



CITY OF BURNABY
ZONING BYLAW AMENDMENTS
PUBLIC HEARING

The Council of the City of Burnaby hereby gives notice that it will hold a Public Hearing

TUESDAY, 2016 DECEMBER 13 AT 7:00 PM

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

A G E N D A

CALL TO ORDER

PAGE

ZONING BYLAW AMENDMENTS

- 1) **Burnaby Zoning Bylaw 1965,**
Amendment Bylaw No. 51, 2016 - Bylaw No. 13683

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Rez . #12-04

5289, 5309, and 5355 Lane Street

From: M4 Special Industrial District and CD Comprehensive Development District (based on C9 Urban Village Commercial District and Royal Oak Community Plan guidelines and in accordance with the development plan entitled "Lane Street Phase 1 5369/5401/5437 Lane Street Burnaby B.C." prepared by Cornerstone Architecture)

To: CD Comprehensive Development District (based on C9 Urban Village Commercial District and Royal Oak Community Plan guidelines and in accordance with the development plan entitled "Lane 2 'eternity' 5309 Lane Street Burnaby B.C." prepared by Cornerstone Architecture)

The purpose of the proposed zoning bylaw amendment is to permit the construction of a four-storey mixed-use development with full underground parking, comprised of at grade commercial fronting Lane Street with residential uses behind and above.

Phase 1 of the Gilmore Station Master Plan:

The following four (4) rezoning applications (Rezoning References #15-54, #15-55, #15-56, #15-57) represent the Phase I of the Gilmore Station Master Plan. The Gilmore Station Master Plan, advanced under Rezoning Reference #14-21 was granted Second Reading by Council on 2016 June 03. Phase I, located at the southeast corner of Lougheed Highway and Gilmore Avenue, within the Brentwood Town Centre Development Plan, is comprised of four individual components.

Rezoning Reference #15-54 is for the commercial component of Phase I, including public realm and open space components, as well as all parking related to the commercial and residential uses.

Rezoning Reference #15-55 is for Residential Tower 1, located along Gilmore Avenue, directly north of the Gilmore SkyTrain Station.

Rezoning Reference #15-56 is for Residential Tower 2, located at the southwest corner of Lougheed Highway and Gilmore Avenue.

Rezoning Reference #15-57 is for Residential Tower 3, located along Lougheed Highway, between Gilmore Avenue and the proposed new road (Carleton Avenue).

2) Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 53, 2016 - Bylaw No. 13685

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Rez. #15-54

4120, 4160, Portion of 4170, Portion of 4180 Lougheed Highway and Portion of 4161 Dawson Street

From: M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

To: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District, C3, C3f General Commercial Districts, P1 Neighbourhood Institutional District, P2 Administration and Assembly District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled “Gilmore Station Phase 1 - Commercial” prepared by IBI Group Architects)

The purpose of the proposed zoning bylaw amendment is to permit construction of the commercial podium, underground parking and public realm components on the Phase I site within the Gilmore Station Master Plan.

3) **Burnaby Zoning Bylaw 1965,**
Amendment Bylaw No. 54, 2016 - Bylaw No. 13686

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Rez . #15-55

4120, 4160, Portion of 4170, Portion of 4180 Lougheed Highway and Portion of 4161 Dawson Street

From: M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5I Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

To: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled “Gilmore Station Phase 1 – Tower 1” prepared by IBI Group Architects)

The purpose of the proposed zoning bylaw amendment is to permit construction of Residential Tower I within Phase I of the Gilmore Station Master Plan site.

4) **Burnaby Zoning Bylaw 1965,**
Amendment Bylaw No. 55, 2016 - Bylaw No. 13687

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Rez . #15-56

4120, 4160, Portion of 4170, Portion of 4180 Lougheed Highway and Portion of 4161 Dawson Street

From: M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5I Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

To: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled “Gilmore Station Phase 1 – Tower 2” prepared by IBI Group Architects)

The purpose of the proposed zoning bylaw amendment is to permit construction of Residential Tower II within Phase I of the Gilmore Station Master Plan site.

5) **Burnaby Zoning Bylaw 1965,**
Amendment Bylaw No. 56, 2016 - Bylaw No. 13688

70

Rez . #15-57

4120, 4160, Portion of 4170, Portion of 4180 Lougheed Highway and Portion of 4161 Dawson Street

From: M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

To: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled “Gilmore Station Phase 1 – Tower 3” prepared by IBI Group Architects)

The purpose of the proposed zoning bylaw amendment is to permit construction of Residential Tower III within Phase I of the Gilmore Station Master Plan site.

6) **Burnaby Zoning Bylaw 1965,**
Amendment Bylaw No. 57, 2016 - Bylaw No. 13689

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TEXT AMENDMENT

The purpose of the proposed zoning bylaw text amendment is to permit small cell antenna installations in City road rights-of-way.

All persons who believe that their interest in property is affected by a proposed bylaw shall be afforded a reasonable opportunity to be heard:

- **in person** at the Public Hearing
- **in writing** should you be unable to attend the Public Hearing;
 - **Email:** clerks@burnaby.ca
 - **Letter:** Office of the City Clerk, 4949 Canada Way, Burnaby V5G 1M2
 - **Fax:** (604) 294-7537

Please note all submissions must be received by 4:45 p.m. on 2016 November 22 and contain the writer's name and address which will become a part of the public record.

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

Copies of the proposed bylaws may be inspected at the Office of the City Clerk at 4949 Canada Way, Burnaby, B.C., V5G 1M2 from 8:00 a.m. to 4:45 p.m. weekdays from 2016 November 30 to December 13.

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

D. Back
CITY CLERK



FILE NO.: 2410-20

**CITY OF BURNABY
ADVISORY PLANNING COMMISSION**

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: PROPOSED ZONING BYLAW AMENDMENTS

The Advisory Planning Commission met on Thursday, 2016 December 01 to review the proposed Zoning Bylaw Amendments which appear on the agenda for the Public Hearing (Zoning) scheduled for 2016 December 13 at 7:00 p.m.

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

“Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 51, 2016”
Bylaw No. 13683 - Rez. #12-04.

“Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 53, 2016”
Bylaw No. 13685 - Rez. #15-54.

“Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 54, 2016”
Bylaw No. 13686 - Rez. #15-55.

“Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 55, 2016”
Bylaw No. 13687 - Rez. #15-56.

“Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 56, 2016”
Bylaw No. 13688 - Rez. #15-57.

“Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 57, 2016”
Bylaw No. 13689 – TEXT AMENDMENT to permit small cell
antenna installations in City Road rights-of-way.

Respectfully submitted,

Craig Henschel
Chair



PROPOSED DEVELOPMENT SUMMARY FOR ADVISORY PLANNING COMMISSION (APC)

REZONING REFERENCE # 12-00004
ADDRESS: 5289, 5309, and 5355 Lane Street

Meeting Date: 2016 December 01

DEVELOPMENT PROPOSAL:

Permit the construction of a four-storey mixed-use development with full underground parking, comprised of at grade commercial fronting Lane Street with residential uses behind and above.

1. Site Area:	4,048.2 m2 (43,575 sq.ft.)	
2. Existing Use:	Manufacturing/warehouse	
Adjacent Use:	Manufacturing/warehouse, mixed-use under construction (phase 1)	
Proposed Use:	Mixed-use	
3. Gross Floor Area:	Permitted/Required Residential 8,237.8 m2 (88,671 sq.ft.) Commercial 667.8 m2 (7,188 sq.ft.)	Proposed/Provided Residential 8,237.8 m2 (88,671 sq.ft.) Commercial 667.8 m2 (7,188 sq.ft.)
4. Site Coverage:	55%	55%
5. Building Height:	4 Storeys	4 Storeys
6. Vehicular Access from:	Lane Street	Lane Street
7. Parking Spaces:	Residential - 166 Spaces, Electric Vehicle - 1 Space & Commercial - 3 Spaces	Residential - 166 Spaces, Electric Vehicle - 1 Space & Commercial - 3 Spaces
8. Loading Spaces:	1 Loading Space	1 Loading Space
9. Communal Facilities:	Activity Room and Two Guest Suites	Activity Room and Two Guest Suites
10. Proposed development consistent with adopted plan? (i.e. Development Plan, Community Plan, or OCP)		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Note: N/A where not applicable



Item
Meeting 2016 November 21

COUNCIL REPORT

TO: CITY MANAGER 2016 November 16

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **REZONING REFERENCE #12-04**
Four-Storey Mixed-Use Development
Royal Oak Community Plan, Sub-Area 8

ADDRESS: 5289, 5309, and 5355 Lane Street (see *attached* Sketches #1 and #2)

LEGAL: Schedule A (*attached*)

FROM: M4 Special Industrial District and CD Comprehensive Development District (based on C9 Urban Village Commercial District and Royal Oak Community Plan guidelines and in accordance with the development plan entitled "Lane Street Phase 1 5369/5401/5437 Lane Street Burnaby B.C." prepared by Cornerstone Architecture)

TO: CD Comprehensive Development District (based on C9 Urban Village Commercial District and Royal Oak Community Plan guidelines and in accordance with the development plan entitled "Lane 2 'eternity' 5309 Lane Street Burnaby B.C." prepared by Cornerstone Architecture)

APPLICANT: Dimex Developments Inc.
180 East 50th Avenue
Vancouver, BC V5X 1A3
(Attn: Sunny Dhillon)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2016 December 13.

RECOMMENDATIONS:

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2016 November 21, and to a Public Hearing on 2016 December 13 at 7:00 p.m.
2. **THAT** the predecessor Rezoning Bylaw, Amendment Bylaw No. 09/13, Bylaw 13187, be abandoned 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:

To: City Manager
 From: Director Planning and Building
 Re: REZONING REFERENCE #12-04
 Four-Storey Mixed-Use Development

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- a) The submission of a suitable plan of development.
- b) The deposit of sufficient monies including, a 4% Engineering Inspection Fee, to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
- c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d) The submission of an undertaking to remove all existing improvements from the site prior to or within six months of the rezoning bylaw being effected. Demolition of any improvements will be permitted at any time, provided that the applicant acknowledges that such permission does not fetter Council's ability to grant or not to grant Second Reading, Third Reading and/or Final Adoption of the Rezoning Bylaw.
- e) The undergrounding of existing overhead wiring abutting the site.
- f) The consolidation of the net project site into one legal parcel.
- g) The granting of any necessary statutory rights-of-way, easements and/or covenants.
- h) The granting of any necessary Section 219 Covenants including, but not limited to, a restriction on the enclosure of balconies; provision and maintenance of electric vehicles; that all handicap accessible stalls remain as common property; and ensuring compliance with the submitted acoustical analysis.
- i) A noise study is required to ensure compliance with the Council-adopted sound criteria.
- j) Compliance with the guidelines for underground parking for residential visitors and commercial patrons.
- k) The provision of a covered car wash stall and adequately sized and appropriately located garbage handling and recycling material holding space to the approval of the Director Engineering and a commitment to implement the recycling provisions.

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- l) The provision of a suitable on-site stormwater management system to the approval of the Director Engineering, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- m) The design and provision of units adaptable to persons with disabilities and the provision of customized hardware and cabinet work being subject to the sale/lease of the unit to a disabled person, with allocated disabled parking spaces protected by a Section 219 Covenant.
- n) The submission of a Site Profile and resolution of any arising requirements.
- o) The review of a detailed Sediment Control System by the Director Engineering.
- p) The provision of facilities for cyclists in accordance with Section 4.6 of the rezoning report.
- q) The submission of a detailed comprehensive sign plan.
- r) The deposit of the applicable Parkland Acquisition Charge.
- s) The deposit of the applicable GVS & DD Sewerage Charge.
- t) The deposit of the applicable School Site Acquisition Charge.
- u) 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 a four-storey mixed-use development with full underground parking, comprised of at grade commercial fronting Lane Street with residential uses behind and above.

2.0 BACKGROUND

- 2.1 The subject site is located within Sub-Area 8 of the Council-adopted Royal Oak Community Plan, on the north side of Lane Street between Royal Oak Avenue and MacPherson Avenue (see *attached* Sketches #1 and #2).

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- 2.2 A development is being pursued that proposes a four-storey mixed-use form utilizing the CD Comprehensive Development District (with the C9 District as a guideline) in line with the adopted Royal Oak Community Plan.
- 2.3 The subject rezoning amendment (Rezoning Reference #12-04, Amendment Bylaw No. 09/13, Bylaw 13187), which is phase 2 of a two-phase development, was advanced to a Public Hearing on 2013 March 19, and was granted Second Reading on 2013 April 08. Also appearing on that Council meeting agenda was a separate rezoning application (Rezoning Reference #11-37) for phase 1 of the proposed development at 5355 Lane Street, which proposed a similar four-storey mixed-use development utilizing the C9 District as a guideline. Although both the subject rezoning application at 5309 Lane Street and the adjacent rezoning application (Rezoning Reference #11-37) at 5355 Lane Street were envisioned to be developed independent of one another, the applicant expressed an interest in developing the sites as two phases of the same development. As such, a detailed design was prepared encompassing both sites proposing a common underground parkade with shared vehicle access from Lane Street, combined loading facilities and garbage/recycling areas, and shared amenity areas. Rezoning Reference #11-37 received Final Adoption on 2014 April 14, and is currently under construction.
- Since that time, the applicant for the phase 1 and 2 sites, has indicated a desire to consolidate the two legal parcels into one development. Further, the applicant wishes to expand the phase 2 site to include the adjacent property to the west at 5289 Lane Street.
- 2.4 To the west of the subject site at 5261 Lane Street is an older industrial building that underwent significant exterior and interior renovations in 2001. It is noted that this site could be developed independently as a four-storey mixed-use form utilizing the CD Comprehensive Development District based on the C9 District as a guideline.
- 2.5 Phase 1 of the development located at 5355 Lane Street (Rezoning Reference #11-37), which received Final Adoption on 2014 April 14, has received all required development approvals, and is currently under construction. Therefore, this rezoning will supercede the bylaw for Rezoning Reference #11-37, on granting of Final Adoption of the subject application.
- 2.6 The phase 2 development being pursued is for a 112 unit four-storey mixed-use development with commercial at grade fronting Lane Street with residential behind and on three levels above. The proposed ground level residential units are considered supportable as the maximum C9 Floor Area Ratio (F.A.R) of 2.2 is not exceeded, as well as to provide for a ground oriented residential interface to the rear of the development, as there is no lane.

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

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3.0 GENERAL COMMENTS

- 3.1 The phase 2 development proposal is for a four-storey building with 112 apartment units and ground level commercial fronting Lane Street. Vehicular access is from Lane Street. The maximum permitted density of the project is 2.2 F.A.R with full underground parking.
- 3.2 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, the construction of Lane Street to an 11m pavement width with curb and gutter on both sides, and the construction of a new separated sidewalk, street trees, street lighting and pedestrian lighting on the north side of Lane Street across the development site's frontage.
- 3.3 In line with Council-adopted policy on adaptable housing, the phase 2 development is providing 23 adaptable units, with a corresponding floor area exemption of 42.7 m² (460 sq.ft.). Two handicap accessible parking stalls will be provided in accordance with the zoning bylaw. These parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation.
- 3.4 Any necessary easements, covenants and statutory rights-of-way for the site are to be provided, including, but not necessarily limited to:
 - Section 219 Covenant required restricting enclosure of balconies;
 - Section 219 Covenant requiring all disabled parking be held as common property;
 - Section 219 Covenant for the provision and maintenance of electric vehicles; and,
 - Section 219 Covenant ensuring compliance with the submitted acoustical analysis.

No road dedications are required as part of this rezoning application.

- 3.5 An important sustainability feature proposed by the developer is a transportation demand management initiative involving the provision of one electric vehicle plug-in station (including all necessary wiring, electrical transformer and mechanical ventilation modifications) as well as one electric passenger vehicle. Additionally, two electric vehicles and plug-in stations are to be provided at the adjacent phase 1 site at 5355 Lane Street. It is expected that this initiative would support a reduction in car ownership within the development, for example allowing some families to do without a second car. For this reason, staff recommend a reduction of 0.1 space per residential unit for the development. A Section 219 Covenant, easement and sufficient security will be required to ensure the provision, access and ongoing maintenance of the electric vehicle and electric plug-in station by the strata.

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- 3.6 In light of the proximity to Royal Oak Avenue, Kingsway and Imperial Street, a noise study is required to ensure compliance with the Council-adopted sound criteria.
- 3.7 One car wash stall will be provided on site, in addition to the one provided at the phase 1 site at 5355 Lane Street. An appropriately screened common garbage handling and recycling holding area is to be located on the phase 1 site at 5355 Lane Street.
- 3.8 The developer is responsible for the undergrounding of the overhead wiring abutting the site on Lane Street.
- 3.9 Development Cost Charges:
 - a) Parkland Acquisition Charge of \$3.84 per sq.ft. of residential gross floor area.
 - b) School Site Acquisition Charge of \$600.00 per unit.
 - c) GVS & DD Sewerage Charge of \$1,082.00 per apartment unit and \$0.811 per sq.ft. of gross commercial floor area.
- 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 A suitable on-site stormwater management system and a Section 219 Covenant to ensure its installation and maintenance will be required.
- 3.12 Due to the industrial history of the site, a site profile and resolution of any resultant conditions is required.
- 3.13 There are no trees suitable for retention on the subject site.
- 3.14 A Comprehensive Sign Plan is required.

4.0 PHASE 2 DEVELOPMENT PROPOSAL – 5289 AND 5309 LANE STREET

- 4.1 **Site Area** - 4,048.2 m² (43,575 sq.ft.)
(subject to survey)
- 4.2 **Density**

F.A.R. Permitted and Provided	-	2.2 F.A.R.
Gross Floor Area (G.F.A.)	-	8,905.6 m ² (95,859 sq.ft.)
Residential	-	8,237.8 m ² (88,671 sq.ft.)
Commercial	-	667.8 m ² (7,188 sq.ft.)

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Adaptable Unit Exemption (20 sq.ft. / unit)		-	42.7 m ² (460 sq.ft.)
4.3	<u>Site Coverage</u>	-	55%
4.4	<u>Height</u>	-	4 storeys
4.5	<u>Unit Mix</u>		
	32 studio units:	-	45 m ² (485 sq.ft.)
	19 one-bedroom:	-	56.1 – 60.4 m ² (604 – 650 sq.ft.)
	40 two-bedroom:	-	70 – 70.1 m ² (754 – 755 sq.ft.)
	<u>21 three-bedroom:</u>	-	<u>83.6 – 84.1 m² (900 – 905 sq.ft.)</u>
	112 Total Units		
4.6	<u>Parking and Loading</u>		<u>Required and Provided Spaces</u>
	Residential Parking @ 1.5 spaces per unit (0.1 space / unit reduction for electric vehicle)	-	166 (including 23 visitors) provided (plus 2 resident spaces at phase 1)
	Electric Passenger Vehicle Parking	-	1 space with 1 electric car (plus 2 spaces and 2 electric cars provided at phase 1)
	Commercial Parking @ 1/46 m ²	-	3 provided (plus 12 spaces at phase 1)
	Total Vehicle Parking	-	170 including 1 electric vehicle space shared with phase 1; (plus 2 residential and 12 commercial spaces provided at phase 1)
	Commercial Loading	-	1 (shared and provided at phase 1)
	Car Wash Stall	-	1 (plus 1 provided at phase 1)
	<u>Bicycle Parking:</u>		
	Secure Residential @ 1 locker / unit	-	112
	Visitors racks @ 0.2 spaces / unit + 10% of Commercial off-street parking	-	24

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4.7 **Communal Facilities** (unchanged)

Communal facilities, shared by both phases, are proposed for the ground floor of the phase 1 site at 5355 Lane Street in the form of an activity room and two guest suites. The proposed 192.7 m² (2,074.21 sq.ft.) of gross floor area to be exempted from F.A.R. calculations, is below the permitted maximum exemption of 278.7 m² (3,000 sq.ft.) permitted in the Zoning Bylaw.

5.0 **PHASE 1 DEVELOPMENT – 5355 LANE STREET** **(APPROVED UNDER REZONING REFERENCE #11-37)**

- | | | | |
|-----|--|---|---|
| 5.1 | <u>Site Area</u> (unchanged) | - | 4,052.2 m ² (43,618 sq.ft.) |
| 5.2 | <u>Density</u> (unchanged) | | |
| | F.A.R. Permitted and Provided | - | 2.2 F.A.R. |
| | Gross Floor Area (G.F.A.) | - | 8,970.6 m ² (96,559 sq.ft.) |
| | Residential | - | 8,475.1 m ² (91,226 sq.ft.) |
| | Commercial | - | 495.5 m ² (5,333 sq.ft.) |
| | Amenity (Activity Room and Guest Suites)
(Excluded from F.A.R.) | - | 192.7 m ² (2,074.21 sq.ft.) |
| 5.3 | <u>Site Coverage</u> (unchanged) | - | 58% |
| 5.4 | <u>Height</u> (unchanged) | - | 4 storeys |
| 5.5 | <u>Unit Mix</u> (unchanged) | | |
| | 10 studio units: | - | 46.2 – 49.7 m ² (497 – 535 sq.ft.) |
| | 6 one-bedroom units: | - | 60.2 m ² (648 sq.ft.) |
| | 14 one-bedroom + den units: | - | 63.1 – 63.2 m ² (679 – 680 sq.ft.) |
| | 72 two-bedroom: | - | 70.1 – 72.4 m ² (755 – 779 sq.ft.) |
| | 3 two-bedroom + den units: | - | 79.1 m ² (851 sq.ft.) |
| | 105 Total Units | | |
| 5.6 | <u>Parking and Loading</u> (unchanged) | | <u>Required and Provided Spaces</u> |
| | Residential Parking @ 1.5 spaces per unit (0.1 space / unit reduction for electric vehicles) | - | 158 required (including 21 visitors) |

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Electric Passenger Vehicle Parking	-	2 spaces with 2 electric cars (plus 1 space with 1 electric car provided at phase 2)
Commercial Parking @ 1/46 m ²	-	22 (10 required for the site plus 12 spaces provided for phase 2)
Total Vehicle Parking	-	182 (includes 2 residential and 12 commercial spaces for phase 2; and 2 electric vehicle spaces shared with phase 2)
Commercial Loading	-	1 (shared with phase 2)
Car Wash Stall	-	1
<u>Bicycle Parking:</u>		
Secure Residential @ 1 locker / unit	-	105
Visitors racks @ 0.2 spaces / unit + 10% of Commercial off-street parking	-	23

5.7 **Communal Facilities** (unchanged)

Communal facilities, shared by both phases, are proposed for the ground floor of the phase 1 site at 5355 Lane Street in the form of an activity room and two guest suites. The proposed 192.7 m² (2,074.21 sq.ft.) of gross floor area to be exempted from F.A.R. calculations, is below the permitted maximum exemption of 278.7 m² (3,000 sq.ft.) permitted in the Zoning Bylaw.

6.0 **OVERALL DEVELOPMENT PROPOSAL (PHASE 1 AND 2)**

6.1 **Site Area** (subject to survey) - 8,100.5 m² (87,193 sq.ft.)

6.2 **Density**

F.A.R. Permitted and Provided	-	2.2 F.A.R.
Gross Floor Area (G.F.A.)	-	17,876.2 m ² (192,418 sq.ft.)
Residential	-	16,719.7 m ² (179,897 sq.ft.)
Commercial	-	1,156.5 m ² (12,521 sq.ft.)
Adaptable Unit Exemption (20 sq.ft. / unit)	-	42.7 m ² (460 sq.ft.)

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Amenity (Activity Room and Guest Suites) (Excluded from F.A.R.)		-	192.7 m ² (2,074.21 sq.ft.)
6.3	<u>Site Coverage</u>	-	57%
6.4	<u>Height</u>	-	4 storeys
6.5	<u>Unit Mix</u>		
	42 studio units:	-	45.0 – 49.7 m ² (485 – 535 sq.ft.)
	25 one-bedroom units:	-	56.1 – 60.4 m ² (604 – 650 sq.ft.)
	14 one-bedroom + den units:	-	63.1 – 63.2 m ² (679 – 680 sq.ft.)
	112 two-bedroom:	-	70.0 – 72.4 m ² (754 – 779 sq.ft.)
	3 two-bedroom + den units:	-	79.1 m ² (851 sq.ft.)
	<u>21 three-bedroom units:</u>	-	83.6 – 84.1 m ² (900 – 905 sq.ft.)
	217 Total Units		
6.6	<u>Parking and Loading</u>		<u>Required and Provided Spaces.</u>
	Residential Parking @ 1.5 spaces per unit (0.1 space / unit reduction for electric vehicles)	-	326 required (including 44 visitors)
	Electric Passenger Vehicle Parking	-	3 spaces with 3 electric cars
	Commercial Parking @ 1/46 m ²	-	25 spaces
	Total Vehicle Parking	-	354 (includes 3 electric vehicle spaces)
	Commercial Loading	-	1
	Car Wash Stalls	-	2
	<u>Bicycle Parking:</u>		
	Secure Residential @ 1 locker / unit	-	217
	Visitors racks @ 0.2 spaces / unit + 10% of Commercial off-street parking	-	47

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 From: Director Planning and Building
 Re: REZONING REFERENCE #12-04
 Four-Storey Mixed-Use Development
 2016 November 16Page 11

6.7 Communal Facilities

Communal facilities are proposed for the ground floor in the form of an activity room and two guest suites. The proposed 192.7 m² (2,074.21 sq.ft.) of gross floor area to be exempted from F.A.R. calculations, is below the permitted maximum exemption of 278.7 m² (3,000 sq.ft.)


 Lou Pelletier, Director
 PLANNING AND BUILDING

SMN:spf

Attachments

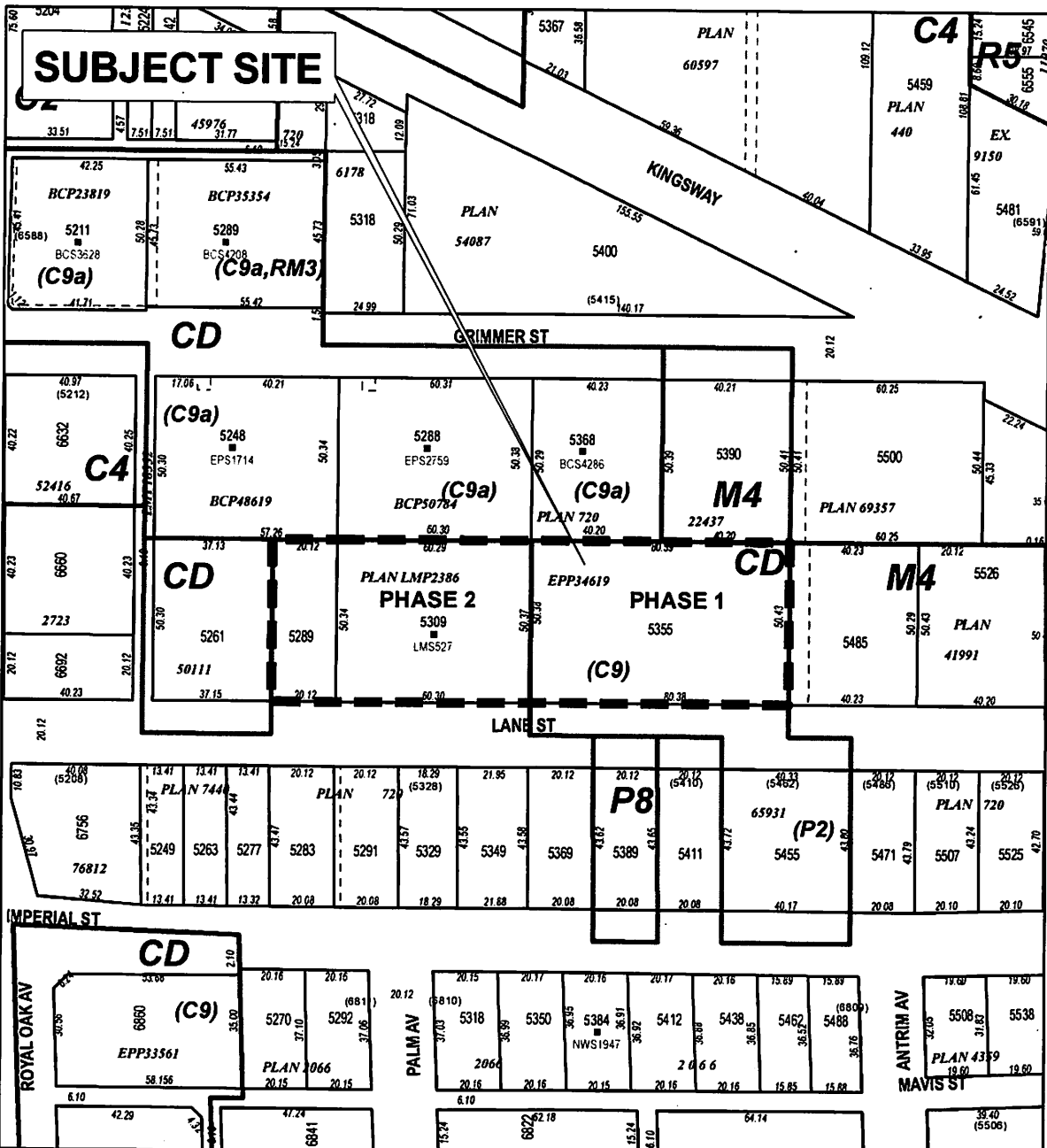
cc: Director Engineering
 Chief Licence Inspector
 City Solicitor
 City Clerk

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**REZONING REFERENCE #12-04
SCHEDULE "A"**

5289 Lane Street	The West Half Of Lot 30, DL 94, Group 1, NWD Plan 720
5309 Lane Street	Strata Lot 1, DL 94, Group 1, NWD Strata Plan LMS527 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1
5355 Lane Street	Lot A, DL 94, Group 1, NWD Plan EPP34619

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**PLANNING & BUILDING DEPARTMENT**

DATE:

SEP 22 2016

SCALE:

1:2,000

DRAWN BY:

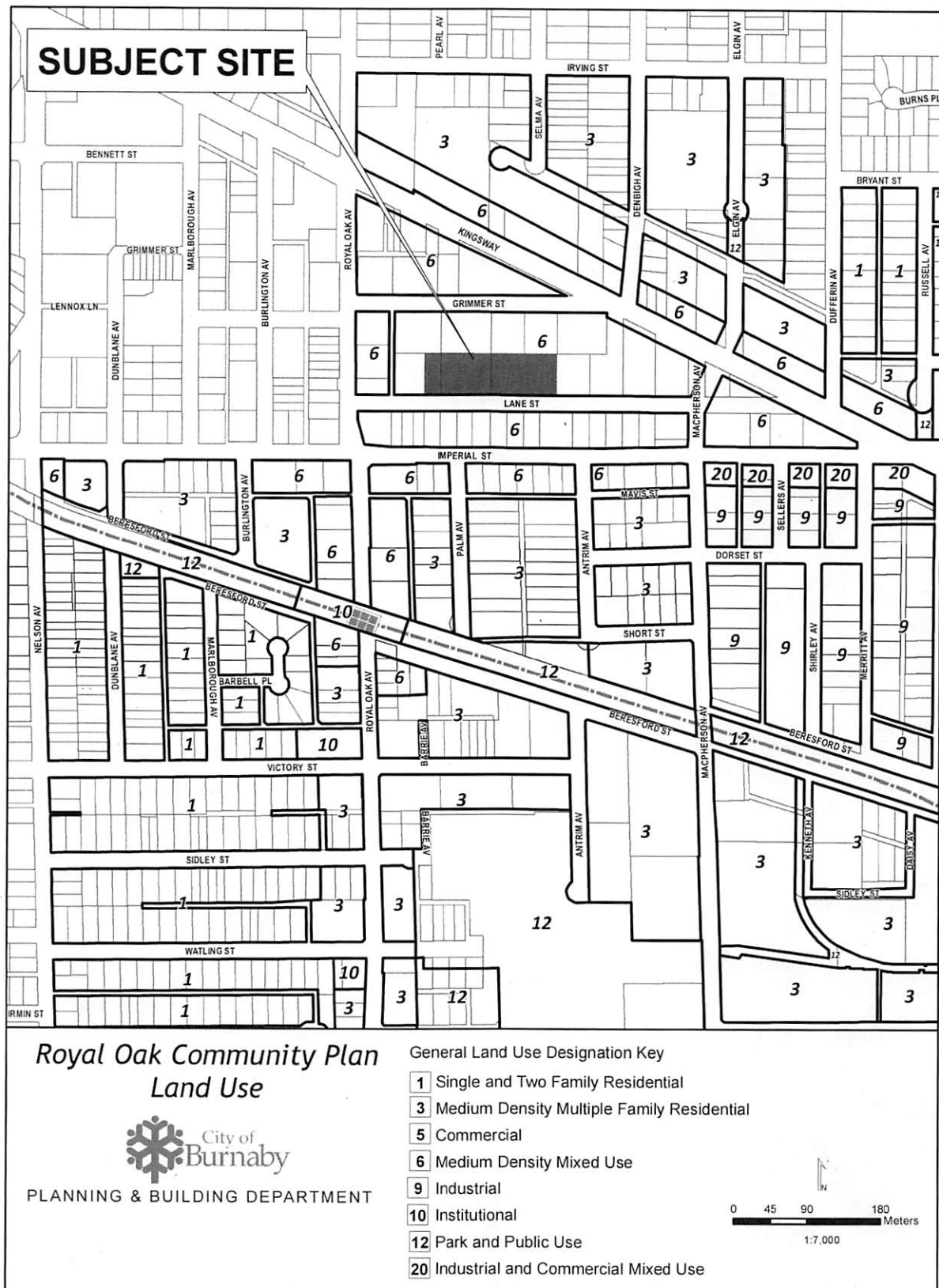
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**REZONING REFERENCE #12-04
5289, 5309 AND 5355 LANE STREET**



Subject Site

Sketch #1



Printed on September 22, 2016

Sketch #2

Phase 1 of the Gilmore Station Master Plan:

The following four (4) rezoning applications (Rezoning References #15-54, #15-55, #15-56, #15-57) represent the Phase I of the Gilmore Station Master Plan. The Gilmore Station Master Plan, advanced under Rezoning Reference #14-21 was granted Second Reading by Council on 2016 June 03. Phase I, located at the southeast corner of Lougheed Highway and Gilmore Avenue, within the Brentwood Town Centre Development Plan, is comprised of four individual components.

Rezoning Reference #15-54 is for the commercial component of Phase I, including public realm and open space components, as well as all parking related to the commercial and residential uses.

Rezoning Reference #15-55 is for Residential Tower 1, located along Gilmore Avenue, directly north of the Gilmore SkyTrain Station.

Rezoning Reference #15-56 is for Residential Tower 2, located at the southwest corner of Lougheed Highway and Gilmore Avenue.

Rezoning Reference #15-57 is for Residential Tower 3, located along Lougheed Highway, between Gilmore Avenue and the proposed new road (Carleton Avenue).



PROPOSED DEVELOPMENT SUMMARY FOR ADVISORY PLANNING COMMISSION (APC)

REZONING REFERENCE # 15-00054

Meeting Date: 2016 December 01

ADDRESS: 4120, 4160, Ptn. 4170, Ptn 4180 Lougheed Highway and Ptn. 4161 Dawson Street

DEVELOPMENT PROPOSAL:

Permit construction of the commercial podium, underground parking and public realm components on the Phase I site within the Gilmore Station Master Plan (Rezoning 14-21).

1. **Site Area:** Gross Site 50,611.80 m² (544,781 sq.ft.) = Net Site 49,578.00 m² (533,653 sq.ft.) + Dedication 2,860.40 m² (30,789 sq.ft.) - Rd. Closure 1,826.60 m² (19,661 sq.ft.)
2. **Existing Use:** Skytrain station, office, light industrial and vacant
- Adjacent Use:** Skytrain, mixed-use (commercial, retail, office and multi-family residential)
- Proposed Use:** Skytrain, mixed-use (commercial, retail, office and multi-family residential)

	Permitted/Required	Proposed/Provided
3. Gross Floor Area:	Proposed Commercial G.F.A. - Phase I 27,095.36 m ² (291,652 sq.ft.)	Proposed Commercial G.F.A. - Phase I 27,095.36 m ² (291,652 sq.ft.)
4. Site Coverage:	Site Coverage Total: 20% Site Coverage Phase I: 46%	Site Coverage Total: 20% Site Coverage Phase I: 46%
5. Building Height:	Phase I Commercial - 3 Storeys	Phase I Commercial - 3 Storeys
6. Vehicular Access from:	Carleton Ave. linking Lougheed Hwy. and Dawson Street	Carleton Ave. linking Lougheed Hwy. and Dawson Street
7. Parking Spaces:	Commercial - 589 Spaces	Commercial - 909 Spaces
8. Loading Spaces:	Phase I Loading - 8 Spaces	Phase I Loading - 12 Spaces
9. Communal Facilities:	Commercial end of trip facilities for cyclists: washrooms, showers and lockers	Commercial end of trip facilities for cyclists: washrooms, showers and lockers
10. Proposed development consistent with adopted plan? (i.e. Development Plan, Community Plan, or OCP)		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Note: N/A where not applicable



Item
Meeting2016 November 21

COUNCIL REPORT

TO: CITY MANAGER 2016 November 16

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #15-54
Commercial and Public Realm Components of Gilmore Station Phase I
Brentwood Town Centre Plan

ADDRESS: 4120, 4160, Ptn. 4170, Ptn 4180 Lougheed Highway and Ptn. 4161 Dawson Street. (see *attached* Sketches #1 and #2)

LEGAL: See Schedule A (*attached*)

FROM: M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

TO: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District, C3, C3f General Commercial Districts, P1 Neighbourhood Institutional District, P2 Administration and Assembly District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "Gilmore Station Phase 1 - Commercial" prepared by IBI Group Architects)

APPLICANT: Onni Gilmore Holdings Corp. Inc.
 300 – 550 Robson Street
 Vancouver, BC V6B 2B7
 (Attention: Bayan Ferzandi)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2016 December 13.

RECOMMENDATIONS:

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2016 November 21 and to a Public Hearing on 2016 December 13 at 7:00 p.m.
2. **THAT** the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Section 5.3 of this report, contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.

To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #15-54
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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 installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in town centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
 - d. The submission of an undertaking to remove all existing improvements from the site prior to or within six months of the rezoning bylaw being effected. Demolition of any improvements will be permitted at any time, provided that the applicant acknowledges that such permission does not fetter Council's ability to grant or not to grant Second Reading, Third Reading and/or Final Adoption of the Rezoning Bylaw.
 - e. The dedication of any rights-of-way deemed requisite.
 - f. The completion of the necessary subdivision to create the subject site.
 - g. The granting of any necessary easements and statutory rights-of-way, including, but not necessarily limited to easements and statutory rights-of-way guaranteeing public access to proposed plazas, pedestrian walkways, and vehicular linkages.
 - h. The granting of any necessary Covenants, including, but not necessarily limited to Section 219 Covenants:
 - indicating that project surface driveway access will not be restricted by gates;
 - guaranteeing the provision and maintenance of public art;
 - ensuring that all subdivided lots throughout entire site function under a single site concept for BC Building Code Compliance purposes;
 - ensuring commercial entrances on Lougheed Highway, Gilmore Avenue and the private road remain open and operable and are restricted from having obscured fenestration;
 - assuring the provision and continuing maintenance of end-of-trip facilities for cyclists and bicycle storage rooms; and,

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 Re: Rezoning Reference #15-54
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- guaranteeing the provision and maintenance of identified public plazas, walkways and internal roadways.
- i. The review of a detailed Sediment Control System by the Director Engineering.
- j. 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.
- k. The review of commercial loading facilities by the Director Engineering.
- l. The submission of a suitable district energy pre-feasibility study to the approval of the Director Planning and Building is required.
- m. The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments within the Gilmore Station Master Plan.
- n. The provision of facilities for cyclists in accordance with this report.
- o. The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
- p. The submission of a Site Profile and resolution of any arising requirements.
- q. The submission of a detailed Comprehensive Sign Plan.
- r. The submission of a detailed Public Art Plan.
- s. The submission of a detailed construction management plan including a schedule for the construction/development phasing of the subject proposal.
- t. The deposit of the applicable GVS & DD Sewerage Charge.

R E P O R T

1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit construction of the commercial podium, underground parking and public realm components on the Phase I site (see Sketch #1 *attached*), within the Gilmore Station Master Plan.

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2.0 NEIGHBOURHOOD CHARACTERISTICS

The subject site is located at the southwest corner of Lougheed Highway and Gilmore Avenue and is a 20,902.25 m² (224,990 sq.ft.) portion of the overall 5.4 hectare (12.9 acre) Gilmore Station Site (see Sketch #1 *attached*). The Gilmore Station Master Plan (Rezoning Reference #14-21) received Second Reading by Council on 2016 June 13. A majority of the Phase I site is currently vacant, with the exception of the Gilmore SkyTrain Station and Guideway, and an existing light industrial building at 4161 Dawson Street. To the west of the site, across Gilmore Avenue, is the Bridge Business Park; to the north across Lougheed Highway, are older service commercial developments; to the east are two office buildings within Phase IV of the Gilmore Master Plan, with an automobile dealership and older industrial buildings beyond; and, to the south, across Dawson Street, are newer high-rise multiple-family and mixed-use developments constructed between 2003 and 2006 (see Sketch #2 *attached*).

3.0 BACKGROUND INFORMATION

- 3.1 On 2016 June 13, Council granted Second Reading to Rezoning Reference #14-21, which established approval in principle for the Gilmore Station Master Plan for a phased mixed-use retail, office and multiple-family redevelopment of the Gilmore Station Area.

Upon Second Reading of the Master Plan rezoning, the Brentwood Town Centre Plan was amended to reflect RM5's and C3 designations as development guidelines for lands within the block bound by Lougheed Highway, Dawson Street, Gilmore Avenue and Madison Avenue, including the subject site. The intent of the Master Plan and the Brentwood Town Centre Plan amendment is to facilitate four phases of development on the Gilmore Station site into a high-density, mixed-use area, integrated with transit; with the goal of providing a variety of housing opportunities, a system pedestrian oriented shopping streets, more diverse employment and service opportunities, and significant amounts of public open space.

- 3.2 The subject site is comprised of 4120, 4160, Portion 4170, Portion 4180 Lougheed Highway and Portion 4161 Dawson Street (see *attached* Sketches #1 and #2), zoned M1 Manufacturing District, and CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District. A majority of the site is vacant, with the exception of an older light-industrial building at 4161 Dawson Street and the Gilmore SkyTrain Station. Vehicular access to the site is currently taken from Totem Court via Dawson Street.
- 3.3 On 2015 July 21, Council received four separate rezoning reports from the Planning and Building Department regarding the rezoning of Phase I of the Gilmore Station Site for its intended commercial component (Rezoning Reference #15-54) and three high-rise apartment towers (Rezoning References #15-55, #15-56 and #15-57). The site has been designed as one integrated development with the underground parking, commercial podium and open spaces to proceed to construction first. The rezoning reports for the

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individual residential tower rezonings appear elsewhere on Council's agenda, and will be brought forward at the same Public Hearing in December. However, the individual towers may proceed to Final Adoption and construction at a staggered pace.

The applicant has now submitted a plan of development for the subject rezoning that is suitable for presentation to a Public Hearing. As noted, the plan of development for the first phase includes both the commercial component and the three residential towers.

3.4 The Gilmore Station Master Plan includes four major development phases. Consistent with the Master Plan, the entire Phase 1 development will be comprised of the following:

- a commercial podium that will provide diverse shops, services, and employment opportunities;
- three high rise residential towers with a common amenity space and podium deck;
- significant public realm components, including plaza spaces, pedestrian connections and a new publicly accessible road connection between Lougheed Highway and Dawson Street that will help create a strong sense of place, community identity, and provide improved connections with the surrounding neighbourhood.



Figure #1 – Conceptual Master Plan

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 Re: Rezoning Reference #15-54
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- 3.5 Burnaby has and continues to benefit from 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 and employment options; 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 the aforementioned policy context.

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

4.0 GENERAL COMMENTS

- 4.1 The purpose of the subject rezoning is to present a plan of development for the commercial component of Phase I, including parking for all commercial and residential uses, relationship with the Gilmore SkyTrain Station, public realm and open space components, and all servicing related to Phase I. Phase I also includes three residential high-rise buildings which are being advanced separately on Council's agenda under Rezoning References #15-55, #15-56 and #15-57.
- 4.2 With regard to the C3f General Commercial District component of the zoning, it has been added to identify the potential for future liquor licence establishments within appropriate locations on-site. It is acknowledged that specific liquor licence uses outlining their specific location, hours of operation and conditions of use would be determined through a further site-specific rezoning application.
- 4.3 With regard to the P1 Neighbourhood Institutional District component of the zoning, it has been added to identify the potential for future childcare facilities within appropriate

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locations on-site. It is acknowledged that specific child care uses outlining their specific location, number and age of children, and Fraser Health guidelines would be determined through a further site-specific rezoning application. It is further acknowledged other appropriate institutional uses may be considered that on a site by site basis through site specific rezoning.

- 4.4 The proposed development concept achieves design excellence and represents a signature transit integrated mixed-use development. The connections to SkyTrain, bus service, arterial roadways, enhanced pedestrian and cycling routes is achieved as outlined in the Gilmore Station Master Plan. The improved street frontages, open air linkages and public plazas seamlessly engage and connect transit passengers, pedestrians and cyclists to the Gilmore SkyTrain Station, commercial retail and restaurant services, and future office and residential uses on-site. Within Phase I the Gilmore Plaza provides an open air, but weather protected linkage between on-street bus service on Gilmore Avenue and the SkyTrain station, with access to convenience commercial, signature retail, and anchor tenants. The Gilmore plaza is also connected by a grand staircase to second level commercial and retail uses, with opportunities for direct connection to the SkyTrain ticketing level. Movement to the second and third commercial levels is also accommodated by several escalator and elevator banks to ensure universal access and inclusion. The upper commercial levels are characterized by larger format uses with smaller commercial uses at the ground level to engage passersby. The third level allows for more flexible uses including service commercial uses, medical dental offices and institutional uses such as education and training facilities.



Figure #2 – Gilmore Plaza Rendering

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Designed to connect plaza spaces on Gilmore Avenue, Lougheed Highway and in future along the new road “Carleton Avenue” are a several pedestrian pathways, including one below the SkyTrain guideway. The landscape concept is thematically inspired by transit maps including coloured bands that direct patrons and visitors to the SkyTrain Station from the various plaza spaces. The three main commercial buildings frame the bounding streets and the SkyTrain station on all sides with no blank façades. Each frontage is treated equally with relation to access, materials and design, resulting in no “back door” to the development. Further supporting this individuality, a progressive and distinct signage concept has been established as part of the Gilmore Station Master Plan, which allows for range of sign forms, types and sizes to inform and engage patrons. A detailed comprehensive sign plan will be submitted, in line with established guidelines prior to Final Adoption.



Figure #3 – SkyTrain Guideway and Lougheed Plaza Rendering

Framing each building is the public realm, which encourages movement to, around, and through the site, making it one of the most open and permeable spaces within the City. Identified within the Gilmore Station Master Plan Rezoning (Rezoning Reference #14-21), and consistent with the enhanced Town Centre public realm standards established through signature developments throughout the City, including the SOLO District, Station Square and Beresford Art Walk redevelopments, a quality urban design treatment has been advanced.

The bounding streets of Lougheed Highway and Gilmore Avenue will be developed with separated bicycle and pedestrian facilities with a double row of street trees, and rainwater gardens. Pavement treatments include cut concrete sidewalks to remove barriers to accessibility. A signature bus shelter is proposed for the multi route bus stop location on Gilmore Avenue that covers the entire sidewalk and bicycle lane with specialized

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pavement treatment to raise awareness of multiple transportation modes within this location. The bounding public streets will be the main routes for pedestrians, transit users and cyclists. However, a complementary urban treatment on and through the site encourages destination access and through movement with wide sidewalks and provision for bicycles, street trees, pedestrian lighting and public seating developed to Crime Prevention Through Environmental Design (CPTED) standards.



Figure #4 – Lougheed Highway Rendering

With the exception of a select number of surface parallel parking spaces along the Carleton Avenue, all required parking is below ground accessed by way of discreet ramps on Gilmore Avenue, Dawson Street and Carleton Avenue. Together, the access and public realm proposals sought through this application will equally engage all modes of transportation, promoting pedestrianism, cycling and transit usage first and responds to anticipated vehicle traffic.

The subject proposal comprehensively embodies the goals and ideals of Burnaby's Official Community Plan, Brentwood Town Centre Development Plan and the Gilmore Station Master Plan, to strengthen the surrounding community, promote exceptional urban design, encourage sustainable development, contribute to a creative city, establish a transit oriented development and create a diverse and inclusive community. With these goals as a foundation, the realization of this development reinforces Burnaby as a destination for employment, residential livability and continued investment.

5.0 REZONING REQUIREMENTS

- 5.1 All necessary services to serve the site, including future residential towers above will be obtained through the subject rezoning application. As such, the Director Engineering will

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be requested to provide an estimate for any necessary services required to serve the site, including, but not necessarily limited to:

- construction of Gilmore Avenue to its final standard with curb and gutter, separated bicycle and pedestrian facilities along the northern frontage of the site, combined pedestrian and cycling facilities along the southern “plaza” frontage of the site, street trees, rain gardens, street lighting and pedestrian lighting across the development frontage;
- design and construction of a custom bus shelter along Gilmore Avenue;
- construction of Lougheed Highway to its final standard with curb and gutter, separated bicycle and pedestrian facilities, street trees, rain gardens, street lighting and pedestrian lighting across the development frontage and to the centre median;
- construction of a new road linkage (statutory right-of-way) connecting Lougheed Highway and Dawson Street through the site complete with separated sidewalks, specialized paving, bicycle provision, public seating, street trees, pedestrian lighting and street lighting;
- construction of a new intersection of Carleton Avenue and Lougheed Highway complete with reconstructed median, left turn lanes and traffic signals. Where possible, median landscaping and lighting will be pursued; and,
- construction of public plazas and pedestrian linkages (statutory right-of-way) complete with specialized paving, ornamental landscaping, public seating, pedestrian lighting art.

- 5.2 All necessary dedications from Lougheed Highway, Gilmore Avenue and Dawson Street related to the Gilmore Station development will be obtained as part of subject rezoning (Rezoning Reference #14-21). A 7.0m to 9.1m dedication is required from Lougheed Highway and a 1.2m to 3.0m dedication is required from Dawson Street with a total approximate area of 1,862.60 m² (30,789 sq.ft.) subject to detailed survey.
- 5.3 The consolidation of the proposed development site includes the closure of the Totem Court right-of-way, which measures approximately 2,833.9 m² (19,661 sq.ft.), subject to detailed survey, which will be achieved through a Highway Closure Bylaw (see **attached** Sketch #1). Given the Lougheed Highway and Dawson Street dedications from the site, exceeds the road closure area, the road right-of-way will be transferred to the applicant at no cost, with the exception of the necessary Property Transfer Tax requirements. The Highway Closure Bylaw would be advanced through four readings of Council and will be advertised for a period of four weeks in line with Local Government Act requirements.
- 5.4 The Gilmore Station Master Plan Traffic Impact Analysis (Rezoning Reference #14-21) has established an appropriate parking standard of 1 spaces per 46 m² (495.16 sq.ft.) of gross floor area for all office, retail and restaurant uses. As this is consistent with the Zoning Bylaw Parking requirement for general retail and office uses it is considered appropriate given the site’s prime location adjacent SkyTrain. The applicant may increase the commercial parking provision to meet the specific needs of commercial

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tenants, however any excess commercial parking may be made available for residential uses in future where appropriate. Residential parking related to the proposed high-rise apartment components of the site will meet the Zoning Bylaw requirement for 's' category sites at 1.1 spaces per unit be detailed as part of a future report to Council under Rezoning References #12-45 and #12-46.

- 5.5 As a requirement of the master plan rezoning, the applicant submitted a master traffic and transportation analysis for the entire 12.25 acre site. Staff reviewed the master transportation impact study and concurred with its general findings that with the proposed Transportation Demand Management (TDM) measures, site access improvements, transit access improvements, street and public realm upgrades, pedestrian and cycling facilities, adjacent intersection improvements, and area wide network improvements, will serve to appropriately support desired movements by all modes within this developing Town Centre. As a requirement of the master plan, comprehensive site specific traffic and transportation analysis is required. As such, a detailed traffic and transportation study analysis has been submitted for Phase I, in which it is noted that the proposed access, road and intersection improvements to be completed along Lougheed Highway and Gilmore Avenue as part of the necessary site servicing, concomitant with the required on-site Transportation Demand Management (TDM) measures, will mitigate traffic generated by the proposed development. Most notably, the addition of a new road connection between Lougheed Highway and Dawson Street (Carleton Avenue), as well as improved transit access to the Gilmore SkyTrain station through the provision of new bicycle and pedestrian facilities will aid substantially in providing greater transportation options to residents, employees and patrons destined to the site.
- 5.6 Given the commercial only nature of the proposal, amenity density bonus provisions will not be obtained as part of the subject rezoning application. The Phase I residential applications under Rezoning References #15-55, #15-56 and #15-57 are intended to utilize the supplemental amenity density bonus provision indicated within the Zoning Bylaw. Amenity bonus values would be negotiated through the Public Safety and Community Services - Lands Division and advanced to Council for approval prior to Third Reading of the Phase I residential rezonings.
- 5.7 Any necessary easements, covenants and statutory rights-of-way for the site are to be provided, including, but not necessarily limited to:
- 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 (Density Allocation) ensuring that the density of development of individual parcels, 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;

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- Section 219 Covenant ensuring that all subdivided lots throughout entire site function under a single site concept for BC Building Code Compliance purposes;
 - Section 219 Covenant ensuring commercial entrances on Lougheed Highway and Gilmore Avenue remain open and operable;
 - Section 219 Covenant restricting commercial/retail uses on Lougheed Highway and Gilmore Avenue from having obscured fenestration;
 - Section 219 Covenant assuring the provision and continuing maintenance of end-of-trip facilities for cyclists and bicycle storage rooms;
 - Section 219 Covenant guaranteeing the provision and maintenance of identified public plazas, walkways and internal roadways;
 - Section 219 Covenant guaranteeing the provision and ongoing maintenance of stormwater management facilities;
 - Section 219 Covenant ensuring the provision of handicap accessible parking stalls in the underground parking areas;
 - Statutory right-of-way for unrestricted public access to plazas and connecting pedestrian linkages;
 - Statutory right-of-way for unrestricted public access to the roadway connection between Lougheed Highway and Dawson Street; and,
 - Easement between lots to ensure access to common parking, driveways, pedestrian walkways, exit stairs, elevators, loading facilities, storage and for common utilities.
- 5.8 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.
- 5.9 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.
- 5.10 The submission of a district energy pre-feasibility study to the approval of the Director Planning and Building is required.
- 5.11 The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments within the Gilmore Station Master Plan.
- 5.12 The submission of a Site Profile and resolution of any arising conditions is required.
- 5.13 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.

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 Re: Rezoning Reference #15-54
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- 5.14 The submission of a detailed commercial loading management plan to the approval of the Director Engineering is required.
- 5.15 Bicycle storage space, surface parking racks and suitable end-of-trip facilities for employees are to be provided for the development.
- 5.16 The submission of a detailed construction management plan with detailed information on intended construction schedule, phasing, material delivery and staging, proposed lane or sidewalk closures and contractor parking provisions.
- 5.17 GVS&DD Sewerage Charge of \$0.443 per sq.ft.

6.0 DEVELOPMENT PROPOSAL

6.1 Site Area

Total Gross Site Area	-	50,611.80 m ² (544,781 sq.ft.)
Total Dedication Area	-	2,860.40 m ² (30,789 sq.ft.)
Road Closure Area	-	1,826.60 m ² (19,661 sq.ft.)
Total Net Site Area	-	49,578.00 m ² (533,653 sq.ft.)
Phase I Site Area	-	20,866.00 m ² (224,600 sq.ft.) (Subject to detailed survey)

6.2 Density

Permitted Commercial F.A.R. (Total Site)	-	6.0 F.A.R.
Proposed Commercial F.A.R. (Phase I)	-	1.21 FAR
Proposed Commercial G.F.A (Phase I)	-	27,095.36 m ² (291,652 sq.ft.)
Site Coverage Total:	-	20%
Site Coverage Phase I:	-	46%

6.3 Height (all above grade)

Phase I Commercial	-	3 storeys
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6.4 Parking

Vehicle Parking		<u>Required</u>	<u>Provided Spaces</u>
Phase I (1 spaces/46m ² of Gross Floor Area)	-	589	909

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Loading

Phase I Loading	-	8	12
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Bicycle Parking

10% of required commercial parking

Required

Provided Spaces

Phase I	-	56	56
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Commercial End of Trip Facilities	-	Commercial end-of-trip facilities for cyclists containing washrooms, change facilities, showers and lockers for employees
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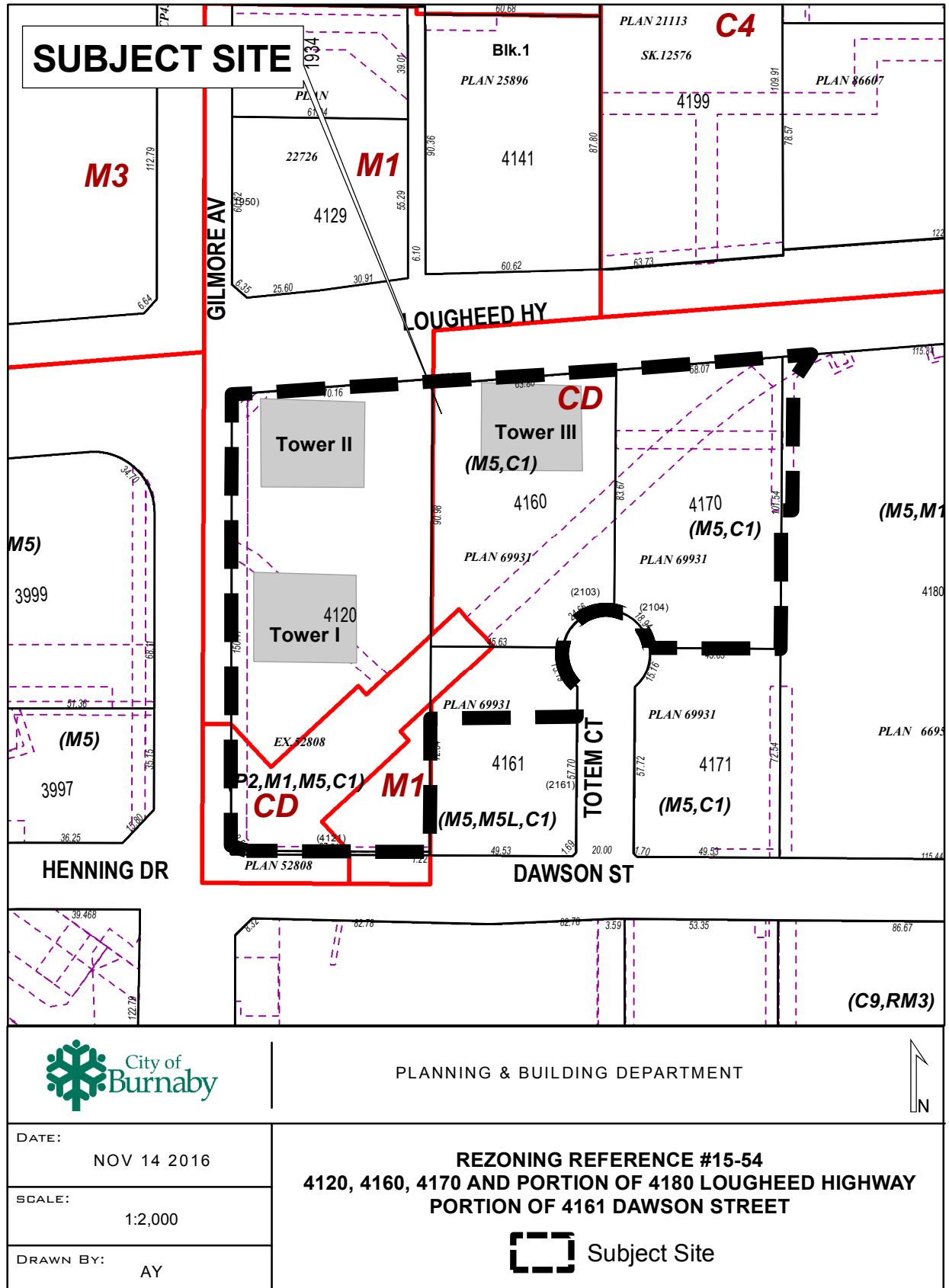
Lou Pelletier, Director
 PLANNING AND BUILDING

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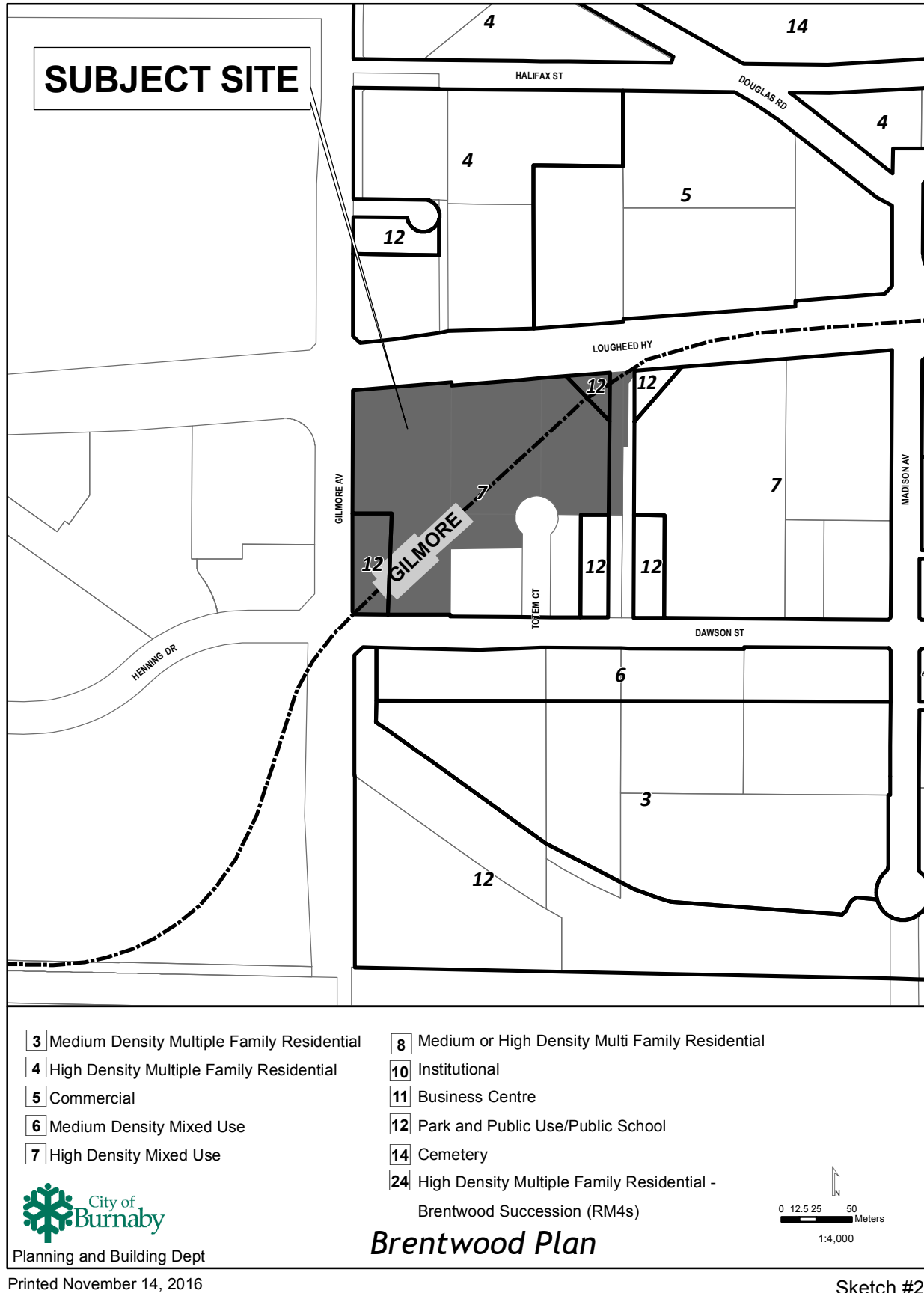
Attachments

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

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Sketch #1



SCHEDULE A

REZONING 15-54

ADDRESS	LEGAL DESCRIPTION	PID
4120 Lougheed Hwy.	Block 8 Except: Firstly: Parcel A (Reference Plan 11251); Secondly: Part By-Law Plan 52808; Thirdly: Part Now Road On Statutory Right Of Way Plan 4957; DL 119, Group 1, NWD Plan 206	003-206-840
4160 Lougheed Hwy.	Lot D, DL 119, Group 1, NWD Plan 69931	001-942-361
Portion of 4170 Lougheed Hwy.	Lot C, DL 119, Group 1, NWD Plan 69931	001-942-352
Portion of 4180 Lougheed Hwy.	Lot A, DLs 30 & 95, Group 1, NWD Plan EPP41731	029-728-088
4161 Dawson St.	Lot B, DL 119, Group 1, NWD Plan 69931	001-942-344

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PROPOSED DEVELOPMENT SUMMARY FOR ADVISORY PLANNING COMMISSION (APC)

REZONING REFERENCE # 15-00055

Meeting Date: 2016 December 01

ADDRESS: 4120, 4160, Ptn. 4170, Ptn 4180 Lougheed Highway and Ptn. 4161 Dawson Street

DEVELOPMENT PROPOSAL:

Permit construction of Residential Tower I within Phase I of the Gilmore Station Master Plan site.

- | | |
|-------------------------|---|
| 1. Site Area: | Gross Site 50,611.80 m ² (544,781 sq.ft.) = Net Site 49,578.00 m ² (533,653 sq.ft.)
+ Dedication 2,860.40 m ² (30,789 sq.ft.) - Rd. Closure 1,826.60 m ² (19,661 sq.ft.) |
| 2. Existing Use: | Skytrain station, office, light industrial and vacant |
| Adjacent Use: | Skytrain, mixed-use (commercial, retail, office and multi-family residential) |
| Proposed Use: | Multi-family residential |

	Permitted/Required	Proposed/Provided
3. Gross Floor Area:	44,883.59 m ² (483,123 sq.ft.)	44,883.59 m ² (483,123 sq.ft.)
4. Site Coverage:	Site Coverage Total: 20% Site Coverage Phase I: 46%	Site Coverage Total: 20% Site Coverage Phase I: 46%
5. Building Height:	PH I: Residential - 47 Storeys, Residential Amenity 1 Storey & Commercial 3 Storeys	H I: Residential - 47 Storeys, Residential Amenity 1 Storey & Commercial 3 Storeys
6. Vehicular Access from:	Carleton Ave. linking Lougheed Hwy. and Dawson Street	Carleton Ave. linking Lougheed Hwy. and Dawson Street
7. Parking Spaces:	561 Spaces	561 Spaces
8. Loading Spaces:	Residential Loading - 2 Spaces	Residential Loading - 2 Spaces
9. Communal Facilities:	Fitness facility, movie theatre, lounge, games room & indoor/outdoor children's play area	Fitness facility, movie theatre, lounge, games room & indoor/outdoor children's play area

10. **Proposed development consistent with adopted plan?
(i.e. Development Plan, Community Plan, or OCP)**

☒ YES

☐ NO

Note: N/A where not applicable



Item
Meeting2016 November 21

COUNCIL REPORT

TO: CITY MANAGER 2016 November 16

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #15-55
Residential Tower I of Gilmore Station Phase I
Brentwood Town Centre Plan

ADDRESS: 4120, 4160, Ptn. 4170, Ptn 4180 Lougheed Highway and Ptn. 4161 Dawson Street
 (see *attached* Sketches #1 and #2)

LEGAL: See Schedule A (*attached*)

FROM: M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

TO: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled “Gilmore Station Phase 1 – Tower 1” prepared by IBI Group Architects)

APPLICANT: Onni Gilmore Holdings Corp. Inc.
 300 – 550 Robson Street
 Vancouver, BC V6B 2B7
 (Attention: Bayan Ferzandi)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2016 December 13.

RECOMMENDATIONS:

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2016 November 21 and to a Public Hearing on 2016 December 13 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.

To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #15-55
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- b. The deposit of sufficient monies, including a 4% Engineering Inspection Fee, to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
- c. The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in town centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d. The utilization of an amenity bonus in accordance with Section 5.6 of this report.
- e. The granting of any necessary covenants, easements or statutory rights-of-way, including but not necessary limited to:
 - Section 219 Covenant restricting enclosure of balconies;
 - Section 219 Covenant guaranteeing the provision and maintenance of public art;
 - Section 219 Covenant 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;
 - Section 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
 - Section 219 Covenant ensuring compliance with the approved acoustic study;
 - Section 219 Covenant ensuring the provision and ongoing maintenance of EV cars and EV plug-in stations;
 - Section 219 Covenant ensuring that provided amenity spaces are for the sole use of residents of the Gilmore Station development and are not to be used for commercial purposes; and,
 - Section 219 Covenant restricting the use of guest rooms.
- f. The review of a detailed Sediment Control System by the Director Engineering.

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- g. 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.
- h. The review of residential loading facilities by the Director Engineering.
- i. The submission of a suitable district energy pre-feasibility study to the approval of the Director Planning and Building is required.
- j. The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments within the Gilmore Station Master Plan.
- k. The provision of facilities for cyclists in accordance with this report.
- l. The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
- m. Compliance with the guidelines for underground parking for residential visitors.
- n. The submission of an acoustic study to ensure compliance with the Council-adopted sound criteria.
- o. The submission of a detailed Public Art Plan.
- p. The submission of a detailed construction management plan including a schedule for the construction/development phasing of the subject proposal.
- q. The deposit of the applicable Parkland Acquisition Charge.
- r. The deposit of the applicable GVS & DD Sewerage Charge.
- s. The deposit of the applicable School Site Acquisition Charge.
- t. 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.

To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #15-55
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REPORT

1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit construction of Residential Tower I within Phase I of the Gilmore Station Master Plan site (see Sketch #1 *attached*).

2.0 NEIGHBOURHOOD CHARACTERISTICS

The subject residential building is located along Gilmore Avenue just north of the Gilmore SkyTrain Station (see Sketch #1 *attached*). Phase I of the Gilmore Station site measures approximately 20,866.02 m² (224,600 sq.ft.) of the total 5.2 hectare (12.9 acre) Master Plan area. The Gilmore Station Master Plan (Rezoning Reference #14-21) received Second Reading by Council on 2016 June 13. A majority of the Phase I site is currently vacant, with the exception of the Gilmore SkyTrain Station and Guideway, and an existing light-industrial building at 4161 Dawson Street. To the west of the site, across Gilmore Avenue, is the Bridge Business Park; to the north across Lougheed Highway, are older service commercial developments; to the east are two office buildings within Phase IV of the Gilmore Master Plan, with an automobile dealership and older industrial buildings beyond; and, to the south, across Dawson Street, are newer high-rise multiple-family and mixed-use developments constructed between 2003 and 2006 (see Sketch #2 *attached*).

3.0 BACKGROUND INFORMATION

- 3.1 On 2016 June 13, Council granted Second Reading to Rezoning Reference #14-21, which established approval in principle for the Gilmore Station Master Plan for a phased mixed-use retail, office and multiple-family redevelopment of the Gilmore Station Area.

Upon Second Reading of the Master Plan rezoning, the Brentwood Town Centre Plan was amended to reflect RM5's and C3 designations as development guidelines for lands within the block bound by Lougheed Highway, Dawson Street, Gilmore Avenue and Madison Avenue, including the subject site. The intent of the Master Plan and the Brentwood Town Centre Plan amendment is to facilitate four phases of development on the Gilmore Station site into a high-density, mixed-use area, integrated with transit; with the goal of providing a variety of housing opportunities, a system pedestrian oriented shopping streets, more diverse employment and service opportunities, and significant amounts of public open space.

- 3.2 The subject site is comprised of 4120, 4160, and Portions of 4170, 4180 Lougheed Highway and 4161 Dawson Street (see *attached* Sketches #1 and #2), zoned M1 Manufacturing District, and CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District. A majority of the site is vacant, with the exception of an older light-industrial building at 4161 Dawson Street

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and the Gilmore SkyTrain Station. Vehicular access to the site is currently taken from Totem Court via Dawson Street.

- 3.3 On 2015 July 21, Council received four separate rezoning reports from the Planning and Building Department regarding the rezoning of Phase I of the Gilmore Station Site for its intended commercial component (Rezoning Reference #15-54) and three high-rise apartment towers (Rezoning References #15-55, #15-56 and #15-57). The rezoning reports for commercial component and two other individual residential tower rezonings appear elsewhere on Council's agenda, and will be brought forward at the same Public Hearing in December. However, the individual towers may proceed to Final Adoption and construction at a staggered pace.

The applicant has now submitted a plan of development for the subject rezoning that is suitable for presentation to a Public Hearing. As noted, the plan of development for the first phase includes both the commercial component and the three residential towers.

- 3.4 The Gilmore Station Master Plan includes four major development phases. Consistent with the Master Plan, the entire Phase 1 development will be comprised of the following:



Figure #1 – Conceptual Master Plan

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- a commercial podium that will provide diverse shops, services, and employment opportunities;
- three high rise residential towers with a common amenity space and podium deck; and,
- significant public realm components, including plaza spaces, pedestrian connections and a new publicly accessible road connection between Lougheed Highway and Dawson Street that will help create a strong sense of place, community identity, and provide improved connections with the surrounding neighbourhood.

- 3.5 Burnaby has and continues to benefit from 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 and employment options; 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 the aforementioned policy context.

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

4.0 GENERAL COMMENTS

- 4.1 The purpose of the subject rezoning is to present a plan of development for the Residential Tower I component of Phase I. Phase I also includes the commercial component and two other residential high-rise buildings which are being advanced separately on Council's agenda under Rezoning References #15-54, #15-56 and #15-57.

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- 4.2 The proposed development plan is for a 47 storey residential building, fronting Gilmore Avenue north of the Gilmore SkyTrain Station, atop a four storey commercial and residential amenity podium. The three storey commercial component of the podium is advancing separately under Rezoning Reference #15-54. The proposed development is in line with the Council Adopted Gilmore Station Master Plan and Brentwood Town Centre Development Plan.

A total of 510 apartment units are proposed within Tower I. All parking for the proposed residential development will be located underground. Vehicular access to the residential parking area is through the commercial parking levels, which are primarily accessed from Gilmore Avenue and “Carleton Avenue” (statutory right-of-way). Overall, the subject proposal exemplifies exceptional urban design and architectural expression related to the building’s siting, massing, pedestrian orientation and materiality; meeting the standard expected for ‘s’ Category development in the City’s Town Centre areas.

The proposed tower design complements the quality and timelessness of the commercial and public open space components advanced under Rezoning Reference #15-54. Tower I and Tower III are designed in tandem to support the signature tower at the corner of Gilmore Avenue and Lougheed Highway. Tower I and Tower III are the counterpoint to Tower II in the use of dark and light colours, drawing from a charcoal and white motif. The subject tower is elegant in its use of long vertical lines connecting the lobby space to a distinctive lantern feature at the top of the building oriented toward the west.



Figure #2 – Towers I & II



Figure #3 – Towers I - III

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Residential entries are clearly demarcated on the exterior of the building with floor to ceiling glass, metal and stone elements. Atop the commercial podium is an expansive residential amenity, complete with 71,498 sq.ft. of internal amenity area with fitness facility (gym, yoga, running and spinning), movie theatre, games room, lounge, golf simulators, bowling alley, indoor and outdoor pools, steam room and sauna, half-court basketball court, three party rooms, four guest suites, indoor and outdoor children's play area, study centre, kitchen facilities, karaoke room, outdoor dog run, pet wash area and extensive outdoor leisure and landscaped area.

The subject proposal comprehensively embodies the goals and ideals of Burnaby's Official Community Plan, Brentwood Town Centre Development Plan and the Gilmore Station Master Plan, to strengthen the surrounding community, promote exceptional urban design, encourage sustainable development, contribute to a creative city, establish a transit oriented development and create a diverse and inclusive community. With these goals as a foundation, the realization of this development reinforces Burnaby as a destination for employment, residential livability and continued investment.

5.0 REZONING REQUIREMENTS

- 5.1 The proposed development plan is for a single 47 storey apartment tower, fronting Gilmore Avenue directly to the north of the Gilmore Sky, above a 4 storey commercial/amenity podium. The proposed development is in line with the Gilmore Station Master Plan and Brentwood Town Centre Development Plan.

A total of 510 apartment units are proposed within Tower I. All parking for the proposed residential development will be located underground. Vehicular access to the residential parking area is through the commercial parking levels, which are accessed from Gilmore Avenue and the new Carleton Avenue (statutory right-of-way). With respect to the permitted overall density for the entire Gilmore Station Area, the RM5s District would permit a maximum residential density of 5.0 FAR, inclusive of a 1.6 FAR density bonus. The residential density will be appropriately apportioned across the site to accommodate the proposed residential development within Phase I.

- 5.2 All necessary services to serve the site will be obtained through the commercial rezoning application (Rezoning Reference #15-54).
- 5.3 All necessary dedications from Lougheed Highway, Gilmore Avenue and Dawson Street related to the Gilmore Station development will be obtained as part of the commercial rezoning application (Rezoning Reference #15-54).
- 5.4 The Gilmore Station Master Plan Traffic Impact Analysis (Rezoning Reference #14-21) has established an appropriate transportation and traffic improvements as required by the Gilmore Station redevelopment including improvements to the intersections at Gilmore Avenue and Lougheed Highway, Gilmore Avenue and Dawson Street and a new intersection at Lougheed Highway and the future Carleton Avenue (statutory right-of-

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way). Lougheed Highway would be improved with three eastbound lanes across the development site, and separated bicycle and pedestrian facilities along Lougheed Highway and Gilmore Avenue.

A parking ratio of 1.1 spaces per unit (0.1 of which is for visitor parking) is required for multiple-family residential units in line with the Burnaby Zoning Bylaw. Transportation alternatives to support the proposed development in line with Zoning Bylaw and accepted parking standards are also provided. First, given the subject site's proximity to the Brentwood SkyTrain Station, two zone transit passes are to be provided to 15% of the units for two years (or equivalent) to residents seeking an alternative to car use and ownership. Second, the proposed development is providing twice the required secured bicycle parking including bicycle specific elevators to improve access to grade. The development is pursuing a comprehensive car share program through multiple providers including Car2Go, Evo, Modo, ZipCar and private strata managed cars, the minimum availability of 1 vehicle for every 100 units is required. Finally 10% of the residential parking is required to be equipped with Level 2 AC Electric Vehicle (EV) Charging Stations, including 1 Level 2 DC fast charge stall per residential building. This arrangement would provide greater access to alternative transportation for a greater number of residents. Moreover, by providing a significant number of EV plug-ins, electric vehicle ownership in a multi-family context is facilitated, thus further enabling sustainable transportation choices. A Section 219 Covenant and sufficient financial securities will be required to guarantee the provision and ongoing maintenance of provided vehicles and EV plug-in stations

- 5.5 It is intended that the overall project would accommodate a broader spectrum of housing needs and affordability levels. To support this, the one bedroom unit sizes are generally based on the Zoning Bylaw minimum unit sizes for such dwellings in the P11e District (SFU), which requires a minimum of 50m² (538.21 sq.ft.). Smaller one bedroom units in this mixed rental and strata development are intended to provide a level of affordability for new home ownership. This approach is considered appropriate where a commensurate number of larger unit types (2 Bedroom + Den and 3 Bedroom) are provided.
- 5.6 Given the site's Town Centre location, the applicant is proposing to utilize the supplemental amenity density bonus provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 154,599 sq.ft. (32% of total GFA in accordance with RM5s District) of additional gross floor area (GFA) included in the development proposal. 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 Public Safety and Community Services Department – Lands Division has concluded negotiations with the applicant. Council approval of the density bonus value is a prerequisite condition of the rezoning.

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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.

5.7 Any necessary easements, 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 guaranteeing the provision and maintenance of public art;
- Section 219 Covenant 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;
- Section 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
- Section 219 Covenant ensuring compliance with the approved acoustic study;
- Section 219 Covenant ensuring the provision and ongoing maintenance of EV cars and EV plug-in stations;
- Section 219 Covenant ensuring that provided amenity spaces are for the sole use of residents of the Gilmore Station development and are not to be used for commercial purposes; and,
- Section 219 Covenant restricting the use of guest rooms.

5.8 A suitable Stormwater Management Plan will be required in conjunction with the commercial rezoning (Rezoning Reference #15-54)

5.9 A suitable Sediment Control System Plan will be required in conjunction with the commercial rezoning (Rezoning Reference #15-54)

5.10 The submission of a district energy pre-feasibility study to the approval of the Director Planning and Building is required.

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- 5.11 The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments within the Gilmore Station Master Plan.
- 5.12 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.
- 5.13 The submission of a detailed residential loading management plan to the approval of the Director Engineering is required.
- 5.14 Bicycle storage spaces and surface parking racks for residents and visitors of the development.
- 5.15 A site profile application is not required given the site's past residential use.
- 5.16
 - 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

6.0 DEVELOPMENT PROPOSAL

6.1 Site Area

Total Gross Site Area	-	50,611.80 m ² (544,781 sq.ft.)
Total Dedication Area	-	2,860.40 m ² (30,789 sq.ft.)
Road Closure Area	-	1,826.60 m ² (19,661 sq.ft.)
Total Net Site Area	-	49,578.00 m ² (533,653 sq.ft.)
Phase I Site Area	-	20,866.00 m ² (224,600 sq.ft.) (Subject to detailed survey)

6.2 Density

Permitted Residential F.A.R. (Total Site)	-	5.0 F.A.R.
Proposed Total Residential F.A.R. (Phase I)	-	6.6 FAR
Proposed Residential G.F.A (Phase I)	-	138,298.38 m ² (1,488,631 sq.ft.)
Proposed Residential G.F.A. (Tower I)	-	44,883.59 m ² (483,123 sq.ft.)
Residential Amenity Space (Phase I)	-	(71,498 sq.ft. sq.ft. of residential amenity space exempted from Phase I FAR calculations)

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6.3 Height (all above grade)

Phase I Residential	-	47 storeys
Phase I Residential Amenity	-	1 storey
<u>Phase I Commercial</u>	-	<u>3 storeys</u>
Total	-	51 storeys

6.4 Residential Unit Mix

<u>Unit Type</u>	<u>Unit Size</u>
1 Studio	481 sq.ft.
104 1 Bedroom	537 – 559 sq.ft.
86 1 Bedroom + Den	685 – 702 sq.ft.
115 1 Bedroom + Den (Adaptable)	667 – 690 sq.ft.
23 2 Bedroom	883 – 939 sq.ft.
28 2 Bedroom (Adaptable)	850 – 859 sq.ft.
127 2 Bedroom + Den	946 – 1,401 sq.ft.
25 3 Bedroom	1,069 – 2,657 sq.ft.
<u>1 3 Bedroom Den</u>	<u>2,657 sq.ft.</u>

TOTAL: 510 Units

6.5 Parking

Vehicle Parking	<u>Required</u>	<u>Provided Spaces</u>
510 Strata Units @ 1.1 spaces/unit	- 561 (inclusive of 51 visitor spaces, 6 handicapped parking stalls and 51 EV plug- in stations)	561
Car Wash Stalls	- 5	5
Residential Loading	- 2	2
Bicycle Parking	<u>Required</u>	<u>Provided Spaces</u>
Resident - 2/unit @ 510 units	- 1020 lockers	1020 lockers
Visitor - 0.2/unit @ 510 units	- 112 spaces	112 spaces

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6.6 Communal Facilities
 (Excluded from F.A.R. Calculations)

The combined communal amenity facilities for the three residential buildings within Phase I include individual amenity lobbies located at the ground floor level along Gilmore Avenue and Loughheed indoor a fitness facility (gym, yoga, running and spinning), movie theatre, games room, lounge, golf simulators, bowling alley, indoor and outdoor pools, steam room and sauna, half-court basketball court, three party rooms, four guest suites, indoor and outdoor children's play area, study centre, kitchen facilities, karaoke room, outdoor dog run, pet wash area and extensive outdoor leisure and landscaped area. The amenity area amounts to 6,642.38 m² (71,498 sq.ft.), which is less than the total permitted exemption of 5% (80,181 sq.ft.) of Gross Floor Area.



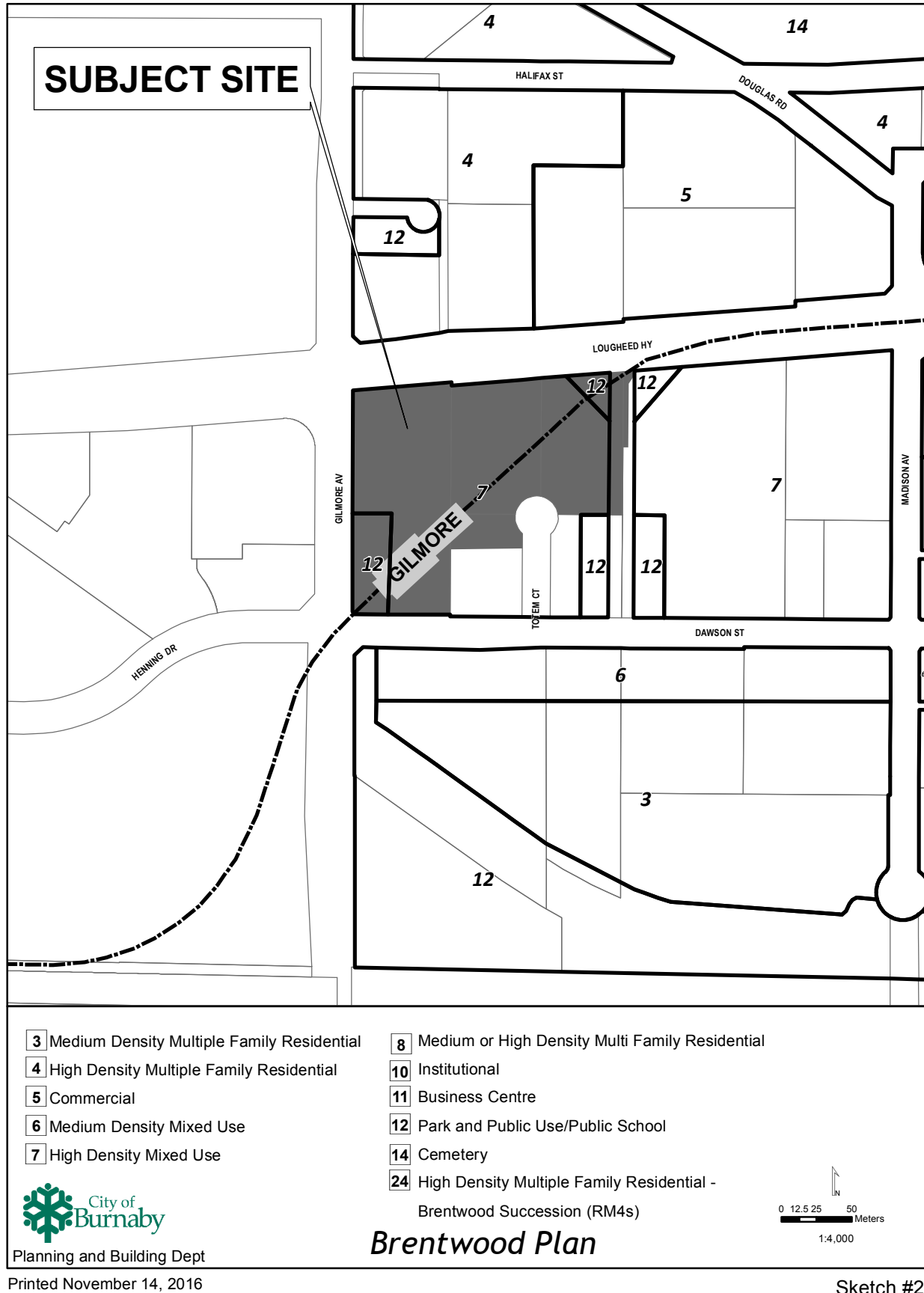
Lou Pelletier, Director
 PLANNING AND BUILDING

JBS:spf

Attachments

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

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SCHEDULE A

REZONING 15-55

ADDRESS	LEGAL DESCRIPTION	PID
4120 Lougheed Hwy.	Block 8 Except: Firstly: Parcel A (Reference Plan 11251); Secondly: Part By-Law Plan 52808; Thirdly: Part Now Road On Statutory Right Of Way Plan 4957; DL 119, Group 1, NWD Plan 206	003-206-840
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Portion of 4180 Lougheed Hwy.	Lot A, DLs 30 & 95, Group 1, NWD Plan EPP41731	029-728-088
4161 Dawson St.	Lot B, DL 119, Group 1, NWD Plan 69931	001-942-344

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PROPOSED DEVELOPMENT SUMMARY FOR ADVISORY PLANNING COMMISSION (APC)

REZONING REFERENCE # 15-00056

Meeting Date: 2016 December 01

ADDRESS: 4120, 4160, Ptn. 4170, Ptn 4180 Lougheed Highway and Ptn. 4161 Dawson Street

DEVELOPMENT PROPOSAL:

Permit construction of Residential Tower II within Phase I of the Gilmore Station Master Plan site.

1. **Site Area:** Gross Site 50,611.80 m² (544,781 sq.ft.) = Net Site 49,578.00 m² (533,653 sq.ft.) + Dedication 2,860.40 m² (30,789 sq.ft.) - Rd. Closure 1,826.60 m² (19,661 sq.ft.)
2. **Existing Use:** Skytrain station, office, light industrial and vacant

Adjacent Use: Skytrain, mixed-use (commercial, retail, office and multi-family residential)

Proposed Use: Multi-family residential

	Permitted/Required	Proposed/Provided
3. Gross Floor Area:	57,097.93 m ² (614,597 sq.ft.)	57,097.93 m ² (614,597 sq.ft.)
4. Site Coverage:	Site Coverage Total: 20% Site Coverage Phase I: 46%	Site Coverage Total: 20% Site Coverage Phase I: 46%
5. Building Height:	Phase I: Residential 60 Storeys, Residential Amenity 1 Storey & Commercial 3 Storeys	Phase I: Residential 60 Storeys, Residential Amenity 1 Storey & Commercial 3 Storeys
6. Vehicular Access from:	Carleton Ave. linking Lougheed Hwy. and Dawson Street	Carleton Ave. linking Lougheed Hwy. and Dawson Street
7. Parking Spaces:	708 Spaces	708 Spaces
8. Loading Spaces:	Phase I Loading - 3 Spaces	Phase I Loading - 3 Spaces
9. Communal Facilities:	Fitness facility, movie theatre, lounge, games room & indoor/outdoor children's play area	Fitness facility, movie theatre, lounge, games room & indoor/outdoor children's play area
10. Proposed development consistent with adopted plan? (i.e. Development Plan, Community Plan, or OCP)		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Note: N/A where not applicable



Item
Meeting2016 November 21

COUNCIL REPORT

TO: CITY MANAGER 2016 November 16

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #15-56
Residential Tower II of Gilmore Station Phase I
Brentwood Town Centre Plan

ADDRESS: 4120, 4160, Ptn. 4170, Ptn 4180 Lougheed Highway and Ptn. 4161 Dawson Street
 (see *attached* Sketches #1 and #2)

LEGAL: See Schedule A (*attached*)

FROM: M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

TO: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled “Gilmore Station Phase 1- Tower 2” prepared by IBI Group Architects)

APPLICANT: Onni Gilmore Holdings Corp. Inc.
 300 – 550 Robson Street
 Vancouver, BC V6B 2B7
 (Attention: Bayan Ferzandi)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2016 December 13.

RECOMMENDATIONS:

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2016 November 21 and to a Public Hearing on 2016 December 13 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.

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- b. The deposit of sufficient monies, including a 4% Engineering Inspection Fee, to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
- c. The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in town centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d. The utilization of an amenity bonus in accordance with Section 5.6 of this report.
- e. The granting of any necessary covenants, easements or statutory rights-of-way, including but not necessary limited to:
 - Section 219 Covenant restricting enclosure of balconies;
 - Section 219 Covenant guaranteeing the provision and maintenance of public art;
 - Section 219 Covenant 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;
 - Section 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
 - Section 219 Covenant ensuring compliance with the approved acoustic study;
 - Section 219 Covenant ensuring the provision and ongoing maintenance of EV cars and EV plug-in stations;
 - Section 219 Covenant ensuring that provided amenity spaces are for the sole use of residents of the Gilmore Station development and are not to be used for commercial purposes; and,
 - Section 219 Covenant restricting the use of guest rooms.
- f. The review of a detailed Sediment Control System by the Director Engineering.

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- g. 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.
- h. The review of residential loading facilities by the Director Engineering.
- i. The submission of a suitable district energy pre-feasibility study to the approval of the Director Planning and Building is required.
- j. The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments within the Gilmore Station Master Plan.
- k. The provision of facilities for cyclists in accordance with this report.
- l. The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
- m. Compliance with the guidelines for underground parking for residential visitors.
- n. The submission of an acoustic study to ensure compliance with the Council-adopted sound criteria.
- o. The submission of a detailed Public Art Plan.
- p. The submission of a detailed construction management plan including a schedule for the construction/development phasing of the subject proposal.
- q. The deposit of the applicable Parkland Acquisition Charge.
- r. The deposit of the applicable GVS & DD Sewerage Charge.
- s. The deposit of the applicable School Site Acquisition Charge.
- t. 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.

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 Re: Rezoning Reference #15-56
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REPORT

1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit construction of Residential Tower II within Phase I of the Gilmore Station Master Plan site (see Sketch #1 *attached*).

2.0 NEIGHBOURHOOD CHARACTERISTICS

The subject residential building is located at the corner of Gilmore Avenue and Lougheed Highway just north of the Gilmore SkyTrain Station (see Sketch #1 *attached*). Phase I of the Gilmore Station site measures approximately 20,866.02 m² (224,600 sq.ft.) of the total 5.2 hectare (12.9 acre) Master Plan area. The Gilmore Station Master Plan (Rezoning Reference #14-21) received Second Reading by Council on 2016 June 13. A majority of the Phase I site is currently vacant, with the exception of the Gilmore SkyTrain Station and Guideway, and an existing light-industrial building at 4161 Dawson Street. To the west of the site, across Gilmore Avenue, is the Bridge Business Park; to the north across Lougheed Highway, are older service commercial developments; to the east are two office buildings within Phase IV of the Gilmore Master Plan, with an automobile dealership and older industrial buildings beyond; and, to the south, across Dawson Street, are newer high-rise multiple-family and mixed-use developments constructed between 2003 and 2006 (see Sketch #2 *attached*).

3.0 BACKGROUND INFORMATION

- 3.1 On 2016 June 13, Council granted Second Reading to Rezoning Reference #14-21, which established approval in principle for the Gilmore Station Master Plan for a phased mixed-use retail, office and multiple-family redevelopment of the Gilmore Station Area.

Upon Second Reading of the Master Plan rezoning, the Brentwood Town Centre Plan was amended to reflect RM5's and C3 designations as development guidelines for lands within the block bound by Lougheed Highway, Dawson Street, Gilmore Avenue and Madison Avenue, including the subject site. The intent of the Master Plan and the Brentwood Town Centre Plan amendment is to facilitate four phases of development on the Gilmore Station site into a high-density, mixed-use area, integrated with transit; with the goal of providing a variety of housing opportunities, a system pedestrian oriented shopping streets, more diverse employment and service opportunities, and significant amounts of public open space.

- 3.2 The subject site is comprised of 4120, 4160, and Portions of 4170, 4180 Lougheed Highway and 4161 Dawson Street (see *attached* Sketches #1 and #2), zoned M1 Manufacturing District, and CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District. A majority of the site is vacant, with the exception of an older light-industrial building at 4161 Dawson Street

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and the Gilmore SkyTrain Station. Vehicular access to the site is currently taken from Totem Court via Dawson Street.

- 3.3 On 2015 July 21, Council received four separate rezoning reports from the Planning and Building Department regarding the rezoning of Phase I of the Gilmore Station Site for its intended commercial component (Rezoning Reference #15-54) and three high-rise apartment towers (Rezoning References #15-55, #15-56 and #15-57). The rezoning reports for commercial component and two other individual residential tower rezonings appear elsewhere on Council's agenda, and will be brought forward at the same Public Hearing in December. However, the individual towers may proceed to Final Adoption and construction at a staggered pace.

The applicant has now submitted a plan of development for the subject rezoning that is suitable for presentation to a Public Hearing. As noted, the plan of development for the first phase includes both the commercial component and the three residential towers.

- 3.4 The Gilmore Station Master Plan includes four major development phases. Consistent with the Master Plan, the entire Phase 1 development will be comprised of the following:



Figure #1 – Conceptual Master Plan

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- a commercial podium that will provide diverse shops, services, and employment opportunities;
- three high rise residential towers with a common amenity space and podium deck; and,
- significant public realm components, including plaza spaces, pedestrian connections and a new publicly accessible road connection between Lougheed Highway and Dawson Street that will help create a strong sense of place, community identity, and provide improved connections with the surrounding neighbourhood.

- 3.5 Burnaby has and continues to benefit from 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 and employment options; 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 the aforementioned policy context.

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

4.0 GENERAL COMMENTS

- 4.1 The purpose of the subject rezoning is to present a plan of development for the Residential Tower II component of Phase I. Phase I also includes the commercial component and two other residential high-rise buildings which are being advanced separately on Council's agenda under Rezoning References #15-54, #15-55 and #15-57.

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- 4.2 The proposed development plan is for a 60 storey residential building, at the southeast corner of Lougheed Highway and Gilmore Avenue, atop a four storey commercial and residential amenity podium. The three storey commercial component of the podium is advancing separately under Rezoning Reference #15-54. The proposed development is in line with the Council Adopted Gilmore Station Master Plan and Brentwood Town Centre Development Plan.

A total of 643 apartment units are proposed within Tower II. All parking for the proposed residential development will be located underground. Vehicular access to the residential parking area is through the commercial parking levels, which are primarily accessed from Gilmore Avenue and “Carleton Avenue” (statutory right-of-way). Overall, the subject proposal exemplifies exceptional urban design and architectural expression related to the building’s siting, massing, pedestrian orientation and materiality; meeting the standard expected for ‘s’ Category development in the City’s Town Centre areas.

The proposed tower design complements the quality and timelessness of the commercial and public open space components advanced under Rezoning Reference #15-54. Tower I and Tower III are designed in tandem to support the signature tower at the corner of Gilmore Avenue and Lougheed Highway. Tower I and Tower III are the counterpoint to Tower II in the use of dark and light colours, drawing from a charcoal and white motif. The subject tower is distinct from the other two towers in that it breaks up the verticality by using offset balconies with fritted balcony glass in a zipper like pattern. The tower



Figure #2 – Towers I & II



Figure #3 – Towers I - III

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terminates in a large lantern element at the corner as a beacon element symbolizing the entry into the Brentwood Town Centre. At the 35th floor is a Sky Lounge the provides residents within the Phase I the opportunity to have social gatherings with unobstructed views to the west and North Shore Mountains.

Residential entries are clearly demarcated on the exterior of the building with floor to ceiling glass, metal and stone elements. Atop the commercial podium is an expansive residential amenity, complete with 71,498 sq.ft. of indoor amenity area with fitness facility (gym, yoga, running and spinning), movie theatre, games room, lounge, golf simulators, bowling alley, indoor and outdoor pools, steam room and sauna, half-court basketball court, three party rooms, four guest suites, indoor and outdoor children's play area, study centre, kitchen facilities, karaoke room, outdoor dog run, pet wash area and extensive outdoor leisure and landscaped area.

The subject proposal comprehensively embodies the goals and ideals of Burnaby's Official Community Plan, Brentwood Town Centre Development Plan and the Gilmore Station Master Plan, to strengthen the surrounding community, promote exceptional urban design, encourage sustainable development, contribute to a creative city, establish a transit oriented development and create a diverse and inclusive community. With these goals as a foundation, the realization of this development reinforces Burnaby as a destination for employment, residential livability and continued investment.

5.0 REZONING REQUIREMENTS

- 5.1 The proposed development plan is for a single 60 storey apartment tower, located at the corner of Gilmore Avenue and Lougheed Highway, above a 4 storey commercial/amenity podium. The proposed development is in line with the Gilmore Station Master Plan and Brentwood Town Centre Development Plan.

A total of 643 apartment units are proposed within Tower II. All parking for the proposed residential development will be located underground. Vehicular access to the residential parking area is through the commercial parking levels, which are accessed from Gilmore Avenue and the new Carleton Avenue (statutory right-of-way). With respect to the permitted overall density for the entire Gilmore Station Area, the RM5s District would permit a maximum residential density of 5.0 FAR, inclusive of a 1.6 FAR density bonus. The residential density will be appropriately apportioned across the site to accommodate the proposed residential development within Phase I.

- 5.2 All necessary services to serve the site will be obtained through the commercial rezoning application (Rezoning Reference #15-54).
- 5.3 All necessary dedications from Lougheed Highway, Gilmore Avenue and Dawson Street related to the Gilmore Station development will be obtained as part of the commercial rezoning application (Rezoning Reference #15-54).

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- 5.4 The Gilmore Station Master Plan Traffic Impact Analysis (Rezoning Reference #14-21) has established an appropriate transportation and traffic improvements as required by the Gilmore Station redevelopment including improvements to the intersections at Gilmore Avenue and Lougheed Highway, Gilmore Avenue and Dawson Street and a new intersection at Lougheed Highway and the future Carleton Avenue (statutory right-of-way). Lougheed Highway would be improved with three eastbound lanes across the development site, and separated bicycle and pedestrian facilities along Lougheed Highway and Gilmore Avenue.

A parking ratio of 1.1 spaces per unit (0.1 of which is for visitor parking) is required for multiple-family residential units in line with the Burnaby Zoning Bylaw. Transportation alternatives to support the proposed development in line with Zoning Bylaw and accepted parking standards are also provided. First, given the subject site's proximity to the Brentwood SkyTrain Station, two zone transit passes are to be provided to 15% of the units for two years (or equivalent) to residents seeking an alternative to car use and ownership. Second, the proposed development is providing twice the required secured bicycle parking including bicycle specific elevators to improve access to grade. The development is pursuing a comprehensive car share program through multiple providers including Car2Go, Evo, Modo, ZipCar and private strata managed cars, the minimum availability of 1 vehicle for every 100 units is required. Finally 10% of the residential parking is required to be equipped with Level 2 AC Electric Vehicle (EV) Charging Stations, including 1 Level 2 DC fast charge stall per residential building. This arrangement would provide greater access to alternative transportation for a greater number of residents. Moreover, by providing a significant number of EV plug-ins, electric vehicle ownership in a multi-family context is facilitated, thus further enabling sustainable transportation choices. A Section 219 Covenant and sufficient financial securities will be required to guarantee the provision and ongoing maintenance of provided vehicles and EV plug-in stations

- 5.5 It is intended that the overall project would accommodate a broader spectrum of housing needs and affordability levels. To support this, the one bedroom unit sizes are generally based on the Zoning Bylaw minimum unit sizes for such dwellings in the P11e District (SFU), which requires a minimum of 50m² (538.21 sq.ft.). Smaller one bedroom units in this mixed rental and strata development are intended to provide a level of affordability for new home ownership. This approach is considered appropriate where a commensurate number of larger unit types (2 Bedroom + Den and 3 Bedroom) are provided.
- 5.6 Given the site's Town Centre location, the applicant is proposing to utilize the supplemental amenity density bonus provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 196,671 sq.ft. (32% of total GFA in accordance with RM5s District) of additional gross floor area (GFA) included in the development proposal. 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 Public

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 Re: Rezoning Reference #15-56
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Safety and Community Services Department – Lands Division has concluded negotiations with the applicant. 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.

5.7 Any necessary easements, 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 guaranteeing the provision and maintenance of public art;
- Section 219 Covenant 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;
- Section 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
- Section 219 Covenant ensuring compliance with the approved acoustic study;
- Section 219 Covenant ensuring the provision and ongoing maintenance of EV cars and EV plug-in stations;
- Section 219 Covenant ensuring that provided amenity spaces are for the sole use of residents of the Gilmore Station development and are not to be used for commercial purposes; and,
- Section 219 Covenant restricting the use of guest rooms.

5.8 A suitable Stormwater Management Plan will be required in conjunction with the commercial rezoning (Rezoning Reference #15-54)

5.9 A suitable Sediment Control System Plan will be required in conjunction with the commercial rezoning (Rezoning Reference #15-54)

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- 5.10 The submission of a district energy pre-feasibility study to the approval of the Director Planning and Building is required.
- 5.11 The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments within the Gilmore Station Master Plan.
- 5.12 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.
- 5.13 The submission of a detailed residential loading management plan to the approval of the Director Engineering is required.
- 5.14 Bicycle storage spaces and surface parking racks for residents and visitors of the development.
- 5.15 A site profile application is not required given the site's past residential use.
- 5.16
 - 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

6.0 DEVELOPMENT PROPOSAL

6.1 Site Area

Total Gross Site Area	-	50,611.80 m ² (544,781 sq.ft.)
Total Dedication Area	-	2,860.40 m ² (30,789 sq.ft.)
Road Closure Area	-	1,826.60 m ² (19,661 sq.ft.)
Total Net Site Area	-	49,578.00 m ² (533,653 sq.ft.)
Phase I Site Area	-	20,866.00 m ² (224,600 sq.ft.) (Subject to detailed survey)

6.2 Density

Permitted Residential F.A.R. (Total Site)	-	5.0 F.A.R.
Proposed Total Residential F.A.R. (Phase I)	-	6.6 FAR
Proposed Residential G.F.A (Phase I)	-	138,298.38 m ² (1,488,631 sq.ft.)
Proposed Residential G.F.A. (Tower II)	-	57,097.93 m ² (614,597 sq.ft.)

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Residential Amenity Space (Phase I)	-	(71,498 sq.ft. sq.ft. of residential amenity space exempted from Phase I FAR calculations)
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6.3 Height (all above grade)

Phase I Residential	-	60 storeys
Phase I Residential Amenity	-	1 storey
<u>Phase I Commercial</u>	-	<u>3 storeys</u>
Total	-	64 storeys

6.4 Residential Unit Mix

<u>Unit Type</u>	<u>Unit Size</u>
1 Studio	481 sq.ft.
126 1 Bedroom	537 – 559 sq.ft.
147 1 Bedroom + Den	685 – 702 sq.ft.
108 1 Bedroom + Den (Adaptable)	667 – 690 sq.ft.
30 2 Bedroom	883 – 939 sq.ft.
34 2 Bedroom (Adaptable)	850 – 859 sq.ft.
162 2 Bedroom + Den	946 – 1,401 sq.ft.
34 3 Bedroom	1,069 – 2,657 sq.ft.
1 3 Bedroom Den	2,657 sq.ft.

TOTAL: 643 Units

6.5 Parking

Vehicle Parking	<u>Required</u>	<u>Provided Spaces</u>
643 Strata Units @ 1.1 spaces/unit	- 708 (inclusive of 64 visitor spaces, 7 handicapped parking stalls and 64 EV plug-in stations)	708
Car Wash Stalls	- 7	7
Residential Loading	- 3	3
Bicycle Parking	<u>Required</u>	<u>Provided Spaces</u>
Resident - 2/unit @ 643 units	- 1286 lockers	1286 lockers
Visitor - 0.2/unit @ 643 units	- 129 spaces	129 spaces

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6.6 Communal Facilities

(Excluded from F.A.R. Calculations)

The combined communal amenity facilities for the three residential buildings within Phase I include individual amenity lobbies located at the ground floor level along Gilmore Avenue and Lougheed indoor a fitness facility (gym, yoga, running and spinning), movie theatre, games room, lounge, golf simulators, bowling alley, indoor and outdoor pools, steam room and sauna, half-court basketball court, three party rooms, four guest suites, indoor and outdoor children's play area, study centre, kitchen facilities, karaoke room, outdoor dog run, pet wash area and extensive outdoor leisure and landscaped area. The amenity area amounts to 6,642.38 m² (71,498 sq.ft.), which is less than the total permitted exemption of 5% (80,181 sq.ft.) of Gross Floor Area.



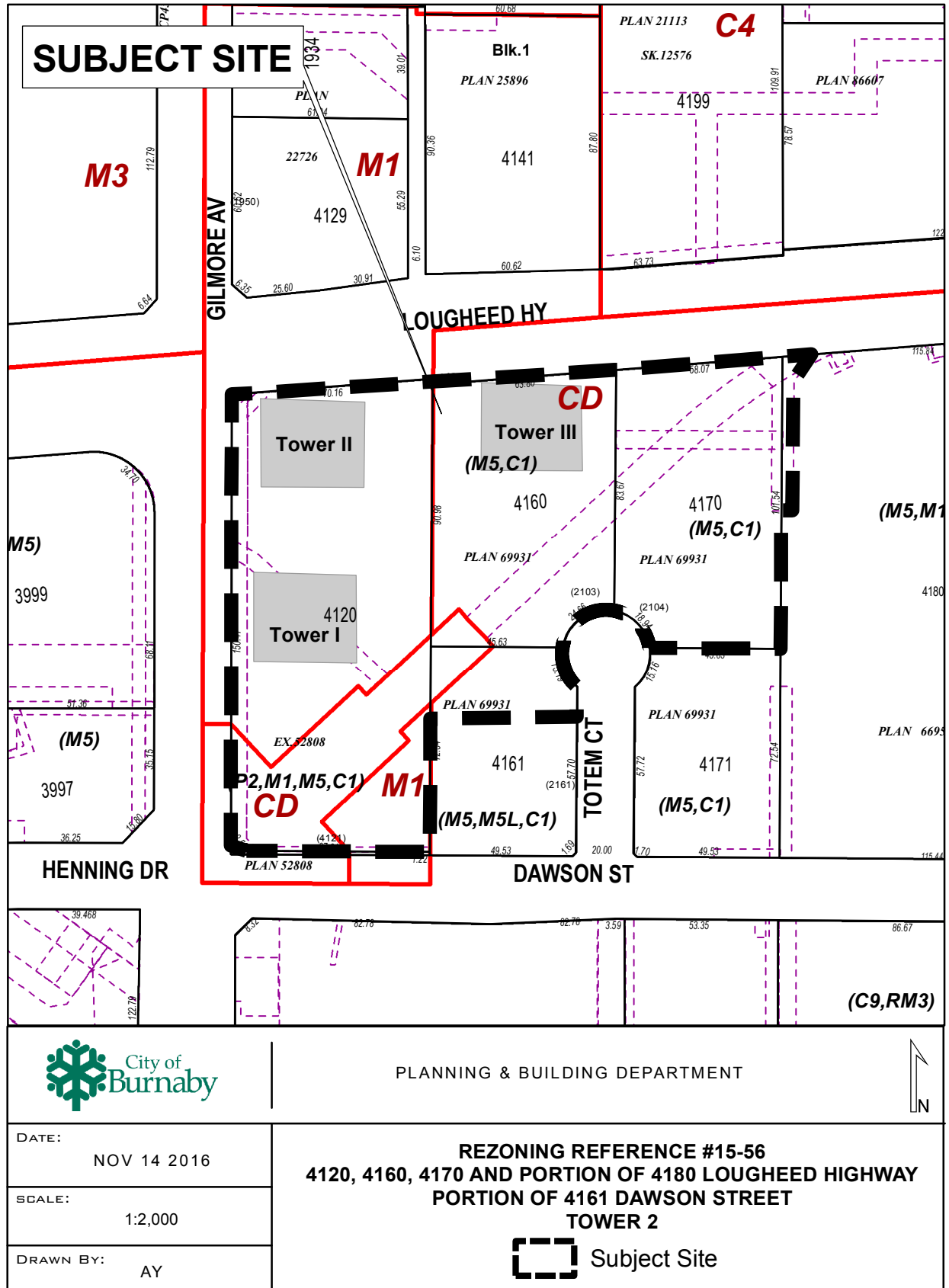
Lou Pelletier, Director
 PLANNING AND BUILDING

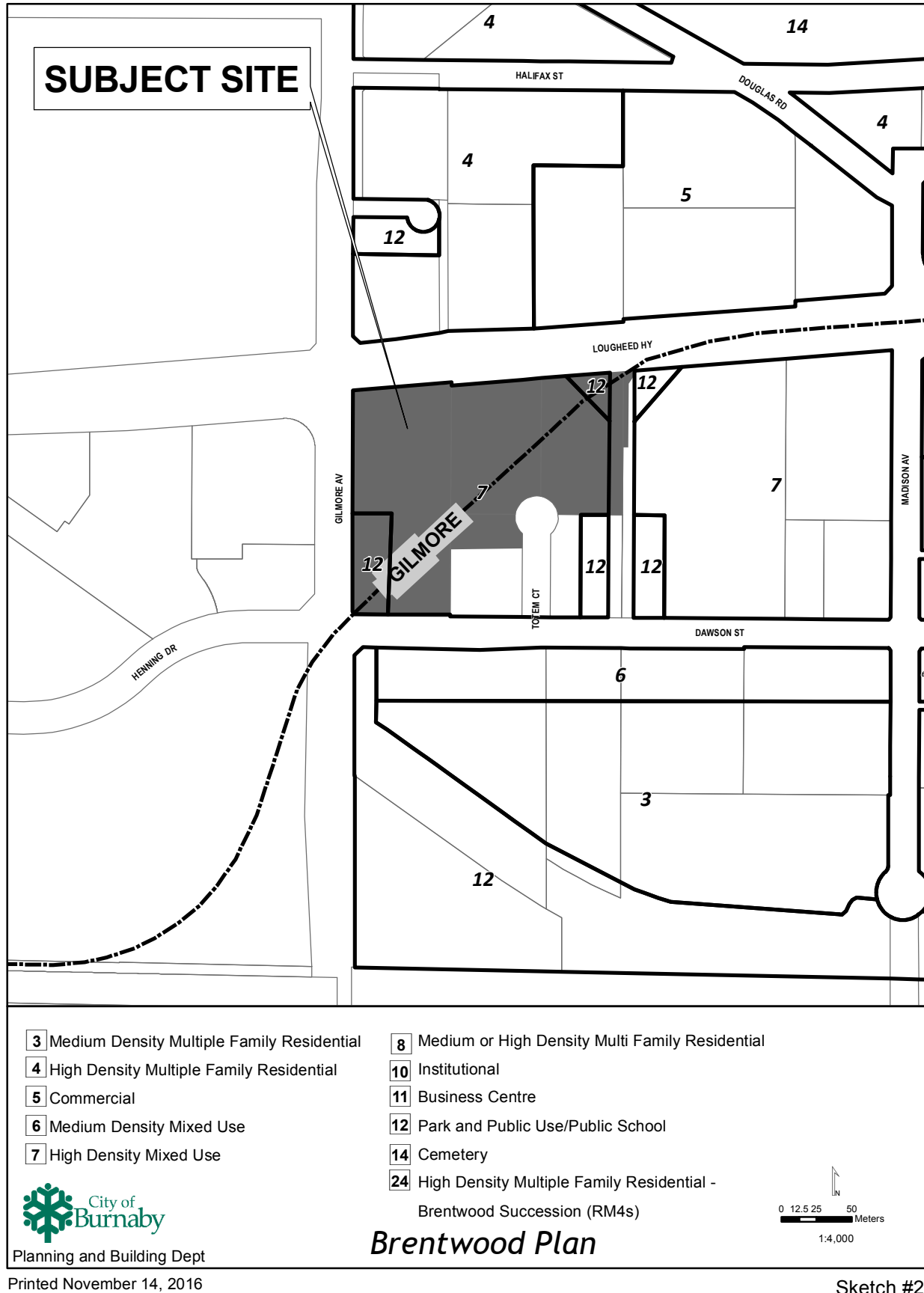
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Attachments

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

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SCHEDULE A

REZONING 15-56

ADDRESS	LEGAL DESCRIPTION	PID
4120 Lougheed Hwy.	Block 8 Except: Firstly: Parcel A (Reference Plan 11251); Secondly: Part By-Law Plan 52808; Thirdly: Part Now Road On Statutory Right Of Way Plan 4957; DL 119, Group 1, NWD Plan 206	003-206-840
4160 Lougheed Hwy.	Lot D, DL 119, Group 1, NWD Plan 69931	001-942-361
Portion of 4170 Lougheed Hwy.	Lot C, DL 119, Group 1, NWD Plan 69931	001-942-352
Portion of 4180 Lougheed Hwy.	Lot A, DLs 30 & 95, Group 1, NWD Plan EPP41731	029-728-088
4161 Dawson St.	Lot B, DL 119, Group 1, NWD Plan 69931	001-942-344

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PROPOSED DEVELOPMENT SUMMARY FOR ADVISORY PLANNING COMMISSION (APC)

REZONING REFERENCE # 15-00057

Meeting Date: 2016 December 01

ADDRESS: 4120, 4160, Ptn. 4170, Ptn 4180 Lougheed Highway and Ptn. 4161 Dawson Street

DEVELOPMENT PROPOSAL:

Permit construction of Residential Tower III within Phase I of the Gilmore Station Master Plan site.

1. **Site Area:** Gross Site 50,611.80 m² (544,781 sq.ft.) = Net Site 49,578.00 m² (533,653 sq.ft.)
+ Dedication 2,860.40 m² (30,789 sq.ft.) - Rd. Closure 1,826.60 m² (19,661 sq.ft.)
2. **Existing Use:** Skytrain station, office, light industrial and vacant
- Adjacent Use:** Skytrain, mixed-use (commercial, retail, office and multi-family residential)
- Proposed Use:** Multi-family residential

	Permitted/Required	Proposed/Provided
3. Gross Floor Area:	36,316.91 m ² (390,912 sq.ft.)	36,316.91 m ² (390,912 sq.ft.)
4. Site Coverage:	Site Coverage Total: 20% Site Coverage Phase I: 46%	Site Coverage Total: 20% Site Coverage Phase I: 46%
5. Building Height:	Phase I: Residential 40 Storeys, Residential Amenity 1 Storey & Commercial 2 Storeys	Phase I: Residential 60 Storeys, Residential Amenity 1 Storey & Commercial 3 Storeys
6. Vehicular Access from:	Carleton Ave. linking Lougheed Hwy. and Dawson Street	Carleton Ave. linking Lougheed Hwy. and Dawson Street
7. Parking Spaces:	451 Spaces	451 Spaces
8. Loading Spaces:	Phase I Loading - 2 Spaces	Phase I Loading - 2 Spaces
9. Communal Facilities:	Fitness facility, movie theatre, lounge, games room & indoor/outdoor children's play area	Fitness facility, movie theatre, lounge, games room & indoor/outdoor children's play area
10. Proposed development consistent with adopted plan? (i.e. Development Plan, Community Plan, or OCP)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Note: N/A where not applicable



Item
Meeting2016 November 21

COUNCIL REPORT

TO: CITY MANAGER 2016 November 16

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #15-57
Residential Tower III of Gilmore Station Phase I
Brentwood Town Centre Plan

ADDRESS: 4120, 4160, Ptn. 4170, Ptn 4180 Lougheed Highway and Ptn. 4161 Dawson Street
 (see *attached* Sketches #1 and #2)

LEGAL: See Schedule A (*attached*)

FROM: M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

TO: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled “Gilmore Station Phase 1- Tower 3” prepared by IBI Group Architects)

APPLICANT: Onni Gilmore Holdings Corp. Inc.
 300 – 550 Robson Street
 Vancouver, BC V6B 2B7
 (Attention: Bayan Ferzandi)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2016 December 13.

RECOMMENDATIONS:

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2016 November 21 and to a Public Hearing on 2016 December 13 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.

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- b. The deposit of sufficient monies, including a 4% Engineering Inspection Fee, to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
- c. The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in town centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d. The utilization of an amenity bonus in accordance with Section 5.6 of this report.
- e. The granting of any necessary covenants, easements or statutory rights-of-way, including but not necessary limited to:
 - Section 219 Covenant restricting enclosure of balconies;
 - Section 219 Covenant guaranteeing the provision and maintenance of public art;
 - Section 219 Covenant 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;
 - Section 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
 - Section 219 Covenant ensuring compliance with the approved acoustic study;
 - Section 219 Covenant ensuring the provision and ongoing maintenance of EV cars and EV plug-in stations;
 - Section 219 Covenant ensuring that provided amenity spaces are for the sole use of residents of the Gilmore Station development and are not to be used for commercial purposes; and,
 - Section 219 Covenant restricting the use of guest rooms.
- f. The review of a detailed Sediment Control System by the Director Engineering.

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- g. 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.
- h. The review of residential loading facilities by the Director Engineering.
- i. The submission of a suitable district energy pre-feasibility study to the approval of the Director Planning and Building is required.
- j. The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments within the Gilmore Station Master Plan.
- k. The provision of facilities for cyclists in accordance with this report.
- l. The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
- m. Compliance with the guidelines for underground parking for residential visitors.
- n. The submission of an acoustic study to ensure compliance with the Council-adopted sound criteria.
- o. The submission of a detailed Public Art Plan.
- p. The submission of a detailed construction management plan including a schedule for the construction/development phasing of the subject proposal.
- q. The deposit of the applicable Parkland Acquisition Charge.
- r. The deposit of the applicable GVS & DD Sewerage Charge.
- s. The deposit of the applicable School Site Acquisition Charge.
- t. 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.

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REPORT

1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit construction of Residential Tower III within Phase I of the Gilmore Station Master Plan site (see Sketch #1 *attached*).

2.0 NEIGHBOURHOOD CHARACTERISTICS

The subject residential building is located on Lougheed Highway, between Gilmore Avenue and the new road Carleton Avenue (see Sketch #1 *attached*). Phase I of the Gilmore Station site measures approximately 20,866.02 m² (224,600 sq.ft.) of the total 5.2 hectare (12.9 acre) Master Plan area. The Gilmore Station Master Plan (Rezoning Reference #14-21) received Second Reading by Council on 2016 June 13. A majority of the Phase I site is currently vacant, with the exception of the Gilmore SkyTrain Station and Guideway, and an existing light-industrial building at 4161 Dawson Street. To the west of the site, across Gilmore Avenue, is the Bridge Business Park; to the north across Lougheed Highway, are older service commercial developments; to the east are two office buildings within Phase IV of the Gilmore Master Plan, with an automobile dealership and older industrial buildings beyond; and, to the south, across Dawson Street, are newer high-rise multiple-family and mixed-use developments constructed between 2003 and 2006 (see Sketch #2 *attached*).

3.0 BACKGROUND INFORMATION

- 3.1 On 2016 June 13, Council granted Second Reading to Rezoning Reference #14-21, which established approval in principle for the Gilmore Station Master Plan for a phased mixed-use retail, office and multiple-family redevelopment of the Gilmore Station Area.

Upon Second Reading of the Master Plan rezoning, the Brentwood Town Centre Plan was amended to reflect RM5's and C3 designations as development guidelines for lands within the block bound by Lougheed Highway, Dawson Street, Gilmore Avenue and Madison Avenue, including the subject site. The intent of the Master Plan and the Brentwood Town Centre Plan amendment is to facilitate four phases of development on the Gilmore Station site into a high-density, mixed-use area, integrated with transit; with the goal of providing a variety of housing opportunities, a system pedestrian oriented shopping streets, more diverse employment and service opportunities, and significant amounts of public open space.

- 3.2 The subject site is comprised of 4120, 4160, and Portions of 4170, 4180 Lougheed Highway and 4161 Dawson Street (see *attached* Sketches #1 and #2), zoned M1 Manufacturing District, and CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District. A majority of the site is vacant, with the exception of an older light-industrial building at 4161 Dawson Street

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and the Gilmore SkyTrain Station. Vehicular access to the site is currently taken from Totem Court via Dawson Street.

- 3.3 On 2015 July 21, Council received four separate rezoning reports from the Planning and Building Department regarding the rezoning of Phase I of the Gilmore Station Site for its intended commercial component (Rezoning Reference #15-54) and three high-rise apartment towers (Rezoning References #15-55, #15-56 and #15-57). The rezoning reports for commercial component and two other individual residential tower rezonings appear elsewhere on Council's agenda, and will be brought forward at the same Public Hearing in December. However, the individual towers may proceed to Final Adoption and construction at a staggered pace.

The applicant has now submitted a plan of development for the subject rezoning that is suitable for presentation to a Public Hearing. As noted, the plan of development for the first phase includes both the commercial component and the three residential towers.

- 3.4 The Gilmore Station Master Plan includes four major development phases. Consistent with the Master Plan, the entire Phase 1 development will be comprised of the following:



Figure #1 – Conceptual Master Plan

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- a commercial podium that will provide diverse shops, services, and employment opportunities;
- three high rise residential towers with a common amenity space and podium deck; and,
- significant public realm components, including plaza spaces, pedestrian connections and a new publicly accessible road connection between Lougheed Highway and Dawson Street that will help create a strong sense of place, community identity, and provide improved connections with the surrounding neighbourhood.

- 3.5 Burnaby has and continues to benefit from 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 and employment options; 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 the aforementioned policy context.

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

4.0 GENERAL COMMENTS

- 4.1 The purpose of the subject rezoning is to present a plan of development for the Residential Tower III component of Phase I. Phase I also includes the commercial component and two other residential high-rise buildings which are being advanced separately on Council's agenda under Rezoning References #15-54, #15-55 and #15-56.

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- 4.2 The proposed development plan is for a 40 storey residential building, fronting Lougheed Highway between Gilmore Avenue and the new road (Carleton Avenue), atop a three storey commercial and residential amenity podium. The two storey commercial component of the podium is advancing separately under Rezoning Reference #15-54. The proposed development is in line with the Council Adopted Gilmore Station Master Plan and Brentwood Town Centre Development Plan.

A total of 410 apartment units are proposed within Tower III. All parking for the proposed residential development will be located underground. Vehicular access to the residential parking area is through the commercial parking levels, which are primarily accessed from Gilmore Avenue and “Carleton Avenue” (statutory right-of-way). Overall, the subject proposal exemplifies exceptional urban design and architectural expression related to the building’s siting, massing, pedestrian orientation and materiality; meeting the standard expected for ‘s’ Category development in the City’s Town Centre areas.

The proposed tower design complements the quality and timelessness of the commercial and public open space components advanced under Rezoning Reference #15-54. Tower I and Tower III are designed in tandem to support the signature tower at the corner of Gilmore Avenue and Lougheed Highway. Tower I and Tower III are the counterpoint to Tower II in the use of dark and light colours, drawing from a charcoal and white motif. The subject tower is elegant in its use of long vertical lines connecting the lobby space to a distinctive lantern feature at the top of the building oriented toward the west.



Figure #2 – Towers I & II



Figure #3 – Towers I - III

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Residential entries are clearly demarcated on the exterior of the building with floor to ceiling glass, metal and stone elements. Atop the commercial podium is an expansive residential amenity, complete with 71,498 sq.ft. of internal amenity area with fitness facility (gym, yoga, running and spinning), movie theatre, games room, lounge, golf simulators, bowling alley, indoor and outdoor pools, steam room and sauna, half-court basketball court, three party rooms, four guest suites, indoor and outdoor children's play area, study centre, kitchen facilities, karaoke room, outdoor dog run, pet wash area and extensive outdoor leisure and landscaped area.

The subject proposal comprehensively embodies the goals and ideals of Burnaby's Official Community Plan, Brentwood Town Centre Development Plan and the Gilmore Station Master Plan, to strengthen the surrounding community, promote exceptional urban design, encourage sustainable development, contribute to a creative city, establish a transit oriented development and create a diverse and inclusive community. With these goals as a foundation, the realization of this development reinforces Burnaby as a destination for employment, residential livability and continued investment.

5.0 REZONING REQUIREMENTS

- 5.1 The proposed development plan is for a single 40 storey apartment tower, fronting Lougheed Highway between Gilmore Avenue and the new road (Carleton Avenue), above a 3 storey commercial/amenity podium. The proposed development is in line with the Gilmore Station Master Plan and Brentwood Town Centre Development Plan.

A total of 410 apartment units are proposed within Tower III. All parking for the proposed residential development will be located underground. Vehicular access to the residential parking area is through the commercial parking levels, which are accessed from Gilmore Avenue and the new Carleton Avenue (statutory right-of-way). With respect to the permitted overall density for the entire Gilmore Station Area, the RM5s District would permit a maximum residential density of 5.0 FAR, inclusive of a 1.6 FAR density bonus. The residential density will be appropriately apportioned across the site to accommodate the proposed residential development within Phase I.

- 5.2 All necessary services to serve the site will be obtained through the commercial rezoning application (Rezoning Reference #15-54).
- 5.3 All necessary dedications from Lougheed Highway, Gilmore Avenue and Dawson Street related to the Gilmore Station development will be obtained as part of the commercial rezoning application (Rezoning Reference #15-54).
- 5.4 The Gilmore Station Master Plan Traffic Impact Analysis (Rezoning Reference #14-21) has established an appropriate transportation and traffic improvements as required by the Gilmore Station redevelopment including improvements to the intersections at Gilmore Avenue and Lougheed Highway, Gilmore Avenue and Dawson Street and a new intersection at Lougheed Highway and the future Carleton Avenue (statutory right-of-

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way). Lougheed Highway would be improved with three eastbound lanes across the development site, and separated bicycle and pedestrian facilities along Lougheed Highway and Gilmore Avenue.

A parking ratio of 1.1 spaces per unit (0.1 of which is for visitor parking) is required for multiple-family residential units in line with the Burnaby Zoning Bylaw. Transportation alternatives to support the proposed development in line with Zoning Bylaw and accepted parking standards are also provided. First, given the subject site's proximity to the Brentwood SkyTrain Station, two zone transit passes are to be provided to 15% of the units for two years (or equivalent) to residents seeking an alternative to car use and ownership. Second, the proposed development is providing twice the required secured bicycle parking including bicycle specific elevators to improve access to grade. The development is pursuing a comprehensive car share program through multiple providers including Car2Go, Evo, Modo, ZipCar and private strata managed cars, the minimum availability of 1 vehicle for every 100 units is required. Finally 10% of the residential parking is required to be equipped with Level 2 AC Electric Vehicle (EV) Charging Stations, including 1 Level 2 DC fast charge stall per residential building. This arrangement would provide greater access to alternative transportation for a greater number of residents. Moreover, by providing a significant number of EV plug-ins, electric vehicle ownership in a multi-family context is facilitated, thus further enabling sustainable transportation choices. A Section 219 Covenant and sufficient financial securities will be required to guarantee the provision and ongoing maintenance of provided vehicles and EV plug-in stations

- 5.5 It is intended that the overall project would accommodate a broader spectrum of housing needs and affordability levels. To support this, the one bedroom unit sizes are generally based on the Zoning Bylaw minimum unit sizes for such dwellings in the P11e District (SFU), which requires a minimum of 50m² (538.21 sq.ft.). Smaller one bedroom units in this mixed rental and strata development are intended to provide a level of affordability for new home ownership. This approach is considered appropriate where a commensurate number of larger unit types (2 Bedroom + Den and 3 Bedroom) are provided.
- 5.6 Given the site's Town Centre location, the applicant is proposing to utilize the supplemental amenity density bonus provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 125,092 sq.ft. (32% of total GFA in accordance with RM5s District) of additional gross floor area (GFA) included in the development proposal. 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 Public Safety and Community Services Department – Lands Division has concluded negotiations with the applicant. Council approval of the density bonus value is a prerequisite condition of the rezoning.

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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.

5.7 Any necessary easements, 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 guaranteeing the provision and maintenance of public art;
- Section 219 Covenant 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;
- Section 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
- Section 219 Covenant ensuring compliance with the approved acoustic study;
- Section 219 Covenant ensuring the provision and ongoing maintenance of EV cars and EV plug-in stations;
- Section 219 Covenant ensuring that provided amenity spaces are for the sole use of residents of the Gilmore Station development and are not to be used for commercial purposes; and,
- Section 219 Covenant restricting the use of guest rooms.

5.8 A suitable Stormwater Management Plan will be required in conjunction with the commercial rezoning (Rezoning Reference #15-54)

5.9 A suitable Sediment Control System Plan will be required in conjunction with the commercial rezoning (Rezoning Reference #15-54)

5.10 The submission of a district energy pre-feasibility study to the approval of the Director Planning and Building is required.

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- 5.11 The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments within the Gilmore Station Master Plan.
- 5.12 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.
- 5.13 The submission of a detailed residential loading management plan to the approval of the Director Engineering is required.
- 5.14 Bicycle storage spaces and surface parking racks for residents and visitors of the development.
- 5.15 A site profile application is not required given the site's past residential use.
- 5.16
 - 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

6.0 DEVELOPMENT PROPOSAL

6.1 Site Area

Total Gross Site Area	-	50,611.80 m ² (544,781 sq.ft.)
Total Dedication Area	-	2,860.40 m ² (30,789 sq.ft.)
Road Closure Area	-	1,826.60 m ² (19,661 sq.ft.)
Total Net Site Area	-	49,578.00 m ² (533,653 sq.ft.)
Phase I Site Area	-	20,866.00 m ² (224,600 sq.ft.) (Subject to detailed survey)

6.2 Density

Permitted Residential F.A.R. (Total Site)	-	5.0 F.A.R.
Proposed Total Residential F.A.R. (Phase I)	-	6.6 FAR
Proposed Residential G.F.A (Phase I)	-	138,298.38 m ² (1,488,631 sq.ft.)
Proposed Residential G.F.A. (Tower III)	-	36,316.91 m ² (390,912 sq.ft.)
Residential Amenity Space (Phase I)	-	(71,498 sq.ft. sq.ft. of residential amenity space exempted from Phase I FAR calculations)

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6.3 Height (all above grade)

Phase I Residential	-	40 storeys
Phase I Residential Amenity	-	1 storey
<u>Phase I Commercial</u>	-	<u>2 storeys</u>
Total	-	43 storeys

6.4 Residential Unit Mix

<u>Unit Type</u>	<u>Unit Size</u>
36 Studio	466 – 514 sq.ft.
72 1 Bedroom	537 – 559 sq.ft.
37 1 Bedroom + Den	626 – 711 sq.ft.
71 1 Bedroom + Den (Adaptable)	667 – 741 sq.ft.
41 2 Bedroom	883 – 939 sq.ft.
35 2 Bedroom (Adaptable)	850 – 859 sq.ft.
74 2 Bedroom + Den	946 – 1,372 sq.ft.
41 3 Bedroom	1,050 – 2,657 sq.ft.
3 3 Bedroom Den	2,190 – 2,681 sq.ft.

TOTAL: 410 Units

6.5 Parking

Vehicle Parking	<u>Required</u>	<u>Provided Spaces</u>
410 Strata Units @ 1.1 spaces/unit	- 451 (inclusive of 41 visitor spaces, 5 handicapped parking stalls and 41 EV plug- in stations)	451
Car Wash Stalls	- 5	5
Residential Loading	- 2	2
Bicycle Parking	<u>Required</u>	<u>Provided Spaces</u>
Resident - 2/unit @ 410 units	- 820 lockers	820 lockers
Visitor - 0.2/unit @ 410 units	- 82 spaces	82 spaces

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6.6 Communal Facilities
 (Excluded from F.A.R. Calculations)

The combined communal amenity facilities for the three residential buildings within Phase I include individual amenity lobbies located at the ground floor level along Gilmore Avenue and Loughheed indoor a fitness facility (gym, yoga, running and spinning), movie theatre, games room, lounge, golf simulators, bowling alley, indoor and outdoor pools, steam room and sauna, half-court basketball court, three party rooms, four guest suites, indoor and outdoor children's play area, study centre, kitchen facilities, karaoke room, outdoor dog run, pet wash area and extensive outdoor leisure and landscaped area. The amenity area amounts to 6,642.38 m² (71,498 sq.ft.), which is less than the total permitted exemption of 5% (80,181 sq.ft.) of Gross Floor Area.

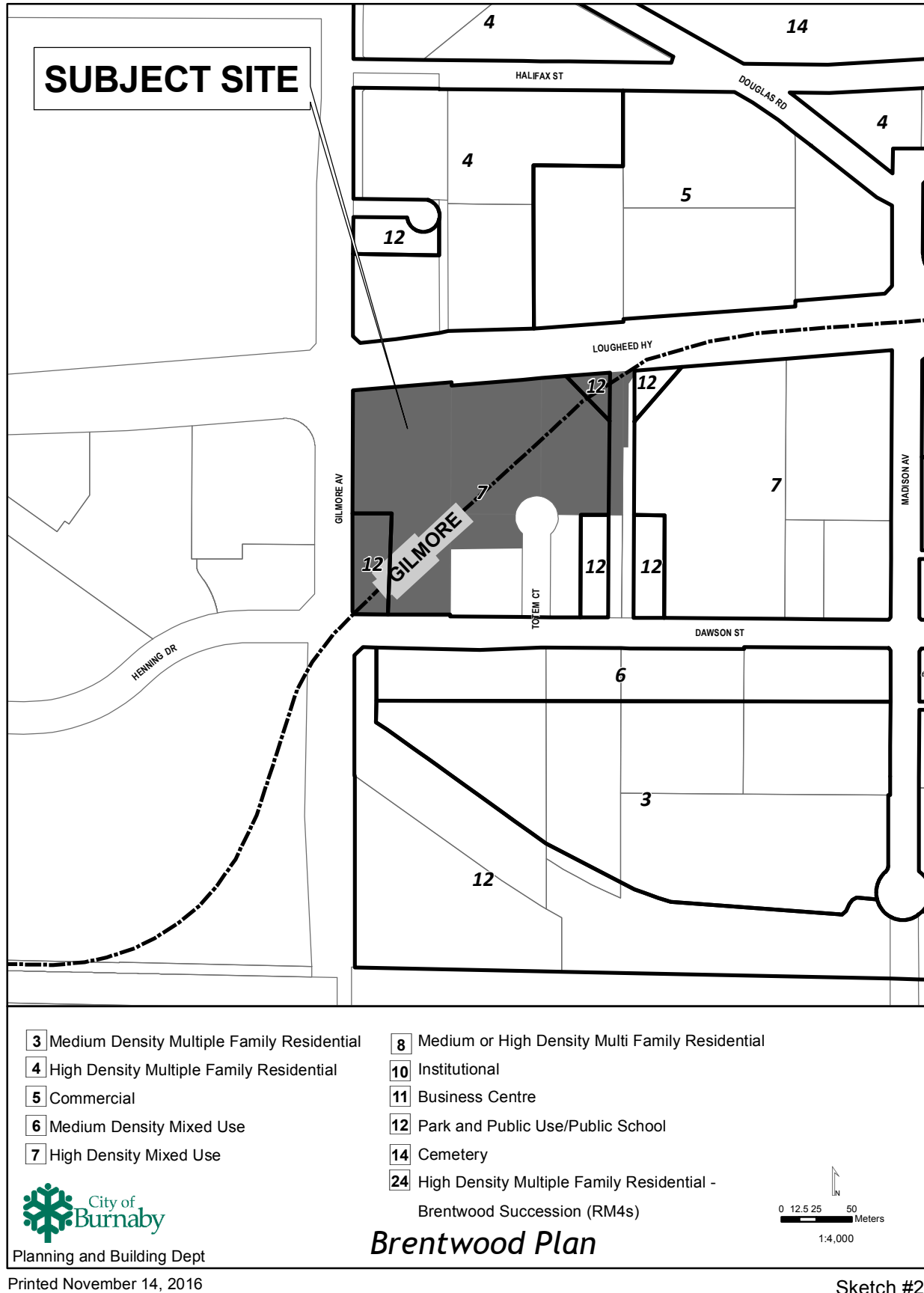


Lou Pelletier, Director
 PLANNING AND BUILDING

JBS:spf
Attachments

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

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SCHEDULE A

REZONING 15-57

ADDRESS	LEGAL DESCRIPTION	PID
4120 Lougheed Hwy.	Block 8 Except: Firstly: Parcel A (Reference Plan 11251); Secondly: Part By-Law Plan 52808; Thirdly: Part Now Road On Statutory Right Of Way Plan 4957; DL 119, Group 1, NWD Plan 206	003-206-840
4160 Lougheed Hwy.	Lot D, DL 119, Group 1, NWD Plan 69931	001-942-361
Portion of 4170 Lougheed Hwy.	Lot C, DL 119, Group 1, NWD Plan 69931	001-942-352
Portion of 4180 Lougheed Hwy.	Lot A, DLs 30 & 95, Group 1, NWD Plan EPP41731	029-728-088
4161 Dawson St.	Lot B, DL 119, Group 1, NWD Plan 69931	001-942-344

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Item
Meeting 2016 Nov 21

COUNCIL REPORT

TO: CITY MANAGER **DATE:** 2016 November 14

FROM: DIRECTOR PLANNING AND BUILDING **FILE:** 42000 20
Reference: Small Cell Antenna

SUBJECT: SMALL CELL ANTENNA INSTALLATIONS ON CITY INFRASTRUCTURE

PURPOSE: To propose text amendments to the *Burnaby Zoning Bylaw* and *Burnaby Street and Traffic Bylaw* to permit small cell antenna installations in City road rights-of-way.

RECOMMENDATIONS:

1. **THAT** Council authorize the preparation of a bylaw amending the *Burnaby Zoning Bylaw*, as outlined in Section 2.2 of this report, and that the bylaw be advanced to First Reading on 2016 November 21 and to a Public Hearing on 2016 December 13 at 7:00 pm.
2. **THAT** Council authorize the preparation of a bylaw amending the *Burnaby Street and Traffic Bylaw*, as outlined in Section 2.3 of this report, and that the bylaw be advanced to First, Second, and Third Readings on 2016 December 12.
3. **THAT** the proposed Bylaw 13519 Burnaby Zoning Bylaw 1965, Amendment Bylaw 30, 2015 and Bylaw No. 13498 Burnaby Street and Traffic Bylaw 1961, Amendment Bylaw No. 2, 2015 be abandoned.

REPORT**1.0 INTRODUCTION**

On 2015 July 06, Council authorized staff to review the provisions of the *Burnaby Zoning Bylaw* and the *Burnaby Street and Traffic Bylaw* in relation to the installation of small cell and other antennas on City street infrastructure. The need for the review arises from a proposal from Telus to provide for the installation of small cell wireless communication devices on City street infrastructure. Council approved an agreement with Telus, subject to an independent bylaw amendment process to follow.

Installation of the small cell stations on City infrastructure requires text amendments to the *Burnaby Zoning Bylaw*, which currently permits commercial antennas as a principal use only in the P2 Administration and Assembly District, or on buildings (in all Districts except R Districts) subject to conditions. It also requires text amendments to the *Burnaby Street and Traffic Bylaw* to specify general terms and conditions for installing the small cell stations.

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2.0 PROPOSED ZONING BYLAW AMENDMENTS

2.1 Small Cell Installations

Small cell wireless communications stations are antenna installations that provide additional wireless capacity in high usage areas, and additional coverage in areas with challenging features, such as trees or other obstacles that may block signals. Small cell installations are mounted on poles and consist of an approximately 1 ft², 5-inch deep [0.01 m³ (0.35 ft³)] antenna unit and an associated electrical box of similar size, mounting equipment, conduit, and cabling. The typical placement height is approximately five to six meters from ground level, but can be lower or higher. Each unit is connected to the core network through power and fiber lines that run through the pole and into underground conduit.

Small cell installations are a relatively unobtrusive means to improve wireless service. The small size of the antennas and associated electrical boxes, and their integration on existing infrastructure, is considerably less intrusive than freestanding antennas or, in many cases, rooftop antennas. Given their inconspicuous design and the minimal energy output from the antennas, these installations are suitable for placement on infrastructure in road right-of-ways in all areas of the City, including residential areas.

2.2 Zoning Bylaw Text Amendment – Small Cell Antennas

Currently, the Zoning Bylaw permits antennas in the following circumstances:

- On lots in the P2 Administration and Assembly District, subject to CD Comprehensive Development District zoning; or
- On buildings (except in R Districts) subject to specific siting and design criteria outlined in Section 6.21; or
- As an accessory use to a principal permitted use.

The placement of antennas on City street and traffic light poles, or other infrastructure in road rights-of-way, is not supported by any of the above provisions. Few Zoning Bylaw regulations apply to road rights-of-way, as all of the District schedules and most of the Supplementary Regulations (Section 6) apply only to “lots.” Road rights-of-way do not meet the definition of a “lot,” which is

an area of land designated as a separate and distinct parcel on a legally recorded subdivision plan or description filed in the Land Registry Office, and having a principal frontage upon a public street or place.

However, road rights-of-way are located within zoning districts, whose boundaries extend from the adjacent lots to the centerline of the road. This distinction is pertinent, as Section 6.21, which regulates antennas outside of the P2 District, states

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*An antenna is permitted in any **zoning district** except the R Districts if it has been given preliminary plan approval and meets the following qualifications...* [emphasis added]

Because zoning districts include both lots and road rights-of-way, under Section 6.21, antennas can only be located in road rights-of-way if they are attached to a building and meet all other siting and design criteria. Therefore, in order to permit small cell installations on City street and traffic light poles, Section 6.21 must be amended to distinguish between antennas in road rights-of-way and those on lots.

Recommended Zoning Bylaw Amendment

THAT Section 6.21 be amended to add provisions similar to the following (proposed additions are underlined):

(1) An antenna is permitted on any lot in any zoning district except the R Districts if it has been given preliminary plan approval and meets the following qualifications...

(2) An antenna is permitted in any road right-of-way in any zoning district, subject to compliance with the Burnaby Street and Traffic Bylaw and all other applicable legislation.

2.3 Street and Traffic Bylaw Text Amendment

The *Burnaby Street and Traffic Bylaw* regulates the use of City streets, including infrastructure within the City road right-of-way. In order to permit the installation of small cell wireless communications stations on street infrastructure, it is necessary to amend the Bylaw to specify the conditions under which this may be done. The proposed amendment specifies the types of infrastructure subject to the provision, and stipulates prerequisites to installation, including entry into a written licence agreement with the City, and consideration to consist of provision of optical Ethernet services or other non-monetary consideration as may be acceptable to Council. Under this approach, the Director Engineering will be responsible for the specific siting and design of installations and the resolution of any issues. It is noted that while the proposed amendment accommodates the proposed Telus installations, it would apply to any conforming antenna system, provided the carrier installing the system has entered into a written licence agreement with the City.

Recommended Street and Traffic Bylaw Amendment

THAT a new section be added similar to the following:

No person shall install or affix a cellular telecommunication station for the transmission of wireless communications in, on or to a City structure or street, including without limitation a:

- *street light standard,*
- *traffic light pole,*

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- roadway,
- sidewalk,
- boulevard,
- transit shelter,
- sign, or
- unopened road allowance,

within the area of a street unless the person first enters into a written licence agreement approved by City Council and agrees that in consideration for the licence the person must provide optical Ethernet services to City buildings, structure or facilities, for the benefit of the City and the City's invitees or agents or such other non-monetary consideration as may be approved by City Council for each station installed or affixed by the person.

3.0 CONCLUSION

This report presents *Burnaby Zoning Bylaw* text amendments in order to permit the installation of small cell antenna installations on City street and traffic light poles and other infrastructure within road rights-of-way. It also presents amendments to the *Burnaby Street and Traffic Bylaw* to provide the necessary prerequisites for installation of the small cell stations on City infrastructure. For procedural purposes, this report also recommends that previous bylaws introduced on this topic be abandoned.

It is recommended that Council approve: a) the proposed Zoning Bylaw amendments, as outlined in Section 2.2 of this report, for advancement to First Reading on 2016 November 21 and Public Hearing on 2016 December 13 at 7:00 pm; and b) the proposed amendment to the Street and Traffic Bylaw, as outlined in Section 2.3 of this report, for advancement to First, Second and Third Readings on 2016 December 12.


 Lou Pelletier, Director
 PLANNING AND BUILDING

LF:sla

cc: Deputy City Manager
 Director Engineering
 Director Finance
 City Solicitor
 City Clerk

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