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Meeting2016 November 21

COUNCIL REPORT

TO: CITY MANAGER 2016 November 16

FROM: DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #15-54
Commercial and Public Realm Components of Gilmore Station Phase I
Brentwood Town Centre Plan**

ADDRESS: 4120, 4160, Ptn. 4170, Ptn 4180 Lougheed Highway and Ptn. 4161 Dawson Street. (see *attached* Sketches #1 and #2)

LEGAL: See Schedule A (*attached*)

FROM: M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

TO: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District, C3, C3f General Commercial Districts, P1 Neighbourhood Institutional District, P2 Administration and Assembly District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "Gilmore Station Phase 1" prepared by IBI Group Architects)

APPLICANT: Onni Gilmore Holdings Corp. Inc.
300 – 550 Robson Street
Vancouver, BC V6B 2B7
(Attention: Bayan Ferzandi)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2016 December 13.

RECOMMENDATIONS:

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2016 November 21 and to a Public Hearing on 2016 December 13 at 7:00 p.m.
2. **THAT** the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Section 5.3 of this report, contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #15-54
2016 November 16 Page 2

3. **THAT** the following be established as prerequisites to the completion of the rezoning:

- a. The submission of a suitable plan of development.
- b. The deposit of sufficient monies, including a 4% Engineering Inspection Fee, to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
- c. The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in town centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d. The submission of an undertaking to remove all existing improvements from the site prior to or within six months of the rezoning bylaw being effected. Demolition of any improvements will be permitted at any time, provided that the applicant acknowledges that such permission does not fetter Council's ability to grant or not to grant Second Reading, Third Reading and/or Final Adoption of the Rezoning Bylaw.
- e. The dedication of any rights-of-way deemed requisite.
- f. The completion of the necessary subdivision to create the subject site.
- g. The granting of any necessary easements and statutory rights-of-way, including, but not necessarily limited to easements and statutory rights-of-way guaranteeing public access to proposed plazas, pedestrian walkways, and vehicular linkages.
- h. The granting of any necessary Covenants, including, but not necessarily limited to Section 219 Covenants:
 - indicating that project surface driveway access will not be restricted by gates;
 - guaranteeing the provision and maintenance of public art;
 - ensuring that all subdivided lots throughout entire site function under a single site concept for BC Building Code Compliance purposes;
 - ensuring commercial entrances on Lougheed Highway, Gilmore Avenue and the private road remain open and operable and are restricted from having obscured fenestration;
 - assuring the provision and continuing maintenance of end-of-trip facilities for cyclists and bicycle storage rooms; and,

- guaranteeing the provision and maintenance of identified public plazas, walkways and internal roadways.
- i. The review of a detailed Sediment Control System by the Director Engineering.
- j. The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- k. The review of commercial loading facilities by the Director Engineering.
- l. The submission of a suitable district energy pre-feasibility study to the approval of the Director Planning and Building is required.
- m. The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments within the Gilmore Station Master Plan.
- n. The provision of facilities for cyclists in accordance with this report.
- o. The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
- p. The submission of a Site Profile and resolution of any arising requirements.
- q. The submission of a detailed Comprehensive Sign Plan.
- r. The submission of a detailed Public Art Plan.
- s. The submission of a detailed construction management plan including a schedule for the construction/development phasing of the subject proposal.
- t. The deposit of the applicable GVS & DD Sewerage Charge.

R E P O R T

1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit construction of the commercial podium, underground parking and public realm components on the Phase I site (see Sketch #1 *attached*), within the Gilmore Station Master Plan.

2.0 NEIGHBOURHOOD CHARACTERISTICS

The subject site is located at the southwest corner of Lougheed Highway and Gilmore Avenue and is a 20,902.25 m² (224,990 sq.ft.) portion of the overall 5.4 hectare (12.9 acre) Gilmore Station Site (see Sketch #1 *attached*). The Gilmore Station Master Plan (Rezoning Reference #14-21) received Second Reading by Council on 2016 June 13. A majority of the Phase I site is currently vacant, with the exception of the Gilmore SkyTrain Station and Guideway, and an existing light industrial building at 4161 Dawson Street. To the west of the site, across Gilmore Avenue, is the Bridge Business Park; to the north across Lougheed Highway, are older service commercial developments; to the east are two office buildings within Phase IV of the Gilmore Master Plan, with an automobile dealership and older industrial buildings beyond; and, to the south, across Dawson Street, are newer high-rise multiple-family and mixed-use developments constructed between 2003 and 2006 (see Sketch #2 *attached*).

3.0 BACKGROUND INFORMATION

- 3.1 On 2016 June 13, Council granted Second Reading to Rezoning Reference #14-21, which established approval in principle for the Gilmore Station Master Plan for a phased mixed-use retail, office and multiple-family redevelopment of the Gilmore Station Area.

Upon Second Reading of the Master Plan rezoning, the Brentwood Town Centre Plan was amended to reflect RM5's and C3 designations as development guidelines for lands within the block bound by Lougheed Highway, Dawson Street, Gilmore Avenue and Madison Avenue, including the subject site. The intent of the Master Plan and the Brentwood Town Centre Plan amendment is to facilitate four phases of development on the Gilmore Station site into a high-density, mixed-use area, integrated with transit; with the goal of providing a variety of housing opportunities, a system pedestrian oriented shopping streets, more diverse employment and service opportunities, and significant amounts of public open space.

- 3.2 The subject site is comprised of 4120, 4160, Portion 4170, Portion 4180 Lougheed Highway and Portion 4161 Dawson Street (see *attached* Sketches #1 and #2), zoned M1 Manufacturing District, and CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District. A majority of the site is vacant, with the exception of an older light-industrial building at 4161 Dawson Street and the Gilmore SkyTrain Station. Vehicular access to the site is currently taken from Totem Court via Dawson Street.
- 3.3 On 2015 July 21, Council received four separate rezoning reports from the Planning and Building Department regarding the rezoning of Phase I of the Gilmore Station Site for its intended commercial component (Rezoning Reference #15-54) and three high-rise apartment towers (Rezoning References #15-55, #15-56 and #15-57). The site has been designed as one integrated development with the underground parking, commercial podium and open spaces to proceed to construction first. The rezoning reports for the

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #15-54
2016 November 16 Page 5

individual residential tower rezonings appear elsewhere on Council’s agenda, and will be brought forward at the same Public Hearing in December. However, the individual towers may proceed to Final Adoption and construction at a staggered pace.

The applicant has now submitted a plan of development for the subject rezoning that is suitable for presentation to a Public Hearing. As noted, the plan of development for the first phase includes both the commercial component and the three residential towers.

3.4 The Gilmore Station Master Plan includes four major development phases. Consistent with the Master Plan, the entire Phase 1 development will be comprised of the following:

- a commercial podium that will provide diverse shops, services, and employment opportunities;
- three high rise residential towers with a common amenity space and podium deck;
- significant public realm components, including plaza spaces, pedestrian connections and a new publicly accessible road connection between Lougheed Highway and Dawson Street that will help create a strong sense of place, community identity, and provide improved connections with the surrounding neighbourhood.



Figure #1 – Conceptual Master Plan

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #15-54
2016 November 16 Page 6

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

The creation of Town Centres at Metrotown, Brentwood, Edmonds and Lougheed have served the City well in protecting single and two-family residential neighbourhoods from pressures to accommodate new growth, and have also allowed the City to preserve a significant component of its land base for park and open space. At the same time, they contribute to Regional Planning objectives, established by Metro Vancouver in the Regional Growth Strategy, that are of benefit both locally and more broadly. Within Burnaby, and other neighbouring cities, Town Centres are helping to meet regional goals to reduce pressures for development of habitat and agricultural lands, to focus 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 and employment options; 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 the aforementioned policy context.

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

4.0 GENERAL COMMENTS

4.1 The purpose of the subject rezoning is to present a plan of development for the commercial component of Phase I, including parking for all commercial and residential uses, relationship with the Gilmore SkyTrain Station, public realm and open space components, and all servicing related to Phase I. Phase I also includes three residential high-rise buildings which are being advanced separately on Council's agenda under Rezoning References #15-55, #15-56 and #15-57.

4.2 With regard to the C3f General Commercial District component of the zoning, it has been added to identify the potential for future liquor licence establishments within appropriate locations on-site. It is acknowledged that specific liquor licence uses outlining their specific location, hours of operation and conditions of use would be determined through a further site-specific rezoning application.

4.3 With regard to the P1 Neighbourhood Institutional District component of the zoning, it has been added to identify the potential for future childcare facilities within appropriate

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #15-54
2016 November 16 Page 7

locations on-site. It is acknowledged that specific child care uses outlining their specific location, number and age of children, and Fraser Health guidelines would be determined through a further site-specific rezoning application. It is further acknowledged other appropriate institutional uses may be considered that on a site by site basis through site specific rezoning.

- 4.4 The proposed development concept achieves design excellence and represents a signature transit integrated mixed-use development. The connections to SkyTrain, bus service, arterial roadways, enhanced pedestrian and cycling routes is achieved as outlined in the Gilmore Station Master Plan. The improved street frontages, open air linkages and public plazas seamlessly engage and connect transit passengers, pedestrians and cyclists to the Gilmore SkyTrain Station, commercial retail and restaurant services, and future office and residential uses on-site. Within Phase I the Gilmore Plaza provides an open air, but weather protected linkage between on-street bus service on Gilmore Avenue and the SkyTrain station, with access to convenience commercial, signature retail, and anchor tenants. The Gilmore plaza is also connected by a grand staircase to second level commercial and retail uses, with opportunities for direct connection to the SkyTrain ticketing level. Movement to the second and third commercial levels is also accommodated by several escalator and elevator banks to ensure universal access and inclusion. The upper commercial levels are characterized by larger format uses with smaller commercial uses at the ground level to engage passersby. The third level allows for more flexible uses including service commercial uses, medical dental offices and institutional uses such as education and training facilities.



Figure #2 – Gilmore Plaza Rendering

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #15-54
2016 November 16 Page 8

Designed to connect plaza spaces on Gilmore Avenue, Lougheed Highway and in future along the new road “Carleton Avenue” are a several pedestrian pathways, including one below the SkyTrain guideway. The landscape concept is thematically inspired by transit maps including coloured bands that direct patrons and visitors to the SkyTrain Station from the various plaza spaces. The three main commercial buildings frame the bounding streets and the SkyTrain station on all sides with no blank façades. Each frontage is treated equally with relation to access, materials and design, resulting in no “back door” to the development. Further supporting this individuality, a progressive and distinct signage concept has been established as part of the Gilmore Station Master Plan, which allows for range of sign forms, types and sizes to inform and engage patrons. A detailed comprehensive sign plan will be submitted, in line with established guidelines prior to Final Adoption.



Figure #3 – SkyTrain Guideway and Lougheed Plaza Rendering

Framing each building is the public realm, which encourages movement to, around, and through the site, making it one of the most open and permeable spaces within the City. Identified within the Gilmore Station Master Plan Rezoning (Rezoning Reference #14-21), and consistent with the enhanced Town Centre public realm standards established through signature developments throughout the City, including the SOLO District, Station Square and Beresford Art Walk redevelopments, a quality urban design treatment has been advanced.

The bounding streets of Lougheed Highway and Gilmore Avenue will be developed with separated bicycle and pedestrian facilities with a double row of street trees, and rainwater gardens. Pavement treatments include cut concrete sidewalks to remove barriers to accessibility. A signature bus shelter is proposed for the multi route bus stop location on Gilmore Avenue that covers the entire sidewalk and bicycle lane with specialized

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #15-54
2016 November 16 Page 9

pavement treatment to raise awareness of multiple transportation modes within this location. The bounding public streets will be the main routes for pedestrians, transit users and cyclists. However, a complementary urban treatment on and through the site encourages destination access and through movement with wide sidewalks and provision for bicycles, street trees, pedestrian lighting and public seating developed to Crime Prevention Through Environmental Design (CPTED) standards.



Figure #4 – Lougheed Highway Rendering

With the exception of a select number of surface parallel parking spaces along the Carleton Avenue, all required parking is below ground accessed by way of discreet ramps on Gilmore Avenue, Dawson Street and Carleton Avenue. Together, the access and public realm proposals sought through this application will equally engage all modes of transportation, promoting pedestrianism, cycling and transit usage first and responds to anticipated vehicle traffic.

The subject proposal comprehensively embodies the goals and ideals of Burnaby's Official Community Plan, Brentwood Town Centre Development Plan and the Gilmore Station Master Plan, to strengthen the surrounding community, promote exceptional urban design, encourage sustainable development, contribute to a creative city, establish a transit oriented development and create a diverse and inclusive community. With these goals as a foundation, the realization of this development reinforces Burnaby as a destination for employment, residential livability and continued investment.

5.0 REZONING REQUIREMENTS

5.1 All necessary services to serve the site, including future residential towers above will be obtained through the subject rezoning application. As such, the Director Engineering will

be requested to provide an estimate for any necessary services required to serve the site, including, but not necessarily limited to:

- construction of Gilmore Avenue to its final standard with curb and gutter, separated bicycle and pedestrian facilities along the northern frontage of the site, combined pedestrian and cycling facilities along the southern “plaza” frontage of the site, street trees, rain gardens, street lighting and pedestrian lighting across the development frontage;
- design and construction of a custom bus shelter along Gilmore Avenue;
- construction of Lougheed Highway to its final standard with curb and gutter, separated bicycle and pedestrian facilities, street trees, rain gardens, street lighting and pedestrian lighting across the development frontage and to the centre median;
- construction of a new road linkage (statutory right-of-way) connecting Lougheed Highway and Dawson Street through the site complete with separated sidewalks, specialized paving, bicycle provision, public seating, street trees, pedestrian lighting and street lighting;
- construction of a new intersection of Carleton Avenue and Lougheed Highway complete with reconstructed median, left turn lanes and traffic signals. Where possible, median landscaping and lighting will be pursued; and,
- construction of public plazas and pedestrian linkages (statutory right-of-way) complete with specialized paving, ornamental landscaping, public seating, pedestrian lighting art.

5.2 All necessary dedications from Lougheed Highway, Gilmore Avenue and Dawson Street related to the Gilmore Station development will be obtained as part of subject rezoning (Rezoning Reference #14-21). A 7.0m to 9.1m dedication is required from Lougheed Highway and a 1.2m to 3.0m dedication is required from Dawson Street with a total approximate area of 1,862.60 m² (30,789 sq.ft.) subject to detailed survey.

5.3 The consolidation of the proposed development site includes the closure of the Totem Court right-of-way, which measures approximately 2,833.9 m² (19,661 sq.ft.), subject to detailed survey, which will be achieved through a Highway Closure Bylaw (see *attached* Sketch #1). Given the Lougheed Highway and Dawson Street dedications from the site, exceeds the road closure area, the road right-of-way will be transferred to the applicant at no cost, with the exception of the necessary Property Transfer Tax requirements. The Highway Closure Bylaw would be advanced through four readings of Council and will be advertised for a period of four weeks in line with Local Government Act requirements.

5.4 The Gilmore Station Master Plan Traffic Impact Analysis (Rezoning Reference #14-21) has established an appropriate parking standard of 1 spaces per 46 m² (495.16 sq.ft.) of gross floor area for all office, retail and restaurant uses. As this is consistent with the Zoning Bylaw Parking requirement for general retail and office uses it is considered appropriate given the site’s prime location adjacent SkyTrain. The applicant may increase the commercial parking provision to meet the specific needs of commercial

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #15-54
2016 November 16 Page 11

tenants, however any excess commercial parking may be made available for residential uses in future where appropriate. Residential parking related to the proposed high-rise apartment components of the site will meet the Zoning Bylaw requirement for 's' category sites at 1.1 spaces per unit be detailed as part of a future report to Council under Rezoning References #12-45 and #12-46.

- 5.5 As a requirement of the master plan rezoning, the applicant submitted a master traffic and transportation analysis for the entire 12.25 acre site. Staff reviewed the master transportation impact study and concurred with its general findings that with the proposed Transportation Demand Management (TDM) measures, site access improvements, transit access improvements, street and public realm upgrades, pedestrian and cycling facilities, adjacent intersection improvements, and area wide network improvements, will serve to appropriately support desired movements by all modes within this developing Town Centre. As a requirement of the master plan, comprehensive site specific traffic and transportation analysis is required. As such, a detailed traffic and transportation study analysis has been submitted for Phase I, in which it is noted that the proposed access, road and intersection improvements to be completed along Lougheed Highway and Gilmore Avenue as part of the necessary site servicing, concomitant with the required on-site Transportation Demand Management (TDM) measures, will mitigate traffic generated by the proposed development. Most notably, the addition of a new road connection between Lougheed Highway and Dawson Street (Carleton Avenue), as well as improved transit access to the Gilmore SkyTrain station through the provision of new bicycle and pedestrian facilities will aid substantially in providing greater transportation options to residents, employees and patrons destined to the site.
- 5.6 Given the commercial only nature of the proposal, amenity density bonus provisions will not be obtained as part of the subject rezoning application. The Phase I residential applications under Rezoning References #15-55, #15-56 and #15-57 are intended to utilize the supplemental amenity density bonus provision indicated within the Zoning Bylaw. Amenity bonus values would be negotiated through the Public Safety and Community Services - Lands Division and advanced to Council for approval prior to Third Reading of the Phase I residential rezonings.
- 5.7 Any necessary easements, covenants and statutory rights-of-way for the site are to be provided, including, but not necessarily limited to:
- Section 219 Covenant 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 (Density Allocation) ensuring that the density of development of individual parcels, 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 that all subdivided lots throughout entire site function under a single site concept for BC Building Code Compliance purposes;
- Section 219 Covenant ensuring commercial entrances on Lougheed Highway and Gilmore Avenue remain open and operable;
- Section 219 Covenant restricting commercial/retail uses on Lougheed Highway and Gilmore Avenue from having obscured fenestration;
- Section 219 Covenant assuring the provision and continuing maintenance of end-of-trip facilities for cyclists and bicycle storage rooms;
- Section 219 Covenant guaranteeing the provision and maintenance of identified public plazas, walkways and internal roadways;
- Section 219 Covenant guaranteeing the provision and ongoing maintenance of stormwater management facilities;
- Section 219 Covenant ensuring the provision of handicap accessible parking stalls in the underground parking areas;
- Statutory right-of-way for unrestricted public access to plazas and connecting pedestrian linkages;
- Statutory right-of-way for unrestricted public access to the roadway connection between Lougheed Highway and Dawson Street; and,
- Easement between lots to ensure access to common parking, driveways, pedestrian walkways, exit stairs, elevators, loading facilities, storage and for common utilities.

- 5.8 A suitable engineered design to the approval of the Director Engineering will be required for the on-site stormwater management system as well as a Section 219 Covenant to guarantee its provision and continuing operation. The deposit of sufficient monies to guarantee the provision of the stormwater drainage and landscape features will be required.
- 5.9 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.
- 5.10 The submission of a district energy pre-feasibility study to the approval of the Director Planning and Building is required.
- 5.11 The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments within the Gilmore Station Master Plan.
- 5.12 The submission of a Site Profile and resolution of any arising conditions is required.
- 5.13 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.

To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #15-54
 2016 November 16 Page 13

- 5.14 The submission of a detailed commercial loading management plan to the approval of the Director Engineering is required.
- 5.15 Bicycle storage space, surface parking racks and suitable end-of-trip facilities for employees are to be provided for the development.
- 5.16 The submission of a detailed construction management plan with detailed information on intended construction schedule, phasing, material delivery and staging, proposed lane or sidewalk closures and contractor parking provisions.
- 5.17 GVS&DD Sewerage Charge of \$0.443 per sq.ft.

6.0 DEVELOPMENT PROPOSAL

6.1 Site Area

Total Gross Site Area	-	50,611.80 m ² (544,781 sq.ft.)
Total Dedication Area	-	2,860.40 m ² (30,789 sq.ft.)
Road Closure Area	-	1,826.60 m ² (19,661 sq.ft.)
Total Net Site Area	-	49,578.00 m ² (533,653 sq.ft.)
Phase I Site Area	-	20,866.00 m ² (224,600 sq.ft.) (Subject to detailed survey)

6.2 Density

Permitted Commercial F.A.R. (Total Site)	-	6.0 F.A.R.
Proposed Commercial F.A.R. (Phase I)	-	1.21 FAR
Proposed Commercial G.F.A (Phase I)	-	27,095.36 m ² (291,652 sq.ft.)
Site Coverage Total:	-	20%
Site Coverage Phase I:	-	46%

6.3 Height (all above grade)

Phase I Commercial	-	3 storeys
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6.4 Parking

Vehicle Parking		<u>Required</u>	<u>Provided Spaces</u>
Phase I (1 spaces/46m ² of Gross Floor Area)	-	589	909

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #15-54
2016 November 16 Page 14

Loading

Phase I Loading - 8 12

Bicycle Parking Required Provided Spaces
10% of required commercial parking

Phase I - 56 56

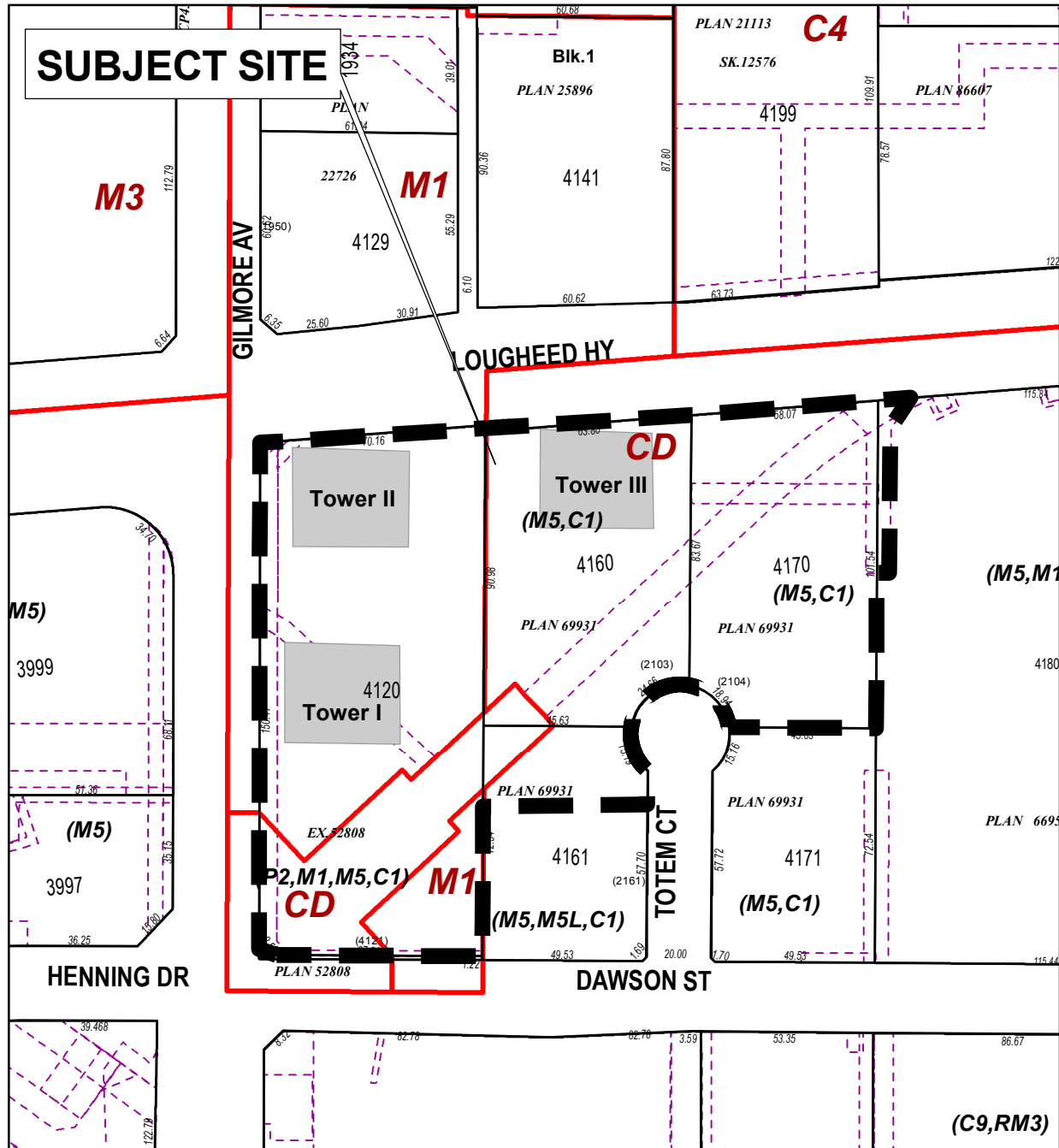
Commercial End of Trip Facilities - Commercial end-of-trip facilities for cyclists containing washrooms, change facilities, showers and lockers for employees



Lou Pelletier, Director
PLANNING AND BUILDING

JBS:spf
Attachments

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



PLANNING & BUILDING DEPARTMENT




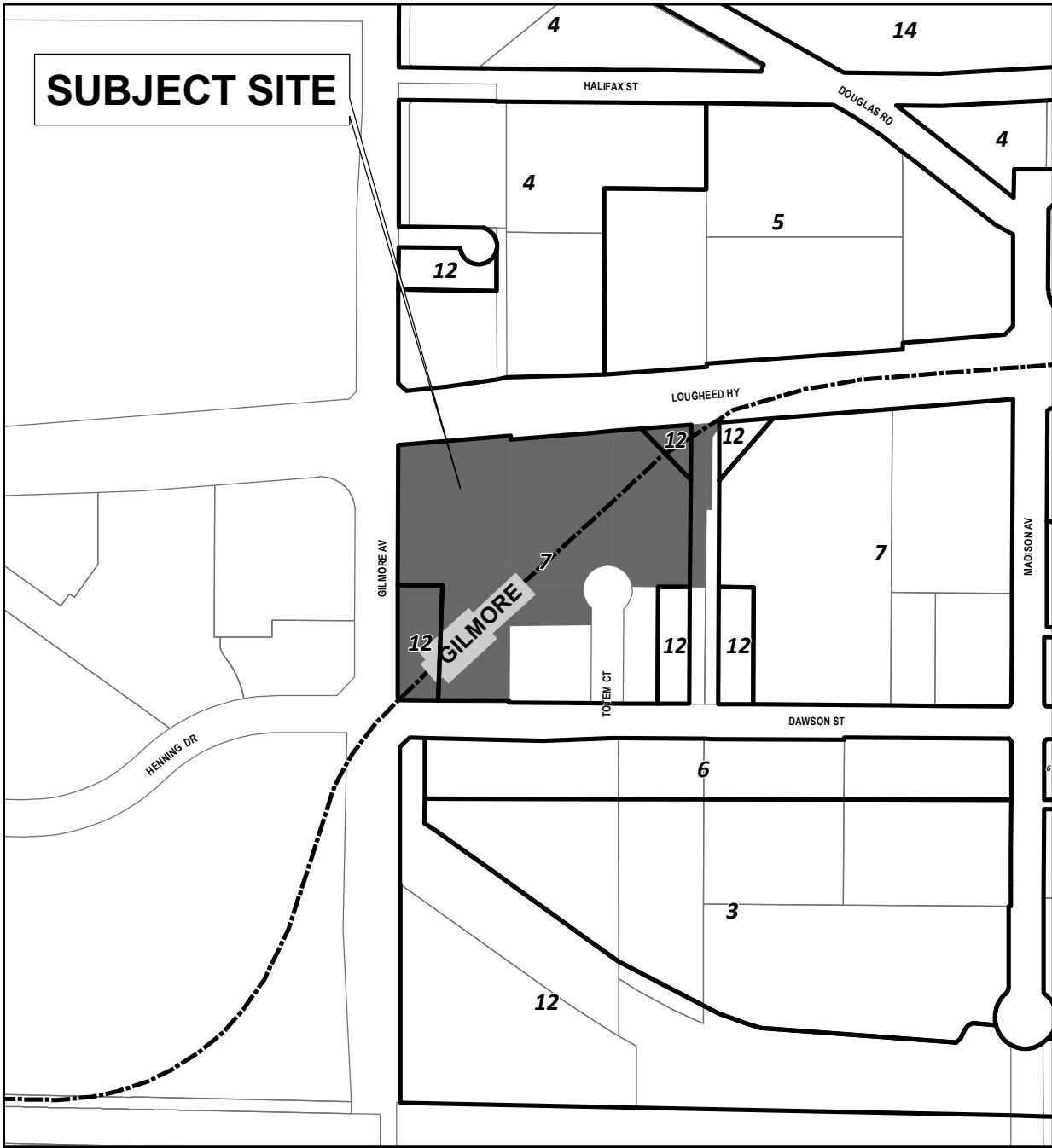
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REZONING REFERENCE #15-54
4120, 4160, 4170 AND PORTION OF 4180 LOUGHEED HIGHWAY
PORTION OF 4161 DAWSON STREET

 Subject Site



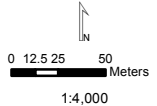
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|---|--|
| 3 Medium Density Multiple Family Residential | 8 Medium or High Density Multi Family Residential |
| 4 High Density Multiple Family Residential | 10 Institutional |
| 5 Commercial | 11 Business Centre |
| 6 Medium Density Mixed Use | 12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

Brentwood Succession (RM4s)



Planning and Building Dept

Brentwood Plan



SCHEDULE A
REZONING 15-54

ADDRESS	LEGAL DESCRIPTION	PID
4120 Lougheed Hwy.	Block 8 Except: Firstly: Parcel A (Reference Plan 11251); Secondly: Part By-Law Plan 52808; Thirdly: Part Now Road On Statutory Right Of Way Plan 4957; DL 119, Group 1, NWD Plan 206	003-206-840
4160 Lougheed Hwy.	Lot D, DL 119, Group 1, NWD Plan 69931	001-942-361
Portion of 4170 Lougheed Hwy.	Lot C, DL 119, Group 1, NWD Plan 69931	001-942-352
Portion of 4180 Lougheed Hwy.	Lot A, DLs 30 & 95, Group 1, NWD Plan EPP41731	029-728-088
4161 Dawson St.	Lot B, DL 119, Group 1, NWD Plan 69931	001-942-344