



**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, 2018 JUNE 26 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**

<b><u>CALL TO ORDER</u></b>	<b><u>PAGE</u></b>
<b><u>ZONING BYLAW AMENDMENTS</u></b>	
1) <b><u>Burnaby Zoning Bylaw 1965,</u></b> <b><u>Amendment Bylaw No. 18, 2018 - Bylaw No. 13897</u></b>	1

Rez. #12-11

4354 Hastings Street

From: C8a Hastings Urban Village Commercial District

To: CD Comprehensive Development District (based on C8a and C8f Hastings Urban Village Commercial District, Hastings Street Area Plan guidelines, and in accordance with the development plan entitled "Mixed-Use Commercial and Residential Project – 4354 Hastings Street, Burnaby, BC" prepared by Chris Dikeakos Architects Inc.)

The purpose of the proposed zoning bylaw amendment is to permit the construction of a five-storey mixed-use development, with commercial/retail at grade, and residential uses above. In addition, a liquor primary use is proposed on the ground floor with business hours of 11:00am. to 12:00am Sundays to Thursdays and 11:00am to 1:00am Fridays and Saturdays and a maximum occupancy of 65 persons.

2) **Burnaby Zoning Bylaw 1965,** 13  
**Amendment Bylaw No. 19, 2018 - Bylaw No. 13898**

Rez. #18-14

7038 Broadway

From: R2a Residential District

To: R2 Residential District

The purpose of the proposed zoning bylaw amendment is to permit the construction of a new single-family dwelling under R2 Residential District zoning.

3) **Burnaby Zoning Bylaw 1965,** 18  
**Amendment Bylaw No. 20, 2018 - Bylaw No. 13899**

Rez. #17-13

2421 Alpha Avenue

From: M1 Manufacturing District

To: CD Comprehensive Development District (based on RM4s Multiple Family Residential District, C2 Community Commercial District and Brentwood Town Centre Development Plan as guidelines and in accordance with the development plan entitled “2421 Alpha” prepared by Shift Architecture Inc.)

The purpose of the proposed zoning bylaw amendment is to permit the construction of a 27-storey residential apartment building with five ground oriented work/live townhouses and underground parking.

4) **Burnaby Zoning Bylaw 1965,** 32  
**Amendment Bylaw No. 21, 2018 - Bylaw No. 13900**

Rez. #18-05

4670 Assembly Way

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

To: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and C3 General Commercial District and Metrotown Downtown Plan Guidelines, and in accordance with the development plan entitled “Cactus Club Café @ Station Square” prepared by Assembledge+)

The purpose of the proposed zoning bylaw amendment is to permit the construction of an entry vestibule, as well as retractable weather protection for the outdoor restaurant patio within the “City Plaza – City Room” at the corner of Silver Drive and Kingsborough Street. The subject site of the proposed amendment is already currently under construction under previously approved Rezoning Reference #12-42 and #12-43.

5) **Burnaby Zoning Bylaw 1965,** 40  
**Amendment Bylaw No. 22, 2018 - Bylaw No. 13901**

Rez. #17-30

6556, 6566, 6580 and 6596 Marlborough Avenue

From: RM3 Multiple Family Residential District

To: CD Comprehensive Development District (based on the RM4s Multiple Family Residential District and Metrotown Downtown Plan as guidelines and in accordance with the development plan entitled “Marlborough” prepared by GBL)

The purpose of the proposed zoning bylaw amendment is to permit the construction of a single 24-storey high-rise apartment building with townhouses oriented towards Marlborough Avenue.

6) **Burnaby Zoning Bylaw 1965,** 52  
**Amendment Bylaw No. 23, 2018 - Bylaw No. 13902**

Rez. #17-40

5895 Barker Avenue, Portion of Olive Avenue ROW and Lane ROW

From: RM3 Multiple Family Residential District

To: CD Comprehensive Development District (based on the RM5s Multiple Family Residential District and Metrotown Downtown Plan as guidelines and in accordance with the development plan entitled “Barker Street Project” prepared by IBI Group)

The purpose of the proposed zoning bylaw amendment is to permit the

construction of a single 34-storey high-rise apartment building with townhouses oriented towards Barker Avenue.

7) **Burnaby Zoning Bylaw 1965,**  
**Amendment Bylaw No. 24, 2018 - Bylaw No. 13903**

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TEXT AMENDMENT

The purpose of the proposed zoning bylaw text amendment is to amend the Burnaby Zoning Bylaw 1965 in regard to including provisions for electric vehicle charging requirements in new residential developments.

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](mailto: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 2018 June 26 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 until 2019 June 26 .

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

K. O'Connell  
CITY CLERK





HOUSE OF COMMONS  
CHAMBRE DES COMMUNES  
CANADA

*Terry Beech*

Member of Parliament  
Burnaby North—Seymour

June 26<sup>th</sup>, 2018: Council meeting at Burnaby City Hall

As Council considers their new joint project on Hastings Street, I wanted to take this opportunity to express my support for the North Burnaby branch of the Royal Canadian Legion, and the good work they do in our community.

As you know, the Legion has partnered with a developer to support the building of their new facility on Hastings Street, which will include public community meeting and event space.

Their new building will allow the North Burnaby branch of the Legion both a modest revenue stream and a central base of operations for their work in our community, including the Remembrance Day ceremony in Confederation Park, luncheons for veterans, and their annual drive for the Poppy Fund, which supports a number of local veterans' care facilities and contributes a substantial amount to the Burnaby Hospital Fund each year.

I first heard of Branch #148's difficulties in early 2015. At the time, Legion members told me that, in the absence of their own facility, they were relying on local organizations to store their supplies and equipment, and had to work out of borrowed space to run the poppy drive, and put on the annual ceremony at the cenotaph.

I have been following their situation for several years, so I am pleased to be able to share my support for them here, as they embark on a new chapter in their long history of good work in our community.

Sincerely,

Terry Beech  
Member of Parliament for Burnaby North - Seymour



Item .....
Meeting ..... 2018 May 28

COUNCIL REPORT

**TO:** CITY MANAGER 2018 May 23

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #12-11  
Five-Storey Mixed-Use Development  
Hastings Street Area Plan**

**ADDRESS:** 4354 Hastings Street (see *attached* Sketches #1 and #2)

**LEGAL:** Lot 63, DL 121, Group 1, NWD Plan 66565

**FROM:** C8a Hastings Urban Village Commercial District

**TO:** CD Comprehensive Development District (based on C8a and C8f Hastings Urban Village Commercial District, Hastings Street Area Plan guidelines, and in accordance with the development plan entitled, "Mixed-Use Commercial and Residential Project – 4354 Hastings Street, Burnaby, BC" prepared by Chris Dikeakos Architects Inc.)

**APPLICANT:** Beedie Living  
1730-1111 West Georgia Street  
Vancouver, BC V6E 4M3  
Attn: Ali Sarpoushan

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2018 June 26.

**RECOMMENDATIONS:**

1. **THAT** the predecessor Rezoning Bylaw, Amendment Bylaw No 18/14, Bylaw #13351, be abandoned contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.
2. **THAT** Council support the requested amendment to the subject liquor primary licence, as described in Section 3.2 to 3.4 of this report.

To: City Manager  
From: Director Planning and Building  
Re: REZONING REFERENCE #12-11  
Five Storey Mixed Use Development

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- 3. **THAT** a copy of this report be forwarded to the General Manager, Liquor Control and Licensing Branch (LCLB), P.O. Box 9292, Stn. Provincial Government, Victoria, BC, V8W 9J8, and to the applicant, Beedie Living, 1730-1111 West Georgia Street, Vancouver, BC, V6E 4M3, Attn: Ali Sarpoushan.
- 4. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2018 June 11 and to a Public Hearing on 2018 June 26 at 7:00 p.m.
- 5. **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, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
  - d) The granting of any necessary statutory rights-of-way, easements and/or covenants.
  - e) The granting of Section 219 Covenants:
    - to restrict enclosure of balconies;
    - to ensure all disabled parking spaces remain as common property; and,
    - to ensure that licensed capacity and operating hours of the liquor primary use are maintained as described in Section 3.3 of this report.
  - f) The pursuance of Storm Water Management Best Practices in line with established guidelines, and the granting of a Section 219 Covenant to ensure continued maintenance.
  - g) The review of a detailed Sediment Control System by the Director Engineering.
  - h) The submission of a Site Profile and resolution of any arising requirements.

To: City Manager  
From: Director Planning and Building  
Re: REZONING REFERENCE #12-11  
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- i) The provision of a covered car wash stall and an adequately sized and appropriately located garbage handling and recycling material holding space to the approval of the Director Engineering and a commitment to implement the recycling provisions.
- j) Compliance with the guidelines for surface and underground parking for residential visitors and commercial patrons.
- k) Compliance with Council-adopted sound criteria.
- l) The undergrounding of existing overhead wiring abutting the site.
- m) The submission of a detailed comprehensive sign plan.
- n) The deposit of the applicable Parkland Acquisition Charge.
- o) The deposit of the applicable GVS & DD Sewerage Charge.
- p) The deposit of the applicable School Site Acquisition Charge.
- q) The submission of a written undertaking to distribute area plan notification forms, prepared by the City, with disclosure statements; and, to post area plan notification signs, also prepared by the City, on the development site and in the sales office in prominent and visible locations prior to Third Reading, or at the time marketing for the subject development commences, whichever is first, and remain posted for a period of one year, or until such time that all units are sold, whichever is greater.

**R E P O R T**

**1.0 REZONING PURPOSE**

The purpose of the proposed rezoning bylaw amendment is to permit the construction of a five-storey mixed-use development, with commercial/retail at grade, and residential uses above.

**2.0 BACKGROUND**

2.1 The subject site is located at 4354 Hastings Street (see Sketch #1 *attached*). The site was formerly occupied by the Royal Canadian Legion Hall #148, but is currently vacant. The Legion was originally constructed circa 1955 with numerous subsequent additions and renovations. The ground level was formerly used for the Legion’s canteen (liquor licence establishment) and club and the second-storey was used as an auditorium and for offices. Commercial and mixed-use buildings are located to the west, north, and east of the

To: *City Manager*  
 From: *Director Planning and Building*  
 Re: *REZONING REFERENCE #12-11*  
*Five Storey Mixed Use Development*

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subject site, including the four-storey mixed-use Tramonto and VanCity Branch 6 developments, which received occupancy in 2008 and 2011 respectively. Single-family homes are located to the south of the site across the lane.

- 2.2 Under a former applicant, the subject rezoning amendment was advanced to a Public Hearing on 2014 June 24, and was granted Third Reading on 2015 September 28. The current applicant, Beedie Living, has undertaken a comprehensive review of the previous design and has proposed a number of changes in order to create a more viable project. The proposed changes include relocating the Legion space to the ground floor under a general liquor primary licence (as opposed to a liquor primary club licence), replacing previously proposed office uses on the third and fourth storeys with residential uses, as well as exterior and interior design changes. The proposed changes necessitate a new public hearing. The changes proposed are considered supportable and suitable for presentation to a new Public Hearing.

### 3.0 GENERAL COMMENTS

- 3.1 The development proposal is for a five-storey mixed use project. The proposed form of development involves one level of retail/commercial, oriented towards Hastings Street, which includes a residential mezzanine facing the rear lane, and three storeys of residential above. Though the building height is five-storeys by virtue of the residential mezzanine within the first storey commercial component, the height of the proposed development is within the 16 m (52.5 ft.) dimensional height limit of the C8a District, with the exception of access to rooftop amenity areas. Vehicular access is proposed from the rear lane and all required on-site parking is proposed to be located underground. In accordance with the requirements of the C8a District, a lighted pedestrian walkway within a statutory right-of-way linking Hastings Street with the lane to the south is provided. This walkway will provide a convenient, alternate access for residents along Pender Street to the shops and services along Hastings Street during business hours.
- 3.2 With regard to the proposed mix of commercial uses, as noted above, the developer is proposing to re-establish a 2,400 sq.ft. liquor primary establishment on the ground floor to replace the previous Legion canteen. It is noted that the previous liquor primary club licence for the Legion permitted a total of 425 seats whereas the re-established space will permit a total of 50 seats. It is noted that the previous licence was for a club licence, whereas the new licence would be for a general liquor primary licence open to the general public. Details of the proposed liquor licence establishment include:
- a liquor primary licence on the ground floor;
  - a seating capacity of 50 interior seats which front onto Hastings Street;
  - a maximum person capacity of up to 65 persons (including patrons and staff); and,

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 From: Director Planning and Building  
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 Five Storey Mixed Use Development

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- proposed hours of liquor service from 11:00 a.m. to 12:00 a.m. Sunday to Thursday, and, 11:00 a.m. to 1 a.m. Friday and Saturday.

3.3 In order to permit the proposed liquor primary establishment, the inclusion of the C8 “f” zoning designation is required. The subject use must meet Council’s adopted criteria for assessing the location of new liquor primary establishments.

In order to satisfy Council adopted guidelines for assessing the location of new liquor primary establishments, as well as LCLB requirements in the consideration of new liquor licences, staff provide the following comments:

Council adopted guidelines for the assessment of new liquor primary establishments

*3.3.1 Observance of a sufficient distance from, or physical separation from:*

- *Existing liquor primary establishments*
- *Residential uses*
- *Schools*
- *Care facilities*
- *Other uses such as gaming facilities, cyber centres, amusement arcades and billiard halls*

The proposed liquor licence establishment is located within 400 m of a liquor primary establishment (the Old Admiral Pub). Given that the two establishments already coexisted without impacts to the community, the smaller size of the proposed liquor licence establishment, and the relative concentration of entertainment uses which include liquor service is generally expected within an Urban Village setting, staff do not anticipate any potential impacts with the establishment of the proposed liquor licence establishment in proximity to the existing pub.

The proposed liquor primary establishment would be located on the ground floor of a five-storey mixed-use development in a commercial context. It would also be adjacent to other multiple-family residential and mixed-use developments. Given the context of the proposed development where a mix of commercial, entertainment and residential uses are generally expected to coexist; the small size and nature of the proposed liquor licence establishment and the street orientation of the proposed patio toward Hastings Street; the proximity of the proposed liquor licence establishment to residential uses is not considered to be a cause for concern. It is also noted that all uses within the Heights are subject to the provision of the Burnaby Noise or Sound Abatement Bylaw.

The subject site is not proximate to any schools, care facilities and other uses such as gaming facilities, cyber centres, amusement arcades and billiard halls.

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*3.3.2 Nature of proposed establishment (e.g. entertainment, outdoor patio, hours and person capacity).*

As noted, the nature of the proposed establishment is as a liquor primary use operated by the Legion, with a maximum of 50 seats and a maximum capacity of 65 persons including staff. The requested hours of liquor service are 10 am to 12 am, Monday – Thursday, 11 am to 1 am Friday and Saturday and, 11 am to 12 am on Sunday. While the closing hours of the liquor service are considered appropriated and are consistent with the hours of other liquor primary establishments within the Urban Village, it is noted that on 2013 March 10, Council adopted a policy establishing 11 am as the standard earliest opening time for considering new requests to change the permitted hours of Liquor sales for liquor primary establishments. Therefore, permitted hours of the liquor service would be limited to 11 am to 12 am Sunday to Thursday and 11 am to 1 am on Friday and Saturdays.

*3.3.3 Satisfaction of all parking requirements on site.*

The proposed development has a total of 10 underground parking spaces to support the proposed liquor primary establishment, in line with the bylaw for the use.

*3.3.4 Safe and convenient access for vehicular traffic to the site, as well as safe access for pedestrians to the liquor licence establishment.*

Safe and convenient vehicular access to the development site is provided via the lane. Pedestrian access is also provided via Hastings Street.

*3.3.5 Good proximity (within 250 meters) of public transit.*

The development site is in proximity to a bus stop at Madison Avenue and Hastings Street.

In summary, given its location in the Hastings Street commercial corridor; and context for the proposed liquor primary establishment, its small size; and convenient and safe vehicular and transit access to the site, the proposed liquor primary establishment generally meets the Council adopted guidelines for liquor primary establishments.

3.4 The LCLB, as a part of its assessment process for liquor primary license applications, requests that local government provide comments on the additional following criteria:

*3.4.1 The impact of noise on nearby residents*

Given the nature of the proposed liquor primary establishment, staff do not anticipate any potential noise impacts beyond what would be otherwise expected in this location. Furthermore, information on the site’s function as a public event and entertainment venue

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will be included in the disclosure statements for the residential units proposed on the property. It is noted that all uses within the proposed development are subject to the Burnaby Noise or Sound Abatement Bylaw.

*3.4.2 The impact on the community if the application is approved.*

The proposed liquor primary establishment is considered compatible with adjacent land uses, is supported by a range of commercial services and amenities, and is in proximity to transit. It is also noted that this establishment is replacing the former Legion Canteen and that there is a longstanding history of a liquor primary establishment at this location with no history of violations. Given the context of the proposed liquor licence establishment, its nature and relatively small size, staff do not anticipate any potential community impacts.

It is noted that the LCLB also requires that local government gather public input for the community within the immediate vicinity of the establishment. The Public Hearing process for this rezoning would be utilized to satisfy this provincial public input process, including written notice to residents/tenants and property owners within 30 m of the subject site and advertisement in two consecutive local newspapers. In addition, should the proposed rezoning advance, a separate liquor licence application (LLA) would be received by Council for consideration, concurrent with Final Adoption of the subject rezoning.

In summary, based on the criteria required by the LCLB, it is the opinion of staff that the “liquor primary” licence related to the proposed liquor licence establishment is supportable.

3.5 C8a regulations specify that the depth of floor areas developed above a pedestrian walkway that is required by the Zoning Bylaw must be between 12.19 m (40 ft.) to no more than one-half the depth of the building, in this case 14.6 m (47.8 ft.). The intent of this regulation is to minimize the enclosed effect of the walkway, which is permitted to be as narrow as 1 m (3.28 ft.). The subject development proposes floor areas above the walkway that extend the full depth of the building, which measures 26.8 m (88 ft.). This variance is considered supportable through the CD zoning of the site as it contributes to a stronger architectural design and Hastings Street wall. The proposed walkway is 2.43 m (8 ft.) wide off the rear lane, opening to a 7.92 m (26 ft.) plaza off Hastings Street as a spacious breezeway, well exceeding the minimum specified width. Portions of the walls of the breezeway are also noted to be glazed, allowing visual surveillance from the adjacent commercial lobby, and both ends of the walkway are proposed to be secured by decorative gates after business hours.

3.6 The proposed building projects into the upper storey 45 degree incline plane setback requirement of the Zoning Bylaw. Rather than terracing the upper storeys, the applicant



To: City Manager  
From: Director Planning and Building  
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Five Storey Mixed Use Development

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is proposing standardized setbacks for all three upper residential floors. Based on adopted Council policy, this setback may be adjusted subject to CD Comprehensive Development rezoning. The proposed projection is considered supportable through CD zoning as it also contributes to a stronger street wall and a more urban Hastings Street interface. The design provides for modulated building massing with setbacks ranging from 2 m to 4.7 m (6.6 ft. to 15.5 ft.) as well as street fronting balconies on all residential floors. Finally, it is noted that the projection will not generate any shadowing impact on the public realm.

3.7 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 following:

- standard requirements for water main, sanitary sewers, and storm sewers;
- provision of a new separated sidewalk on Hastings Street abutting the site, including boulevard treatment; and,
- provision of new pedestrian lighting in the lane abutting the site.

3.8 An approximate 1.3 m statutory right-of-way along the Hastings Street frontage is required for sidewalk and boulevard improvements.

3.9 A statutory right-of-way for the lighted pedestrian walkway linking Hastings Street with the lane to the south is required.

3.10 Section 219 Covenants are required to restrict the enclosure of balconies and to ensure all disabled parking spaces remain as common property.

3.11 A Section 219 Covenant will be required to ensure that licensed capacity and operating hours are maintained as described in Sections 3.2 and 3.3 of this report, as well as any other required covenants.

3.12 Stormwater best management practices (BMPs) in line with established guidelines are required. A detailed list of the BMPs with their stormwater control, treatment, maintenance and performance must be approved by the Environmental Services Division and the document will be required to be registered under a Section 219 Covenant to ensure continued maintenance.

3.13 Detailed plans for an engineered Sediment Control System for review by the Director Engineering will be required.

3.14 A Site Profile and resolution of any arising requirements will be required.

3.15 As the site is influenced by traffic noise from Hastings Street, an acoustical report will need to be undertaken to ensure compliance with Council-adopted sound criteria.

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- 3.16 Undergrounding of overhead wiring in the lane abutting the site will be required. If undergrounding is determined to be unfeasible, preducting and a cash deposit for future undergrounding will be required.
- 3.17 The submission of a comprehensive sign plan detailing sign numbers, locations, sizes, and attachment details will be required.
- 3.18 The following Development Cost Charges apply:
  - Parkland Acquisition Charge of \$3.84 per sq.ft. of gross floor area for residential units;
  - School Site Acquisition Charge of \$700.00 per residential unit; and,
  - GVS & DD Sewerage Development Cost Charge of \$1,072 per apartment unit and \$0.93 per sq.ft. of commercial gross floor area.

**4.0 DEVELOPMENT PROPOSAL**

4.1 Site Area: - 1,742.6 m<sup>2</sup> (18,757 sq.ft.)  
(Subject to detailed survey)

4.2 Density:

Commercial Uses	-	0.39 FAR	682.8 m <sup>2</sup>	(7,350 sq.ft.)
Liquor Primary Uses	-	0.13 FAR	223.0 m <sup>2</sup>	(2,400 sq.ft.)
<u>Residential Uses</u>	-	<u>2.40 FAR</u>	<u>4,187.0 m<sup>2</sup></u>	<u>(45,069 sq.ft.)</u>
Total	-	2.92 FAR	5,092.9 m <sup>2</sup>	(54,819 sq.ft.)

Site Coverage - 75%

4.3 Height: - 5 storeys

4.4 Residential Unit Mix:

13	One bedroom units	-	64.2 – 78.4 m <sup>2</sup>	(691 – 844 sq.ft.) per unit
2	Adaptable One bedroom units	-	71.9 m <sup>2</sup>	(774 sq.ft.) per unit
15	Two bedroom units	-	96.1 – 111.2 m <sup>2</sup>	(1043 – 1197 sq.ft.) per unit
5	Adaptable Two bedroom units	-	96.1 – 111.2 m <sup>2</sup>	(1043 – 1197 sq.ft.) per unit
3	Three bedroom units	-	119.2 – 129.1 m <sup>2</sup>	(1114 sq.ft.) per unit
<u>1</u>	<u>Adaptable Three bedroom unit</u>	-	<u>129.1 m<sup>2</sup></u>	<u>(1390 sq.ft.) per unit</u>
<b>39</b>	<b>Total Units</b>			

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4.5 Parking

- Required: - **65 spaces**
- Commercial: 682.5 @ 1 space per 46 m<sup>2</sup> - 15 spaces
- Liquor primary use 50 seats @ 1 space per 5 seats - 10 spaces
- Residential @ 1.0 spaces per unit - 39 spaces (plus one car wash stall)

- Provided: - **91 spaces**
- Commercial - 15 spaces
- Liquor Primary - 10 spaces
- Residential - 65 spaces (including 2 visitor stalls plus one car wash stall)

4.6 Bicycle Parking – - **58 spaces**  
Total Required and Provided

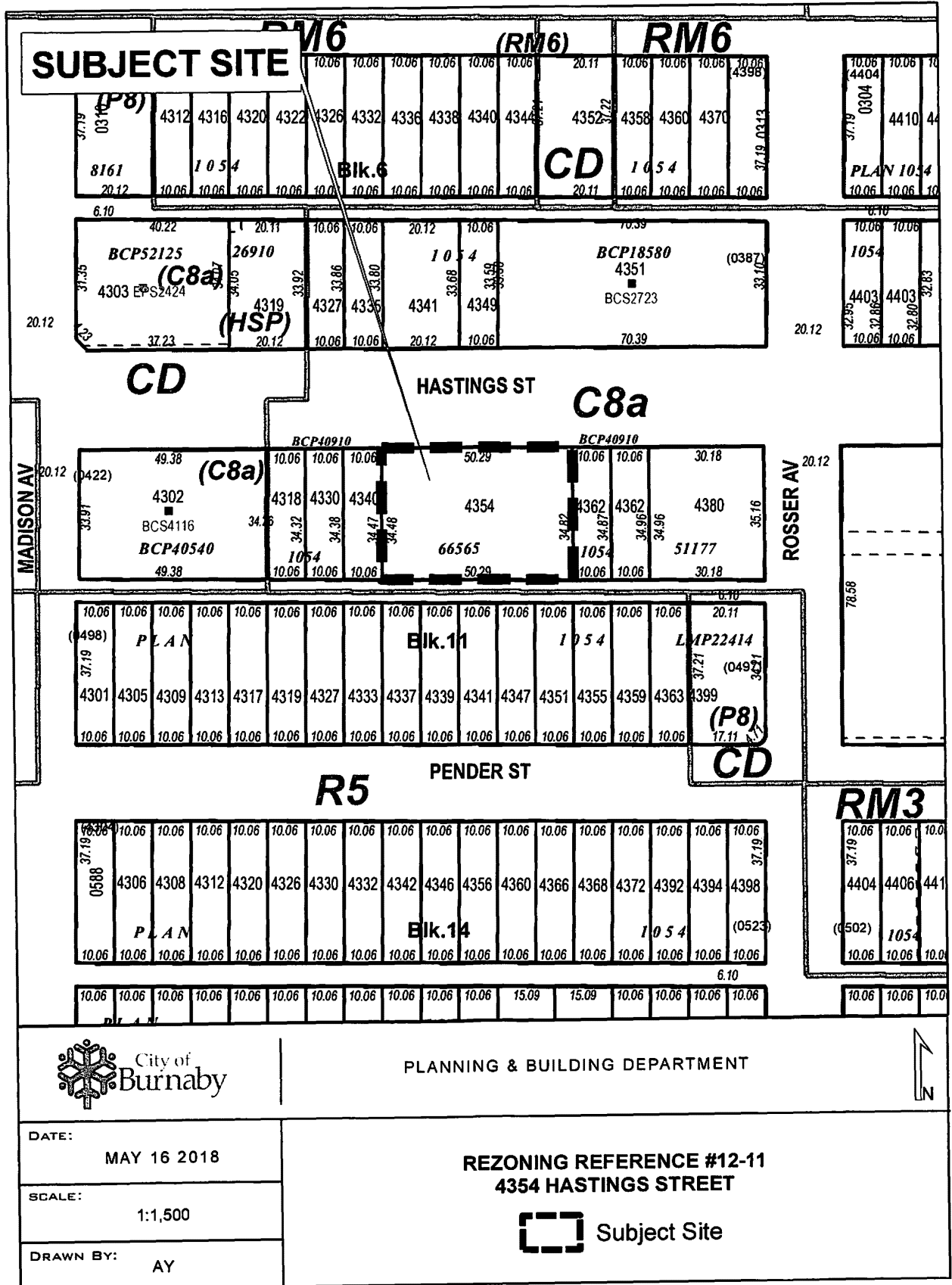
- Residential Uses - 39 secure spaces
- Commercial Uses - 8 secure spaces
- Visitor (All uses) - 11 spaces in racks

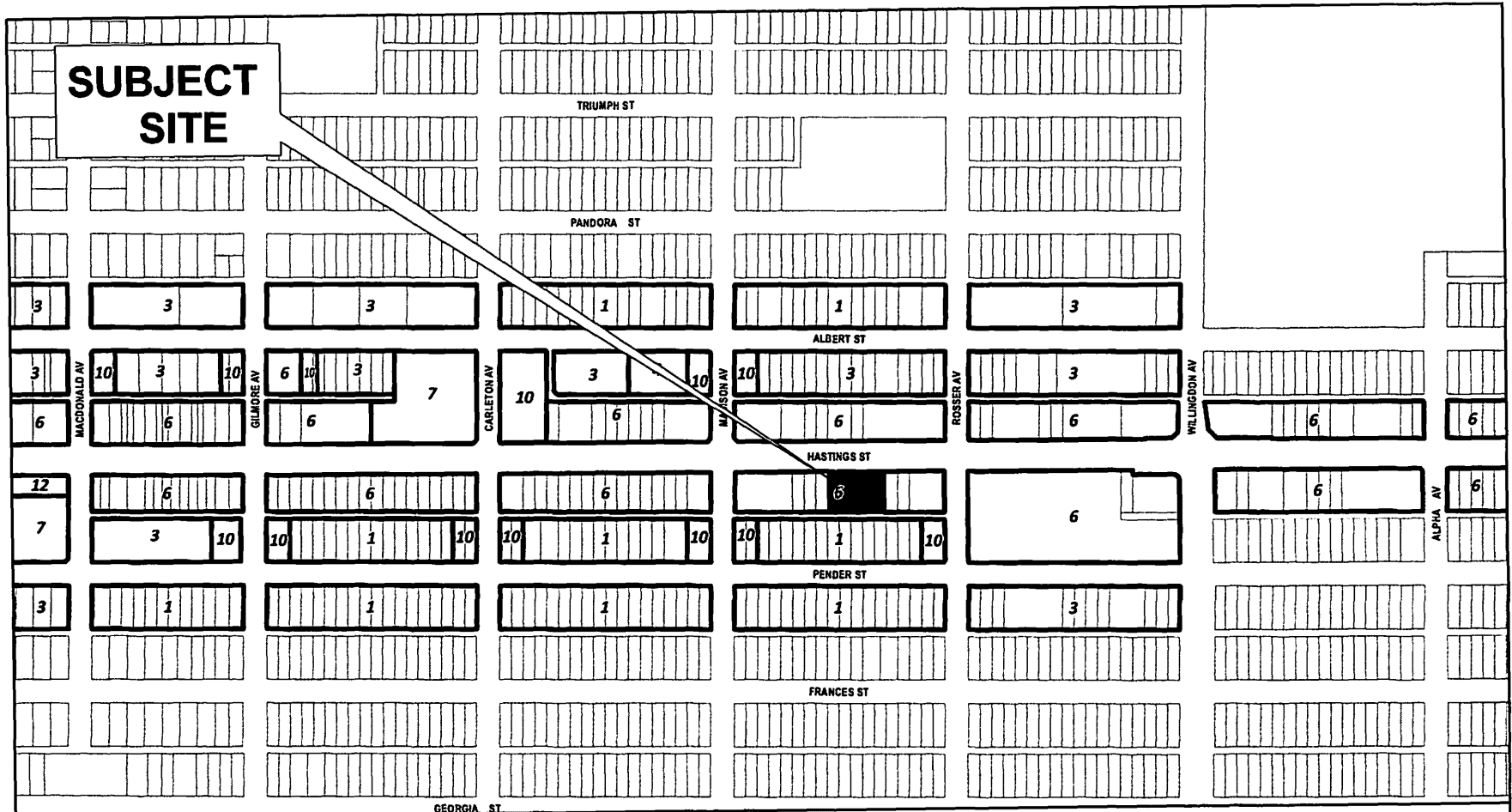
4.7 Loading – Total Required and Provided - **1 space**

  
Lou Pelletier, Director  
PLANNING AND BUILDING

DR:eb  
*Attachments*

cc: City Solicitor  
City Clerk



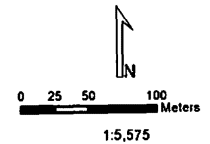


**Hastings Street Area  
Development Plan**



PLANNING & BUILDING DEPARTMENT

- 1 Single and Two Family Residential
- 3 Medium Density Multiple Family Residential
- 4 High Density Multiple Family Residential
- 5 Commercial
- 6 Medium Density Mixed Use
- 7 High Density Mixed Use
- 10 Institutional





Item .....  
Meeting ..... 2018 May 28

COUNCIL REPORT

**TO:** CITY MANAGER 2018 May 23

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #18-14**  
**R2 Residential District zoning**

**ADDRESS:** 7038 Broadway (Sketch #1 *attached*)

**LEGAL:** Lot 2 Except Part Subdivided by Plan BCP12874, District Lot 136, Group 1, NWD Plan 11017

**FROM:** R2a Residential District

**TO:** R2 Residential District

**APPLICANT:** Rakesh Kumar Gupta  
3737 Moscrop Street  
Burnaby, BC V5G 2C7

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2018 June 26.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2018 June 11 and to a Public Hearing on 2018 June 26 at 7:00 p.m.
2. **THAT** the following be established as prerequisites to the completion of the rezoning:
  - a) The discharge of the existing Section 219 Covenant certifying that the land shall be developed only in accordance with the building and landscape plans.
  - b) The granting of a Section 219 Covenant regarding protection of the Streamside Protection and Enhancement Area (SPEA).

To: City Manager  
 From: Director Planning and Building  
 Re: REZONING REFERENCE #18-14  
 R2 Residential District zoning  
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## R E P O R T

### 1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit the construction of a new single-family dwelling under R2 Residential District zoning.

### 2.0 BACKGROUND

2.1 The subject site is located in the Sperling-Broadway neighbourhood on the south side of Broadway between Cliff Avenue and Ellerslie Avenue (Sketch #1 *attached*), and is designated within the Official Community Plan for Single Family Suburban use. The properties to the west, across Pollywog Creek Tributary, are zoned R9 Residential District and are occupied by newer two-storey single-family dwellings, while the properties to the north, across Broadway, are zoned R2 District and are occupied by older single-family dwellings. The properties to the south, zoned R9 District, and southeast and east, zoned CD Comprehensive Development District (based on the R2 District), are occupied by two-storey single-family dwellings of various ages.

2.2 The subject site, which slopes down significantly from Broadway, contains a large single-family dwelling that was constructed in 1978. Vehicular access to the site is currently from Broadway.

2.3 On 2004 August 09, Council granted Final Adoption to Rezoning Reference #03-28, which rezoned the subject site and the two properties to the south from the A2 Small Holdings District to the R2 and R2a District in order to permit the subdivision of the southern portion into two single-family lots and the retention, on the northern portion, of the existing single-family dwelling with a gross floor area greater than the maximum permitted under the R2 District. In association with the rezoning, a Section 219 Covenant was registered on the subject site to ensure that it could only be developed in accordance with the submitted building and landscape plans for the existing dwelling.

### 3.0 GENERAL INFORMATION

3.1 The applicant, who has owned the property since 2016, is proposing to rezone the subject site to the R2 Residential District in order to allow for the development of a new dwelling other than that which is currently permitted under the existing R2a District and the Section 219 Covenant described above. Under the R2 District, each lot shall have an area of not less than 668.88 m<sup>2</sup> (7,200 sq. ft.) and a width of not less than 18.28 m (60 ft.). The subject site has an area of approximately 1,470 m<sup>2</sup> (15,822.95 sq. ft.) and a width of approximately 27.89 m (91.5 ft.), and as such meets the lot area and width requirements of the R2 District. With regards to development density, while the maximum permitted gross floor area (GFA) associated with Rezoning Reference #03-28 is 669 m<sup>2</sup> (7,201 sq.

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R2 Residential District zoning

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ft.), the maximum permitted GFA under the R2 District would be 440 m<sup>2</sup> (4,736.3 sq. ft.), resulting in a dwelling with lower square footage in line with the R2 District. The applicant has indicated that he wishes to build a new single-family dwelling under R2 District zoning.

3.2 In addition to the provision of any necessary covenants, easements, and/or statutory rights-of-way, the owner will be required to discharge the existing Section 219 Covenant on the property in order to allow for the development of a dwelling under the R2 District.

3.3 It is noted that the subject site is within close proximity to Pollywog Creek. Development of a new single-family dwelling would therefore be subject to the streamside protection provisions in Section 6.23 of the Zoning Bylaw, which require a 15 m (49.21 ft.) Streamside Protection and Enhancement Area (SPEA). A survey plan showing top-of-bank and the 15 m (49.21 ft.) SPEA will be required, in addition to a guide plan which shows how the lot could be redeveloped in accordance with the R2 District guidelines, including permanent protection and enhancement of the 15 m SPEA (49.21 ft.). The provision of a Section 219 Covenant with regards to the SPEA will also be required, and if development is not feasible under the requested zoning, an application to the Environmental Review Committee (ERC) may be required.

3.4 A tree survey will be required.

3.5 The Director Engineering will be required to provide an estimate for all site servicing. Servicing requirements may include, but are not necessarily limited to:

- vehicular access from a single driveway closest to the eastern property line;
- removal of existing western driveway access; and,
- cash-in-lieu for future works related to constructing Broadway to its final standard.

**4.0 DEVELOPMENT PROPOSAL**

4.1 Site Area (no change) - 1,470 m<sup>2</sup> (15,822.95 sq. ft.).

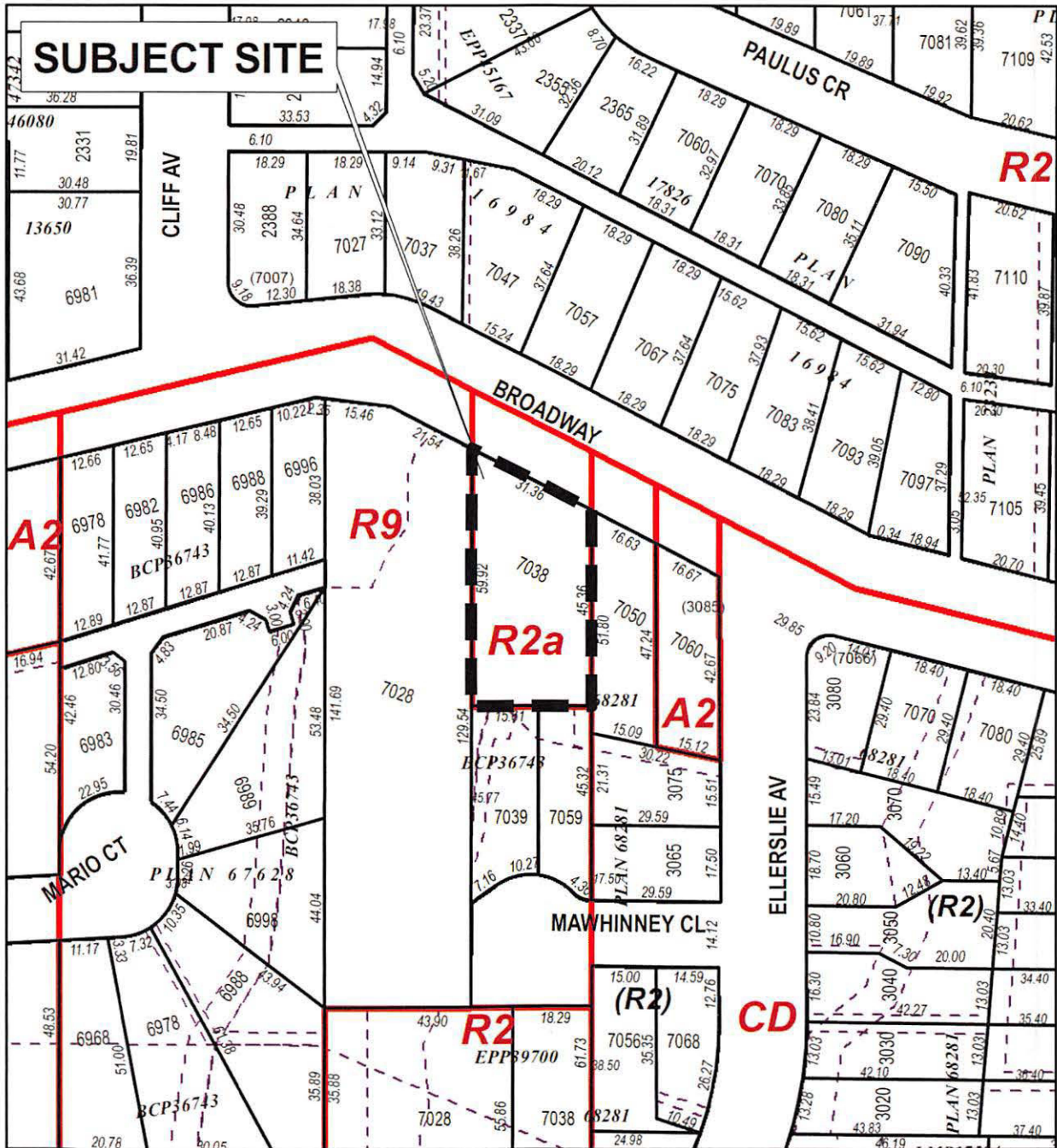
  
Lou Pelletier, Director  
PLANNING AND BUILDING

LS:eb

**Attachment**

cc: Director Engineering City Solicitor City Clerk





PLANNING & BUILDING DEPARTMENT




DATE: MAY 14 2018

SCALE: 1:1,500

DRAWN BY: AY

REZONING REFERENCE #18-14  
7038 BROADWAY

 Subject Site

Sketch #1

March 14, 2018

City of Burnaby  
Planning Department  
4949 Canada Way  
Burnaby, BC

Letter of intent: 7038 Broadway, Burnaby

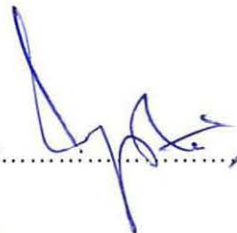
To Whom It May Concern:

We, Rakesh Kumar Gupta and Monika Gupta, the registered owners of the property stated above, hereby request the city of Burnaby to rezone our property, 7038 Broadway, Burnaby; Currently R2a zoning to R2 zoning.

We request the City of Burnaby to release the covenant registration number, BW380112, from our property.

If you have any questions, please feel free to call us at 604-897-0206

Sincerely,

Rakesh Kumar Gupta.....  


Monika Gupta.....  


**Arriola, Ginger**

---

**From:** Kara Matheson [REDACTED]  
**Sent:** June 14, 2018 4:34 PM  
**To:** Clerks  
**Subject:** Re: Public Hearing Comments: 2421 Alpha Avenue

My address is as follows:

Suite 207 - 4468 Dawson Street, Burnaby BC V5C0B9.

Thank you.

Sent from my iPhone

On Jun 14, 2018, at 2:45 PM, Clerks <[Clerks@burnaby.ca](mailto:Clerks@burnaby.ca)> wrote:

All correspondence forwarded to Mayor and Council needs to include the sender's mail address (apartment number, building number, street, city, province, postal code). Please provide your mailing address at your earliest convenience. If you wish to not have your address published with your comments, please ask us to keep your address confidential.

Thank you.

Office of the City Clerk  
 City of Burnaby  
 4949 Canada Way, Burnaby, BC V5G 1M2  
**phone:** (604) 294-7290 | **fax:** (604) 294-7537  
 Email: [clerks@burnaby.ca](mailto:clerks@burnaby.ca)  
[www.burnaby.ca](http://www.burnaby.ca)

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Please consider the environment before printing this email.

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-----Original Message-----

**From:** Kara Matheson [REDACTED]  
**Sent:** June-14-18 1:10 PM  
**To:** Clerks  
**Subject:** Public Hearing Comments: 2421 Alpha Avenue

Dear Mayor and Council:

I am writing to you in regards to the rezoning application for 2421 Alpha Avenue and would like my below comments to be considered at the Public Hearing.

I live close to the site and walk my dog along Alaska Street starting at Rosser Street and through to Alpha Street daily. It would be great to see the public realm and sidewalks be properly considered in this proposal. The revitalization along Alaska Street to make welcoming connectivity for current and future residents is greatly needed. Considering this street will soon be highly activated with the adjacent building that is being constructed, I believe proper streetscapes are needed and mitigation measures need to be made around the bend of Alaska + Alpha (currently its a 30/mph zone but cars speed non-stop during rush hour and is a hazard to consider). This nook has so much potential and I am happy to see this will be a mixed-use building with commercial spaces at grade. In all, this project will be a great addition to the area and will make what is now dull and industrialized into something that is vibrant and appealing.

Thank you,  
Kara

Sent from my iPhone



Item .....  
Meeting ..... 2018 May 28

COUNCIL REPORT

**TO:** CITY MANAGER 2018 May 23

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** **REZONING REFERENCE #17-13**  
**High Rise Apartment Tower with Street-Oriented Townhouses**  
**Brentwood Town Centre Plan**

**ADDRESS:** 2421 Alpha Avenue

**LEGAL:** Lot 26 Except: Parcel A (Reference Plan 32814), DL 124, Group 1, NWD Plan 3343

**FROM:** M1 Manufacturing District

**TO:** CD Comprehensive Development District (based on RM4s Multiple Family Residential District, C2 Community Commercial District and Brentwood Town Centre Development Plan as guidelines) and in accordance with the development plan entitled "2421 Alpha" prepared by Shift Architecture Inc.

**APPLICANT:** Marcon Alpha (GP) Ltd.  
5645 199<sup>th</sup> Street  
Langley, BC V3A 1H9  
Attn: Bud Eaton

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2018 June 26.

**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2018 June 11 and to a Public Hearing on 2018 June 26 at 7:00 p.m.
2. **THAT** the following be established as prerequisites to the completion of the rezoning:
  - a. The submission of a suitable plan of development.
  - b. The deposit of sufficient monies, including a 4% Engineering Inspection Fee, to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design.

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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 improvements prior to Final Adoption of the Bylaw.
- e. The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with Section 3.4 of this report.
- f. The dedication of any rights-of-way deemed requisite.
- g. The granting of any necessary Easements, Covenants, and Statutory Rights-of-Way including, but not necessarily limited to:
  - restricting enclosure of balconies;
  - guaranteeing the provision and maintenance of public art;
  - ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
  - ensuring compliance with the approved acoustic study;
  - ensuring the provision and ongoing maintenance of EV cars and EV plug-in stations;
  - ensuring the provision and ongoing maintenance of end-of-trip facilities;
  - guaranteeing the continued operation and maintenance of stormwater management facilities;
  - ensuring the achievement of a green building design with a Leadership in Energy and Environmental Design (LEED) Silver rating (mid-rise) or equivalent;
  - ensuring the site can be used safely in accordance with the approved geotechnical report; and,
  - ensuring that the project does not draw down the water table.
- h. The execution of an indemnity agreement by the developer saving the City harmless from all liability associated with this development in relation to its geotechnical and hydrological (including any potential contaminated groundwater) impacts to surrounding infrastructure and other nearby development.

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- i. The approval of the Ministry of Transportation to the rezoning application.
- j. The design and provision of units adaptable to persons with disabilities with allocated handicap parking spaces protected by a Section 219 Covenant.
- k. The consolidation of existing overhead wiring onto new steel towers abutting the site.
- l. Compliance with the Council-adopted sound criteria.
- m. Submission of a Site Profile and resolution of any arising requirements.
- n. The provision of covered car wash stalls and adequately sized and appropriately located garbage handling and recycling material holding space and a commitment to implement the recycling provisions.
- o. The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
- p. The review of on-site residential loading facilities by the Director Engineering.
- q. The provision of facilities for cyclists in accordance with this report.
- r. The review of a detailed Sediment Control System by the Director Engineering.
- s. Compliance with the guidelines for underground parking for visitors.
- t. 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.
- u. The deposit of the applicable Parkland Acquisition Charge.
- v. The deposit of the applicable GVS & DD Sewerage Charge.
- w. The deposit of the applicable School Site Acquisition Charge.
- x. The submission of a written undertaking to distribute area plan notification forms, prepared by the City, with disclosure statements; and, to post area plan notification signs, also prepared by the City, on the development site and in the sales office in prominent and visible locations prior to Third Reading, or at the time marketing for the subject development commences, whichever is first, and

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remain posted for a period of one year, or until such time that all units are sold, whichever is greater.

**REPORT**

**1.0 REZONING PURPOSE**

The purpose of the proposed rezoning bylaw amendment is to permit construction of a 27-storey residential apartment building with five ground oriented work / live townhouses and underground parking.

**2.0 BACKGROUND**

2.1 On 2017 May 29, Council received the report of the Planning and Building Department regarding the rezoning of the subject site, and authorized the Department to continue to work with the applicant towards the preparation of a suitable plan of development for presentation to a Public Hearing on the understanding that a more detailed report will be submitted at a later date.

2.2 The subject site is comprised of one lot, which is currently occupied by an older industrial building. Directly to the north and west are older industrial buildings currently being rezoned under Rezoning Reference #17-36 to establish a conceptual Master Plan and detailed first phase of development, with Dawson Street and Willingdon Avenue beyond. To the northeast across Alpha Avenue is a construction site for a high-rise residential building with podium level townhouse / work live units under Rezoning Reference #14-11, and to the southeast an older industrial building with Beta Avenue beyond. To the south across Alaska Way is the BNSF Rail Line. Vehicular access to the site is from Alpha Avenue and Alaska Way.

2.3 The Brentwood Town Centre Development Plan designates the subject site for high-density multiple-family residential development based on the RM4s Multiple Family Residential District as a guideline. In accordance with the Council-adopted policy regarding application of 's' category zoning, the development is subject to there being significant community benefits, a sustainable redevelopment approach, exceptional public realm improvements, a high quality urban design and superior architectural expression. This site is also considered suitable for the proposed development given its strategic location in relation to the Millennium SkyTrain line and the nearby Brentwood SkyTrain Station.

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



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- 2.4 As guidelines established for RM4s Development within this area include a component of above grade structured parking due to high water table and geotechnical conditions, and the requirement that this above grade parking be screened with residential uses where appropriate, work/live townhousing is proposed along the Alaska Street frontage. As noted in the Council adopted initial report dated 2017 May 24, an amendment to the Brentwood Town Centre Plan is proposed to facilitate the live/work component, utilizing the C2 Community Commercial District, which is supportable given that Alaska Street is adjacent to the BNSF rail line – with Costco and other commercial / industrial uses to the south on Still Creek Drive.
- 2.5 Burnaby has and continues to benefit from some very sound planning principles established early on in the City’s development. Key to these is the Official Community Plan’s designation of four Town Centres 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, Social and Environmental Sustainability Strategies, in addition to the Town Centre Plan, encourage: a varied range of housing options; improved neighbourhood livability, stability and accessibility; transit access and alternative forms of transportation; as well as green building policies. Finally, the City’s Corporate Strategic Plan provides a vision for a world class city committed to creating and sustaining the best quality of life for our citizens; and one which is supported by goals for a safe, connected, inclusive, healthy and dynamic community.

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

### 3.0 GENERAL COMMENTS

- 3.1 The proposed development concept is for a single 27-storey apartment tower above structured and partially underground parking, with ground oriented townhousing fronting

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Alaska Street and residential tower areas fronting Alpha Avenue. The development form provides a strong street-oriented relationship to Alaska Street and Alpha Avenue, as well as a strong contextual relationship to surrounding, existing and planned development.

A total of 165 apartment units (20% of which are adaptable units) and 5 work/live townhouse units are proposed. Parking is proposed to be located partially underground (2 levels), and partially within an above ground structure (1 level). Overall, the subject proposal exemplifies exceptional urban design and architectural expression related to the building's siting, massing, pedestrian orientation and materiality; meeting the standard expectation for 's' Category development in the City's Town Centre areas. The townhouses engage the adjacent street and their public realm through individual unit accesses on the ground level, extensive glazing and use of spandrel panelling and articulated rooflines, all of which also adds interest to the streetscape.

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

- 3.2 All required parking is proposed to be located below and behind the townhouses fronting Alaska Street, with access taken from the lane west of Alpha Avenue. Through the site's servicing, upgraded pedestrian and on-street parking facilities on both Alpha Avenue and Alaska Street will be undertaken, including the provision 3.0 m sidewalks, street trees and pedestrian lighting. The development proposal meets the minimum required Burnaby Zoning Bylaw parking ratio of 1.1 spaces per unit (of which 0.1 spaces is for visitors).

The developer has also provided transportation alternatives. The development is providing 20 individually metered (Level 2 AC) Electric Vehicle charging stations, of which 18 are to be provided for the benefit of the residents and visitors; and 2 are provided for future on site car share vehicles. A Section 219 Covenant will be required to guarantee the provision and continued maintenance and operation of the 20 electric vehicle car charging stations (including all necessary wiring, electrical transformer and mechanical ventilation modifications). The development is providing a one year car share membership to all of the strata units, which will allow the residents to access car share within the neighbourhood. The development is providing twice the required secured bicycle parking, a 2 station bicycle repair/maintenance area and bike trailer storage area. The development is providing two year, two zone transit passes to 15% of the units. The development is also providing a 10 e-bike share to be located on site. And finally the development is providing a communications strategy that provides the Owners, Strata and

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Strata Management Company with an understanding of how best to utilize each of these measures. All visitor stalls are to be held as common property for the benefit of all residents and their visitors.

- 3.3 The developer has agreed to pursue green building practices by committing to achieve a Silver rating under the Leadership in Energy and Environmental Design (LEED) program or equivalent alternative standard.
- 3.4 Given the site's Town Centre location, the applicant is proposing to utilize the allowable supplemental density provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 1.1 FAR in amenity bonus, which translates into 46,408 sq.ft. of bonused gross floor area (GFA) included in the development proposal. The Realty and Lands Division of the Public Safety and Community Services Department has initiated discussion with the applicant on the amenity bonus value. A separate report detailing the value of the density bonus will be forwarded to Council for consideration and approval prior to the subject amendment bylaw receiving Third Reading. Council approval of the density bonus value is a prerequisite condition of the rezoning.

Under the Priority Amenity Program, the community benefit funds received will be directed into the Brentwood Town Centre Account to be utilized in the future to achieve priority amenities, as established by Council, including a new Brentwood Community Centre and a new linear public park and walkway along Willingdon Avenue, from Brentwood Mall 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 Community Benefit Bonus Housing Fund.

- 3.5 The Director Engineering will be requested to prepare an estimate for all services necessary to serve this site. The servicing requirements will include, but not necessarily be limited to:
- construction of Alpha Avenue across the development frontage to its final Town Centre arterial standard with separated sidewalks, street trees, rain gardens, street and pedestrian lighting, and related public amenities;
  - construction of Alaska Street frontage to its final Town Centre local road standard with concrete curb and gutter, separated sidewalks, street trees, enhanced boulevards, street and pedestrian lighting across the development frontage;
  - consolidation of two overhead transmission lines across the development frontage on Alaska Street into a single set of lines on a steel tower from the north side of Still Creek Drive, across the BNSF Railway, to the western property line on the north side of Alaska;

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- a contribution towards the proposed pedestrian and cycling overpasses within the Brentwood Town Centre across the CN/BNSF Rail Lines; and,
  - storm, sanitary sewer and water main upgrades as required.
- 3.6 In accordance with the City's policy for adaptable units, a total of 34 units (20% of the total number of units) have been provided meeting adaptable housing standards. As permitted under the adopted policy, 20 sq.ft. for each adaptable unit is exempt from FAR, resulting in a total adaptable unit FAR exemption of 680 sq.ft. As required by the Burnaby Zoning Bylaw and BC Building Code, two accessible parking stalls are to be provided. Accessible parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation.
- 3.7 It is intended that the overall project would accommodate a broader spectrum of housing needs. To support this, the one bedroom unit sizes are generally based on the Zoning Bylaw minimum unit sizes for such dwellings in the P11e District (SFU), which requires a minimum area of 50m<sup>2</sup> (538.21 sq.ft.). Smaller one bedroom units are intended to provide a level of affordability for new home ownership, providing access to the market for first time home buyers. To offset the number of smaller one bedroom units, larger two bedroom and den, and three bedroom units are proposed.
- 3.8 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 guaranteeing the provision and ongoing maintenance of stormwater management facilities;
  - Section 219 Covenant ensuring compliance with the approved acoustical study;
  - Section 219 Covenant ensuring the achievement of a green building design with a Leadership in Energy and Environmental Design (LEED) Silver rating (mid-rise) or equivalent;
  - Section 219 Covenant ensuring the provision and ongoing maintenance of 20 (Level 2 – 40 amp) Electric Vehicle charging stations (including all necessary wiring, electrical transformer and mechanical ventilation modifications);
  - Section 219 Covenant ensuring the provision and ongoing maintenance of two car share vehicle allocated parking spaces;
  - Section 219 Covenant ensuring the provision of a minimum of 2 handicap accessible parking stalls in the resident parking area for the sole use of the residents, and that these stalls, as well as any other handicap accessible parking

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provided in the residential component of the underground parking, be held in common property to be administered by the Strata Corporation;

- Section 219 Covenant ensuring that the site can be used safely in accordance with the approved geotechnical study;
  - Section 219 Covenant ensuring that the water table will not be drawn down during and after development; and,
  - Statutory Right-of-Way guaranteeing public pedestrian access to the proposed Car Co-op Parking Stalls.
- 3.9 Due to the proximity of the subject site to the BNSF rail line, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 3.10 As underground parking is requested for a site with known geotechnical and hydrological conditions, as well as the potential for groundwater contamination in the area, and given the site's proximity to civic and other major infrastructure, an indemnification agreement with the owner/developer will be required to hold the City harmless in the approval of the subject rezoning and all other subsequent permits.
- 3.11 As the site will be fully excavated for development, a tree survey will be required prior to Final Adoption identifying trees to be removed from the site. The applicant will be required to obtain a tree removal permit for all trees over 20 cm (8 inches) in diameter. A detailed landscape and tree planting plan has been provided as part of the suitable plan of development to replace existing trees to be removed from the site.
- 3.12 Provision of an adequately sized and sited garbage handling and recycling material holding space, as well, separate car wash stalls are required.
- 3.13 Provision of one residential loading space is required in conjunction with this application.
- 3.14 The developer is responsible for the consolidation of two of the overhead transmission lines abutting the site on Alaska Street into a single set of lines on a steel pole.
- 3.15 A suitable engineered design to the approval of the Director Engineering will be required for the on-site stormwater management system as well as a Section 219 Covenant to guarantee its provision and continuing operation. The deposit of sufficient monies to guarantee the provision of the stormwater drainage and landscape features will be required.
- 3.16 Engineering Environmental Services Division will need to review a submission of a detailed plan of an engineered Sediment Control System prior to Final Adoption.

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- 3.17 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.
- 3.18 Bicycle storage lockers and surface parking racks are to be provided for the residential tenants, and visitors of the development.
- 3.19 A site profile application is required for the subject development site, given its past industrial use.
- 3.20
  - a) Parkland Acquisition Charge of \$3.55 per sq.ft. of residential gross floor area
  - b) School Site Acquisition Charge of \$600.00 per unit
  - c) GVS&DD Sewerage Charge of:
    - \$590.00 per apartment unit
    - \$826.00 per townhouse unit
    - \$0.443 per sq.ft. of commercial gross floor area

**4.0 DEVELOPMENT PROPOSAL**

**4.1 Site Area**

Gross Site Area: (Area for Calculation of Density)	-	3,919.5 m <sup>2</sup> (42,189 sq.ft.) (subject to detailed survey)
Alaska Street Dedication	-	186.6 m <sup>2</sup> (2,009.00 sq.ft.)
Net Site Area	-	3,732.9 m <sup>2</sup> (40,180 sq.ft.)

**4.2 Density**

FAR Permitted and Provided:

Residential	-	3.6 FAR (inclusive of 1.1 FAR amenity bonus)
Commercial	-	0.06 FAR

Gross Floor Area Permitted and Provided:

Residential	-	14,110.20 m <sup>2</sup> (151,881 sq.ft.) (inclusive of 46,408 sq.ft. amenity bonus)
Commercial	-	204.5 m <sup>2</sup> (2,201 sq.ft.)

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	Residential Amenity Space	-	maximum 705.5 m <sup>2</sup> (7,594 sq.ft.) of residential amenity space exempted from FAR calculations
	Adaptable Unit exemption (20 sq.ft./unit)	-	63.17 m <sup>2</sup> (680 sq.ft.)
	Site Coverage:	-	65%
4.3	<u>Height</u> (all above grade)	-	3 storeys for ground-oriented work/live townhouses fronting Alaska Street
		-	27 storeys for the high-rise apartments fronting Alaska Street and Alpha Avenue.
4.4	<u>Residential Unit Mix</u>		
	<u>Unit Type</u>		<u>Unit Size</u>
	<b>Townhouse Units</b>		
	5 – 2 Bedroom		70 m <sup>2</sup> (753.5 sq.ft.)
	<b>High Rise Apartment Units</b>		
	46 – 1 Bedroom (P11e)		50 – 50.4 m <sup>2</sup> (539 - 542 sq.ft.)
	23 – 1 Bedroom		60.6 m <sup>2</sup> (652 sq.ft.)
	46 – 2 Bedroom		72.7 – 72.8 m <sup>2</sup> (783 – 784 sq.ft.)
	12 – 2 Bedroom + Den		82.6 – 82.8 m <sup>2</sup> (890 – 891 sq.ft.)
	34 – 2 Bedroom + Den (adaptable)		82.6 – 82.8 m <sup>2</sup> (890 – 891 sq.ft.)
	4 – 3 Bedroom		145.7 – 147.6 m <sup>2</sup> (1,568 – 1,589 sq.ft.)
	Total Apartment Units		165

**TOTAL RESIDENTIAL UNITS: 170 UNITS**

4.5 Parking

<b>Vehicle Parking</b>	<u>Required</u>	<u>Provided Spaces</u>
165 Apartment Units (1.1 spaces/unit)	182 (Inclusive of 17 visitor spaces)	184

To: City Manager  
 From: Director Planning and Building  
 Re: REZONING REFERENCE #17-13  
 High rise apartment tower with street-oriented townhouses  
 2018 May 23 .....Page 12

5 Townhouse Units (1.75 spaces/unit)	10 (Inclusive of 2 visitor spaces)	10
2 Car Share	2	2
202 m <sup>2</sup> Commercial (1 : 46 m <sup>2</sup> )	5	5
Car Wash Stalls	2	2
Residential Loading	1	1
<b>Bicycle Parking</b>	<u>Required</u>	<u>Provided Spaces</u>
Resident - 2/unit @ 170 units	340 spaces	340 spaces
Visitor - 0.2/unit @ 170 units	34 spaces	34 spaces

4.6 Communal Facilities  
 (Excluded from residential FAR Calculations)

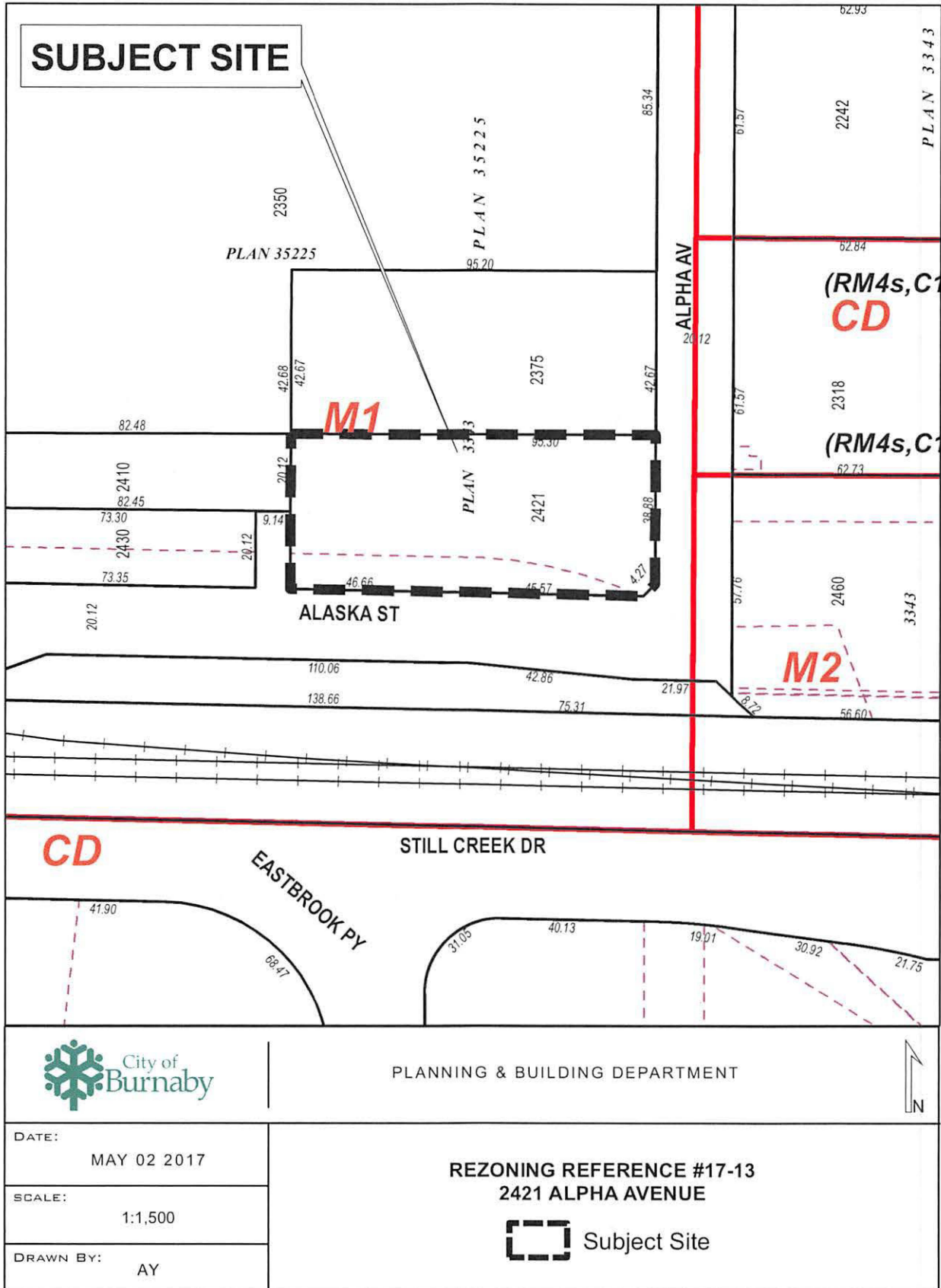
Primary communal facilities for residential units are located within the first two floors of the residential tower fronting Alpha Avenue and accessing the podium level gardens, including an amenity lobby, mail room, meeting room, gym, business centre, yoga studio, washrooms and party room with kitchenette walking out to the podium level. The amenity area amounts to 705.5 m<sup>2</sup> (7,594 sq.ft.), which is equal to the permitted 5% (7,594 sq.ft.) exemption from Gross Floor Area permitted within the Zoning Bylaw. The applicant has also provided an expansive landscaped court yard; including children’s play area, barbeque area, and seating, on the podium level accessible from the elevator on the 2<sup>nd</sup> Floor. At ground level are various landscape elements located around the site, as well as a signature art installation to be located on the building facade above the corner of Alpha Avenue and Alaska Street.



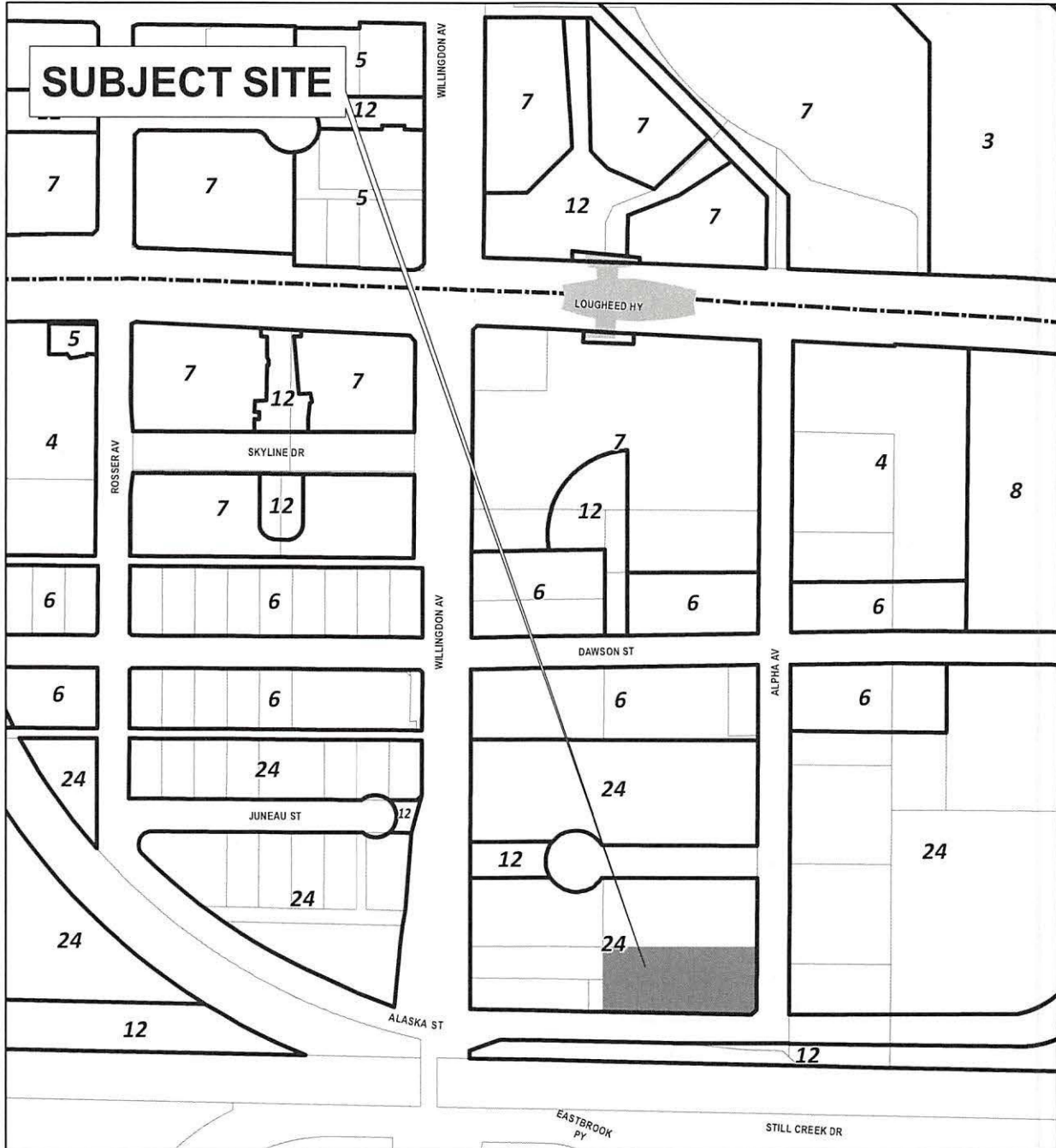
Lou Pelletier, Director  
 PLANNING AND BUILDING

IW:eb  
**Attachments**  
 cc: City Solicitor  
 City Clerk





Sketch #1

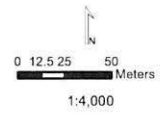


- |   |   |
|---|---|
| <b>3</b> Medium Density Multiple Family Residential | <b>8</b> Medium or High Density Multi Family Residential                            |
| <b>4</b> High Density Multiple Family Residential   | <b>10</b> Institutional   |
| <b>5</b> Commercial                               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



Planning and Building Dept

### Brentwood Plan



Printed May 2, 2017

Sketch #2



Item .....
Meeting ..... 2018 May 28

## COUNCIL REPORT

**TO:** CITY MANAGER 2018 May 23

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** **REZONING REFERENCE #18-05**  
**Two High Rise Apartment Towers with Low Rise Commercial Podium**

**ADDRESS:** 4670 Assembly Way (see *attached* Sketches #1 and #2)

**LEGAL:** Lot 2, DL153, Group 1, NWD Plan BCP51090

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

**TO:** Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and C3 General Commercial District and Metrotown Downtown Plan Guidelines, and in accordance with the development plan entitled "Cactus Club Café @ Station Square" prepared by Assembledge+)

**APPLICANT:** Randall Olafson Consultants Ltd.  
 Suite 200 – 1157 Bridgeport Road  
 Richmond, British Columbia V6X 1T5  
 Attn: Randall Olafson

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2018 June 26.

**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2018 June 11, and to a Public Hearing on 2018 June 26 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.

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

The purpose of this rezoning is to permit the construction of an entry vestibule, as well as retractable weather protection for the outdoor restaurant patio within the "City Plaza – City Room" at the corner of Silver Drive and Kingsborough Street.

To: City Manager  
 From: Director Planning and Building  
 Re: Rezoning Reference #18-05  
 2018 May 23..... Page 2

## 2.0 BACKGROUND

- 2.1 On 2012 July 30, Council granted Final Adoption to Rezoning Reference #04-09 for the Master Plan and detailed Phase I development plan for the Station Square development site. The Master Plan concept established development guidelines for the redevelopment of the Station Square site to include 5 high-rise residential apartment towers over low-rise and street level office, retail, and restaurant uses.
- 2.2 On 2014 May 26, Council granted Final Adoption to Rezoning Reference #12-43 for Phases 2 and 3 of the Station Square Development. Phases 2 and 3, both of which are currently under construction, encompass two high-rise apartment towers above a low-rise office and retail podium oriented towards Silver Drive, Kingsborough Street and Assembly Way. Key features of the approved development plan include a continuation of the “High Street” concept along Silver Drive, with uniform paving across the roadway (no curbs), providing a continuous urban space; smaller boutique style commercial units at the ground level; ambient lighting including “catenary” or suspending lighting; and, intimate corner plazas or “city rooms” to encourage public gatherings and celebrations. Of particular note is the realization of the “City Plaza – City Room” at the corner of Silver Drive and Kingsborough Street as part of Phases 2 and 3. This area is one of the most visible public open space plazas within the Station Square development, complete with specialized landscaping, outdoor seating, restaurant patios and a signature fountain.

The applicant has advised that the future tenant of the corner retail unit at Silver Drive and Kingsborough Street is a restaurant (Cactus Club Café), for which the applicant is seeking minor changes to the unit, as part of the restaurant’s overall branding. Specifically, the applicant is seeking to construct an entry vestibule, as well as retractable weather protection for the outdoor restaurant patio within the “City Plaza-City Room”. Rezoning is required given the minor addition in commercial gross floor area to the overall development, as well as minor changes to the east and south elevation at the ground floor commercial level.

- 2.3 On 2018 April 16, Council received the report of the Planning and Building Department regarding the rezoning of the subject site to permit the construction an entry vestibule, as well as retractable weather protection for the outdoor restaurant patio within the “City Plaza-City Room”. The proposed vestibule entry, which would be oriented towards Silver Drive, is approximately 20.9 m<sup>2</sup> (225 sq. ft.) in area. The proposed patio enclosure would extend along the entire length of the “City Plaza-City Room”, measuring approximately 101.2 m<sup>2</sup> (1,090 sq. ft.) in area. The preliminary development concept for the patio enclosure is a series of glazed retractable panels so as to continue to animate the plaza and provide for a high degree of visibility between the patio and remainder of the plaza. Based on the above noted preliminary concept, Council authorized the Department to continue to work with the applicant in the preparation of a suitable plan of development with the understanding that a further and more detailed report would be submitted at a later date.

To: City Manager  
 From: Director Planning and Building  
 Re: Rezoning Reference #18-05  
 2018 May 23..... Page 3

- 2.4 The residential component of the site is unchanged from that approved under Rezoning Reference #12-42, with the maximum residential density of 5.34 FAR on the overall development, inclusive of the available 1.77 FAR amenity density bonus, and in line with the density allocation covenant over the overall Station Square development site.

The above noted vestibule and patio enclosure improvements would result in an additional 122 m<sup>2</sup> (1,315 sq. ft.) of commercial gross floor area to the site, which translates to an overall commercial density of 0.80 FAR and an overall commercial gross floor area of 9,165 m<sup>2</sup> (98,651 sq. ft.). It is noted that the commercial density approved for the overall development under Rezoning Reference #12-42 is 0.79 FAR, which translates to a commercial gross floor area of 9,043.0 m<sup>2</sup> (97,343 sq. ft.). As such, an amendment to the overall permitted commercial density and commercial gross floor area is needed to permit the proposed entry vestibule and outdoor patio enclosure. The minor change in commercial gross floor area is in line with the density allocation covenant over the overall Station Square development site.

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

### 3.0 GENERAL COMMENTS

- 3.1 This rezoning application is for the construction of an entry vestibule, as well as retractable weather protection for the outdoor restaurant patio within the “City Plaza-City Room”. The proposed vestibule entry, which would be oriented towards Silver Drive, is approximately 20.9 m<sup>2</sup> (225 sq. ft.) in area. The proposed patio enclosure would extend along the entire length of the “City Plaza-City Room”, measuring approximately 101.2 m<sup>2</sup> (1,090 sq. ft.) in area.
- 3.2 All requisite services to serve the development site were obtained through Rezoning Reference #12-42 and Subdivision Reference #13-32.
- 3.3 The required dedications have been obtained as part of the Master Plan rezoning and subdivision for Station Square (Rezoning Reference #04-09 and Subdivision Reference #11-59).
- 3.4 The necessary easements and covenants and statutory rights-of-way for the site have been obtained through Rezoning Reference #12-42 and Subdivision Reference #13-32.
- 3.5 As the residential components of the development remain unchanged, a revised acoustical study is not required.
- 3.6 An engineered Sediment Control System has been approved by the Engineering Department Environmental Services Division.

To: City Manager  
 From: Director Planning and Building  
 Re: Rezoning Reference #18-05  
 2018 May 23..... Page 4

- 3.7 A comprehensive on-site Stormwater Management System has been approved by the Engineering Department Environmental Services Division..
- 3.8
  - a) GVS&DD Sewerage Charge of \$0.93 per sq. ft. of commercial floor area
  - b) Metrotown Public Open Space Charge of \$0.50 per sq.ft. of commercial floor area
  - c) Metrotown Grade Separated Pedestrian Linkage Charge of \$0.306 per sq.ft. of commercial floor area

**4.0 DEVELOPMENT PROPOSAL**

- 4.1 Site Area (no change) - 11,500.00 m<sup>2</sup> (123,785 sq.ft.)
- 4.2 Density Permitted and Provided
  - Residential Floor Area Ratio F.A.R. (no change) - 5.34 F.A.R. (inclusive of 1.77 F.A.R. amenity bonus)
  - Commercial Floor Area Ratio (F.A.R.) - 0.80 F.A.R.
  - Residential Gross Floor Area (G.F.A.) (no change) - 61,377.14 m<sup>2</sup> (660,658 sq.ft.) (inclusive of 219,099 sq.ft. amenity bonus)
  - Residential Amenity Space (no change) - (6,000 sq.ft. of residential amenity space exempted from F.A.R. calculations)
  - Commercial Gross Floor Area (G.F.A.) 122 m<sup>2</sup> (1,315 sq. ft.), - 9,165 m<sup>2</sup> (98,651 sq. ft.)
  - Site Coverage: - 55%
- 4.3 Height (all above grade) (no change)
  - 3 storey retail and office podium fronting Silver Drive, Kingsborough Street and Assembly Way
  - 38 storey high-rise apartment tower fronting Silver Drive and Assembly Way
  - 48 storey high-rise apartment tower fronting Silver Drive and Kingsborough Street.

To: City Manager  
 From: Director Planning and Building  
 Re: Rezoning Reference #18-05  
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4.4 Residential Unit Mix (no change)

<u>Unit Type</u>	<u>Unit Size</u>
Tower A (Site 2)	
33 Studio	520 sq.ft.
132 One Bedroom	603 – 606 sq.ft.
31 1 Bedroom + Den	703 sq.ft.
103 2 Bedroom	845 – 918 sq.ft.
33 2 Bedroom + Den	1,037 – 1,258 sq.ft.
2 3 Bedroom + Den	1,565 sq.ft.

**TOTAL: 334 High Rise Apartment Units**

Tower B (Site 3)

43 Studio	520 sq.ft.
172 One Bedroom	603 – 605 sq.ft.
41 1 Bedroom + Den	681 sq.ft.
135 2 Bedroom	837 – 1,159 sq.ft.
41 2 Bedroom + Den	1,043 sq.ft.
2 3 Bedroom	1,498 sq.ft.

**TOTAL: 434 High Rise Apartment Units**

**TOTAL UNITS: 768 UNITS (no change)**

4.5 Parking

<b>Vehicle Parking</b>	<u>Required</u>	<u>Provided Spaces</u>
Residential Parking (no change) 768 Units @ 1.1 spaces/unit	- 845	854 (inclusive of 77 visitor spaces, 38 handicapped parking stalls and 85 EV plug-in stations)
Car Wash Stalls (no change)	-	8 8
Electric Vehicles (no change)	-	8 8
Residential Loading (no change)	-	2 2



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 Re: Rezoning Reference #18-05  
 2018 May 23..... Page 6

	<u>Required</u>	<u>Provided Spaces</u>
Commercial Parking 98,651 sq. ft. @ 1 space / 750 sq.ft.	- 132	204
Commercial Loading (no change)	- 4	4

<b>Bicycle Parking</b> (no change)	<u>Required</u>	<u>Provided Spaces</u>
Resident - 2/unit @ 768 units	- 1,536 lockers	1,536 lockers
Visitor - 0.2/unit @ 768 units	- 154 spaces	154 spaces
Commercial – 10% of required parking	- 15	20

4.6 Communal Facilities (no change)  
 (Excluded from F.A.R. Calculations)

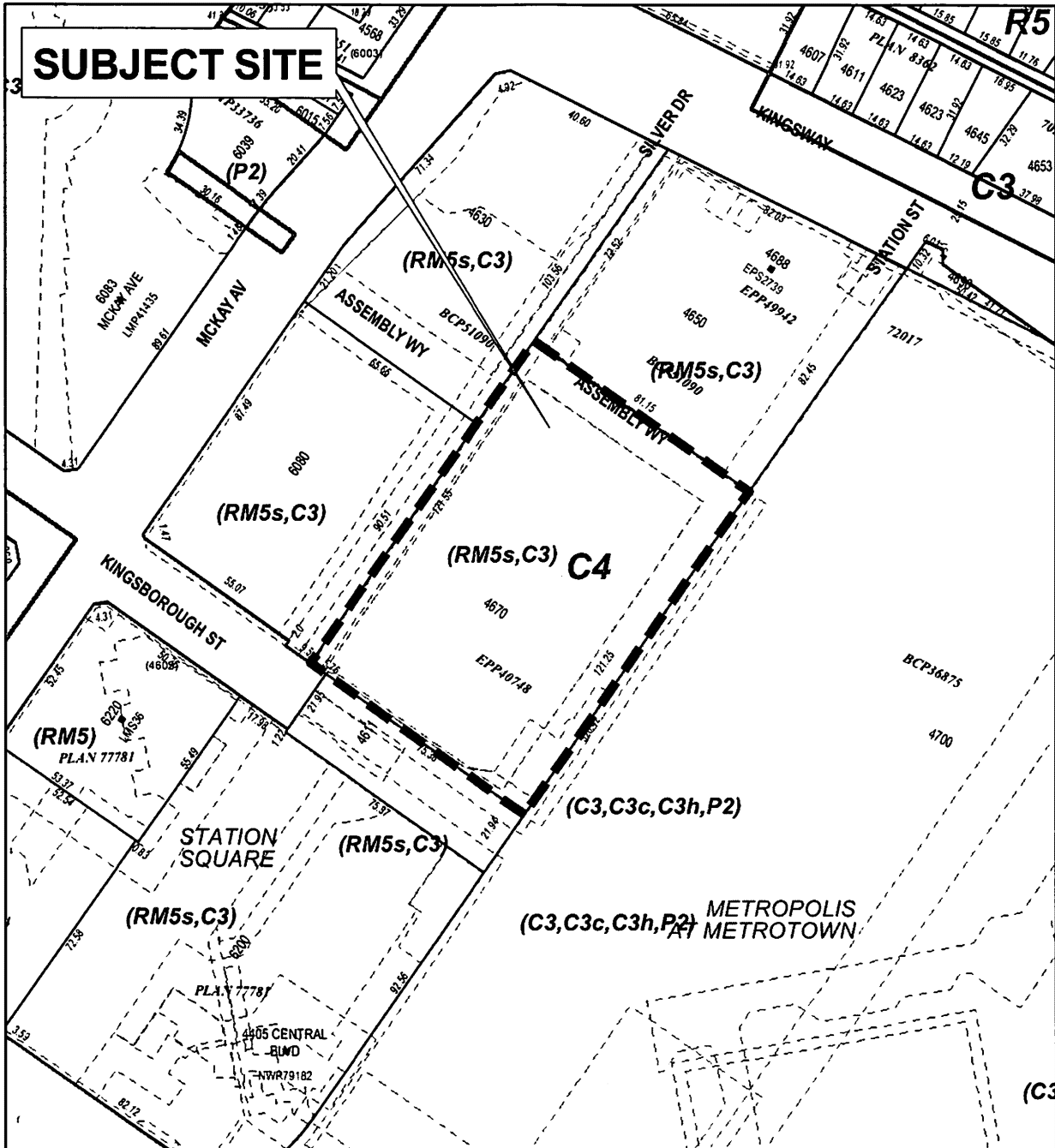
Communal facilities for residential tenants are located on the roof deck of the commercial podium and within Level 4 and on Level 38 and Level 48 of the residential towers. Amenities include fitness rooms, multi-purpose meeting/media rooms, guest suites, games room, yoga studio, tai chi pavilion, children’s play area, garden plots, lounge decks, and penthouse level view and seating areas. The total internal amenity area measures 607.03 m<sup>2</sup> (6,534 sq.ft.). The permissible amenity area exemption of 278.71 m<sup>2</sup> (3,000 sq.ft.) per building, as permitted within the zoning bylaw has been applied in this application. The access to the rooftop amenity is exempted from F.A.R. as part of the mechanical penthouse area exemption permitted within the zoning bylaw. Commercial amenities focus around the engaging urban design and treatment along Silver Drive enhanced with restaurants, retail uses, public seating, extensive landscaping and ambient lighting. The Silver Drive and Kingsborough Street frontages are intended to become a restaurant row punctuated by an extensive outdoor patio/City Room at the corner of Silver Drive and Kingsborough Street. The applicant is also commissioning a substantial public art installation as part of this phase of development with a value of \$500,000.




  
 Lou Pelletier, Director  
 PLANNING AND BUILDING

ZT:eb  
**Attachments**

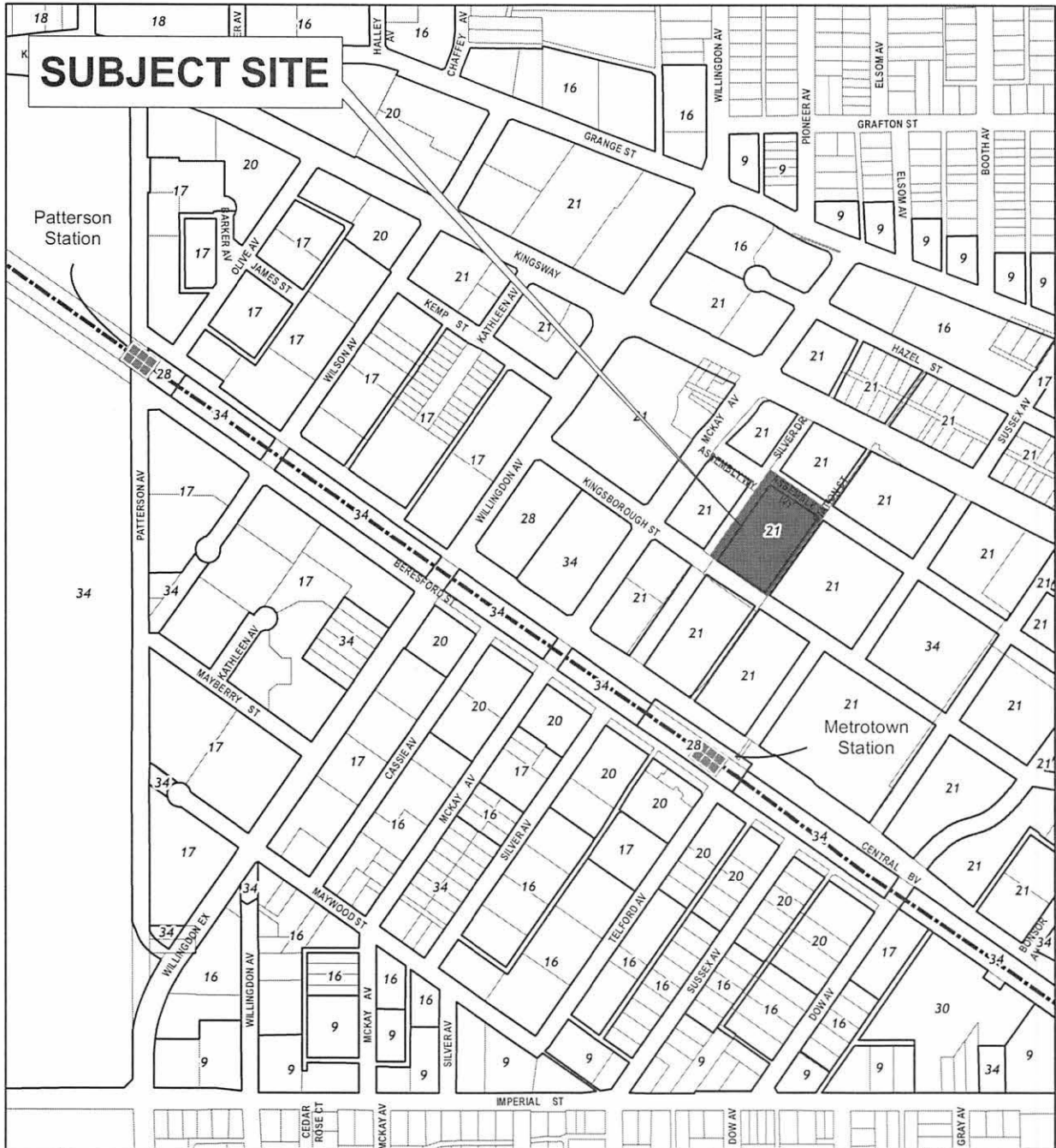
cc: City Solicitor  
 City Clerk





 <p>City of Burnaby</p>	<p>PLANNING &amp; BUILDING DEPARTMENT</p> <p style="text-align: right;">               N         </p>
<p>DATE: MAY 16 2018</p>	<p style="text-align: center;"><b>REZONING REFERENCE #18-05</b> <b>4670 ASSEMBLY WAY</b></p> <p style="text-align: center;">  Subject Site         </p>
<p>SCALE: 1:2,000</p>	
<p>DRAWN BY: AY</p>	

Sketch #1

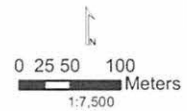


- |                                     |                                     |
|-------------------------------------|-------------------------------------|
| 9 Medium Density Residential (RM3s) | 20 High Density Mixed Use (RM5s/C2) |
| 15 High Density Residential (RM5)   | 21 High Density Mixed Use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



Planning and Building Dept

### Metrotown Plan



Printed on May 16, 2018

Sketch #2



Item .....
Meeting ..... 2018 May 28

## COUNCIL REPORT

**TO:** CITY MANAGER 2018 May 23

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** **REZONING REFERENCE #17-30**  
**High-Rise Apartment Building with Street-Oriented Townhouses**  
**Metrotown Downtown Plan**

**ADDRESS:** 6556, 6566, 6580 and 6596 Marlborough Avenue  
 (see *attached* Sketches #1 and #2)

**LEGAL:** See *attached* Schedule A

**FROM:** RM3 Multiple Family Residential District

**TO:** CD Comprehensive Development District (based on the RM4s Multiple Family Residential District and Metrotown Downtown Plan as guidelines and in accordance with the development plan entitled "Marlborough" prepared by GBL)

**APPLICANT:** Accorde Properties Corp  
 2000 - 1066 W Hastings Street  
 Vancouver, BC V6E 3X2  
 Attn: Edward Archibald

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2018 June 26.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2018 June 11 and to a Public Hearing on 2018 June 26 at 7:00 p.m.
2. **THAT** the following be established as prerequisites to the completion of the rezoning:
  - a) The submission of a suitable plan of development.
  - b) The deposit of sufficient monies including a 4% Engineering Inspection Fee to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be 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.

To: City Manager  
 From: Director Planning and Building  
 Re: REZONING REFERENCE #17-30  
 2018 May 23 ..... Page 2

- 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 improvements for the site.
- e) The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with Section 3.3 of this report.
- f) The granting of any necessary statutory rights-of-way, easements and/or covenants.
- g) The granting of a Section 219 Covenant:
  - restricting enclosure of balconies;
  - indicating that project surface driveway access will not be restricted by gates;
  - ensuring compliance with the approved acoustical study;
  - guaranteeing the provision and ongoing maintenance of stormwater management facilities;
  - ensuring two handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation; and,
  - guaranteeing the provision and ongoing maintenance of public art.
- h) Submission of a Tenant Assistance Plan is required in conjunction with this rezoning application.
- 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 submission of a suitable Solid Waste and Recycling plan to the approval of the Director Engineering.
- l) The design and provision of units adaptable to persons with disabilities, the provision of customized hardware and cabinet work being subject to the sale/lease of the unit to a disabled person.

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 From: Director Planning and Building  
 Re: REZONING REFERENCE #17-30  
 2018 May 23 ..... Page 3

- m) The provision of covered car wash stalls and an adequately sized and appropriately located garbage handling and recycling material holding space to the approval of the Director Engineering and a commitment to implement the recycling provisions.
- n) The review of on-site residential loading facilities by the Director Engineering.
- o) Due to the proximity of the subject site to Kingsway, the applicant is required to provide an acoustical study showing that the proposed development would meet Council-adopted noise criteria.
- p) The undergrounding of existing overhead wiring abutting the site.
- q) Compliance with the guidelines for underground parking for visitors.
- 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.

## R E P O R T

### 1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit the construction of a single 24-storey, high-rise apartment building with townhouses oriented towards Marlborough Avenue.

### 2.0 BACKGROUND

2.1 The subject development site is within the Marlborough neighbourhood of the Metrotown Downtown Plan Area (see *attached* Sketch #2). The adopted Plan identifies this neighbourhood as the eastern gateway into Metrotown. The key intersections into this neighbourhood include Kingsway and Nelson Avenue, and Kingsway and Royal Oak Avenue. The scale and intensity of development in the Marlborough neighbourhood is intended to be distinctly lower than that of the Metro Downtown neighbourhood. With respect to building form, the subject site is designated for a high-rise residential

To: City Manager  
 From: Director Planning and Building  
 Re: REZONING REFERENCE #17-30  
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apartment building with low-rise apartments, townhousing or row-housing podiums fronting Marlborough Avenue.

- 2.2 The adopted Plan designates the subject site for high density multiple-family residential development under the CD Comprehensive Development District, utilizing the RM4s Multiple Family Residential District as a guideline. Under the 's' zoning category, there is an expectation of significant community benefits, a sustainable redevelopment approach, exceptional public realm improvements, high quality urban design and superior architectural expression to be derived from the project. This site is also considered suitable for the 's' category parking standard of 1.1 spaces per unit given its strategic location near the Metrotown and Royal Oak SkyTrain Stations (Expo Line SkyTrain), as well as the provision of an acceptable Transportation Demand Management (TDM) strategy for the site.
- 2.3 On 2018 January 29, Council received an initial rezoning report, Rezoning Reference #17-30, which proposed to rezone the subject development site from its prevailing RM3 Multiple Family Residential District to the CD Comprehensive Development District, utilizing the RM4s Multiple Family Residential District and Metrotown Downtown Plan as guidelines.

The development concept is for a single 24-storey apartment building located at the south end of the site, oriented towards Marlborough Avenue and Grimmer Street, and townhouse buildings fronting Marlborough Avenue. Vehicular access to the site is via the rear lane.

- 2.4 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 Centre 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 on 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.

To: City Manager  
 From: Director Planning and Building  
 Re: REZONING REFERENCE #17-30  
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Further, Burnaby's Economic Development, Social and Environmental Sustainability Strategies, in addition to the Town Centre Plan, encourage: a varied range of housing options; improved neighbourhood livability, stability and accessibility; transit access and alternative forms of transportation; as well as green building policies. Finally, the City's Corporate Strategic Plan provides a vision for a world class city committed to creating and sustaining the best quality of life for our citizens; and one which is supported by goals for a safe, connected, inclusive, healthy and dynamic community.

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

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

### 3.0 GENERAL COMMENTS

- 3.1 The proposed development plan is for a single 24-storey apartment building with three storey townhouses fronting Marlborough Avenue. A total of 137 units are proposed within the development.

- 3.2 Overall, the proposal is considered to embody exceptional urban design and architectural expression in terms of the building's siting, massing, pedestrian orientation and materiality, thus meeting the standards and objectives for such development in the Marlborough Neighbourhood. To complement and soften the urban environment, a progressive landscape treatment is proposed which includes boulevards and street trees along Marlborough Avenue and Grimmer Street. On-site planting is integrated with the outdoor amenity spaces, including a sun garden, seating area, and water feature at the south end of the site adjacent to the proposed apartment building.

All required parking for the development is proposed to be located underground, with access taken from the rear lane. A parking standard of 1.3 parking spaces per unit (0.1 of which is for visitor parking) is proposed for the development, which exceeds the minimum standard of 1.1 parking spaces per unit required by the Burnaby Zoning Bylaw. To supplement the proposed parking standard, the developer will be providing a comprehensive Transportation Demand Management Strategy, as well as a communications strategy that provides the Owners, Strata and Strata Management Company an understanding of how best to utilize each of the alternative transportation options.

- 3.3 In accordance with the CD (RM4s) District, and based on the subject site's lot area of 3,374 m<sup>2</sup> (36,317 sq.ft.), the applicant could achieve a maximum residential density of 3.6 FAR, inclusive of the available 1.1 FAR of bonus density. Given the site's Town Centre location, the applicant is proposing to utilize the allowable supplemental density provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve

To: *City Manager*  
 From: *Director Planning and Building*  
 Re: *REZONING REFERENCE #17-30*  
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an additional 1.1 FAR in amenity bonus, which translates into 3,711.4 m<sup>2</sup> (39,949 sq. ft.) of bonused gross floor area (GFA) included in the development proposal. The Realty and Lands Division of the Department of Public Safety and Community Services will forward a separate report detailing the value of the density bonus for Council's consideration and approval prior to the subject amendment bylaw receiving Third Reading. The report to Council will be prepared once the Realty and Lands Division has concluded negotiations with the applicant. Council approval of the density bonus value is a prerequisite condition of the rezoning.

Under the Priority Amenity Program, the community benefit funds received will be directed into the Metrotown Town Centre Account to be utilized in the future to achieve priority amenities, as established by Council, including a new Metrotown Performance / Events Centre. In accordance with Council's adopted policy, 80% of the cash-in-lieu contributions are applied toward a Town Centre Financial Account and 20% to the Community Benefit Bonus Housing Fund.

- 3.4 The developer has committed to demonstrating sustainability through building design, materiality and efficiency (water, energy and waste management) initiatives.
- 3.5 The Director Engineering will assess the need for any further required services to the site, including, but not necessarily limited to:
- construction of Marlborough Avenue to its final Town Centre local standard including sidewalk, cycle track, front boulevard, pedestrian lighting, rain water amenities, curb bulges, and street trees;
  - construction of Grimmer Street to its final Town Centre local standard including sidewalk, cycle track, front boulevard, pedestrian lighting, rain water amenities, curb bulges, and street trees;
  - improvements to the rear lane as required; and,
  - storm sewer, sanitary sewer and water main upgrades as required.
- 3.6 There are no required road widening dedications along the subject site's Marlborough Avenue and Grimmer Street frontages. A dedication of 0.9 m is required to widen the rear lane.
- 3.7 In accordance with the City's policy for adaptable units, a total of 36 units (26% of the total number of residential units) have been provided meeting adaptable standards. The unit mix for the adaptable units is split between 18 one bedroom units and 18 two bedroom units. For adaptable 1 bedroom units, 20 sq. ft. is exempt from FAR. The exemption for 2 bedroom adaptable units is 30 sq. ft., provided the second bedroom is also adaptable. In total, the FAR exemption is 360 sq. ft. for the 18 one bedroom units, and 540 sq. ft. for the two bedroom units.



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- 3.8 Any necessary easements and covenants and statutory rights-of-way for the site are to be provided, including, but not necessarily limited to:
- a Section 219 Covenant restricting enclosure of balconies;
  - a Section 219 Covenant indicating that project surface driveway access will not be restricted by gates;
  - a Section 219 Covenant ensuring compliance with the approved acoustical study;
  - a Section 219 Covenant guaranteeing the provision and ongoing maintenance of stormwater management facilities;
  - a Section 219 Covenant ensuring that two handicap accessible parking stall in the underground residential parking areas be held in common property to be administered by the Strata Corporation; and,
  - a Section 219 Covenant guaranteeing the provision and ongoing maintenance of public art.
- 3.9 Due to the proximity of the subject site to Kingsway, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 3.10 Provision of two car/bike washes is required for the residential development.
- 3.11 As the site will be fully excavated for development, a tree survey will be required identifying trees to be removed from the site. The applicant will be required to obtain a tree removal permit for all trees over 20 cm (8 inches) in diameter. A detailed landscape and tree planting plan has been provided as part of the suitable plan of development to replace existing trees to be removed from the site.
- 3.12 A suitable engineered design to the approval of the Director Engineering will be required for the on-site stormwater management system, as well as a Section 219 Covenant to guarantee its provision and continuing operation. The deposit of sufficient monies to guarantee the provision of the stormwater drainage and landscape features will be required.
- 3.13 Engineering Environmental Services Division will need to review a submission of a detailed plan of an engineered Sediment Control System prior to Final Adoption.
- 3.14 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.
- 3.15 The submission of a detailed residential loading management plan to the approval of the Director Engineering is required.
- 3.16 Tenant Assistance Plan, in line with Council's adopted policy, has been submitted.

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- 3.17 a) Parkland Acquisition Charge of \$3.55 per sq. ft. of residential gross floor area  
 a) School Site Acquisition Charge of \$600.00 per unit  
 b) GVS&DD Sewerage Charge of \$1,072.00 per apartment unit, and \$1,618.00 per townhouse unit.

#### 4.0 DEVELOPMENT PROPOSAL

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

Gross Site Area (area for calculation of density)	- 3,374 m <sup>2</sup> (36,317.4 sq.ft.)
Dedications	- 90.6 m <sup>2</sup> (975.2 sq.ft.)
Net Site Area	- 3,283.4 m <sup>2</sup> (35,342.2 sq.ft.)

##### 4.2 Site Coverage - 40%

##### 4.3 Density and Gross Floor Area

Gross Site Density	- 3.6 FAR (inclusive of 1.1 FAR amenity bonus)
Gross Floor Area	- 12,146.4 m <sup>2</sup> (130,742.7 sq.ft.)
Residential Amenity Space (Exempt from FAR calculations)	- 372.5 m <sup>2</sup> (4,010 sq.ft.)
Adaptable Unit Exemption	- 83.6 m <sup>2</sup> (900 sq.ft.)

##### 4.4 Residential Unit Mix

###### *Apartment Building*

18 – Jr. One Bedroom (adaptable)	
18 – Jr. One Bedroom	- 51.6 m <sup>2</sup> (555 sq.ft.)
18 – Two Bedroom (adaptable)	- 50.1 m <sup>2</sup> (539 sq.ft.)
36 – Two Bedroom	- 76.5 m <sup>2</sup> (823 sq.ft.)
18 – Two Bedroom + Den	- 70 - 72.6 m <sup>2</sup> (754 - 781 sq.ft.)
20 – Three Bedroom	- 75.8 m <sup>2</sup> (816 sq.ft.)
	- 93.4 - 121.1 m <sup>2</sup> (1,005 – 1,303 sq.ft.)

###### *Townhouses*

9 – Three Bedroom	- 128.4 m <sup>2</sup> (1,382 sq.ft.)
-------------------	---------------------------------------

**TOTAL NUMBER OF UNITS** - 137 units

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4.5 Building Height - 24 storeys

4.6 Vehicle Parking (Residential)

137 units @ 1.1 spaces per unit - Required - 151 spaces

- Provided - 177 spaces

Handicap Accessible Parking Stalls - 2 spaces

4.7 Bicycle Parking

Total Required and Provided:

Resident 2.0/unit @ 137 units - 274 spaces

Visitor – 0.2/unit @ 137 units - 28 spaces

Car/Bike Wash - 2 spaces

4.8 Loading

Total Required and Provided - 1 space

4.9 Communal Facilities

*(Excluded from FAR Calculations)*

Primary communal facilities for residential tenants are located within a residential tower at the south end of the site, oriented towards Marlborough Avenue and Grimmer Street. The total amenity area amounts to 372.5 m<sup>2</sup> (4,010 sq.ft.) which is less than the 607.3 m<sup>2</sup> (6,537 sq. ft.), or 5% of Gross Floor Area, that is permitted to be exempted as amenity space within the Zoning Bylaw.

  
Lou Pelletier, Director  
PLANNING AND BUILDING

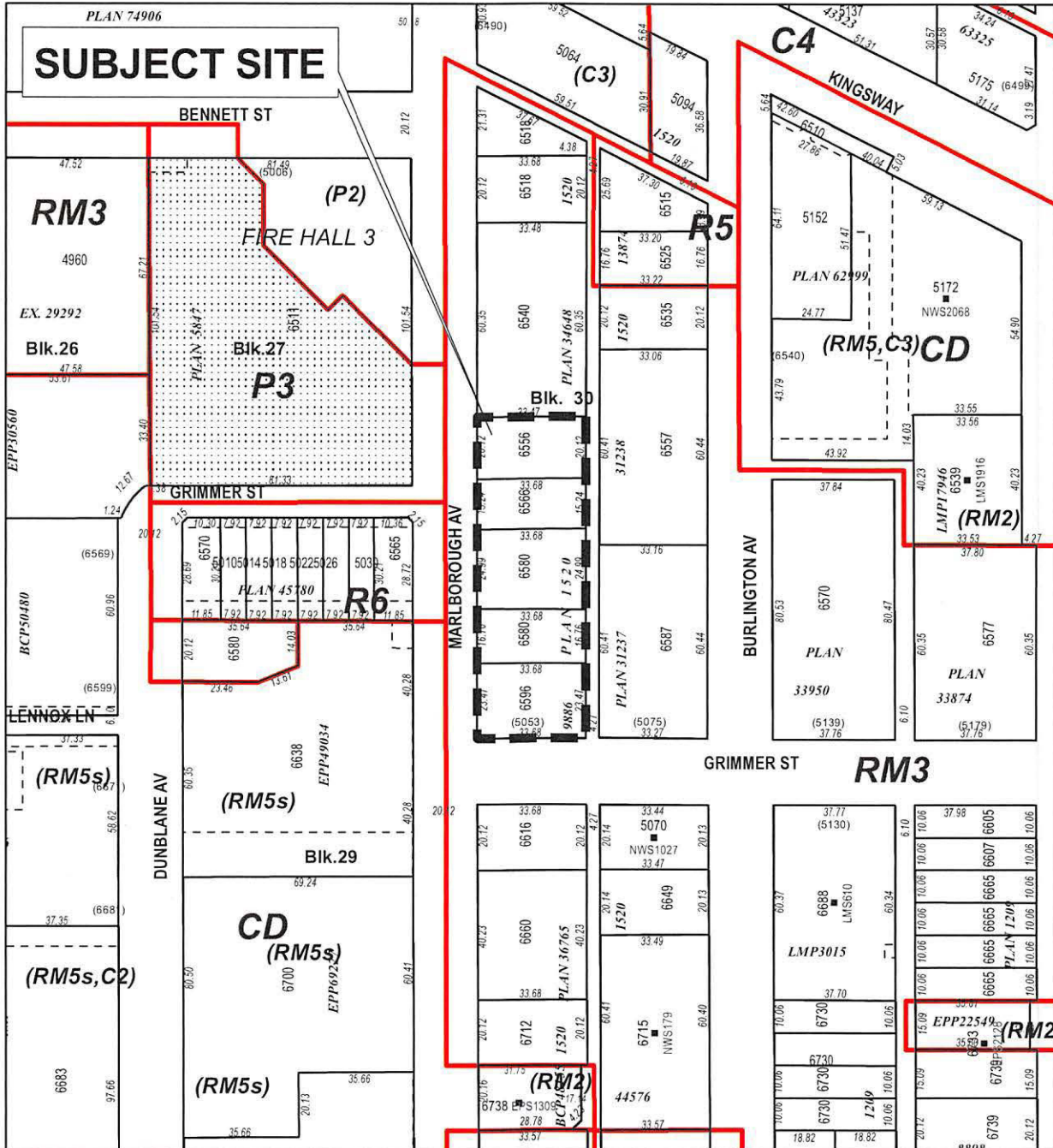
JD:eb

*Attachments*

cc: City Solicitor  
City Clerk

**SCHEDULE A**  
**REZONING 17-30**

<b>ADDRESS</b>	<b>LEGAL DESCRIPTION</b>	<b>PID</b>
6556 Marlborough Ave	Lot 12 District Lot 152 Group 1 New Westminster District Plan 1520	009-893-318
6566 Marlborough Ave	Lot 11 District Lot 152 Group 1 New Westminster District Plan 1520	003-308-928
6580 Marlborough Ave	Lot 9 Except the south 11 feet (Explanatory Plan 9886); District Lot 152 Group 1 New Westminster District Plan 1520	012-196-401
6580 Marlborough Ave	Lot 10 District Lot 152 Group 1 New Westminster District Plan 1520	012-196-428
6596 Marlborough Ave	Parcel "A" (Explanatory Plan 9886) of Lots 8 and 9 District Lot 152 Group 1 New Westminster District Plan 1520	002-739-097



PLANNING & BUILDING DEPARTMENT



DATE:  
JAN 04 2018

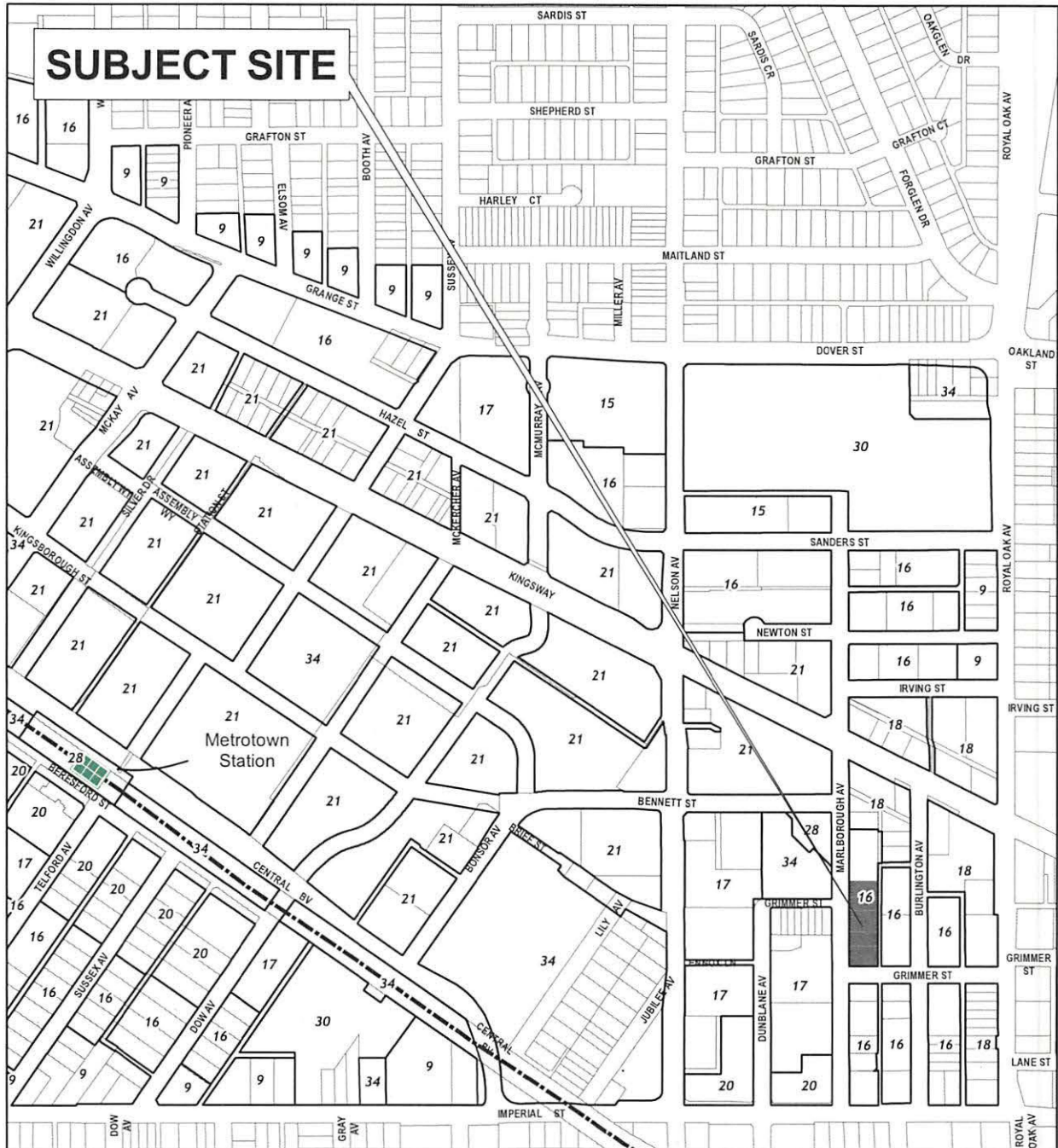
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REZONING REFERENCE #17-30  
6556, 6566, 6580 AND 6596 MARLBOROUGH AVENUE

Subject Site

Sketch #1

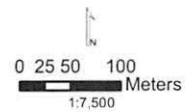


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|--|--|
| <b>9</b> Medium Density Residential (RM3s) | <b>20</b> High Density Mixed Use (RM5s/C2) |
| <b>15</b> High Density Residential (RM5)   | <b>21</b> High Density Mixed Use (RM5s/C3) |
| <b>16</b> High Density Residential (RM4s)  | <b>28</b>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



Planning and Building Dept

### Metrotown Plan



Printed on January 4, 2018

Sketch #2





Item .....
Meeting ..... 2018 May 28

## COUNCIL REPORT

**TO:** CITY MANAGER 2018 May 23

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** **REZONING REFERENCE #17-40**  
**High-Rise Apartment Building with Street-Oriented Townhouses**  
**Metrotown Downtown Plan**

**ADDRESS:** 5895 Barker Avenue, Portion of Olive Avenue ROW and Lane ROW  
 (see *attached* Sketches #1 and #2)

**LEGAL:** Lot 102, District Lot 151, Group 1, NWD Plan 34852

**FROM:** RM3 Multiple Family Residential District

**TO:** CD Comprehensive Development District (based on the RM5s Multiple Family Residential District and Metrotown Downtown Plan as guidelines and in accordance with the development plan entitled "Barker Street Project" prepared by IBI Group)

**APPLICANT:** Concord Barker Project Limited Partnership  
 9<sup>th</sup> Floor – 1095 Pender Street  
 Vancouver, BC V6E 2M6  
 Attn: Matthew Meehan

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2018 June 26.

---

**RECOMMENDATIONS:**

1. **THAT** the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Section 3.7 of this report, contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.
2. **THAT** the sale be approved in principle of City-owned lane in accordance with Section 3.7 of this report, and subject to the applicant pursuing the rezoning proposal to completion.

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 Re: REZONING REFERENCE #17-40  
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3. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2018 June 11 and to a Public Hearing on 2018 June 26 at 7:00 p.m.
4. **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 site improvements.
  - e) The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with Section 3.4 of this report.
  - f) The completion of the Highway Closure Bylaw.
  - g) The completion of the sale of City property.
  - h) The granting of any necessary statutory rights-of-way, easements and/or covenants, including but not limited to a statutory right-of-way along the north property, south property line and portion of east property line for vehicular access to adjacent properties.
  - i) The granting of a Section 219 Covenant:
    - restricting enclosure of balconies;
    - indicating that project surface driveway access will not be restricted by gates;
    - ensuring compliance with the approved acoustical study;
    - guaranteeing the provision and ongoing maintenance of stormwater management facilities;
    - ensuring the provision and ongoing maintenance of Electric Vehicle (EV) charging stations as outlined in Section 3.5 of this report;



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- ensuring that three handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation; and,
  - guaranteeing the provision and ongoing maintenance of public art.
- j) The review of a detailed Sediment Control System by the Director Engineering.
- k) The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- l) The submission of a suitable Solid Waste and Recycling plan to the approval of the Director Engineering.
- m) The design and provision of units adaptable to persons with disabilities, the provision of customized hardware and cabinet work being subject to the sale/lease of the unit to a disabled person and with allocated disabled parking spaces.
- n) The provision of three covered car wash stalls and an adequately sized and appropriately located garbage handling and recycling material holding space to the approval of the Director Engineering and a commitment to implement the recycling provisions.
- o) The review of on-site residential loading facilities by the Director Engineering.
- p) Compliance with the Council-adopted sound criteria.
- q) The undergrounding of existing overhead wiring abutting the site.
- r) Compliance with the guidelines for underground parking for visitors.
- s) The deposit of the applicable Parkland Acquisition Charge.
- t) The deposit of the applicable GVS & DD Sewerage Charge.
- u) The deposit of the applicable School Site Acquisition Charge.
- v) The submission of a written undertaking to distribute area plan notification forms, prepared by the City, with disclosure statements; and, to post area plan notification signs, also prepared by the City, on the development site and in the sales office in prominent and visible locations prior to Third Reading, or at the time marketing for the subject development commences, whichever is first, and

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remain posted for a period of one year, or until such time that all units are sold, whichever is greater.

## R E P O R T

### 1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit the construction of a single 34-storey, high-rise apartment building with townhouses oriented towards Barker Avenue.

### 2.0 BACKGROUND

- 2.1 The subject development site is within the Central Park East neighbourhood of the Metrotown Downtown Plan Area (see *attached* Sketch #2). The adopted Plan identifies this neighbourhood as a high density neighbourhood with a garden-like setting that is defined by its relationships to Central Park, Kingsway, the BC Parkway and Patterson SkyTrain Station. Specifically, high density multiple-family residential developments east of Central Park are intended to have a tranquil park-like neighbourhood character, enhanced with publicly accessible parkettes, as well as pedestrian and cycling linkages, which connect to Central Park, Kinnee Park, the BC Parkway and other parks within Metrotown. With respect to building form, such developments are intended for high-rise residential apartment buildings with low-rise apartments, townhousing or row-housing podiums fronting bounding streets.
- 2.2 The adopted Plan designates the subject development site for high density multiple-family residential development under the CD Comprehensive Development District, utilizing the RM5s Multiple Family Residential District as a guideline. Under the 's' zoning category, there is an expectation of significant community benefits, a sustainable redevelopment approach, exceptional public realm improvements, high quality urban design and superior architectural expression to be derived from the project. This site is also considered suitable for the 's' category parking standard of 1.1 spaces per unit given its strategic location near Expo Line SkyTrain stations, as well as the provision of an acceptable Transportation Demand Management (TDM) strategy for the site.
- 2.3 On 2018 January 29, Council received an initial rezoning report for the subject rezoning application (Rezoning Reference #17-40), which proposed to rezone the subject development site from its prevailing RM3 Multiple Family Residential District to the CD Comprehensive Development District, utilizing the RM5s Multiple Family Residential District and Metrotown Downtown Plan as guidelines. Vehicular access to the site would be via a private statutory right-of-way lane on the northern portion of the site.

The development concept is for a single 34-storey apartment building, located in the middle of the site oriented towards Central Park, and townhouse buildings fronting Barker Avenue. Parking is fully provided underground.

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2.4 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 Centre 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 on 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, Social and Environmental Sustainability Strategies, in addition to the Town Centre Plan, encourage: a varied range of housing options; improved neighbourhood livability, stability and accessibility; transit access and alternative forms of transportation; as well as green building policies. Finally, the City’s Corporate Strategic Plan provides a vision for a world class city committed to creating and sustaining the best quality of life for our citizens; and one which is supported by goals for a safe, connected, inclusive, healthy and dynamic community.

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

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

**3.0 GENERAL COMMENTS**

3.1 The proposed development plan is for a single 34-storey apartment building with street fronting townhouses. All parking is to be provided underground with vehicular access provided via a reciprocal access statutory right-of-way along the north property line that will also serve the adjacent development at 5852 Patterson Avenue (Rezoning Reference #17-35). Access to the site to the south at 5932 Patterson Avenue will also be provided by way of a statutory right-of-way over the subject site.

A total of 220 units are proposed (of which 20% are adaptable). All units meet the minimum unit sizes of the Burnaby Zoning bylaw, with a mix of 1, 2 and 3 bed units.

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- 3.2 Overall, the proposal is considered to embody exceptional urban design and architectural expression in terms of the building's siting, massing, pedestrian orientation and materiality, thus meeting the standards and objectives for such development in the Central Park East Neighbourhood. To complement the built form, a progressive landscape treatment is proposed with the front and side yards, and bounding street, including broad separated sidewalks on Barker Avenue, complete with rain gardens with curb bulges to help soften the urban environment. Substantial on-site landscaping is also proposed within the development.

All required parking for the development is proposed to be located underground, with access taken from the rear lane. A parking standard of 1.17 parking spaces per unit (0.1 of which is for visitor parking) is proposed for the development, which exceeds the minimum standard of 1.1 parking spaces per unit required by the Burnaby Zoning Bylaw. To supplement the proposed parking standard, the developer will be providing a comprehensive Transportation Demand Management Strategy, as well as a communications strategy that provides the Owners, Strata and Strata Management Company an understanding of how best to utilize each of the alternative transportation options.

- 3.3 In accordance with the CD (RM5s) District, and based on the subject site's lot area of 4,306.61 m<sup>2</sup> (46,356 sq.ft.), the applicant could achieve a maximum residential density of approximately 4.99 FAR (subject to detailed survey), inclusive of the available 1.6 FAR.
- 3.4 Given the site's Town Centre location, the applicant is proposing to utilize the allowable supplemental density provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 1.6 FAR in amenity bonus, which translates into 6,890.62 m<sup>2</sup> (74,170 sq. ft.) of bonused gross floor area (GFA) included in the development proposal. The Realty and Lands Division of the Department of Public Safety and Community Services has initiated discussion with the applicant on the amenity bonus value. A separate report detailing the value of the density bonus will be forwarded to Council for consideration and approval prior to the subject amendment bylaw receiving Third Reading. Council approval of the density bonus value is a prerequisite condition of the rezoning.

Under the Priority Amenity Program, the community benefit funds received will be directed into the Metrotown Town Centre Account to be utilized in the future to achieve priority amenities, as established by Council, including a new Metrotown Performance / Events Centre. In accordance with Council's adopted policy, 80% of the cash-in-lieu contributions are applied toward a Town Centre Financial Account and 20% to the Community Benefit Bonus Housing Fund.

- 3.5 The applicant will provide 100% of the resident parking spaces as Level 2 AC (240V) electric vehicle charging stations.

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- 3.6 The Director Engineering will assess the need for any further required services to the site, including, but not necessarily limited to:
- construction of Barker Avenue to Town Centre local road standard with separated sidewalks, street trees, rain gardens, and street and pedestrian lighting; and,
  - storm, sanitary sewer and water main upgrades as required.
- 3.7 No dedication is required across the frontages of the subject development site. The closure of redundant portions of the Barker Avenue and the surrounding lanes measuring approximately 1,377.01 m<sup>2</sup> (14,822 sq. ft.) and consolidation with the development site is proposed. A separate report detailing the value and sale of the surplus road and lane right-of-way area will be forwarded to Council for consideration and approval prior to the subject amendment bylaw receiving Third Reading. Council approval of the value of the surplus right-of-way is a prerequisite condition of the rezoning.
- 3.8 The development is providing 43 adaptable units within the residential apartment building, which exceed the 20% minimum requirements of the Council-adopted Adaptable Housing policy. A total of 3 handicap parking stalls are required, and 7 stalls have been provided in the underground parking area. The handicap parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation.
- 3.9 Any necessary easements and covenants and statutory rights-of-way for the site are to be provided, including, but not necessarily limited to:
- a Section 219 Covenant restricting enclosure of balconies;
  - a Section 219 Covenant indicating that project surface driveway access will not be restricted by gates;
  - a Section 219 Covenant ensuring compliance with the approved acoustical study;
  - a Section 219 Covenant guaranteeing the provision and ongoing maintenance of stormwater management facilities;
  - a Section 219 Covenant ensuring the provision and ongoing maintenance of Electric Vehicle (EV) charging stations as outlined in Section 3.5 of this report;
  - a Section 219 Covenant ensuring that 3 handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
  - a Section 219 Covenant guaranteeing the provision and ongoing maintenance of public art;
  - a 6.1m (20 ft.) Statutory Right-of-way and easement is required across the north property line, and a portion of the south property line to provide vehicular access to 5852 and 5932 Patterson Avenue, and,
  - a 3.0m (9.8 ft.) Statutory Right-of-way for sanitary sewer.

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- 3.10 Due to the proximity of the subject site to the Expo SkyTrain Line and Kingsway, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 3.11 Provision of three separate car wash stalls is required for the residential development.
- 3.12 As the site will be fully excavated for development, a tree survey will be required identifying trees to be removed from the site. The applicant will be required to obtain a tree removal permit for all trees over 20 cm (8 inches) in diameter. A detailed landscape and tree planting plan has been provided as part of the suitable plan of development to replace existing trees to be removed from the site.
- 3.13 A suitable engineered design to the approval of the Director Engineering will be required for the on-site stormwater management system, as well as a Section 219 Covenant to guarantee its provision and continuing operation. The deposit of sufficient monies to guarantee the provision of the stormwater drainage and landscape features will be required.
- 3.14 Engineering Environmental Services Division will need to review a submission of a detailed plan of an engineered Sediment Control System prior to Final Adoption.
- 3.15 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.
- 3.16 The submission of a detailed residential loading management plan to the approval of the Director Engineering is required.
- 3.17 Bicycle storage lockers and surface parking racks are to be provided for the residential tenants, and visitors of the development.
- 3.18 Tenant Assistance Plan, in line with Council's adopted policy, has been submitted.
- 3.19 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 \$1,072.00 per apartment unit, \$1,618.00 per townhouse unit

#### 4.0 DEVELOPMENT PROPOSAL

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

5895 Barker Avenue	- 2,929.60 m <sup>2</sup> (31,534 sq. ft.)
Road Closure Area	- 1,377.01 m <sup>2</sup> (14,822 sq. ft.)
<b>TOTAL</b>	<b>- 4,306.61m<sup>2</sup> (46,356 sq. ft.)</b>

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- 4.2 Site Coverage - 21%
- 4.3 Density and Gross Floor Area
- Gross Site Density - 4.99 FAR  
*(inclusive of 1.6 FAR amenity bonus)*
- Gross Floor Area - 21,489.96 m<sup>2</sup> (231,316 sq. ft.)  
*(inclusive of 74,170 sq. ft. in amenity bonus gross floor area)*
- Residential Amenity Space - 672.71 m<sup>2</sup> (7,241 sq. ft.)  
*(Exempt from FAR calculations)*
- Adaptable Unit Exemption - 79.9 m<sup>2</sup> (860 sq. ft.)  
*(20 sq. ft. /unit)*
- 4.4 Residential Unit Mix
- Apartment Building***
- 31 – One bedroom + den units (adaptable) - 60.8 m<sup>2</sup> (654 sq. ft.)
- 163 – Two bedroom units - 70.0 – 110.6 m<sup>2</sup> (753 – 1,190 sq. ft.)
- 12 – Two bedroom units (adaptable) - 70.0 – 110.6 m<sup>2</sup> (753 – 1,190 sq. ft.)
- 6 – Three bedroom - 139.17 m<sup>2</sup> (1,498 sq. ft.)
- 2 – Three bedroom + - 112.8 m<sup>2</sup> (1,600 sq. ft.)
- Townhouses***
- 6 – Three bedroom units - 140.8 m<sup>2</sup> – 146.7 m<sup>2</sup>  
 (1,516 sq. ft. – 1,579 sq. ft.)
- TOTAL NUMBER OF UNITS** - **220 units**
- 4.5 Building Height - 34 storeys  
 - 100 m (328 ft.)
- 4.6 Vehicle Parking (Residential)
- Total Required and Provided:**
- 220 units @ 1.17 spaces per unit - 257 spaces *(including 23 visitor spaces)*
- Handicap Accessible Parking Stalls - 7 spaces *(including 1 visitor spaces)*

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- Electric Vehicle Charging Stations - 231 stations
- Car Wash Stalls - 3 spaces

4.7 Bicycle Parking

**Total Required and Provided:**


- Resident 2.0/unit @ 220 units - 440 spaces (lockers)
- Visitor – 0.2/unit @ 220 units - 44 spaces (racks/lockers)
- Bike Wash - 2 spaces

4.8 Loading

- Total Required and Provided - 2 spaces

4.9 Communal Facilities (Excluded from FAR Calculations)

Primary communal facilities for the residential apartment building residents are located on the main floor, including an amenity lobby, mail room, concierge, party room, gym, music room, meeting room, study/business room, games room, virtual golf and guest room. The amenity area amounts to 672.71 m<sup>2</sup> (7,241 sq. ft.), which is less than the maximum 5%, or 1,074.52 m<sup>2</sup> (11,565.8 sq. ft.), exemption from Gross Floor Area permitted within the Zoning Bylaw. Outdoor amenities for the development include a bocce court, pet area, public art feature, amenity lawn areas, and amenity dining area and patios with direct access to the indoor amenity space.

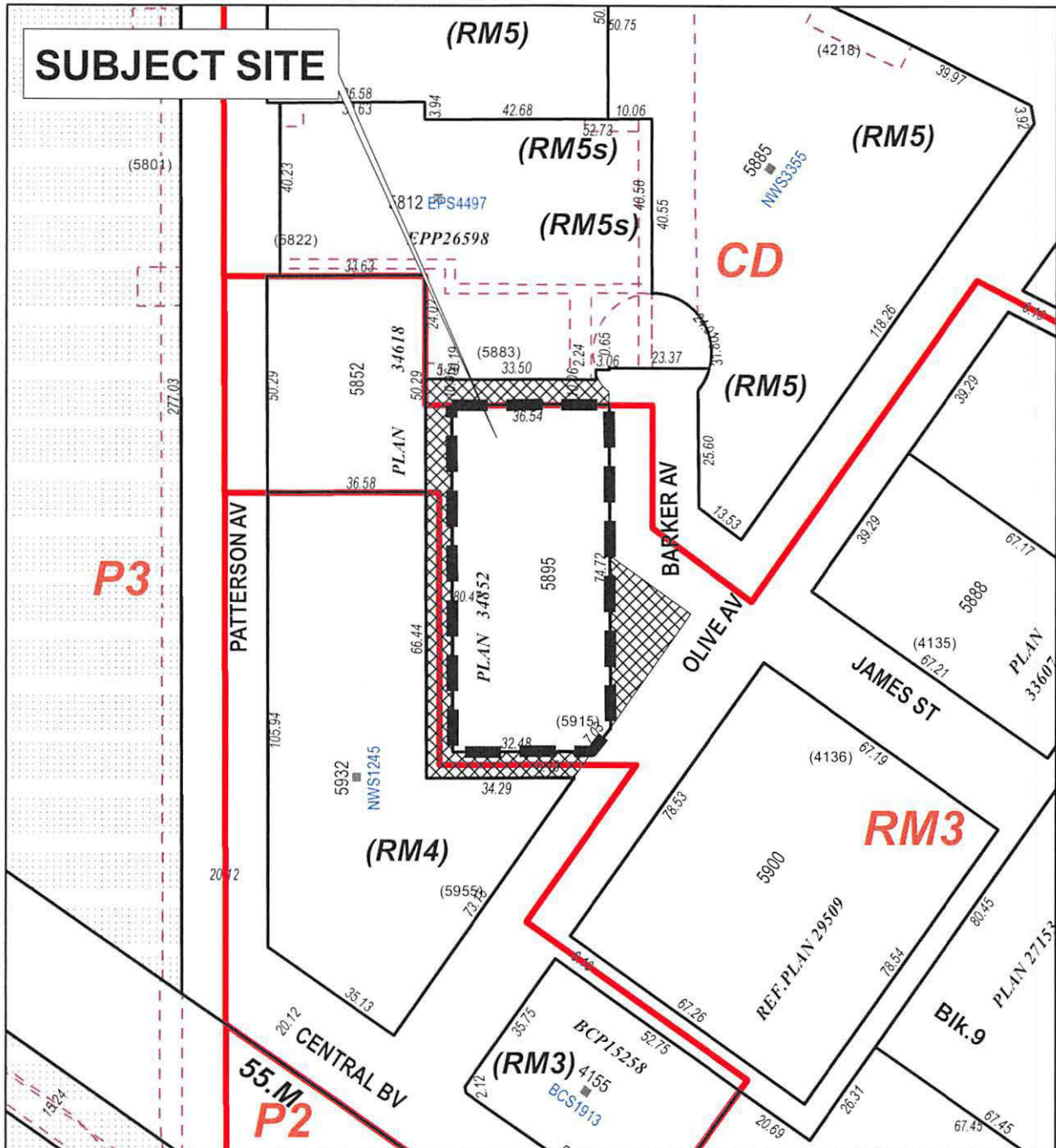
  
Lou Pelletier, Director  
PLANNING AND BUILDING

JBS:eb

**Attachments**

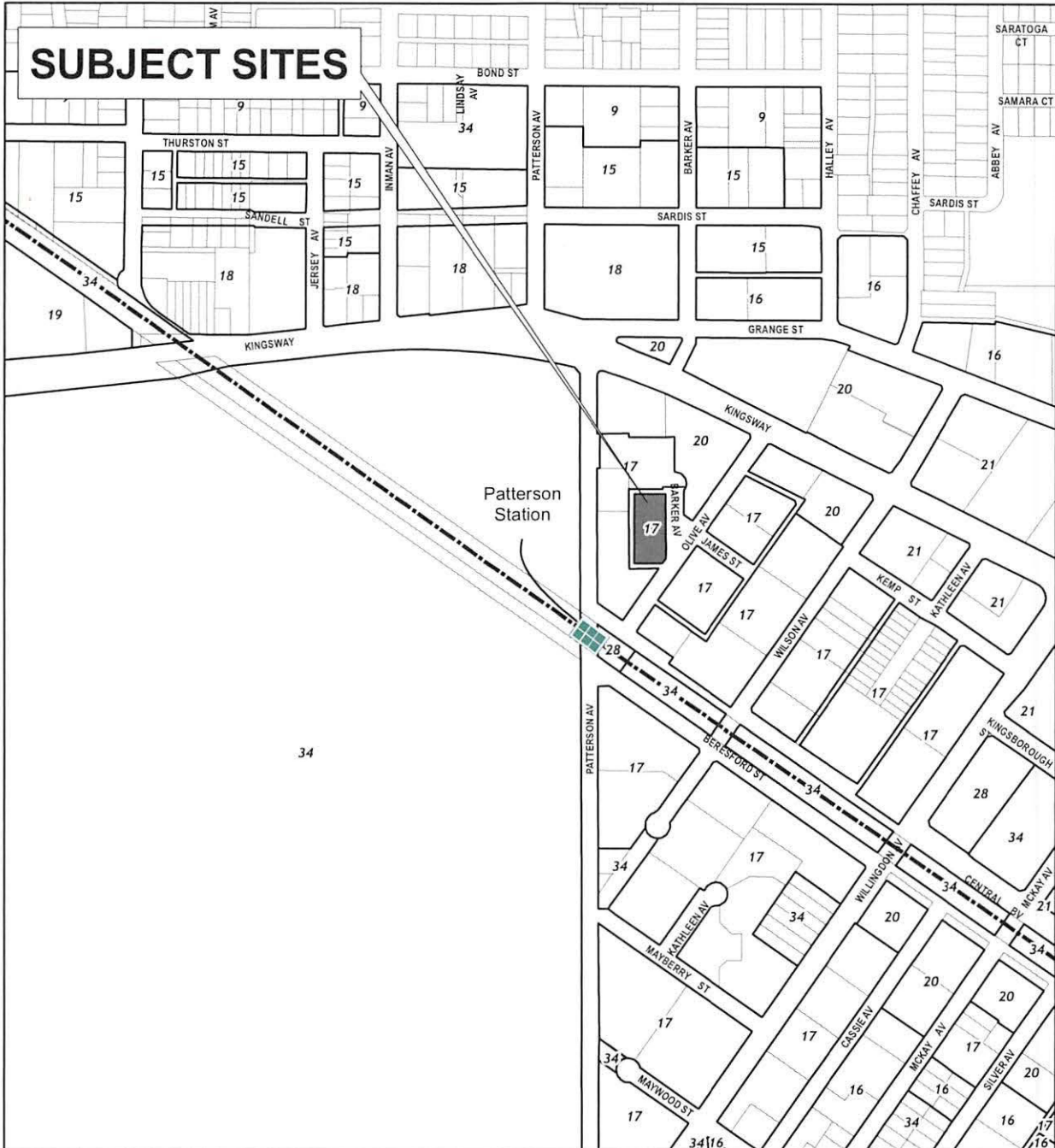
- cc: Director Engineering
- Director Public Safety and Community Services
- City Solicitor
- City Clerk





		PLANNING & BUILDING DEPARTMENT			
DATE:	JAN 22 2018	REZONING REFERENCE #17-40 5895 BARKER AVENUE			
SCALE:	1:1,500				
DRAWN BY:	AY				
		 Subject Site	 Proposed Road Closure Area		

Sketch #1

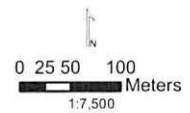


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|--|--|
| <b>9</b> Medium Density Residential (RM3s) | <b>20</b> High Density Mixed Use (RM5s/C2) |
| <b>15</b> High Density Residential (RM5)   | <b>21</b> High Density Mixed Use (RM5s/C3) |
| <b>16</b> High Density Residential (RM4s)  | <b>28</b>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



Planning and Building Dept  
 Printed on January 2, 2018

### Metrotown Plan



Sketch #2



Meeting 2018 Apr 10

COMMITTEE REPORT

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**TO:** CHAIR AND MEMBERS  
SUSTAINABLE CITY ADVISORY COMMITTEE

**DATE:** 2018 April 04

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** 76500 20  
*Reference: Env. Plng*

**SUBJECT: EV CHARGING REQUIREMENTS FOR NEW RESIDENTIAL DEVELOPMENT**

**PURPOSE:** To seek Council’s approval for the proposed requirements for EV charging in new residential development, and to outline additional EV policy topics for further review.

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#### RECOMMENDATIONS:

1. **THAT** Council authorize staff to work with the City Solicitor to prepare the necessary text amendments to the Zoning Bylaw to implement the recommended requirements for EV charging in new residential development, as outlined in *Section 4* of this report.
2. **THAT** Council receive for information the updates on the status of policy research into topic areas for future policy and program direction as outlined in *Section 3* of this report.

### REPORT

#### 1.0 INTRODUCTION

On 2017 November 01, Burnaby City Council approved the report titled “Development of Electric Vehicle Policy for Burnaby”, which presented background about electric vehicles (EVs), including technology, market trends, and policy at various levels of government, and outlined the process for development of EV Policy for the City. As outlined in that report, the EV market, while still small today, is rapidly growing, and policy at various levels of government will play a significant role in the rate of growth. The availability of charging was highlighted as a key factor influencing individuals’ choice whether or not to purchase an EV.

The purpose of this report is to present updates in the EV sector, to seek Council’s approval for a proposed policy for EV charging in new residential development, and to outline additional policy topics proposed for further investigation.



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 From: Director Planning and Building  
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## 1.1 Policy Context

Policy supporting the uptake and use of electric vehicles is supported by Burnaby's approved (2016) Environmental Sustainability Strategy (ESS) and Community Energy and Emissions Plan (CEEP) due to the significant potential to reduce community greenhouse gas (GHG) emissions and make progress toward Burnaby's GHG targets. EV policy can also support the City's approved plans for social and economic sustainability through reduction of air pollution and noise, and fostering green economic development, among other benefits.

EV policy, including the topic areas outlined in *Section 3*, is also well aligned with the City's Corporate Strategic Plan by supporting the following four goals and seven sub-goals:

### A Connected Community

- Digital connection
- Geographic connection

### A Dynamic Community

- Community development
- City facilities and infrastructure

### A Healthy Community

- Healthy environment

### A Thriving Organization

- Organizational culture
- Technology and innovation

EVs are one component of the city's transportation system, set in a broader policy landscape of planning and developing complete, compact communities to reduce the need for vehicle trips, encouraging the use of transit, and investing in and encouraging walking and cycling.

## 2.0 UPDATES

### 2.1 Markets and Technology Updates

The overall rapid growth of EV markets presented in the November 2017 Committee report still holds true. 2017 was a benchmark year for EV sales across Canada, with sales up by 68% over 2016. BC saw a 53% increase over 2016 sales, with a total of 3,270 EVs sold in the province<sup>1</sup>.

In addition, a number of major auto manufacturers have announced a greater emphasis on EVs, including GM, Ford, Mercedes-Benz, BMW, and Volvo. Volvo has further committed that all new car models launched after 2019 will be electric or hybrid, as a part of a long-term phase-out of pure internal combustion engines, an intention also stated by GM.

A significant development in charging technology is the advent of *energy management systems*, which allow multiple charging points to safely use a single circuit simultaneously, reducing the overall electrical load needed to supply the building. Energy management systems are typically used for Level 2 EV charging (see *Appendix A, attached*, for a review of the common EV charging levels). This technology is further described in *Section 4.1.2* below, as it relates to the proposed policy for new residential development in Burnaby.

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<sup>1</sup>Source: Fleetcarma.com

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**2.2 Policy and Program Update**

A number of nations around the world have recently announced future bans on fossil fuel powered vehicles<sup>2</sup>, and/or targets for EV sales<sup>3</sup>. Canada has not yet implemented such policies, but is developing a Zero Emission Vehicle Strategy, to be completed this year. In addition, the federal government has committed \$80 million over four years for new EV charging infrastructure (as well as natural gas and hydrogen fueling stations) along the national highway system. On 2018 February 27, the federal government also announced a \$4.3 million investment toward EV infrastructure including a project being led by BCIT (at the Burnaby campus) that is demonstrating technologies for public EV charging, also referenced in *Section 3.3* below.

The Province of BC is continuing funding of the Clean Energy Vehicle (CEV) program through to 2020, which provides incentives for purchasing an EV. The Province is also continuing to provide support and funding, through a program administered by the Fraser Basin Council, for the installation of EV charging in existing multi-family residential buildings and workplaces.

A number of local governments are undertaking reviews or have recently updated their EV programs, policies and requirements for new development. The most recently approved new requirements, by the City of Vancouver (March 2018), City of Richmond (December 2017) and City of Port Coquitlam (November 2017), establish increased levels of EV-readiness in new residential buildings, to provide all (or most) of the required electrical infrastructure to supply each residential stall or dwelling unit with EV charging. Other Metro Vancouver municipalities are also considering similar requirements. Together with the policy approach proposed in *Section 4* for Burnaby, a new standard with greater regional consistency is being established for EV charging.

**3.0 OVERVIEW OF EV POLICY TOPIC AREAS**

As outlined in the Sustainable City Advisory Committee Report approved by Council on 2017 November 1, Burnaby’s EV policy was to give priority to establishing updated standards for EV charging in new development, while also setting direction for public charging and charging at City owned facilities (for public and/or staff), and consideration for EVs in City fleets. Accordingly, these issues have been categorized into four policy topics, and are proposed to be addressed as follows. The first of these policy topics (EV charging in new residential development) would be advanced as outlined in *Section 4*, while the other topics would be subject to further review and research prior to reporting back to Council.

**3.1 EV Charging in New Residential Development**

Research has shown that having access to charging at home is one of the most important factors in an individual’s decision whether or not to purchase an EV. Charging an EV while at home is the most convenient and reliable option, and at the time of construction new homes can be

<sup>2</sup>Including: Norway (by 2025), The Netherlands (2030), Scotland (2032), the United Kingdom (2040), France (2040), India (2050), as well as Germany and China (with no dates yet confirmed).  
<sup>3</sup>Including: Austria, Denmark, Ireland, Japan, The Netherlands, Portugal, Korea and Spain.



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equipped with EV charging with relatively modest cost, as outlined below. In contrast, retrofitting older homes, particularly multi-family buildings, can be challenging, costly and sometimes not feasible. Advances in *energy management systems*, as described in more detail in **Section 4.1.2** below, make it feasible to provide access to a greater number of parking stalls by sharing electrical circuits and energy loads, with modest cost at the time of construction. This helps to address many of the difficulties of stall allocation and access in strata buildings. For these reasons, Burnaby’s EV policy would advance new standards for new residential development at this time, as outlined in **Section 4**, while continuing to review the other policy areas described below.

**3.2 EV Charging in New Commercial/Office and Institutional Development**

Access to workplace charging can also be an important factor in people’s decision to purchase an EV, particularly if they have a longer commute from home, and/or need to make additional trips prior to returning home each day. Charging at business places can also help to fill in the day-to-day needs of drivers. In some cases, business owners and institutions may want to install EV charging at their own cost, for customer service; but, as in multi-family buildings, retrofitting can be challenging or infeasible at the desired scale. At the same time, policy for EV charging in new commercial and institutional development is somewhat more complex compared to residential development. A wider variety of land uses and ownership and management of parking spaces, and potentially different charging needs for staff vs. customers, may require different approach(es) than recommended for residential development. Therefore, further review and stakeholder consultation is proposed prior to advancing a specific policy recommendation for EV charging in new development of this sector. It is anticipated that recommendations in this area would be forwarded to Council at a later date.

**3.3 Public EV Charging**

In addition to charging at home and at workplaces, public charging can further support the widespread adoption of EVs, and contribute to the prosperity of businesses that rely on public parking for their customers. Staff are reviewing opportunities and considerations, including the role of the City in this service area, fees for charging, possible partnerships with other agencies and/or private enterprises, resource and cost considerations, and criteria for site selection. Two general options for public charging include curbside charging, and charging at city owned facilities.

Some innovative options are emerging suitable for curbside charging. For example, EV charging can be integrated into street light standards to utilize “extra” electrical supply after conversion of lighting to LED, such as recently demonstrated in the City of New Westminster in a pilot project with BCIT<sup>4</sup>. This may also be a suitable option for surface parking lots. Some EV charging systems can also potentially be combined with services such as public WiFi, wayfinding, sensors, and associated Smart City technologies.

<sup>4</sup>The project was recently granted additional federal funding, at an announcement at BCIT that was attended by Councillor McDonnell. <https://www.canada.ca/en/natural-resources-canada/news/2018/02/government-of-canada-supports-electric-and-alternative-fuel-vehicle-infrastructure-in-bc.html>

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City owned facilities such as community centres, libraries and administration buildings also present opportunities for EV charging, for both public and staff. This could support the City's community and corporate sustainability goals and help to attract and retain visitors and employees, particularly as EVs become more common.

It should be noted that although some cities initially offered free public EV charging, the practice is generally shifting to a pay-for-use model. Today's charging technologies allow users to easily create an account and swipe their card or app to initiate charging, with a usage-based fee applied at the discretion of the agency providing the charging. Fee-based charging is seen to be most equitable, would encourage parking turnover and help to recoup capital and operating costs.

Upon further examination of the above noted considerations and opportunities for public charging, staff would report back to Council at a later date.

### 3.4 City Fleets

The City fleet of on-road vehicles consists of approximately 250 heavy duty vehicles, 70 light duty cars and 225 light duty trucks/SUVs/vans, with the majority of GHG emissions resulting from the heavy duty vehicle class. Burnaby has already undertaken a number of initiatives to reduce the fuel costs and greenhouse gas emissions associated with City fleets, including right-sizing of vehicles, more sharing of pool cars vs. allocated cars, and purchasing more fuel-efficient vehicles. Considering opportunities for EVs for City fleets is a natural progression of these initiatives, and could be considered as part of a broader review of fleet optimization strategies.

Incorporating EVs in corporate fleets could support the approved ESS ("Manage" goal<sup>5</sup>), support the Corporate Strategic Plan<sup>6</sup>, and help to meet the City's commitments to reduce GHG emissions.

Therefore, to both support ongoing efforts and to leverage the opportunities for EVs to further advance these policy goals, a fleet review would be undertaken, led by the Finance and Engineering (Fleet Management) departments. The review would include quantification of high level costs and benefits of improvements to fleet efficiencies including EVs, and would address capital costs of vehicles and infrastructure, operating costs and savings, and GHG reduction. This further technical review is necessary in order to determine an advisable approach. Following this review, a report would be advanced to Council on future fleet purchasing and management programs and budget.

<sup>5</sup> ESS, Manage, Strategy 10.3 (New Big Move), **emphasis added**: "Demonstrate leadership in sustainability through City facility and operations management by **reducing energy and GHG emissions...**", Suggested Action b) "Explore ways to implement further improvements in operational areas such as City procurement, **vehicle fleet, staff commuting...**new and existing buildings **and infrastructure...**"

<sup>6</sup> In particular, the goals of A Healthy Community (Healthy environment); A Dynamic Community (City facilities and infrastructure); and A Thriving Organization (Organizational culture; Technology and innovation).

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## 4.0 PROPOSED REQUIREMENTS FOR EV CHARGING IN NEW RESIDENTIAL DEVELOPMENT

### 4.1 Background

#### 4.1.1 Existing Policy and Challenges

For large new multi-family residential developments subject to the City's supplemental density policy, the City has established the practice to require, through the application review process, 10 percent of stalls to be provisioned with Level 2 EV charging. This takes the form of dedicated electrical circuits (one circuit per stall) and includes all electrical infrastructure and EV supply equipment (EVSE, a.k.a. "chargers"). In addition, DC Fast Charging (DCFC) systems have been supplied in some common parking areas, to serve residents without access to a dedicated charger (see *Appendix A* for a review of charging types). DCFC is typically quite expensive to install and draws a high power supply over a short duration.

Based on projected market trends, it is likely that 10 percent of stalls will not be enough to serve future demand, and also does not provide appropriate electrical supply and distribution of the wiring to significantly expand the system in future. Retrofitting existing buildings for EV charging can be prohibitively expensive unless there is sufficient electrical infrastructure in place. Allocating a limited number of stalls is also challenging due to legal and administrative barriers in strata rules and policies that make switching stall ownership difficult, and unless an owner is able to pre-purchase a unit with charging, they may not be able to take advantage of the service. The difficulties stratas face in managing the charging, and establishing a fair billing system to users, means that they have sometimes opted to forgo use of the provided EV charging altogether.

Finally, the existing practice only addresses large multi-family developments within Town Centres. There is also need for residential EV charging in areas outside of Town Centres, in single and two-family homes and in multi-family developments, for which Burnaby does not currently have policy or requirements for EV charging.

#### 4.1.2 Energy Management Systems

*Energy management systems*, also known as "smart charging", "power sharing" or "load sharing", refers to a variety of technologies and services that control the rate and timing of EV charging. In shared parking garages such as multi-family residential buildings (MURBs), energy management systems allow multiple charging points to safely use a single circuit simultaneously. This is in contrast to a dedicated circuit where a single circuit supplies a single charging point.

As shown conceptually in *Figure 1* below, when only one EV is plugged in to one of the outlets it receives all the electricity, but when multiple EVs are plugged in the electricity delivered to any one outlet is reduced. Energy management systems can greatly reduce the total amount of electrical supply that a building requires by sharing these loads, significantly reducing the infrastructure costs compared to dedicated circuits. Through a digital network supported with

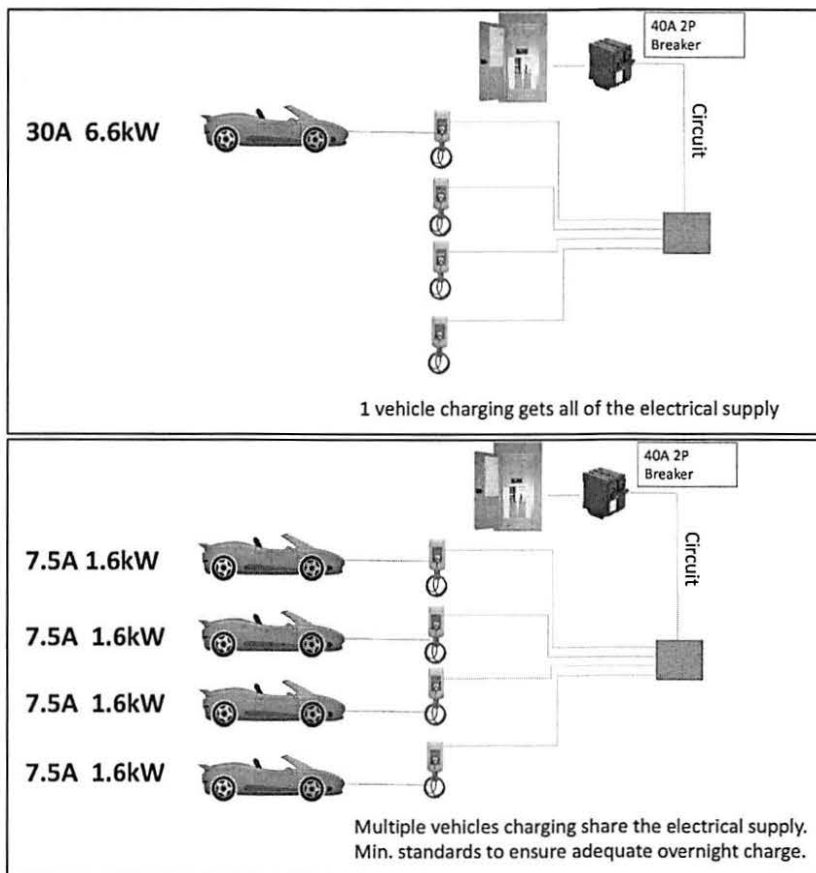


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software they can also track usage and allocate billing to individuals, and some systems can adjust the timing of EV charging according to the needs and preferences of users.

Energy management systems can be deployed in any situation with shared parking, including MURB, commercial, office, institutional, and single family homes with multiple parking stalls. Since the energy supplied to any one charging point can be reduced with shared usage, *performance standards* are needed to ensure an adequate charge is delivered over a given time, for example for overnight charging using a typical driving range.

EV energy management systems are recognized in the latest Canadian Electrical Code updates<sup>7</sup>, and will be incorporated in provincial code with a technical bulletin to be published later in 2018. In the meantime local governments have the ability to issue a code variance to allow for an energy management system. Burnaby’s electrical inspection staff are engaged and informed on this process.



**Figure 1.** Illustration of an energy management system: when only one vehicle is plugged in (top), it receives 100% of the electrical supply; when multiple vehicles are plugged in (bottom), they share the supply. (Image modified from Electrum Charging, used with permission).

Note: Although a 1:4 system is shown here, various configurations are possible, including from 1:2 to 1:18 (with larger supply).

<sup>7</sup> <http://www.electricalindustry.ca/latest-news/3739-2018-canadian-electrical-code-part-i-top-15-changes>

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## 4.2 Proposed Requirements

### 4.2.1 Objectives

In order to address the expected future demand for EVs and to support their use to achieve environmental, social and economic sustainability benefits, increased provision of charging is needed, with home charging identified as a priority. The approach proposed below for new residential development was based on optimizing and balancing the following objectives.

- **Minimize upfront costs:** EV charging infrastructure has a cost, however, it is desirable to identify solutions that provide increased charging opportunities in a cost-effective manner at the time of new construction.
- **Allow for and minimize costs of retrofits:** installing EV charging at the time of construction for only a portion of parking can make future system expansion more costly overall, or infeasible.
- **Simple for stratas to administer:** as noted above, it is difficult for stratas to fairly allocate access to EV charging among a limited number of stalls, and to allow owners to change stalls.
- **Simple for City to administer and inspect/approve:** standards that are simple to inspect and approve are preferred.
- **Equitable for residents:** ensure residential charging is available in all types of buildings and locations in the City.
- **Future-proofing:** allow for future increased EV uptake, and accommodate specific charging systems and technologies as they change overtime, through a standard that is flexible.

Consideration of these objectives led to the following recommended requirements for new residential development.

### 4.2.2 Proposed Requirements: Summary and Benefits

*The proposed requirement is for each required residential parking stall in new development to be made EV-ready, through the provision of an energized outlet for Level 2 EV charging. The policy would allow for the use of energy management systems, and would apply to new multi-family, single and two-family buildings, with the exception of visitor parking and secondary suites.*

The policy would apply City-wide, for all new residential development, and would not apply to a renovation, nor a new garage associated with an existing home. Visitor parking is proposed to be exempted because it would be difficult for stratas to manage and bill the charging service from a common account, and it is not seen as necessary since a resident could provide a guest with

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access to their own stall. Secondary suites are proposed to be exempted because of the need for access to a second circuit, and associated costs. However, the outlet in the principal dwelling’s required parking stall could be shared for tenant use, including with an energy management system.

Developers/builders would not be required to install the full EVSE (“chargers”); instead, that cost would fall to the vehicle owner. DC Fast Charge stations would also not be required in multi-family developments since all residents would have access to Level 2 charging. Developers would, of course, still have discretion to provide some or all of the EVSE if they so choose.

This approach has a number of benefits:

- Providing an outlet in all required residential parking stalls effectively gives all residents of new homes the choice of EV ownership, whether now or in future.
- Not requiring full installation of chargers eliminates guesswork to anticipate future need, and allows the system to grow and adapt to new types of chargers over time. Vehicle owners can also have greater choice in the selection of charger most suited to their needs.
- Installing outlets to every required parking stall at the time of construction, with provision of energy management systems, is the lowest-cost and most feasible option to service all stalls for EV charging, compared to trying to retrofit later.
- The proposed approach alleviates the need for complex legal agreements to ensure stratas provide owners access to charging among a limited number of stalls.
- The provision of energized outlets is simple for the City to review and inspect, and is not expected to add additional time for review nor require additional staff to administer.

**4.3 Costs**

In all circumstances, owners would be responsible for purchasing the charger for their vehicle, unless the developer/builder chose to provide this additional infrastructure.

The costs of installing an outlet for EV charging in new single and two-family development is considered to be nominal as the necessary electrical wiring can be installed at the time of construction and does not involve extra-ordinary technical advice or materials<sup>8</sup>. Consultation with EV service equipment providers and the City’s electrical inspections staff indicates that the required outlet could typically be provided within a building’s standard electrical supply, and that there are options for load-sharing that could mitigate rare situations where supply was constrained.

<sup>8</sup>The estimated incremental cost for single and two-family homes is estimated at about \$200-\$500 for materials and labour however this may be over-stated since the work would be undertaken as part of related servicing.

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The cost for multi-family developments, while higher than for single-family, is also relatively modest and provides a marketable benefit. Compared to an approach that would provide more stalls with charging (e.g. 20 to 30 percent) through installing dedicated circuits for Level 2 charging, the proposed approach (with energy management systems) is expected to be generally equal or less in total costs, while also better addressing other considerations noted above. The proposed approach is also significantly lower in cost than a standard that would require dedicated circuits to all stalls, for either Level 2 or even Level 1 charging<sup>9</sup>.

Consultation with the Urban Development Institute and architects and engineers involved in large multi-family developments in Burnaby indicated general support for the proposed approach, and while there were some questions and concerns raised about technical considerations and provisions of the policy, cost was not an overriding concern. It is anticipated that the concerns can be largely addressed through further communication about the standards, including a technical bulletin as described below.

Energy management systems are the critical element that mitigate the need for costly electrical supply upgrades for multi-family development, and on a per-stall basis the result is significantly less expensive than supplying each stall with a dedicated circuit. For multi-family developments, the standards of the new policy should be feasible without triggering a substantial electrical supply upgrade, a key driver of costs.

#### 4.4 Implementation

The policy requirements are proposed to be implemented through a text amendment of the Zoning Bylaw. Following approval of this report, staff would work with the City Solicitor to prepare the necessary Bylaw amendments, which would then be advanced for Council's approval, for a subsequent Public Hearing. The effective date of the new standards would be outlined in the following report and would ensure sufficient time to communicate the requirements to development applicants as outlined in the following section, and to inform the necessary City staff.

The new standards would not apply to development that has applied for a Building Permit or Preliminary Plan Approval prior to the effective date. In addition, projects subject to Rezoning that have advanced past Second Reading would be exempted from the new standards for EV charging, but would be encouraged to comply if feasible. This is because at this stage the building design is generally confirmed and the addition of the EV charging could be difficult to incorporate.

The Zoning Bylaw would also include a provision for the Director Planning and Building to issue a variance for an unanticipated, exceptional circumstance in which the requirements were demonstrated to not be feasible.

<sup>9</sup>Source: AES Engineering for the City of Richmond <http://udi.bc.ca/city-richmond-electric-vehicle-ev-charging-infrastructure/>

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A technical bulletin is under preparation to guide more complex installations, which will include background on various energy management systems, establish a requirement for stations to be networked (vs. stand-alone), and set a performance standard to ensure a minimum electricity supply over a given time for adequate charging. Guidelines and FAQs for single and two-family home builders will also be prepared.

#### 4.5 Communication Plan

Upon Council's approval of the proposed policy, the following communication approaches would be initiated. Interested and affected groups would be provided with information to advise them of the new standards, including in the following formats.

- **Developers/builders of smaller multi-family and single and two-family buildings:** Outreach is planned via email and mail to inform these professionals of the upcoming new requirements, as well as by making a technical bulletin and brochure available as described below.
- **Developers of larger mixed-use and multi-family developments:** will be informed of the new requirements through existing communication channels including email, website and through development inquiries.
- **Commercial property managers and leasing agents:** A workshop for these stakeholders is being planned for Spring 2018 to seek their input on possible approaches for EV charging standards for commercial and office development, as outlined above in *Section 3.2*.
- **Technical bulletin and brochures:** A bulletin would be prepared outlining the technical requirements of the new standards for residential development, for developers, designers and builders, and a brochure targeting single family home builders would also be prepared, and provided on the City's website and in the Building Department.
- **Website:** The EV policy would be posted on the ESS/CEEP implementation webpage for the general public, alongside updates and opportunities to engage on other policy topic areas as they are advanced.

#### 5.0 CONCLUSION

Electric vehicles represent a technology advancement with significant potential to reduce community GHG emissions and provide related social and economic sustainability benefits. In order to support this evolution, charging infrastructure is needed in various forms and locations. This report outlines the first proposed component of the City's EV policy, outlining a standard that would require all new residential parking stalls to be made EV-ready through the provision of an outlet for Level 2 charging, in a manner that is feasible and cost-effective. As such, it is recommended that Council authorize staff to work with the City Solicitor to prepare the



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necessary text amendments to the Zoning Bylaw to implement the policy for EV charging in new residential development as outlined in **Section 4** of this report, for Council’s approval and subsequent advancement to a Public Hearing. At the same time, further investigation is proposed to address other EV policy topics, as outlined in **Section 3**, for later reporting back to Council, on the further results of this review for commercial/office new development, public and staff EV charging, and EVs in City fleets.

  
Lou Pelletier, Director  
PLANNING AND BUILDING

LT:sla  
*Attachment*

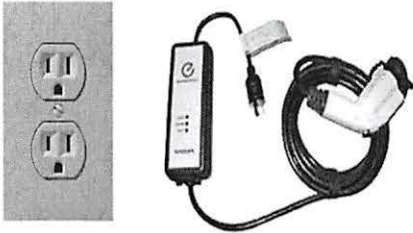
- cc: City Manager
- Director Engineering
- Director Finance
- Chief Building Inspector
- City Solicitor
- City Clerk

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## Electric Vehicle Charging Types and Uses

### Level 1

(110 v)



#### Level 1 Charging:

- 3-8 km per h charge
- Useful charge in 8+ hours
- Still used in some home charging and workplace
- Not suitable for longer range vehicles due to long charge time

### Level 2

(208/240 v)



#### Level 2 Charging:

- 18-45km per h charge
- Useful charge in 2-6h
- Residential, workplace, retail and public charging (e.g. curbside)
- Amenable to load-sharing (energy management) systems

### DC Fast Charge

(500 VDC)



#### Direct Current (DC) Fast Charge:

- 90-150km per ½ h charge
- Useful charge in 15 min
- Highways, public charging "hubs" with fast turnover