



Item
Meeting 2016 February 22

COUNCIL REPORT

TO: CITY MANAGER 2016 February 17

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #12-43
Station Square Development Phases III and IV
Metrotown Town Centre

ADDRESS: 4630 Kingsway and 6080 McKay Avenue (see *attached* Sketches #1 and #2)

LEGAL: Lot 4, DL 153, Group 1, NWD Plan BCP51090; Lot 3, DL 153, Group 1, NWD Plan BCP51090

FROM: CD Comprehensive Development District (based on RM5s Multiple Family Residential District and C3 General Commercial District)

TO: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District, C3 General Commercial District and Metrotown Development Plan guidelines and in accordance with the development plans entitled "Station Square Site 5" prepared by Chris Dikeakos Architects Inc. and "Station Square Burnaby BC" prepared by KPF Kohn Pedersen Fox)

APPLICANT: AB Metro Properties Ltd.
300 – 550 Burrard Street
Vancouver, BC V6C 2B5
(Attn: Paul Faibish)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2016 March 29.

RECOMMENDATIONS:

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2016 March 07 and to a Public Hearing on 2016 March 29 at 7:00 p.m.
2. **THAT** the following be established as prerequisites to the completion of the rezoning:
 - a) The submission of a suitable plan of development.
 - b) The deposit of sufficient monies including a 4% Engineering Inspection Fee to cover the costs of all services necessary to serve the site and the completion of a

servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.

- c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d) The submission of an undertaking to remove all existing improvements from Lot 3 (Phase III) prior to Final Adoption of the Bylaw, and the removal of all existing improvements from Lot 4 (Phase IV) prior to the issuance of Building Permit. Demolition of any improvements over both lots will be permitted after Second Reading of the Rezoning Bylaw has been granted provided that the applicant acknowledges that such permission does not fetter Council's ability to grant or not to grant Third Reading and/or Final Adoption of the Rezoning Bylaw. In addition, the demolition of any improvements will be permitted at any time if they are vacant and considered by staff to be subject to misuse and vandalism.
- e) The utilization of an amenity bonus in accordance with Section 3.4 of this report.
- f) The dedication of any rights-of-way deemed requisite.
- g) The granting of any necessary statutory rights-of-way, easements and/or covenants including:
 - Easement for reciprocal access to parking and loading facilities between separated phases of development; and,
 - Statutory right-of-way guaranteeing public access to noted pedestrian areas, public plazas, parks and open spaces, and driveways indicated on the development plans.
- h) The granting of a Section 219 Covenant to assure the provision and continuing maintenance of end-of-trip facilities for cyclists and bicycle storage rooms related to primary retail and offices.
- i) The granting of a Section 219 Covenant:
 - restricting enclosure of balconies;
 - indicating that project surface driveway access will not be restricted by gates;
 - guaranteeing the provision and maintenance of public art;
 - guaranteeing the provision and ongoing maintenance of stormwater management facilities;

- ensuring that the density of development of air space parcels and strata lots comply with the approved CD zoning for the site and to ensure that the overall site continues to function as a single, integrated development;
 - ensuring the provision and ongoing maintenance of Electric Vehicle (EV) charging stations as outlined in Section 3.1 of this report;
 - restricting the use of guest rooms;
 - ensuring the provision of a minimum of 10 handicap accessible parking stalls within the residential parking areas of the development (one space within the visitors' parking area and four spaces within the residential parking area of both Phase III and IV developments);
 - guaranteeing the provision and maintenance of identified public plazas (City Rooms); and,
 - ensuring compliance with the approved acoustical study.
- j) The review of a detailed Sediment Control System by the Director Engineering.
- k) The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- l) The submission of a suitable Solid Waste and Recycling plan to the approval of the Director Engineering.
- m) The submission of a Site Profile and resolution of any arising requirements.
- n) The design and provision of units adaptable to persons with disabilities, the provision of customized hardware and cabinet work being subject to the sale/lease of the unit to a disabled person.
- o) The provision of a covered car wash stalls and an adequately sized and appropriately located garbage handling and recycling material holding space to the approval of the Director Engineering and a commitment to implement the recycling provisions.
- p) Compliance with the guidelines for surface and underground parking for residential visitors and commercial patrons.
- q) The review of on-site commercial and residential loading facilities by the Director Engineering.
- r) The provision of facilities for cyclists in accordance with this report.

- s) Compliance with the Council-adopted sound criteria.
- t) The submission of a detailed comprehensive sign plan.
- u) The deposit of the applicable Parkland Acquisition Charge.
- v) The deposit of the applicable Metrotown Public Open Space Charge.
- w) The deposit of the applicable Metrotown Grade-separated Pedestrian Linkage over Kingsway Charge.
- x) The deposit of the applicable GVS & DD Sewerage Charge.
- y) The deposit of the applicable School Site Acquisition Charge.
- z) The submission of a written undertaking to distribute area plan notification forms, prepared by the City, with disclosure statements; and, to post area plan notification signs, also prepared by the City, on the development site and in the sales office in prominent and visible locations prior to Third Reading, or at the time marketing for the subject development commences, whichever is first, and remain posted for a period of one year, or until such time that all units are sold, whichever is greater.

R E P O R T

1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit the construction of two high-rise apartment towers above a low-rise mixed-use podium with office, retail and residential uses, as part of the multi-phased (Phases III and IV) development of the Station Square Master Plan.

2.0 BACKGROUND

- 2.1 On 2012 July 30, Council granted Final Adoption to Rezoning Reference #04-09 for the Master Plan and detailed Phase I development plan for the Station Square site. The Master Plan concept established development guidelines for the redevelopment of the Station Square site to include 5 high-rise residential apartment towers over low-rise and street level office, retail, and restaurant uses. The Master Plan rezoning also established a specific design for Phase I, which has been occupied.
- 2.2 On 2013 January 28, 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 in 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.

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- 2.3 The Station Square redevelopment is proposed to be completed in four phases. Phase I at 4688 Kingsway includes a 35-storey apartment tower over a commercial podium which is currently occupied, as well as substantial renovation to 6200 McKay Avenue. Phase II at 4670 Assembly Way (Rezoning Reference #12-42) includes two high-rise apartment towers of 38 and 48 storeys in height above a low-rise office and retail podium oriented towards Silver Avenue, Kingsborough Street and Assembly Way, which is currently under construction. The subject application is for the proposed Phases III and IV of the Station Square development site at 6055 McKay Avenue (Phase III) and 6035 Kingsway (Phase IV).
- 2.4 The Metrotown Town Centre Development Plan designates the subject site for high-density mixed-use development - CD(RM5s, C3) District. In accordance with Council-adopted policy regarding application of 's' category zoning, the development is subject to there being significant community benefits, a sustainable redevelopment approach, exceptional public realm improvements, a high quality urban design and superior architectural expression derived from the project. This site is also considered suitable for the proposed development given its strategic location in relation to the Expo SkyTrain line and the nearby Metrotown SkyTrain Station.

In terms of the governing allowable density for the site, established through Rezoning Reference #04-09, the maximum allowable residential floor area ratio for the entire Station Square development is 5.0 FAR. Through a density allocation covenant each development site has suitably identified a residential density above or below the 5.0 FAR maximum. Phase III is proposing a maximum residential density of 4.81 FAR. Phase IV is proposing a maximum residential density of 6.03 FAR. The proposal for Phases III and IV are consistent with the adopted Master Plan with respect to overall site density, but requires a minor amendment to the density allocation covenant to account for the transference of density/gross floor area across the two development sites.

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

The creation of Town Centres at Metrotown, Brentwood, Edmonds and Lougheed have served the City well in protecting single- and two-family residential neighbourhoods from pressures to accommodate new growth, and have also allowed the City to preserve a significant component of its land base for park and open space. At the same time, they contribute to Regional Planning objectives, established by Metro Vancouver in the Regional Growth Strategy, that are of benefit both locally and more broadly. Within

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

Further, Burnaby's Economic Development and Social Sustainability Strategies, in addition to the Town Centre Plan, encourage: a varied range of housing options (including ground orientation); improved neighborhood livability, stability and accessibility; transit access and alternative forms of transportation; as well as green building policies.

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

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

3.0 GENERAL COMMENTS

- 3.1 In line with the Station Square Master Plan, development of Lots 3 and 4 (6080 McKay Avenue and 4630 Kingsway, respectively) is proposed to occur over two phases: Phase III (6080 McKay Avenue) is for a 41-storey residential apartment tower atop a three storey podium including office, retail and residential uses fronting McKay Avenue, Kingsborough Street and the internal roadways of Assembly Way and Silver Drive. Phase IV (4630 Kingsway) is for a 52 storey residential apartment tower atop a three storey podium with office, retail and residential uses, fronting Kingsway, McKay Avenue and the internal roadways of Assembly Way and Silver Drive. Although both Silver Drive and Assembly Way are proposed to accommodate vehicle traffic, they are designed to be primarily pedestrian-oriented along a "High Street" concept, with uniform paving across the roadway (no curbs), providing a continuous urban space, smaller boutique-style commercial units at the ground level, ambient lighting including "catenary" or suspended lighting, and intimate corner plazas or "city rooms" to encourage for public gatherings and celebrations.

Phase III of the development realizes the proposed "Civic City Room" at the corner of McKay Avenue and Kingsborough Street, which is intended to provide a gateway to the development that is oriented to the adjoining commercial uses. Phase III of the development also realizes the proposed "Shopping Gate City Room" at the corner Kingsborough Street and Silver Drive, which is intended to serve as an adjunct to the Silver Drive – "High Street", providing places for people to gather, dine and people-

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watch. These city rooms will be well appointed with street furniture and locations for public art and high quality landscaping.

Phase IV of the development realizes the proposed “Western Gate City Room” at the corner of McKay Avenue and Kingsway, which is intended to act as a pocket plaza related to both Kingsway and the more intimate context of the ground-level shops. It not only marks the site’s western gateway, but provides a gracious entry to both residential and office uses. It is a key location for public art and special landscaping (both hard and soft) to complement its gateway context and function. Phase IV of the development also realizes the proposed “Mews Gate City Room” at the corner of McKay Avenue and Assembly Way, which is intended to serve as a secondary gathering place which is oriented to the adjoining commercial uses. This room will be well appointed with street furniture and locations for public art and high quality landscaping.

The intent of the tower designs for these phases of development is to honour the Master Plan concept while being unique and distinct from each other and from the other towers within the Station Square site. Under the Master Plan concept, the towers are identified as having maximum permitted heights of 48 and 52 storeys. Further analysis of the urban design and form concept has resulted in a modest adjustment in tower heights, with the goal of maintaining architectural excellence, while achieving greater efficiencies in the design. As such, the tower heights have been adjusted to 41 (6080 McKay Avenue) and 52 storeys (4630 Kingsway). Some key features of the buildings include the use of distinctive metal paneling, one represented as an architectural frame and one as a linear fin, both running the length of the buildings. On the taller tower, the northwestern units are provided with oversized fully glazed balcony elements wrapping around the structure adding lightness and verticality to the form.

To complement the public realm concept at ground level, a multi-layered landscape amenity concept is proposed for the podium level decks for both phases of development. At the podium level, distinctive landscape and amenity features include, garden areas with gracious water feature/reflecting pool, child play areas, outdoor lounge areas and deck amenities with connection to social amenity room/fitness studio. Overall, the subject proposal is considered to exemplify exceptional urban design and architectural expression related to the building’s siting, massing, pedestrian orientation and materiality; meeting the standard expected for ‘s’ Category development in the City’s Town Centre areas.

Phase III proposes at total of 334 residential units and Phase IV proposes a total of 424 residential units for a combined total of 758 residential units. All required commercial and residential parking for both phases of development are proposed to be located underground. For both phases of development, residential and commercial access is via an internal road (Assembly Way).

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With regard to the residential parking for Phases III and IV of the development, the required parking ratio is 1.1 spaces per unit (of which 0.1 is for visitor parking), in line with the Station Square Master Plan and commensurate with the proposed transportation alternatives for both phases. Phase III of the development is providing a parking ratio of 1.36 spaces per unit (of which 0.1 is for visitor parking); Phase IV of the development is providing a parking ratio of 1.17 spaces per unit (of which 0.1 is for visitor parking). Each phase of development is providing the following transportation alternatives:

- provision of a 25% subsidy on one-zone monthly transit passes for all residential strata units developed under Phases III and IV for 12 months;
- provision of double the required residential bicycle parking spaces to be provided in secured residential bicycles lockers;
- provision that 10% of all residential parking spaces be equipped with an Electric Vehicle (EV) charging station (Level 2 AC) – 34 parking spaces equipped with EV charging stations in Phase III and 43 spaces in Phase IV; and,
- provision of one Electric Vehicle (EV) fast charging station (Level 2 DC) within the residential parking area of each development for the benefit of all residents. A Section 219 covenant is required to ensure the provision and on-going maintenance of the above noted EV charging stations, as well as ensure that the charging stations are held as common property to be administered by the Strata Corporation for the benefit of all residents.

With regard to the commercial parking for the development, the proposal exceeds the commercial parking ratio of 1 space per 750 sq. ft. of Gross Floor Area as established under Rezoning Reference #04-09, with the provision of 1 space per 500 sq. ft. of Gross Floor Area consistent with the Burnaby Zoning Bylaw.

The developer has also agreed to pursue green building practices by committing to achieve a LEED Silver rating or equivalent standard.

3.2 Although necessary dedications have been obtained as part of the Master Plan rezoning and subdivision of the Station Square site (Rezoning Reference #04-09 and Subdivision Reference #11-59), the following road requirements for Kingsborough Street have been determined as a necessary part of the suitable plan of development:

- 1.2 m statutory right-of-way for sidewalk improvements on the north side of Kingsborough.

3.3 Servicing requirements will include, but not necessarily be limited to:

- Construction of McKay Avenue; Kingsway and Kingsborough Street to their final standard with boulevards, cycle tracks, separated sidewalks, street trees, rain water amenities, street lighting and pedestrian lighting;

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- Construction of Assembly Way and Silver Drive to their final standard across the development frontage complete with specialized paving, separated sidewalks, street trees, street lighting, and pedestrian lighting;
- Construction of the “Civic City Room” at the corner of McKay Avenue and Kingsborough Street complete with specialized paving, landscaping, street furniture, lighting and public art;
- Construction of the “Shopping Gate City Room” at the corner of Kingsborough Street and Silver Drive complete with specialized paving, landscaping, street furniture, lighting and public art;
- Construction of the “Western Gate City Room” at the corner of McKay Avenue and Kingsway complete with specialized paving, landscaping, street furniture, lighting and public art;
- Construction of the Mews Gate City Room” at the corner of McKay Avenue and Assembly Way complete with specialized paving, landscaping, street furniture, lighting and public art; and,
- Storm, sanitary sewer and water main upgrades as required to serve the subject development site.

3.4 Given the site’s Town Centre location, the applicant is proposing to utilize the amenity density bonus provisions indicated within the Zoning Bylaw. In so doing, in accordance with the CD (RM5s) District and the density allocation approved for the Station Square site, the specific density attributed to Phase III of the subject site is 4.81 FAR of which 1.51 FAR is density bonus, and the specific density attributed to Phase IV of the subject site is 6.03 FAR of which 2.12 FAR is density bonus. A separate report detailing the value of the density bonus will be forwarded to Council for consideration and approval prior to the subject amendment bylaw receiving Third Reading. The report to Council will be prepared once the Legal and Lands Department has concluded negotiations with the applicant. Council approval of the density bonus value is a prerequisite condition of the rezoning.

3.5 In accordance with the City’s policy for adaptable units, a total of 152 units (20% of the total number of residential units) have been provided meeting adaptable standards – 67 units within Phase III (Lot 3) and 85 units within Phase IV (Lot 4). As permitted under the adopted policy, 20 sq. ft. for each adaptable unit is exempt from FAR, resulting in a total adaptable unit FAR exemption of 1,340 sq. ft. for Phase III and 1,700 sq. ft. for Phase IV. A total of 10 handicap accessible parking stalls are provided in connection with this development (one space within the visitors’ parking area and four spaces within the residential parking areas of both Phase III and IV developments). Accessible parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation.

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- 3.6 Any necessary easements and covenants and statutory rights-of-way for the site are to be provided, including, but not necessarily limited to:
- Section 219 Covenant restricting enclosure of balconies;
 - Section 219 Covenant indicating that project surface driveway access will not be restricted by gates;
 - Section 219 Covenant guaranteeing the provision and maintenance of public art;
 - Section 219 Covenant guaranteeing the provision and ongoing maintenance of stormwater management facilities;
 - Section 219 Covenant to ensure that the density of development of air space parcels and strata lots comply with the approved CD zoning for the site and to ensure that the overall site continues to function as a single, integrated development;
 - Section 219 Covenant ensuring the provision and ongoing maintenance of Electric Vehicle (EV) charging stations as outlined in Section 3.1 of this report;
 - Section 219 Covenant restricting the use of guest rooms;
 - Section 219 Covenant ensuring the provision of a minimum of 10 handicap accessible parking stalls within the residential parking areas of the development (one space within the visitors' parking area and four spaces within the residential parking area of both Phase III and IV developments);
 - Section 219 Covenant guaranteeing the provision and maintenance of identified public plazas;
 - Section 219 Covenant ensuring compliance with the approved acoustical study;
 - Easement for reciprocal access to parking and loading facilities between separated phases of development; and,
 - Statutory right-of-way guaranteeing public access to noted pedestrian areas indicated on the development plans.
- 3.7 Due to proximity to Kingsway and McKay Avenue, a noise study is required to ensure compliance with Council-adopted sound criteria.
- 3.8 Provision of an adequately sized and sited garbage recycling area, as well, separate car wash stalls is required.
- 3.9 A suitable engineered design to the approval of the Director Engineering will be required for the on-site stormwater management system, as well as a Section 219 Covenant to guarantee its provision and continuing operation. The deposit of sufficient monies to

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guarantee the provision of the stormwater drainage and landscape features will be required.

- 3.10 Engineering Environmental Services Division will need to review a submission of a detailed plan of an engineered Sediment Control System prior to Final Adoption. The proposed Sediment Control System will then be the basis, after Final Adoption, for the necessary Preliminary Plan Approval and Building Permit.
- 3.11 Bicycle storage space and surface parking racks are to be provided for the residential and commercial tenants and visitors of the development.
- 3.12
 - a) Parkland Acquisition Charge of \$3.55 per sq. ft. of residential gross floor area
 - b) School Site Acquisition Charge of \$600.00 per unit
 - c) GVS&DD Sewerage Charge of \$590.00 per apartment unit
 - d) Metrotown Public Open Space Charge of \$0.50 per sq. ft. of commercial floor area
 - e) Metrotown Grade Separated Pedestrian Linkage Charge of \$0.306 per sq. ft. of commercial floor area

4.0 DEVELOPMENT PROPOSAL

4.1 Site Area (subject to detailed survey)

PHASE III (Lot 3)	- 5,936.2 m ² (63,897 sq. ft.) gross site area
PHASE IV (Lot 4)	- 6,158.5 m ² (66,290 sq. ft.) gross site area

4.2 Site Coverage

PHASE III (Lot 3)	- 66%
PHASE IV (Lot 4)	- 56%

4.3 Density and Gross Floor Area

Overall Station Square Site

Residential	- 5.0 FAR
Commercial	- 6.0 FAR

PHASE III (Lot 3)

Residential	- 4.81 FAR	28,025 m ² (301,663 sq. ft.)*
Commercial	- 1.16 FAR	6,773 m ² (47,470 sq. ft.)
TOTAL DENSITY	- 5.97 FAR	

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** 19,288 m² (207,624 sq. ft.) is attributed to base density and 8,799 m² (94,717sq. ft.) is attributed to bonus density.*

PHASE IV (Lot 4)

Residential	-	6.03 FAR	37, 128 m ² (399,648 sq. ft.)*
Commercial	-	1.10 FAR	6,128 m ² (65,960 sq. ft.)
TOTAL DENSITY	-	7.13 FAR	

** 24,112 m² (259,548 sq. ft.) is attributed to base density and 13, 040 m² (140,368 sq. ft.) is attributed to bonus density.*

4.4 Residential Unit Mix

PHASE III (Lot 3)

118 – One bedroom	-	50 m ² – 53 m ²	(538 sq. ft. – 573 sq. ft.)
1 – One bedroom + den	-	73 m ²	(782 sq. ft.)
161 – Two bedroom	-	70 m ² – 81 m ²	(759 sq. ft. – 869 sq. ft.)
46 – Two bedroom + den	-	80 m ² – 119 m ²	(759 sq. ft. – 1,288 sq. ft.)
4 – Three bedroom	-	87 m ² – 172 m ²	(954 sq. ft. – 1,853 sq. ft.)
4 – Three bedroom + den	-	181 m ² – 189 m ²	(1,956 sq. ft. – 2,040 sq. ft.)

TOTAL NUMBER OF UNITS **334 UNITS** *(of which 67 units are adaptable)*

PHASE IV (Lot 4)

132 – One bedroom	-	50 m ² – 58 m ²	(538 sq. ft. – 626 sq. ft.)
7 – One bedroom + den	-	67 m ² – 82 m ²	(718 sq. ft. – 884 sq. ft.)
188 – Two bedroom	-	65 m ² – 95 m ²	(700 sq. ft. – 1,022 sq. ft.)
4 – Two bedroom + den	-	88 m ² – 128 m ²	(951 sq. ft. – 1,382 sq. ft.)
91 – Three bedroom	-	88 m ² – 143 m ²	(951 sq. ft. – 1,547 sq. ft.)
2 – Three bedroom + den	-	147 m ² – 247 m ²	(1,583 sq. ft. – 2,659 sq. ft.)

TOTAL NUMBER OF UNITS **424 UNITS** *(of which 85 units are adaptable)*

4.5 Building Height

PHASE III TOWER	-	41 storeys; 140.5 m (461 ft.)
PHASE IV TOWER	-	52 storeys; 172 m (565 ft.)

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4.6 Vehicle Parking (Required and Provided)

PHASE III (Lot 3)

Residential: 334 units @ 1.36 spaces per unit	-	456 spaces (including 34 visitor parking space)
Commercial: 72,900 sq. ft. @ 1 space per 500 sq. ft.	-	146 spaces

PHASE IV (Lot 4)

Residential: 424 units @ 1.17 spaces per unit	-	495 spaces (including 43 visitor parking space)
Commercial: 65,960 sq. ft. @ 1 space per 500 sq. ft.	-	132 spaces

4.7 Bicycle Parking (Required and Provided)

PHASE III (Lot 3)

Residential:	-	668 secure spaces
Commercial & Visitor:	-	82 spaces in racks

PHASE IV (Lot 4)

Residential:	-	848 secure spaces
Commercial & Visitor:	-	106 spaces in racks

4.8 Loading (Required and Provided)

PHASE III (Lot 3)

Residential:	-	1
Commercial:	-	3

PHASE IV (Lot 4)

Residential:	-	1
Commercial:	-	2

4.8 Communal Facilities *(Excluded from FAR Calculations)*

PHASE III

Primary communal facilities for residential tenants are located both at the podium and tower levels, including a social room with associated roof deck at Level 2, fitness studio

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at Level 3, landscape roof deck at Level 4, and two guest suites. The amenity area amounts to 455 m² (4,894 sq. ft.), which is within the permitted 5% exemption from Gross Floor Area permitted within the Zoning Bylaw.

PHASE IV

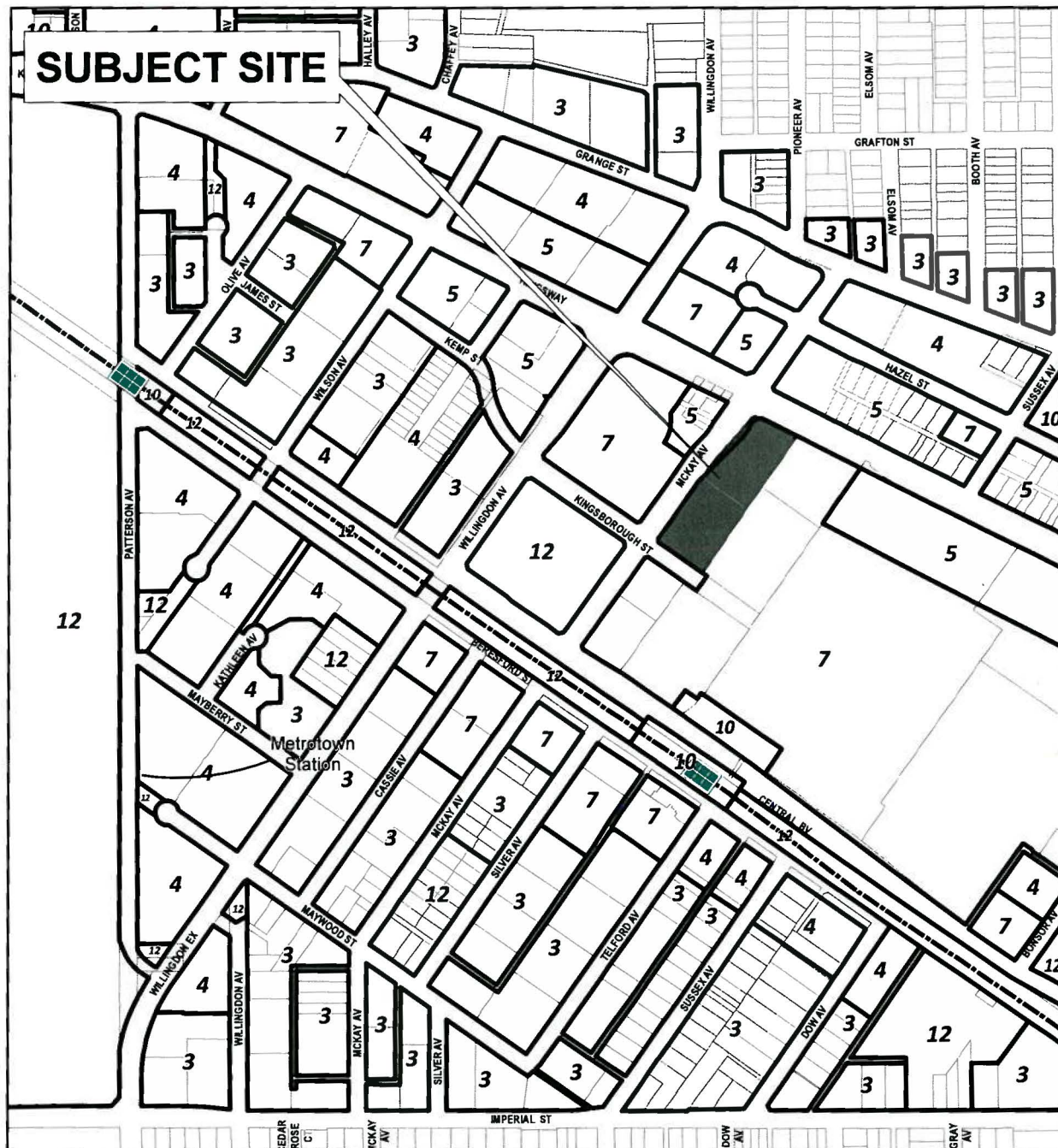
Primary communal facilities for residential tenants are located both at the podium and tower levels, including a social room with associated roof deck at Level 2, fitness studio at Level 3, landscape roof deck at Level 4, and two guest suites. The amenity area amounts to 446 m² (4,801 sq. ft.), which is within the permitted 5% exemption from Gross Floor Area permitted within the Zoning Bylaw.


Lou Pelletier, Director
PLANNING AND BUILDING

ZT

Attachments

cc: Director Engineering
City Solicitor
City Clerk

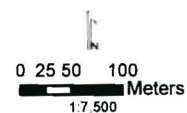


- | | |
|--|--------------------------------------|
| 2 Low Density Multiple Family Residential | 7 High Density Mixed Use |
| 3 Medium Density Multiple Family Residential | 10 Institutional |
| 4 High Density Multiple Family Residential | 12 Park and Public Use/Public School |
| 5 Commercial | |
| 6 Medium Density Mixed Use | |



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Metrotown Plan



Sketch #2