



COUNCIL REPORT

**TO:** CHIEF ADMINISTRATIVE OFFICER 2021 October 20

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** **REZONING REFERENCE #17-14**  
**Bassano Site - Conceptual Master Plan**  
**Brentwood Town Centre Development Plan**

**ADDRESS:** 2100, 2160, 2210 Springer Avenue, and 5334 Lougheed Highway (see *attached* Sketches #1 and #2)

**LEGAL:** See Schedule A (*attached*)

**FROM:** M2 General Industrial District, C6 Gasoline Service Station District and R2 Residential District

**TO:** CD Comprehensive Development District (based on RM5s Multiple Family Residential District, RM5r Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled “Bassano Concept Book” prepared by IBI Group)

**APPLICANT:** Boffo Developments Ltd.  
200 – 4580 Hastings Street  
Burnaby, BC V5C 2K4  
(Attention: Brendan Reeves)

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2021 November 23.

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**RECOMMENDATIONS**

1. **THAT** the sale be approved in principle of City-owned road right-of-way for inclusion within the subject development site in accordance with Section 5.4 of this report, and subject to the applicant pursuing the rezoning proposal to completion.
2. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2021 October 25, and to a Public Hearing on 2021 November 23 at 5:00 p.m.
3. **THAT** the following be established as prerequisites to the completion of the rezoning:
  - a. The submission of a suitable plan of development.

- b. The submission of an Engineering Master Plan.
- c. The submission of a Master Conceptual Stormwater Management Plan.
- d. The submission of a Master Subdivision Plan and Phasing Plan.
- e. The submission of a Green Building Strategy.
- f. The dedication of any rights-of-way deemed requisite.
- g. The granting of any necessary statutory rights-of-way, easements, and/or covenants as outlined in Section 5.7 of this report.
- h. The submission of a Site Disclosure Statement and resolution of any arising requirements.
- i. The submission of a Construction Management and Access Plan.

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

### **1.0 REZONING PURPOSE**

The purpose of the proposed rezoning bylaw amendment is to establish a Conceptual Master Plan and Design Guidelines for the subject site (Bassano Site), in order to guide further site specific rezoning applications for the future construction of a high-density strata and non-market rental development over three main phases. Resulting from the findings and recommendations of the Mayor’s Task Force on Community Housing, and other adopted and emerging housing policies, the proposed Conceptual Master Plan also includes an innovative approach to the provision of non-market rental housing for Council’s consideration, involving the development of a ‘swing site’ to temporarily house tenants displaced by development in the Metrotown area while their replacement homes are being constructed. No specific development is being proposed by the subject rezoning application.

### **2.0 CITY POLICIES**

The proposed rezoning application is consistent with the site’s designation in the Brentwood Town Centre Development Plan. It also aligns with the following City policies: Corporate Strategic Plan (2017), Regional Context Statement (2013), Official Community Plan (1998), Economic Development Strategy (2007), Social Sustainability Strategy (2011), Environmental Sustainability Strategy (2016), and Mayor’s Task Force on Community Housing Final Report (2019).

### 3.0 BACKGROUND

- 3.1 On 2017 May 29, Council received the report of the Planning and Building Department regarding the rezoning of the subject site and authorized the Department to work with the applicant toward 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.
- 3.2 The Bassano Site is approximately 4.1 acres (180,313 sq. ft.) in size, subject to legal survey, and is comprised of four properties at 2100, 2160, 2210 Springer Avenue and 5334 Lougheed Highway, as well as two proposed road closure areas, which include a portion of Springer Avenue abutting the site, and a portion of City lane. The site is located at the southeast corner of Lougheed Highway and Springer Avenue, within the Brentwood Town Centre Development Plan area (see *attached* Sketch #1 and Figure #1). The site currently accommodates five older industrial buildings, which were constructed in the early 1970's and 1980's.
- 3.3 Immediately to the north of the site, along the Lougheed frontage, is the SkyTrain Millennium Line Guideway. On the north side of Lougheed Highway are older low-rise multi-family residential developments and a newer low-rise development at 5418 Broadway (Rezoning Reference #14-32), with single and two family residential beyond. Directly to the east is a truck terminal with Beecher Creek and the Holdom SkyTrain Station beyond. To the south are two recently completed high-rise residential buildings with podium level live/work townhouse units developed under Rezoning Reference #15-40, as well as small industrial sites fronting Springer Avenue and Douglas Road, with the BNSF Railway beyond. To the west of the site, across Springer Avenue, is a recently approved high-rise residential development with street orientated townhouses (Rezoning Reference #16-35), and four small industrial sites fronting Springer Avenue, with two high-rise multi-family residential buildings approved under Rezoning Reference #05-47 beyond. Vehicular access to the site is currently from Lougheed Highway and Springer Avenue.
- 3.4 Under the Brentwood Town Centre Development Plan, the subject site is designated for high-density multiple-family residential utilizing the RM5s and RM5r Multiple Family Residential Districts as guidelines. The plan also identifies the closure of a portion of the existing lane to the east of 2210 Springer Avenue. Although a suitable plan of development has yet to be determined for specific phases of the Master Plan, it is noted that the Bassano Site's maximum residential density permitted is up to 8.3 FAR, as outlined in Table 1, subject to conditions set out in the Burnaby Zoning Bylaw, Burnaby Rental Use Zoning Policy, and the approval of Council.

Zoning District	Maximum Potential Residential Density
RM5s	5.0 FAR
RM5r	2.2 FAR
RM5 Density Offset	1.1 FAR
<b>TOTAL</b>	<b>8.3 FAR</b>

Table 1 – Bassano Site: breakdown of maximum residential density permitted

3.5 After considerable design development, the applicant has now submitted a Conceptual Master Plan for presentation to a Public Hearing.

3.6 To ensure that there is an opportunity in advance of the Public Hearing to learn more about the Conceptual Master Plan, it is proposed that the Master Plan be made available on the City’s website for public viewing, along with information on how residents can have their questions addressed by Staff.

**4.0 PROPOSED DEVELOPMENT CONCEPT**

*4.1 Scope of Rezoning*

As noted in the report dated 2017 May 29, the applicant was seeking approval of a Conceptual Master Plan for the subject site, and a detailed Comprehensive Development Plan for Phase 1. Since that time, the applicant has requested to separate the Phase 1 application from the Master Plan in order to provide clarity to each stage of the development process, including an innovative approach to the delivery of non-market rental housing (see Section 4.4 of this report).

As such, the proposed Master Plan would establish the general built form, permitted uses, maximum building heights and development densities, proposed subdivision and phasing plan, and non-market rental housing strategy. Therefore, there are no specific development rights being sought through the subject rezoning application. A further site specific rezoning application for Phase 1 will be brought forward for Council consideration at a future date.

*4.2 Vision and Guiding Principles*

As part of the planning approach to the Bassano Site, a vision and set of urban design principles have been established to guide the future site specific rezoning applications. The broader vision for the Bassano Site is to transform the underutilized industrial lands into a sustainable, high-density residential community set within a major green node with connections to the surrounding community and transit. The development is envisioned as an attractive alternative to suburban living that will appeal to and accommodate a range of incomes and age cohorts, offering a diversity of housing forms and types with significant outdoor amenity and proximity to transit and services. The vision is guided by the following design principles:

- animate Lougheed with a parkway public realm concept running along the southern edge of Lougheed Highway;

- animate Springer Avenue with more finely scaled building frontages and activity zones, including townhouses and a pocket plaza at the corner of Lougheed Highway and Springer Avenue;
- develop a central open space as a unifying element to help foster a sense of community within the development;
- integrate Beecher Creek into the neighbourhood through restorative landscaping and a network of pedestrian pathways that connect residents with the creek and the surrounding community;
- resolve site grading challenges to maximize accessibility and provide appropriate transition and integration with surrounding developments; and,
- optimize the built form to reinforce the site as a green node, capitalize on strategic view corridors, minimize the number of units impacted by the noise and visual intrusion of the SkyTrain Guideway, and contribute to a coherent and rational skyline within the Brentwood Town Centre.

### 4.3 Composite Site Plan

The overall concept for the site is to see its eventual transition from an underutilized industrial area, to an inclusive and sustainable residential community. As shown in Figure #1, upon completion, the approximately 4.1 acres (180,313 sq. ft.) site would accommodate four residential condominium towers, and a 6 storey non-market rental podium, with street orientated townhouses fronting Springer Avenue and Lougheed Highway.

#### 4.3.1 Built Form

The form of development is identified to terrace down from the southeast corner of the site to the northwest, providing a stepped transition from the projected tallest buildings within the City block at 5396 Lougheed Highway, down towards the intersection of Lougheed Highway and Springer Avenue. The proposed residential towers range in height from 34 storeys to 45 storeys, with flexibility for a maximum height of up to 50 storeys in the southeast corner of the site. The arrangement of the towers and 6 storey podium along Lougheed have been carefully considered in order to frame a large central open space, while maximizing solar access to the outdoor amenity and residences. The non-market rental podium also provides an appropriately scaled street wall along Lougheed, and provides direct connections for residents of the non-market rental to the Lougheed greenway and the Holdom SkyTrain Station. Likewise, the street orientated townhouses along Lougheed Highway and Springer Avenue help provide activation and a finer grained form at street level.

#### 4.3.2 Public Realm

Central to the concept is the contiguous open space and robust landscaping, which reinforce the site as a green node within the neighbourhood, and help promote a sense of community, connection, and wellbeing. The open space permeates the site, providing connections between the phases, and beyond to the surrounding community. Important active mobility connections

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include an east-west oriented pathway intended to connect Springer Avenue through to Beecher Creek on the neighbouring site, and a north-south pathway along the eastern site boundary, which is intended to improve permeability within the area and ultimately provide a direct connection from Lougheed Highway through to Goring Street. Programming for the outdoor amenity is designed to meet the varied needs of a diverse resident demographic, including spaces for large gatherings, hobby gardening, child play, pet runs, and spaces for relaxation. Upgrades to Springer Avenue and Lougheed Highway, in line with the adopted Town Centre Street Standards, will also be delivered through the development, including an enhanced parkway concept for Lougheed, which will include alternative meandering pathways set within a lush landscape.



The site's transition contributes to the realization of the overall residential vision for the neighbourhood, as contemplated under the Brentwood Town Centre Development Plan. Each phase of the concept would be developed with a cohesive architectural and landscape vernacular, helping to reinforce the distinct identity of the development, while relating to adjacent and planned development.

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#### 4.4 Non-Market Rental Housing Strategy

The Council adopted Rental Use Zoning Policy requires the subsequent applications satisfy Stream 2 – Inclusionary Rental Requirements. In this regard, the applicant is required to provide the equivalent of 20% of the proposed market units, excluding units achieved using density offset, as non-market rental. The required rental units are to be rented at 20% below Canada Mortgage and Housing Company (CMHC) median rents. RM5r density, to a maximum of 2.2 FAR is available to provide for the inclusionary rental. To assist with the provision of the non-market housing, a density offset of 1.1 FAR is available to supplement the proposed market units. In an effort to deal with the issue of temporarily relocating tenants displaced by development while their new rental housing is constructed, the applicant has requested consideration of an innovative approach to meet the City’s rental housing and non-market housing objectives.

The applicant is also the owner of 5650 Beresford Street (Beresford Site), which is located in the Royal Oak Community Plan area, and is designated for medium-density multiple-family residential, utilizing the RM3 and RM3r Districts as guidelines (see *attached* Sketches #3 and #4). The applicant is proposing to leverage both the Bassano Site and the Beresford Site to satisfy the inclusionary requirements of the subsequent rezoning applications, while also providing additional rental housing opportunities to house displaced tenants while their new rental homes are constructed.

Under the proposal, approximately 93 purpose built rental units would be constructed at the Beresford Site, which would initially serve as temporary housing for displaced tenants from development sites within the Metrotown Downtown Plan Area and beyond. These ‘swing units’ would be delivered prior to or concurrently with Phase 1 of the Bassano Site, and it is proposed that these units temporarily satisfy the inclusionary rental requirement for Phases 1 and 2 of the Bassano Site, as well as the inclusionary requirement for the Beresford Site. In accordance with the Tenant Assistance Policy, residents displaced from other developments could be housed at the Beresford Site for an interim period, until their unit in their new development is ready. Tenants would only be responsible for the portion of the rent amount equivalent to the tenant’s rent at the time of rezoning of their respective site, with the pertinent developer paying any applicable rent top up, in accordance with the City’s Tenant Assistance Policy.

Upon completion of Phase 3 of the Bassano Site, which will include a non-market rental podium, approximately 36 units at the Beresford Site would be converted permanently to inclusionary non-market rental to satisfy the overall inclusionary rental requirement for the Bassano and Beresford Sites, with the remainder of the units at the Beresford Site either continuing as ‘swing units’ for displaced tenants, or converting to a mix of market and non-market rental units on a 1:1 basis as permitted under the adopted Rental Use Zoning Policy. At the completion of the proposal, approximately 144 inclusionary non-market rental units would be delivered on the Bassano Site, 36 inclusionary non-market rental units at the Beresford Site, plus an additional 57 ‘swing’ rental units. Both sites would thus meet their inclusionary rental requirement, with approximately 28 inclusionary non-market rental units generated by the Bassano development remaining permanently on the Beresford Site. After careful analysis of the built form proposed for the Bassano Site, it was determined that a six-storey non-market podium is optimal, which is

unable to accommodate the total 172 inclusionary non-market rental units projected for the Bassano Site, without reducing unit sizes. It is noted that suitable plans of development have yet to be developed for both sites, and as such the above numbers are subject to minor revisions as the detailed design for the sites progresses.

Further details of the phasing and density transfers proposed as part of this innovative alternative arrangement are outlined in Sections 4.5 and 4.6 of this report, and would be the basis of a future report to Council as part of the site specific rezoning process.

#### 4.5 Phasing and Servicing

In general terms, the approach is to phase the development of the site into three main phases as shown in Figure #2. The size, location, and orientation of the phases is influenced by such factors as vehicular access, parking capacity, desired massing, site servicing requirements, and by a desire to maintain some of the existing employment uses on site as redevelopment occurs. It is anticipated that each phase would be brought forward as a single, or related grouping of rezoning applications.



Phase 1 of the Bassano Site, located in the southwest corner of the site, involves the demolition of the industrial buildings at 2160, 2210 Springer Avenue and 5334 Lougheed Highway (southern building only), and the development of a single condominium tower up to 45 stories in



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height, with street orientated townhouses fronting Springer Avenue. The western portion of the internal east-west road will be constructed, as well as an at-grade landscaped outdoor amenity. Springer Avenue will be also be re-graded and re-constructed in accordance with City's Town Centre Street Standards. A four storey underground parkade is contemplated for Phase 1, and approximately 303 dwelling units are projected.

As noted in Section 4.4 of this report, the applicant is proposing to develop the Beresford Site (located at 5650 Beresford Street) as a 'swing site', which would also serve as the inclusionary rental requirement for Phases 1 and 2. The Beresford Site would be required to achieve Final Adoption prior to or concurrently with Phase 1.

Phase 2 is located in the southeast corner of the site and involves the development of a single condominium tower up to 50 stories in height. The eastern section of the internal east-west road will be constructed, and the remainder of the at-grade landscaped outdoor amenity in the southern portion of the site will be completed. A four storey underground parkade is contemplated for Phase 2, which will connect through to Phase 1. Approximately 337 dwelling units are projected in Phase 2.

Phase 3, which comprises the northern portion of the site, involves the demolition of the remaining industrial buildings at 2100 Springer Avenue and 5334 Lougheed Highway, and the development of two condominium towers atop a 6 storey non-market rental residential podium and street orientated townhouses. The two towers will be up to 39 and 42 stories respectively. The northern section of the internal east-west road will be constructed, and Lougheed Highway will be re-constructed in accordance with City's Town Centre Street Standards. In addition, an at-grade and podium level landscaped outdoor amenity is proposed, as well as a four storey underground parkade, which will connect through to Phases 1 and 2 to permit a secondary access to Lougheed Highway. Approximately 606 dwelling units are projected in Phase 3, inclusive of a projected 144 non-market rental units.

It is envisioned that the three phases and their adjacent service provisions would be completed over a 10 year period. However, the exact timing of development will be influenced by market conditions.

#### 4.6 Site Densities

Site densities are determined based on gross site area. Given the Bassano Site's Town Centre location, the applicant proposes utilizing the amenity density bonus provisions, the RMr rental district and off-set density indicated within the Zoning Bylaw. To support the 'swing site' proposal, as generally outlined in Section 4.4 of this report, a density transfer between the Beresford Site and the Bassano Site is proposed. The applicant is proposing to transfer a total of 56,970 sq. ft. from the Beresford Site to the Bassano Site, comprised of 37,980 sq. ft. of RM3 density, and 18,990 sq. ft. of density offset. A density transfer of a portion of the RM5r density from the Bassano Site to the Beresford Site (approximately 38,559 sq. ft.) is also proposed in order to ensure the Beresford Site has sufficient rental density to deliver the proposed 93 'swing units'. The exact amount of RMr density to be transferred will be determined through the future site specific rezoning for the Beresford Site. It is noted that sufficient RM5r density will remain

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on the Bassano site in order to accommodate the non-market rental podium proposed in Phase 3. The permitted and proposed densities of the sites are summarized in Tables 2 and 3.

**Bassano Site**

Zoning: CD (RM5s, RM5r)  
 Site Size: 180,313 sq.ft.

	Permitted	Proposed
RM5s Base Density	2.20	2.20
GFA (sq.ft.)	396,689	396,689
RM5s Bonus Density	0.40	0.40
GFA (sq.ft.)	72,125	72,125
RM5s Suppl. Base Density	1.20	1.20
GFA (sq.ft.)	216,376	216,376
RM5s Suppl. Bonus Density	1.20	1.20
GFA (sq.ft.)	216,376	216,376
RM5r Density	2.20	0.64
GFA (sq.ft.)	396,689	115,200
RM5s Density Offset	1.10	1.10
GFA (sq.ft.)	198,344	198,344
RM3 Transferred from the Beresford Site	-	0.21
GFA (sq.ft.)	-	37,980
RM3 Density Offset Transferred from the Beresford Site	-	0.11
GFA (sq.ft.)	-	18,990
<b>TOTAL Density</b>	<b>8.30</b>	<b>7.06</b>
<b>TOTAL GFA</b>	<b>1,496,598</b>	<b>1,272,080</b>

Table 2 – Bassano Site: breakdown of permitted and proposed density

**Beresford Site**

Zoning: CD (RM3, RM3r)  
 Site Size: 34,527 sq.ft.

	Permitted	Proposed
RM3 Base Density	1.10	-
GFA (sq.ft.)	37,980	-
RM3r Density	1.10	1.10
GFA (sq.ft.)	37,980	37,980
RM3 Offset Density	0.55	-
GFA (sq.ft.)	18,990	-
RM5r Density Transferred from Bassano Site	-	1.12
GFA (sq.ft.)	-	38,559
<b>TOTAL Density</b>	<b>2.75</b>	<b>2.22</b>
<b>TOTAL GFA</b>	<b>94,949</b>	<b>76,539</b>

Table 3 – Beresford Site: breakdown of permitted and proposed density

A density allocation covenant will be developed prior to Final Adoption of the subject rezoning application, which will guide each phase of development in accordance with the available densities outlined above in Tables 2 and 3. It is acknowledged that specific Gross Floor Areas of each building may be amended through site specific rezonings, but shall not exceed the maximum density generated by the sites. To allow for architectural bulk and massing amendments for each site specific rezoning, a gross floor area transfer between buildings and phases is proposed to be included in the terms of the density allocation covenant. It is noted, however, that height maximums outlined in the Conceptual Master Plan would not be affected by the potential transfer of floor area. The proposed density transfer was approved by the Planning and Development Committee on 2021 September 28.

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#### 4.7 Design Guidelines

In addition to the Conceptual Master Plan for the site, a set of Design Guidelines has been provided, establishing architectural, landscape, and environmental guidelines for the overall site. The guidelines help ensure consistency over the multiple phases and the many years it is anticipated to complete the site's redevelopment. Guidelines are provided for:

- Building Setbacks
- Building Projections
- Building Heights
- Residential Tower Footprints
- Site Grading
- Sidewalk and Pathway Standards
- Road and Pathway Cross Sections
- Landscape Treatment
- Public Art
- Site Lighting
- Universal Accessibility

These standards are not intended to restrict the architectural expression of the project as design aesthetics may evolve over time. It is, however, intended to encourage a language of unifying elements amongst the architecture, landscape architecture, and public realm that will guide individual phase specific designs.

#### 4.8 Sustainability

The Master Plan concept is rooted in a sustainable development approach. At its core, the concept proposes the transition of an underutilized industrial site into an engaging high-density residential community, set within a rich landscape with linkages to SkyTrain and the active transportation network.

In regard to the built form, the concept proposes achieving Step Code 3 or Step Code 2 with low carbon energy systems in accordance with the City's Green Building Policy. Future phases of development will be required to comply with the Step Code standards applicable at the time of site specific rezoning, as established by the City's Green Building Policy requirements. In addition, it is also proposed that individual buildings pursue their own environmental targets, in line with the goals of the Environmental Sustainability Strategy, with specific green building initiatives including energy, water and waste reduction, habitat enhancement, and stormwater management. Strategies to reduce green house gas (GHG) emissions will be explored at each phase of development in order to help meet the City's Climate Action targets of 45% reductions by 2030, 75% reductions by 2040, and carbon neutrality by 2050.

The concept also proposes specific Economic and Social Sustainability goals in line with the City's Economic Development and Social Sustainability Strategies, including proposing a broad

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continuum of housing types and tenures to meet the needs of residents of varying age groups, income levels and family types; ensuring universal access throughout the site for people with mobility challenges; designing safe and comfortable public and private outdoor spaces based on Crime Prevention Through Environmental Design (CPTED) principles; and ensuring integration and improved connectivity with the surrounding community and services.

#### 4.9 *Parking, Loading, and Active Transportation*

The applicant is proposing a parking rate of 1.23 spaces per condominium unit, and 0.4 spaces per rental unit (0.1 of which is for visitor parking), subject to the approval of a parking study. It is noted that parking supply is approved as part of the site specific rezoning applications, and as such the above noted ratios are subject to revisions. To support the residential parking ratio, the developer will provide for transportation alternatives, which may include as a minimum the provision of two zone, two year, transit passes (compass cards) to no less than 15% of residential units, to be made available to residents seeking an alternative to car use and ownership, two secure bicycle storage spaces per unit, and the provision of on-site car share (1 stall per 100 units) and car share membership credits. The provision of on-site car share provides residents with greater opportunities for transportation alternatives that reduce single occupancy vehicle usage and greenhouse gas emissions. The development proposal would provide one residential loading space per 200 dwelling units. In accordance with the City's policy on electric vehicle charging stations 100% of the required residential parking stalls would be provided with a 240V (Level 2) outlet for electric vehicle charging.

### 5.0 **GENERAL COMMENTS**

#### 5.1 *Density Bonusing*

Given the site's Town Centre location, the applicant is proposing to utilize the supplemental amenity density bonus provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 1.6 FAR. As part of each site specific rezoning, the Realty and Lands Division would determine a value of the density bonus. In accordance with Council's adopted Community Benefit Bonus Policy, it is recommended that the community benefit funds be received as an undesignated cash contribution-in-lieu for the future provision of a community benefit, unless otherwise determined by Council.

Under the Community Benefit Bonus Policy, the community benefit funds received will be directed into the Brentwood Town Centre Account to be utilized in the future to achieve priority amenities, as established by Council. 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. The Realty and Lands Division of the Department of Public Safety and Community Services will forward a separate report as part of each site specific rezoning, prior to Third Reading, detailing the value of the bonus density for Council's consideration and approval. The report will be prepared once the Realty and Lands Division has concluded negotiations with the applicant.

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## 5.2 Site Servicing

An Engineering Master Plan will be required to be completed as part of the Master Plan process. However, all required services to serve the site will be obtained as part of each phase's site specific rezoning application. At the time of each rezoning, the Director Engineering will assess the need for any required services to the site, including, but not necessarily limited to:

- construction of Lougheed Highway across the development frontage to its final Town Centre arterial standard with separated sidewalks and bicycle lanes, street trees, rainwater management amenity, street and pedestrian lighting, and related public amenities;
- construction of Springer Avenue to its final Town Centre collector road standard with separated sidewalks and bicycle lanes, street trees, rain gardens, street and pedestrian lighting, and related public amenities;
- proportionate contribution toward proposed Brentwood Town Centre pedestrian and cycling overpasses; and,
- storm, sanitary sewer and water main upgrades as required.

## 5.3 Road Dedications

To support the foregoing servicing requirements, a tapering road dedication measuring 210.3 m<sup>2</sup> (2,264 sq. ft.) in area, subject to final civil drawings, is required along a portion of the Springer Avenue frontage. The dedication will be required as part of the Phase 1 rezoning application.

## 5.4 Road Closures

The proposed development site includes the closure of a small portion of Springer Avenue measuring 127.8 m<sup>2</sup> (1,376 sq. ft.), and a portion of the lane abutting 2210 Springer Avenue measuring 92.9 m<sup>2</sup> (1,000 sq. ft.), which will be achieved through a Highway Closure Bylaw as part of the Phase 1 rezoning application. The respective areas of the road closures are subject to final civil drawings. The Realty and Lands Division of the Department of Public Safety and Community Services will forward a separate report detailing the value of the land sale for Council's consideration and approval prior to the Phase 1 rezoning application receiving Third Reading. The report will be prepared once the Realty and Lands Division has concluded negotiations with the applicant.

## 5.5 Adaptable Housing

The developer is required to provide a minimum of 20% of total number of single-level residential units as accessible suites, in line with the Council-adopted Adaptable Housing policy. Accessible parking stalls in accordance with Zoning Bylaw Requirements will also be required. Residential accessible parking stalls would be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation.

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### 5.6 Geotechnical Analysis

The developer is required to provide a Master Geotechnical and Groundwater study to ensure that the site can be used safely in line with its intended uses, and that the site's excavation will not draw down the water table or cause impact to adjacent properties and road rights-of-way.

### 5.7 Required Easements, Covenants and Statutory Rights-of-Way

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 for provision of a Master Stormwater Management Plan for the entire Site;
- Section 219 Covenant to allocate development densities across the overall site;
- Section 219 Covenant ensuring that the site can be used safely in accordance with the approved geotechnical report, and that the project does not draw down the water table;
- Statutory right-of-way guaranteeing public access to the proposed pedestrian pathway along the eastern property line of the site; and,
- Easement guaranteeing reciprocal access between the existing and future lots of the subject development.

### 5.8 Phased Development Covenant

Given the proposed alternative approach to non-market rental housing, and estimated build-out of the Master Plan over the proceeding 10 year period, it is recommended that the City execute a Phased Development Covenant (PDC) with the applicant. The PDC would clarify in greater detail the proposed development arrangement as generally outlined in this report, and provide greater certainty for both Council and the applicant regarding the anticipated sequencing and delivery of each component of the Conceptual Master Plan through future site specific rezoning's. The effect of the PDC would be to establish phased development conditions with respect to specified zoning provisions, specified subdivision servicing provisions, and required and voluntary non-market rental provisions.

### 5.9 Acoustical Analysis

As part of each site specific rezoning application, the applicant is required to provide an acoustical study due to the proximity of the subject site to the Millennium Line SkyTrain Guideway and Loughheed Highway, showing that the proposed development would meet the Council-adopted noise criteria.

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### 5.10 Tree Bylaw

As the site will be extensively excavated for the proposed development, an arborist's report and tree survey will be required prior to Final Adoption identifying on-site trees to be removed or retained. 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 will be required as part of a suitable plan of development to replace existing trees to be removed from the site.

### 5.11 Stormwater Management

A master conceptual stormwater management plan is required for the site. A suitable engineered design to the approval of the Director Engineering will be required for the on-site stormwater management system, the deposit of sufficient monies to guarantee the provision, as well as a Section 219 Covenant to guarantee its provision and continuing operation will be required through each phase of development.

### 5.12 Site Disclosure Statement

Given the site's current industrial uses, a site disclosure statement and resolution of any resultant conditions is required.

### 5.13 Construction Management and Access Plan

A detailed construction management and access plan, to the approval of the Director Engineering, is required prior to Final Adoption. This plan will outline crane locations, crane swing areas, excavation access and egress, material delivery and staging areas, concrete pouring areas, and potential temporary road closure areas during construction. The construction management and access plan will assist in minimizing traffic disruptions as well as mitigate noise and dust impacts during construction.

### 5.14 Development Cost Charges

Development Cost Charges including the Burnaby School Site Acquisition Charge, Parkland Acquisition Charge, Regional Transportation Charge, a contribution towards the proposed pedestrian and cycling overpasses within the Brentwood Town Centre across the CN/BNSF Rail Lines, and GVS&DD Sewerage Charge will be required in conjunction with each site specific phase of development.

## 6.0 CONCLUSION

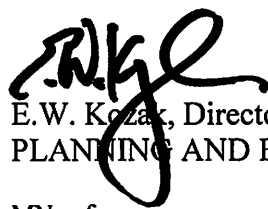
The subject rezoning amendment proposes a Conceptual Master Plan for the Bassano Site at the southeast corner of Springer Avenue and Loughheed Highway. The Brentwood Town Centre Development Plan identifies the site for high-density residential development. The concept, established through the Bassano Master Plan, realizes this intent by proposing to transform the underutilized industrial lands into a sustainable, high-density residential community set within a

To: Chief Administrative Officer  
From: Director Planning and Building  
Re: REZ #17-14, Bassano Site Conceptual Master Plan  
2021 October 20..... Page 16

major green node, with connections to the surrounding community and transit. The development concept is supported by a dynamic public realm, which includes a contiguous central open space, as well as the continuation of the Lougheed parkway concept, and new east-west and north-south connections to improve permeability within the block for active modes. The public realm is complemented by the surrounding built form, which is proposed to comprise four residential strata towers ranging in height from 34 storeys to 45 storeys, as well as a 6 storey rental podium and street orientated townhouses. Resulting from the findings and recommendations of the Mayor's Task Force on Community Housing, the proposed Master Plan also contemplates an innovative approach to the provision of non-market rental housing for Council's consideration, involving the development of a 'swing site' to temporarily house tenants displaced by development while their replacement homes are constructed.

Overall, the proposed Master Plan exemplifies quality urban design and place-making, focusing on a public realm first approach, with a built form concept that relates to the streets and open spaces, and delivers a highly liveable development that reflects the high standards expected for future development in the City's Town Centre areas. The interplay of housing tenures, urban design, place-making, architecture, and landscape architecture showcases a highly creative approach to development within the Brentwood Town Centre. The proposal is considered supportable by Staff and is recommended to advance to Public Hearing.

As the Master Plan concept is proposing only general development guidelines, no specific development is provided for approval by the subject rezoning application. Subsequent approval by Council for specific phases of development in line with the Master Plan is required, including the submission of subsequent proposals to a future Public Hearing.



E.W. Kozak, Director  
PLANNING AND BUILDING

MN:spf  
**Attachments**

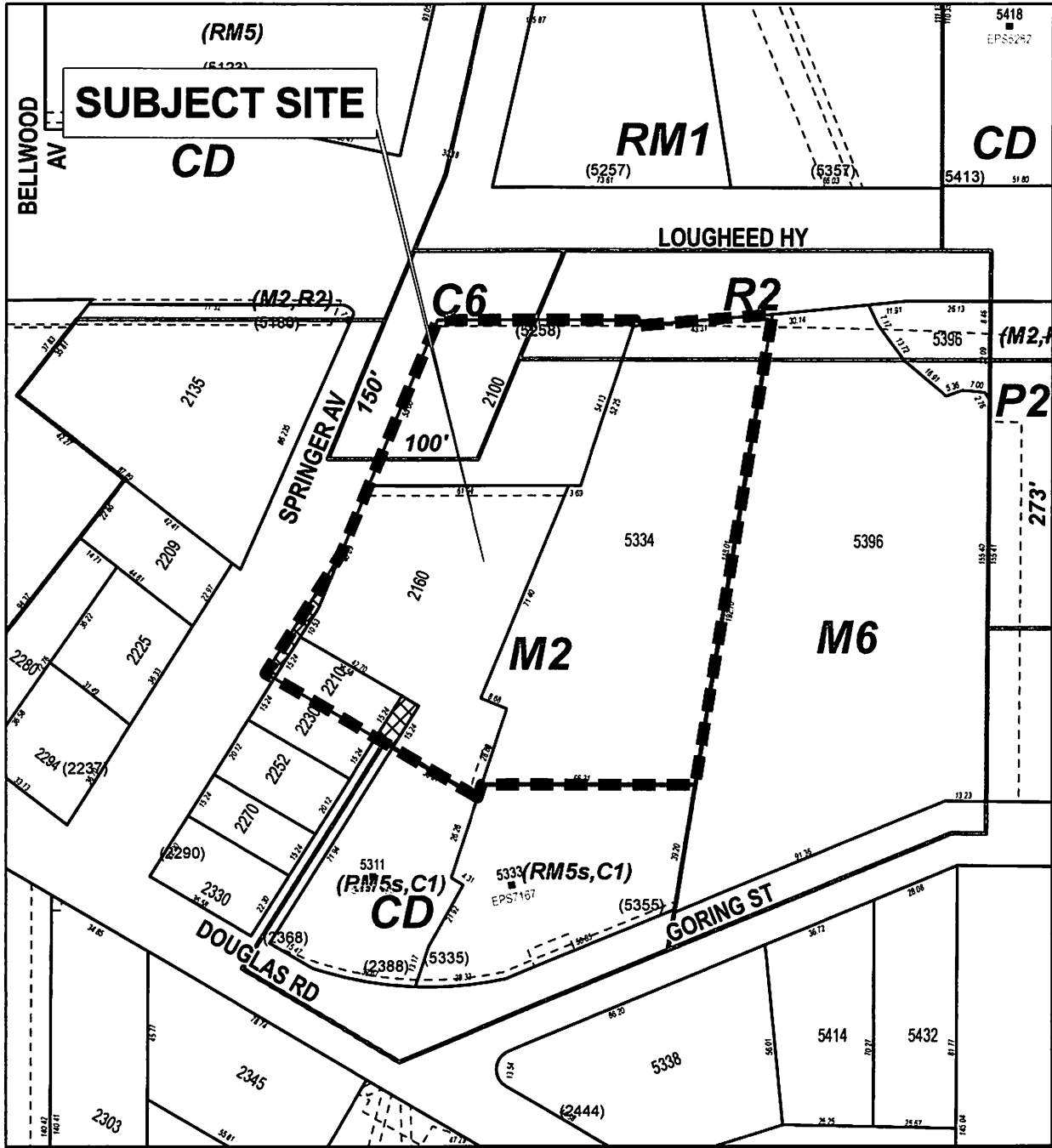
cc: Deputy Chief Administrative Officer and Chief Financial Officer  
Director Parks, Recreation and Cultural Services  
Director Engineering  
City Solicitor  
City Clerk



## SCHEDULE A

### REZONING REFERENCE #17-14

<b>ADDRESS</b>	<b>LTO PID</b>	<b>LEGAL DESCRIPTION</b>
<b>2100 Springer Avenue</b>	006-499-201	Lot 8 District Lot 125 Group 1 New Westminster District Plan 22106
<b>2160 Springer Avenue</b>	003-053-784	Lot 51 Except Part Subdivided By Plan 43624 District Lot 125 Group 1 New Westminster District Plan 40102
<b>2210 Springer Avenue</b>	001-469-797	Lot 1 District Lot 125 Group 1 New Westminster District Plan 12069
<b>5334 Lougheed Hwy</b>	003-053-890	Lot 54 District Lot 125 Group 1 New Westminster District Plan 43624



PLANNING & BUILDING DEPARTMENT



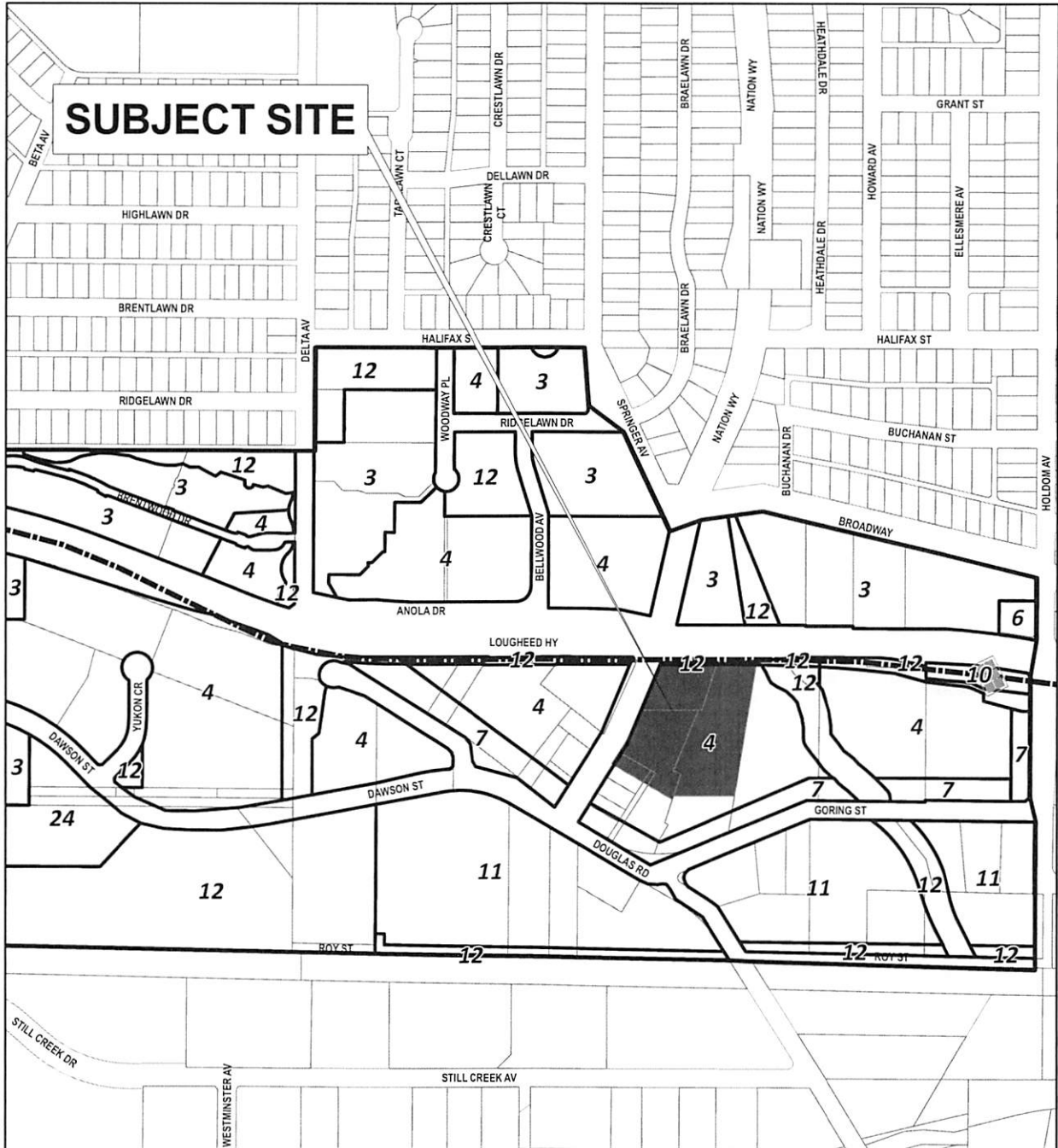
Date: AUG 20 2021

scale: 1:2,000

Drawn By: RW

**REZONING REFERENCE #17-14**  
**2100, 2160, and 2210 Springer Avenue, and**  
**5334 Lougheed Highway**

 Subject Site       Road Closure



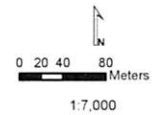
- |   |  |
|---|--|
| <b>3</b> Medium Density Multiple Family Residential | <b>8</b> Medium or High Density Multi Family Residential |
| <b>4</b> High Density Multiple Family Residential   | <b>10</b> Institutional                                  |
| <b>5</b> Commercial                                 | <b>11</b> Business Centre                                |
| <b>6</b> Medium Density Mixed Use                   | <b>12</b> Park and Public Use/Public School              |
| <b>7</b> High Density Mixed Use                     | <b>14</b> Cemetery                                       |
|   | <b>24</b> High Density Multiple Family Residential -     |



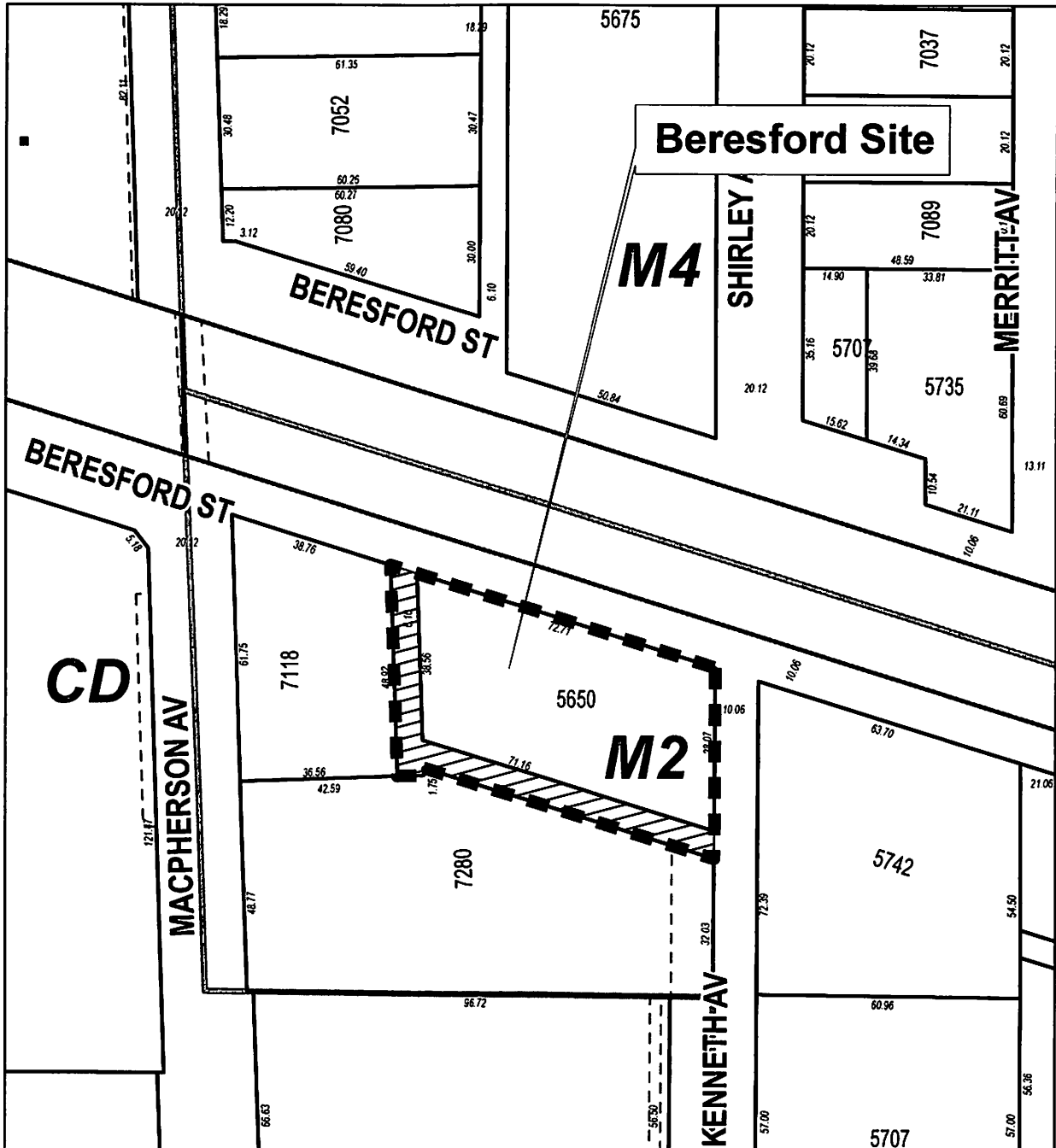
Planning and Building Dept  
 Printed August 20, 2021


## Brentwood Town Centre Plan



Brentwood Succession (RM4s)

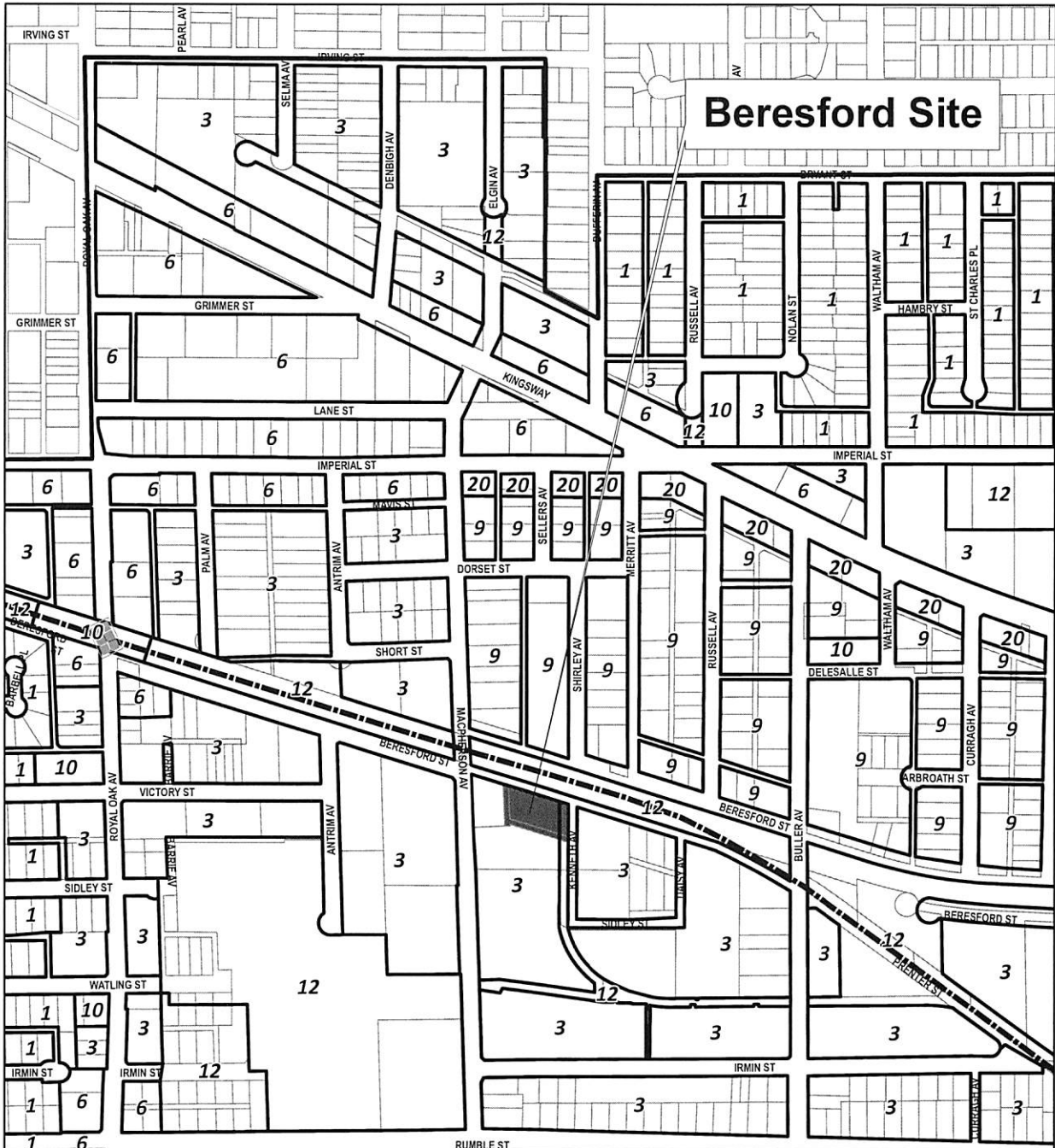


Sketch #2




 City of  
 Burnaby  
 Date: SEP 27 2021  
 scale: 1:1,500  
 Drawn By: RW

PLANNING & BUILDING DEPARTMENT  
 5650 BERESFORD STREET  
 Beresford Site      Lane Closure



**Beresford Site**

*Royal Oak Community Plan*



PLANNING & BUILDING DEPARTMENT

- 1 Single and Two Family Residential
- 3 Medium Density Multiple Family Residential
- 5 Commercial
- 6 Medium Density Mixed Use
- 9 Industrial
- 10 Institutional
- 12 Park and Public Use
- 20 Industrial and Commercial Mixed Use

