



Item .....  
Meeting ..... 2017 November 27

COUNCIL REPORT

**TO:** CITY MANAGER 2017 November 22

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** **REZONING REFERENCE #16-42**  
**Mixed-use Tower with Townhousing and a**  
**Non-Market Rental Apartment Component**  
**Metrotown Downtown Plan**

**ADDRESS:** 6525, 6559 and 6585 Sussex 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 RM5s Multiple Family Residential District, RM4 Multiple Family Residential District, C2 Community Commercial District, Metrotown Downtown Plan as guidelines, and in accordance with the development plan entitled "6525, 6559 & 6585 Sussex Avenue, Burnaby, BC Proposed Mixed-Use Commercial & Residential Development" prepared by Chris Dikeakos Architects Inc. and Durante Kreuk Ltd.)

**APPLICANT:** Thind Properties Ltd.  
700 – 4211 Kingsway  
Burnaby, BC V5H 1Z6  
(Attention: Dave Westley)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2017 December 12.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2017 November 27 and to a Public Hearing on 2017 December 12 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

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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 Section 3.4 of this report.
- f) The dedication of any rights-of-way deemed requisite.
- g) The consolidation of the net project site into two legal parcels.
- h) Completion of the City acquisition of the non-market housing parcel.
- i) The provision of a Housing Agreement for the non-market rental housing component of the development, as outlined in Section 3.5 of this report.
- j) The granting of any necessary statutory rights-of-way, easements and/or covenants including a statutory right-of-way guaranteeing public pedestrian and vehicular access to the proposed east-west mews indicated on the development plans.
- k) The granting of a Section 219 Covenant:
  - restricting the enclosure of balconies;
  - indicating that project surface driveway access will not be restricted by gates;
  - ensuring that the density of development of air space parcels and strata lots comply with the approved CD zoning for the site and to ensure that the overall site continues to function as a single, integrated development;

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- ensuring compliance with the approved acoustical study;
  - ensuring the provision and ongoing maintenance of one electric vehicle and one Level 2 DC EV charging station within the residential parking area, and to ensure that they remain common property;
  - restricting the use of guest suites;
  - 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 the provision and ongoing maintenance of End of Trip facilities and bicycle storage room within the commercial parking area; and,
  - ensuring the provision of a Housing Agreement, as outlined under Section 3.5 of this report.
- l) The review of a detailed Sediment Control System by the Director Engineering.
- m) 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.
- n) The submission of a suitable Solid Waste and Recycling plan to the approval of the Director Engineering.
- o) 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.
- p) The submission of a tenant assistance plan.
- q) The provision of five covered car wash stalls.
- r) The review of on-site residential loading facilities by the Director Engineering.
- s) Compliance with the Council-adopted sound criteria.
- t) The submission of a detailed comprehensive sign plan.
- u) The deposit of the applicable Parkland Acquisition Charge.
- v) The deposit of the applicable Metrotown Public Open Space Charge.

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- w) The deposit of the applicable GVS & DD Sewerage Charge.
- x) The deposit of the applicable School Site Acquisition 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.

## REPORT

### 1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit the construction of a single high-rise mixed-use tower comprised of retail, office and residential uses, with a residential townhouse podium oriented towards Sussex Avenue, and a second mid-rise non-market rental apartment building oriented towards Sussex Avenue.

### 2.0 BACKGROUND

- 2.1 The subject development site consists of the lots at 6525, 6559 and 6585 Sussex Avenue, which are improved with three older rental apartment buildings which were constructed in 1964, 1972 and 1965, respectively. Business licence records indicate that the rental apartment at 6525 Sussex Avenue is licenced for 25 units; the rental apartment at 6559 Sussex Avenue is licenced for 10 units; and the rental apartment at 6585 Sussex Avenue is licenced for 29 units. Vehicular access to the apartment buildings is currently provided via the rear lane.
- 2.2 On 2016 October 03, Council received an initial rezoning report, Rezoning Reference #16-42, for the subject site, which proposed to rezone the site from its prevailing RM3 District zoning to the CD Comprehensive Development District, utilizing the RM5s, RM3 and C2 Districts as guidelines, in order to permit a mixed-use development (see *attached* Sketch #1). The preliminary development concept indicated a single high-rise apartment tower with a low-rise street-oriented commercial office and retail component fronting Beresford Street and residential fronting Sussex Avenue. The preliminary development concept also included a proposal for a non-market rental apartment building. As indicated in the initial report, the applicant (Thind Properties Ltd.) would achieve a maximum market residential density of 5.0 FAR (of which 1.6 FAR is bonus density with payment to the City); a commercial density of 1.3 FAR (retail and office component); and, a non-market rental density of 1.1 FAR on the site. Council authorized the Planning Department to continue to work with the applicant towards a suitable plan of development for presentation to a Public Hearing at a future date.

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The development concept as it relates to building form has been refined to respond to site conditions and constraints, including its narrow frontage along Beresford Street (40.58 m/133 ft.) and tower relationship to the SkyTrain guideway. Work with the applicant, New Vista Society (non-profit housing provider), and BC Housing to achieve a significant number of non-market housing units within the development has also contributed to the refinement of the overall development concept. In summary, the refined development concept encompasses a single mixed-use tower oriented towards Beresford Street, with a three storey townhouse form oriented towards Sussex Avenue over the north portion of the development site; and, a 14-storey, 125-unit non-market rental apartment over the south portion of the site. An east-west mews, between the north and south portions of the site is also proposed, providing access to both buildings, as well as connecting Sussex Avenue to the rear lane. For the market residential mixed-use component of the project, a maximum residential density of 5.0 FAR (inclusive of 1.6 FAR density bonus) and a maximum commercial density of 1.3 FAR are proposed (applied to the gross site), consistent with the RM5s and C2 District guidelines. To accommodate the non-market rental housing component of the project as described above, the inclusion of the RM4 District is proposed to provide for an additional density of up to 1.7 FAR maximum. The increase in the designation from the RM3 District to RM4 District as a guideline for the non-market component of the site is considered appropriate in order to achieve the maximum number of affordable housing units, and in keeping with the form and character of RM4s designated sites to the south of the subject site.

2.3 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 neighborhood 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

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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.

2.4 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 48-storey mixed-use tower oriented towards Beresford Street, with a four-storey townhouse form along Sussex Avenue over the north portion of the site. A 14-storey, 125-unit non-market rental apartment building is also proposed over the south portion of the site. While the proposed development plan is being advanced under the rezoning application as a single development site, it is the intent of the applicant to subdivide the site into two separate legal lots, with ownership over the future southern lot occupied by the non-market housing component being transferred to the City.

The mixed-use tower, which is oriented towards Beresford Street, consists of 327 market residential units (of which 20% are adaptable) including 9 townhouse units, atop 10-storeys of commercial offices and at-grade retail. The proposed composition of uses within the tower and its architectural detail, including a strong vertical frame element along its northeast corner, crenulation of the office floor plates, and use of glazing to distinguish office and residential uses, is a suitable design response to site conditions and constraints, and its relationship to Beresford Street and the Expo Line SkyTrain guideway. The Sussex Street townhouses engage the public realm through individual unit accesses on the ground level, extensive glazing, and defined frame elements, all of which also adds interest to the streetscape.

The non-market housing component, a 14-storey, 125-unit non-market rental apartment building over the south portion of the site is oriented towards Sussex Avenue, and relates to the overall development through the use of similar architecture and materiality. The proposed built form is also an appropriate height and scale in relation to the taller tower oriented towards Beresford Street. Details regarding the intended tenants, development, operations and funding terms of the non-market housing component are discussed in Section 3.5 of this report.

Overall, the proposed development exemplifies 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. To complement the built form, a progressive landscape treatment is proposed for the amenity podium roof deck, front and side yards and bounding street and lane, including broad separated sidewalks on Sussex Avenue, complete with Rainwater Management Amenities

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(RMAs) within curb bulges to help soften the urban environment, and landscape screening along the rear lane. Substantial on-site landscaping is also proposed including treed patio frontages and an outdoor amenity area for leisure and children’s play area. However, most significant is the continuation of the Beresford Art Walk, complete with widened sidewalks, outdoor seating, rainwater management amenities and the integration of public art into the architecture of the building through the use of multi-coloured LED lighting to highlight the tower base, middle and top.

3.2 A total of 327 market residential units and 125 non-market residential units are proposed. All required residential (market and non-market) and commercial parking is proposed to be located underground. Residential and commercial accesses for the north tower, as well as the non-market rental apartment building are internal to the site from the internal east-west mews.

The market residential component of the project proposes a parking standard of 1.14 parking spaces per unit (0.1 of which is for visitor parking), which exceeds the minimum standard of 1.1 parking spaces per unit required by the Burnaby Zoning Bylaw. In addition to meeting the proposed parking standard, the developer has also provided transportation alternatives. Given the subject site’s proximity to the Metrotown SkyTrain Station, the development is providing a transit pass subsidy of 50% of the cost of a monthly pass for each residential strata unit for 12 months to support residents seeking an alternative to car use and ownership. The development is providing 33 individually metered (Level 2 AC) Electric Vehicle (EV) charging stations in the residents parking area as part of the required parking. The development is providing one electric vehicle equipped with a Level 2 DC EV charging station for the benefit of all residents. A Section 219 Covenant will be required to guarantee the provision and continued maintenance and operation of the 33 EV charging stations (including all necessary wiring, electrical transformer and mechanical ventilation modification), and the provision and continued maintenance and operation of the electric vehicle and related EV charging station, held as common property, for the benefit of the residents. The residential visitor parking stalls are to be held as common property for the benefit of residents and their visitors. The development is also providing twice the required secured bicycle parking/storage area, as well as a bicycle repair and maintenance station within the residential parking area. Finally, the development is providing a communications strategy that provides the Owners, Strata and Strata Management Company with an understanding of how best to utilize each of their measures.

The non-market rental component of the project has submitted a Rental Parking Analysis and Transportation Demand Management Analysis, which has determined that the parking demand for residential rental spaces is significantly below that of residential strata developments. The current demand for residential rental parking for the site and the immediate area is approximately 1 space for every two units. As such, the applicant is proposing that 0.50 spaces per rental unit be applied to the residential rental units with an additional 0.10 spaces per unit allocated to visitors. The proposed parking standard is considered appropriate for the site and has been reviewed by the Planning Department -

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Transportation Division. In addition, given the subject site's proximity to the Metrotown SkyTrain Station, the non-market component is providing a transit pass subsidy of 55% of the cost of a monthly pass for each rental unit for 12 months to support residents seeking an alternative to car use and ownership. The non-market component is providing 7 individually metered (Level 2 AC) Electric Vehicle (EV) charging stations in the residents parking area as part of the required parking. The non-market component is also providing twice the required secured bicycle parking/storage area, as well as a bicycle repair and maintenance station within the residential parking area. Finally, the New Vista Society is providing a communications strategy that provides residents with an understanding of how best to utilize each of their measures.

- 3.3 The developer has also agreed to pursue green building design 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 1.6 FAR in amenity bonus, which translates into 91,342 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 Housing Fund.

- 3.5 The non-market housing component of the development, which has an estimated project value of approximately \$35.0 million, is being advanced by the proponent, the New Vista Society (also the housing operator for this project) in partnership with Thind Properties Ltd., BC Housing and the City. Thind Properties Ltd., as the rezoning applicant, has agreed to make the site available for the non-market housing component, and to undertake the construction and completion of the development, including the non-market housing component, as part of the overall rezoning process (Rezoning Reference #16-42). A financial contribution to the non-market housing is not being made by Thind Properties Ltd.

BC Housing has advised that it is prepared to commit up to \$9.1 million to the project through direct contribution, and has committed to supporting the Society by financing the



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non-market rental housing component under the Community Partnership Initiative (CPI) financing program.

At its 2017 October 11 meeting, Council adopted the recommendations of a report that was advanced through the Planning and Development Committee report recommending that Council approve the use of the Community Benefit Bonus Housing Funds for the New Vista Society's requested housing grant of up to \$7.0 million. The report indicated that the grant is intended to off-set City servicing and permit fees for the non-market housing component of the development (\$1.4 million), as well as to create the fee simple parcel that will accommodate the non-market housing (\$5.6 million), with the City contribution capped at \$7.0 million.

To secure the City's contributions, the Society has agreed to the prerequisite requirement of a Housing Agreement, as part of the rezoning process. This agreement would address the following:

- Affordability levels – Rent levels for the units will range from core need rents to low-end of market rents. BC Housing indicates that while the operating and tenant mix has not been finalized, the non-market units will target at least 51% of BC Housing's affordability criteria with the remaining 49% at a range of Household Income Limits (HIL's) to Low End of Market (LEM) rent levels.
- Non-profit nature of the housing project with provision of 125 non-market units.
- The City would receive fee simple ownership of the future parcel of land that would accommodate the non-market housing component at Final Adoption of the rezoning.
- The lands would be subject to a nominal cost (\$10), 60-year land lease to BC Housing.

The created City-owned parcel, as well as the Housing Agreement and Section 219 Covenant outlining the terms of the City's contribution, would be registered at the Land Title Office prior to Final Adoption.

The funds would be released to the applicant on issuance of the Building Permit for the project. Should a Building Permit not be issued within the two year period of approval of Council for the rezoning, the applicant would need to seek Committee and Council approval to have the funding commitment extended for a further period; otherwise the reservation of the approved allocation of funds would be cancelled.

To secure the City's investment of Community Benefit Bonus Funds in the project, the applicant would also be required to execute the applicable Housing Agreement and Section 219 Covenant which would indicate that:

- a) the project is in receipt of the Community Benefit Housing Funds from the City;
- b) the property is intended to be used for affordable housing purposes in accordance with its adopted plan of development; and,

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- c) if the project fails to advance to completion within a five year period, or if the project reverts to a use other than non-market affordable housing at a future date, the City would be repaid the funds received with applicable interest.

The purpose of these guidelines is to ensure that projects receiving funds are substantially viable, and advance to completion within a timely manner to avoid the unnecessary reservation of density bonus funds that could otherwise be made available to other projects. They also ensure that the public benefit is secured with regard to the use of the funds.

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 Beresford Street “Art Walk” to its final standard with separated sidewalks, street trees, rain gardens, street and pedestrian lighting with related public amenities;
- construction of Sussex Avenue to Town Centre local road standard with separated sidewalks, street trees, rain gardens, and street and pedestrian lighting;
- improvement to the existing north-south lane adjacent the site as necessary, including the provision of pedestrian lighting;
- construction of a new east-west mews for vehicular and pedestrian movement through the site to be protected by statutory right-of-way; and,
- storm, sanitary sewer and water main upgrades as required.

3.7 A 10.06 m (33 ft.) dedication, equalling 407.75 m<sup>2</sup> (4,389 sq. ft.) in area, is required along the Beresford Street frontage to accommodate the road’s ultimate widening to 20.12 m (66 ft.). Given the considerable dedications required from the site, it is proposed that the development density related to the required 10.06 m dedication on Beresford Street be contributed to the net development site.

No road dedication is required on Sussex Avenue. A statutory right-of-way to ensure public vehicular and pedestrian access is required for the east-west mews, connecting Sussex Avenue to the north-south lane.

3.8 The development is providing 66 adaptable units within the market residential component of the mixed-use tower (20% of total number of single-level residential units), in line with the Council-adopted Adaptable Housing policy. A total of 5 handicap parking stalls have been provided in relation to the market residential component of the development (5 spaces within the residential parking area; 1 space within the visitors’ parking area). All of the stalls are located within the underground residential parking areas. Residential handicap parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation.

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The development is also providing 20 adaptable units within the non-market rental apartment (20% of total number of single-level residential units), in line with the Council-adopted Adaptable Housing policy. A total of 2 handicap parking stalls have been provided in relation to the non-market housing component of the development (1 space in the residential parking area; 1 space within the visitors' parking area). Residential handicap parking stall 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:
- 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 to ensure that the density of development of air space parcels and strata lots comply with the approved CD zoning for the site and to ensure that the overall site continues to function as a single, integrated development;
  - Section 219 Covenant ensuring 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 one electric vehicle and one Level 2 DC EV charging station within the residential parking area, and to ensure that they remain common property;
  - Section 219 Covenant restricting the use of guest suites;
  - Section 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
  - Section 219 Covenant ensuring the provision and ongoing maintenance of End of Trip facilities within the commercial parking area;
  - Section 219 Covenant ensuring the provision of a Housing Agreement, as outlined under Section 3.5 of this report; and,
  - Statutory right-of-way guaranteeing public pedestrian and vehicular access to the proposed east-west mews indicated on the development plans.
- 3.10 Due to the proximity of the subject site to the Expo SkyTrain Line and Central Boulevard, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.

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- 3.11 Provision of four separate car wash stalls is required for the market residential development and one car wash stall is required for the non-market rental apartment component of the development.
- 3.12 As the site will be fully excavated for development an arborist's report and tree survey will be required prior to Final Adoption identifying trees to be removed from the site. The applicant will be required to obtain a tree removal permit for all trees over 20 cm (8 inches) in diameter. A detailed landscape and tree planting plan has been provided as part of the suitable plan of development to replace existing trees to be removed from the site.
- 3.13 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. The proposed Sediment Control System will then be the basis, after Final Adoption, for the necessary Preliminary Plan Approval and Building Permit.
- 3.15 Bicycle storage space surface parking racks are to be provided for the residential and commercial tenants and visitors of the development.
- 3.16 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.
- 3.17 The submission of a detailed residential and commercial loading management plan to the approval of the Director Engineering is required.
- 3.18 A site profile application is not required given the sites past residential use.
- 3.19 A Comprehensive Sign Plan detailing sign numbers, locations sizes and attachment details will be required.
- 3.20 The submission of a Tenant Assistance Plan is required in line with Council's adopted policy.
- 3.21
  - a) Parkland Acquisition Charge of \$3.55 per sq. ft. of residential gross floor area
  - b) School Site Acquisition Charge of \$600.00 per unit
  - c) GVS&DD Sewerage Charge of \$590.00 per apartment unit
  - d) Metrotown Public Open Space Charge of \$0.50 per sq. ft. of commercial floor area

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**4.0 DEVELOPMENT PROPOSAL**

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

Gross Site Area	5,303.7 m <sup>2</sup> (57,089 sq. ft.)
Density Transfer (Future Road/City Lot)	407.8 m <sup>2</sup> ( 4,389 sq. ft.)
Net Site	4,896.0 m <sup>2</sup> (52,700 sq. ft.)
Net site for Calculation of Density	5,303.7 m <sup>2</sup> (57,089 sq. ft.) (subject to detailed survey)

**4.2 Site Coverage 42 %**

**4.3 Density and Gross Floor Area**

Residential Floor Area Ratio (FAR)	5.0 FAR (inclusive of 1.6 FAR amenity bonus)
Commercial Floor Area Ratio (FAR)	1.3 FAR
Non-Market Residential Floor Area Ratio	1.7 FAR
<b>Combined Total FAR</b>	<b>8.0 FAR</b>

**Mixed-Use Tower**

Residential Gross Floor Area (GFA)	- 26,518.7 m <sup>2</sup> (285,445 sq. ft.)
Residential Amenity Space (Exempt from FAR calculations)	- 1,017.5 m <sup>2</sup> ( 10,952 sq. ft.)
Adaptable Unit Exemption (20 sq. ft./unit)	- 122.6 m <sup>2</sup> ( 1,320 sq. ft.)
Commercial Gross Floor Area (GFA)	- 6,894.8 m <sup>2</sup> ( 74,215 sq. ft.)

**Non-Market Rental Apartment**

Non-Market Residential Gross Floor Area (GFA)	- 9,016.3 m <sup>2</sup> ( 97,051 sq. ft.)
Residential Amenity Space (Exempt from FAR calculations)	- 210.2 m <sup>2</sup> ( 2,663 sq. ft.)
Adaptable Unit Exemption (20 sq. ft./unit)	- 46.5 m <sup>2</sup> ( 500 sq. ft.)
<b>Combined Total GFA</b>	<b>- 43,826.6 m<sup>2</sup> (471,746 sq. ft.)</b>

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4.4 Residential Unit Mix

**Market Residential (Mixed-Use Tower)**

<u>Unit Type</u>	<u>Unit Size</u>
33 – Three bedroom units	- 89.0 m <sup>2</sup> – 136.8 m <sup>2</sup> (958 sq. ft. – 1,472 sq. ft.)
33 – Two bedroom + den units	- 78.3 m <sup>2</sup> –79.0 m <sup>2</sup> (843 sq. ft. – 845 sq. ft.)
12 – Two bedroom units	- 78.5 m <sup>2</sup> (845 sq. ft.)
80 – Two bedroom units	- 71.0 m <sup>2</sup> – 78.5 m <sup>2</sup> (764 sq. ft. – 850 sq. ft.)
1 – One bedroom + den units	- 56.1 m <sup>2</sup> (604 sq. ft.)
93 – One bedroom + den units	- 56.0 m <sup>2</sup> – 60.3 m <sup>2</sup> (603 sq. ft. – 649 sq. ft.)
33 – One bedroom units (adaptable)	- 50.3 m <sup>2</sup> – 50.5 m <sup>2</sup> (542 sq. ft. – 544 sq. ft.)
33 – One bedroom units	- 50.0 m <sup>2</sup> – 50.5 m <sup>2</sup> (538 sq. ft. – 544 sq. ft.)
<u>9 – Townhouse Three bedroom units</u>	- 112.2 m <sup>2</sup> -113.0 m <sup>2</sup> (1208 sq. ft. - 1219 sq. ft.)

**Total Number of Market Units 327**

**Non-Market Residential (Apartment Building)**

<u>Unit Type</u>	<u>Unit Size</u>
2 – Three bedroom units	- 94.0 m <sup>2</sup> – 98.5 m <sup>2</sup> (1014 sq. ft. – 1,061 sq. ft.)
9 – Three bedroom units	- 94.0 m <sup>2</sup> – 98.5 m <sup>2</sup> (1014 sq. ft. – 1,061 sq. ft.)
3 – Two bedroom + den units	- 74.0 m <sup>2</sup> –91.0 m <sup>2</sup> (797 sq. ft. – 982 sq. ft.)
1 – Two bedroom + den units	- 74.0 m <sup>2</sup> –91.0 m <sup>2</sup> (797 sq. ft. – 982 sq. ft.)
10 – Two bedroom units (adaptable)	- 75.7 m <sup>2</sup> (815 sq. ft.)
28 – Two bedroom units	- 70.0 m <sup>2</sup> – 78.0 m <sup>2</sup> (754 sq. ft. – 844 sq. ft.)
2 – One bedroom + den units	- 58.0 m <sup>2</sup> – 59.0 m <sup>2</sup> (627 sq. ft. – 636 sq. ft.)
10 – One bedroom units (adaptable)	- 50.4 m <sup>2</sup> – 60.0 m <sup>2</sup> (543 sq. ft. 624 sq. ft.)
38– One bedroom units	- 50.0 m <sup>2</sup> – 64.0 m <sup>2</sup> (539 sq. ft. – 689 sq. ft.)
<u>22 – Studio units</u>	- 31.0 m <sup>2</sup> – 40.0 m <sup>2</sup> (335sq. ft. – 438 sq. ft.)

**Total Number of Non-Market Units 125**

**Total Number of Residential Units: 452 units (327 market and 125 non-market units)**

4.5 Building Height

Mixed-Use Tower	48 storeys; 158.5 m (520 ft.)
Non-Market Apartment Building	14 storeys; 47.1 m (155 ft.)

To: City Manager  
 From: Director Planning and Building  
 Re: REZONING REFERENCE #16-42  
 Mixed-use tower with townhousing and a non-market rental apartment component  
 2017 November 22 ..... Page 15

4.6 Vehicle Parking

**Mixed-Use Tower**

<u>Vehicular Parking</u>	<u>Required and Provided</u>
Market Residential - 327 units @ 1.13 spaces per unit: (inclusive of 33 visitors' parking spaces, 5 handicap parking spaces and 33 EV charging stations)	360 spaces
Retail - 4700 sq. ft. @ 1 space per 495.16 sq. ft.:	10 spaces
Office - 69,515 sq. ft. @ 1 space per 750.0 sq. ft.:	93 spaces
Residential Car Wash Stalls:	4 spaces

**Non-Market Rental Apartment**

<u>Vehicular Parking</u>	<u>Required and Provided</u>
Non-Market Residential - 125 units @ 0.6 spaces per unit: (inclusive of 13 visitors parking spaces, 2 handicap parking spaces, and 7 EV charging stations)	76
Residential Car Wash Stall:	1

4.7 Bicycle Parking/Storage Area

<b>Mixed-Tower</b>	<u>Required and Provided</u>
Residential - 327 units @ 2.2 spaces per unit:	720 spaces (including 66 visitors racks)
Commercial - 10% of required parking:	11 spaces*
*900 sq. ft. End of Trip facilities provided within commercial parking area	

<b>Non-Market Rental Apartment</b>	<u>Required and Provided</u>
Residential - 125 units @ 2.2 spaces per unit:	275 spaces (including 25 visitors racks)

**Total Number of Bicycle Parking Spaces: 1,008 spaces**

To: City Manager  
From: Director Planning and Building  
Re: REZONING REFERENCE #16-42  
Mixed-use tower with townhousing and a non-market rental  
apartment component  
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4.8 Loading

**Mixed-Tower (Required and Provided)**

Residential: 1 loading bay  
Commercial: 1 loading bay

**Non-Market Rental Apartment (Required and Provided)**

Residential: 1 loading bay

**Total Number of Loading Bays: 3 spaces**

4.9 Communal Facilities  
(Excluded from FAR Calculations)

Primary communal facilities for the market residential tower residents are located over levels one, three, four and eleven. Level one includes an amenity lobby, seating area, mail room and concierge. Level three includes a residential meeting room. Level four includes an open concept dining-entertaining-living room, games room, music room, study room and two guest suites, as well as an outdoor roof deck (townhouse podium) that includes an outdoor kitchen and dining area, lawn and children's play space, dog run, and lounge. Level eleven provides a gym, yoga studio, steam room and sauna, indoor and outdoor lounge areas, and meeting room. The amenity area amounts to 10,952 sq. ft., which is less than the permitted 5% exemption (14,272 sq. ft.) from Gross Floor Area permitted within the Zoning Bylaw.

Primary communal facilities for the non-market rental apartment tenants are located on level one: residential lobby encompassing a lounge, mailroom and office; amenity room; and, meeting room. The amenity area amounts to 2,663 sq. ft., which is less than the permitted 5% (4,853 sq. ft.) exemption from Gross Floor Area permitted within the Zoning Bylaw.

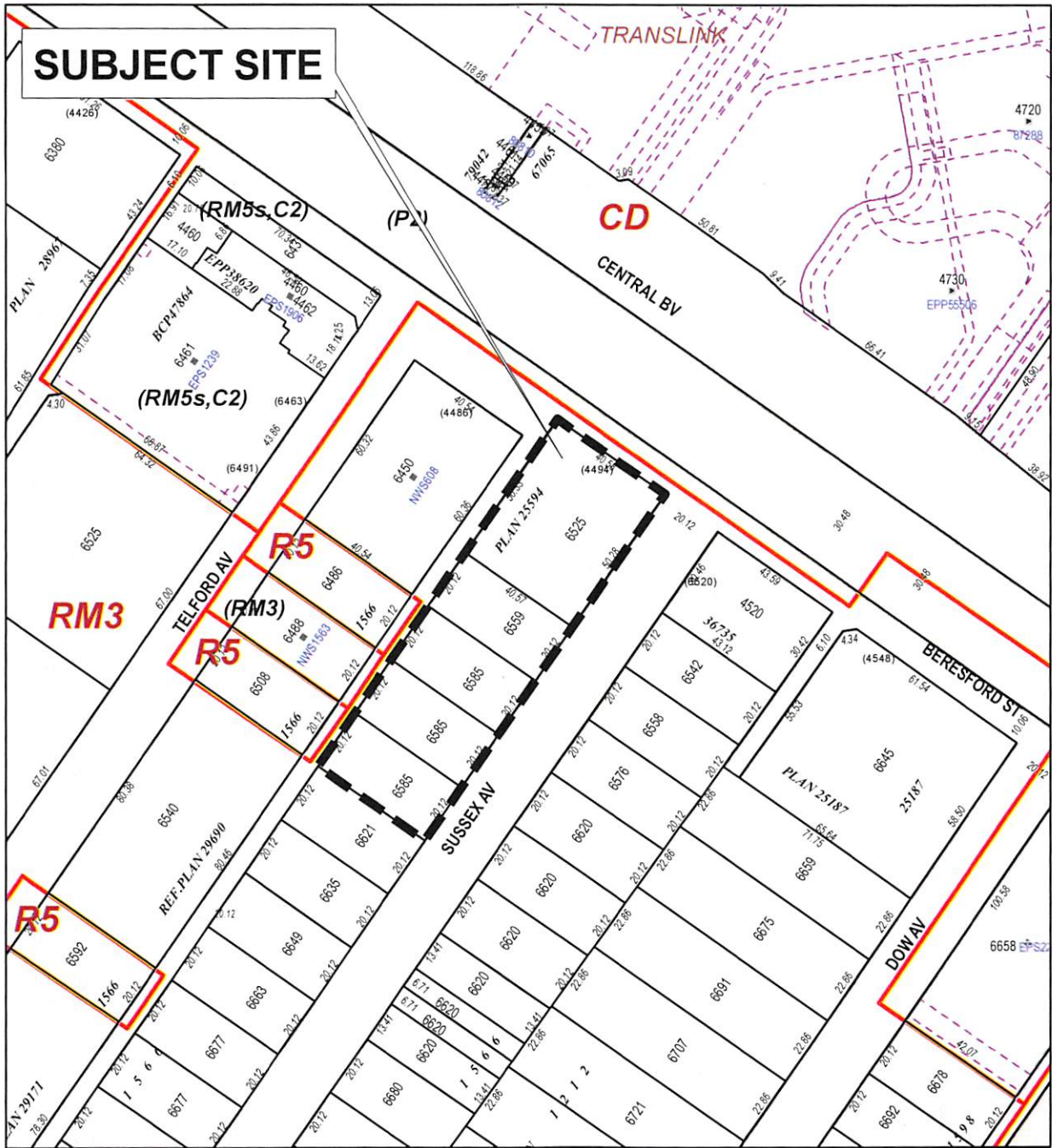
  
Lou Pelletier, Director  
PLANNING AND BUILDING

ZT:eb

**Attachments**

cc: Director Engineering  
City Solicitor  
City Clerk





PLANNING & BUILDING DEPARTMENT



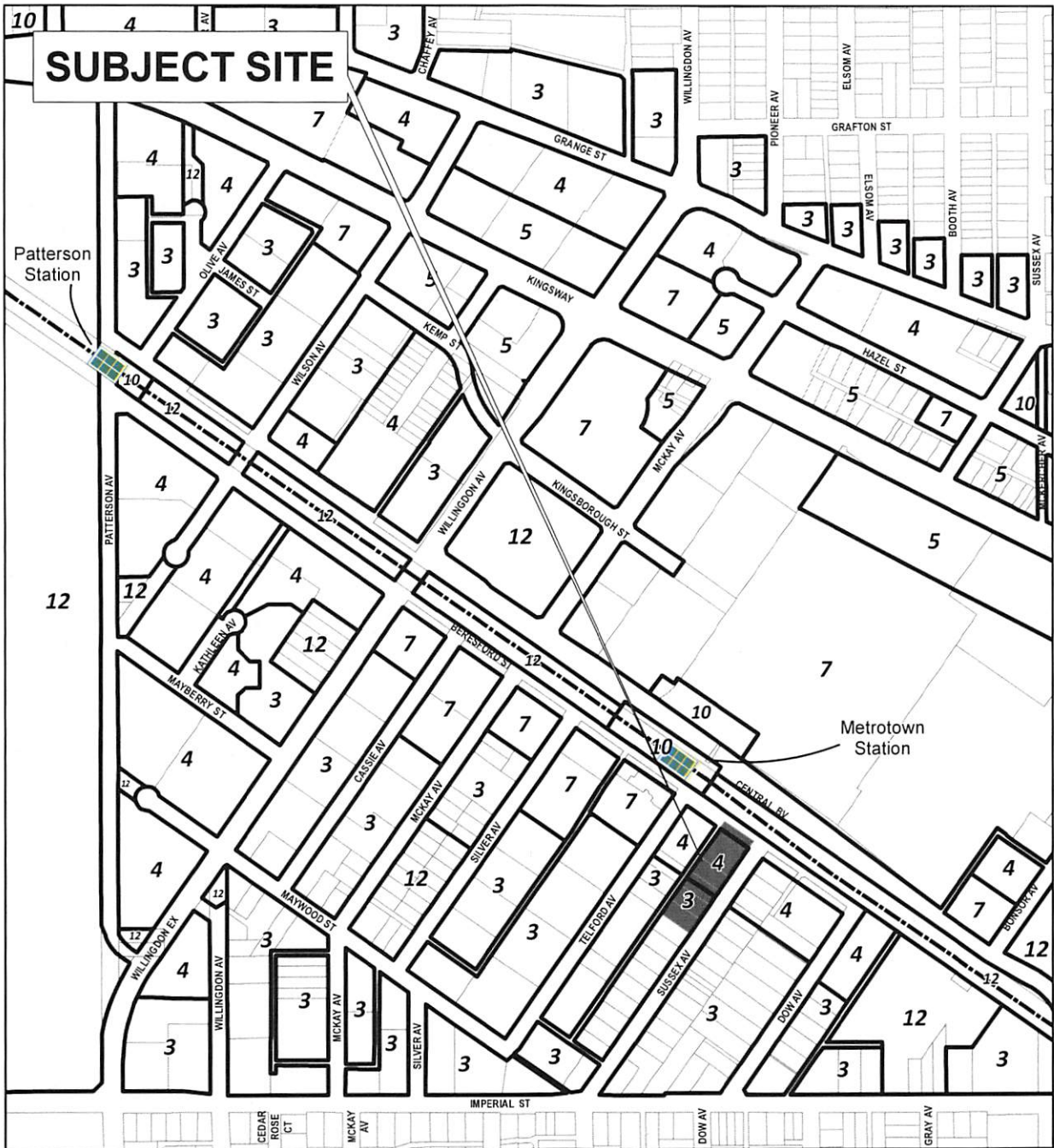
DATE: SEP 19 2016

SCALE: 1:2,000

DRAWN BY: AY

**REZONING REFERENCE #16-42**  
**6525, 6559 AND 6585 SUSSEX AVENUE**

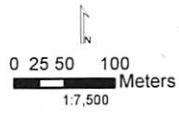
 Subject Site



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



## Metrotown Plan



**SCHEDULE A**  
**REZONING 16-00042**

<b>ADDRESS</b>	<b>LEGAL DESCRIPTION</b>	<b>PID</b>
6525 Sussex Ave	Lot 55 District Lot 153 Group 1 New Westminster District Plan 25594	003-388-662
6559 Sussex Ave	Lot 33 District Lot 153 Group 1 New Westminster District Plan 1566	002-904-811
6585 Sussex Ave	Lot 30 District Lot 153 Group 1 New Westminster District Plan 1566	010-985-735
6585 Sussex Ave	Lot 31 District Lot 153 Group 1 New Westminster District Plan 1566	010-985-778
6585 Sussex Ave	Lot 32 District Lot 153 Group 1 New Westminster District Plan 1566	010-985-808