



**TO:** CITY MANAGER 2016 October 19

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #15-49**  
**Apartment tower with street-oriented townhouses and live-work units**  
**Metrotown Town Centre**

**ADDRESS:** 6695 Dunblane Avenue and 4909, 4929, 4971 Imperial Street (see *attached* Sketches #1 and #2)

**LEGAL:** Lot A, DL 152, Group 1, NWD Plan 7803, Lots' 1 & 2, DL 152, Group 1, NWD Plan 7803; Lot 53, DL 152, Group 1, NWD Plan 35102

**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 "Imperial" prepared by IBI Architects Group, dated 2016 July 08)

**APPLICANT:** IBI Group  
700 – 1285 West Pender Street  
Vancouver, BC V6E 4B1  
(Attn: Martin Bruckner)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2016 November 22.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be advanced to First Reading on 2016 November 07 and to a Public Hearing on 2016 November 22 at 7:00 p.m.
2. **THAT** the amendment to the Metrotown Town Centre Plan, as outlined in Section 3.4 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:
  - a) The submission of a suitable plan of development.

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- b) The deposit of sufficient monies including a 4% Engineering Inspection Fee to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
- c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in town centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d) The submission of an Undertaking to remove all improvements prior to Final Adoption of the Bylaw, but not prior to Third Reading of the Bylaw. Demolition of any improvements will be permitted after Second Reading of the Rezoning Bylaw has been granted provided that the applicant acknowledges that such permission does not fetter Council's ability to grant or not to grant Third Reading and/or Final Adoption of the Rezoning Bylaw. In addition, the demolition of any improvements will be permitted at any time if they are vacant and considered by staff to be subject to misuse and vandalism. If requested, demolition may be delayed to more closely coincide with approval of building permits.
- e) The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with 3.4 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 Section 219 Covenants:
  - restricting enclosure of balconies;
  - indicating that project surface driveway access will not be restricted by gates;
  - guaranteeing the provision and maintenance of public art;
  - ensuring compliance with the approved acoustical study;
  - guaranteeing the provision and ongoing maintenance of stormwater management facilities;

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- ensuring the provision and ongoing maintenance of ten 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 a minimum of two electric vehicle and two Level 2 Electric Vehicle Charging Stations, and to ensure that they remain as common property to be administered by the Strata Corporation;
  - ensuring the provision of three car share spaces as common property to be administered by the Strata Corporation; and,
  - ensuring that handicap accessible parking stalls in the underground parking areas be held as 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 3 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 deposit of the Metrotown Open Space Charge.
- y) 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 36-storey apartment building with street-oriented townhouses on Dunblane Avenue and live-work townhouse units on Imperial Street and Nelson Avenue.

### 2.0 BACKGROUND

- 2.1 On 2016 January 25, Council received the report of the Planning and Building Department regarding the rezoning of the subject development site and authorized the Department to continue to work with the applicant in the preparation of a suitable plan of development with the understanding that a further and more detailed report would be submitted at a later date. On 2016 August 29, Council deferred consideration of the recommendations to advance this application to a Public Hearing on 2016 September 20 (see Sketch #1 *attached*) pending receipt of further information on site consolidation efforts and tenancy rental agreements. This information was provided to Council under separate cover. This report provides recommendations to advance a proposed suitable plan of development to Public Hearing on 2016 November 22.
- 2.2 The subject site is comprised of four properties at 6695 Dunblane Avenue and 4909, 4929, 4971 Imperial Street. The four properties that make up the subject site are currently zoned RM3 Multiple Family Residential District. The properties are occupied by four older apartment buildings, which are described as follows:

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- 6695 Dunblane Avenue: 38-unit, three-storey apartment building constructed in 1969;
- 4971 Imperial Street: 29-unit, three-storey apartment building constructed in 1969;
- 4929 Imperial Street: 10-unit, three-storey apartment building constructed in 1954; and,
- 4909 Imperial Street: 7-unit, three-storey apartment building constructed in 1950.

Directly to the northwest is a 27-unit stratified apartment building that was built in 1997. Also to the north are three high-rise apartment developments including “The Park” (Rezoning Reference #13-17) – under construction; the “Met 1” (Rezoning Reference #10-29) – Occupancy Permit stage; and, “Met 2” (Rezoning Reference #12-15) – under construction. To the east, across Dunblane Avenue, there is an active rezoning application to develop a 37-storey apartment building with townhouses fronting the mid-block of Dunblane and Marlborough Avenues (Rezoning Reference #15-26), as well as a rezoning application that received Final Adoption on 2016 October 3 to develop a 27-storey apartment building with street-oriented townhouses and a minor live-work component on Imperial Street (Rezoning Reference #15-01). To the west, across Nelson Avenue, is a mix of local commercial uses, community services and Bonsor Recreation Complex. To the south, across Imperial Street, there is a two-and-a-half storey mixed-use building constructed in 1955 and a new four-storey 42-unit apartment building.

- 2.3 Early in the development process, the applicant inquired about the inclusion of the adjacent 27-unit strata apartment at 6676 Nelson Avenue in this development, as an optional opportunity. As noted, information on the unsuccessful efforts to achieve consolidation of this property by the applicant have been provided to Council under separate cover. The property at 6676 Nelson Avenue meets the area required for a RM5s development and can proceed as a separate development in future.
- 2.4 The Metrotown Town Centre Development Plan designates the subject site for high density multiple family 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 5.0 applicable to the net site, which is inclusive of a 1.6 FAR amenity bonus.
- 2.5 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 the future mixed-use urban village designation to the south within the Royal Oak Community Plan, 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, at the northwest corner of Imperial Street and Dunblane Avenue intersection.

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- establishing a four-storey massing component along Imperial Street. The four-storey form is comprised of two-storey townhouses with double height amenity space above. The townhouses fronting Imperial Street include a live-work component on the ground floor.
- incorporating a corner plaza, water feature near the intersection of Dunblane Avenue and Imperial Street.

The proposed development concept also includes three-storey townhouses oriented towards Dunblane Avenue and two-storey townhouses oriented towards Nelson Avenue. The two townhouses oriented towards Nelson Avenue include a minor live-work component on the first floor. The development has full underground parking with driveway access via Dunblane and Nelson Avenues.

- 2.6 Burnaby has and continues to benefit from some 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.

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

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**3.0 GENERAL COMMENTS**

3.1 The proposed development plan is for a single 36-storey apartment tower with a two storey form fronting Nelson Avenue, a three storey residential form fronting Dunblane Avenue, and a four storey form fronting Imperial that includes two storey townhouses with double height amenity space above. The townhouses fronting Imperial Street and Nelson Avenue include a live-work component on the ground floor. All parking is to be provided underground with vehicular access provided via Dunblane and Nelson Avenues.

A total of 313 units are proposed as part of the suitable plan of development. The units include nine live-work townhouse units oriented towards Imperial Street and two live-work townhouse units oriented towards Nelson Avenue, nearby the Nelson Avenue and Imperial Street intersection. 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 with a commercial presence on the north side of Imperial Street and near the busier intersection of Imperial Street and Nelson Avenue. 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 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 Nelson Avenue to help soften the urban environment. Substantial on-site planting is also integrated with the outdoor amenities that include lawn space, a dog play area, a children’s play area and urban agriculture plots.

All required parking is proposed to be located underground, and access taken from Dunblane and Nelson Avenues. With regard to the residential parking for the development, the required parking ratio is 1.1 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 bike wash / bicycle repair room in the underground parking levels with a repair stand, bike pump and washing station;
- provision of ten commuter bicycles to be held as common property for the benefit of residents;

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- provision of twice the required residential bicycle parking spaces to be provided in secured residential bicycle lockers;
- provision of twice the required visitor bicycle parking spaces;
- provision of two electric vehicles and two Level 2 Electric Vehicle (EV) Charging Stations to be held as common property for the benefit of the residents, with a trust with sufficient funds for the strata corporation to cover the maintenance cost of the vehicles for a ten year period;
- provision of three parking stalls for public car shares on-site;
- 10% of the parking stalls to have Level 2 electric vehicle charging stations; and,
- delivery of a communication strategy to be used in the marketing of the project and for initial strata meeting to properly inform potential and new residents of the various traffic demand management benefits provided.

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

3.3 The submission of a Tenant Assistance Plan is required in line with Council's adopted policy. As noted, information on existing tenancies was provided to Council under separate cover. The Tenant Assistance Plan submitted by the applicant includes, but is not limited to, the following commitments:

- to meet or exceed the requirements of the City's Tenant Assistance Policy;
- advance notice of at least three months before any of the units must be vacated;
- the equivalent of three months' rent as compensations for each tenanted unit for moving expenses and relocation costs;
- a free rent period from the date of notice to vacate to the date the units must be vacated in addition to the compensation noted above;
- updated notices on the status of the rezoning process prior to Public Hearing, Third Reading, and Final Adoption;
- tenants will be offered the right of first refusal, based on their length of tenancy, to purchase a new unit in the development; and,
- provide the services of the building's property management company to use their best efforts to assist tenants in finding rental accommodation in other buildings they manage.

3.4 Given the site's Town Centre location, the applicant is proposing to use 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 87,243.2 sq. ft. of additional gross floor area (GFA) included in the development proposal. The Legal and Lands Department will provide an estimate of value for the residential density of 1.6

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FAR amenity density bonus, and for a portion of the east/west lane that is proposed to be closed and included in the consolidated development site. 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. A separate report detailing the value of the density bonus will be forwarded to Council for consideration and approval prior to the subject amendment bylaw receiving Third Reading. The report to Council will be prepared once the Legal and Lands Department has concluded negotiations with the applicant. Council approval of the density bonus value is a prerequisite condition of the rezoning.

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.

3.5 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 cycle provision, separated sidewalks, street trees, enhanced boulevards, and street and pedestrian lighting across the development frontage;
- construction of Imperial Street to its final standard (arterial road) with linear rain water management amenity, cycle provision, separated sidewalks, street trees, enhanced boulevard and street and pedestrian lighting across the development frontage;
- construction of Nelson Avenue to its final standard (collector road) with linear rain water management amenity, cycle provision, separated sidewalks, street trees, enhanced boulevard and street and pedestrian lighting across the development frontage; and,
- storm, sanitary sewer and water main upgrades as required.

Required road widening dedications include a dedication along Imperial Street of 4.65 m (15.26 ft.) near Dunblane Avenue tapering down to 3.0 m (9.84 ft.) near Nelson Avenue and a dedication along Nelson Avenue of 0.9 m (2.95 ft.). Statutory right-of-ways are required for the sidewalks along Imperial Street and Nelson Avenue with a width of 1.9 m (6.2 ft.) and 2.4 m (7.87 ft.), respectively. Pedestrian and vehicular access to the site will be from Nelson Avenue and Dunblane Avenue.

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- 3.6 In accordance with the City’s policy for adaptable units, a total of 64 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 1,280 sq. ft. A total of 12 handicap accessible parking stalls are provided in connection with this development. Accessible parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation.
- 3.7 Any necessary easements, covenants, and statutory rights-of-way for the site are to be provided, including, but not necessarily limited to:
- Section 219 Covenant restricting enclosure of balconies;
  - Section 219 Covenant indicating that project surface driveway access will not be restricted by gates;
  - Section 219 Covenant guaranteeing the provision and maintenance of public art;
  - Section 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held as 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 ensuring the provision and ongoing maintenance of ten commuter bicycles and related storage/bicycle repair room, and to ensure that they remain common property to be administered by the Strata Corporation;
  - Section 219 Covenant ensuring the provision and ongoing maintenance of two electric vehicles and two fast charging (Level 2) Electric Vehicle Charging Stations, and to ensure that they remain as common property to be administered by the Strata Corporation;
  - Section 219 Covenant restricting uses and area of live-work units; and
  - Statutory right-of-way ensuring the provision of three car share spaces on-site for general car-share usage.
- 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 three separate car wash stalls is required.
- 3.10 The submission of a Comprehensive Sign Plan is required.

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- 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 landscaping plan has been provided as part of the suitable plan of development to provide trees on 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 any existing overhead wiring abutting the subject site 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
  - d) Metrotown Open Space Charge of \$0.50 per sq. ft. of commercial gross floor area

**4.0 DEVELOPMENT PROPOSAL**

- 4.1 **Site Area** *(subject to detailed survey)*
  - Gross Site Area - 5,224.8 m<sup>2</sup> (56,239 sq. ft.)
  - Lane Closure and Consolidation - +227.5 m<sup>2</sup> (2,449 sq. ft.)
  - Road Dedication - -386.6 m<sup>2</sup> (4,161 sq. ft.)
  - Net Site Area - 5,065.7 m<sup>2</sup> (54,527 sq. ft.)
- 4.2 **Site Coverage** - 36%
- 4.3 **Density and Gross Floor Area**
  - Total Density - 5.11 FAR

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- Residential Density - 5.0 FAR (inclusive of 1.6 amenity bonus)
- Commercial Density - 0.11 FAR
- Residential Gross Floor Area - 26,531.6 m<sup>2</sup> (285,584 sq. ft.)  
(excluding permitted exemptions)
- C2 District Live-Work (Commercial ) Gross Floor Area - 578.3 m<sup>2</sup> (6,225 sq. ft.)
- TOTAL GROSS FLOOR AREA:** - 27,109.9 m<sup>2</sup> (291,809 sq. ft.)

**4.4 Residential Unit Mix**

- 31 – Studio (inclusive of 30 adaptable units) - 43.7 m<sup>2</sup> (470 sq. ft.) – 46.3 m<sup>2</sup> (498 sq. ft.)
- 60 - One Bedroom - 56.0 m<sup>2</sup> (603 sq. ft.)
- 32 - One Bedroom + Den - 58.7 m<sup>2</sup> (632 sq. ft.) – 60.0 m<sup>2</sup> (646 sq. ft.)
- 104 - Two Bedroom (inclusive of 34 adaptable units) - 70.0 m<sup>2</sup> (753 sq. ft.) – 79.5 m<sup>2</sup> (856 sq. ft.)
- 8 - Two Bedrooms + Den - 87.8 m<sup>2</sup> (945 sq. ft.) – 101.7 m<sup>2</sup> (1,095 sq. ft.)
- 62 – Three Bedrooms - 84.0 m<sup>2</sup> (905 sq. ft.) – 113.2 m<sup>2</sup> (1,218 sq. ft.)
- 11-Live-Work Townhouse (1 Bedroom) - 107.6 m<sup>2</sup> (1,158 sq. ft.) – 126.1 m<sup>2</sup> (1,357 sq. ft.)
- 5 - Townhouse (Three Bedroom) - 149.3 m<sup>2</sup> (1607 sq. ft.) – 149.9 m<sup>2</sup> (1,614 sq. ft.)

**TOTAL NUMBER OF UNITS:** 313 units (inclusive of 64 adaptable units)

**4.5 Building Height**

- 4 storey massing for live-work townhouses and amenity space fronting Imperial Street
- 3 storeys for townhouses fronting Dunblane Avenue
- 2 storeys for live-work townhouses fronting Nelson Avenue
- 36 storeys for apartment tower fronting Imperial Street and Dunblane Avenue

**4.6 Vehicle Parking**

- Residential - Provided - 370 spaces  
 313 units @ 1.1 spaces per unit (including 34 visitor parking space)  
 Minimum Required - 345 spaces (Surplus parking – 25 spaces)

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Commercial - Provided - 17 spaces  
6,225 sq. ft. @ 1 space per 495 sq. ft. (Surplus parking – 4 spaces)  
Minimum Required - 13 spaces

TOTAL NUMBER OF SPACES: - Provided - 387 spaces  
Minimum Required - 358 spaces

4.7 **Bicycle Parking**

313 units @ 2.2 spaces per unit - Provided - 726 spaces  
Required - 689 spaces (including 63 visitor spaces)

Common Bike Storage Room - 10 spaces (including 10 bicycles to be held in common for the benefit of the residents as part of transportation demand management strategies)

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

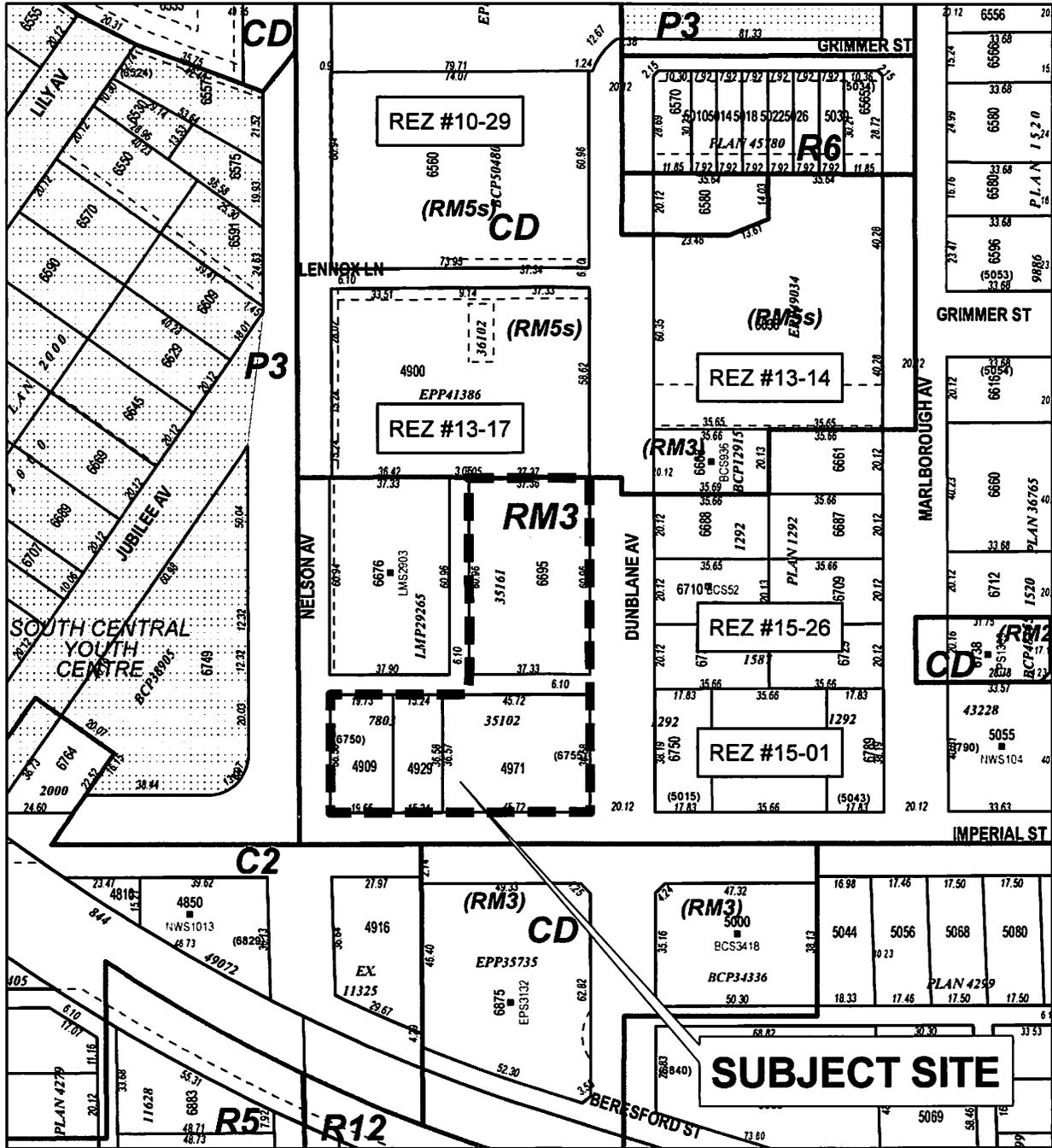
Primary communal facilities for residential tenants are located within the levels of the residential tower fronting Dunblane Avenue and Imperial Avenue, including an amenity lobby and lounge, multi-purpose meeting room, fitness room, steam and sauna room, guest suite, party room, media room and lounge with roof deck amenity. The proposed amenity area amounts to 9,276 sq. ft., which is less than the permitted 13,631.75 sq. ft. (5%) of Gross Floor Area permitted within the Zoning Bylaw.

  
Lou Pelletier, Director  
PLANNING AND BUILDING

JD:spf

**Attachments**

cc: Director Engineering  
City Solicitor  
City Clerk



PLANNING & BUILDING DEPARTMENT



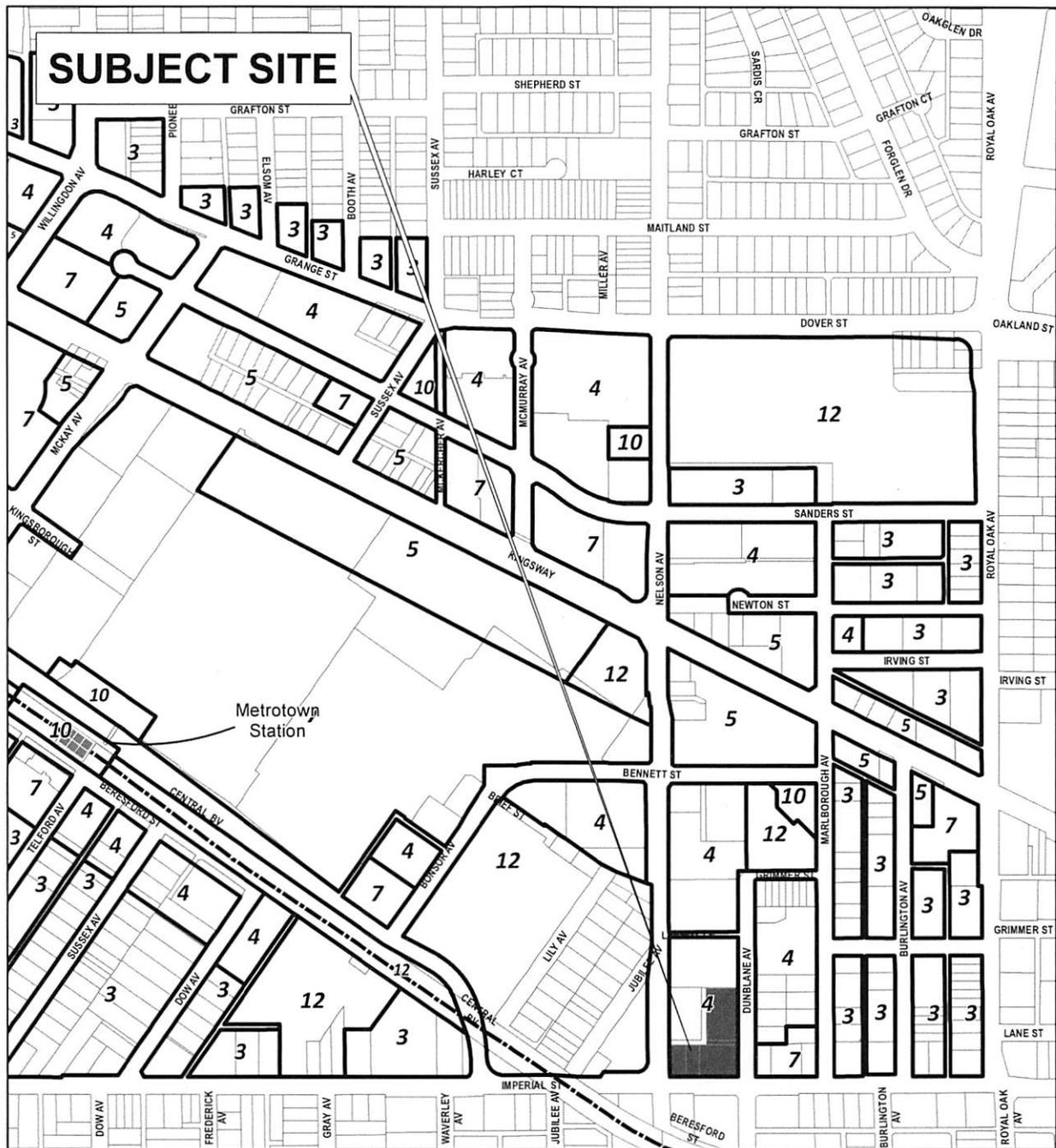
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**REZONING REFERENCE #15-49**  
**6695 DUNBLANE AVENUE**  
**4909, 4929 AND 4971 IMPERIAL STREET**

Subject Site



- |  |                                      |
|--|--------------------------------------|
| 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                   |                                      |



City of Burnaby  
Planning and Building Dept

## Metrotown Plan

