that available on Silver at Beresford, but where prolific parking and easier vehicle traffic flow are possible.

**SANITARY INFRASTRUCTURE:** I have already alluded to the potential over burdening of the *insitu* water and sewers in this neighbourhood and can only speculate on what might happen if, during a prolonged heavy rainfall (not unheard of in our winter climate), all of the potentially 800 new residents of this development decide to flush their toilets during the same break of a Canucks television broadcast.

## Closing Remarks and Suggestions

I am not one to point out flaws without also offering some insight into potential solutions.

### TO ADDRESS TRAFFIC FLOW:

- Maintain the north side of Beresford Street as a “No Stopping/ No Parking” zone from Dow to Willingdon;
- Establish a “3 minute Drop-off Zone” for transit passengers on the south side of Beresford between Telford and the lane east of Telford;
- Make the balance of Beresford, from Willingdon to Dow a metered 2 hour parking zone;
- Establish designated “Car Share” parking zones (20 to 30 metres long) from Beresford on one side of Sussex, Telford, Silver and McKay Streets;
- Make parking on all other residential streets south of Beresford and north of Imperial (between Dow and Willingdon) 2 hour enforced use, except with a residential permit from city hall;
- Eliminate the stop sign at westbound Beresford at Willingdon and install a traffic control light system (Integrated with that currently at Central and Willingdon) to allow a safe and orderly exit from Beresford, north or south on Willingdon and across towards Patterson;
- Remove the hydro poles which intrude on the lane way between Telford and Silver and make the lane way “one Way” northbound use;

### TO ADDRESS PUBLIC SAFETY AND NEIGHBOURHOOD LIVABILITY

- Place a moratorium on all future developments where heights exceed the fire services reach for rescue;
- Ensure any future development along Beresford will provide for avenues of light and visibility to those of us who may reside in the smaller and older complexes in this neighbourhood;
- Determine that residential zoning will not be overridden by developers including commercial enterprises in otherwise sound and necessary growth plans;

I hope that my thoughts and observations will prove useful to the Council and Planning Departments of the City of Burnaby and that together, we will be able to accommodate the development of a viable city centre focus around Metrotown which is also enhance the well-being, health and comfort of all residents in this area.

**Hodnett, Pierrette**

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**From:** Cleave, Sid  
**Sent:** Tuesday, June 23, 2015 4:45 PM  
**To:** Hodnett, Pierrette  
**Subject:** FW: Proposed rezoning 6380, 6420 Silver Ave

**From:** helen chris  
**Sent:** Tuesday, June 23, 2015 10:32 AM  
**To:** Clerks  
**Subject:** Proposed rezoning 6380, 6420 Silver Ave

Dear Mayor Corrigan and Council

This is to inform you that I strongly oppose the rezoning of 6380 and 6420 Silver Avenue.

Reasons include:

Legality of rezoning proposal and process in question:

The Metrotown Community Plan which is to be followed unless amended states that Maywood neighbourhood low-rises (such as the Silver Ave apartments) "should be protected", not demolished.

The Metrotown Community Plan and Burnaby's Official Community Plan have not been amended as required under the Local Government Act to allow for the increased "s" density/FAR proposed for this site or for the four Town Centres in Burnaby. Hence the rezoning proposal appears to be illegal.

The maximum height for the R5 zoning on Silver Ave is 3 storeys.

The creation of the 's' zoning in Dec 2010 was to be in the context of an amendment to the community plan including the legally required broad public consultation which was to begin "immediately" with Metrotwon but has not taken place.

Comprehensive Development designation that accompanies the "s" designation has been applied to numerous sites in Burnaby both in and out of Town Centres, but "there is no process" for this designation according to email from planning staff J Schumann. There needs to be open, transparent, known processes and public consultation for such zoning designations or pre-designations.

Mayor and Council are on the public record calling for respect for local bylaws, public consultation, transparent democratic processes, diversity, inclusion, welcome of diverse ethnic and cultural groups, concern for vulnerable families, etc. These laudable concerns need to be applied to this situation also and urgently.

Impact on people's lives and our community and taxes:

The rezoning would result in eviction of the tenants from their homes in 109 units - how many people would this be? Estimate: at least 300. Hundreds have already been evicted from other buildings in Maywood.

The tenants are lower-income people many from vulnerable groups and/or with intersecting disadvantages/vulnerabilities that are eligible for protection in BC and Canadian human rights laws. These



include: low-wage workers, under-employed & unemployed people, single parents and their children, immigrants, refugees, non-English speakers, elders, fixed income, persons with disabilities, ethnic and racial minorities, etc.

The tenants will not be able to afford to buy or rent the proposed condo tower units at this address or other Metrotown or Burnaby sites.

The tenants will be displaced from their homes and from their neighbourhood and community in Burnaby.

The potential rezoning and the threatened eviction of these and thousands of others in Maywood causes distress, turmoil, hardship and fear in the lives of these people.

Such distress and social marginalization are known to increase the incidence of: homelessness, violence against women, spousal abuse, child abuse and neglect, suicide and self harm, substance abuse, violent crime, sexual exploitation, radicalization, family breakdown, poverty, educational non-achievement, and adverse mental and physical health, as well as all the extreme dollar costs to taxpayers of efforts to ameliorate these easily avoidable effects.

I am told that other evicted tenants were told to "move to Surrey" by the Mayor at a Public Hearing for rezoning another Maywood building. Councillors have called the Maywood neighbourhood - which resembled parts of N Bby, Kitsilano, Montreal - a 'slum', a 'ghetto' and a 'mistake'.

Such comments damage the reputation of Burnaby in the wider community and world.

Such comments furthermore encourage a climate of contempt and disregard for the individuals and the vulnerable groups living in the Maywood area, and for others like them elsewhere: single mother families, refugees, immigrants, ethnic/cultural/religious minorities, low-wage employees, low-income people, seniors, persons with disabilities. The climate of contempt Council is encouraging with these statements may nurture violence towards women, sexism, racism, and social ostracism and exclusion.

These people like all people should not be treated with dignity and respect, and not as disposable fodder for low wage employers and social service providers.

Density measure:

There is no guarantee of increased population density from the construction of the towers as density is not measured by population per acre, but by units per acre - according to information from planning staff L Pelletier at a Public Hearing in 2014. The tower condos proposed units may be bought and not occupied or not occupied year-round or by more than one person. Thus the goal of accommodating expected higher population under the RGS may not be met by this strategy.

Liability & evidence based policy on seismic issues:

A Jan 2014 highly-publicized report from UBC and UVic seismic engineers that I have brought to Council's attention numerous times concluded that shaking from an earthquake in the lower mainland would be 3-4 times more intense than previously estimated and last longer. It stated that "tall buildings" would be particularly at risk. The report urged/recommended that community plans and building codes be updated to incorporate this new evidence. This is in line with need for evidence based policy. The proposed towers are "tall buildings". Council's encouraging and allowing construction of these "tall buildings" without regard for first addressing the recommended revisions of plans and building codes puts thousands of lives at unnecessary risk in the event of an expected earthquake, and may put the City of Burnaby at risk of financial liability for failure to act on existing evidence in the course of its fiduciary duties to residents and businesses.

It makes little sense to spend millions on seismic upgrades for schools when the staff, children, and parents spend far more time in homes in "tall building" that are not built to meet the current evidence base.

Planning process invalidated and compromised by appearance of corruption:  
Council's commitment to avoiding corruption and the appearance of corruption, and its commitment to transparency, democracy, integrity, and consultation in development in Burnaby are compromised and cast into doubt and disrepute by the Council's political party's acceptance of political campaign donations from both developers and development related trade unions. Donations of approx \$140,000 were received in the 2014 campaign from developers alone.

Planning staff have actively favoured particular developers by recommending the services of at least one (Bosa) to a property owner considering development, and by advising another developer (EPTA Properties) of the impending financial doom of a particular community non-profit organization (the Hastings Legion) that was facing extreme financial pressure due to high property taxes, according to an article on the Globe and Mail.

Planning staff have compromised the integrity of the planning process by stipulating requirements that do not in fact exist that favour large developers. Staff have informed property owners that assembling multiple properties is required prior to redevelopment where it is not required by anything in plans or bylaws.

Sincerely,

Helen Ward - 4819 Albert St Burnaby

**Ibrahim, Sabreena**

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**From:** Murray Martin  
**Sent:** June-23-15 11:24 AM  
**To:** Clerks  
**Subject:** Public hearing submission June 23rd

Rez Ref # 14-19  
 Bylaw # 13482

RE: Rez. #14-19  
 6380 and 6420 Silver Avenue

Dear Council,

I am writing in regard to the rezoning of two low-rise purpose built rental units at 6830 and 6420 Silver Ave. As a long-time resident of Burnaby I am deeply opposed to this rezoning application.

Burnaby faces a crisis in rental housing and the destruction of existing rental property will exacerbate the problem. Vacancy rates in Burnaby are close to 1% and the number of purpose built rental apartments declined in 2013-2014 by 267 units according to CMHC data. CMHC states that this has resulted in tenants in these buildings being forced to find 'alternative rental accommodations in and around the area, pushing vacancy rates lower and rents higher.' (1) The total number of purpose built rental has declined from 12,715 in 2004 to 12,357 units in 2014 (2). This represents a 3% decline of purpose-built rental units in Burnaby in the last decade while the population has grown between 15-20% over the same period of time.

According to a 2014 OECD (Organization for Economic Co-operation and Development) report, Canada's shortage and lack of affordability of rental housing is due in large part to the replacement of purpose-built rentals with condos (3). The result is when purpose-built rentals are demolished to make way for condominiums, lower income workers and families face higher rents and lower vacancy rates. Many will be forced to move out of Burnaby by the lack of availability of relatively inexpensive rental housing.

While the root of the problem with housing affordability does lie with the Federal and Provincial governments, municipalities can take action to protect existing purpose-built rentals. Condominium development coming at the expense of lower-income folk living in Burnaby will aggravate problems with homelessness, gentrification and housing affordability in Burnaby and Metro Vancouver. With this in mind I am asking Burnaby City council not to approve the rezoning of the purpose built rental properties at 6380 and 6420 Silver Avenue.

Thank you,

Murray Martin  
 7235 Salisbury Ave, Apt 1403  
 Burnaby BC, V5E4E6

- (1) Rental Market Report - Vancouver and Abbotsford-Mission CMAs - Fall 2014, page 3  
 (2) Rental Market Report - 2004 Vancouver Rental Market Report, page 9 and (above 2014)  
 (3) <http://www.theglobeandmail.com/report-on-business/economy/housing/the-real-estate-beat/canadas-condo-mania-to-blame-for-lack-of-affordable-rentals-oecd/article19133344/>

**Ibrahim, Sabreena**

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**From:** Joe Salimba  
**Sent:** June-23-15 2:40 PM  
**To:** Clerks  
**Subject:** rezoning of 2 apartment buildings at 6380 and 6420 silver ave.

i'm very,very,very strongly opposed to demolition of those 2 apartment buildings.

Rez Ref # 14-19  
Bylaw # 13482



## PROPOSED DEVELOPMENT SUMMARY FOR ADVISORY PLANNING COMMISSION (APC)

**REZONING REFERENCE # 15-17**  
**ADDRESS: 7000 Lougheed Highway**

**Meeting Date: 2015 June 11**

**DEVELOPMENT PROPOSAL:**

The purpose of the proposed rezoning bylaw amendment is to permit the temporary deployment of a Cell on Wheels (COW) telecommunications antenna installation.

- |   |  |  |
|---|--|--|
| 1. <b>Site Area:</b>  | 5.64 ha (13.95 acres)  |  |
| 2. <b>Existing Use:</b>   | Industrial/commercial  |  |
| <b>Adjacent Use:</b>  | Lougheed Highway/industrial and commercial uses/single-family dwellings      |  |
| <b>Proposed Use:</b>  | Industrial, commercial/temporary telecommunications antenna installation     |  |
|   |  |  |
|   | <b>Permitted/Required</b>  | <b>Proposed/Provided</b>   |
| 3. <b>Gross Floor Area:</b>   | CELL on Wheels (COW) Installation Area<br>120 m <sup>2</sup> (1,292 sq. ft.) | CELL on Wheels (COW) Installation Area<br>120 m <sup>2</sup> (1,292 sq. ft.) |
| 4. <b>Site Coverage:</b>  | N/A  | N/A  |
| 5. <b>Building Height:</b>  | Cell on Wheels (COW) Height is<br>14.9 m (48.8 ft.)                          | Cell on Wheels (COW) Height is<br>14.9 m (48.8 ft.)                          |
| 6. <b>Vehicular Access from:</b>  | Bainbridge Avenue  | Bainbridge Avenue  |
| 7. <b>Parking Spaces:</b>   | N/A  | N/A  |
| 8. <b>Loading Spaces:</b>   | N/A  | N/A  |
| 9. <b>Communal Facilities:</b>  | N/A  | N/A  |
| 10. <b>Proposed development consistent with adopted plan?<br/>(i.e. Development Plan, Community Plan, or OCP)</b> | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO          |  |

*Note: N/A where not applicable*

P:\REZONING\FORMS\APC STAT SHEET



Item.....
Meeting..... 2015 May 25

## COUNCIL REPORT

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**TO:** CITY MANAGER 2015 May 20

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** **REZONING REFERENCE #15-17**  
**Two-phase rezoning for temporary antenna installation**

**ADDRESS:** 7000 Lougheed Highway (see *attached* Sketches #1 and #2)

**LEGAL:** Parcel 1, DLs 59 and 78, Group 1, NWD Reference Plan 78006

**FROM:** CD Comprehensive Development District (based on C1 Neighbourhood Commercial District, C2h Community Commercial District and M5 Light Industrial District) and R2 Residential District

**TO:** Amended CD Comprehensive Development District (based on C1 Neighbourhood Commercial District, C2h Community Commercial District, M5 Light Industrial District and P2 Administration and Assembly District and in accordance with the development plan entitled "BC9916, Bainbridge & Lougheed, 7018 Lougheed Hwy," prepared by TRK Engineering, to be superseded on 2016 July 01 by the development plan entitled "BC9916 – Phase 2, Bainbridge & Lougheed, 7018 Lougheed Hwy," prepared by TRK Engineering.) and R2 Residential District.

**APPLICANT:** TM Mobile Inc. (Telus)  
 2 – 3500 Gilmore Way  
 Burnaby, BC V5G 4W7  
 (Attention: Jon Leugner)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2015 June 23.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2015 June 01 and to a Public Hearing on 2015 June 23 at 7:00 p.m.
2. **THAT** the following be established as prerequisites to the completion of the rezoning:
  - a. The submission of suitable plans for both phases of development.
  - b. The submission of an undertaking and bonding for removal of the proposed Cell on Wheels (COW) installation prior to 2016 July 01.



To: City Manager  
 From: Director Planning and Building  
 Re: Rezoning Reference #15-17  
 2015 May 25..... Page 2

## REPORT

### 1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit the temporary deployment of a Cell on Wheels (COW) telecommunications antenna installation.

### 2.0 NEIGHBOURHOOD CHARACTERISTICS

The subject site is a large property that extends from Lougheed Highway south to Greenwood Street and east to Bainbridge Avenue. The site contains commercial development along Bainbridge Avenue and the former Telus industrial complex on the remainder of the site. Development on the north side of Lougheed Highway, opposite the site, includes a gasoline service station and a low-scale commercial development, with townhouses and single-family dwellings beyond. A small commercial development, which is the subject of a concurrent rezoning application for an antenna installation (Rezoning Reference #15-16), is located across Bainbridge Avenue to the east. An R1 Residential District neighbourhood extends to the east and south of the subject site. Industrial properties, including the Saputo production facility, are located to the southwest and west of the site. The Millennium SkyTrain guideway traverses the northerly portion of the subject site by means of a statutory right-of-way (see *attached* Sketches #1 and #2).

### 3.0 BACKGROUND INFORMATION

- 3.1 On 1988 May 30, Council granted Final Adoption to Rezoning Reference #117/86, which rezoned the site from M2 General Industrial District, C6 Gasoline Service Station District, P8 Parking District, R1 Residential District, and R2 Residential District to CD Comprehensive Development District (based on C1 Neighbourhood Commercial District and M5 Light Industrial District as guidelines) and R2 Residential District (the latter District is confined to a buffer strip along Lougheed Highway). The purpose of the rezoning was to permit the redevelopment of the southern and eastern portions of the site, in two phases, and the gradual transition of the existing industrial complex to M5 Light Industrial District uses.
- 3.2 On 2005 October 17, Council granted Final Adoption to Rezoning Reference #05-12, which rezoned the site from CD Comprehensive Development District (based on C1 Neighbourhood Commercial District and M5 Light Industrial District as guidelines) and R2 Residential District to CD Comprehensive Development District (based on C1 Neighbourhood Commercial District, C2h Community Commercial District and M5 Light Industrial District as guidelines) and R2 Residential District in order to permit a private liquor store in an existing commercial building on the site.

To: City Manager  
 From: Director Planning and Building  
 Re: Rezoning Reference #15-17  
 2015 May 25..... Page 3

- 3.2 The subject property is located in the Bainbridge Urban Village Community Plan area. The Commercial Policy Framework of the Burnaby Official Community Plan (OCP) indicates that the intersection of Lougheed Highway and Bainbridge Avenue is intended for Urban Village centre commercial use.

#### 4.0 GENERAL INFORMATION

- 4.1 The applicant is seeking to rezone the subject property from CD Comprehensive Development District (based on C1 Neighbourhood Commercial District, C2h Community Commercial District and M5 Light Industrial District as guidelines) and R2 Residential District to CD Comprehensive Development District (based on C1 Neighbourhood Commercial District, C2h Community Commercial District and M5 Light Industrial District, and P2 Administration and Assembly District as guidelines) and R2 Residential District, in order to permit the deployment of a Cell on Wheels (COW) telecommunications antenna installation on a temporary basis. The COW is intended to temporarily replace existing antennas located on a building in the former Telus industrial complex, which is scheduled for demolition in June 2015. A permanent location to replace the existing antennas is proposed at 2900 Bainbridge Avenue, under a concurrent rezoning application (Rezoning Reference #15-16).

The applicant proposes removal of the COW within six months of securing a permanent antenna site (at 2900 Bainbridge Avenue, or elsewhere if Rezoning Reference #15-16 is unsuccessful) and no later than 2016 June 30. As such, this proposal involves two successive plans of development: an initial plan of development that includes the COW as described below, and a second plan of development, effective 2016 July 01, that depicts the subject site with the COW removed (and no further development). A bond equal to the value of the COW's removal is required to ensure performance on this proposal. Future redevelopment of the site will require further rezoning once a plan of development is determined.

The proposed COW site is an approximately 120 m<sup>2</sup> (1,292 ft<sup>2</sup>) area in the interior of the subject property, approximately 80 m (262 ft.) south of Lougheed Highway, 72 m (236 ft.) west of Bainbridge Avenue, and 172 m (564 ft.) north of Greenwood Street. This portion of the property currently consists of a depressed parking area enclosed on three sides by surrounding buildings. Once demolition occurs, only the buildings to the east of the COW site will remain. These buildings are located at a higher grade, approximately 1 m above the proposed COW site.

- 4.2 The COW consists of a 14.9 m (48.9 ft.) tall lattice work tower mounted on a trailer chassis with outriggers. Three 1.2 m (4 ft.) high, 0.38 m (1.23 ft.) wide antennas are proposed to be mounted at the top of the tower. Power and fibre for the antennas will be extended from the electrical room of the adjacent commercial building located approximately 7 m to the east. The applicant proposes to enclose the COW site with a 1.8 m (6 ft.) high panel fence.



To: City Manager  
 From: Director Planning and Building  
 Re: Rezoning Reference #15-17  
 2015 May 25..... Page 4

- 4.3 Antenna developments and related infrastructure are recognized as a necessary utility that serve the mobile communications and information technology needs of Burnaby's businesses and residents. As such, this Department works with the telecommunications sector and their proponents in developing antenna infrastructure as appropriate. Given that free-standing antenna developments are considered the most obtrusive of antenna proposals, this Department evaluates the potential impacts of each proposal on the subject site and surrounding land uses, and reviews the topographical, environmental or heritage prominence of each site. In addition, this Department seeks to maximize the distance of these installations from residential areas; ensure that the design of antenna installations and accessory components are as unobtrusive as possible; and encourage the co-location of antenna installations wherever possible. The following subsections review the proposed development, in view of the above considerations.

#### ***4.3.1 Potential impacts on subject site and surrounding uses***

The proposed COW is located in an approximately 120 m<sup>2</sup> (1,292 ft<sup>2</sup>) area in the interior of the subject property, approximately 80 m (262 ft.) south of Lougheed Highway, 72 m (236 ft.) west of Bainbridge Avenue, and 172 m (564 ft.) north of Greenwood Street. The COW will be located approximately 7 m to the rear of the nearest building, which contains a number of commercial uses, including a private liquor store, restaurant, office furniture outlet, a drycleaner and a photo lab. An industrial building, used for film production, is located approximately 10 m (32.8 ft.) to the southeast. There will be no surrounding development to the north, west, and south of the site once the scheduled demolition of the former Telus industrial complex is completed. The nearest residential lot is located approximately 78 m (255.9 ft.) to the southeast.

Given its location in the interior of a large industrial property, to the rear and at a lower elevation than adjacent buildings and surrounded on most sides by a demolition site and vacant land, the proposed temporary siting of a COW installation is not expected to have any significant impacts on the subject site. Similarly, the proposed temporary COW installation is expected to have negligible impacts on adjacent and nearby industrial sites to the west and southwest given the distance and largely industrial context of those sites.

The proposed COW will be visible from the Millenium SkyTrain guideway approximately 80 m (262 ft.) to the north. Given the temporary nature of the proposal, and the likely presence of construction cranes and other equipment on the site during much of the proposed time frame, the brief visibility of the COW is unlikely to create any significant visual impact from the SkyTrain line. In addition, the guideway itself will obscure views of the COW from areas to the north of Lougheed Highway.

Impacts to nearby residential areas are discussed in Section 4.3.3 below.

To: City Manager  
 From: Director Planning and Building  
 Re: Rezoning Reference #15-17  
 2015 May 25..... Page 5

#### ***4.3.2 Topographical, environmental or heritage significance***

The proposed COW is located in an industrial neighbourhood in the low-lying Central Valley area of Burnaby. As such, its location is not topographically prominent. Similarly, there are no heritage sites in the immediate vicinity. The proposed COW may be visible from a distance from portions of Burnaby Lake Regional Park, which is located approximately 0.5 km to the south. Given the temporary nature of the proposal, however, the impacts of any distant visibility would be minor.

#### ***4.3.3 Maximizing distance from residential areas***

Single family residences in the R1 Residential District are located in the vicinity of the subject site. A cluster of eight residential lots are located immediately adjacent to the subject property, at the northwest corner of Bainbridge Avenue and Greenwood Street. Other R1 District residential neighbourhoods are located south of Greenwood Street and east of Bainbridge Avenue. The proposed COW will be visible from these residences.

The visibility of the COW, however, is mitigated by several factors. First, the proposed COW is located within an aged, disused industrial site that currently contains a large array of antennas on a building scheduled for demolition. Once demolition commences, the site will contain construction cranes and other equipment similar in scale and appearance to the COW. As such, expectations for the site are likely to be less than in more aesthetic contexts. Second, the nearest residential lot is located approximately 78 m (255.9 ft.) distant to the southeast and all but three lots to the south/southeast are located at least 140 m (459.3 ft.) away from the COW site. To the east, the nearest residential lot is located approximately 92 m (301.8 ft.) distant from the COW site; from its perspective, and from the lots to the southeast, all but the upper portions of the COW are hidden by the intervening commercial buildings on the subject site. Lastly, the proposed use is temporary, and would be required to be removed within six months of securing a permanent antenna site (at 2900 Bainbridge Avenue, or elsewhere if Rezoning Reference #15-16 is unsuccessful) and no later than 2016 June 30. Given all of the above, the proposed use, on a temporary basis, is not incongruous with the existing use of the site.

Regarding potential safety concerns, the proposed installation must comply with the Safety Code 6 Guidelines administered by Health Canada.

#### ***4.3.4 Design of antenna installations and related equipment***

As noted, the proposed design of the antenna installation consists of a 14.9 m (48.9 ft.) tall lattice work tower mounted on a trailer chassis with outriggers. Three 1.2 m (4 ft.) high, 0.38 m (1.23 ft.) wide antennas are proposed to be mounted at the top of the tower. The applicant proposes to enclose the approximately 120 m<sup>2</sup> (1,292 ft<sup>2</sup>) COW area with a 1.8 m (6 ft.) high panel fence.

To: City Manager  
 From: Director Planning and Building  
 Re: Rezoning Reference #15-17  
 2015 May 25..... Page 6

Given the technical requirements and prefabricated nature of the proposed COW, few design options are available. As such, the design of the COW is acceptable on a temporary basis, as proposed.

#### **4.3.5 Co-location of antennas**

As the proposed COW is a temporary installation, co-location of antennas is not expected.

### **5.0 DEVELOPMENT PROPOSAL**

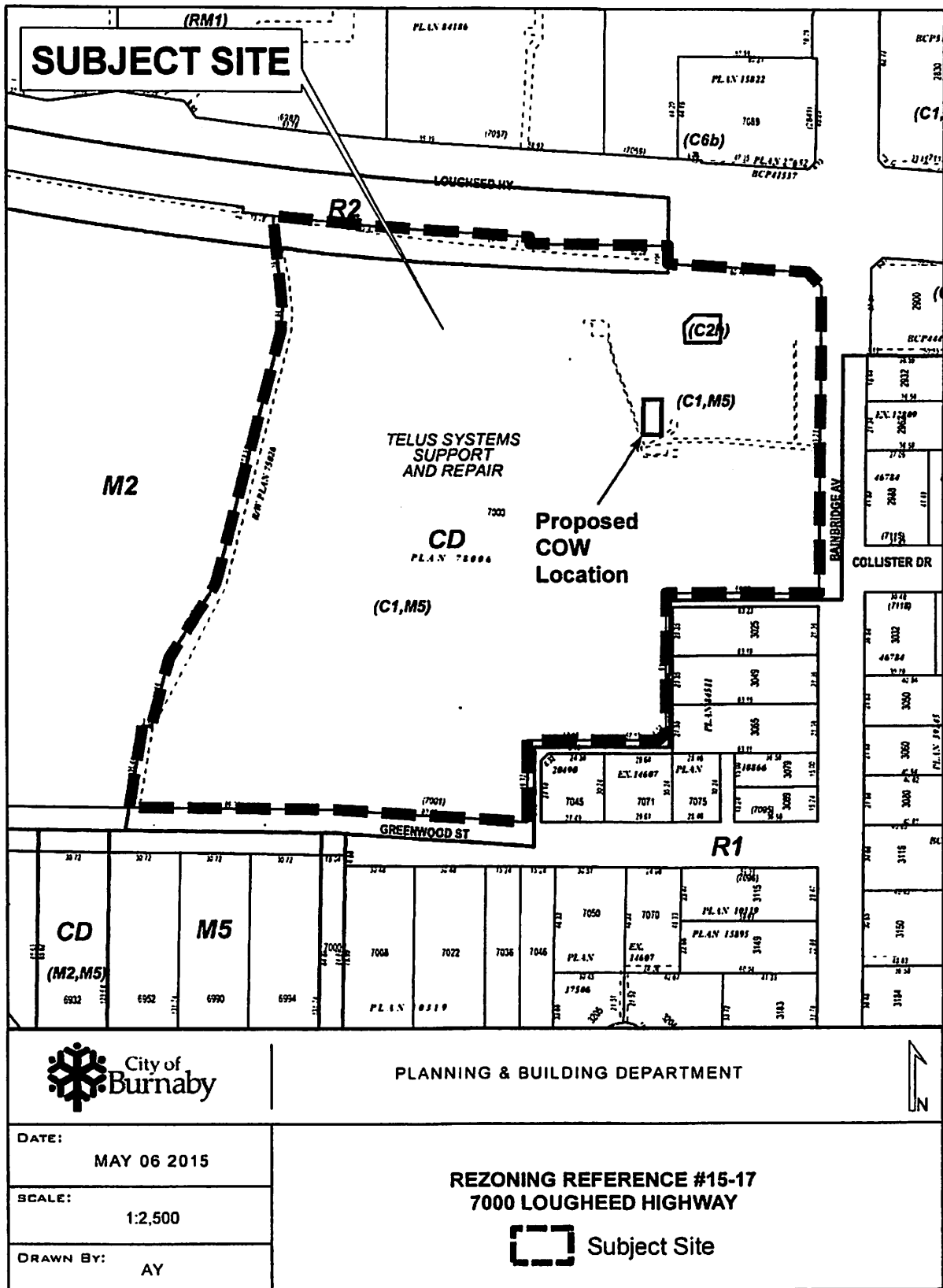
- |     |                        |   |   |                    |
|-----|------------------------|---|---|--------------------|
| 5.1 | Site Area:             | - | 5.64 ha (13.95 acres)                       | <i>(unchanged)</i> |
| 5.2 | COW Installation Area: | - | 120 m <sup>2</sup> (1,292 ft <sup>2</sup> ) |                    |
| 5.3 | COW Height:            | - | 14.9 m (48.8 ft.)                           |                    |

  
 Lou Pelletier, Director  
 PLANNING AND BUILDING

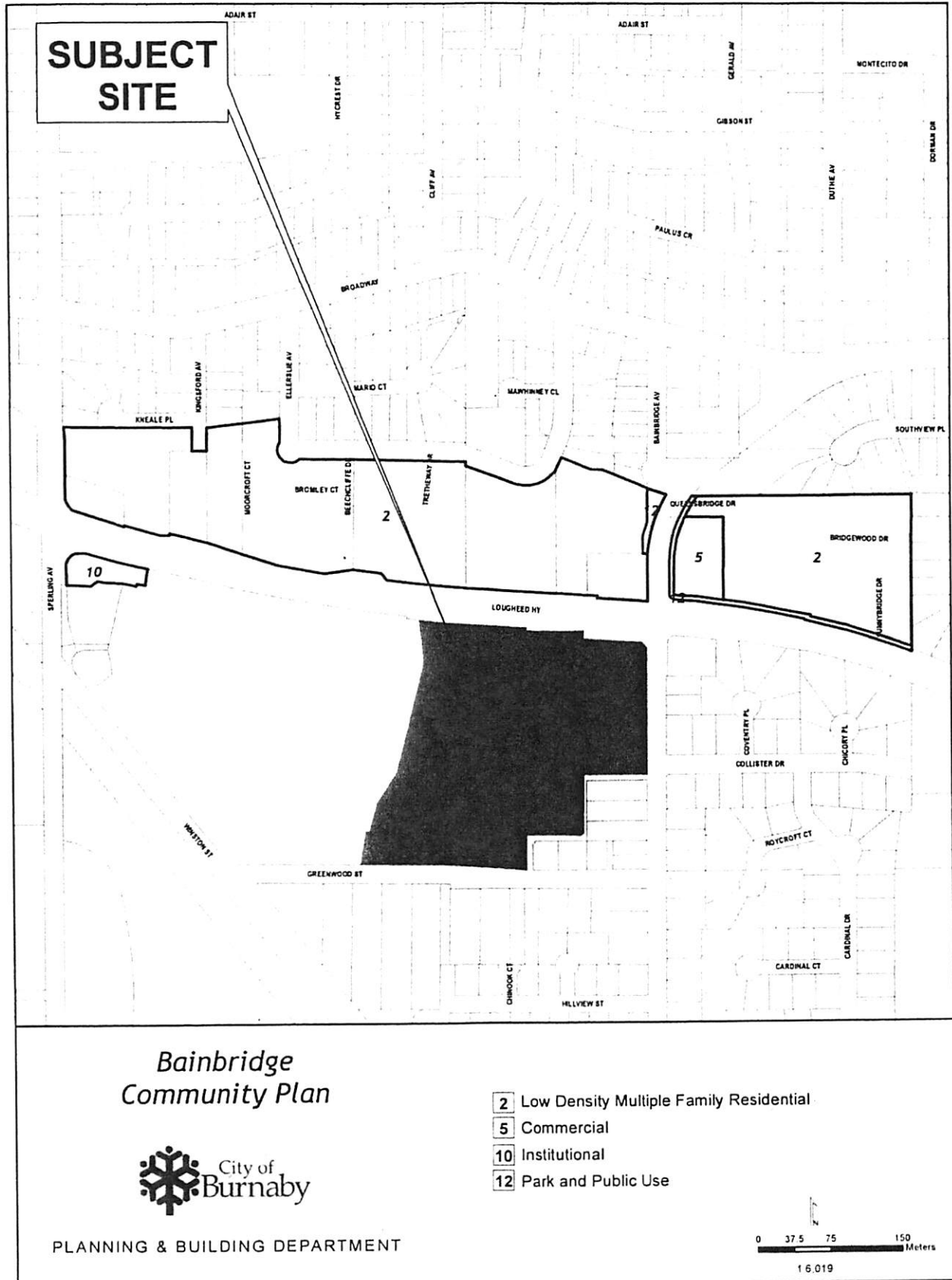
LF:spf  
*Attachments*

cc: Director Engineering  
 City Solicitor  
 City Clerk

P:\REZONING\Applications\2015\15-00017 7000 Lougheed Highway\Rezoning Reference 15-17 PH Report 20150525.doc



Sketch #1





TELUS | Wireless Network – BC  
 2-3500 Gilmore Way, Burnaby, BC V5G 4W7  
 Jonathon.leugner@telus.com  
 604 828 7859 Mobile

April 28, 2015

City of Burnaby  
 Planning & Development Department

**Attention:** Lily Ford, Zoning Planner

**Subject:** TM Mobile Inc. ("TELUS") Temporary Antenna Deployment  
**Address or Legal:** 7000 Lougheed Highway, Burnaby BC  
**TELUS Site:** BC9916

---

TM Mobile Inc. (TELUS) is submitting this amended letter of intent regarding a proposed temporary telecommunications antenna installation on the lands located at 7000 Lougheed Highway, Burnaby BC, with ancillary equipment. The equipment being deployed will serve to replace on a temporary basis the rooftop antenna installation located atop the building at 7018 Lougheed Highway which is slated for demolition.

The property consists of 7 commercial buildings, and is CD Zoned. We have been in preliminary contact with the City of Burnaby ("the City") in regards to the proposed temporary installation and have been advised the only allowable way to deploy this temporary antenna installation, known as a Cell on Wheel ("the COW"), is to submit a rezoning application. The proposed temporary antenna installation will maintain wireless services in the surrounding community and meet the public's personal, business and emergency needs until a permanent site is constructed.

TELUS is proposing to deploy a COW with three (3) sectors of antenna, consisting of a total of three (3) antennas, on the top of the equipment. The ancillary equipment required would be located at grade and on the mobile trailer the COW is also located on. All would be located near a retaining wall behind 2909 Bainbridge Avenue. Attached is a map showing the location of the COW measuring approximately 68 square metres in area and attached as Schedule A (Site Plan). Please note it is our intent that the COW is deployed until such time that a permanent site can be approved and constructed.



In order to meet the zoning requirements of the City, TELUS is requesting that the portion of land required for the COW be rezoned to a P2 Zone, where antenna installations are permitted. The intent of the rezoning application is to rezone the section of the lot, and rezone back to CD Zoning once the COW is no longer needed. We look forward to working with you regarding the proposed temporary installation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jon Leugner'.

Jon Leugner

TELUS Real Estate and Government Affairs