



Item .....
Meeting ..... 2015 November 09

COUNCIL REPORT

**TO:** CITY MANAGER 2015 November 04

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #15-01**  
**Apartment tower with street-oriented townhouses and live-work units**  
**Metrotown Town Centre**

**ADDRESS:** 6750 Dunblane Avenue, 5025 Imperial Street and 6729/6789 Marlborough Avenue (see *attached* Sketches #1 and #2)

**LEGAL:** Lots 1, 4 & 5, DL 152, Group 1, NWD Plan 1292; Lot A, DL 152, Group 1, NWD Plan 1292

**FROM:** RM3 Multiple Family Residential District

**TO:** CD Comprehensive Development District (based on the RM5s Multiple Family Residential District, C2 Community Commercial District, Metrotown Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "Marlborough Multi-Family" prepared by Chris Dikeakos Architects Inc.)

**APPLICANT:** Amacon Development (Imperial)  
Suite 500, 856 Homer Street  
Vancouver, BC V6B 2W5  
(Attention: Simon Taylor)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2015 November 24.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2015 November 09 and to a Public Hearing on 2015 November 24 at 7:00 p.m.
2. **THAT** the amendment to the Metrotown Town Centre Plan, as outlined in Section 3.1 of this report be approved, to take effect upon the granting by Council of Second Reading of the Rezoning Bylaw related to the subject site.
3. **THAT** the following be established as prerequisites to the completion of the rezoning:

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- a) The submission of a suitable plan of development.
- b) The deposit of sufficient monies including a 4% Engineering Inspection Fee to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
- c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in town centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d) The submission of an undertaking to remove all existing improvements from the site prior to Final Adoption of the Bylaw, but not prior to Third Reading of the Bylaw.
- e) The utilization of an amenity bonus through the provision of a \$6,745,200.00 cash in-lieu contribution in accordance with Section 3.3 of this report.
- f) The dedication of any rights-of-way deemed requisite.
- g) The consolidation of the net project site into one legal parcel.
- h) The granting of any necessary statutory rights-of-way, easements and/or covenants.
- i) The granting of a Section 219 Covenant:
  - restricting enclosure of balconies;
  - indicating that project surface driveway access will not be restricted by gates;
  - guaranteeing the provision and maintenance of public art;
  - ensuring compliance with the approved acoustical study;
  - guaranteeing the provision and ongoing maintenance of stormwater management facilities;
  - restricting the use of guest suites;

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- ensuring the provision and ongoing maintenance of five bicycles and related storage/bicycle repair room, and to ensure that they remain common property to be administered by the Strata Corporation;
  - ensuring the provision and ongoing maintenance of one electric vehicle and one fast charging (Level 3) Electric Vehicle Charging Station, and to ensure that they remain as common property to be administered by the Strata Corporation; and,
  - ensuring that handicap accessible parking stalls in the underground parking areas be held in common property to be administered by the Strata Corporation.
- 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 two 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) The submission of a tenant assistance plan.
- q) The provision of facilities for cyclists in accordance with this report.
- r) Compliance with the Council-adopted sound criteria.
- s) The undergrounding of existing overhead wiring abutting the site.

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- t) The submission of a detailed comprehensive sign plan.
- 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 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 a 27-storey apartment building with street-oriented townhouses on Marlborough Avenue and live-work townhouse units with flats above on Imperial Street.

### **2.0 BACKGROUND**

- 2.1 On 2015 May 25, Council received the report of the Planning and Building Department regarding the rezoning of the subject development site 6750 Dunblane Avenue, 5025 Imperial Street and 6729/6789 Marlborough Avenue and authorized the Department to work with the applicant in the preparation of a suitable plan of development with the understanding that a further and more detailed report would be submitted at a later date.
- 2.2 The subject development site encompasses four properties at 6750 Dunblane Avenue, 5025 Imperial Street and 6729/6789 Marlborough Avenue. The properties are occupied by older apartment buildings, which are described as follows:
  - 6750 Dunblane Avenue - older 8-unit, three-storey apartment building that was constructed in 1954. The building is currently vacant due to fire damage;
  - 5025 Imperial Street - older 23-unit, three-storey apartment building in fair condition that was constructed in 1969;

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- 6729 Marlborough Avenue - older 8-unit, three-storey apartment building in poor condition that was constructed in 1959; and,
- 6789 Marlborough Avenue - older 8-unit, two-storey apartment building in fair condition that was constructed in 1957.

Directly to the north is a single-family dwelling and three-storey apartment building, beyond which are low-rise apartment buildings. To the east (across Marlborough Avenue) and west (across Dunblane Avenue) are low-rise apartment buildings. To the south across Imperial Street is a newer low-rise multiple-family residential development and older single-family dwellings.

2.3 The Metrotown Town Centre Development Plan designates this overall site for high density apartment development under the CD Comprehensive Development District, utilizing the RM5s Multiple Family Residential District as a guideline. In terms of the governing allowable density for the site, the maximum allowable residential floor area ratio would be 4.88 applicable to the net site, which is inclusive of the proposed use of the 1.6 FAR amenity bonus, as noted in Section 3.3 of this report.

2.4 Given the development site's significant block frontage along the north side of Imperial Street, it is a Town Centre Planning objective to provide a development form and use that provides an appropriate transition between the Metrotown Town Centre Plan area and adjacent Royal Oak Community Plan area south of Imperial Street, as well as to complement the pockets of commercial uses along the south side of Imperial Street. The applicant has responded to this objective in the following ways:

- orienting the frontage of the residential tower towards Imperial Street;
- including a public art component and water feature that is oriented towards Imperial Street; and,
- establishing a four-storey residential component along Imperial Street. The four-storey form is comprised of two-storey townhouses with two-storey flats above, in which the townhouses also include a minor live-work component at the ground level. The two-storey flats are connected to the residential tower via an east-west sky bridge.

The proposed development concept also includes two-storey townhouses oriented towards Marlborough Avenue, and full underground parking and driveway access via Dunblane Avenue. Planning staff support the proposed development concept. It is acknowledged that an amendment to the Metrotown Town Centre Plan is required in order to include the live-work component, but it is considered minor and supportable given that it supports the existing and proposed commercial and mixed-use along the south side of Imperial Street (designated by the adopted Royal Oak Community Plan) by providing a second half to the planned commercial street.

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- 2.5 Burnaby has and continues to benefit from some very sound planning principles established early on in the City's development. Key to these is the Official Community Plan's designation of four Town Centres within the City which have and are intended to continue to accommodate a significant portion of the City's population and job growth, and which provide locations for the provision of community amenities going forward.

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

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

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

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

### **3.0 GENERAL COMMENTS**

- 3.1 The proposed development plan is for a single 27-storey apartment tower with a four-storey residential form with a minor live/work component fronting Imperial Street and a two-storey townhouse form fronting Marlborough Avenue. All parking is to be provided underground with vehicular access provided via Dunblane Avenue.

A total of 177 units are proposed. It is noted that the smaller one-bedroom units are proposed to be between 539 sq. ft. - 559 sq. ft. in area, in accordance with the P11e District. This is supported given the high percentage of two- and three- bedroom units proposed within the overall development, all of which exceed the minimum unit size requirements of the Zoning Bylaw. The use of the P11e District for smaller one-

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bedroom units supports the affordability of units for first time home buyers and those looking to enter the housing market.

The 177 units includes four live-work townhouse units oriented towards Imperial Street. The live-work component of the proposed development is intended to provide an appropriate transition between the Metrotown Town Centre Plan area and adjacent Royal Oak Community Plan area, as well as to complement the pockets of strip commercial along the south side of Imperial Street by providing a second side to the planned commercial street. As such, a minor amendment to the Metrotown Town Centre Development Plan is necessary to acknowledge the proposed live-work component through the inclusion of the C2 Commercial District as a guideline.

- 3.2 Overall, the subject proposal is considered to embody exceptional urban design and architectural expression in terms of the building's siting, massing, pedestrian orientation and materiality; thus, meeting the standards and objectives for such development in the City's town centre areas. To complement the built form, a progressive landscape treatment is proposed which includes boulevards and street trees on Imperial Street, Dunblane Avenue and Marlborough Avenue to help soften the urban environment. Substantial on-site planting is also proposed to further enhance the development.

All required parking is proposed to be located underground, and access taken from Dunblane Avenue through the lane. With regard to the residential parking for the development, the required parking ratio is 1.37 spaces per unit (of which 0.1 is for visitor parking), commensurate with the proposed transportation alternatives proposed for the site. The development has provided the following transportation alternatives:

- provision of a 50% subsidy on two-zone transit passes for all residential units within the development for 12 months;
- provision of one electric vehicle and one Level 3 Electric Vehicle (EV) charging station to be held as common property for the benefit of the residents;
- provision of twice the required residential bicycle parking spaces to be provided in secured residential bicycles lockers; and,
- provision of five commuter bicycles and related storage/bicycle repair room to be held as common property for the benefit of residents.

The developer has also committed to demonstrating sustainability through building design, materiality and efficiency (water, energy and waste management) initiatives.

- 3.3 Given the site's Town Centre location, the applicant is proposing to utilize the supplemental amenity density bonus provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 1.6 FAR, which translates into 56,210

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sq. ft. of additional gross floor area (GFA) included in the development proposal. The Legal and Lands Department has established the value of the density bonus to be \$120 per sq. ft. buildable for a total value of \$6,745,200.00 (subject to legal survey). In accordance with Council's adopted Community Benefit Bonus Policy, it is recommended that the community benefit funds be received as an undesignated cash in-lieu contribution for the future provision of a community benefit.

Under the Priority Amenity Program, the community benefit funds received will be directed into the Metrotown Town Centre Account to be utilized in the future to achieve priority amenities, as established by Council, including a new Metrotown Performance / Events Centre. This centre would include facilities for the performing arts and a broad range of community events and occasions.

In accordance with Council's adopted policy, 80% of the cash-in-lieu contributions are applied toward a Town Centre Financial Account and 20% to the Community Benefit Housing Fund. Of the \$6,745,200.00 associated with the subject amenity bonus, \$5,396,160.00 (80%) would be allocated to the Metrotown Town Centre Account. The remaining \$1,349,040.00 (20%) would be directed to the City-wide Housing Fund.

3.4 The Director Engineering will be required to provide an estimate for all services necessary to serve this site. The servicing requirements for this development will include, but not necessarily be limited to the following:

- construction of Dunblane Avenue to its final Town Centre standard (local road) with separated sidewalks, street trees, enhanced boulevards, and street and pedestrian lighting across the development frontage;
- construction of Marlborough Avenue to its final Town Centre standard (local road) with separated sidewalks, street trees, enhanced boulevards, and street and pedestrian lighting across the development frontage;
- construction of Imperial Street to its final standard (collector road) with cycle facilities, separated sidewalks, street trees, enhanced boulevard and street and pedestrian lighting across the development frontage;
- provision for future pedestrian signal improvements at Imperial Street and Marlborough Avenue across the development frontage; and,
- storm, sanitary sewer and water main upgrades as required.

Required road widening dedications include a 2.4 m dedication along Imperial Street. A 2.2 m statutory right-of-way on Imperial Street is also required for a separated sidewalk. Pedestrian access to the site will be from Imperial Street, Dunblane Avenue and Marlborough Avenue. Vehicular access will be from Dunblane Avenue.

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- 3.5 In accordance with the City's policy for adaptable units, a total of 35 units (20% of the total number of residential units) have been provided meeting adaptable 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 700 sq. ft. A total of four handicap accessible parking stalls are provided in connection with this development (one space within the visitors' parking area and three spaces within the residential parking area). Accessible parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation.
- 3.6 The submission of a Tenant Assistance Plan is required in line with Council's adopted policy.
- 3.7 Any necessary easements and covenants for the site are to be provided, including, but not necessarily limited to:
- 219 Covenant restricting enclosure of balconies;
  - 219 Covenant indicating that project surface driveway access will not be restricted by gates;
  - 219 Covenant guaranteeing the provision and maintenance of public art;
  - 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation
  - Section 219 Covenant ensuring compliance with the approved acoustical study;
  - Section 219 Covenant guaranteeing the provision and ongoing maintenance of stormwater management facilities;
  - Section 219 Covenant restricting the use of guest suites;
  - Section 219 Covenant ensuring the provision and ongoing maintenance of five commuter bicycles and related storage/bicycle repair room, and to ensure that they remain common property to be administered by the Strata Corporation; and,
  - Section 219 Covenant ensuring the provision and ongoing maintenance of one electric vehicle and one fast charging (Level 3) Electric Vehicle Charging Station, and to ensure that they remain as common property to be administered by the Strata Corporation.
- 3.8 Due to the proximity of the subject site to Imperial Street, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 3.9 Provision of two separate car wash stalls is required.

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- 3.10 The submission of a Comprehensive Sign Plan is required.
- 3.11 As the site will be fully excavated for development, an arborist's report and tree survey will be required prior to Final Adoption identifying trees to be removed from the site. The applicant will be required to obtain a tree removal permit for all trees over 20 cm (8 inches) in diameter. A detailed landscape and tree planting plan has been provided as part of the suitable plan of development to replace existing trees to be removed from the site.
- 3.12 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 The undergrounding of existing overhead wiring on Imperial Street and Dunblane Avenue is required.
- 3.14 The Engineering Environmental Services Division will need to review a submission of a detailed plan of an engineered Sediment Control System prior to Final Adoption. The proposed Sediment Control System will then be the basis, after Final Adoption, for the necessary Preliminary Plan Approval and Building Permit.
- 3.15 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 suitable on-site residential loading plan to the approval of the Director Engineering is required.
- 3.17 a) Parkland Acquisition Charge of \$3.55 per sq. ft. of residential gross floor area  
b) School Site Acquisition Charge of \$600.00 per unit  
c) GVS&DD Sewerage Charge of \$590.00 per apartment unit

#### 4.0 DEVELOPMENT PROPOSAL

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

Gross Site Area	- 3,444.0 m <sup>2</sup> (37,071 sq. ft.)
Road Dedication	- 180.2 m <sup>2</sup> ( 1,940 sq. ft.)
Net Site Area	- 3,263.8 m <sup>2</sup> (35,131 sq. ft.)

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- 4.2 **Site Coverage** - 38%
- 4.3 **Density and Gross Floor Area**
- |                                |  |
|--------------------------------|--|
| Residential Density            | - 4.88 FAR ( <i>inclusive of 1.6 amenity bonus</i> )                                     |
| Gross Floor Area               | - 15,927.2 m <sup>2</sup> (171,439 sq. ft.)<br>( <i>excluding permitted exemptions</i> ) |
| C2 District Live-Work          | - 118.7 m <sup>2</sup> (1,278 sq. ft.)   |
| <b>TOTAL GROSS FLOOR AREA:</b> | <b>- 16,045.4 m<sup>2</sup> (172,717 sq. ft.)</b>  |
- 4.4 **Residential Unit Mix**
- |                                    |   |
|------------------------------------|---|
| 46–One Bedroom                     | - 51.1 m <sup>2</sup> (550 sq. ft.) – 51.9 m <sup>2</sup> (559 sq. ft.)       |
| 71–Two Bedrooms                    | - 71.6 m <sup>2</sup> (771 sq. ft.) – 113.3 m <sup>2</sup> (1,220 sq. ft.)    |
| 24–Two Bedrooms + Den              | - 84.4 m <sup>2</sup> (909 sq. ft.) – 110.3 m <sup>2</sup> (1,187 sq. ft.)    |
| 23–Three Bedrooms                  | - 101.4 m <sup>2</sup> (1,092 sq. ft.)  |
| 4–Two Bedroom Flats                | - 95.8 m <sup>2</sup> (1,032 sq. ft.) – 135.9 m <sup>2</sup> (1,463 sq. ft.)  |
| 1–Live-Work Townhouse (3 Bedrooms) | - 136.1 m <sup>2</sup> (1,465 sq. ft.)  |
| 3–Live-Work Townhouse (2 Bedrooms) | - 125.9 m <sup>2</sup> (1,356 sq. ft.) - 126.1 m <sup>2</sup> (1,358 sq. ft.) |
| 1–Townhouse (Three Bedroom)        | - 135.9 m <sup>2</sup> (1,463 sq. ft.)  |
| 4–Townhouses (Two Bedroom)         | - 112.1 m <sup>2</sup> (1,207 sq. ft.) – 112.6 m <sup>2</sup> (1,213 sq. ft.) |
| <b>TOTAL NUMBER OF UNITS:</b>      | <b>177 units (<i>inclusive of 35 adaptable units</i>)</b>                     |
- 4.5 **Building Height**
- 4 storeys for live-work townhouses with flats above fronting Imperial Street
  - 2 storeys for townhouses fronting Marlborough Avenue
  - 27 storeys for apartment tower fronting Imperial Street
- 4.6 **Vehicle Parking**
- |  |   |
|--|---|
| 177 units @ 1.37 spaces per unit required and provided | - 197 spaces<br>( <i>including 18 visitor parking space</i> ) |
|--|---|

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4.7 **Bicycle Parking**

177 units @ 2.2 spaces per unit  
required and provided

- 390 spaces  
(including 36 visitor spaces in racks)

Common Bike Storage Room

- 5 spaces (including 5 bicycles to be held in  
common for the benefit of the residents as  
part of TDMs)

4.8 **Communal Facilities**

*(Excluded from FAR Calculations)*

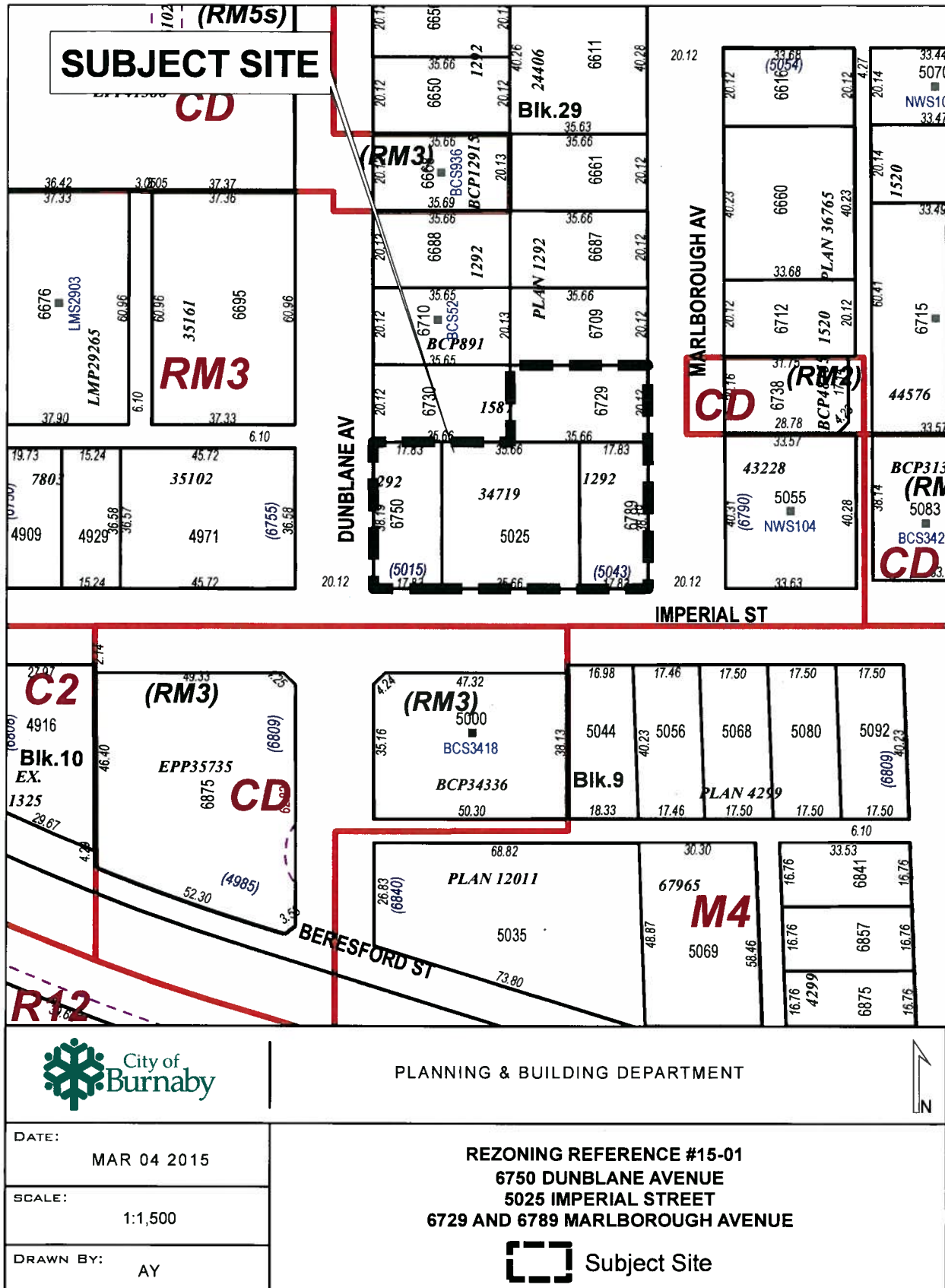
Primary communal facilities for residential tenants are located within the levels of the residential tower fronting Dunblane Avenue and Marlborough Avenue, including an amenity lobby and lounge, multi-purpose meeting room, fitness room, steam and sauna room, guest suite, party room, media room and lounge with roof deck amenity. The amenity area amounts to 8,013 sq. ft., which is within the permitted 5% exemption from Gross Floor Area permitted within the Zoning Bylaw. The applicant has also provided a central courtyard arrival court, water feature and landscape elements located throughout the site, as well as a signature public art installation to be located on the Imperial Street frontage.

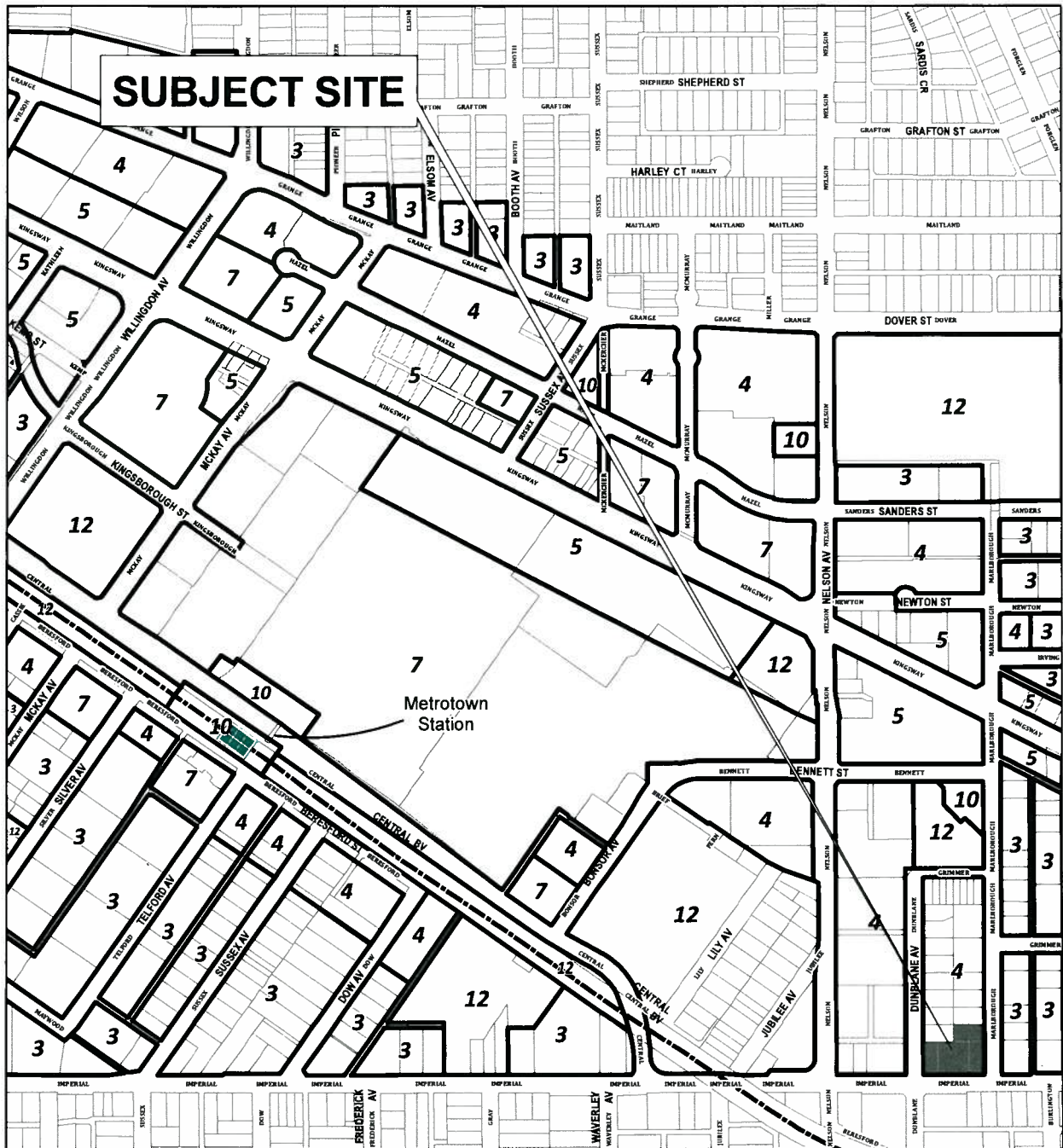
  
Lou Pelletier, Director  
PLANNING AND BUILDING

ZT:spf

***Attachments***

cc: Director Engineering  
City Solicitor  
City Clerk





- |  |                                      |
|--|--------------------------------------|
| 2 Low Density Multiple Family Residential    | 7 High Density Mixed Use             |
| 3 Medium Density Multiple Family Residential | 10 Institutional                     |
| 4 High Density Multiple Family Residential   | 12 Park and Public Use/Public School |
| 5 Commercial                                 |                                      |
| 6 Medium Density Mixed Use                   |                                      |



Planning and Building Dept

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## Metrotown Plan



Sketch #2