



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

COUNCIL REPORT

**TO:** CITY MANAGER 2018 May 23

**FROM:** DIRECTOR PLANNING AND BUILDING

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

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

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

**FROM:** RM3 Multiple Family Residential District

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

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

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

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**RECOMMENDATIONS:**

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

- c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in town centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d) The submission of an undertaking to remove all improvements for the site.
- e) The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with Section 3.3 of this report.
- f) The granting of any necessary statutory rights-of-way, easements and/or covenants.
- g) The granting of a Section 219 Covenant:
  - restricting enclosure of balconies;
  - indicating that project surface driveway access will not be restricted by gates;
  - ensuring compliance with the approved acoustical study;
  - guaranteeing the provision and ongoing maintenance of stormwater management facilities;
  - ensuring two handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation; and,
  - guaranteeing the provision and ongoing maintenance of public art.
- h) Submission of a Tenant Assistance Plan is required in conjunction with this rezoning application.
- i) The review of a detailed Sediment Control System by the Director Engineering.
- j) The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- k) The submission of a suitable Solid Waste and Recycling plan to the approval of the Director Engineering.
- l) The design and provision of units adaptable to persons with disabilities, the provision of customized hardware and cabinet work being subject to the sale/lease of the unit to a disabled person.

- m) The provision of covered car wash stalls and an adequately sized and appropriately located garbage handling and recycling material holding space to the approval of the Director Engineering and a commitment to implement the recycling provisions.
- n) The review of on-site residential loading facilities by the Director Engineering.
- o) Due to the proximity of the subject site to Kingsway, the applicant is required to provide an acoustical study showing that the proposed development would meet Council-adopted noise criteria.
- p) The undergrounding of existing overhead wiring abutting the site.
- q) Compliance with the guidelines for underground parking for visitors.
- r) The deposit of the applicable Parkland Acquisition Charge.
- s) The deposit of the applicable GVS & DD Sewerage Charge.
- t) The deposit of the applicable School Site Acquisition Charge.
- u) The submission of a written undertaking to distribute area plan notification forms, prepared by the City, with disclosure statements; and, to post area plan notification signs, also prepared by the City, on the development site and in the sales office in prominent and visible locations prior to Third Reading, or at the time marketing for the subject development commences, whichever is first, and remain posted for a period of one year, or until such time that all units are sold, whichever is greater.

## **R E P O R T**

### **1.0 REZONING PURPOSE**

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

### **2.0 BACKGROUND**

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

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apartment building with low-rise apartments, townhousing or row-housing podiums fronting Marlborough Avenue.

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

- 2.3 On 2018 January 29, Council received an initial rezoning report, Rezoning Reference #17-30, which proposed to rezone the subject development site from its prevailing RM3 Multiple Family Residential District to the CD Comprehensive Development District, utilizing the RM4s Multiple Family Residential District and Metrotown Downtown Plan as guidelines.

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

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

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

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

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

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

### **3.0 GENERAL COMMENTS**

- 3.1 The proposed development plan is for a single 24-storey apartment building with three storey townhouses fronting Marlborough Avenue. A total of 137 units are proposed within the development.
- 3.2 Overall, the proposal is considered to embody exceptional urban design and architectural expression in terms of the building's siting, massing, pedestrian orientation and materiality, thus meeting the standards and objectives for such development in the Marlborough Neighbourhood. To complement and soften the urban environment, a progressive landscape treatment is proposed which includes boulevards and street trees along Marlborough Avenue and Grimmer Street. On-site planting is integrated with the outdoor amenity spaces, including a sun garden, seating area, and water feature at the south end of the site adjacent to the proposed apartment building.

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

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

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

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

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

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

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

#### 4.0 DEVELOPMENT PROPOSAL

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

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

##### 4.2 Site Coverage - 40%

##### 4.3 Density and Gross Floor Area

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

##### 4.4 Residential Unit Mix

###### *Apartment Building*

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

###### *Townhouses*

9 – Three Bedroom	- 128.4 m <sup>2</sup> (1,382 sq.ft.)
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<b>TOTAL NUMBER OF UNITS</b>	- 137 units
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4.5 Building Height - 24 storeys

4.6 Vehicle Parking (Residential)

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

- Provided - 177 spaces

Handicap Accessible Parking Stalls - 2 spaces

4.7 Bicycle Parking

Total Required and Provided:

Resident 2.0/unit @ 137 units - 274 spaces

Visitor – 0.2/unit @ 137 units - 28 spaces

Car/Bike Wash - 2 spaces

4.8 Loading

Total Required and Provided - 1 space

4.9 Communal Facilities

*(Excluded from FAR Calculations)*

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

  
Lou Pelletier, Director  
PLANNING AND BUILDING

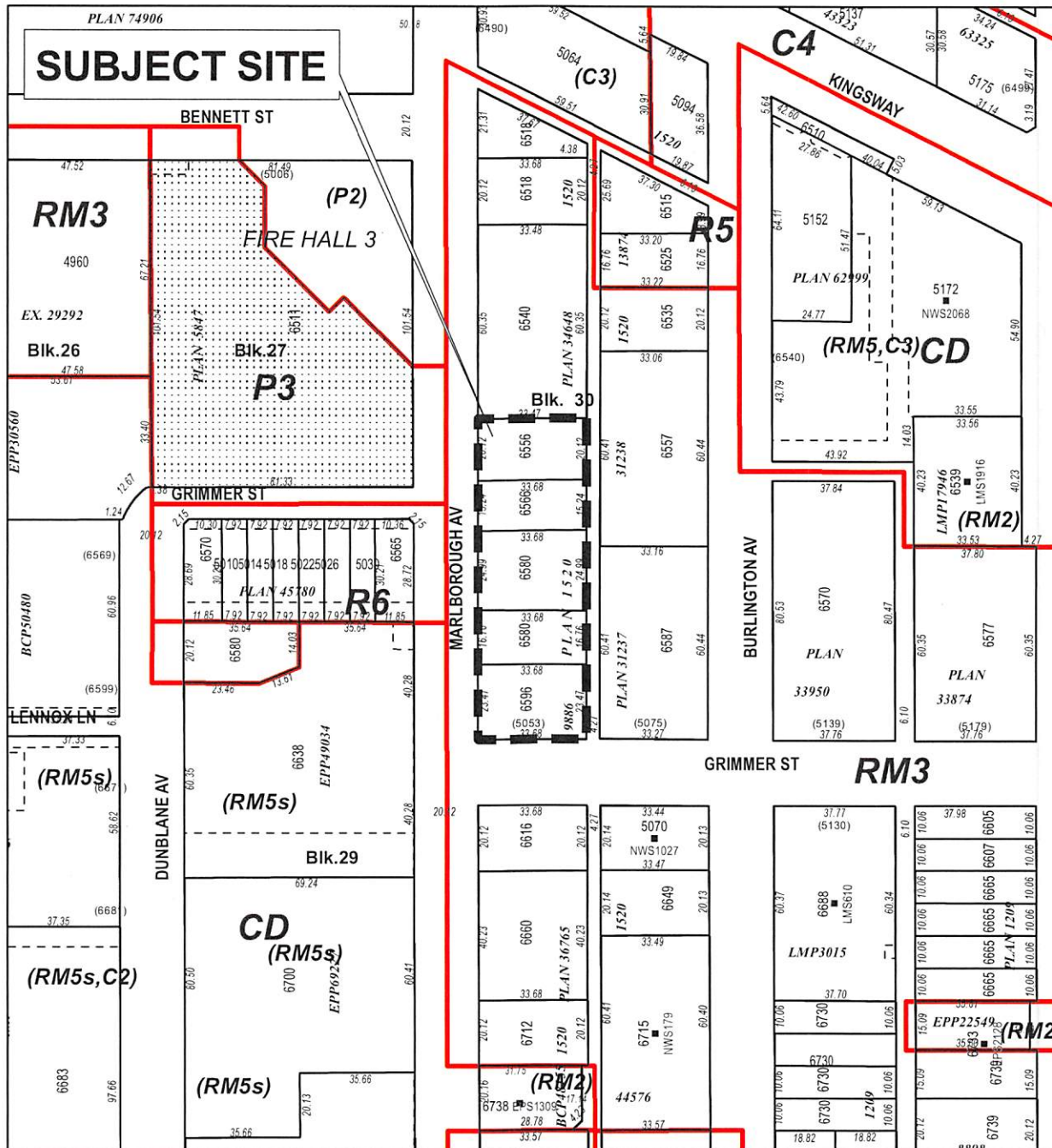
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**Attachments**

cc: City Solicitor  
City Clerk

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

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



PLANNING & BUILDING DEPARTMENT



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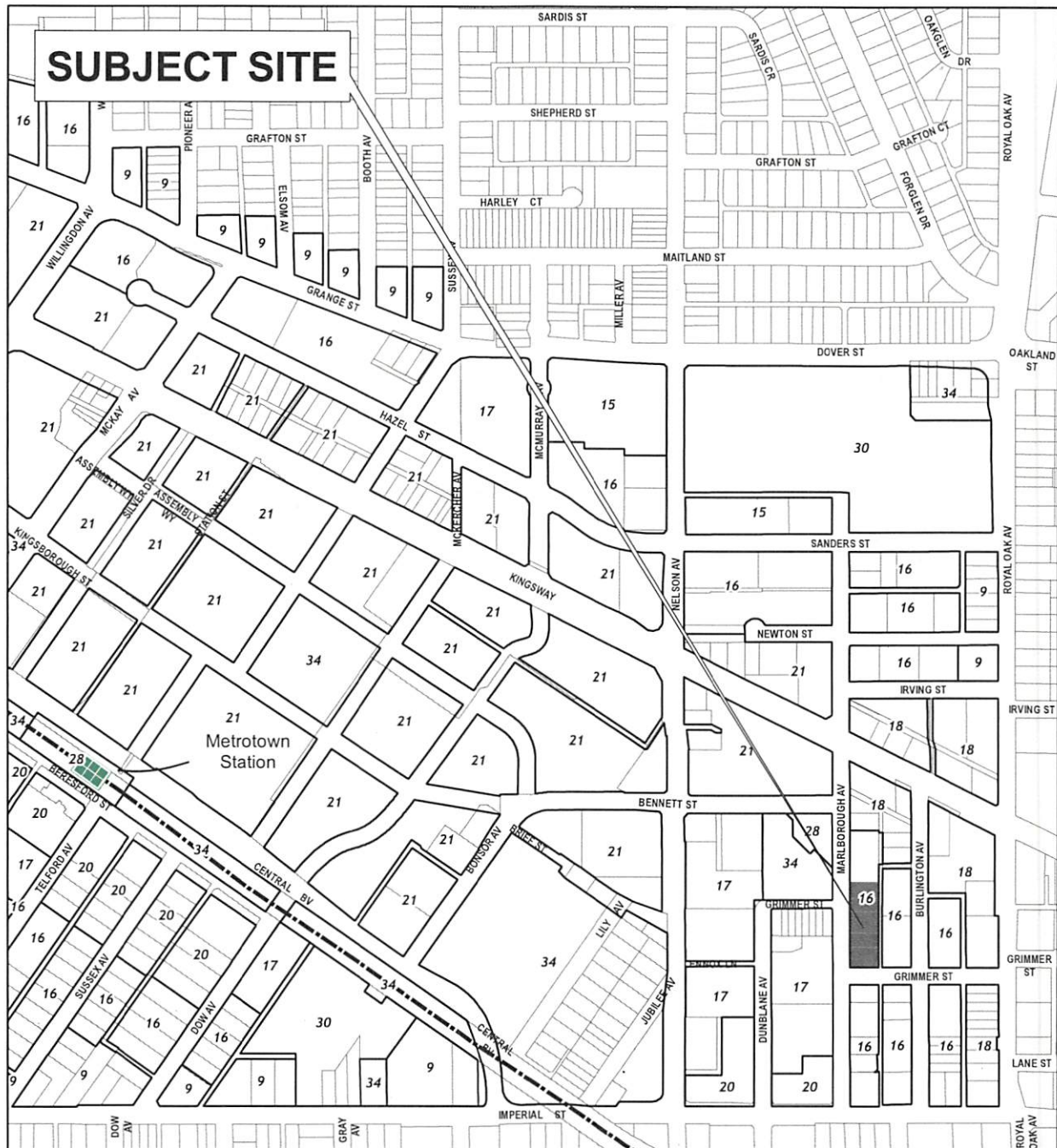
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REZONING REFERENCE #17-30  
6556, 6566, 6580 AND 6596 MARLBOROUGH AVENUE

 Subject Site

Sketch #1



- 9 Medium Density Residential (RM3s)
- 15 High Density Residential (RM5)
- 16 High Density Residential (RM4s)
- 17 High Density Residential (RM5s)
- 18 High Density Mixed Use (RM4s/C2)
- 19 High Density Mixed Use (RM4s/C3)

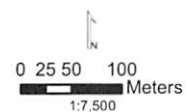
- 20 High Density Mixed Use (RM5s/C2)
- 21 High Density Mixed Use (RM5s/C3)
- 28 Institutional
- 30 Public School (P3)
- 34 Park and Public Use (P3)



Planning and Building Dept

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## Metrotown Plan



Sketch #2