

TO: CITY MANAGER 2018 June 20

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **REZONING REFERENCE #17-28**
A Single High-Rise Apartment Building with Street-Oriented Townhouses
and a Low-Rise Non-Market Rental Component
Metrotown Downtown Plan

ADDRESS: 6075 Wilson Avenue (see *attached* Sketches #1 and #2)

LEGAL: Lot 114, District Lot 151, Group 1, NWD Plan 410022

FROM: RM3 Multiple Family Residential District

TO: CD Comprehensive Development District (based on the RM5s and RM3 Multiple Family Residential Districts and Metrotown Downtown Plan as guidelines and in accordance with the development plan entitled “6075 Wilson Avenue” prepared by GBL Architects Inc. and Connect Landscape Architecture)

APPLICANT: Anthem Properties Group Ltd.
300-550 Burrard Street
Vancouver, BC V6C 2B5
Attention: Melissa Howey

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2018 July 24.

RECOMMENDATIONS:

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2018 July 09 and to a Public Hearing on 2018 July 24 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 from 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 dedication of any rights-of-way deemed requisite.
- g) The granting of any necessary statutory rights-of-way, easements and/or covenants, including but not limited to a 3.0 m statutory right-of-way along the north property line for an east-west neighbourhood linkage.
- h) The granting of a Section 219 Covenant:
 - restricting enclosure of balconies;
 - 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;
 - ensuring compliance with the approved acoustical study;
 - guaranteeing the provision and ongoing maintenance of stormwater management facilities;
 - Section 219 Covenant ensuring the provision of a Housing Agreement, as outlined under Section 3.5 of this report;
 - ensuring that all 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.
- 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 and with allocated disabled parking spaces.
- m) The provision of three covered car wash stalls and an adequately sized and appropriately located garbage handling and recycling material holding space to the approval of the Director Engineering and a commitment to implement the recycling provisions.
- n) The review of on-site residential loading facilities by the Director Engineering.
- o) Compliance with the Council-adopted sound criteria.
- p) The undergrounding of existing overhead wiring abutting the site (rear lane).
- 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, high-rise strata apartment building with townhouses oriented towards Wilson Avenue and a low-rise non-market rental apartment building oriented towards Central Boulevard.

2.0 BACKGROUND

- 2.1 The development site is within the Central Park East neighbourhood of the Metrotown Downtown Plan area (see Sketch #2 *attached*). The adopted Plan identifies this neighbourhood as a high density neighbourhood with a garden-like setting that is defined by its relationships to Central Park, Kingsway, the BC Parkway and Patterson SkyTrain station. Specifically, high density multiple-family residential developments east of Central Park are intended to have a tranquil park-like neighbourhood character, enhanced with publically accessible pocket parks/open space as well as pedestrian and cycling linkages, which connect to Central Park, Kinnee Park, the BC Parkway and other parks within Metrotown. With respect to building form, such developments are intended for high-rise residential apartment buildings with low-rise apartments, townhousing or row-housing podiums that do not exceed four storeys.

- 2.2 On 2018 April 18, Council received an initial rezoning report, Rezoning Reference #17-28, which proposed to rezone the subject development site from its prevailing RM3 Multiple Family Residential District to the CD Comprehensive Development District, utilizing the RM5s and RM3 Multiple Family Residential Districts and Metrotown Downtown Plan as guidelines. The preliminary development concept indicated a single high-rise strata apartment building with a three-storey townhouse form oriented towards Wilson Avenue and a low-rise non-market rental housing component oriented towards Central Boulevard. Vehicular access to the site is via the rear lane.

The development concept has since been refined to encompass a single, 45-storey strata apartment building that is oriented towards the corner of Central Boulevard and Wilson Avenue with a four-storey townhouse podium oriented towards Wilson Avenue, and a four-storey low-rise non-market rental apartment building oriented towards Central Boulevard. The overall proposed density of the market residential component is 5.0 FAR (inclusive of the 1.6 FAR density bonus) and the overall proposed density of the non-market rental housing component is 0.37 FAR, in line with the proposed zoning district guidelines noted above.

- 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

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Burnaby, and other neighbouring cities, Town Centres are helping to meet regional goals to reduce pressures for development of habitat and agricultural lands, to focus on jobs, people and services in walkable neighbourhoods that are and can be efficiently served by transit, and to reduce overall demands for travel by car with direct benefits to the environment, economy and the quality of life in the Region.

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

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

- 2.4 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 45-storey, strata apartment building oriented towards the corner of Central Boulevard and Wilson Avenue with a four-storey townhouse podium oriented towards Wilson Avenue and a four-storey non-market rental housing component oriented towards Central Boulevard. It is noted that the four-storey low-rise non-market apartment building is designed in the same vernacular and materiality as the proposed tower, providing cohesion and integration with the overall development. All parking is to be provided underground with vehicular access provided via the rear lane. Based on the proposed rezoning the CD(RM5s, RM3) District, the proposed overall density for the development is 5.37 FAR, of which the market residential component is 5.0 FAR (inclusive of the 1.6 FAR density bonus) and the non-market rental housing component is 0.37 FAR. The overall proposed density is in line with the proposed zoning district guidelines.

A total of 347 market strata units are proposed (of which 20% are adaptable). It is noted that the smaller one-bedroom units are 563 sq. ft. in area, in accordance with the P11e District (SFU). This is balanced with a high percentage of two- and three-bedroom units proposed within the overall development, all of which exceed the minimum unit size requirements of the Zoning Bylaw. The use of the P1 1e District for smaller one-bedroom units supports the affordability of units for those looking to enter the housing market.

A total of 32 non-market rental units are also proposed (of which 20% are adaptable) within the low-rise apartment building. It is noted that the smaller one-bedroom units are

538.21 sq. ft. in area, in accordance with the P11e District (SFU). The use of the P11e District for smaller one-bedroom units supports the affordability of the non-market rental units. Details regarding the proposed non-market rental housing component are discussed in Section 3.5.

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

All required parking for the development is proposed to be located underground, with access taken from the rear lane. A parking standard of 1.1 parking spaces per unit (0.1 of which is for visitor parking) is proposed for the residential strata component of the development, which is in line with 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.

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. As such, the applicant is proposing that 0.65 spaces per rental unit be applied to the residential rental units with an additional 0.65 spaces per unit allocated to visitors. To supplement the proposed parking standard, a comprehensive Transportation Demand Management Strategy will be provided, as well as a communications strategy that provides the tenants and rental housing operators an understanding of how best to utilize each of the alternative transportation options.

- 3.3 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 100,226 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.

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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.

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

3.5 The non-market housing component of the development is being advanced by the proponent, the New Vista Society (also the housing operator for this project) in partnership with Anthem Properties Group Ltd. (also referred to as Anthem) and BC Housing. Anthem, as the rezoning applicant, has agreed to make the development site available for the construction of the low-rise non-market rental apartment building through an air space parcel subdivision of the land. Anthem has also agreed to undertake the construction and completion of the development, including the non-market housing component, as part of the overall rezoning process (Rezoning Reference #17-28). BC Housing has indicated support for the project and has advised that their capacity to support the project include the following options:

- Financial resources and grants;
- Development expertise;
- Access to sector housing partners; and,
- Low cost financing

Both Federal and Provincial government funding will be sought in connection with this subject proposal, and it is noted that preliminary discussions with BC Housing indicate a high level of support, as noted above.

The New Vista Society would also be eligible to apply for a housing grant from the City through the Community Benefit Bonus Housing Fund to off-set permit fees and other development costs associated with the non-market housing component of the project. Any future grant application for use of the Community Benefit Bonus Housing Funds will be submitted through the Planning and Development Committee for Council's consideration and approval.

A Housing Agreement is required between the proponent (New Visa Society), developer (Anthem) and the City to address the following:

- overall density and land use of the non-market housing component; and,
- non-profit nature of the housing project with the provision of 32 non-market rental units.

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In terms of affordability levels, rental rates for the units would meet BC Housing's definition and criteria of affordable housing and the non-market objectives of the New Vista Society.

- 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 Wilson Avenue to Town Centre two-lane collector standard with separated sidewalks, street trees, rain gardens, and street and pedestrian lighting;
 - construction of Central Boulevard to a modified Town Centre two-lane collector standard (from Wilson Avenue to Olive Avenue) with separated sidewalks, street trees, rain gardens, and street and pedestrian lighting;
 - upgrades to the rear lane as required; and,
 - storm, sanitary sewer and water main upgrades as required.
- 3.7 A 3.3 m dedication across the Wilson Avenue frontage of the site is required, as well as a dedication along Central Boulevard to align with the property line for 6088 Wilson Avenue.
- 3.8 The development is providing 74 adaptable units within the high-rise strata apartment building and 7 adaptable units within the low-rise apartment building, which is in line with the 20% minimum requirements of the Council-adopted Adaptable Housing policy. All handicap parking stalls provided as part of the development 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:
- restricting enclosure of balconies;
 - 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;
 - ensuring compliance with the approved acoustical study;
 - guaranteeing the provision and ongoing maintenance of stormwater management facilities;
 - Section 219 Covenant ensuring the provision of a Housing Agreement, as outlined under Section 3.5 of this report;
 - ensuring that all handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation; and,

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- guaranteeing the provision and ongoing maintenance of public art.
- 3.10 Due to the proximity of the subject site to the Patterson SkyTrain Station, Expo SkyTrain Line and Kingsway, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 3.11 Provision of five separate car wash stalls is required for the residential 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.
- 3.15 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.
- 3.16 The submission of a detailed residential loading management plan to the approval of the Director Engineering is required.
- 3.17 A site profile application is not required given the sites past residential use.
- 3.18 Bicycle storage lockers and surface parking racks are to be provided for the residential tenants, and visitors of the development.
- 3.19 A Tenant Assistance Plan, in line with Council's adopted policy, has been submitted and is being implemented accordingly.
- 3.20 Applicable Development Cost Charges are:
- a) Parkland Acquisition Charge
 - b) School Site Acquisition Charge
 - c) GVS&DD Sewerage Charge

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4.0 DEVELOPMENT PROPOSAL

- 4.1 Site Area (subject to detailed survey) - 5,819.6 m² (62,641 sq. ft.)
- Central Boulevard and Wilson Avenue Dedication Area (subject to detailed civil design) - 1,095.8 m² (11,795 sq. ft.)
- 4.2 Site Coverage - 43%
- 4.3 Density and Gross Floor Area
- Overall Density** - **5.37 FAR**
- Market Residential Apartment - 5.0 FAR (inclusive of 1.6 FAR amenity bonus)
- Non-Market Rental Apartment - 0.37 FAR
- High-rise Strata Apartment Building**
- Market Residential Gross Floor Area - 29,098 m² (313,208 sq. ft.)
 (inclusive of 100,226 sq. ft. in amenity bonus gross floor area)
- Residential Amenity Space (Exempt from FAR calculations) - 943.7 m² (10,158 sq. ft.)
- Adaptable Unit Exemption - 171.9 m² (1,850 sq. ft.)
- Low-Rise Non-Market Rental Apartment Building**
- Market Residential Gross Floor Area - 2,178.29 m² (23,447 sq. ft.)
- Residential Amenity Space (Exempt from FAR calculations) - 62.9 m² (678 sq. ft.)
- Adaptable Unit Exemption - 18.6 m² (200 sq. ft.)
- 4.4 Residential Unit Mix
- Apartment Building**
- 74 – Studio units - 44.1 m² (475 sq. ft.)
- 37 – One bedroom units - 52.3 m²-54.0 m² (563 sq. ft. - 581 sq. ft.)
- 37 – One bedroom units (adaptable) - 52.3 m²-54.0 m² (563 sq. ft. - 581 sq. ft.)
- 37 – One bedroom + den units - 62.6 m² (674 sq. ft.)
- 37 – Two bedroom units - 77.8 m²- 80.5 m² (838 sq. ft. – 867 sq. ft.)
- 37 – Two bedroom units (adaptable) - 77.8 m²- 80.5 m² (838 sq. ft. – 867 sq. ft.)
- 37– Two bedroom + den units - 80.3 m² (864 sq. ft.)
- 43– Three bedroom units - 103.8 m² – 124.4 m² (1,117 sq. ft. – 1,339 sq. ft.)

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Townhouses

8 – Three bedroom units - 185.3m² (1,995 sq. ft.)

TOTAL NUMBER OF UNITS: - 347 MARKET RESIDENTIAL UNITS

Non-Market Rental Apartment Building

8– Studio units - 37 m² (398 sq. ft.)
 6 – One bedroom units - 50 m² (538 sq. ft.)
 4– One bedroom units (*adaptable*) - 50 m² (538 sq. ft.)
 8 – Two bedroom units - 70 m²- 73 m² (754 sq. ft. – 786 sq. ft.)
 4 – Two bedroom units (*adaptable*) - 70 m²- 73 m² (754 sq. ft. – 786 sq. ft.)
 2– Three bedroom units - 93.6 m² (1,008 sq. ft.)

TOTAL NUMBER OF UNITS: - 32 NON-MARKET RENTAL UNITS

OVERALL UNIT COUNT: - 379 MARKET- AND NON-MARKET UNITS

4.5 Height of Building

High-rise Apartment Building - 129.7 m (425 ft.); 45 storeys

Low-rise Apartment Building - 12.8 m (42 ft.); 4 storeys

4.6 Vehicle Parking (Residential)

Total Required and Provided:

High-rise Strata Apartment Building

347 units @ 1.1 spaces per unit - 397 spaces (*including 36 visitors' parking*)

Handicap Accessible Parking Stalls - 9 spaces

Car Wash Stalls - 4 spaces

Low-rise Non-Market Rental Apartment Building

32 units @ 0.65 spaces per unit - 22 spaces (*including 4 visitors' parking*)

Handicap Accessible Parking Stalls - 1 space

Car Wash Stall - 1 space

TOTAL PARKING: - 419 spaces

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4.7 Bicycle Parking

Total Required and Provided:

High-rise Strata Apartment Building

347 units @ 2.2 spaces per units - 764 spaces
(including 70 spaces in visitors' rack)

Low-Rise Non-Market Rental Apartment Building

32 units @ 2.2 spaces per units - 71 spaces (including 7 spaces in visitors' rack)

TOTAL BICYCLE PARKING: - 835 spaces

4.8 Loading


Total Required and Provided - 2 spaces

4.9 Communal Facilities

(Excluded from FAR Calculations)

Primary communal facilities for market strata development are located over levels one and four. Level one includes an amenity lobby, seating area, mail room, concierge, lounge area (including kitchen, dining and seating), meeting/work room, and games and media room. Level four includes a fitness area, infrared sauna and steam room, multi-purpose room and guest suite. The amenity area amounts to 10,158 sq. ft., which is less than the permitted 5% exemption (15,660 sq. ft.) from Gross Floor Area permitted within the Zoning Bylaw.

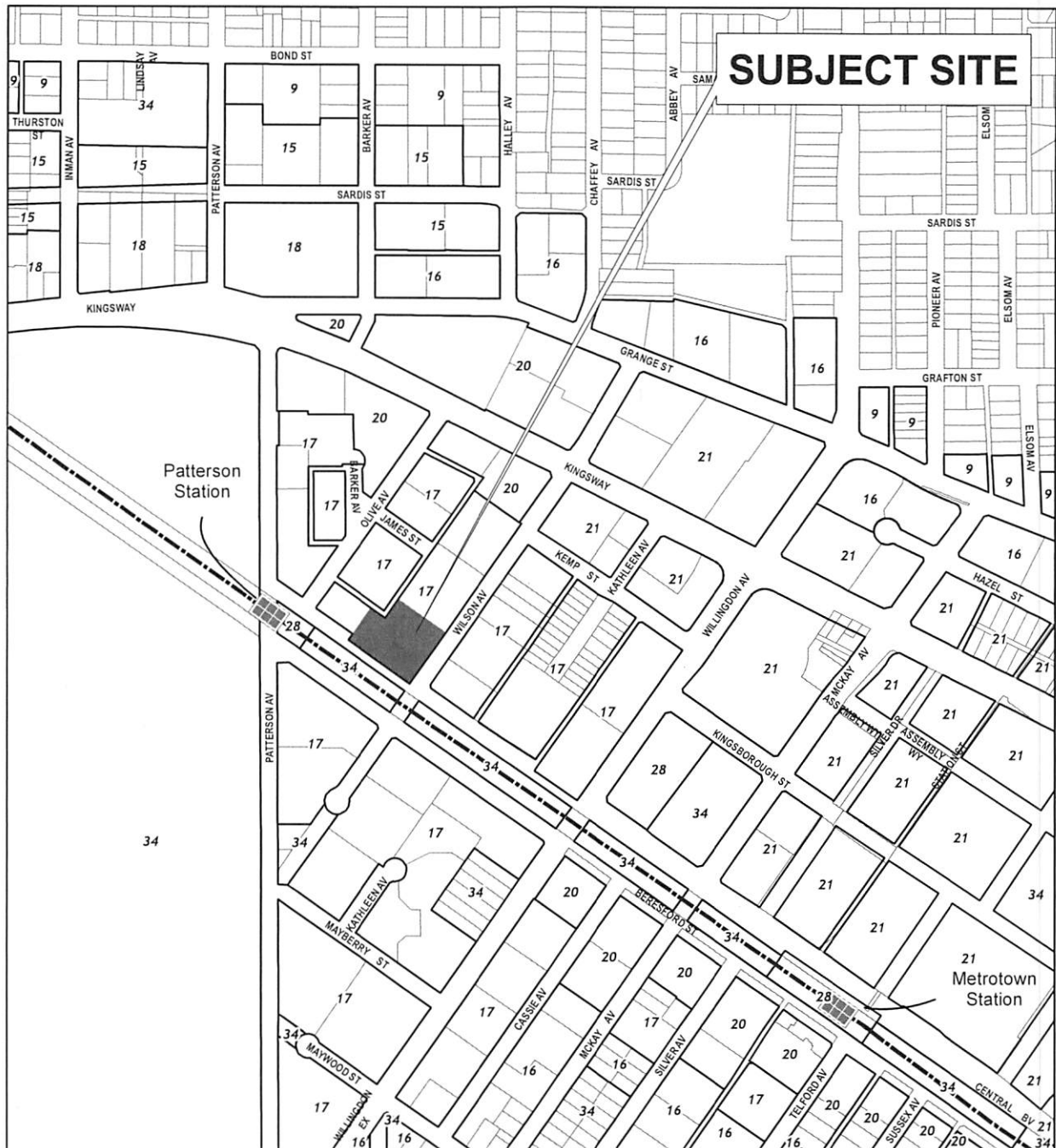
Primary communal facilities for the non-market rental component are located on level two and consist of a 480 sq. ft. amenity room and 198 sq. ft. communal laundry room.


Lou Pelletier, Director
PLANNING AND BUILDING

ZT:tn

Attachments

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



- 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

Metrotown Plan



Printed on June 18, 2018

Sketch #2