



## **ADVISORY PLANNING COMMISSION**

### *NOTICE OF OPEN MEETING*

**DATE:** THURSDAY, 2016 MARCH 17  
**TIME:** 6:00 PM  
**PLACE:** Clerk's Committee Room, Burnaby City Hall

### **A G E N D A**

1. **CALL TO ORDER** **PAGE**

2. **MINUTES**

Minutes of the Advisory Planning Commission Meeting held on 2016  
February 11

3. **ZONING BYLAW AMENDMENTS**

1) **BURNABY ZONING BYLAW 1965,** 1  
**AMENDMENT BYLAW NO. 4, 2016 – BYLAW NO. 13576**

Rez. #12-43

4630 Kingsway and 6080 McKay Avenue

From: CD Comprehensive Development District (based on RM5s  
Multiple Family Residential District and C3 General  
Commercial District)

To: Amended CD Comprehensive Development District (based on  
RM5s Multiple Family Residential District, C3 General  
Commercial District and Metrotown Development Plan  
guidelines and in accordance with the development plans  
entitled "Station Square Site 5" prepared by Chris Dikeakos  
Architects Inc. and "Station Square Burnaby BC" prepared by  
KPF Kohn Pedersen Fox)

The purpose of the proposed zoning bylaw amendment is to permit

the construction of two high-rise apartment towers above a low-rise mixed-use podium with office, retail and residential uses, as part of the multi-phased (Phases III and IV) development of the Station Square Master Plan.

2) **BURNABY ZONING BYLAW 1965,**  
**AMENDMENT BYLAW NO. 5, 2016 – BYLAW NO. 13577**

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Rez. #15-31

2425 Beta Avenue

From: M2 General Industrial District

To: CD Comprehensive Development District (based on the RM4s Multiple Family Residential District, Brentwood Town Centre Plan as guidelines, and in accordance with the development plan entitled “The Residences at Brentwood Park South” prepared by Chris Dikeakos Architects Inc.)

The purpose of the proposed zoning bylaw amendment is to permit three residential apartment buildings ranging in height from 28-storeys to 39-storeys with ground oriented townhouses and underground and above grade structured parking.

3) **BURNABY ZONING BYLAW 1965,**  
**AMENDMENT BYLAW NO. 6, 2016 – BYLAW NO. 13578**

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Rez. #15-35

3700 and 3880 Henning Drive

From: CD Comprehensive Development District (based on the M1 Manufacturing District and M5 Light Industrial District)

To: Amended CD Comprehensive Development District (based on M1 Manufacturing District and M5 Light Industrial District and the development plan entitled “Rezoning Application for Bridge Studios” prepared by CTA Design Group)

The purpose of the proposed zoning bylaw amendment is to permit a four-phased studio and office expansion of the existing Bridge Studios complex in line with the long-term projected needs for the film production studio facility and the development of the film production industry in Burnaby.

4) **BURNABY ZONING BYLAW 1965,**  
**AMENDMENT BYLAW NO. 7, 2016 – BYLAW NO. 13579**

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Rez. #14-31

Portion of 8255/8360 Wiggins Street and 5279 Riverbend Drive

From: CD Comprehensive Development District (based on M2 General Industrial District, M3 Heavy Industrial District and M5 Light Industrial District)

To: Amended CD Comprehensive Development District (based on M2 General Industrial District, M3 Heavy Industrial District and M5 Light Industrial District, C2 Community Commercial District and Big Bend Development Plan guidelines, and in accordance with the development plan entitled “Riverbend Business Park” prepared by Christopher Bozyk Architects Ltd.)

The purpose of the proposed zoning bylaw amendment is to permit the construction of the first phase of the Riverbend Business Park Conceptual Development Plan.

4. **NEW BUSINESS**

5. **INQUIRIES**

6. **ADJOURNMENT**



## **ADVISORY PLANNING COMMISSION MINUTES**

**Thursday, 2016 February 11**

A meeting of the Advisory Planning Commission was held in the Clerk's Committee Room, Burnaby City Hall, 4949 Canada Way, Burnaby, B.C. on Thursday, 2016 February 11 at 6:00 p.m.

### **1. CALL TO ORDER**

PRESENT:           Mr. Craig Henschel, Chair  
                           Mr. Valentin Ivancic, Vice-Chair  
                           Ms. Sarah Campbell, Citizen Representative  
                           Mr. Arsenio Chua, Citizen Representative  
                           Mr. Harman Dhatt, Citizen Representative  
                           Mr. Larry Myers, Citizen Representative  
                           Ms. Jasmine Sodhi, Citizen Representative  
                           Ms. Stella Tsiknis, Citizen Representative

STAFF:             Mr. Ed Kozak Assistant Dir. Current Planning  
                           Ms. Eva Prior, Administrative Officer

The Administrative Officer called the meeting to order at 6:00 p.m.

### **2. ELECTION OF CHAIR**

#### **1) Nomination and election of Chair.**

The Administrative Officer called for nominations for Chair of the Advisory Planning Commission for 2016.

Commissioner Myers nominated Commissioner Henschel for the position of Chair of the Advisory Planning Commission.

Commissioner Henschel nominated Commissioner Ivancic for the position of Chair of the Advisory Planning Commission.

There were no further nominations received.

A ballot vote was then held and Commissioner Henschel was voted in as Chair of the Advisory Planning Commission for 2016.

MOVED BY COMMISSIONER SODHI  
SECONDED BY COMMISSIONER TSIKNIS

THAT Commissioner Henschel be appointed Chair of the Advisory Planning Commission for 2016.

CARRIED UNANIMOUSLY

**3. ELECTION OF VICE CHAIR**

**1) Nomination and election of Vice-Chair.**

The Administrative Officer called for nominations for Vice Chair of the Advisory Planning Commission for 2016.

Commissioner Dhatt nominated Commissioner Ivancic for Vice Chair of the Advisory Planning Commission.

There were no further nominations received.

MOVED BY COMMISSIONER HENSCHEL  
SECONDED BY COMMISSIONER TSIKNIS

THAT Commissioner Ivancic be appointed Vice Chair of the Advisory Planning Commission for 2016.

CARRIED UNANIMOUSLY

**4. MINUTES**

**1) Meeting of the Advisory Planning Commission held on 2016  
January 14.**

MOVED BY COMMISSIONER TSIKNIS  
SECONDED BY COMMISSIONER DHATT

THAT the minutes of the Advisory Planning Commission meeting held on 2016 January 13 be adopted.

CARRIED UNANIMOUSLY

**5. ZONING BYLAW AMENDMENTS**

MOVED BY COMMISSIONER CAMPBELL  
SECONDED BY COMMISSIONER CHUA

THAT the Zoning Bylaw Amendments be received.

CARRIED UNANIMOUSLY

1) **BURNABY ZONING BYLAW 1965,  
 AMENDMENT BYLAW NO. 1, 2016 – BYLAW NO. 13568**

Rez. #15-23

9850/9855 Austin Road and 9858/9898 Gatineau Place

From: C3 General Commercial District, CD Comprehensive Development District (based on P2 Administration and Assembly District, C3 General Commercial District and C4 Service Commercial District), C4 Service Commercial District and P8 Parking District

To: CD Comprehensive Development District (based on P2 Administration and Assembly District, C3 General Commercial District, RM5s Multiple Family Residential District and Lougheed Town Centre Plan as guidelines and the development plan entitled “Lougheed Core Area Master Plan” prepared by James K. M. Cheng Architects Inc.)

The purpose of the proposed zoning bylaw amendment is:

1. To establish a Master Plan that defines the general land use, form, massing, subdivision pattern, overall site servicing, development phasing, and distribution of applicable development densities for the Lougheed Town Centre Core Area; and,
2. To specifically apply the Lougheed Town Centre Core Area Master Plan guidelines to the subject site through Comprehensive Development zoning.

MOVED BY COMMISSIONER SODHI  
SECONDED BY COMMISSIONER CAMPBELL

THAT the Advisory Planning Commission SUPPORT Rez. #15-23, Bylaw No. 13568.

CARRIED UNANIMOUSLY

2) **BURNABY ZONING BYLAW 1965,  
AMENDMENT BYLAW NO. 3, 2016 – BYLAW NO. 13570**

Rez. #15-12

8288 North Fraser Way (Formerly Portion of 8398 North Fraser Way)

From: CD Comprehensive Development District (based on M2 General Industrial District and M5 Light Industrial District)

To: Amended CD Comprehensive Development District (based on M2 General Industrial District, M5 Light Industrial District and Burnaby Business Park Concept Plan as guidelines and in accordance with the development plan entitled “Crescent Business Centre East Building” prepared by Chip Barrett Architect)

The purpose of the proposed zoning bylaw amendment is to permit the construction of a multi-tenant industrial development in accordance with the Burnaby Business Park Concept Plan.

MOVED BY COMMISSIONER MYERS  
SECONDED BY COMMISSIONER DHATT

THAT the Advisory Planning Commission SUPPORT Rez. #15-12, Bylaw No. 13570.

CARRIED UNANIMOUSLY

6. **NEW BUSINESS**

There were no items of new business brought before the Commission at this time.

7. **INQUIRIES**

Commissioner Myers thanked Commissioner Ivancic for his excellent service as Chair of the Advisory Planning Commission.

The next meeting of the Advisory Planning Commission will be held on 2016 March 17 and the City of Burnaby Appreciation Dinner will be held on 2016 May 06.

Commissioner Henschel suggested that the Advisory Planning Commission take a broader interest in the evolving nature of Burnaby's future planning and requested proposals from Commission members on how to proceed.

**8. ADJOURNMENT**

MOVED BY COMMISSIONER CAMPBELL  
SECONDED BY COMMISSIONER CHUA

THAT this Advisory Planning Commission meeting do now adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 7:20 p.m.

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Eva Prior  
ADMINISTRATIVE OFFICER

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Commissioner Henschel  
CHAIR





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

**REZONING REFERENCE #** 12-00043

**Meeting Date:** 2016 March 17

**ADDRESS:** 4630 Kingsway and 6080 McKay Avenue

### DEVELOPMENT PROPOSAL:

Permit the construction of two high-rise apartment towers above a low-rise mixed-use podium with office, retail and residential uses, as part of the multi-phased (Phases III and IV) development of the Station Square Master Plan.

- |                         |   |
|-------------------------|---|
| 1. <b>Site Area:</b>    | Phase III (Lot 3) Gross Site Area 5,936.2 m <sup>2</sup> (63,897 sq. ft.) gross site area<br>Phase IV (Lot 4) Gross Site Area 6,158.5 m <sup>2</sup> (66,290 sq. ft.) gross site area |
| 2. <b>Existing Use:</b> | Shopping centre (Station Square)  |
| <b>Adjacent Use:</b>    | Shopping centre, hotel, multiple family residential (high/low-rise) and commercial  |
| <b>Proposed Use:</b>    | Mixed-use commercial and residential (low and high-rise)  |

- |   | <b>Permitted/Required</b>   | <b>Proposed/Provided</b>  |
|---|---|---|
| 3. <b>Gross Floor Area:</b>   | Ph III (Lot 3) 5,936.2 m <sup>2</sup> (63,897 sq.ft.)<br>Ph IV (Lot 4) 6,158.5 m <sup>2</sup> (66,290 sq.ft.) | Ph III (Lot 3) 5,936.2 m <sup>2</sup> (63,897 sq.ft.)<br>Ph IV (Lot 4) 6,158.5 m <sup>2</sup> (66,290 sq.ft.) |
| 4. <b>Site Coverage:</b>  | Ph III (Lot 3) 66%<br>Ph IV (Lot 4) 56%   | Ph III (Lot 3) 66%<br>Ph IV (Lot 4) 56%   |
| 5. <b>Building Height:</b>  | Ph 3 Tower 41 storeys; 140.5 m (461 ft.)<br>Ph 4 Tower 52 storeys; 172 m (565 ft.)                            | Ph 3 Tower 41 storeys; 140.5 m (461 ft.)<br>Ph 4 Tower 52 storeys; 172 m (565 ft.)                            |
| 6. <b>Vehicular Access from:</b>  | Assembly Way (internal road) &<br>Kingsborough Street   | Assembly Way (internal road) &<br>Kingsborough Street   |
| 7. <b>Parking Spaces:</b>   | Phase 3 602 & Phase 4 627   | Phase 3 602 & Phase 4 627   |
| 8. <b>Loading Spaces:</b>   | Phase 3 Res 1 & Comm 3<br>Phase 4 Res 1 & Comm 2  | Phase 3 Res 1 & Comm 3<br>Phase 4 Res 1 & Comm 2  |
| 9. <b>Communal Facilities:</b>  | Fitness studio, social room, landscape roof<br>deck and 2 guest suites  | Fitness studio, social room, landscape roof<br>deck and 2 guest suites  |
| 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*



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## COUNCIL REPORT

**TO:** CITY MANAGER 2016 February 17

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** **REZONING REFERENCE #12-43**  
**Station Square Development Phases III and IV**  
 Metrotown Town Centre

**ADDRESS:** 4630 Kingsway and 6080 McKay Avenue (see *attached* Sketches #1 and #2)

**LEGAL:** Lot 4, DL 153, Group 1, NWD Plan BCP51090; Lot 3, DL 153, Group 1, NWD Plan BCP51090

**FROM:** CD Comprehensive Development District (based on RM5s Multiple Family Residential District and C3 General Commercial District)

**TO:** Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District, C3 General Commercial District and Metrotown Development Plan guidelines and in accordance with the development plans entitled "Station Square Site 5" prepared by Chris Dikeakos Architects Inc. and "Station Square Burnaby BC" prepared by KPF Kohn Pedersen Fox)

**APPLICANT:** AB Metro Properties Ltd.  
 300 – 550 Burrard Street  
 Vancouver, BC V6C 2B5  
 (Attn: Paul Faibish)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2016 March 29.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2016 March 07 and to a Public Hearing on 2016 March 29 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 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

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servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.

- c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d) The submission of an undertaking to remove all existing improvements from Lot 3 (Phase III) prior to Final Adoption of the Bylaw, and the removal of all existing improvements from Lot 4 (Phase IV) prior to the issuance of Building Permit. Demolition of any improvements over both lots 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 in accordance with Section 3.4 of this report.
- f) The dedication of any rights-of-way deemed requisite.
- g) The granting of any necessary statutory rights-of-way, easements and/or covenants including:
  - Easement for reciprocal access to parking and loading facilities between separated phases of development; and,
  - Statutory right-of-way guaranteeing public access to noted pedestrian areas, public plazas, parks and open spaces, and driveways indicated on the development plans.
- h) The granting of a Section 219 Covenant to assure the provision and continuing maintenance of end-of-trip facilities for cyclists and bicycle storage rooms related to primary retail and offices.
- i) The granting of a Section 219 Covenant:
  - restricting enclosure of balconies;
  - indicating that project surface driveway access will not be restricted by gates;
  - guaranteeing the provision and maintenance of public art;
  - guaranteeing the provision and ongoing maintenance of stormwater management facilities;

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- 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 Electric Vehicle (EV) charging stations as outlined in Section 3.1 of this report;
  - restricting the use of guest rooms;
  - ensuring the provision of a minimum of 10 handicap accessible parking stalls within the residential parking areas of the development (one space within the visitors' parking area and four spaces within the residential parking area of both Phase III and IV developments);
  - guaranteeing the provision and maintenance of identified public plazas (City Rooms); and,
  - ensuring compliance with the approved acoustical study.
- 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 submission of a Site Profile and resolution of any arising requirements.
- n) 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.
- o) The provision of a 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.
- p) Compliance with the guidelines for surface and underground parking for residential visitors and commercial patrons.
- q) The review of on-site commercial and residential loading facilities by the Director Engineering.
- r) The provision of facilities for cyclists in accordance with this report.

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- s) Compliance with the Council-adopted sound criteria.
- t) The submission of a detailed comprehensive sign plan.
- u) The deposit of the applicable Parkland Acquisition Charge.
- v) The deposit of the applicable Metrotown Public Open Space Charge.
- w) The deposit of the applicable Metrotown Grade-separated Pedestrian Linkage over Kingsway 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 the proposed rezoning bylaw amendment is to permit the construction of two high-rise apartment towers above a low-rise mixed-use podium with office, retail and residential uses, as part of the multi-phased (Phases III and IV) development of the Station Square Master Plan.

### 2.0 BACKGROUND

- 2.1 On 2012 July 30, Council granted Final Adoption to Rezoning Reference #04-09 for the Master Plan and detailed Phase I development plan for the Station Square site. The Master Plan concept established development guidelines for the redevelopment of the Station Square site to include 5 high-rise residential apartment towers over low-rise and street level office, retail, and restaurant uses. The Master Plan rezoning also established a specific design for Phase I, which has been occupied.
- 2.2 On 2013 January 28, 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.

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- 2.3 The Station Square redevelopment is proposed to be completed in four phases. Phase I at 4688 Kingsway includes a 35-storey apartment tower over a commercial podium which is currently occupied, as well as substantial renovation to 6200 McKay Avenue. Phase II at 4670 Assembly Way (Rezoning Reference #12-42) includes two high-rise apartment towers of 38 and 48 storeys in height above a low-rise office and retail podium oriented towards Silver Avenue, Kingsborough Street and Assembly Way, which is currently under construction. The subject application is for the proposed Phases III and IV of the Station Square development site at 6055 McKay Avenue (Phase III) and 6035 Kingsway (Phase IV).
- 2.4 The Metrotown Town Centre Development Plan designates the subject site for high-density mixed-use development - CD(RM5s, C3) District. In accordance with 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 Expo SkyTrain line and the nearby Metrotown SkyTrain Station.

In terms of the governing allowable density for the site, established through Rezoning Reference #04-09, the maximum allowable residential floor area ratio for the entire Station Square development is 5.0 FAR. Through a density allocation covenant each development site has suitably identified a residential density above or below the 5.0 FAR maximum. Phase III is proposing a maximum residential density of 4.81 FAR. Phase IV is proposing a maximum residential density of 6.03 FAR. The proposal for Phases III and IV are consistent with the adopted Master Plan with respect to overall site density, but requires a minor amendment to the density allocation covenant to account for the transference of density/gross floor area across the two development sites.

- 2.5 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 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

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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.

- 2.6 The applicant has now submitted a plan of development suitable for presentation to a Public Hearing.

### **3.0 GENERAL COMMENTS**

- 3.1 In line with the Station Square Master Plan, development of Lots 3 and 4 (6080 McKay Avenue and 4630 Kingsway, respectively) is proposed to occur over two phases: Phase III (6080 McKay Avenue) is for a 41-storey residential apartment tower atop a three storey podium including office, retail and residential uses fronting McKay Avenue, Kingsborough Street and the internal roadways of Assembly Way and Silver Drive. Phase IV (4630 Kingsway) is for a 52 storey residential apartment tower atop a three storey podium with office, retail and residential uses, fronting Kingsway, McKay Avenue and the internal roadways of Assembly Way and Silver Drive. Although both Silver Drive and Assembly Way are proposed to accommodate vehicle traffic, they are designed to be primarily pedestrian-oriented along a "High Street" concept, with uniform paving across the roadway (no curbs), providing a continuous urban space, smaller boutique-style commercial units at the ground level, ambient lighting including "catenary" or suspended lighting, and intimate corner plazas or "city rooms" to encourage for public gatherings and celebrations.

Phase III of the development realizes the proposed "Civic City Room" at the corner of McKay Avenue and Kingsborough Street, which is intended to provide a gateway to the development that is oriented to the adjoining commercial uses. Phase III of the development also realizes the proposed "Shopping Gate City Room" at the corner Kingsborough Street and Silver Drive, which is intended to serve as an adjunct to the Silver Drive – "High Street", providing places for people to gather, dine and people-

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watch. These city rooms will be well appointed with street furniture and locations for public art and high quality landscaping.

Phase IV of the development realizes the proposed “Western Gate City Room” at the corner of McKay Avenue and Kingsway, which is intended to act as a pocket plaza related to both Kingsway and the more intimate context of the ground-level shops. It not only marks the site’s western gateway, but provides a gracious entry to both residential and office uses. It is a key location for public art and special landscaping (both hard and soft) to complement its gateway context and function. Phase IV of the development also realizes the proposed “Mews Gate City Room” at the corner of McKay Avenue and Assembly Way, which is intended to serve as a secondary gathering place which is oriented to the adjoining commercial uses. This room will be well appointed with street furniture and locations for public art and high quality landscaping.

The intent of the tower designs for these phases of development is to honour the Master Plan concept while being unique and distinct from each other and from the other towers within the Station Square site. Under the Master Plan concept, the towers are identified as having maximum permitted heights of 48 and 52 storeys. Further analysis of the urban design and form concept has resulted in a modest adjustment in tower heights, with the goal of maintaining architectural excellence, while achieving greater efficiencies in the design. As such, the tower heights have been adjusted to 41 (6080 McKay Avenue) and 52 storeys (4630 Kingsway). Some key features of the buildings include the use of distinctive metal paneling, one represented as an architectural frame and one as a linear fin, both running the length of the buildings. On the taller tower, the northwestern units are provided with oversized fully glazed balcony elements wrapping around the structure adding lightness and verticality to the form.

To complement the public realm concept at ground level, a multi-layered landscape amenity concept is proposed for the podium level decks for both phases of development. At the podium level, distinctive landscape and amenity features include, garden areas with gracious water feature/reflecting pool, child play areas, outdoor lounge areas and deck amenities with connection to social amenity room/fitness studio. 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.

Phase III proposes at total of 334 residential units and Phase IV proposes a total of 424 residential units for a combined total of 758 residential units. All required commercial and residential parking for both phases of development are proposed to be located underground. For both phases of development, residential and commercial access is via an internal road (Assembly Way).



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With regard to the residential parking for Phases III and IV of the development, the required parking ratio is 1.1 spaces per unit (of which 0.1 is for visitor parking), in line with the Station Square Master Plan and commensurate with the proposed transportation alternatives for both phases. Phase III of the development is providing a parking ratio of 1.36 spaces per unit (of which 0.1 is for visitor parking); Phase IV of the development is providing a parking ratio of 1.17 spaces per unit (of which 0.1 is for visitor parking). Each phase of development is providing the following transportation alternatives:

- provision of a 25% subsidy on one-zone monthly transit passes for all residential strata units developed under Phases III and IV for 12 months;
- provision of double the required residential bicycle parking spaces to be provided in secured residential bicycles lockers;
- provision that 10% of all residential parking spaces be equipped with an Electric Vehicle (EV) charging station (Level 2 AC) – 34 parking spaces equipped with EV charging stations in Phase III and 43 spaces in Phase IV; and,
- provision of one Electric Vehicle (EV) fast charging station (Level 2 DC) within the residential parking area of each development for the benefit of all residents. A Section 219 covenant is required to ensure the provision and on-going maintenance of the above noted EV charging stations, as well as ensure that the charging stations are held as common property to be administered by the Strata Corporation for the benefit of all residents.

With regard to the commercial parking for the development, the proposal exceeds the commercial parking ratio of 1 space per 750 sq. ft. of Gross Floor Area as established under Rezoning Reference #04-09, with the provision of 1 space per 500 sq. ft. of Gross Floor Area consistent with the Burnaby Zoning Bylaw.

The developer has also agreed to pursue green building practices by committing to achieve a LEED Silver rating or equivalent standard.

- 3.2 Although necessary dedications have been obtained as part of the Master Plan rezoning and subdivision of the Station Square site (Rezoning Reference #04-09 and Subdivision Reference #11-59), the following road requirements for Kingsborough Street have been determined as a necessary part of the suitable plan of development:

- 1.2 m statutory right-of-way for sidewalk improvements on the north side of Kingsborough.

- 3.3 Servicing requirements will include, but not necessarily be limited to:

- Construction of McKay Avenue; Kingsway and Kingsborough Street to their final standard with boulevards, cycle tracks, separated sidewalks, street trees, rain water amenities, street lighting and pedestrian lighting;

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- Construction of Assembly Way and Silver Drive to their final standard across the development frontage complete with specialized paving, separated sidewalks, street trees, street lighting, and pedestrian lighting;
  - Construction of the “Civic City Room” at the corner of McKay Avenue and Kingsborough Street complete with specialized paving, landscaping, street furniture, lighting and public art;
  - Construction of the “Shopping Gate City Room” at the corner of Kingsborough Street and Silver Drive complete with specialized paving, landscaping, street furniture, lighting and public art;
  - Construction of the “Western Gate City Room” at the corner of McKay Avenue and Kingsway complete with specialized paving, landscaping, street furniture, lighting and public art;
  - Construction of the Mews Gate City Room” at the corner of McKay Avenue and Assembly Way complete with specialized paving, landscaping, street furniture, lighting and public art; and,
  - Storm, sanitary sewer and water main upgrades as required to serve the subject development site.
- 3.4 Given the site’s Town Centre location, the applicant is proposing to utilize the amenity density bonus provisions indicated within the Zoning Bylaw. In so doing, in accordance with the CD (RM5s) District and the density allocation approved for the Station Square site, the specific density attributed to Phase III of the subject site is 4.81 FAR of which 1.51 FAR is density bonus, and the specific density attributed to Phase IV of the subject site is 6.03 FAR of which 2.12 FAR is density bonus. A separate report detailing the value of the density bonus will be forwarded to Council for consideration and approval prior to the subject amendment bylaw receiving Third Reading. The report to Council will be prepared once the Legal and Lands Department has concluded negotiations with the applicant. Council approval of the density bonus value is a prerequisite condition of the rezoning.
- 3.5 In accordance with the City’s policy for adaptable units, a total of 152 units (20% of the total number of residential units) have been provided meeting adaptable standards – 67 units within Phase III (Lot 3) and 85 units within Phase IV (Lot 4). As permitted under the adopted policy, 20 sq. ft. for each adaptable unit is exempt from FAR, resulting in a total adaptable unit FAR exemption of 1,340 sq. ft. for Phase III and 1,700 sq. ft. for Phase IV. A total of 10 handicap accessible parking stalls are provided in connection with this development (one space within the visitors’ parking area and four spaces within the residential parking areas of both Phase III and IV developments). Accessible parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation.

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- 3.6 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 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 ensuring the provision and ongoing maintenance of Electric Vehicle (EV) charging stations as outlined in Section 3.1 of this report;
  - Section 219 Covenant restricting the use of guest rooms;
  - Section 219 Covenant ensuring the provision of a minimum of 10 handicap accessible parking stalls within the residential parking areas of the development (one space within the visitors' parking area and four spaces within the residential parking area of both Phase III and IV developments);
  - Section 219 Covenant guaranteeing the provision and maintenance of identified public plazas;
  - Section 219 Covenant ensuring compliance with the approved acoustical study;
  - Easement for reciprocal access to parking and loading facilities between separated phases of development; and,
  - Statutory right-of-way guaranteeing public access to noted pedestrian areas indicated on the development plans.
- 3.7 Due to proximity to Kingsway and McKay Avenue, a noise study is required to ensure compliance with Council-adopted sound criteria.
- 3.8 Provision of an adequately sized and sited garbage recycling area, as well, separate car wash stalls is required.
- 3.9 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

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guarantee the provision of the stormwater drainage and landscape features will be required.

- 3.10 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.
- 3.11 Bicycle storage space and surface parking racks are to be provided for the residential and commercial tenants and visitors of the development.
- 3.12
  - 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
  - e) Metrotown Grade Separated Pedestrian Linkage Charge of \$0.306 per sq. ft. of commercial floor area

#### 4.0 DEVELOPMENT PROPOSAL

##### 4.1 Site Area (subject to detailed survey)

PHASE III (Lot 3)	- 5,936.2 m <sup>2</sup> (63,897 sq. ft.) gross site area
PHASE IV (Lot 4)	- 6,158.5 m <sup>2</sup> (66,290 sq. ft.) gross site area

##### 4.2 Site Coverage

PHASE III (Lot 3)	- 66%
PHASE IV (Lot 4)	- 56%

##### 4.3 Density and Gross Floor Area

###### **Overall Station Square Site**

Residential	- 5.0 FAR
Commercial	- 6.0 FAR

###### **PHASE III (Lot 3)**

Residential	- 4.81 FAR	28,025 m <sup>2</sup> (301,663 sq. ft.)*
Commercial	- 1.16 FAR	6,773 m <sup>2</sup> (47,470 sq. ft.)
<b>TOTAL DENSITY</b>	<b>- 5.97 FAR</b>	

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*\* 19,288 m<sup>2</sup> (207,624 sq. ft.) is attributed to base density and 8,799 m<sup>2</sup> (94,717sq. ft.) is attributed to bonus density.*

**PHASE IV (Lot 4)**

Residential	-	6.03 FAR	37, 128 m <sup>2</sup> (399,648 sq. ft.)*
Commercial	-	1.10 FAR	6,128 m <sup>2</sup> (65,960 sq. ft.)
<b>TOTAL DENSITY</b>	-	<b>7.13 FAR</b>	

*\* 24,112 m<sup>2</sup> (259,548 sq. ft.) is attributed to base density and 13, 040 m<sup>2</sup> (140,368 sq. ft.) is attributed to bonus density.*

**4.4 Residential Unit Mix**

**PHASE III (Lot 3)**

118 – One bedroom	-	50 m <sup>2</sup> – 53 m <sup>2</sup>	(538 sq. ft. – 573 sq. ft.)
1 – One bedroom + den	-	73 m <sup>2</sup>	(782 sq. ft.)
161 – Two bedroom	-	70 m <sup>2</sup> – 81 m <sup>2</sup>	(759 sq. ft. – 869 sq. ft.)
46 – Two bedroom + den	-	80 m <sup>2</sup> – 119 m <sup>2</sup>	(759 sq. ft. – 1,288 sq. ft.)
4 – Three bedroom	-	87 m <sup>2</sup> – 172 m <sup>2</sup>	(954 sq. ft. – 1,853 sq. ft.)
4 – Three bedroom + den	-	181 m <sup>2</sup> – 189 m <sup>2</sup>	(1,956 sq. ft. – 2,040 sq. ft.)

**TOTAL NUMBER OF UNITS**                      **334 UNITS** (of which 67 units are adaptable)

**PHASE IV (Lot 4)**

132 – One bedroom	-	50 m <sup>2</sup> – 58 m <sup>2</sup>	(538 sq. ft. – 626 sq. ft.)
7 – One bedroom + den	-	67 m <sup>2</sup> – 82 m <sup>2</sup>	(718 sq. ft. – 884 sq. ft.)
188 – Two bedroom	-	65 m <sup>2</sup> – 95 m <sup>2</sup>	(700 sq. ft. – 1,022 sq. ft.)
4 – Two bedroom + den	-	88 m <sup>2</sup> – 128 m <sup>2</sup>	(951 sq. ft. – 1,382 sq. ft.)
91 – Three bedroom	-	88 m <sup>2</sup> – 143 m <sup>2</sup>	(951 sq. ft. – 1,547 sq. ft.)
2 – Three bedroom + den	-	147 m <sup>2</sup> – 247 m <sup>2</sup>	(1,583 sq. ft. – 2,659 sq. ft.)

**TOTAL NUMBER OF UNITS**                      **424 UNITS** (of which 85 units are adaptable)

**4.5 Building Height**

PHASE III TOWER	-	41 storeys; 140.5 m (461 ft.)
PHASE IV TOWER	-	52 storeys; 172 m (565 ft.)

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#### 4.6 Vehicle Parking (Required and Provided)

##### **PHASE III (Lot 3)**

Residential: 334 units @ 1.36 spaces - 456 spaces (including 34 visitor parking space)  
 per unit  
 Commercial: 72,900 sq. ft. @ 1 space - 146 spaces  
 per 500 sq. ft.

##### **PHASE IV (Lot 4)**

Residential: 424 units @ 1.17 spaces - 495 spaces (including 43 visitor parking space)  
 per unit  
 Commercial: 65,960 sq. ft. @ 1 space - 132 spaces  
 per 500 sq. ft.

#### 4.7 Bicycle Parking (Required and Provided)

##### **PHASE III (Lot 3)**

Residential: - 668 secure spaces  
 Commercial & Visitor: - 82 spaces in racks

##### **PHASE IV (Lot 4)**

Residential: - 848 secure spaces  
 Commercial & Visitor: - 106 spaces in racks

#### 4.8 Loading (Required and Provided)

##### **PHASE III (Lot 3)**

Residential: - 1  
 Commercial: - 3

##### **PHASE IV (Lot 4)**

Residential: - 1  
 Commercial: - 2

#### 4.8 Communal Facilities *(Excluded from FAR Calculations)*

##### **PHASE III**

Primary communal facilities for residential tenants are located both at the podium and tower levels, including a social room with associated roof deck at Level 2, fitness studio

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at Level 3, landscape roof deck at Level 4, and two guest suites. The amenity area amounts to 455 m<sup>2</sup> (4,894 sq. ft.), which is within the permitted 5% exemption from Gross Floor Area permitted within the Zoning Bylaw.

#### PHASE IV

Primary communal facilities for residential tenants are located both at the podium and tower levels, including a social room with associated roof deck at Level 2, fitness studio at Level 3, landscape roof deck at Level 4, and two guest suites. The amenity area amounts to 446 m<sup>2</sup> (4,801 sq. ft.), which is within the permitted 5% exemption from Gross Floor Area permitted within the Zoning Bylaw.

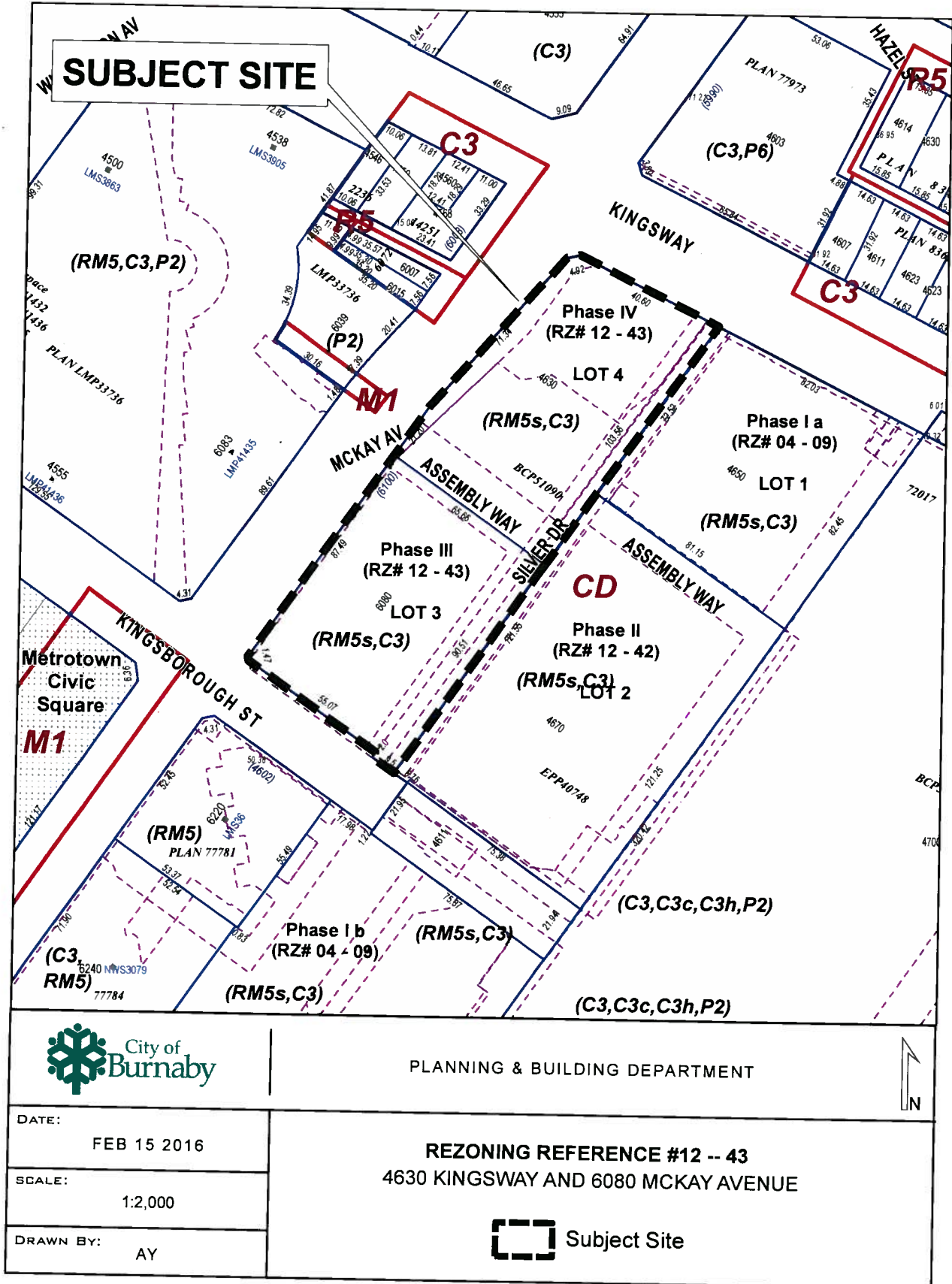
  
 Lou Pelletier, Director  
 PLANNING AND BUILDING

ZT

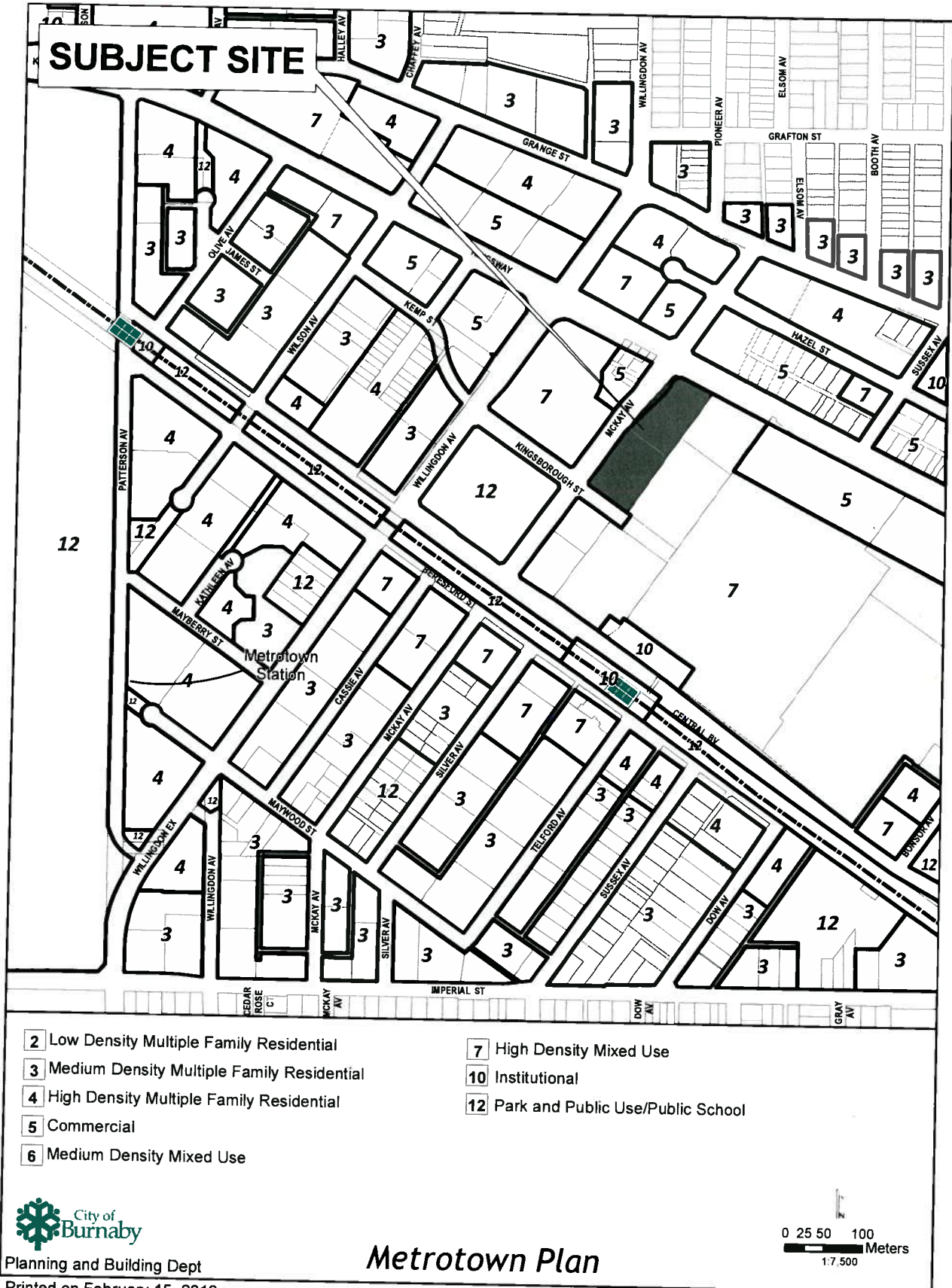
#### Attachments

cc: Director Engineering  
 City Solicitor  
 City Clerk

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Sketch #2



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

**REZONING REFERENCE #** 15-00031  
**ADDRESS:** 2425 Beta Avenue

**Meeting Date:** 2016 March 17

### DEVELOPMENT PROPOSAL:

Permit construction of three residential apartment buildings ranging in height from 28-storeys to 39-storeys with ground oriented townhouses and underground/above grade structured parking.

- |                         |                                  |
|-------------------------|----------------------------------|
| 1. <b>Site Area:</b>    | Net Site 14,979.0 m <sup>2</sup> |
| 2. <b>Existing Use:</b> | Industrial                       |
| <b>Adjacent Use:</b>    | Industrial                       |
| <b>Proposed Use:</b>    | Multi-family residential         |

	Permitted/Required	Proposed/Provided
3. <b>Gross Floor Area:</b>	67,902.6 m <sup>2</sup> (730,897 sq.ft.)	67,902.6 m <sup>2</sup> (730,897 sq.ft.)
4. <b>Site Coverage:</b>	53%	53%
5. <b>Building Height:</b>	Twnhse. 3 storeys; High-rise @ Beta 28 storeys; High-rise @ Alaska 34; High-rise interior to site 39 storeys	Twnhse. 3 storeys; High-rise @ Beta 28 storeys; High-rise @ Alaska 34; High-rise
6. <b>Vehicular Access from:</b>	Beta Avenue	Beta Avenue
7. <b>Parking Spaces:</b>	882	882
8. <b>Loading Spaces:</b>	3	3
9. <b>Communal Facilities:</b>	Multi-purpose media rooms, fitness rooms, amenity lobbies/lounges and music rooms	Multi-purpose media rooms, fitness rooms, amenity lobbies/lounges and music rooms
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*

*CL*  
*DR*



Item .....
Meeting ..... 2016 February 22

## COUNCIL REPORT

**TO:** CITY MANAGER 2016 February 17

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** **REZONING REFERENCE #15-31**  
**Three apartment towers with street-oriented townhouses**  
**Brentwood Town Centre Plan**

**ADDRESS:** 2425 Beta Avenue (see *attached* Sketches #1 and #2)

**LEGAL:** Lot 126, DL 124, Group 1, NWD Plan 48051

**FROM:** M2 General Industrial District

**TO:** CD Comprehensive Development District (based on the RM4s Multiple Family Residential District, Brentwood Town Centre Plan as guidelines, and in accordance with the development plan entitled "The Residences at Brentwood Park South" prepared by Chris Dikeakos Architects Inc.)

**APPLICANT:** Chris Dikeakos Architects Inc.  
 212 – 3989 Henning Drive  
 Burnaby, BC V5C 6N5  
 (Attn: Richard Bernstein)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2016 March 29.

**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2016 March 07 and to a Public Hearing on 2016 March 29 at 7:00 p.m.
2. **THAT** the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Section 3.7 of this report, contingent upon the granting by Council of Second Reading of the subject rezoning bylaw.
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. If requested, demolition may be delayed to more closely coincide with approval of building permits.
- e. The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with Section 3.4 of this report.
- f. The granting of any necessary Covenants, including, but not necessarily limited to, Section 219 Covenants restricting enclosure of balconies; guaranteeing the provision and maintenance of public art; indicating that project surface driveway accesses will not be restricted by gates; guaranteeing the continued operation and maintenance of stormwater management facilities; to ensure the site can be used safely in accordance with the approved geotechnical report; to ensure that the project does not draw down the water table, providing that all disabled parking to remain as common property; and ensuring compliance with the submitted acoustical analysis.
- g. The execution of an indemnity agreement by the developer saving the City harmless from all liability associated with this development in relation to its geotechnical and hydrological (including any potential contaminated groundwater) impacts to surrounding infrastructure and other nearby development.
- h. The approval of the Ministry of Transportation to the rezoning application.
- i. The design and provision of units adaptable to persons with disabilities with allocated handicap parking spaces protected by a Section 219 Covenant.

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- j. The undergrounding of existing overhead wiring abutting the site.
- k. Compliance with the Council-adopted sound criteria.
- l. Submission of a Site Profile and resolution of any arising requirements.
- m. Consolidation of the net site into one legal parcel.
- n. 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.
- o. The dedication of any rights-of-way deemed requisite.
- p. The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
- q. The completion of the Highway Closure Bylaw.
- r. The review of on-site residential loading facilities by the Director Engineering.
- s. The provision of facilities for cyclists in accordance with this report.
- t. The review of a detailed Sediment Control System by the Director Engineering.
- u. Compliance with the guidelines for underground parking for visitors.
- v. 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.
- w. The deposit of the applicable Parkland Acquisition 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

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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 the proposed rezoning bylaw amendment is to permit three residential apartment buildings ranging in height from 28-storeys to 39-storeys with ground oriented townhouses and underground and above grade structured parking.

### 2.0 BACKGROUND

- 2.1 On 2015 September 23, Council received the report of the Planning and Building Department regarding the rezoning of the subject site, and authorized the Department to continue 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 subject site is comprised of a large single lot at 2425 Beta Avenue, which is currently zoned M2 General Industrial District, and is occupied by a number of older industrial buildings (see *attached* Sketches #1 and #2). Directly to the north and west are older industrial buildings with Dawson Street and Alpha Avenue beyond. Immediately to the west at 2318 and 2242 Alpha Avenue are two sites being developed for high rise residential under Rezoning References #14-11 (Final Adoption) and #15-30 (Initial Report) respectively, in accordance with the adopted Brentwood Town Centre Development Plan. To the east, across Beta Avenue is the Woodlands development site and its future park component (Rezoning Reference #13-20, which has had Third Reading), while to the south is the Burlington North Santa Fe (BNSF) Rail Line.
- 2.3 The Brentwood Town Centre Development Plan designates the subject site for high-density multiple-family development based on the RM4s Multiple Family Residential District as a guideline. 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. This site is also considered suitable for the proposed development given its strategic location in relation to the Millennium SkyTrain line and the nearby Brentwood SkyTrain station.

In terms of the governing allowable density for the site, the maximum allowable floor area ratio would be 3.6 FAR applicable to the net site; this is inclusive of an available 1.1 FAR amenity bonus.



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- 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 concept is for three apartment towers, with one level of underground parking, and three levels of above grade structured parking, which is screened by three-storey townhouses fronting Beta Avenue and the future Alaska Street. As such, a strong street orientation is achieved to both Beta Avenue and the future Alaska Street, which, under the Town Centre Plan, is intended to accommodate an urban trail that links into the future park east of Beta Avenue and proposed overpass. The proposed development also provides a strong contextual relationship to surrounding, existing and planned development.

A key aspect to this site's development is the achievement of Alaska Street along its southern edge, which would connect to the southernmost extent of Beta Avenue. Alaska

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Street is an important component of the town centre's local road network in that it provides an important local east/west alternative to the Lougheed Highway and Dawson Street/Goring Avenue. Additionally, the Town Centre Plan intends for Alaska Street to be a green corridor, accommodating both pedestrians and cyclists along its south side, thereby giving access to the future park at the Woodlands site, and linkages to the green corridor to the west, terminating at Jim Lorimer Park at Gilmore Avenue.

A total of 802 apartment units (20% of which are adaptable units) and 61 townhouse units are proposed. Parking is proposed to be located partially underground (1 level), but mostly within an above ground structure (3 levels). 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 expectation for 's' Category development in the City's Town Centre areas. The townhouses engage adjacent streets and their public realm through individual unit accesses on the ground level, extensive glazing and use of stone cladding and articulated rooflines, all of which also adds interest to the streetscape.

It is noted that careful attention has been placed on the site's organization into the proposed three apartment towers in consideration of minimizing any shadow impacts onto the above noted planned public park east of Beta Avenue

To complement the built form, a progressive landscape treatment is proposed for the amenity podium roof deck, front and side yards and bounding streets, including broad separated sidewalks on Beta Avenue and the future Alaska Street, complete with Rainwater Management Amenities (RMAs) within curb bulges to help soften the urban environment. Substantial on-site landscaping is also proposed including a treed entry court with water features, an outdoor amenity area for leisure and children's play area. A significant public art piece will be provided, acting as a strong visual reference to the proposed development.

- 3.2 All required parking is proposed to be located either underground or within a structure, and access taken from Beta Avenue. The development proposal meets the minimum required Burnaby Zoning Bylaw parking ratio of 1.1 spaces per unit (of which 0.1 spaces is for visitors). The developer has also provided other transportation alternatives. First, given the subject site's proximity to the Brentwood SkyTrain Station, as well as other transit routes operating in the vicinity of the development, the development is providing transit passes (two zones) for two years to 15% of residents as an alternative to car use and ownership. Second, the development is providing 88 (Level 2 AC) Electric Vehicle charging stations, of which 6 are to be provided within the visitors' parking area for the benefit of the residents and their visitors, and 82 are to be provided in the residents parking area as part of the required parking. A Section 219 Covenant will be required to guarantee the provision and continued maintenance and operation of the 6 electric vehicle



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car charging stations to be held as common property for the benefit of all residents and their visitors (including all necessary wiring, electrical transformer and mechanical ventilation modifications). Third, the development is providing twice the required secured bicycle parking and a bicycle repair area. Finally, the developer will provide 8 co-op cars (provider to be determined), including required parking, plus an initial annual car share membership fee for each unit.

The applicant has submitted a Transportation Study to support the proposed development.

- 3.3 The developer has agreed to pursue green building practices by committing to achieve a Silver rating under the Leadership in Energy and Environmental Design (LEED) program or equivalent.
- 3.4 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 1.1 FAR in amenity bonus, which translates into 223,330 sq.ft. of bonused gross floor area (GFA) included in the development proposal. The Legal and Lands Department has concluded discussion with the applicant on the amenity bonus value. A separate report detailing the value of the density bonus will be forwarded to Council for consideration and approval prior to the subject amendment bylaw receiving Third Reading. Council approval of the density bonus value is a prerequisite condition of the rezoning.

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.

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.

- 3.5 The Director Engineering will be requested to prepare an estimate for all services necessary to serve this site. The servicing requirements will include, but not necessarily be limited to:
- construction of Beta Avenue to its final Town Centre standard (local road) with concrete curb and gutter, bicycle and pedestrian facilities, street trees set within rainwater management amenity areas, street lighting and pedestrian lighting on both sides for the width of the development's frontage;

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- construction of Alaska Street to its final Town Centre standard (local road) with concrete curb and gutter, bicycle and pedestrian facilities, street trees set within rainwater management amenity areas, street lighting and pedestrian lighting along both sides of the development's frontage;
  - a proportionate contribution towards the proposed Beta Avenue pedestrian and cycling overpass to Still Creek Drive; and,
  - storm, sanitary sewer and water main upgrades as required.
- 3.6 A dedication in the range of 30.0 m. is required along the south property line to enable the construction of Alaska Street to its final standard. A further dedication of 0.5 m. along the Beta Avenue frontage will be required to accommodate the planned Town Centre (local road) standard. Due to the extent of required road dedications, it is proposed that the 30.0 m. dedication relating to the construction of Alaska Street be transferred to the City as a fee simple lot, for road purposes, at no cost to the City with the density related to this lot to contribute to the net development site. It is noted that the same approach has been taken for various sites in Brentwood and Metrotown that are dedicating in excess of 10.06 m. for the development of new road infrastructure.
- 3.7 A portion of the Beta Avenue cul-de-sac is proposed to be closed and incorporated into the development site. A Road Closure Bylaw will be required in this regard. As the dedications along Beta Avenue are not expected to exceed the road closure area, compensation for the surplus road closure is required.
- 3.8 In accordance with the City's policy for adaptable units, a total of 166 units (20% of the total number of apartment units) have been provided meeting adaptable housing standards. As permitted under the adopted policy, 20 sq.ft. for each adaptable unit is exempt from FAR, resulting in a total adaptable unit FAR exemption of 3,320 sq.ft. As required by the Burnaby Zoning Bylaw and BC Building Code, three accessible parking stalls are to be provided (one handicap stall per 100 stalls). Accessible parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation.
- 3.9 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 guaranteeing the provision and maintenance of public art;
  - Section 219 Covenant guaranteeing the provision and ongoing maintenance of stormwater management facilities;
  - Section 219 Covenant ensuring compliance with the approved acoustical study;
  - Section 219 Covenant ensuring the achievement of a green building design with a Leadership in Energy and Environmental Design (LEED) Silver rating (mid-rise) or equivalent;

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 Three Apartment towers with street-oriented townhouses  
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- Section 219 Covenant restricting the use of guest suites;
  - Section 219 Covenant ensuring the provision and ongoing maintenance of 6 (Level 2 – 40 amp) Electric Vehicle charging stations (including all necessary wiring, electrical transformer and mechanical ventilation modifications);
  - Section 219 Covenant ensuring that handicap accessible parking stalls in the underground parking areas be held in common property to be administered by the Strata Corporation;
  - Section 219 Covenant indicating that project surface driveway accesses will not be restricted by gates;
  - Section 219 Covenant ensuring that the site can be used safely in accordance with the approved geotechnical study; and,
  - Section 219 Covenant ensuring that the water table will not be drawn down during and after development.
- 3.10 Due to the proximity of the subject site to the BNSF Rail line, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria. Furthermore, the applicant has been provided a copy of the Guidelines for New Development in Proximity to Railway Operations prepared for the Federation of Canadian Municipalities and the Railway Association of Canada.
- 3.11 As underground parking is requested for a site with known geotechnical and hydrological conditions, as well as the potential for groundwater contamination in the area, and given the site's proximity to civic and other major infrastructure, an indemnification agreement with the owner/developer will be required to hold the City harmless in the approval of the subject rezoning and all other subsequent permits.
- 3.12 As the site will be fully excavated for development, an arborist'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.
- 3.13 Provision of an adequately sized and sited garbage handling and recycling material holding space, as well, separate car wash stalls are required.
- 3.14 Provision of three residential loading spaces is required in conjunction with this application.
- 3.15 The developer is responsible for the undergrounding of the overhead wiring abutting the site along the future Alaska Street frontage.

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- 3.16 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.
- 3.17 Engineering Environmental Services Division will need to review a submission of a detailed plan of an engineered Sediment Control System prior to Final Adoption.
- 3.18 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.
- 3.19 A site profile application is required for the subject development site, given its past industrial use.
- 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

#### 4.0 DEVELOPMENT PROPOSAL

##### 4.1 Site Area (subject to detailed survey)

Gross	-	18,707.3 m <sup>2</sup> (201,364 sq. ft.)
Density Transfer (from Alaska Street dedication)	-	3,882.8 m <sup>2</sup> ( 41,794 sq. ft.)
Road Closure Area	-	217.1 m <sup>2</sup> ( 2,337 sq. ft.)
Dedications (Beta Avenue)	-	62.6 m <sup>2</sup> ( 674 sq. ft.)
<i>Net Site</i>	-	<i>14,979.0 m<sup>2</sup> (161,233 sq.ft.)</i>
Net Area for Calculation of Density	-	18,861.8 m <sup>2</sup> (203,027 sq.ft.) (subject to detailed survey)

##### 4.2 Density

###### FAR Permitted and Provided:

Residential	-	3.6 FAR (inclusive of 1.1 FAR amenity bonus)
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###### Gross Floor Area Permitted and Provided:

Residential	-	67,902.6 m <sup>2</sup> (730,897 sq.ft.) (inclusive of 223,330 sq.ft. amenity bonus)
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- |   |   |  |
|---|---|--|
| Residential Amenity Space                 | - | maximum 3395.41 m <sup>2</sup> (36,545 sq.ft.)<br>of residential amenity space<br>exempted from FAR calculations |
| Adaptable Unit exemption (20 sq.ft./unit) | - | 308.4 m <sup>2</sup> (3,320 sq.ft.)  |
| Site Coverage:                            | - | 53%  |
| 4.3 <u>Height</u> (all above grade)       | - | 3 storeys for ground-oriented<br>townhouses fronting Beta Avenue<br>and Alaska Street                            |
|   | - | 28 storeys for the high-rise<br>apartment building fronting Beta<br>Avenue                                       |
|   | - | 34 storeys for the high-rise<br>apartment building fronting Alaska<br>Street                                     |
|   | - | 39 storeys for the high-rise<br>apartment building interior to the site  |

#### 4.4 Residential Unit Mix

##### Unit Type

##### Unit Size

##### **Townhouse Units**

1 – 1 Bedroom	59.2 m <sup>2</sup> (637 sq.ft.)
13 – 2 Bedroom	85.5 – 86.9 m <sup>2</sup> (920 - 935 sq.ft.)
47 – 3 Bedroom	118.0– 124.0m <sup>2</sup> (1,270 - 1,335 sq.ft.)

##### ***Total Townhouse Units***

***61***

##### **High Rise Apartment Units**

189 – Studio	47.6 – 53.5 m <sup>2</sup> (512 - 576 sq.ft.)
166 – 1 Bedroom + Den	58.8 – 64.5 m <sup>2</sup> (633 - 694 sq.ft.)
328 – 2 Bedroom	70.0 – 75.5 m <sup>2</sup> (754 - 813 sq.ft.)
17 – 2 Bedroom + Den	88.5 – 113.9 m <sup>2</sup> (953 – 1,226 sq.ft.)
38 – 3 Bedroom	90.6 – 167.0 m <sup>2</sup> (976 – 1,798 sq.ft.)
3 – 3 Bedroom + Den	128.3 – 165.9 m <sup>2</sup> (1,381 – 1,786 sq.ft.)

##### ***Total Apartment Units***

***741***

**TOTAL RESIDENTIAL UNITS: 802 UNITS**

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#### 4.5 Parking

<b>Vehicle Parking</b>	<u>Required</u>	<u>Provided Spaces</u>
802 Units (1.1 spaces/unit)	882 (inclusive of 88 visitor spaces)	882
<b>TOTAL Parking</b>	<b>882</b>	<b>882</b>
<b>Car Wash Stalls</b>	9	9
<b>Residential Loading</b>	3	3
<b>Bicycle Parking</b>	<u>Required</u>	<u>Provided Spaces</u>
Resident - 2/unit @ 802 units	1,604 lockers	1,604 lockers
Visitor - 0.1/unit @ 802 units	88 in racks	88 in racks

#### 4.6 Communal Facilities (Excluded from FAR Calculations)

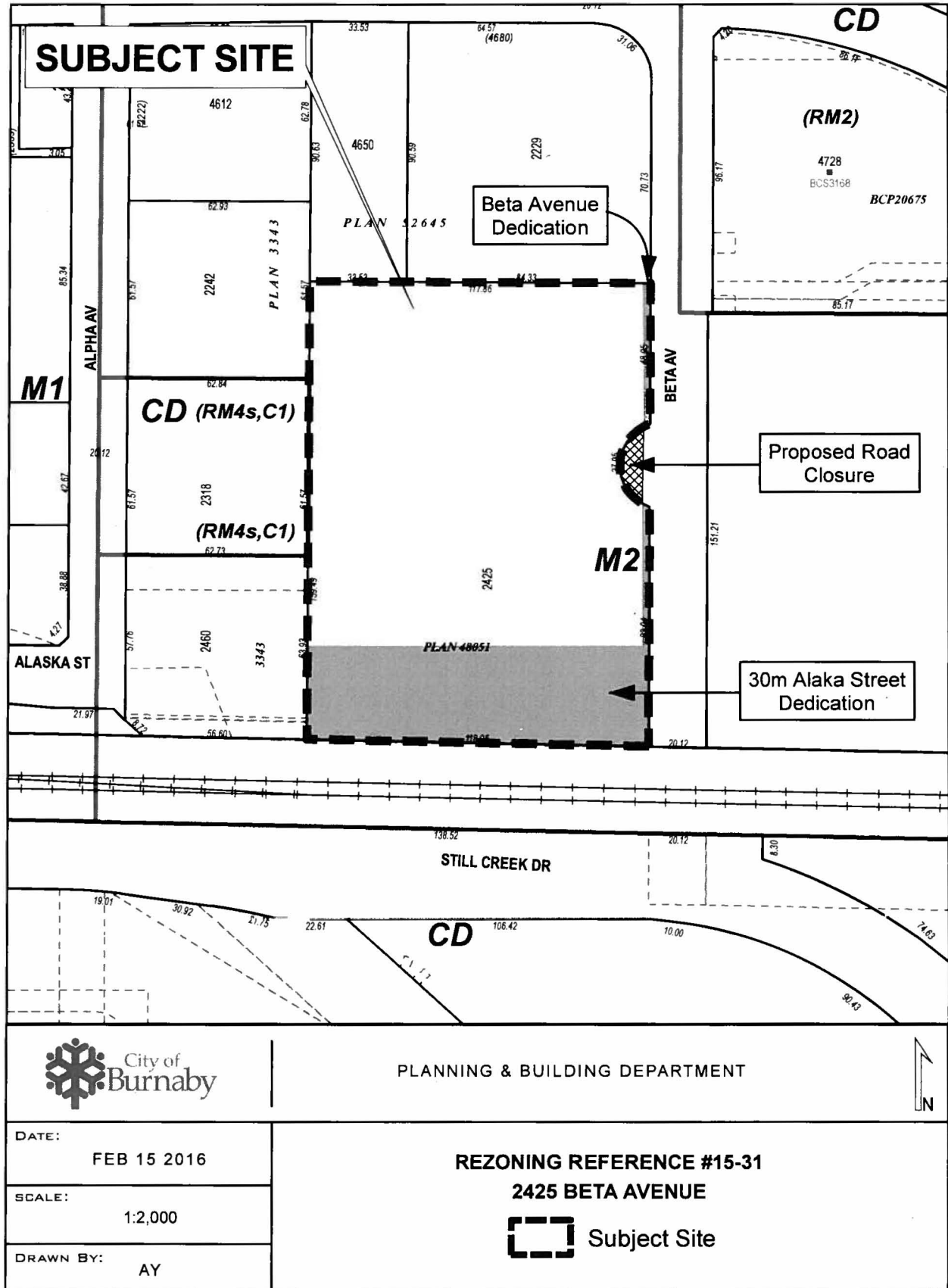
Primary communal facilities for residents are located within the podium levels of the residential tower fronting Beta Avenue and Alaska Street, including amenity lobbies and lounges, mail rooms, study/work centres, music rooms, multi-purpose media rooms, and fitness rooms. The amenity area proposed is less than the permitted 5% (36,545 sq.ft.) exemption from Gross Floor Area permitted within the Zoning Bylaw. The applicant has also provided an expansive landscaped podium deck, including a children's play area. At ground level, various landscape elements are located throughout the site as well as a signature public art installation.

  
 Lou Pelletier, Director  
 PLANNING AND BUILDING

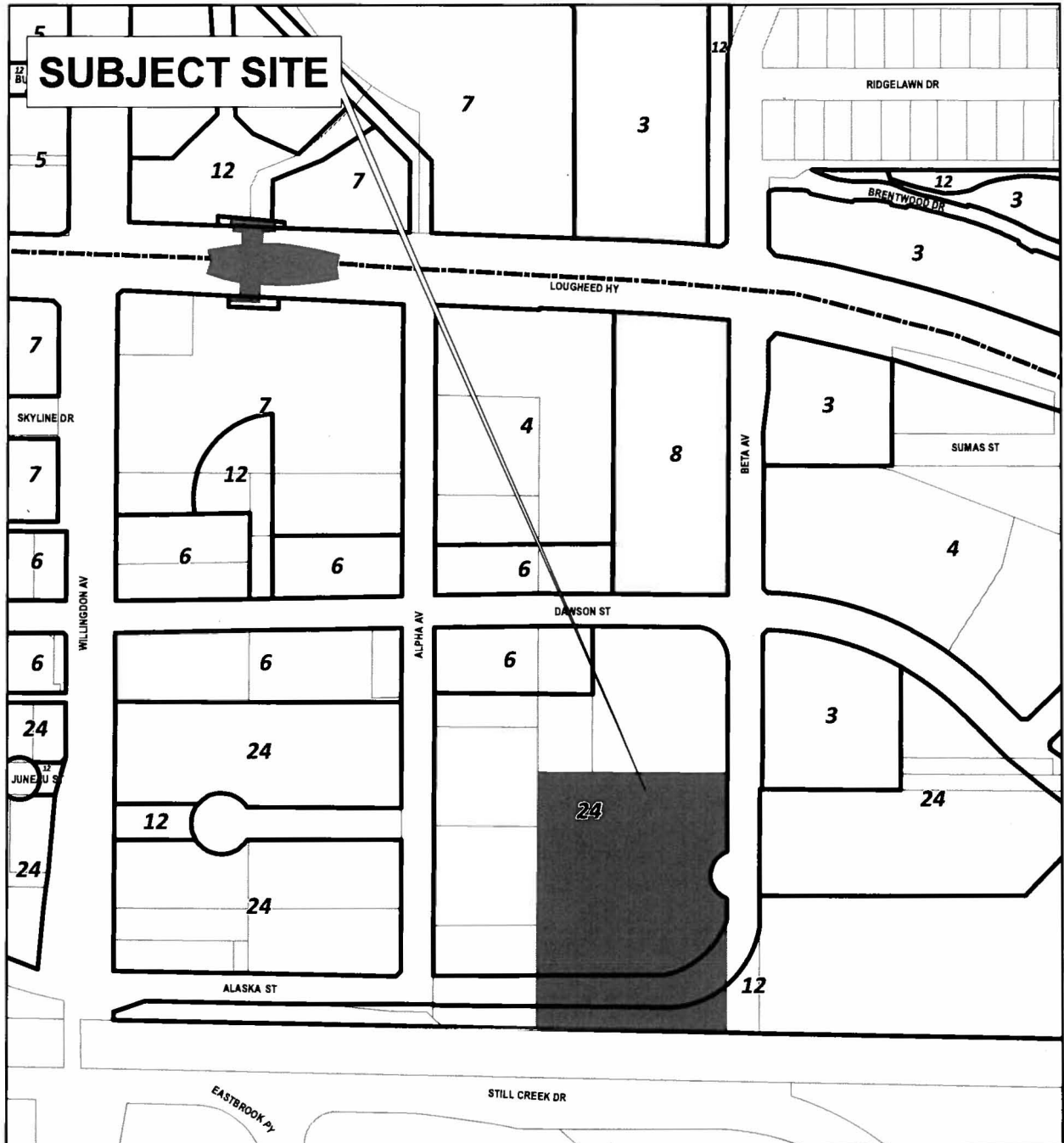
EK:tn

#### **Attachments**

cc: Director Engineering  
 City Solicitor  
 City Clerk



Sketch #1



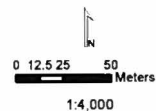
- |   |   |
|---|---|
| <b>3</b> Medium Density Multiple Family Residential | <b>8</b> Medium or High Density Multi Family Residential                            |
| <b>4</b> High Density Multiple Family Residential   | <b>10</b> Institutional   |
| <b>5</b> Commercial                                 | <b>11</b> Business Centre   |
| <b>6</b> Medium Density Mixed Use                   | <b>12</b> Park and Public Use/Public School   |
| <b>7</b> High Density Mixed Use                     | <b>14</b> Cemetery  |
|   | <b>24</b> High Density Multiple Family Residential -<br>Brentwood Succession (RM4s) |



Planning and Building Dept

Printed February 15, 2016

## Brentwood Plan



Sketch #2





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

**REZONING REFERENCE #** 15-00035  
**ADDRESS:** 3700 & 3880 Henning Drive

**Meeting Date:** 2016 March 17

### DEVELOPMENT PROPOSAL:

Permit a four-phased studio and office expansion (Phases 2 - 5) of the existing Bridge Studios complex in line with the long-term projected needs for the film production studio facility and the development of the film production industry in Burnaby.

1. **Site Area:** 3.87 hectares (9.6 acres) (PHASES 2, 4 and 5) (3880 Henning Drive)  
1.85 hectares (4.58 acres) (PHASE 3) (3700 Henning Drive)

2. **Existing Use:** Film studio complex

**Adjacent Use:** Central Valley Greenway, hotel and commercial

**Proposed Use:** Film studio complex

	Permitted/Required	Proposed/Provided
3. <b>Gross Floor Area:</b>	(3700 Henning) -15,028.6 sqm (161,766 sq. ft.) (3880 Henning) - 27,589.0 sqm (296,966 sq.ft.)	(3700 Henning) -15,028.6 sqm (161,766 sq. ft.) (3880 Henning) - 27,589.0 sqm (296,966 sq.ft.)
4. <b>Site Coverage:</b>	50%	(3700 Henning) 53% (3880 Henning) 47%
5. <b>Building Height:</b>	12.0m (39.37 ft.)	PH. 2 - 19.8 m (64.9 ft.); PH. 3 - 21 m (68.9 ft.); PH. 4 - 20.4 m (66.9 ft.); PH. 5 - 5.7 m (18.8 ft.)
6. <b>Vehicular Access from:</b>	Henning Drive	Henning Drive
7. <b>Parking Spaces:</b>	(3700 Henning) 388 & (3880 Henning) 399	(3700 Henning) 388 & (3880 Henning) 399
8. <b>Loading Spaces:</b>	(3700 Henning) 8 & (3880 Henning) 13	(3700 Henning) 8 & (3880 Henning) 13
9. <b>Communal Facilities:</b>	N/A	N/A
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 .....
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## COUNCIL REPORT

**TO:** CITY MANAGER 2016 February 17

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** **REZONING REFERENCE #15-35**  
**Bridge Studios Expansion**  
**(x.Ref: Rezoning References #96-28; #05-67; #10-40)**

**ADDRESS:** 3700 and 3880 Henning Drive (see *attached* Sketch #1)

**LEGAL:** Lot 3, DL 118, Group 1, NWD Plan 76093 Except Plans LMP30514 & BCP51462; Lot 2 Except: Part Dedicated Road On Plan LMP2986, DL 118, Group 1, NWD Plan 76093

**FROM:** CD Comprehensive Development District (based on the M1 Manufacturing District and M5 Light Industrial District)

**TO:** Amended CD Comprehensive Development District (based on M1 Manufacturing District and M5 Light Industrial District and the development plan entitled "Rezoning Application for Bridge Studios" prepared by CTA Design Group)

**APPLICANT:** Bridge Studio Holdings Ltd.  
 300 – 100 Park Royal  
 West Vancouver, BC V7T 1A2  
 (Attention: Art Phillips)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2016 March 29.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2016 March 07 and to a Public Hearing on 2016 March 29 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 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

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designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.

- c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d) The dedication of any rights-of-way deemed requisite.
- e) The granting of any necessary statutory rights-of-way, easements and/or covenants.
- f) The submission of a Tree Survey and Arbortist Report.
- g) The review of a detailed Sediment Control System by the Director Engineering.
- h) The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- i) The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
- j) The submission of a Site Profile and resolution of any arising requirements.
- k) The provision of 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.
- l) The approval of the Ministry of Transportation to the rezoning application.
- m) The submission of a detailed comprehensive sign plan.
- n) The submission of a construction access and phasing plan to the approval of the Director Engineering.
- o) The deposit of the applicable GVS & DD Sewerage Charge.

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## REPORT

### 1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit a four-phased studio and office expansion of the existing Bridge Studios complex in line with the long-term projected needs for the film production studio facility and the development of the film production industry in Burnaby.

### 2.0 BACKGROUND

- 2.1 The subject site includes two legal parcels at 3700 and 3880 Henning Drive that comprise the Bridge Studios complex, located at the southeast corner of Henning Drive and Boundary Road (see Sketch #1 *attached*). Across Henning Drive to the north of the site is a motor hotel and two-storey office buildings. To the south is the Central Valley Greenway and the Millenium SkyTrain line, and beyond these, the Burlington Northern Railway line. Home Depot abuts the site to the east. To the west is Boundary Road and the City of Vancouver beyond. Vehicular access to the site is provided from Henning Drive.
- 2.2 The original Bridge Studios complex was first developed in 1987, which included a sound stage building, effects stage building, and office/accessory buildings on the eastern parcel (3880 Henning Drive) of the subject site.
- 2.3 On 1996 October 21, Council gave Final Adoption to Rezoning Reference #28-96 to permit the expansion of the previously approved film studio that included the development of a new sound stage with accessory workshop space on the western parcel (3700 Henning Drive) of the subject site.
- 2.4 On 2006 August 21, Council gave Final Adoption to Rezoning Reference #05-67 to permit the construction of a new support building for the film studio on the eastern parcel (3880 Henning Drive) of the site.
- 2.5 On 2012 September 18, Council gave Final Adoption to Rezoning Reference #10-40 to permit a multi-phased expansion of the film studio complex. This included the development of two new sound stages with accessory workshop space and a new parkade structure on the western parcel (3700 Henning Drive), and an expansion to the existing effects stage building on the eastern parcel (3880 Henning Drive) of the subject site. It is noted that only one of the sound stages approved under this rezoning application was subsequently built on the western parcel of the site (Phase 1 of the facility's overall, multi-phased expansion program). The remaining components of the proposed development under Rezoning Reference #10-40 were not constructed.

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- 2.6 On 2015 September 28, Council received the report of the Planning and Building Department regarding the rezoning of the subject property 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 submitted a plan of development suitable for presentation to a Public Hearing.

### 3.0 GENERAL COMMENTS

- 3.1 The applicant is requesting a rezoning to the Amended CD Comprehensive Development District (utilizing the M1 Manufacturing District and M5 Light Industrial District as guidelines) in order to permit the construction of a multi-phase expansion of the film production facilities (Phases 2 – 5 of the facility's overall, multi-phased expansion program) on the subject site. Vehicular access will be provided from Henning Drive. The specific components development proposal include:

- Phase 2: A new 5,574 m<sup>2</sup> (59,998 sq. ft.) effects stage building with associated office space on the eastern parcel of the site, replacing the existing 4,436 m<sup>2</sup> (47,749 sq. ft.) effects stage building;
- Phase 3: As previously approved under Rezoning Reference #10-40, a new 1,536 m<sup>2</sup> (16,533 sq. ft.) sound stage with associated office/workshop space and a new multi-level parking structure on the western parcel of the site, replacing existing surface parking;
- Phase 4: a new 1,629 m<sup>2</sup> (17,534 sq. ft.) sound stage, a new four-storey, 3,236 m<sup>2</sup> (34,832 sq. ft.) digital arts production building with ground-level, under building parking for production vehicles on the eastern parcel of the site, replacing existing production support storage and temporary buildings and existing surface parking; and,
- Phase 5: an enclosed film production storage expansion to an existing sound stage building and a new pavilion structure for on-site food services on the eastern parcel of the site.

- 3.2 The Director Engineering will be requested to provide all relevant services necessary to serve the site. Servicing requirements will include, but not necessarily be limited to:

- the construction of Boundary Road to its final primary arterial standard across the development frontage, including the provision of an on-street bike lane, reconstruction of the existing separated sidewalk and reconstruction of curb and gutter on the east side of Boundary Road, and the reconstruction of curb and gutter on the existing centre median;

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- the construction of new curb and gutter on the north and south side of Henning Drive at the location of the private road that serves 3875 and 3885 Henning Drive, including the construction of new pedestrian curb ramps, sidewalk extensions on both sides of Henning Drive, and pedestrian crossings across Henning Drive on either side of the private road; and,
- the widening of the two existing bus pads on south side of Henning Drive, east of Boundary Road, to 3.0m wide, including the provision of new bus shelters and reconstruction of the sidewalk around the new bus shelters.

- 3.3 The submission of a Tree Survey and Arborist Report is required to identify trees to be removed and retained on site. Any trees identified to be removed over 20cm (8 inches) will require a tree removal permit.
- 3.4 The submission of a Site Profile and resolution of any resultant conditions is required.
- 3.5 A suitable engineered on-site stormwater management system (with maintenance manual) is required. A Section 219 Covenant and deposit of funds to guarantee its provision and continued operation will be required.
- 3.6 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.
- 3.7 The approval of the Ministry of Transportation to the rezoning is required.
- 3.8 The GVS & DD Sewerage Charge applies.

#### 4.0 DEVELOPMENT PROPOSAL

##### 4.1 **Phase 2 (New Sound Stage and Offices)** **3880 Henning Drive (East Parcel)**

4.1.1 Site Area: 3.87 ha (9.6 acres)

4.1.2 Site Coverage: Existing 35%  
 Proposed 38%

4.1.3 GFA: Stages: Existing: 9,120.0 m<sup>2</sup> ( 98, 165 sq. ft.)  
 Expansion: 1,138.0 m<sup>2</sup> ( 12,249 sq. ft.)  
 Subtotal: 10,258.0 m<sup>2</sup> (110,414 sq. ft.)

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Offices:	Existing:	2,953.0 m <sup>2</sup>	(31,792 sq. ft.)
	Expansion:	<u>2,665.0 m<sup>2</sup></u>	<u>(28,686 sq. ft.)</u>
	Subtotal:	5,618.0 m <sup>2</sup>	(60,473 sq. ft.)
Manufacturing:	Existing:	3,684.0 m <sup>2</sup>	(39,648 sq. ft.)
	Expansion:	<u>1,766.0 m<sup>2</sup></u>	<u>(19,009 sq. ft.)</u>
	Subtotal:	5,450.0 m <sup>2</sup>	(58,664 sq. ft.)
Storage:	Existing	330.0 m <sup>2</sup>	(3,552 sq. ft.)
	Expansion:	no change	
<b>Total:</b>		<b>21,656.0 m<sup>2</sup></b>	<b>(233,103 sq. ft.)</b>

4.1.4 Density: 0.56 FAR

4.1.5 Parking: Required: 294 spaces  
 Stages/Manufacturing: 15,708.0 m<sup>2</sup> @ 1/93 m<sup>2</sup> = 169 spaces  
 Offices: 5,618.0 m<sup>2</sup> @ 1/46 m<sup>2</sup> = 122 spaces  
 Warehouse/Storage: 330.0 m<sup>2</sup> @ 1/186 m<sup>2</sup> = 2 spaces  
 Provided: 476 spaces

Bicycle Parking Required and Provided: 29 spaces

4.1.6 Loading: Required: 07 spaces  
 Provided: 16 spaces

4.2 **Phase 3 (New Sound Stage, Offices/Workshops and Parking Structure)**  
**3700 Henning Drive (West Parcel)**

4.2.1 Site Area: 1.85 ha (4.58 acres)

4.2.2 Site Coverage: Existing 31%  
 Proposed 53%

4.2.3 GFA: Stages: Existing: 7,310.0 m<sup>2</sup> (78,685 sq. ft.)  
 Expansion: 1,536.6 m<sup>2</sup> (16,533 sq. ft.)  
 Subtotal: 8,846.0 m<sup>2</sup> (95,218 sq. ft.)

Offices: Existing: 3,379.6 m<sup>2</sup> (36,378 sq. ft.)  
 Expansion: 634.0 m<sup>2</sup> (6,824 sq. ft.)  
 Subtotal: 4,013.6 m<sup>2</sup> (43,202 sq. ft.)

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Manufacturing:	Existing:	1,858.0 m <sup>2</sup>	(20,000 sq. ft.)
	Expansion:	<u>311.0 m<sup>2</sup></u>	<u>(3,348 sq. ft.)</u>
	Subtotal:	2,169.0 m <sup>2</sup>	(23,347 sq. ft.)
<b>Total:</b>		<b>15,028.6 m<sup>2</sup></b>	<b>(161,766 sq. ft.)</b>

4.2.4 Density: 0.81 FAR

4.2.5 Parking: Required: 207 spaces  
 Stages/Manufacturing: 11,015 m<sup>2</sup> @ 1/93 m<sup>2</sup> = 119 spaces  
 Offices: 4,013.6 m<sup>2</sup> @ 1/46 m<sup>2</sup> = 88 spaces  
 Provided: 388 spaces

Bicycle Parking Required and Provided: 21 spaces

4.2.6 Loading: Required: 5 spaces  
 Provided: 8 spaces

4.3 **Phase 4 Development (New Sound Stage and Digital Arts Production Building)**  
**3880 Henning Drive (East Parcel)**

4.3.1 Site Area: 3.87 ha (9.6 acres)

4.3.2 Site Coverage: Existing (as per Rezoning Reference #05-67): 35%  
*Inclusive of proposed Phase 2 development:* 38%  
 Proposed: 45%

4.3.3 GFA: Stages: Existing (*including proposed Phase 2 development*):  
 10,258.0 m<sup>2</sup> (110,414 sq. ft.)  
 Expansion: 1,629.0 m<sup>2</sup> (17,534 sq. ft.)  
 Subtotal: 11,887.0 m<sup>2</sup> (127,948 sq. ft.)

Offices: Existing (*including proposed Phase 2 development*):  
 5,618.0 m<sup>2</sup> (60,472 sq. ft.)  
 Expansion: 2,060.0 m<sup>2</sup> (22,173 sq. ft.)  
 Subtotal: 7,678.0 m<sup>2</sup> (82,645 sq. ft.)

Manufacturing: Existing (*including proposed Phase 2 development*):  
 5,450.0 m<sup>2</sup> (58,663 sq. ft.)  
 Expansion: 1,176.0 m<sup>2</sup> (12,658 sq. ft.)  
 Subtotal: 6,626.0 m<sup>2</sup> (71,322 sq. ft.)



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Storage:	Existing:	330.0 m <sup>2</sup>	(3,552 sq. ft.)
	Expansion:	no change	
<b>Total:</b>		<b>26,521.0 m<sup>2</sup></b>	<b>(285,470 sq. ft.)</b>

4.3.4 Density: 0.69 FAR

4.3.5 Parking:

Required:	369 spaces
Stages/Manufacturing:	18,513.0 m <sup>2</sup> @ 1/93 m <sup>2</sup> = 200 spaces
Offices:	7,678.0 m <sup>2</sup> @ 1/46 m <sup>2</sup> = 167 spaces
Warehouse/Storage:	330.0 m <sup>2</sup> @ 1/186 m <sup>2</sup> = 2 spaces
Provided:	404 spaces

Bicycle Parking Required and Provided: 37 spaces

4.3.6 Loading: Required: 08 spaces  
 Provided: 13 spaces

4.4 **Phase 5 Development (New Production Storage and Food Services Pavilion)**  
**3880 Henning Drive (East Parcel)**

4.4.1 Site Area: 3.87 ha (9.6 acres)

4.4.2 Site Coverage:

Existing (as per Rezoning Reference #05-67):	38%
<i>Inclusive of proposed Phase 2 and 4 developments:</i>	45%
Proposed:	47%

4.4.3 GFA:

Stages:	Existing ( <i>including proposed Phase 2 and 4 developments</i> ):	11,887.0 m <sup>2</sup>	(127,948 sq. ft.)
	Expansion:	no change	
Offices:	Existing ( <i>including proposed Phase 2 and 4 developments</i> ):	7,678.0 m <sup>2</sup>	(82,645 sq. ft.)
	Expansion:	no change	
Manufacturing:	Existing ( <i>including proposed Phase 2 and 4 developments</i> ):	6,626.0 m <sup>2</sup>	(71,322 sq. ft.)
	Expansion:	1,068.0 m <sup>2</sup>	(11,496 sq. ft.)
	Subtotal:	7,694.0 m <sup>2</sup>	(82,818 sq. ft.)

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Storage:	Existing:	330.0 m <sup>2</sup>	(3,552 sq. ft.)
	Expansion:	no change	

<b>Total:</b>		<b>27,589.0 m<sup>2</sup></b>	<b>(296,966 sq. ft.)</b>
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4.4.4 Density: 0.71 FAR

4.4.5 <u>Parking:</u>	Required:	380 spaces
	Stages/Manufacturing:	19,581.0 m <sup>2</sup> @ 1/93 m <sup>2</sup> = 211 spaces
	Offices:	7,678.0 m <sup>2</sup> @ 1/46 m <sup>2</sup> = 167 spaces
	Warehouse/Storage:	330.0 m <sup>2</sup> @ 1/186 m <sup>2</sup> = 2 spaces

Provided:	399 spaces
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<u>Bicycle Required and Provided:</u>	38 spaces
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4.4.6 <u>Loading:</u>	Required: 08 spaces
	Provided: 13 spaces

#### 4.5 OVERALL DEVELOPMENT (Once all phases on both parcels are complete)

##### **3700 Henning Drive (West Parcel)**

4.5.1 Site Area: 1.85 ha (4.58 acres)

4.5.2 Site Coverage: 53%

4.5.3 <u>GFA:</u>	Stages:	8,846.0 m <sup>2</sup>	( 95,218 sq. ft.)
	Offices:	4,013.6 m <sup>2</sup>	( 43,202 sq. ft.)
	Manufacturing:	2,169 m <sup>2</sup>	( 23,347 sq. ft.)
	<b>Total:</b>	<b>15,028.6 m<sup>2</sup></b>	<b>(161,766 sq. ft.)</b>

4.5.4 Density: 0.81 FAR

4.5.5 <u>Parking:</u>	Required:	207 spaces
	Stages/Manufacturing:	11,015.0 m <sup>2</sup> @ 1/93 m <sup>2</sup> = 119 spaces
	Offices:	4,013.6 m <sup>2</sup> @ 1/46 m <sup>2</sup> = 88 spaces

Provided:	388 spaces
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<u>Bicycle Parking Required and Provided:</u>	21 spaces
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4.5.6 Loading: Required: 5 spaces  
 Provided: 8 spaces

**3880 Henning Drive (East Parcel)**

4.5.7 Site Area: 3.87 ha (9.6 acres)

4.5.8 Site Coverage: 47%

4.5.9 <u>GFA:</u>	Stages:	11,887.0 m <sup>2</sup>	(127,948 sq. ft.)
	Offices:	7,678.0 m <sup>2</sup>	( 82,645 sq. ft.)
	Manufacturing:	7,694.0 m <sup>2</sup>	( 82,818 sq. ft.)
	Storage:	330.0 m <sup>2</sup>	( 3,552 sq. ft.)
	<b>Total:</b>	<b>27,589.0 m<sup>2</sup></b>	<b>(296,966 sq. ft.)</b>

4.5.10 Density: 0.71 FAR

4.5.11 <u>Parking:</u>	Required:	380 spaces
	Stages/Manufacturing:	19,581.0 m <sup>2</sup> @ 1/93 m <sup>2</sup> = 211 spaces
	Offices:	7,678.0 m <sup>2</sup> @ 1/46 m <sup>2</sup> = 167 spaces
	Warehouse/Storage:	330.0 m <sup>2</sup> @ 1/186 m <sup>2</sup> = 2 spaces
	<b>Provided:</b>	<b>399 spaces</b>

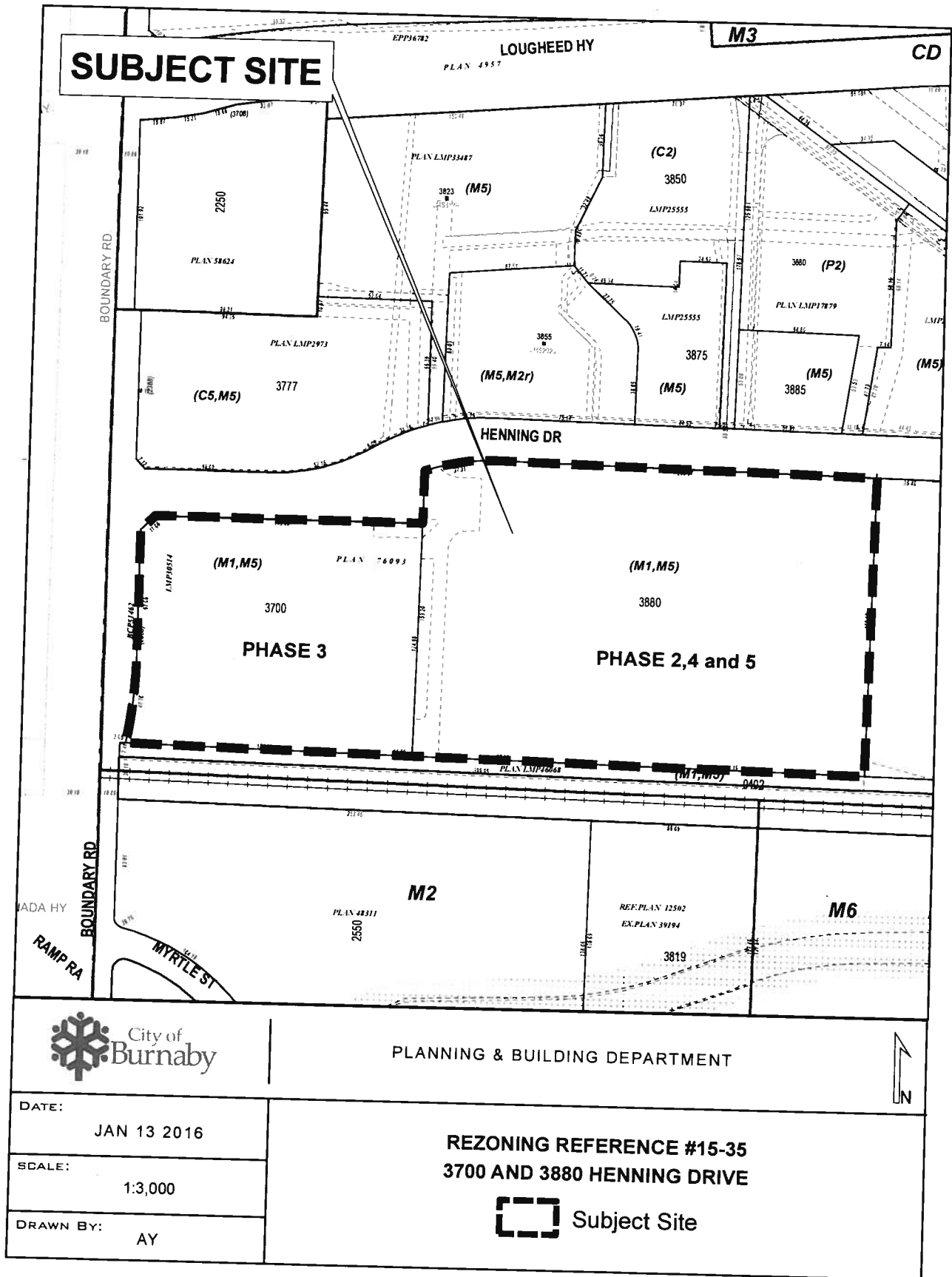
Bicycle Required and Provided: 38 spaces

4.5.12 <u>Loading:</u>	Required:	08 spaces
	Provided:	13 spaces

  
 Lou Pelletier, Director  
 PLANNING AND BUILDING

GT:spf  
**Attachment**

cc: Director Engineering  
 City Solicitor  
 City Clerk





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

**REZONING REFERENCE #** 14-00031

**Meeting Date:** 2016 March 17

**ADDRESS:** Portions of 8255/8360 Wiggins Street and 5279 Riverbend Drive

**DEVELOPMENT PROPOSAL:**

Permit construction for the first phase of the Riverbend Business Park Conceptual Development Plan that was submitted under Rezoning #12-00018.

1. **Site Area:** Lot 1 5.36 hectares (13.25 acres); Lot 2 4.71 hectares (11.63 acres);  
Lot 3 5.76 hectares (14.24 acres)

2. **Existing Use:** Industrial

**Adjacent Use:** Industrial, park and waste to energy facility

**Proposed Use:** Industrial, manufacturing, restaurant, warehouse and office

	Permitted/Required	Proposed/Provided
3. <b>Gross Floor Area:</b>	Lot 1-17,383.1 m <sup>2</sup> ; Lot 2-14,042.4 m <sup>2</sup> ; Lot 3-24,236.7 m <sup>2</sup>	Lot 1-17,383.1 m <sup>2</sup> ; Lot 2-14,042.4 m <sup>2</sup> ; Lot 3-24,236.7 m <sup>2</sup>
4. <b>Site Coverage:</b>	Lot 1-27%; Lot 2-24%; Lot 3-34%	Lot 1-27%; Lot 2-24%; Lot 3-34%
5. <b>Building Height:</b>	Lot 1-2 storeys; Lot 2-2 storeys; Lot 3-2 storeys	Lot 1-2 storeys; Lot 2-2 storeys; Lot 3-2 storeys
6. <b>Vehicular Access from:</b>	Riverbend Drive	Riverbend Drive
7. <b>Parking Spaces:</b>	Lot 1-180 spaces; Lot 2-146 spaces; Lot 3-209 spaces	Lot 1-224 spaces; Lot 2-172 spaces; Lot 3-209 spaces
8. <b>Loading Spaces:</b>	Lot 1-6 spaces; Lot 2-6 spaces; Lot 3-8 spaces	Lot 1-32 spaces; Lot 2-23 spaces; Lot 3-39 spaces
9. <b>Communal Facilities:</b>	n/a	n/a
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

*EL*  
*DM*



Item .....
Meeting ..... 2016 February 22

## COUNCIL REPORT

**TO:** CITY MANAGER 2016 February 17

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** **REZONING REFERENCE #14-31**  
**Riverbend Business Park: Phase 1**  
**Big Bend Development Plan Area**

**ADDRESS:** Portion of 8255/8360 Wiggins Street and 5279 Riverbend Drive (see *attached* Sketches #1 and #2)

**LEGAL:** Portion of Lot 48 Except: Firstly: Parcel "A" (Bylaw Plan 70015); Secondly: Part Subdivided by Plan 72187; DL 167, Group 1, NWD Plan 48061; Portion of Lot 49, DL 167, Group 1, NWD Plan 48061; Lot 1, DL 167, Group 1, NWD Plan 18016

**FROM:** CD Comprehensive Development District (based on M2 General Industrial District, M3 Heavy Industrial District and M5 Light Industrial District)

**TO:** Amended CD Comprehensive Development District (based on M2 General Industrial District, M3 Heavy Industrial District and M5 Light Industrial District, C2 Community Commercial District and Big Bend Development Plan guidelines, and in accordance with the development plan entitled "Riverbend Business Park" prepared by Christopher Bozyk Architects Ltd.)

**APPLICANT:** Christopher Bozyk Architects Ltd.  
414 - 611 Alexander Street  
Vancouver, B.C. V6A 1E1  
(Attention: Chris Bozyk)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2016 March 29.

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**RECOMMENDATIONS:**

1. **THAT** the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Section 3.3 of this report, 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 2016 March 07, and to a Public Hearing on 2016 March 29 at 7:00 p.m.

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3. **THAT** the following be established as prerequisites to the completion of the rezoning:
- a. The submission of a suitable plan of development.
  - b. The deposit of sufficient monies, including a 4% Engineering Inspection Fee to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
  - c. The consolidation/subdivision of the net project site into 4 lots.
  - d. The dedication of any rights-of-way deemed requisite.
  - e. The granting of any necessary easements, covenants, and Statutory Rights-of-Way including, but not necessarily limited to:
    - Section 219 Covenant for the retention of identifying existing trees within the riparian setback areas;
    - Section 219 Covenant and Statutory Right-of-Way for the protection and ongoing maintenance of the Fraser River Foreshore streamside protection and enhancement areas (SPEA);
    - Section 219 Covenant respecting floodproofing requirements;
    - Section 219 Covenant respecting the submitted geotechnical report;
    - Statutory Rights-of-Way guaranteeing vehicular, pedestrian and cycling access across private driveways;
    - Statutory Rights-of-Way guaranteeing pedestrian and cycling access across on-site pathways;
    - Easement guaranteeing reciprocal access for vehicles across property lines
    - Section 219 Covenant restricting uses to those permitted within the Conceptual Development Plan;
    - Section 219 Covenant (no build) on future phases until a certificate of compliance has been achieved on the current phase;
    - Section 219 Covenant ensuring Leadership in Energy and Environmental Design (LEED) certification; and,
    - Section 219 Covenant restricting uses on the portion of the site for a restaurant use only for a period of three years.
  - f. 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.

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- g. The deposit of the applicable GVS & DD Sewerage Charge.
- h. The provision of facilities for cyclists in accordance with Section 4.8 of the rezoning report.
- i. The submission of a detailed comprehensive sign plan in accordance with the guidelines of the Master Plan.
- j. The submission of a Site Profile and resolution of any arising requirements
- k. Completion of the Highway Closure Bylaw

## R E P O R T

### 1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit the construction of the first phase of the Riverbend Business Park Conceptual Development Plan (Reference #12-18).

### 2.0 BACKGROUND

2.1 On 2014 June 23, Council granted Second Reading to the rezoning amendment bylaw for the Riverbend Conceptual Development Plan (Rezoning Reference #12-18), which establishes a Conceptual Master Plan framework, as well as development and design guidelines for the redevelopment of the site for industrial, office and warehousing uses. The proposal for the subject site is consistent with the guidelines established under the Conceptual Development Plan.

2.2 The subject application is for the first phase of development under the Riverbend Conceptual Development Plan, which details the transition of the subject site from its former heavy industrial uses, including the Norampac Paper Plant, to a higher-amenity industrial business park.

On 2014 September 29, Council received a report from the Planning and Building Department regarding a rezoning for a detailed first phase of the development for the subject site, and authorized the Department to work with the applicant toward 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 had originally proposed the first phase to be two buildings on a site that would be 6.32 hectares (15.63 acres) in size but is now pursuing a first phase of development that involves three buildings on a site that has an area of 15.83 hectares (39.12 acres). This amended scope for the first phase of development remains consistent with the Master Plan concept and is therefore considered supportable.



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It is noted that the subject application will not be permitted to advance to Final Adoption until such time that Master Plan Rezoning (Rezoning Reference #12-18) has achieved Final Adoption.

- 2.3 In keeping with the Master Plan concept for the site, the developer is proposing three high quality architecturally designed buildings, with significant articulation and architectural expression within the first phase. The developer intends to retain ownership over the business park and as such they have developed a broad range of uses on the site including: offices, warehousing, laboratories, and light manufacturing.

To compliment the engaging architectural expression on the site, a high-amenity public realm is also proposed. The focal point of the site will be a fully restored 30 metre riparian area along the edge of the Fraser River. The required dyke for the Fraser River will be composed predominantly of buried riprap which will allow a full range of riparian planting at grade. Running through the riparian area will be an accessible crushed granite fines trail. To compliment the riparian area, an architecturally designed pier will provide a viewpoint over the Fraser River, and provide a touchstone of site's former water dependent industrial uses.

Further amenities are provided on site with extensive landscaping throughout, to reflect the sites' riverfront location. It is noted that a restaurant space with a riverfront patio is proposed in order to both provide a gathering space for the employees of the business park and to create activity in the park on evenings and weekends for the general public.

The development plan submitted is considered appropriate for advancement to Public Hearing.

### 3.0 GENERAL COMMENTS

- 3.1 The subject application represents the first phase of the development of the Riverbend Conceptual Development Plan, located southwest of Riverbend Drive and Wiggins Street in the Big Bend Development Plan.

The Riverbend Conceptual Development Plan (Rezoning Reference #12-18) and associated subdivision (Subdivision #14-26) indicates dividing the currently titled parcels into four resultant lots with a newly dedicated road providing primary access, and a reconfiguration of Riverbend Drive. The applicant is proposing to develop three buildings on three of the proposed lots in the Master Plan.

- 3.2 The Director Engineering will be requested to provide an estimate for any further services to serve this site in accordance with the Master Servicing Plan to be completed under Rezoning Reference #12-18 and Subdivision #14-26. Servicing requirements to be included within this phase will consist of:

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 5279 Riverbend Drive  
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- the construction of Riverbend Drive to its final standard fronting the development site, complete with separated sidewalks, street trees and grassed boulevard on the south side and street trees and an urban trail on the north side;
  - the dedication and construction of a new industrial standard road to a 14 metre pavement with 1.8 metre grass and treed boulevards and 2.7 metre sidewalks; and,
  - the construction of a new dyke along the Fraser River, fronting the development site.
- 3.3 In accordance with the Riverbend Conceptual Development Plan, the developer is required to realign Riverbend Drive fronting the subject site. The realignment will be accomplished as a part of this phase and will require a land exchange of 0.365 hectares from the current Riverbend Drive Road allowance for 0.292 hectares of the property at 5279 Riverbend Drive. A road closure bylaw will be required in this regard. In addition, the construction of a newly dedicated road (Fraser Reach Court) is a requirement of the master plan and of the subject rezoning. The new road has an area of 0.638 hectares. As the area of required dedications exceeds the amount of road closure, the developer is not required to purchase the road closure area.
- 3.4 As noted above, a 2,217sq.ft. (or greater) restaurant space is planned as an on-site amenity. The applicant has expressed concern with the potential viability of a restaurant use in this location. In order to facilitate this use, the C2 District must be added as an underlying district (for the restaurant use only). To ensure that the space is made available for the proposed restaurant use, a separate covenant is to be registered to ensure that the space may only be used for the restaurant use for the first three years following occupancy permit. After the three years, if a viable restaurant use has not been established, and evidence is presented that every reasonable effort has been made to secure a tenant, the space would then only become available for alternate Light Industrial uses, in accordance with the remainder of the site.
- 3.5 Given the site's proximity to the Fraser River a 30-metre streamside protection and enhancement area (SPEA) is applicable to the site, and will require the registration of a Section 219 Covenant to ensure its protection and restoration with native planting, the removal/control of invasive species and the ongoing maintenance of the enhanced SPEA that lies within the subject property being the responsibility of the future owners.
- 3.6 The GVS & DD Sewerage Development Cost Charge (Fraser Sewerage Area) of \$8.73 per m<sup>2</sup> (\$0.811 per sq.ft.) of gross floor area will apply to this rezoning.

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- 3.7 The developer is responsible for the installation and ongoing maintenance of stormwater management facilities in accordance with the Stormwater Management Plan to be approved by the Director Engineering under Subdivision Reference #14-26. A Section 219 Covenant will be registered to ensure the installation and ongoing use and maintenance in accordance with the accepted stormwater management plan.
- 3.8 The site has extensive environmental benefits as required by the Master Plan. Environmental features to be pursue include: the remediation of a former landfill site, efficient lighting design, reductions in potable water usage, careful diversion of construction waste, and a selection of materials that maximizes recycle and regional content. The developer has indicated that they will voluntarily pursue LEED Certification for the building. A Section 219 Covenant will be required in this regard.
- 3.9 A detailed environmental assessment is being undertaken as part of the master rezoning (Rezoning Reference #12-18) and master subdivision (Subdivision Reference #05-52). A certificate of compliance will be required. In addition, a Section 219 Covenant (no build) will be registered restricting development on all other future phases until a Certificate of Compliance has been achieved on the first phase.
- 3.10 The Environmental Services Division has indicated that the applicant will be required to submit a detailed engineered sediment control plan.
- 3.11 A geotechnical review of the subject site's soil stability and registration of a Section 219 Covenant regarding the findings of the approved report will be required.

#### 4.0 DEVELOPMENT PROPOSAL

##### 4.1 Lot #1

- 4.1.1 Site Area: - 5.36 hectares (13.25 acres)
- 4.1.2 Site Coverage: - 27%
- 4.1.3 Floor Area: - 17,383.1 m<sup>2</sup> (187,110 sq.ft.)
  - Office Space - 4,345.8 m<sup>2</sup> (46,778 sq.ft.)
  - Manufacturing - 2,607.4 m<sup>2</sup> (28,066 sq.ft.)
  - Warehousing - 10,429.9 m<sup>2</sup> (112,266 sq.ft.)
  - Total GFA - 17,383.1 m<sup>2</sup> (187,110 sq.ft.)
- 4.1.4 Floor Area Ratio: - 0.36 FAR
- 4.1.5 Building Height: - 2 storeys

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#### 4.1.6 Parking Required and Provided:

46,778 sq.ft office @ 1/495 sq.ft.	-	95 spaces
28,066 sq.ft manufacturing @ 1/1001 sq.ft.	-	28 spaces
112,266 sq.ft warehousing @ 1/2002 sq.ft.	-	57 spaces
Total Parking Required	-	180 spaces
Total Parking Provided	-	224 spaces

4.1.7 Loading Bays Required	-	6 spaces
Loading Bays Provided:	-	32 spaces

4.1.8 Bicycle Provisions Required and Provided:	-	25 spaces (bike rack/bike lockers) end of trip facilities
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#### **4.2 Lot #2**

4.2.1 Site Area:	-	4.71 hectares (11.63 acres)
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4.2.2 Site Coverage:	-	24%
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4.2.3 Floor Area:	-	14,042.4 m <sup>2</sup> (151,151 sq.ft.)
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Office Space	-	3,510.7 m <sup>2</sup> (37,788 sq.ft.)
Manufacturing	-	2,106.3 m <sup>2</sup> (22,672 sq.ft.)
Warehousing	-	8,425.4 m <sup>2</sup> (90,691 sq.ft.)
Total GFA	-	14,042.4 m <sup>2</sup> (151,151 sq.ft.)

4.2.4 Floor Area Ratio:	-	0.30 FAR
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4.2.5 Building Height:	-	2 storeys
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#### 4.2.6 Parking Required and Provided:

37,778 sq.ft. office @ 1/495 sq.ft.	-	77 spaces
22,672 sq.ft manufacturing @ 1/1001 sq.ft.	-	23 spaces
90,691 sq.ft warehousing @ 1/2002 sq.ft.	-	46 spaces
Total Parking Required	-	146 spaces
Total Parking Provided	-	172 spaces

4.2.7 Loading Bays Required	-	6 spaces
Loading Bays Provided:	-	23 spaces

4.2.8 Bicycle Provisions Required and Provided:	-	25 spaces (bike rack/bike lockers) end of trip facilities
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To: City Manager  
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#### **4.3 Lot #3**

4.3.1	Site Area:	-	5.76 hectares (14.24 acres)
4.3.2	Site Coverage:	-	34%
4.3.3	Floor Area:	-	24,236.7 m <sup>2</sup> (260,882 sq.ft.)
	Office Space	-	3,393.2 m <sup>2</sup> (36,524 sq.ft.)
	Manufacturing	-	3,393.2 m <sup>2</sup> (36,524 sq.ft.)
	Warehousing	-	17,244.3 m <sup>2</sup> (185,617 sq.ft.)
	Restaurant	-	206.0 m <sup>2</sup> (2,217 sq.ft.)
			(or greater within the overall permitted GFA)
	Total GFA	-	24,236.7 m <sup>2</sup> (260,882 sq.ft.)
4.3.4	Floor Area Ratio:	-	0.424 FAR
4.3.5	Building Height:	-	2 storeys
4.3.6	Parking Required and Provided:		
	36,524 sq.ft office @ 1/495 sq.ft.	-	79 spaces
	36,524 sq.ft manufacturing @ 1/1001 sq.ft.	-	39 spaces
	185,617 sq.ft warehousing @ 1/2002 sq.ft.	-	90 spaces
	2,217 sq.ft. of restaurant @ 1/495 sq.ft	-	5 spaces (or greater if restaurant space exceeds 50 seats)
	Total Parking Required and provided	-	209 spaces
4.3.7	Loading Bays Required	-	8 spaces
	Loading Bays Provided:	-	39 spaces
4.3.8	Bicycle Provisions Required and Provided:	-	25 spaces (bike rack/bike lockers) end of trip facilities

  
 Lou Pelletier, Director  
 PLANNING AND BUILDING

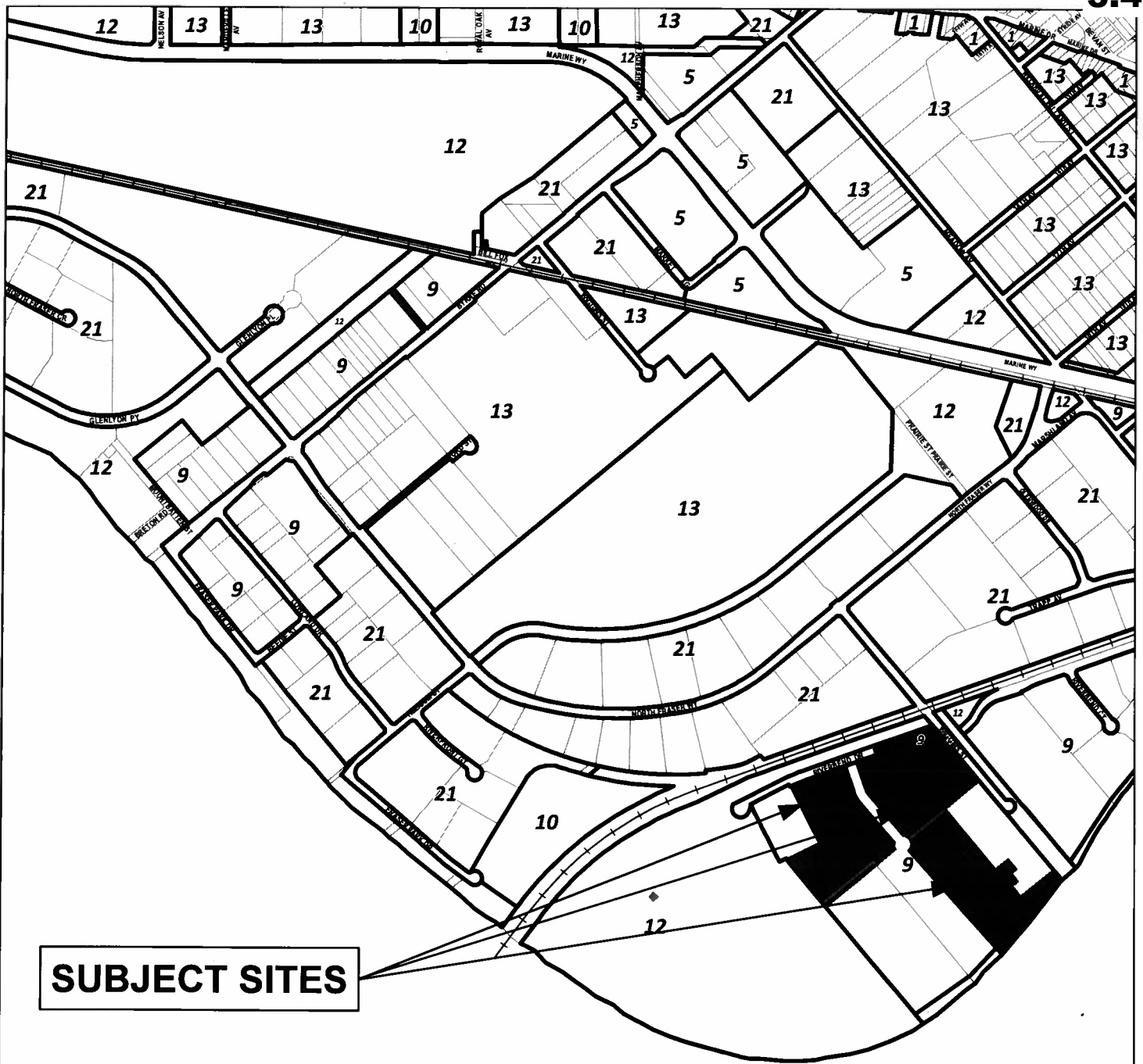
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#### ***Attachments***

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

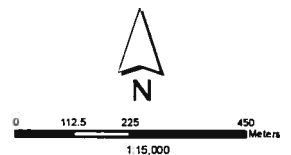
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- 1 Single and Two Family Residential
- 2 Low Density Multiple Family Residential
- 5 Commercial
- 9 Industrial

- 10 Institutional
- 12 Park and Public Use
- 13 Agricultural
- 21 Big Bend Business Centre



PLANNING & BUILDING DEPARTMENT

## Big Bend Community Plan