City of Burnaby

Item	.....
Meeting	..... **2016 January 25**

COUNCIL REPORT

TO: CITY MANAGER 2016 January 20

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **REZONING REFERENCE #15-23**
Lougheed Town Centre Core Area Master Plan
Lougheed Town Centre Plan

ADDRESS: 9850/9855 Austin Road and 9858/9898 Gatineau Place
(see Sketches #1 and #2 ***attached***)

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

FROM: C3 General Commercial District, CD Comprehensive Development District (based on P2 Administration and Assembly District, C3 General Commercial District and C4 Service Commercial District), C4 Service Commercial District and P8 Parking District

TO: CD Comprehensive Development District (based on P2 Administration and Assembly District, C3 General Commercial District, RM5s Multiple Family Residential District and Lougheed Town Centre Plan as guidelines and the development plan entitled "Lougheed Core Area Master Plan" prepared by James K. M. Cheng Architects Inc.)

APPLICANT: Shape Properties Corp.
2020 One Bentall Centre
505 Burrard Street, Box 206
Vancouver, BC V7X 1M6
(Attention: Benjamin Nelson)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2016 February 23.

RECOMMENDATIONS:

1. **THAT** the amendment to the Lougheed Town Centre Plan, as described in Section 4.8 of this report be approved, to take effect upon the granting by Council of Second Reading of the Rezoning Bylaw related to the subject site.

2. **THAT** Council endorse the further public information display on the Lougheed Town Centre Core Area Master Plan, as outlined in Section 5.0 of this report.

3. **THAT** a copy of this report be sent to the applicant.

4. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2016 February 01 and to a Public Hearing on 2016 February 23 at 7:00 p.m.

5. **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 approved Transportation Master Plan.

    c) The submission of an approved Master Servicing Plan.

    d) The submission of an approved on-site Stormwater Management Master Plan.

    e) The granting of any necessary Section 219 Covenants including those listed in Section 6.12 of this report.

R E P O R T

1.0 PURPOSE OF REZONING AND REPORT OVERVIEW

The purpose of the proposed rezoning bylaw amendment is:

1. To establish a Master Plan that defines the general land use, form, massing, subdivision pattern, overall site servicing, development phasing, and distribution of applicable development densities for the Lougheed Town Centre Core Area; and,

2. To specifically apply the Lougheed Town Centre Core Area Master Plan guidelines to the subject site through Comprehensive Development zoning.

Sections 2.0 to 5.0 of this report provide a full summary of the proposed Lougheed Town Centre Core Area Master Plan, including a planning context and information on proposed major character precincts and public spaces, density and built form, community benefits, parcelization, timing and phasing, design guidelines, and the public engagement efforts that have been undertaken to date. Section 6.0 outlines the specific prerequisite conditions of the Master Plan rezoning as they pertain to the subject site. It is emphasized that no site specific development proposal is being advanced by this Master Plan rezoning. Site specific rezoning applications would be advanced after Second Reading of the Master Plan rezoning, but would not be enacted until the Master Plan rezoning is given Final Adoption by Council.

2.0 BACKGROUND

2.1 Core Area and Site Context

The Lougheed Town Centre Core Area is defined in the 1997 Lougheed Town Centre Plan as the 29.1 hectare (72 acre) area bordered by North Road to the east, Lougheed Highway to the south, Bartlett Court to the west, and Cameron Street to the north, and includes existing properties near North Road and Cameron Street (see Figure 1). The Plan identifies the Core Area, which is currently comprised primarily of older, commercially zoned properties with an abundance of surface parking, as having the greatest opportunity for transformation to a pedestrian and transit-oriented centre with a fuller and better integrated range of uses, leading to a more complete and self-sufficient community for the Lougheed Town Centre.

The subject site, for the purpose of rezoning to the Master Plan guidelines, is comprised of four legal parcels: 9855 Austin Street, which is occupied by the Lougheed Town Centre Shopping Centre ("Lougheed Mall"); 9850 Austin Street, which is comprised of three remnant lots and improved with a vacant commercial building and surface parking facilities; and 9858 and 9898 Gatineau Place, both of which are improved with surface parking facilities (see Sketches #1 and #2 ***attached***). The subject site, which measures over 16.55 hectares (40.9 acres), is owned by Shape Properties Corporation ("Shape Properties") and constitutes the majority of land in the Core Area. To the south and southwest of the subject site are the Lougheed Town Centre SkyTrain Station and bus exchange and various commercial uses, with existing high rise multiple-family developments beyond, across the Lougheed Highway. To the west across Bartlett Court are Cameron Elementary School and existing high rise multiple-family developments. To the north across Cameron Street are Cameron Park, Recreation Centre, and Library, existing low-rise multiple-family developments, and a place of public worship. To the northeast is Northgate Village, a high density mixed-use development. To the east across North Road in the City of Coquitlam are low rise commercial and multiple-family developments that are planned for future higher density mixed-use development. The overall site is characterized by a sloping topography in a southwesterly direction. A steep escarpment is located between Lougheed Mall and Northgate Village. Existing vehicular access to the four parcels comprising the site are provided via Austin Road, Gatineau Place, Bartlett Court, Cameron Street, and North Road.

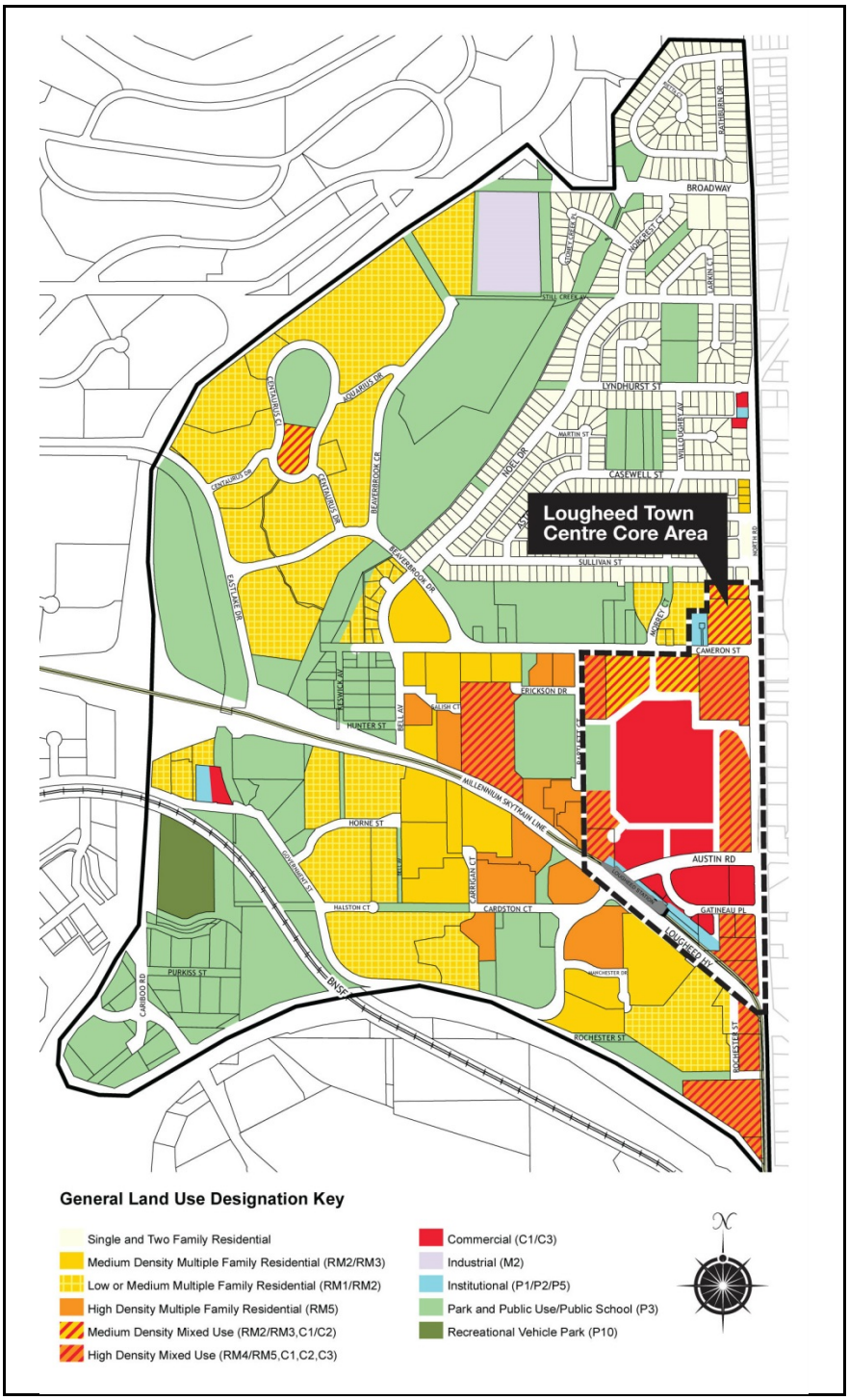


Figure 1: The Lougheed Town Centre Core Area is generally bordered by North Road, Lougheed Highway, Bartlett Court, and Cameron Street and measures 29.1 hectares (72 acres).

2.2 Master Plan Summary

Over the past two years, Council has directed City staff to develop a new vision for the Lougheed Mall and other properties within the designated Core Area of the Lougheed Town Centre. This work is informed and supported by regional and city land use policies (i.e. the Metro Vancouver Regional Grown Strategy, the Burnaby Official Community Plan, and the 1997 Lougheed Town Centre Plan) and has been undertaken with public input and in collaboration with Shape Properties, James KM Cheng Architects Inc., and various consultant teams.

The result of this work is a Master Plan for the Lougheed Core Area – a plan that envisions its transformation, over time, into a vibrant, transit-connected, mixed-use area with diverse housing, employment, service, and recreation opportunities. This re-imagined district is comprised of seven unique neighbourhood precincts, each connected to one another and to the broader Lougheed community with a network of pedestrian and bicycle-friendly streets and public open spaces. The Master Plan sets out to create a truly memorable place where residents and the broader Lougheed community will want to live, work, shop, and play.

The Master Plan proposes designated Core Area development sites on the south side of Cameron Street be zoned to the CD(RM5s, C3) District to allow 5.0 FAR of residential density and up to 6.0 FAR of commercial density. The designated Core Area development sites on the north side of Cameron Street are proposed to be zoned to the CD(RM4s, C2) District to allow 3.6 FAR of residential density and 1.3 FAR of commercial density. Building heights are proposed to vary across the Core Area, with lower building forms and therefore lower distributed densities sited around the edges of the area and higher building forms and higher distributed densities sited more centrally within the area and closer to the SkyTrain station and bus exchange. Development density and proposed building heights are discussed in detail in Section 4.4 of this report.

Integral to the Master Plan are numerous community benefits, including a civic park and plaza at the heart of the Core Area, a weather-protected transit plaza, a naturalized creekside park, a pair of terraced pocket parks, and an extensive network of tree-lined streets. Future replacement of Cameron Recreation Centre (including a pool) and Cameron Library will also be achieved and funded through the contribution of Community Benefit Bonus Funds as each individual development site is rezoned to support a specific building design. Section 4.5 provides further details on community benefits.

An amendment to the Lougheed Town Centre Plan is necessary in order to fulfill the Master Plan's vision, which is expected to be implemented over 30 years and in multiple phases, as presented in Sections 4.6 and 4.8 of this report.

After considerable design and development review and significant public consultation on the specific concepts, the applicant has now submitted a proposed plan of development in the form of a Master Plan document, which includes a Concept Book and Design Guidelines, suitable for presentation to a Public Hearing.

3.0 MASTER PLAN CONTEXT

3.1 Tenets and Principles

The Master Planning process was guided by a series of tenets and principles, which will also be used to guide future site specific development applications. The tenets are as follows:

- reinforce and enhance the positive characteristics of the surrounding neighbourhoods and the Lougheed Town Centre;
- deliver exceptional architectural, landscape, and urban design;
- contribute to a diverse and inclusive community;
- provide leadership in sustainable development;
- contribute to developing a creative city;
- build a livable community;
- create a walkable community; and
- celebrate transit.

The planning principles, which were refined and further detailed in response to public input received during the Master Planning process, are summarized as follows:

- *Character Neighbourhoods:* The development of new precincts within the Core Area is one of the foundations of the Master Plan. The Master Plan creates distinct neighbourhood precincts within the Core Area, each with its own character and architectural and landscape expression in order to help create, over time, a sense of identity and authenticity.
- *Edges and Connections:* The seamless integration of the new neighbourhood precincts within the Core Area with existing surrounding neighbourhoods and the broader Lougheed Town Centre is a key planning principle. The intent is to develop a Core Area that is connected, accessible, and permeable – visually and physically. Entrances to the Core Area, both pedestrian and vehicular, are designed to be inviting and compelling, with key gateway entries designed to provide a great sense of arrival. A new pedestrian, bicycle, and street network allows safe, direct access through the area. Land use and building form around the perimeter of the Core Area are sensitive and respectful of the varied adjacent uses.

- *Site Circulation and Movement:* Site circulation and movement in the Core Area is based on a transportation system that prioritizes walking, followed by cycling, public transit use, and driving, in a manner that responds to existing site topography. Spatial clarity and orientation and simple and clear wayfinding to, from, and within the Core Area will be provided. The Master Plan indicates development of wider sidewalks, cycle tracks, an elevated architectural footbridge, a recreation trail, and vertical circulation. These features will form important connective elements in the Core Area and be designed to meet the needs of all ages and physical abilities.

- *Transit-Oriented Development*: Development under the Master Plan will achieve a transit-oriented district that capitalizes on the existing transit system by optimizing land use and improving accessibility to transportation alternatives. A mix of retail, office, residential, and public land uses in close proximity to the Lougheed Town Centre SkyTrain station and bus exchange is proposed. Walkable, pedestrian-oriented design and cyclist friendly linkages throughout the Core Area will be provided.

- *Public Realm and Community Building:* The Core Area is proposed to have five major public open spaces in which to gather, play, and celebrate, thereby helping to create a strong sense of place and community. These open spaces, which will be in both urbanized and more natural settings, along with other public realm features such as tree-lined boulevards, will comprise 30% of the Core Area. The open spaces are intended to create vibrancy and serendipity for all ages and physical abilities and will be designed and programmable for daytime and nighttime uses, multi-seasons, and all weather conditions.

- *Variety and Choice:* The Master Plan provides variety and choice within all land uses. A diverse range of commercial shops and services and a diversity of housing types, tenure, and affordability for all household compositions, ages, and mobilities are of foremost consideration. Varied approaches to architectural design and landscape expression will create a distinct identity and character for each new neighbourhood precinct within the Lougheed Core Area.

- *Sophisticated Design:* The delivery of authentic and high quality architecture and urban design, with distinct buildings and public spaces will provide a sense of arrival and distinguish the Lougheed Core Area and, more broadly, the Lougheed Town Centre. The Master Plan provides a comprehensive and exciting beautification and public art experience. Design must take into consideration the natural topography of the area and ways to provide accessibility for all ages and physical abilities. Redevelopment is to be phased in a logical manner, with the aim of providing continuous, uninterrupted retail and commercial services for area residents.

3.2 Sustainability Goals

In line with the City's Economic Development (2007), Social Sustainability (2011), and Environmental Sustainability (under development) Strategies, a significant component of the Core Area's redevelopment is the delivery of sustainability in a meaningful way. The sustainability goals sought through the Core Area's proposed redevelopment are outlined below.

- *Economic Sustainability Goals*: The Master Plan aims generate economic activity and stimulate local economic development. The Plan envisions a vibrant, attractive commercial area that attracts new business and provides a wide range of job opportunities close to home, including offices, creative and technological industries, and fine-grained and locally-based businesses. The Plan aims to create two jobs for every 93 m^2 (1,000 sq.ft.) of net leasable area for retail uses, one job for every 18.6 m^2 (200 sq.ft.) of gross floor area for office uses, and one job for every 120.8 m^2 (1,300 sq.ft.) of gross floor area for hotel uses, which is in line with industry norms. At minimum, over 5,200 jobs will be created. A well-balanced mix of complementary commercial activities is envisioned. Space is designed and programmed to support both large format businesses as well as smaller local enterprises. Smaller-scale commercial activities are also supported by providing live-work opportunities in some residential units, flex office spaces that can be adapted or modified for other uses over time, and space for activities such as farmers' markets and craft fairs. A proportion of commercial space will also be targeted towards independent local businesses.

- *Social Sustainability Goals*: The redevelopment of the Core Area supports social sustainability in three main areas: housing, mobility, and social equity and well-being. In the area of housing, the Master Plan supports a variety of more affordable home ownership and rental choices, including the potential for non-market housing through partnerships with senior government. Developments that are flexible, adaptable, and responsive to demographic and socio-economic trends are envisioned. With respect to mobility, the Master Plan prioritizes walking and cycling within and beyond the Core Area. It also delivers improved access to transit; safe, attractive, and stimulating pedestrian-oriented and pedestrian-only areas; and universal accessibility. In the area of social equity and well-being, the design of the public realm and community facilities is key to creating equal opportunity and a sense of well-being and belonging. The Master Plan provides for a variety of active and contemplative public and semi-public spaces for daytime, nighttime, and multi-season use, and in all weather conditions. Community buildings are designed to accommodate different user groups, including children, youth, and seniors. New pedestrian, cyclist, and transit linkages that increase walkability, accessibility, livability, and safety are also proposed as a major component of the public realm. A high aesthetic quality is sought throughout the Core Area.

- *Environmental Sustainability Goals*: The Lougheed Core Area embodies an environmentally sustainable approach through its high densities, mix of uses, frequent and accessible transit, naturalized green spaces, and green building principles. The Core Area is anticipated to achieve a Leadership in Energy and Environmental Design Neighbourhood Development (LEED ND) Gold rating equivalency. Various strategies are employed to achieve sustainable design in the areas of energy and air quality, green space, water and wastewater, and solid waste.

  With respect to energy and air quality, the Master Plan significantly reduces per capita greenhouse gas emissions through sustainable transportation options, reduced energy demands, and the potential for renewable energy systems. Specific strategies include: transit-oriented design, transit pass subsidies, bicycle parking and share, car share programs, and parking management; building design that meets or exceeds the City's energy efficient performance requirements and consideration of district energy systems to serve the Core Area; and adaptive buildings that can support renewable energy sources as they become feasible in the future. In the area of green space, the Master Plan creates multi-functional green spaces with habitat and ecological value. Green fencing, a diverse palette of landscape features, and indigenous and hardy plant materials are envisioned. Community gardens, farmers' markets, and local food distribution are supported. The Master Plan reduces off-site impacts of stormwater by incorporating features that support natural stormwater management, such as rain gardens, retention ponds, and green roofs. Building infrastructure is also designed to reduce potable water consumption. Finally, in the area of solid waste, the Master Plan aims to reduce the amount of solid waste sent to the landfill. Recycling collection facilities are distributed through the Core Area, construction waste best management practices are used in all demolition and construction activities, and commercial tenants are provided with design criteria that communicate environmental approaches to materials selection and solid waste management.

3.3 Existing Context and Urban Design Response

Guided by the tenets and principles, the Master Plan considers the existing infrastructure networks and urban fabric in the immediate site context. The Master Plan then responds to the various site influences. Figures 2 to 8 on the following pages illustrate the various site influences and the urban design response.

Figure 2: Pedestrian Network

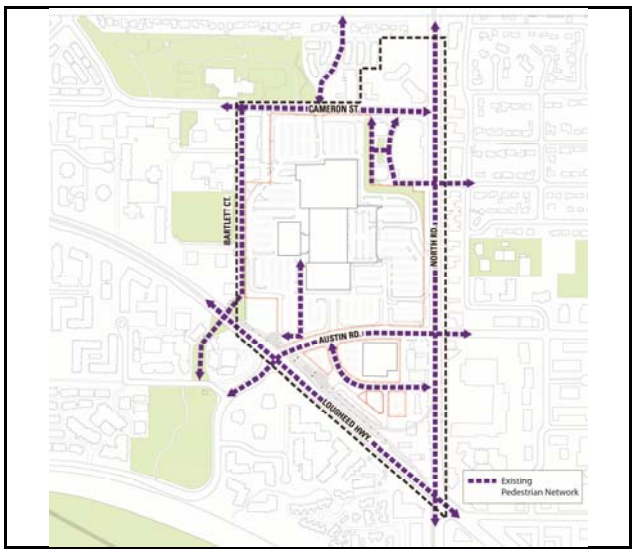


Figure 2a shows the existing pedestrian network in the Core Area. While there are several well-used pedestrian routes leading to the Core Area, the pedestrian network is incomplete and the walking environment harsh.



The Master Plan provides an intricate network of pedestrian pathways connecting to and through the Core Area to ensure pedestrians are prioritized, as shown in Figure 2b. Four and a half kilometres of new pedestrian pathways and 3.5 km of upgraded sidewalks are proposed.

Figure 3: Bicycle Network

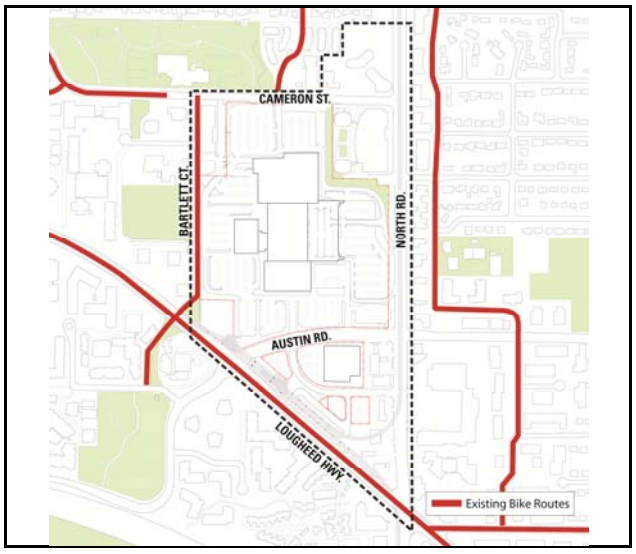


Figure 3a illustrates the existing bicycle network in the local area, which is currently an incomplete network of urban trails and bike paths.



The Master Plan provides safe bicycle routes on all public roads within the Core Area, as illustrated in Figure 3b. Five kilometres of new cycling routes are proposed.

Figure 4: Transit Network

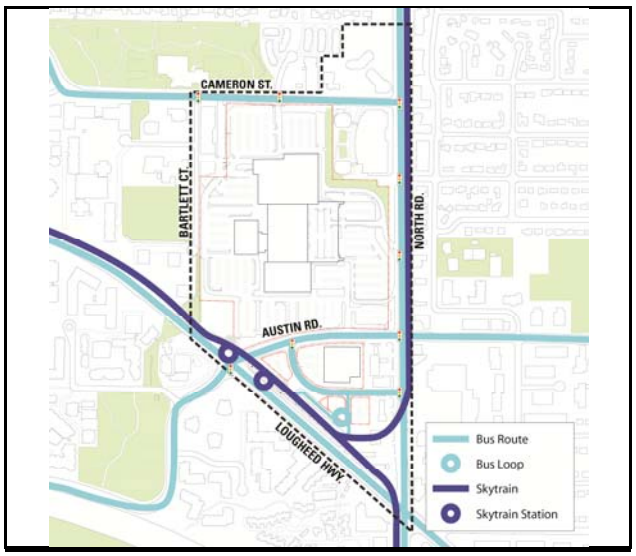


Figure 4a shows the existing transit network. The Lougheed SkyTrain station and bus exchange already form a regional transit hub, which is poised to play an even greater role with the imminent introduction of the Evergreen Line SkyTrain extension in 2017.

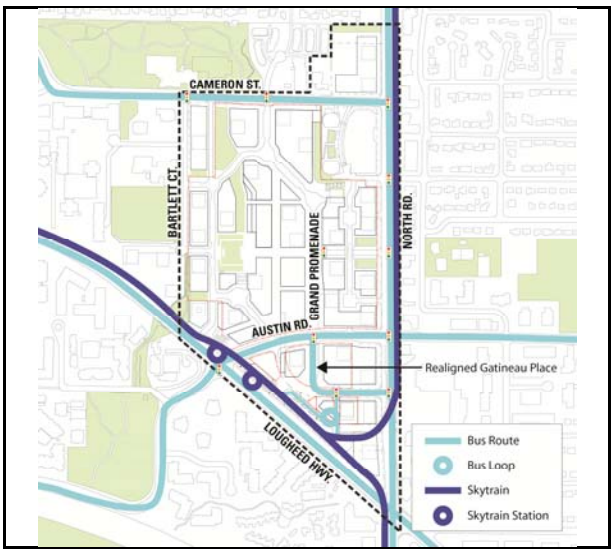


Figure 4b illustrates the realignment of Gatineau Place, which provides a direct connection from the Grand Promenade to the transit hub and a seamless, covered pedestrian connection between the bus exchange and the SkyTrain station.

Figure 5: Vehicular Access

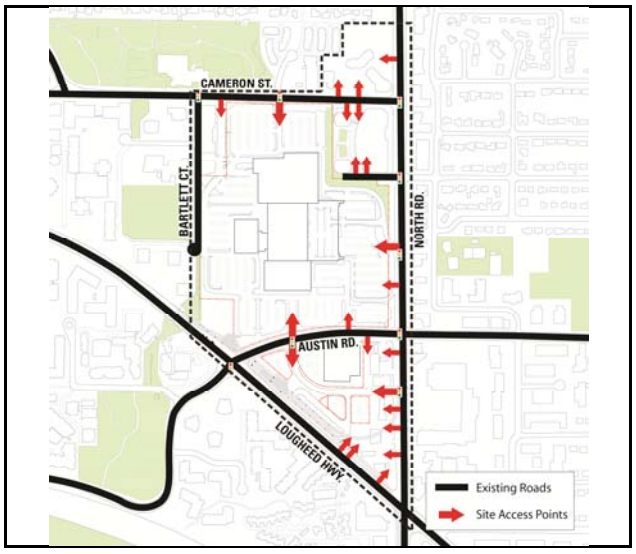


Figure 5a shows the existing vehicular network in the Core Area. The main Lougheed Mall site is accessed from Austin Road, North Road, and Cameron Street. The commercial area south of Austin Road is accessed primarily off Gatineau Place.

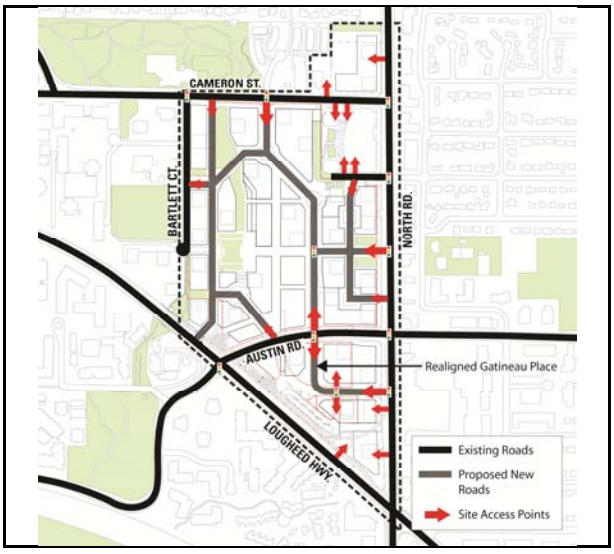


Figure 5b shows additional access points to the Core Area from the bounding streets and a realigned Austin / Gatineau intersection to improve traffic efficiency. The internal road network is consistent with the early concept envisioned in the 1997 Lougheed Town Centre Plan, maximizing pedestrian-only areas within the Town Centre.

Figure 6: Open Space



Figure 6a illustrates the limited amount of open space within the Core Area, as it is currently comprised of suburban style commercial buildings and surface parking lots.

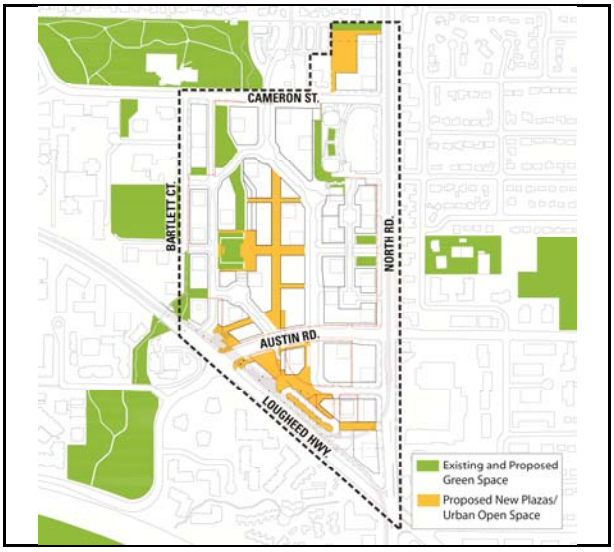


Figure 6b shows a significant improvement in the amount of open space in the re-imagined Core Area. Thirty percent of the Core Area is proposed as public open space, including the green park spaces and urban plazas above.

Figure 7: Edges and Connections

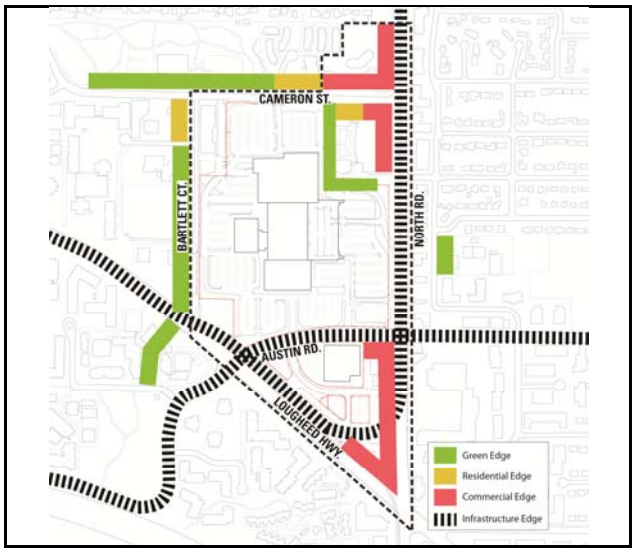


Figure 7a illustrates the existing edge conditions of the Core Area. The area is bound by two major arterial roads, the Lougheed Highway and North Road, and is bisected by a third, Austin Road. The overhead SkyTrain guideway extends along the southern and eastern edges of the area. The conditions along the western and northern boundaries are primarily green, while a more urban commercial edge frames the corner of Cameron and North Road and the southeast corner of the Core Area.

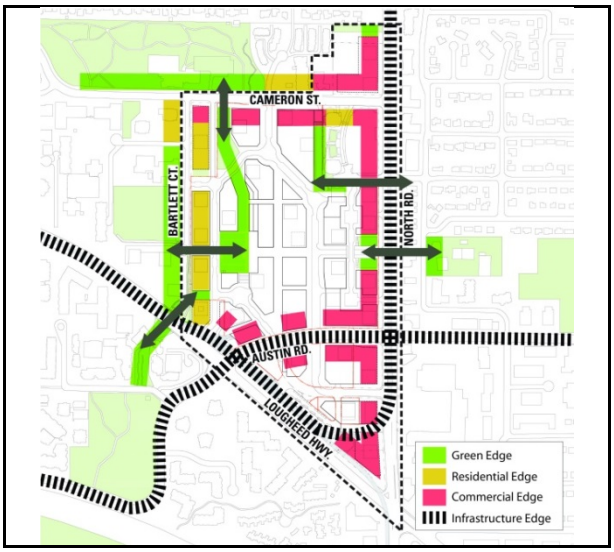


Figure 7b illustrates much stronger green connections through the Core Area. A residential only zone is proposed along Bartlett Court and a varying mixed-use edge is proposed along Cameron Street, merging with the existing commercial edge along North Road. A new commercial edge is proposed along Austin Road.

Figure 8: Core Area Precincts

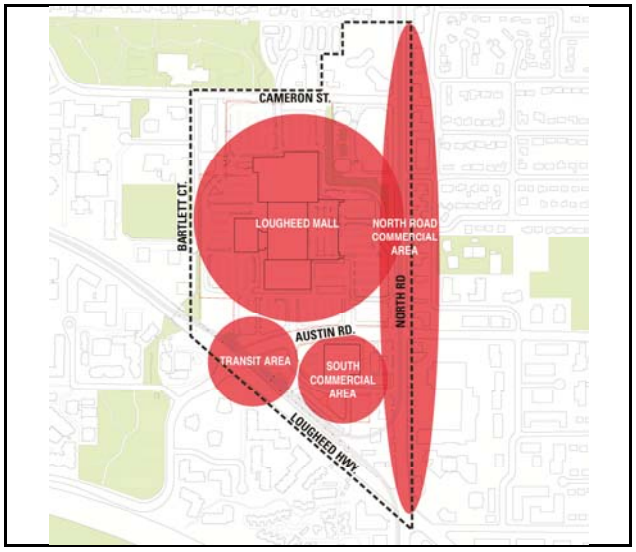
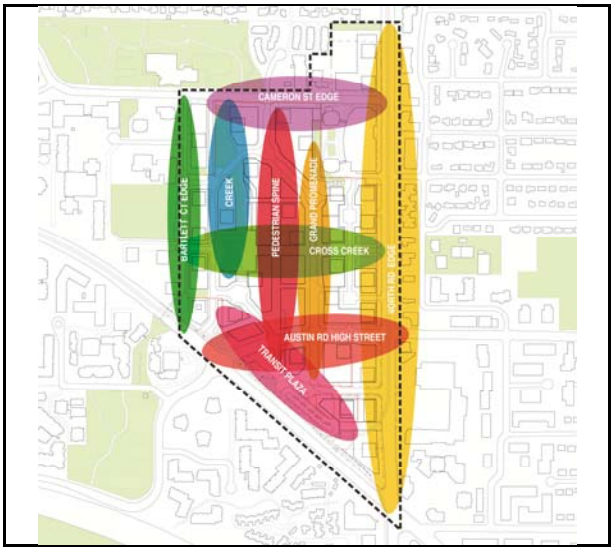


Figure 8a shows the Core Area currently consists of four main precincts: the Lougheed Mall, a transit area, a commercial area south of Austin Road, and a discontinuous commercial strip along North Road.



Various character neighbourhoods and public open spaces are envisioned in the re-imagined Core Area, as illustrated in Figure 8b. Each neighbourhood precinct is distinct yet related, contributing to a rich and varied urban fabric.

3.4 Master Plan Framework

The urban design response illustrated in the figures on the previous pages forms the basis for the Master Plan. Pedestrian, bicycle, transit, and vehicular networks are expanded to provide safe, direct, and convenient connections to and through the Core Area. Open space areas are expanded to provide a variety of active and contemplative gathering places in both urban and more naturalized settings. New land uses are introduced to help create distinct mixed-use neighbourhood precincts. The Master Plan then takes into consideration appropriate development densities and building forms. Density, or allowable residential and commercial gross floor area, takes into consideration regional and City goals for accommodating residential and employment growth; the critical mass necessary to support retail shops and services, various housing options, and public services and infrastructure; and land use compatibility. Building form takes into consideration a building's relationship to other buildings and land uses, the street, and the public realm. The Master Plan for the Core Area is detailed in the following section.

4.0 LOUGHEED TOWN CENTRE CORE AREA MASTER PLAN

4.1 Overview

The Lougheed Town Centre Core Area Master Plan, which includes a Concept Book and compendium Design Guidelines, provides the policy framework and general development

guidelines to inform site specific rezoning applications for future phases of development within the Lougheed Core Area. It establishes the general networks and connections, land use and density, built form, public realm character and landscape expression, park and open space, site servicing, and phasing pattern for the Core Area. The Master Plan, which is conceptualized in Figure 9, also represents the proposed amendment to the currently adopted Lougheed Town Centre Plan and related policies.

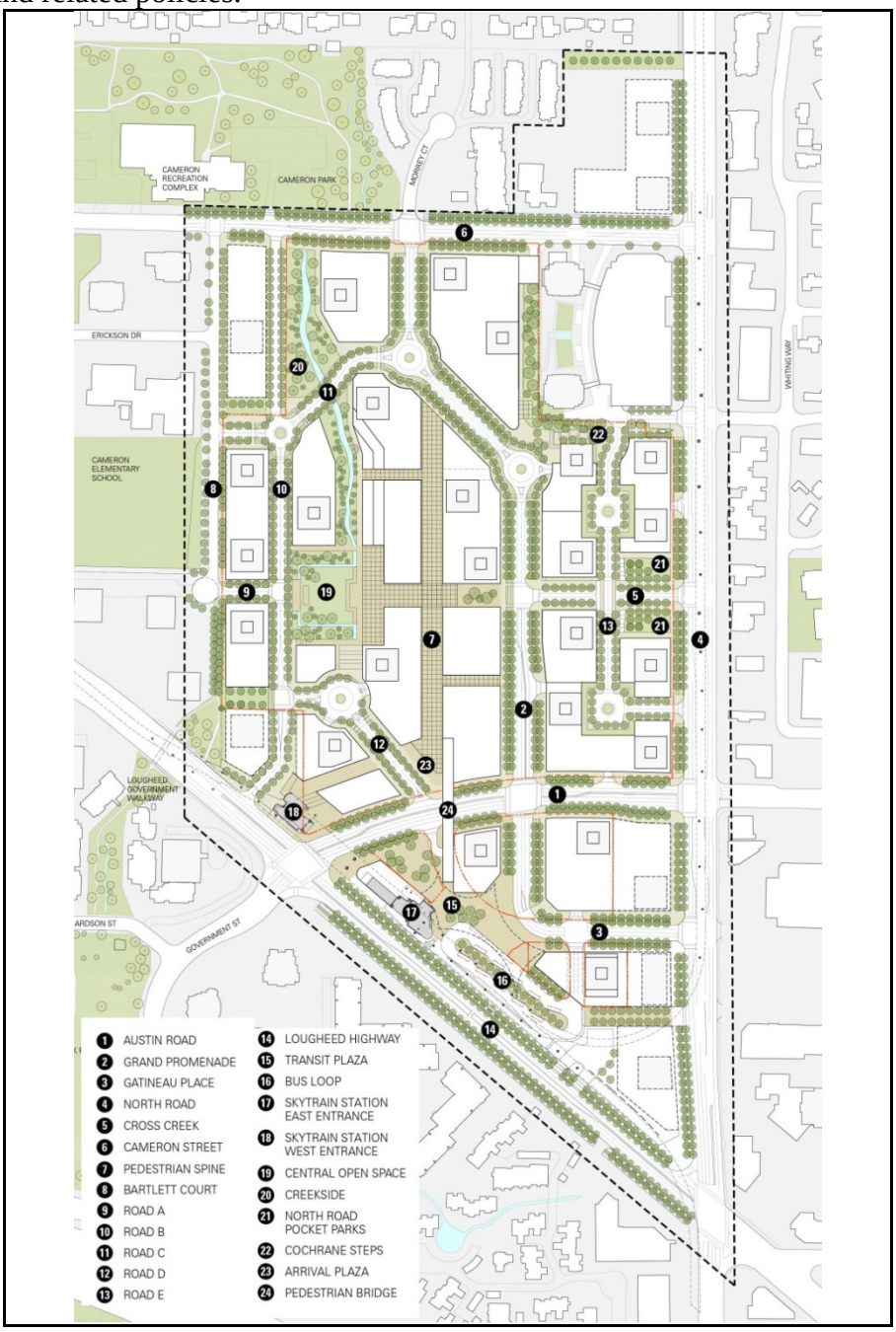


Figure 9: The overall Master Plan for the Lougheed Town Centre Core Area

The Master Plan proposes seven major character precincts and five major public spaces, each integrated with and accessible to surrounding neighbourhoods and the broader Lougheed Town Centre, as shown in Figure 10.

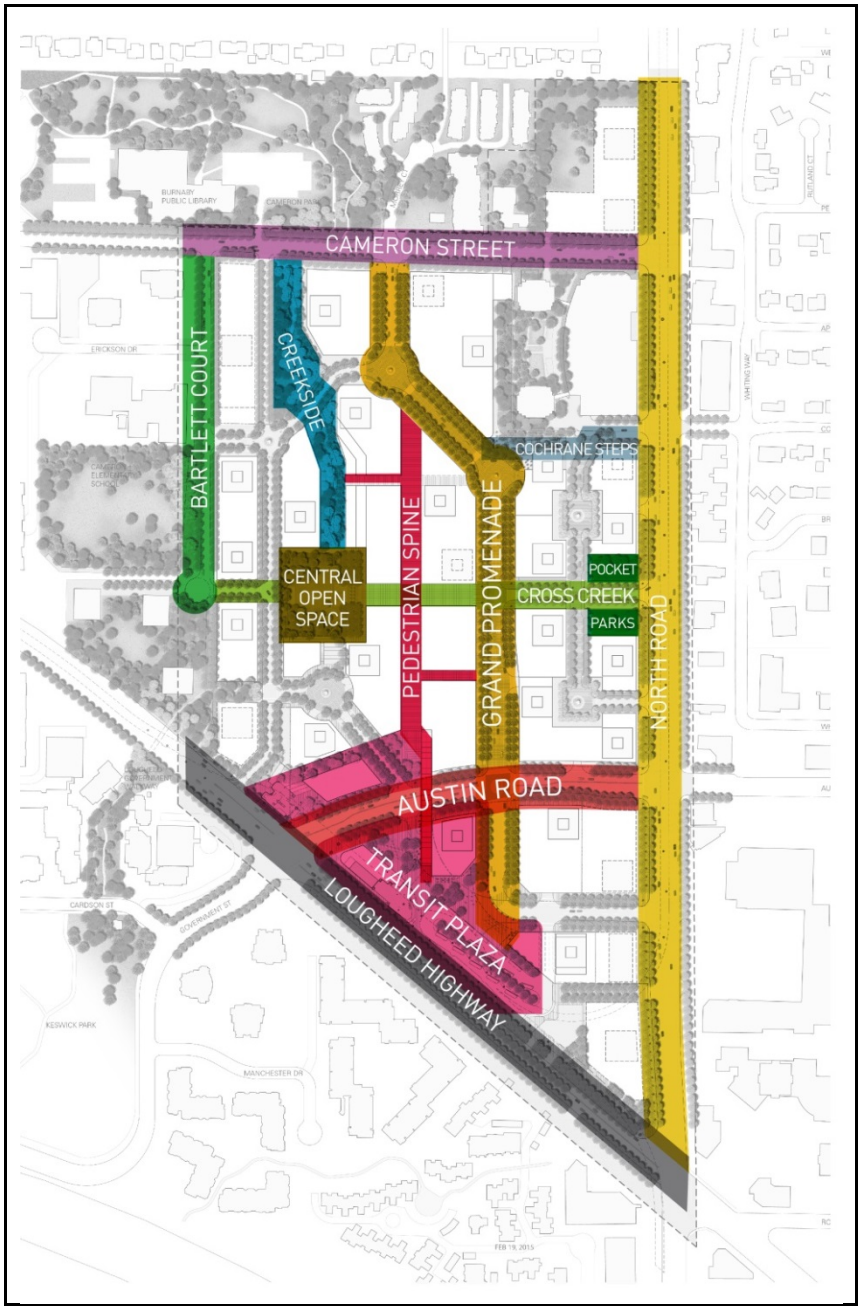


Figure 10: The Master Plan for the Lougheed Core Area proposes seven major character neighbourhoods and five major public spaces.

4.2 Major Character Precincts

1) *Austin Road:* Located in the southern portion of the Core Area, the Austin Road precinct is a primary gateway into the Core Area and into Burnaby from those travelling from the east, from Coquitlam and beyond. It is characterized as an active, pedestrian friendly high street with generous sidewalks that spill into various public plazas, cycle tracks, ample trees and landscaping, high quality retail shops, and a public art feature at its intersection with North Road. A key feature within this precinct is an architecturally designed footbridge that spans Austin Road and connects pedestrians from the northerly neighbourhoods directly to the Transit Plaza. Land use in the Austin Road precinct includes a mix of retail, commercial, and office, with some residential. Building form and architectural expression within this precinct are high rise towers atop street wall podium buildings approximately 21.3 m (70 ft.) in height, which frame and provide definition to the street and adjacent open spaces.

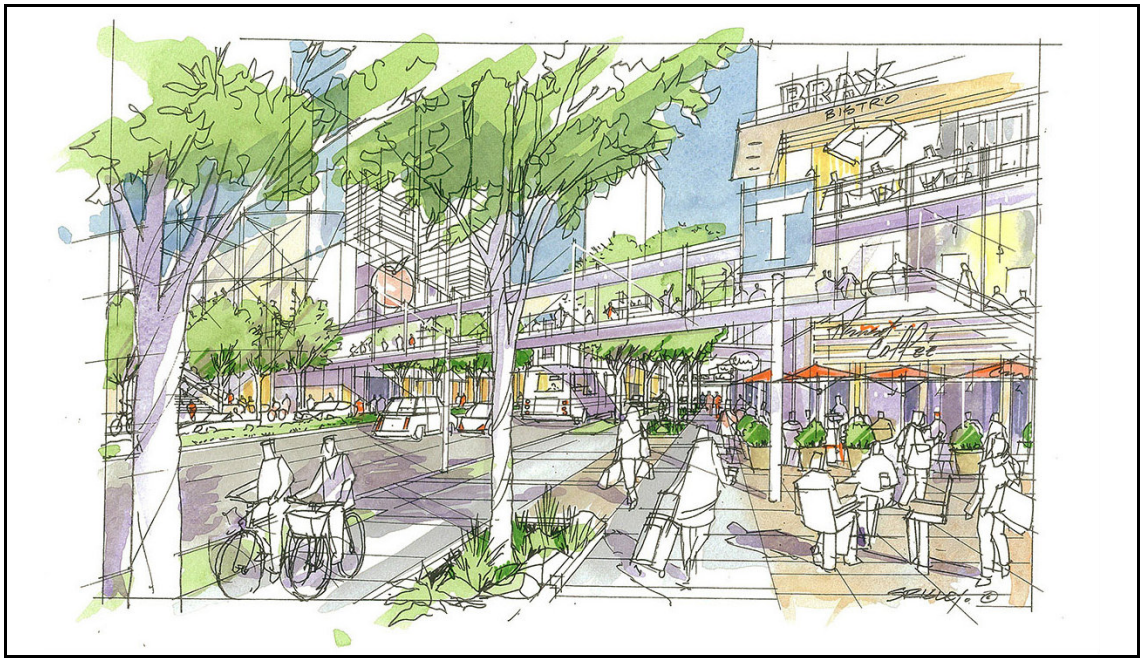


Figure 11: Austin Road is envisioned as a vibrant, pedestrian high street.

2) *Grand Promenade:* The Grand Promenade is the main north-south connection through the Core Area, linking Cameron Street to the Transit Plaza. It is characterized as the Core Area's main outdoor shopping destination – a dynamic high street with active retail storefronts, street side cafés, wide sidewalks and cycle tracks. It is designed as a "festival street", with opportunities for temporary and permanent programming including street festivals, farmers markets, parades, night markets, and fashion shows. Gateway features are proposed where the Grand Promenade intersects with Cameron Street and Austin Road to provide a sense of arrival into the heart of

the Town Centre. Special enhanced paving materials, landscaping, and street furniture are proposed throughout the precinct to create a unique and attractive destination. South of Austin Road, the Grand Promenade continues down to the Transit Plaza, which is defined by its iconic roof. The Grand Promenade features the highest intensity of commercial retail in the Core Area. Residential uses are also envisioned. Building forms are commercial podiums set at an average height of 19.8 m (65 ft.), with high rise residential towers above. Higher podium heights could also be considered at certain strategic locations. As the Core Area's primary outdoor commercial street, architectural expression in this precinct is exciting, creative, and extroverted.

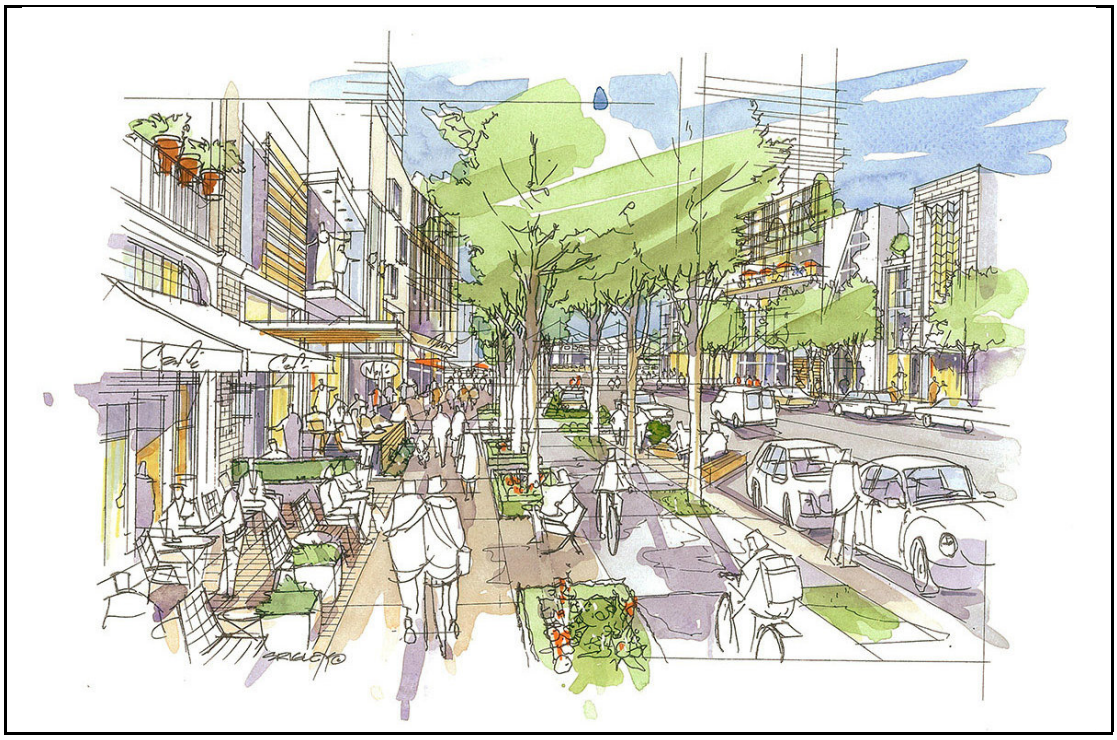


Figure 12: Designed as a "festival street", the Grand Promenade is the Core Area's main outdoor shopping destination.

3) *North Road*: The North Road precinct is located along the eastern edge of the Core Area. The concept is to establish a new ground plane related to North Road to allow the development of street fronting retail uses, as well as a new internal residential street to the west. North Road itself is envisioned as a retail street with generous sidewalks, a double row of street trees, landscaped boulevards that provide a rainwater management function, cycle tracks, and a landscaped centre median, all of which help create a safe, comfortable pedestrian environment along this busy arterial street and SkyTrain corridor. North Road's intersection with Cross Creek forms a secondary gateway into the Core Area from the east. Land use is envisioned to

include retail, residential, and public realm components, including two pocket parks at the Cross Creek gateway. Building form and architectural expression along North Road include high commercial podiums with a typical height of 26 m (85 ft.), to help provide a strong sense of enclosure along this wide arterial, with residential high rise towers above.



Figure 13: North Road is envisioned as a retail street with generous sidewalks, a double row of street trees, landscaped boulevards, and wide cycle tracks.

4) *Cross Creek:* Cross Creek, the main east-west connection through the heart of the Core Area, is characterized as a pedestrian-friendly thoroughfare that celebrates the topographical conditions of the area, providing a key link from North Road down to Bartlett Court through a cascading series of public spaces. The eastern end of Cross Creek is one of the easterly gateways into the Core Area and is flanked by two pocket parks. Cross Creek then connects to the Grand Promenade, extends to the covered Pedestrian Spine "galleria" and the Central Open Space before arriving at Bartlett Court. Land use in the Cross Creek precinct includes significant amounts of public open space as well as commercial and residential uses. Commercial podiums in this precinct are lower scale, typically 12.2 m (40 ft.), to respect their interface with the surrounding open spaces. Residential high rise towers are designed atop these base buildings.

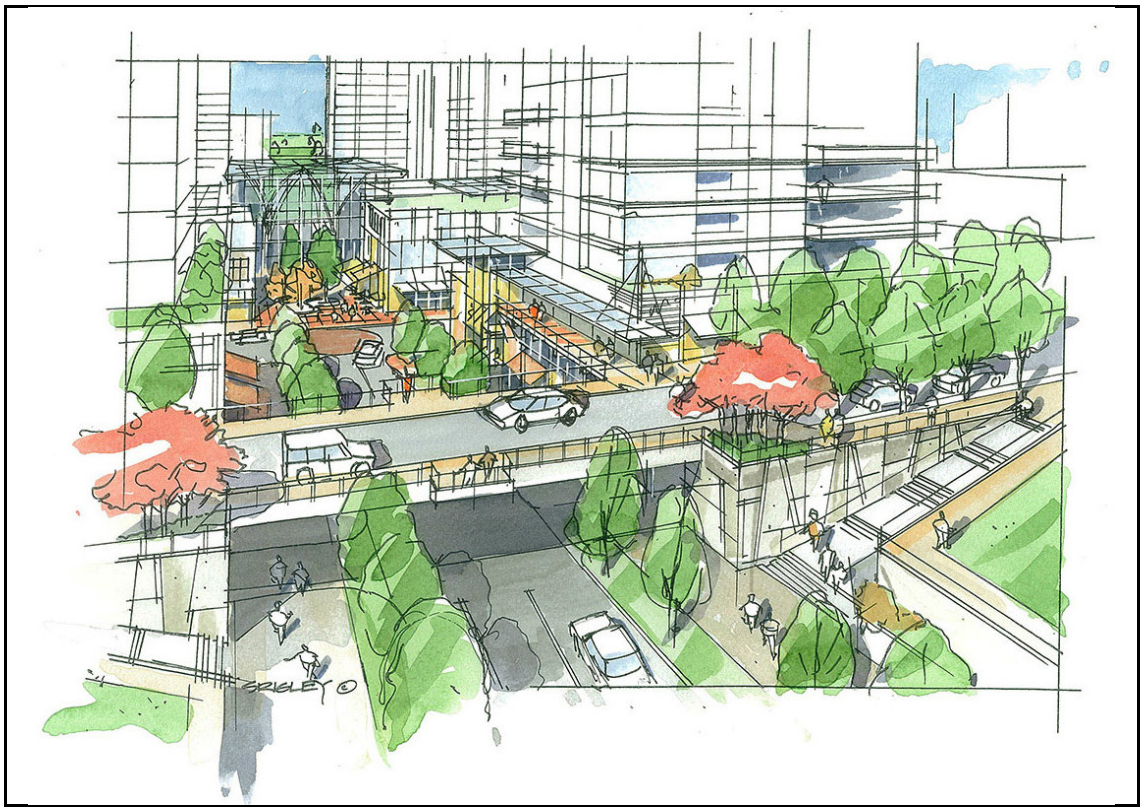


Figure 14: Cross Creek is characterized as a pedestrian-friendly thoroughfare that celebrates the topographical conditions of the area.

5) *Cameron Street:* Located along the northern edge of the Core Area, Cameron Street is a mixed-use precinct that serves as a transitional area between the concentrated activity in the heart of the Core Area and the existing lower scale residential development and park and public uses on the north side of Cameron Street. It is characterized by wide sidewalks, cycle tracks, landscaped boulevards, and a double row of street trees. Residential and commercial uses are envisioned along Cameron Street, including street fronting retail uses and residential townhouses to provide "eyes on the street". Building form and architectural expression along the Cameron Street corridor are residential high rises atop commercial or townhouse podiums with a typical height of 18.3 m (60 ft.), to respect the surrounding street edge condition and Cameron Park, which is located on the north side of Cameron Street.



Figure 15: Cameron Street is envisioned as a mixed-use precinct with street fronting retail uses and residential townhouses to provide "eyes on the street".

6) *Pedestrian Spine:* The Pedestrian Spine is a pedestrian-only, open air but weather protected north-south connector that links Cameron Street to the Transit Plaza via the heart of the Core Area. The Pedestrian Spine offers a variety of experiences along its 320 m length. It begins at Cameron Street as a semi-open retail "galleria" type space. It opens up as it intersects with Cross Creek and provides seamless connections to the Central Open Space and to the Grand Promenade. Further south, the Pedestrian Spine adopts a more enclosed form before crossing Austin Road via an elevated architectural footbridge, enabling a direct connection to the Transit Plaza. The Pedestrian Spine functions as the main weather-protected shopping destination in the Core Area, with a wide range of retail shops, cafés and restaurants, and other commercial uses. Residential uses are also envisioned. Building forms include different types of weather protected structures with varying degrees of openness and street wall podium buildings with a typical height of 18.3 m (60 ft.) with high rise residential towers above. The intended architectural character of the Pedestrian Spine is that of an outside city street without vehicles, similar to the many covered passages found in Paris. Building design and architectural expression, including choice of materials, must reflect this.

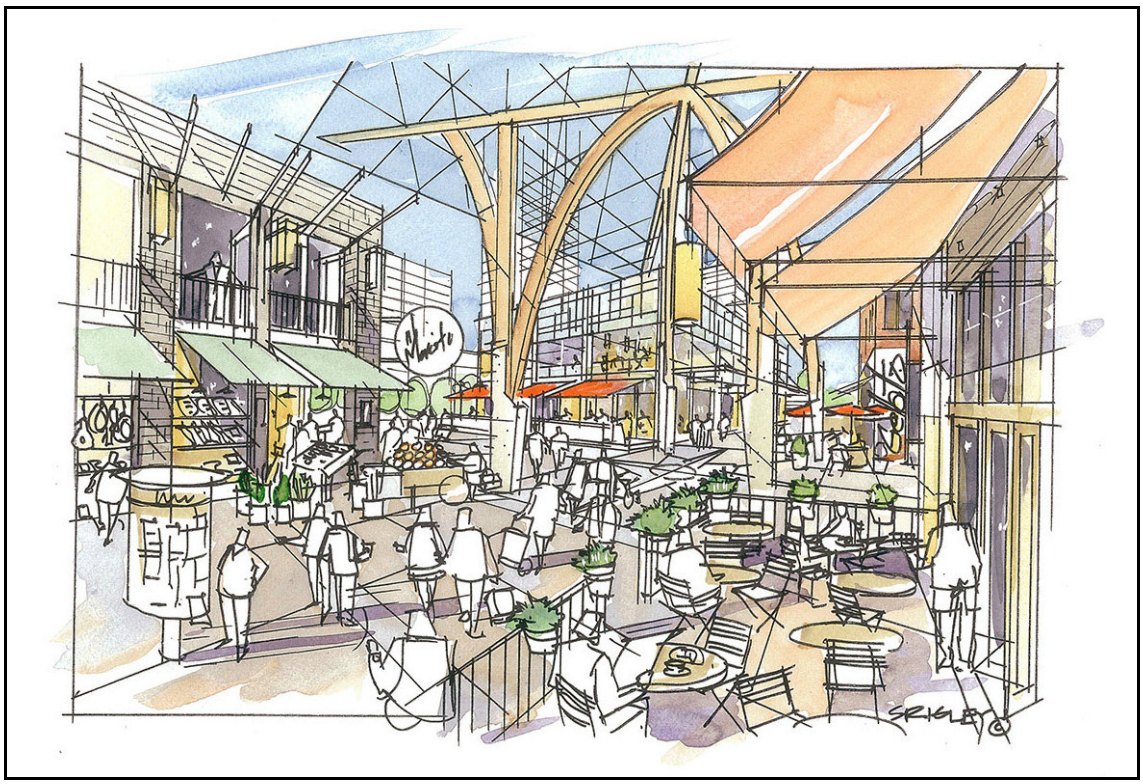


Figure 16: The Pedestrian Spine functions as the main weather-protected shopping destination in the Core Area, with a wide range of retail shops, cafés and restaurants, and other commercial uses.

7) *Bartlett Court:* Located along the western edge of the Core Area, the Bartlett Court precinct is primarily a residential neighbourhood that serves as a transitional area between the activity in the Core Area and the existing school, park, and residential uses to the west. Existing street trees contribute greatly to the charm and character of this street, and the public realm along this corridor is envisioned to continue to be one of a green residential street, with a narrower road width. Land use is primarily residential, with a minor retail component at the north end by Cameron Street. Building form and architectural expression include high rise residential forms atop street fronting townhomes that provide "eyes on the street" and a neighbourly interface with Cameron Elementary School to the west.



Figure 17: Bartlett Court is envisioned to continue to be a leafy, primarily residential street, with a minor retail component at the north end by Cameron Street.

4.3 Public Realm and Public Spaces

The Master Plan for the Core Area is based on a public realm first approach. The public realm is defined as space that is accessible to the public, both physically and/or visually and includes open space that can be used actively and passively, streets, urban trails, view corridors, landmarks and other special features (both natural and built), as well as building interface to such public spaces. The public realm comprises 30% of the Core Area. Each neighbourhood precinct within the Lougheed Town Centre Core Area is made unique by its public realm. In addition to the public realm features in each precinct, the Core Area features five major public spaces to be built by the private developer. The Central Open Space will be under a form of public ownership, while the other spaces will be secured for public use and enjoyment by means of a statutory right-of-way.

1) *Central Open Space*: Located in the heart of the Core Area, the Central Open Space is a ~0.65 hectare (1.6 acre) outdoor area that functions both as a civic park and as a major urban plaza. It is comprised of both active, urbanized spaces as well as more passive, naturalized areas. Large trees and formal landscaping frame the north and south sides of the Central Open Space, while a plaza on the eastern side connects seamlessly to the adjacent Pedestrian Spine. Within the plaza, a centrally located

fountain punctuates the axial line of Cross Creek. Grand stairs are located at the park's southern edge and connect to the Transit Plaza. The water that flows from the Creekside area to the north is treated within a formal element in the Central Open Space, with the water flowing within a runnel that separates the Central Open Space's lawn from the landscaping that defines its northern and southern edges. The Central Open Space is envisioned to host a number of activities including: civic celebrations such as Canada Day, seasonal celebrations, concerts, sport watching events, festivals and cultural events, community and charity focused events, small scale parades, exercise activities such as Tai Chi and dance classes, farmers markets, and night markets. The space, which could potentially accommodate some 10,000 people for special events, will be the heart of the Town Centre and a catalyst for social interaction and community building.

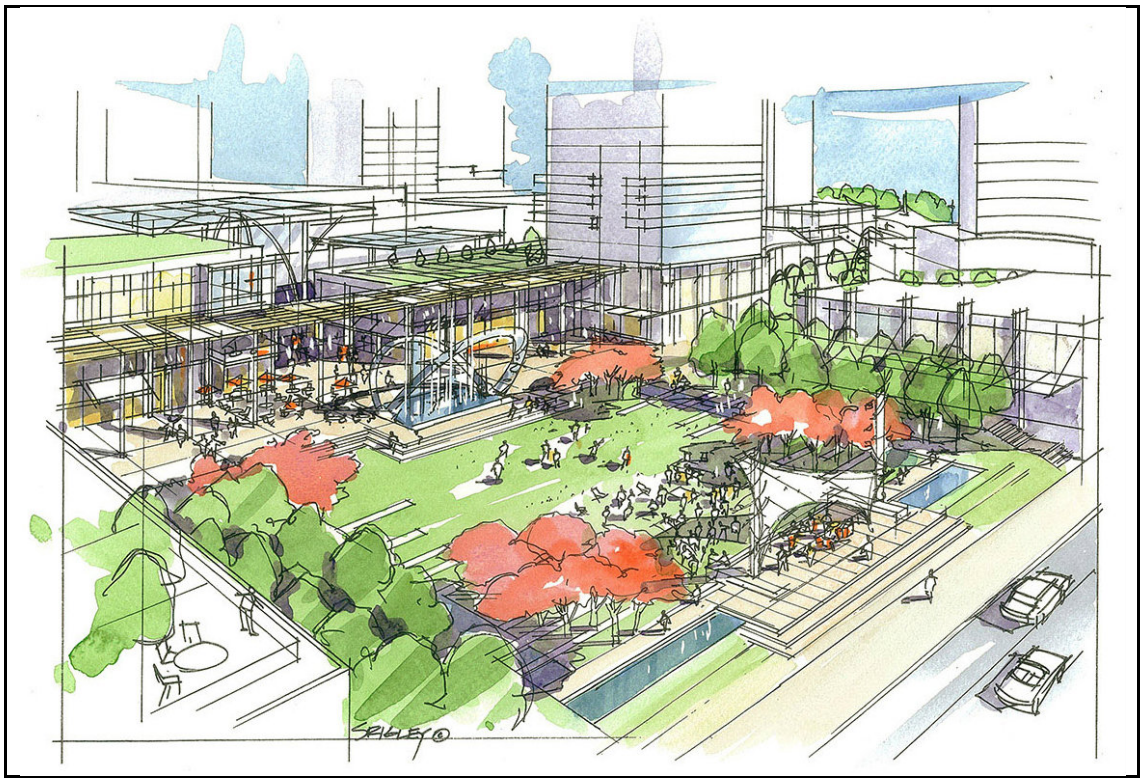


Figure 18: The Central Open Space functions both as a park and as an active, urban plaza in the heart of the Core Area.

2) *Transit Plaza:* The Transit Plaza, near the south end of the Core Area, functions as the main public gateway for those arriving to the Lougheed Town Centre by SkyTrain or bus. It is characterized as a lively, active, animated plaza that celebrates the prominent role of transit in the Town Centre. It is designed to facilitate movement between multiple modes of travel and towards the Pedestrian Spine and the Grand Promenade, the two main north-south corridors in the Core Area. The Transit Plaza

is predominantly used as an open space. Trees and other landscaping, special paving, public art, water features, seating, lighting, and other outdoor furnishings provide wayfinding cues to guide people to their destinations and convey an atmosphere of play, energy, and fun. Retail and office uses are envisioned around the Transit Plaza to provide convenient services for transit users and strategically located employment opportunities. Some residential uses are also envisioned in this area. A key architectural feature of the Transit Plaza is its iconic roof, which enhances the vibrant feel of the plaza, supplies weather protection for transit users, and allows use of the plaza space in all weather conditions. The roof also offers a dramatic visual terminus and landmark to those travelling southward along the Grand Promenade. Surrounding development is envisioned to take the form of high rise buildings atop commercial podiums that help frame the plaza.

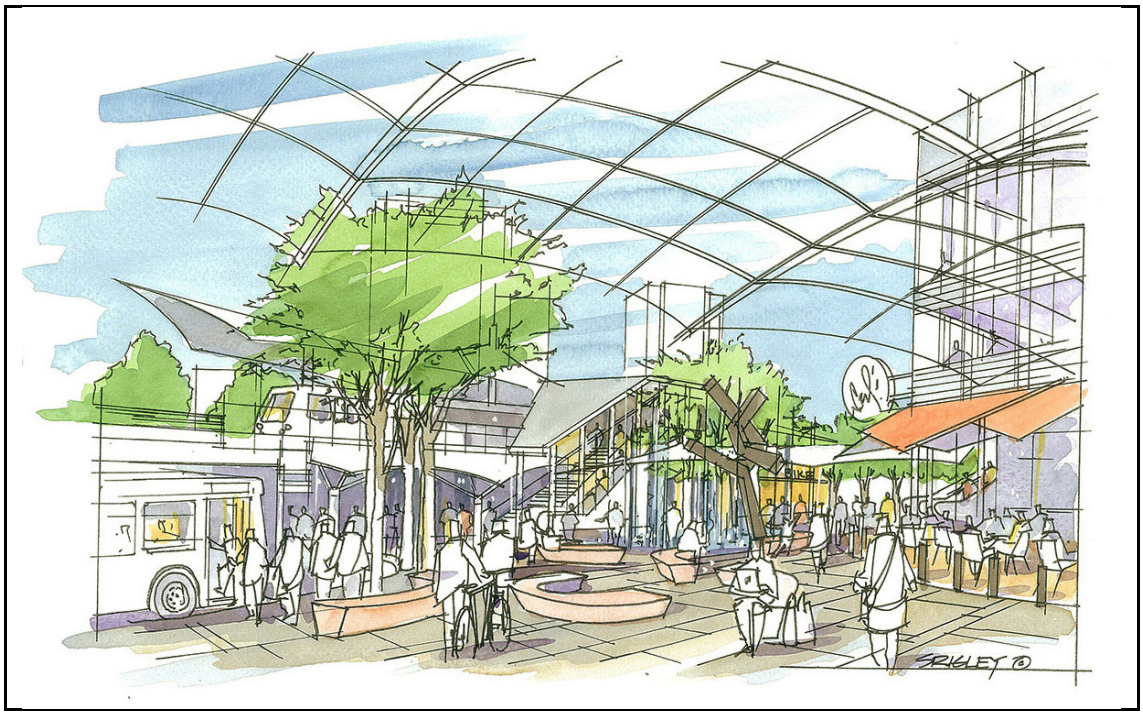


Figure 19: The Transit Plaza is characterized as a vibrant, active, animated plaza that celebrates the prominent role of transit in the Town Centre.

3) *Creekside Open Space*: The Creekside Open Space is located in the northwest part of the Core Area. The area, which measures approximately 0.69 hectares (~1.7 acres), pays homage to a tributary to Lost Creek, a waterway that once flowed through the Lougheed Mall site but was piped during site development. While detailed investigations have revealed that there is insufficient upstream flow to allow for a daylit, natural creek, there is the opportunity to create an amenity that will support natural stormwater management and provide opportunities for environmental education and enjoyment. A linear water feature and a greenway that blends natural

habitat with more manicured, park like landscape features is envisioned for Creekside. The area will function as a multi-purpose open space that improves local stormwater management, increases habitat values for wildlife, and provides active and passive recreation opportunities. To accommodate seasonal variations in rainfall, Creekside is designed to be appealing regardless of whether the water feature carries water or is dry. Landscape features include: indigenous and native plants; shade trees that provide beauty and seasonal interest; and paving, seating, and furnishings that reinforce the primarily natural character of the area, with an emphasis on rustic elements such as rough-surfaced stone and wood. Creekside also features a recreational trail along its eastern edge that connects walkers and joggers from Cameron Street to the Central Open Space and the heart of the Core Area.



Figure 20: Creekside will blend both natural habitat with more manicured, park like landscape features.

4) *North Road Pocket Parks*: This pair of intimately scaled, terraced pocket parks is located at the junction of Cross Creek and North Road and form a sunlit forecourt and signature gateway feature to the Core Area from the east. The parks feature open lawn and tree-shaded areas that provide opportunities for small gatherings, play, recreation, and continuous indoor-outdoor synergy between the landscape and the surrounding buildings. The parks respond graciously to the steep topography in the area. Stone retaining walls along Cross Creek allow the parks to sit atop flat terraces that are fully accessible and visible from North Road, while stairs and public elevators at the west edges of the parks provide pedestrian access from the park

terrace down to Cross Creek, which connects to the Grand Promenade, Pedestrian Spine, and Central Open Space. A proposed bridge spanning Cross Creek is integrated with the west edges of the park.



Figure 21: The North Road Pocket Parks form a sunlit forecourt and signature gateway feature to the Core Area from North Road.

5) *Cochrane Steps*: The Cochrane Steps, which are located in the northeast portion of the Core Area adjacent the existing Northgate Village development, provide an important pedestrian access from Cochrane Avenue and North Road to the Grand Promenade and to the heart of the Town Centre. They also provide a uniquely designed, scenic vantage point that celebrates the existing escarpment character of the Lougheed Mall site. The design of the Cochrane Steps addresses the challenge of sloping topography with a set of lushly planted pedestrian terraces. A series of steps and pathways navigate an 18.3 m (60 ft.) change in elevation while also offering expansive views and informal spaces for recreation and outdoor enjoyment. The steps terminate at a plaza at the north end of the Grand Promenade, which then provides a direct connection to the north end of the Pedestrian Spine and to the Creekside area. In effect, the Cochrane Steps serve as an important connective element in the open space network while also providing a distinct open space experience. Landscape planting along the Cochrane Steps is designed to soften the

visual impact of the dramatic elevation change while making the connection along the steps an enjoyable and distinct experience. Materials chosen for this area are consistent with the design of adjacent street edges to establish an elegant urban character: simple and efficient linear elements and clean geometric forms for seating, terraces, paving, and other outdoor furnishings. Public elevators in the vicinity will provide an alternate form of access from Cochrane Avenue and North Road to the Grand Promenade.



Figure 22: The Cochrane Steps provide an important pedestrian access from North Road to the Grand Promenade and to the heart of the Town Centre.

6) *Lougheed Highway:* While not considered an area with major redevelopment potential due to existing transit infrastructure and facilities, the Lougheed Highway, which extends along the southern edge of the Core Area, is an important transportation corridor that requires careful treatment of its public realm. The Lougheed Highway is envisioned as a comfortable, safe environment for pedestrians and cyclists, with wider sidewalks, a double row of street trees, landscaped boulevards that provide a rainwater management function, and cycle tracks. A Bike Centre, with facilities such as lockers, showers, bike parking spaces, repair and rental services, and ancillary retail services, is envisioned adjacent to the east SkyTrain station house and interfacing with the Lougheed Highway. This facility also helps convey the importance of the Lougheed Town Centre as a regional transportation hub

and animates the street. An additional pedestrian crossing is proposed approximately halfway between North Road and Austin Road to further enhance pedestrian accessibility in the Town Centre, particularly for those in the existing residential neighbourhood south of the Lougheed Highway.

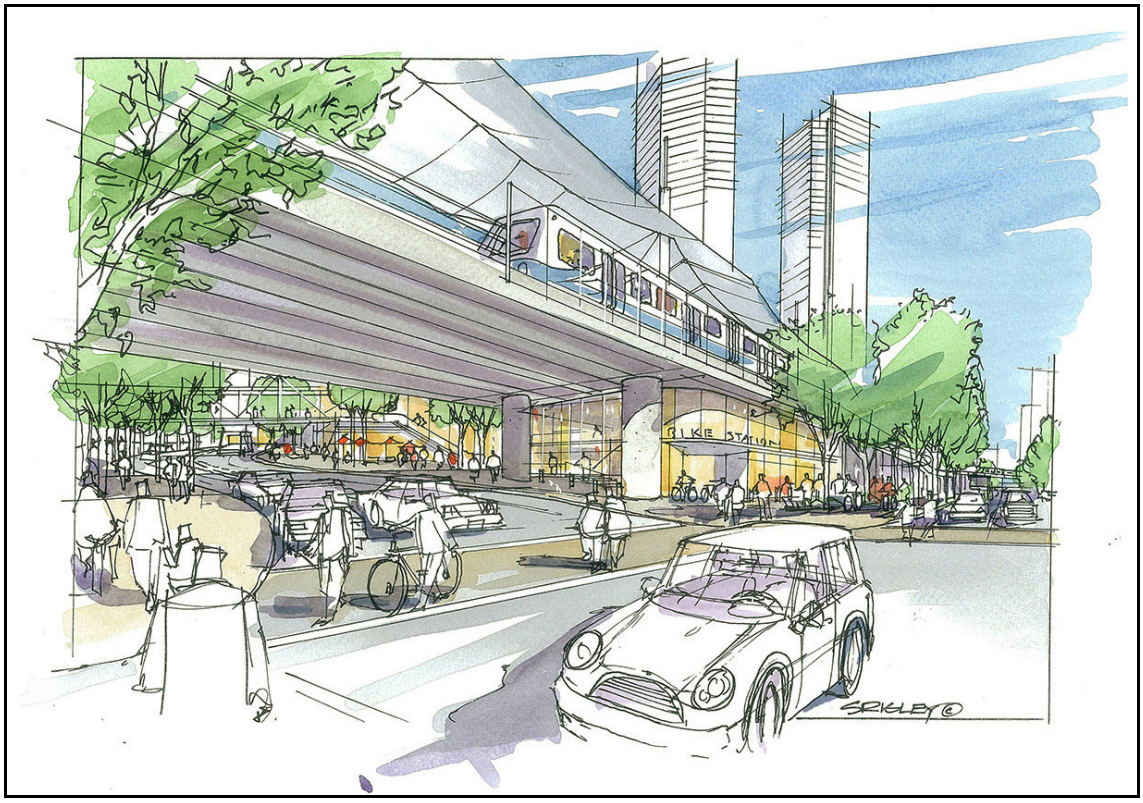


Figure 23: The Lougheed Highway is envisioned to be transformed into a comfortable, safe environment for pedestrians and cyclists, with wider sidewalks, a double row of street trees, landscaped boulevards, cycle tracks, and a Bike Centre.

In summary, the Master Plan proposes a diverse range of neighbourhood experiences and public realm characteristics, ranging from active urban spaces to more natural, contemplative spaces. A common aspect of these public spaces, however, is their connectivity to the surrounding areas, inviting the broader community to help build and develop a truly special sense of place within the Core Area. Figure 24 illustrates the public realm and major public open spaces for the Core Area.



Figure 24: The public realm comprises 30% of the Core Area

4.4 Density, Unit Count, and Proposed Building Form

The Lougheed Town Centre Core Area Master Plan proposes high density mixed-use development, based on the RM5s Multiple Family Residential District and the C3 General Commercial District, for all designated Core Area development sites south of Cameron Street, and medium density mixed-use development, based on the RM4s Multiple Family Residential District and the C2 Community Commercial District, for the designated development sites north of Cameron Street. Permitted density, based on these zoning districts, is summarized in the following table:

Permitted Density by Zoning District					
Zoning District	**Base FAR**	**Bonus FAR**	**S Category Base FAR**	**S Category Bonus FAR**	**Total FAR**
RM5s	2.2	0.4	1.2	1.2	5.0
RM4s	1.7	0.3	0.8	0.8	3.6
C3	6.0	n/a	n/a	n/a	6.0
C2	1.3	n/a	n/a	n/a	1.3

The Master Plan allows the potential development of 1.03 million square meters (11.1 million square feet) of residential gross floor area (GFA) and 1.2 million square meters (12.86 million square feet) of retail, commercial, office, and entertainment space to support the shopping, service, and employment needs of residents within the Lougheed Town Centre and beyond. Total permitted density, based on land ownership as of 2016, is outlined in the following table:

Permitted Density by Land Ownership (2016)						
	Zoning District	**Total Site Area**		**Maximum FAR**	**Maximum GFA**	
		m^2	**sq.ft.**		**m^2**	**sq.ft.**
Shape Properties' Lands	RM5s	165,512	1,781,555	5.0	827,560	8,907,775
	C3			6.0	993,072	10,689,330
Other Development Sites	RM5s	30,624	329,634	5.0	153,120	1,648,170
	C3			6.0	183,744	1,977,804
	RM4s	14,040	151,125	3.6	50,543	544,040
	C2			1.3	18,252	196,463

It should be noted that the existing church property at 9887 Cameron Street and the existing Northgate Village mixed-use development at the southwest corner of North Road and Cameron Street are excluded from consideration as development sites, as the former is proposed to retain its P1 Neighbourhood Institutional District zoning and the latter is newly developed and considered completed.

At this time, Shape Properties, the majority land owner in the Core Area, is anticipating to achieve the full 5.0 FAR of residential density on its lands as the area builds out over time. A detailed breakdown of preliminary residential GFA by individual development site, as well as a density bonusing approach, is provided in Section 6.4 of this report. It is anticipated that the development sites not owned by Shape Properties will also be developed to their full residential density potential.

With respect to commercial density, Shape Properties has indicated it is considering in the order of 248,000 m^2 (2.67 million square feet) of commercial floor area, the equivalent of 1.5 FAR, for its properties. An appropriate balance of retail and office space will be sought as each development phase advances to help ensure the creation of a wide range of job opportunities in both the service and knowledge sectors. For the development sites not owned by Shape Properties, a minimum of 1.0 FAR density commercial density is expected. Irrespective of ownership, commercial development around the Transit Plaza is expected to have a significant office component. As retail and office markets and community needs are continually evolving, the Master Plan will also be flexible and allow the consideration of additional commercial floor area through future site specific rezoning applications.

The potential 1.03 million square meters (11.1 million square feet) of residential GFA translates to over 11,000 new dwelling units, based on an average unit size of 74.3 m^2 (800 sq.ft.) Over a 30 year development timeframe, the expectation is the delivery of a range of unit sizes, types, tenure, and affordability for all household compositions, ages, and mobilities. The new dwelling units are proposed within compact building forms in order to preserve the land for the public realm and open space features envisioned within the Core Area. Building forms are also proposed to be positioned and scaled to define the street and to frame various public spaces. It is considered appropriate for lower building forms and therefore lower densities to be sited around the edges of the Core Area, especially along the Bartlett Court and Cameron Street frontages, as a transition to existing surrounding neighbourhoods and to respect the surrounding street edge condition. Higher building forms and higher densities would be sited more centrally within the Core Area and closer to the SkyTrain station and bus exchange. Figure 25 illustrates the proposed distribution of building forms throughout the Core Area.

Due to the multiplicity of ownership for the properties south of Austin Road and the location of the Evergreen SkyTrain guideway, specific residential building placement south of Austin Road will be considered through future site specific rezoning processes.

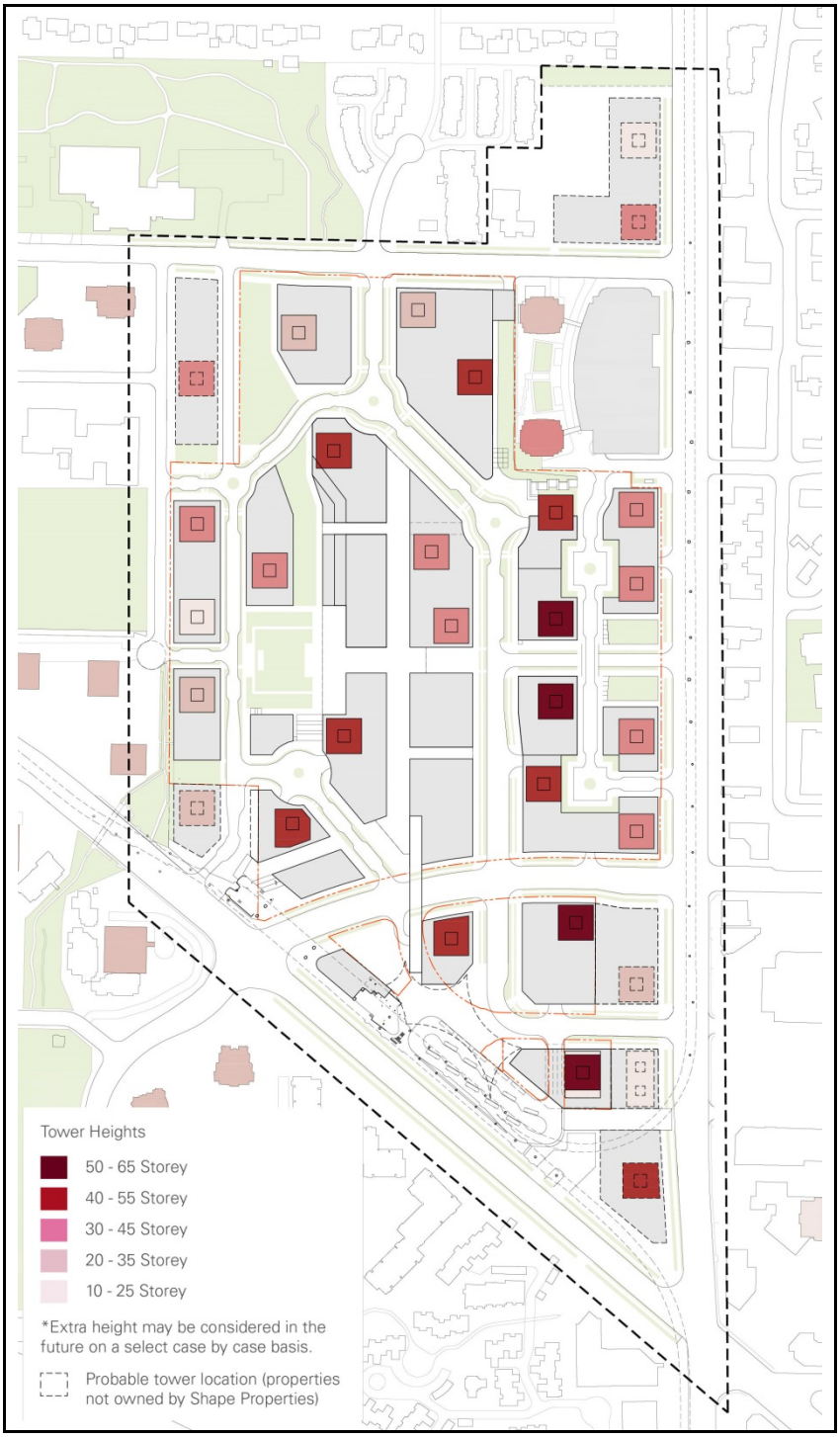


Figure 25: Taller buildings will be sited more centrally within the Core Area and closer to the SkyTrain station and bus exchange, while shorter buildings would be sited around the edges of the Core Area.

The distribution of density across the Core Area in this manner will result in some of Shape Properties' development sites having higher Floor Area Ratios based on net site areas. However, the cumulative densities on Shape Properties' lands will not exceed the maximums permitted by the Zoning Bylaw. A covenant governing overall site density on Shape Properties' lands and the approach to density allocation will be required as a prerequisite condition of this Master Plan rezoning application, as well as the rezoning for each individual development parcel.

4.5 Community Benefits

Numerous community benefits will be achieved through the redevelopment of the Lougheed Core Area, including the development of a new ~0.65 hectare (~1.6 acre) Central Open Space, a ~0.69 hectare (~1.7 acre) Creekside Open Space which will include a water feature, and significant public realm improvements such as the Transit Plaza, North Road Pocket Parks, and the Cochrane Steps. The Core Area will also feature 4.5 km of new pedestrian pathways, 5 km of new cycling routes, and 3.5 km of upgraded sidewalks. Community benefits will also be achieved through density bonusing and the contribution of Community Benefit Bonus Funds as each individual parcel redevelops. Benefits achieved through density bonusing may include cash in-lieu contributions towards the future replacement of Cameron Recreation Centre (including a pool) and Cameron Library, as identified in the Council-adopted *Priority Amenity Program List* for the Lougheed Town Centre. The existing Cameron Park site has been identified as the location for these future public facilities. The specific value and nature of the cash in-lieu contributions will be determined at the time of rezoning of individual parcels, consistent with the Council-adopted Community Benefit Bonus Policy, and subject to further Council consideration.

4.6 Parcelization, Development Phases and Timing

Redevelopment of the Core Area is envisioned to occur over the next 30 years. The applicant's lands are anticipated to be subdivided into 14 individual parcels, which will be developed in three main phases (see Figures 26 and 27). The first phase of development is expected along the north side of Austin Road, the second phase along the south side of Austin Road and across the central portion of the Lougheed Mall site, and the final phase at the north end of the Lougheed Mall site. Specific timing and sequencing of redevelopment on other properties in the Core Area is uncertain and will be based on market interest.

Irrespective of ownership, each phase of development is intended to be comprised of buildings, pedestrian pathways, cycle tracks, streets, services, and community amenities such that each phase of development is able to function independently as a neighbourhood area. Each phase of development will also require rezoning approval by Council, including advancement to a Public Hearing, which will provide opportunity for further public input.



Figure 26: Shape Properties' lands are anticipated to be subdivided into 14 individual development sites.

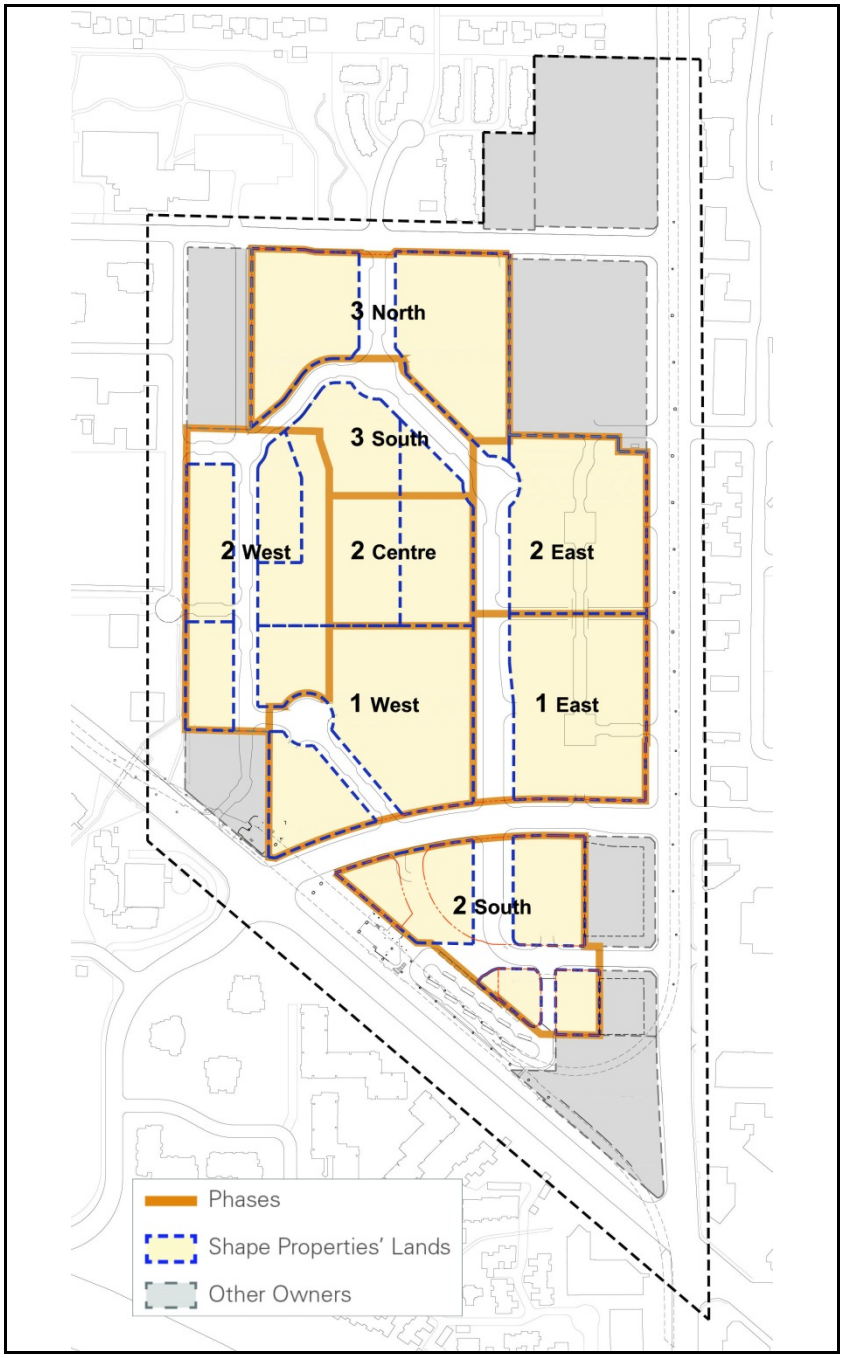


Figure 27: Three main phases of development are anticipated on Shape Properties' lands.

4.7 Design Guidelines

The Master Plan includes a compendium set of Design Guidelines. The guidelines are required to provide consistency over the multiple phases and many years it is anticipated to complete the Core Area's redevelopment and, more importantly, to help realize the intended character and function of each character precinct and major public space in terms of the built form and surrounding public realm. The Design Guidelines are also intended to promote high quality architectural design, building materiality, and landscape expression. The Design Guidelines address the following:

- public and private road widths, character, and function;
- general size, character, function, and configuration of major public open spaces;
- building placement (general location and building setbacks);
- building massing (podium heights and tower heights);
- architectural and landscape treatment;
- signage type and character;
- public art;
- parking and loading; and
- social, economic, and environmental sustainability features.

These Design Guidelines will encourage a language of unifying elements amongst the architecture and landscape architecture in the Core Area over time, irrespective of the individual site owner, designer, or development applicant.

4.8 Proposed Plan Amendment

An amendment to the currently adopted Lougheed Town Centre Plan and related policies is proposed to accommodate the vision, concepts, and additional residential density sought for the Core Area. Figure 28 identifies the proposed amendments to the plan.

Figure 28: Proposed Lougheed Town Centre Plan Amendment

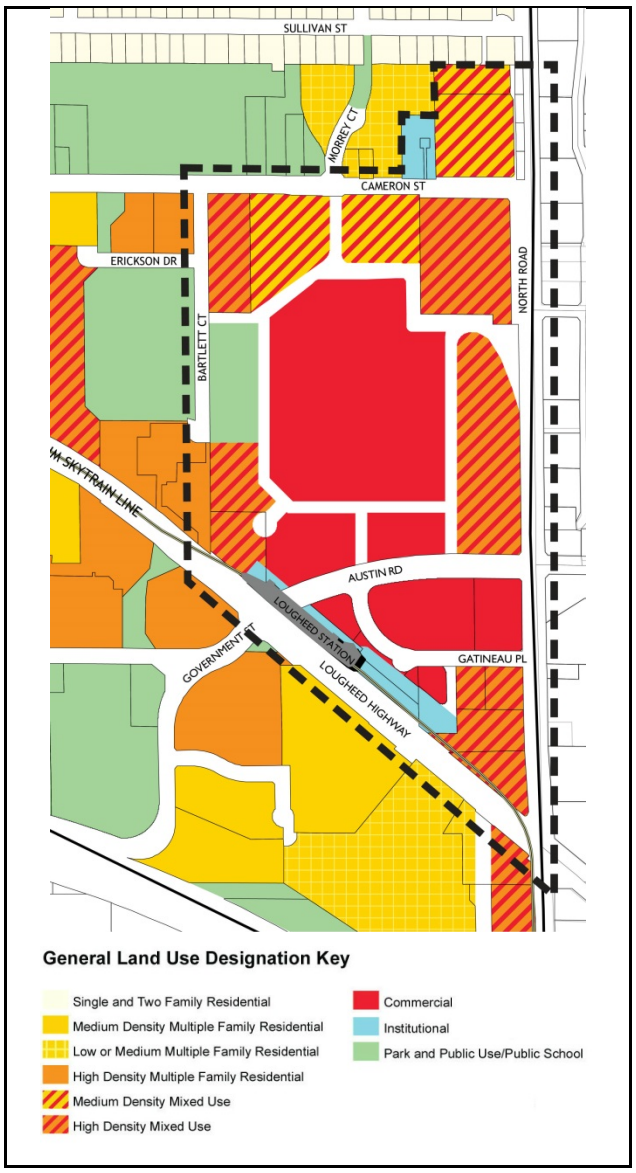


Figure 28a shows the existing land uses in the Lougheed Town Centre Core Area.

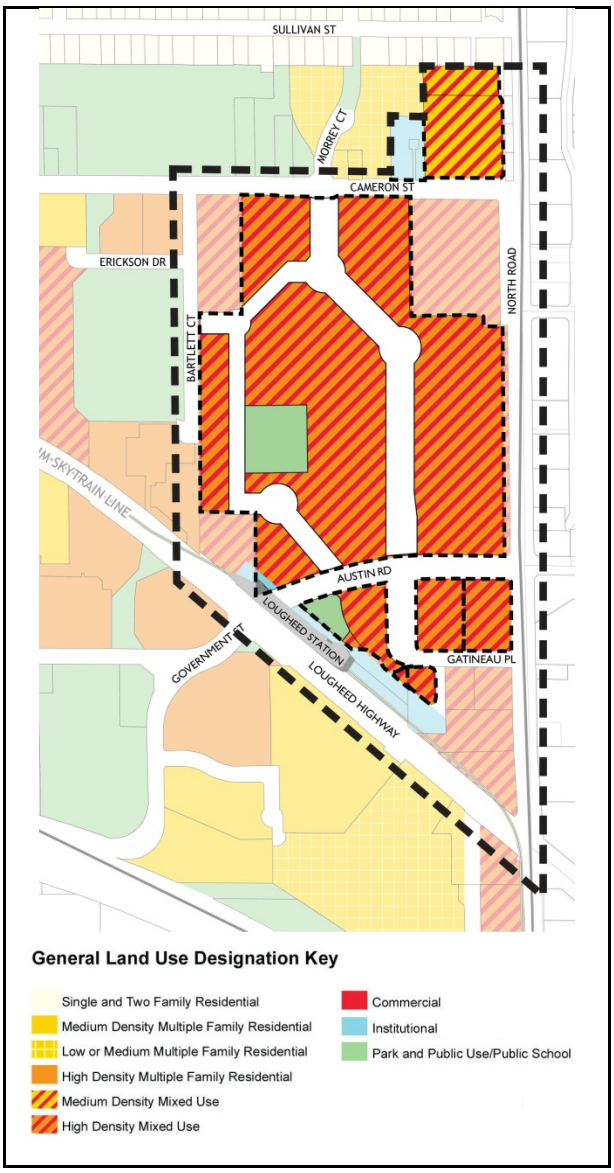


Figure 28b highlights the lands within the Lougheed Town Centre Core Area that are proposed for amendment.

5.0 COMMUNITY ENGAGEMENT, INPUT, AND PRIORITIES

Developing the Lougheed Town Centre Core Area Master Plan as summarized in the above sections of this report involved a public consultation process to gain a sense of community perspectives, values, goals, and ideas. To date, the public consultation process has included the following:

- A City webpage has been dedicated to the Lougheed Core Area planning process to provide the public with continued access to relevant resources and information.

- City Staff hosted two Open Houses at the Cameron Recreation Centre and the Lougheed Town Centre Shopping Centre on February 18, 2014 and June 18, 2015, respectively. Staff provided information on the proposed Master Plan, received input from the public, and responded to public enquiries. In total, over 350 people attended the Open Houses.

- A brochure summarizing the preliminary concepts and vision for the Master Plan was mailed to property owners and occupants in the Core Area, distributed at the First Open House and at local community venues (i.e. Lougheed Mall, Cameron Recreation Centre, Cameron Library, the Lougheed Community Policing Office, and City Hall), and posted on the project webpage. An information postcard was mailed to property owners and occupants advising of the Second Open House.

- Public opinion surveys were created to seek input on the concepts and vision for the Master Plan. The survey was distributed at both Open Houses and posted on the project webpage. In total, 48 survey responses were received.

- Newspaper advertisements were published in the *Burnaby Now* and *Burnaby Newsleader* to notify the public of the Open Houses, the project webpage, and the public opinion surveys.

- An article was published in *InfoBurnaby*, which is distributed to more than 94,000 households and businesses in Burnaby, to provide information about the project and to encourage citizens to visit the project website and share their ideas and input.

Results of the public consultation further informed and guided development of the Master Plan, allowing continued refinement of the Master Plan concept and to address community priorities. Overall, the public input demonstrated general support for the concepts and vision proposed for the Lougheed Core Area. The public expressed the most support for the following priorities, which are fully addressed in the Master Plan:

- provide a diverse range of shops and services;

- improve public amenities;

- establish venues and spaces, both indoor and outdoor, in which to gather, play, and celebrate, thereby creating a strong sense of place, community, and identity;

- time and phase development to provide continuous, uninterrupted retail, commercial, and City services for residents;

- improve connections for pedestrians, cyclists, and transit users;
- provide varied housing types, tenure, and affordability for all household compositions, ages, and motilities;
- foster environmental sustainability; and,
- improve security and safety.

To complete the public input process, it is proposed that, in advance of the Public Hearing for this Master Plan rezoning application, a staffed information display take place at the Lougheed Town Centre shopping centre and at City Hall to provide opportunity for the public to view the proposed Master Plan. It is also proposed that the consulted area for the previous two public input processes be notified of this viewing opportunity via postcard mail out. Further, it is proposed the general community be notified of the viewing opportunity through a local newspaper advertisement and online through the City's website. Consistent with the City's Public Hearing process, the Master Plan will also be made available for viewing at the Planning Department.

6.0 MASTER PLAN REZONING REQUIREMENTS FOR SUBJECT SITE

6.1 Lougheed Town Centre Plan Amendment

Under the currently adopted Lougheed Town Centre Plan, the subject site is primarily designated for commercial redevelopment, with some areas designated for high density mixed-use development. An amendment to the Plan is required to facilitate the implementation of the Master Plan, to take effect upon the granting by Council of Second Reading of the Rezoning Bylaw related to the subject site.

6.2 Parking and Loading

All required residential parking on the subject site (and in the Lougheed Core Area in general) will be located underground, with vehicular access via internal dedicated and private roads, as well as the abounding streets. Residential parking will be provided at a ratio of 1.1 spaces per unit, of which 0.1 spaces per unit will be for visitor parking). The applicant has committed to pursuing Transportation Demand Management (TDM) strategies to support the noted parking ratio, including the provision of transit pass subsidies, car share programs, and additional bicycle parking. The applicant has also committed to establishing a monitoring program to gauge the effectiveness of the TDM strategies employed and to collect data that could support potential future adjustments to the TDM program and parking supply rates.

The TDM strategies and monitoring program will be further detailed as part of a Transportation Master Plan, which will be a prerequisite condition of this rezoning application. Each future site specific rezoning application will also require submission of a Transportation Study in line with

the directions established with the Transportation Master Plan and outlining the specific TDM strategies to be employed for the specific development.

All required commercial parking and loading throughout the Core Area will be located underground. Residential loading facilities will also be located underground, where possible.

6.3 Green Building Practices

The applicant has committed to seeking achievement of a Leadership in Energy and Environmental Design Neighbourhood Development (LEED ND) Gold rating equivalency and to pursue green building practices. This commitment will be formalized through a Section 219 Covenant.

6.4 Site Density, Density Allocation and Density Bonusing Approach

Density for the subject site will be based on gross site area, given the significant road dedications and infrastructure investment that will be required (see Sections 6.6 to 6.8). The following zoning districts and densities shall apply:

Applicable Zoning Districts and Density					
Zoning District	Total Site Area		Maximum FAR	Maximum GFA	
	m^2	sq.ft.		m^2	sq.ft.
RM5s	165,512	1,781,555	5.0	827,560	8,907,775
C3			6.0	993,072	10,689,330

The 5.0 FAR residential density is comprised of 3.4 FAR base density and 1.6 FAR bonus density, as noted in the table below, and the applicant has expressed the intent to fully use this available density.

Residential Density Potential							
Zoning District	Site Area (sq.ft.)	Maximum Base Density		Maximum Bonus Density		Maximum Total Density	
		FAR	sq.ft.	FAR	sq.ft.	FAR	sq.ft.
RM5s	1,781,555	3.4 (68%)	6,057,287	1.6 (32%)	2,850,488	5.0 (100%)	8,907,775

The estimated allocation of residential density across the subject site, based on the proposed tower locations and heights (Figure 25) and proposed parcelization scheme (Figure 26), is provided in Table 1 ***attached*** at the end of this report. Actual gross floor area of each building will vary and depend on the actual tower floor plate proposed, amount of residential GFA within the building podium, suite mix, elevator capacity, parking efficiency, urban design context, and other conditions. However, all buildings will be required to meet established Design Guidelines

as they relate to massing and height, and the allowable residential FAR for Shape Properties' overall lands cannot exceed the maximum permitted 5.0 FAR or 827,560 m^2 (8,907,773 sq.ft.).

The distribution of residential density in the above manner will result in some parcels having Floor Area Ratios higher than 5.0, and some having Floor Area Ratios lower than 5.0, based on net site areas. Irrespective of the actual FAR and GFA achieved on each net development site, the applicant has agreed to a density bonusing approach whereby each development site will have 68% of GFA counted as base density and 32% of GFA counted as bonus density. These figures reflect the ratio of maximum base density to maximum bonus density based on 5.0 FAR. This approach provides incentive for the applicant to maximize the residential development potential of its lands to help fulfill the Master Plan concept and vision, simplified accounting and project data tracking over the multiple phases and many years of development expected on the site, and more predictable density bonus contributions, which will be used in accordance with Council's adopted Community Benefit Bonus Policy.

The applicable 32% density bonus value contribution for each parcel will established by the Legal and Lands Department at the time of each site specific rezoning application and collected at the time of development.

A Section 219 Covenant governing site density and the approach to density allocation and density bonusing will be required as a prerequisite condition of this Master Plan rezoning application.

6.5 Signage

The Master Plan Design Guidelines include signage guidelines that inform the general character, quality, and type of signage proposed for six distinct signage zones in the Lougheed Core Area. As part of each future site specific rezoning application, submission of an individual Comprehensive Sign Plan in accordance with the Master Plan signage guidelines will be necessary.

6.6 Site Servicing

A Master Servicing Plan detailing an overall approach to the provision of water mains, sanitary sewers, and storm sewers in the Core Area, to the approval of the Director Engineering, will be required. As part of each future site specific rezoning application, the Director Engineering will be requested to provide an estimate of all necessary services required in connection with that specific phase of development.

6.7 Road Works

The Master Plan concept seeks construction of all bounding and internal roads to Town Centre standards in conjunction with future site specific rezoning applications, including:

- Construction of Cameron Street to a four lane collector standard, including pedestrian sidewalks, rainwater management amenities (RMAs), separated cycling facilities, and front boulevards with street trees and street lighting.

- Construction of the west side of North Road to a six lane arterial standard, including three southbound lanes, pedestrian sidewalks, RMAs, separated cycling facilities, and front boulevards with street trees and street lighting.

- Construction of Lougheed Highway to a four lane arterial standard including pedestrian sidewalks, RMAs, separated cycling facilities, front boulevards with street trees and street lighting, and a central landscaped median.

- Enhancements to the pedestrian realm on the east side of Bartlett Court, including an additional pedestrian sidewalk and landscaping on adjacent development sites.

- Construction of Austin Road to a five lane arterial standard, including a bus lane, pedestrian sidewalks, RMAs, separated cycling facilities, and front boulevards with street trees and street lighting.

- Construction of Grand Promenade to a four lane collector standard, including pedestrian sidewalks, RMAs, separated cycling facilities, and front boulevards with street trees and street lighting. As Grand Promenade is envisioned as a lively "festival street", some adjustments to typical Town Centre road standards can be considered at the time of site specific rezoning applications to further enhance the public realm and street life, and to potentially accommodate spillover of business uses into the public realm (e.g. sidewalk cafes).

- Construction of a realigned Gatineau Place to a four lane collector standard, including pedestrian sidewalks, RMAs, separated cycling facilities, and front boulevards with street trees and street lighting.

- Construction of Cross Creek to a two lane collector standard, including pedestrian sidewalks, RMAs, separated cycling facilities, and front boulevards with street trees and street lighting.

- Construction of Roads A, B, C, and D to a local residential standard, including pedestrian sidewalks, cycling facilities, and front boulevards with street trees and street lighting.

6.8 Road Dedications and Statutory Rights-of-Way

To support the foregoing servicing requirements, road dedications and statutory rights-of-way will be required for the new roads through the Core Area. Road dedications will be sought for Grand Promenade, the realigned Gatineau Place, and Roads A, B, and D. Additional minor

dedications may also be necessary for the existing roads bounding the Core Area and for Austin Road. Public access along Cross Creek will be secured by means of statutory right-of-way to enable a future grade-separated crossing connecting the development sites flanking the road. Public access for Road C will also be secured by statutory right-of-way as this grade-separated road spans the Creekside Open Space. Minor statutory rights-of-way may also be considered along back of curb portions of Roads A, B, D, and the realigned Gatineau Place at the time of site specific rezoning applications if deemed necessary to support underground parking or underground connections. All road dedications and statutory rights-of-way will be specifically detailed and secured as part of each site specific rezoning application, to its logical point of connection.

6.9 Subdivision

Specific development sites and associated road dedications will be created through individual subdivision applications, advanced concurrently with each future site specific rezoning application.

6.10 Stormwater Management

A Stormwater Management Master Plan, to the approval of the Director Engineering will be required, as well as a Section 219 Covenant to guarantee its provision and implementation. Individual stormwater management plans, in line with the Stormwater Management Master Plan, will be required in conjunction with each future site specific rezoning application.

6.11 Site Profile

Individual site profile applications and resolution of any resultant conditions will be required in conjunction with each future site specific rezoning application.

6.12 Section 219 Covenants

Any necessary covenants are to be provided, including, but not necessarily limited to Section 219 Covenants that:

- Guarantee the provision and implementation of a Transportation Master Plan;
- Seek the achievement of a Gold Neighbourhood District rating equivalency under the Leadership in Energy and Environmental Design (LEED) program;
- Allocate development densities across the subject site as generally described in Section 6.4;
- Ensure the provision and implementation of a Master Servicing Plan; and,

- Guarantee the provision and implementation of a Master Stormwater Management Plan.

6.13 Development Cost Charges

Development Cost Charges, including the Burnaby School Site Acquisition Charge, Parkland Acquisition Charge, GVS&DD Sewerage Charge, and any applicable future charges, will be required in conjunction with each future site specific rezoning application.

7.0 CONCLUSION

The Lougheed Town Centre Core Area Master Plan seeks to achieve the area's full development potential, transforming an area that is currently dominated by suburban style commercial buildings and surface parking lots into a vibrant, pedestrian and transit-connected, mixed-use area with diverse housing, employment, service, and recreation opportunities. Phased implementation of the Master Plan over an estimated 30 year timeframe is expected to achieve an exemplary community that demonstrates architectural excellence, leadership in social, economic, and environmental sustainability, exceptional urban design, and significant public amenities.

It is recommended that the Lougheed Town Centre Core Area Master Plan advance to a Public Hearing.

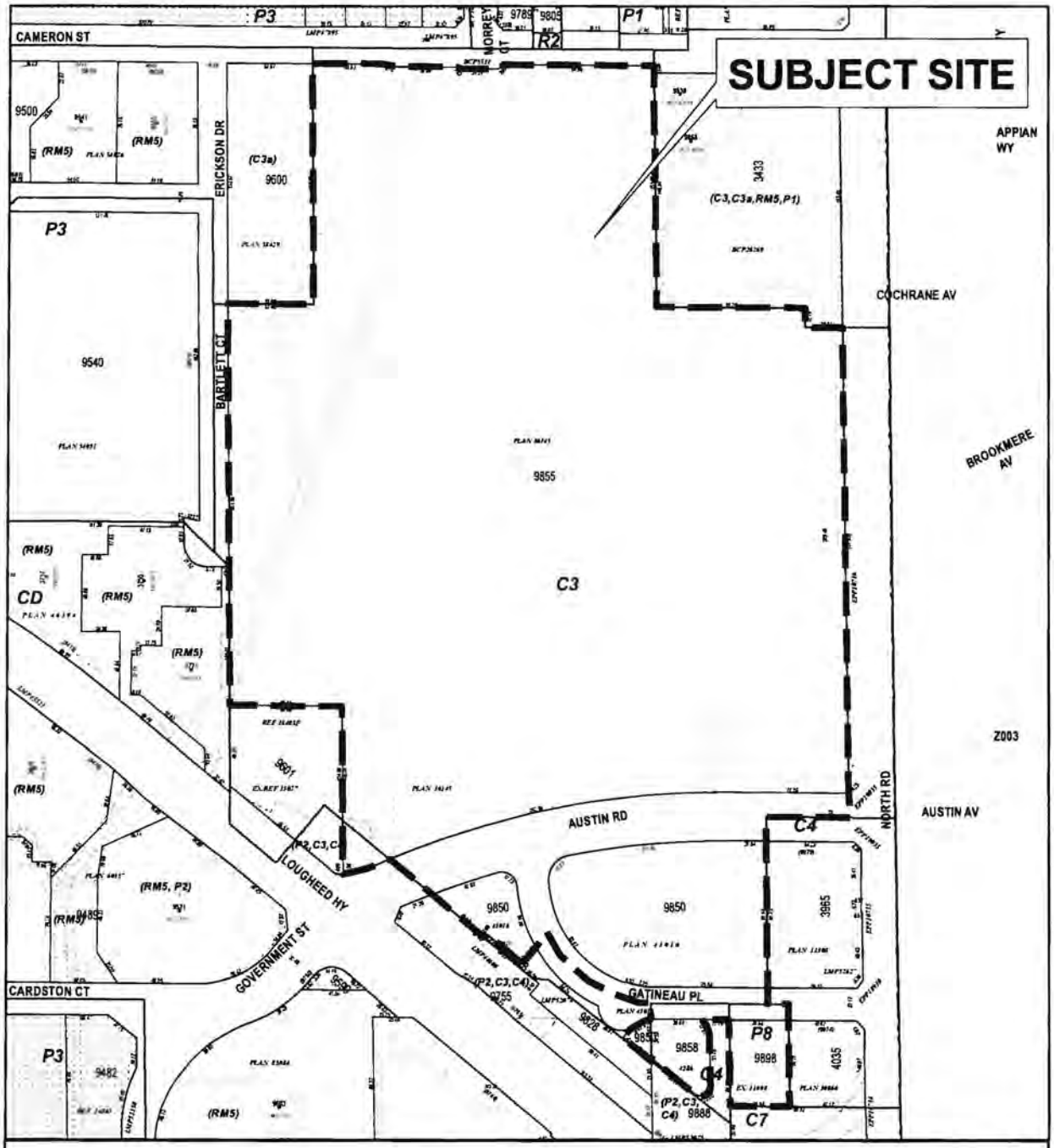
Lou Pelletier, Director
PLANNING AND BUILDING

KH:tn
Attachments

cc: Deputy City Managers
Director Engineering
Director Parks, Recreation and Cultural Services
Director Finance
City Solicitor
City Clerk

SCHEDULE A
REZONING 15-23

ADDRESS	LEGAL DESCRIPTION DESIGNATION	PID	ZONING
9850 Austin Road	Lot 101, DLs 2 & 4, Group 1, NWD Plan 43016 Except Plans LMP44608, LMP51272, LMP52074 & Plan EPP15369	005-433-151	C3, CD (P2, C3, C4)
9855 Austin Road	Lot 79, DL 4, Group 1, NWD Plan 36145 Except Plans BCP5531 & EPP10716	003-237-028	C3, CD (P2, C3, C4)
9858 Gatineau Place	Lot 2 Except: Firstly: Part On Statutory Right Of Way 21111; Secondly: Part On Statutory Right Of Way Plan 4829; Thirdly: Part On Statutory Right Of Way Plan LMP52075; DL 2, Group 1, NWD Plan 4286	011-066-636	C4
9898 Gatineau Place	Parcel "A" (Explanatory Plan 11608) of Lot 1, DL 2, Group 1, NWD Plan 4286	002-774-968	P8



City of Burnaby

PLANNING & BUILDING DEPARTMENT

N

DATE: DEC 22 2015

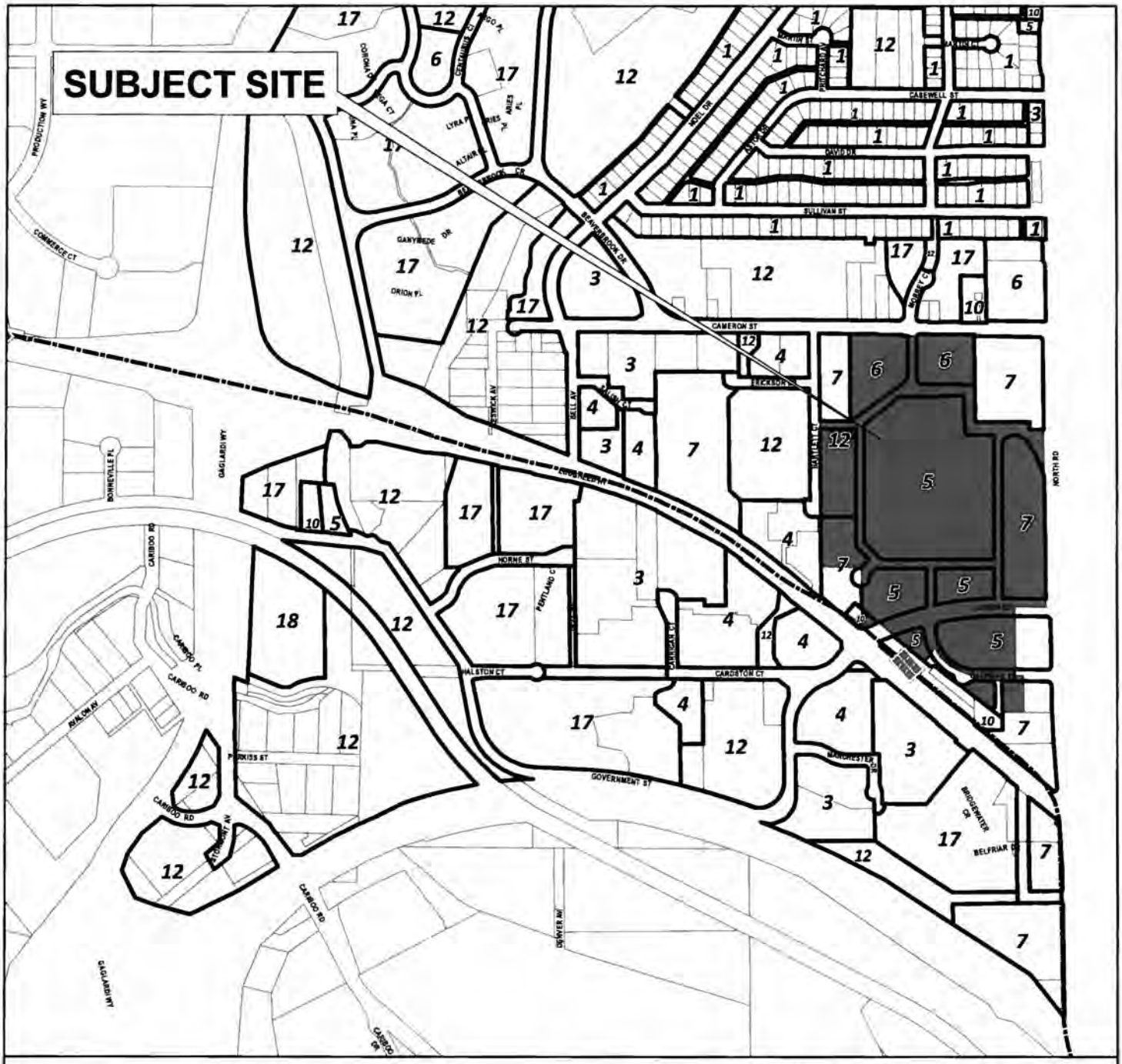
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REZONING REFERENCE #15-23
9850 AND 9855 AUSTIN ROAD
9858 AND 9898 GATINEAU PLACE
LOUGHEED TOWN CENTRE CORE AREA MASTER PLAN

Subject Site

Sketch #1



City of Burnaby

PLANNING & BUILDING DEPARTMENT

Lougheed Town Centre Plan

Printed December 21, 2015

Sketch #2

Table 1: Estimated Allocation of Residential Density on Shape Properties' Lands

Parcel	Building	Minimum			Maximum		
		Minimum # of Floors Required	Median Typical Tower Floor Plate[1]	Approx. Resultant GFA of Building[2]	Maximum # of Floors Permitted	Approx. Typical Tower Floor Plate[1]	Approx. Resultant GFA of Building[2]
1	A	20	7,600	152,000	35	8,000	280,000
2	A	40	7,600	304,000	55	10,000	550,000
	B	20	7,600	152,000	35	8,000	280,000
3	A	10	7,600	76,000	25	8,000	200,000
	B	30	7,600	228,000	45	8,000	360,000
4	A	30	7,600	228,000	45	8,000	360,000
5	A	40	7,600	304,000	55	10,000	550,000
6	A	30	7,600	228,000	45	8,000	360,000
	B	30	7,600	228,000	45	8,000	360,000
7	A	50	9,750	487,500	65	10,000	650,000
	B	20	7,600	152,000	35	8,000	280,000
	C	40	7,600	304,000	55	10,000	550,000
	D	30	7,600	228,000	45	8,000	360,000
8	A	20	7,600	152,000	35	8,000	280,000
9	A	40	7,600	304,000	55	10,000	550,000
10	A	30	7,600	228,000	45	8,000	360,000
	B	40	7,600	304,000	55	10,000	550,000
	C	30	7,600	228,000	45	8,000	360,000
	D	50	9,750	487,500	65	10,000	650,000
11	A	40	7,600	304,000	55	10,000	550,000
12	A	40	7,600	304,000	55	10,000	550,000
13	A	50	9,750	487,500	65	10,000	650,000
14	A	50	9,750	487,500	65	10,000	650,000
TOTAL GFA:		**Approximately 6,358,000 sq.ft.**			**Cannot exceed 8,907,773 sq.ft. (5.0 FAR) total**		

[1] Typical footprint of a residential tower is 7,200 to 8,000 sq.ft. if under 48 storeys and 9,500 to 10,000 sq.ft. if over 48 storeys.