



Item
Meeting 2017 October 30

COUNCIL REPORT

TO: CITY MANAGER 2017 October 25

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #13-07
Conceptual Master Plan and Phase I
Sears Metrotown
Metrotown Downtown Plan

ADDRESS: 4750 Kingsway (see *attached* Sketches #1, #2)

LEGAL: Lot A, District Lot's 32, 152 & 153, Group 1, NWD Plan 80588

FROM: CD Comprehensive Development District (based on C3 General Commercial District)

TO: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District, C3 General Commercial District and "Metrotown Sears Site Master Plan and Phase I" prepared by IBI Group.

APPLICANT: Concord Kingsway Project GP Ltd.
900 – 1095 West Pender Street
Vancouver, B.C. V6E 2M6
(Attention: Matthew Meehan)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2017 November 28.

RECOMMENDATIONS:

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2017 November 06, and to a Public Hearing on 2017 November 28 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

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-07
2017 October 25

Page 2

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, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d. The utilization of an amenity bonus in accordance with Section 6.3 of this report.
- e. The dedication of any rights-of-way deemed requisite.
- f. The granting of any necessary covenants, including, but not necessarily limited to, Section 219 Covenants:
 - allocating development densities on the overall site;
 - guaranteeing provision and maintenance of public art;
 - guaranteeing the provision of a Master Site Stormwater Management Plan and continued operation and maintenance of Phase I stormwater management facilities;
 - ensuring compliance with the approved acoustical study;
 - ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
 - ensuring the provision and ongoing maintenance of EV cars and EV plug-in stations;
 - for the provision and ongoing maintenance of on-site car share vehicles and parking stalls;
 - ensuring the provision and ongoing maintenance of end of trip facilities;
 - ensuring that the site can be used safely in accordance with the approved geotechnical report, and that the project does not draw down the water table;
 - restricting enclosure of balconies; and,
 - indicating that project surface driveway access will not be restricted by gates.
- g. The granting of any necessary statutory rights-of-way and easements, including, but not necessarily limited to those:
 - guaranteeing public access to the proposed private roads, plazas and walkways, and

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-07
2017 October 25Page 3

- guaranteeing reciprocal access to and from adjacent properties at 4700, 4800 Kingsway and 6411 Nelson Avenue.
- h. The submission of a Site Profile and resolution of any arising requirements.
- i. The review of a detailed Sediment Control System by the Director Engineering.
- j. The submission of a Master Conceptual Stormwater Management Plan and suitable on-site stormwater management system for Phase I to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- k. The submission of a Master Servicing and Phasing Plan.
- l. The submission of a Construction Management and Access Plan.
- m. The submission of a District Energy Pre-feasibility study.
- n. The submission of a suitable Solid Waste and Recycling plan to the approval of the Director Engineering.
- o. The design and provision of units adaptable to persons with disabilities with allocated handicap parking spaces protected by a Section 219 Covenant.
- p. The provision of 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.
- q. Compliance with the guidelines for underground parking for residential visitors and commercial patrons.
- r. The review of on-site residential and commercial loading facilities by the Director Engineering.
- s. The submission of an acoustic study to ensure compliance with the Council-adopted sound criteria.
- t. The undergrounding of existing overhead wiring abutting the site.
- u. The deposit of the applicable Parkland Acquisition Charge.
- v. The deposit of the applicable GVS & DD Sewerage Charge.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-07
2017 October 25Page 4

- w. The deposit of the applicable School Site Acquisition Charge.
- x. The deposit of the Metrotown Grade Separated Pedestrian Linkage Charge
- y. The deposit of the Metrotown Public Open Space 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.

REPORT

1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to establish a Conceptual Master Plan, Design Guidelines and a detailed first phase of development for the subject site, which would provide for specific development rights for the initial phase; and guide further site specific rezoning applications for the development of a multi-phased high-rise mixed-use residential and commercial development.

2.0 BACKGROUND

- 2.1 On 2013 May 27, Council received the report of the Planning and Building Department regarding the rezoning of the subject site and authorized the Department to work with the applicant toward the preparation of a suitable plan of development with the understanding that a further and more detailed report would be submitted at a later date.
- 2.2 The subject site is approximately 3.6 hectares (8.9 acres) in size, with a frontage along Kingsway of approximately 320.84 m (1,053 ft.). The site currently accommodates a single building occupied by a Sears department store, a Toys "R" Us store and a Concord Pacific sales/presentation centre. The building connects to the Metropolis at Metrotown shopping centre at 4700 Kingsway.

The site is bound by Kingsway to the north, the Metropolis at Metrotown Shopping Centre to the south and west, and Nelson Avenue to the east. To the north of the site, across Kingsway, are a number of mixed-use multiple-family high-rise developments constructed between 1998 and 2009. To the east across Nelson Avenue is the 500 Kingsway Plaza development. Existing vehicular accesses to the site are via Kingsway and Nelson Avenue.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-07
2017 October 25

- 2.3 Under the Council adopted Metrotown Downtown Plan, the subject site is designated for mixed-use multiple-family and commercial redevelopment, consistent with the RM5s Multiple-Family District and C3 General Commercial District as Guidelines (see Sketch #2 *attached*). New road, pedestrian and cycling connections are identified for the site within the plan, including an extension of McMurray Avenue, McKercher Avenue and the addition of two new internal roadways one connecting McMurray Avenue and Nelson Avenue, and one, in future, connecting to Assembly Way within the Station Square Development. The plan also identifies the site to be developed with open space plaza areas and a significant gateway feature into the Metro Downtown Neighbourhood at Nelson Avenue and Kingsway.

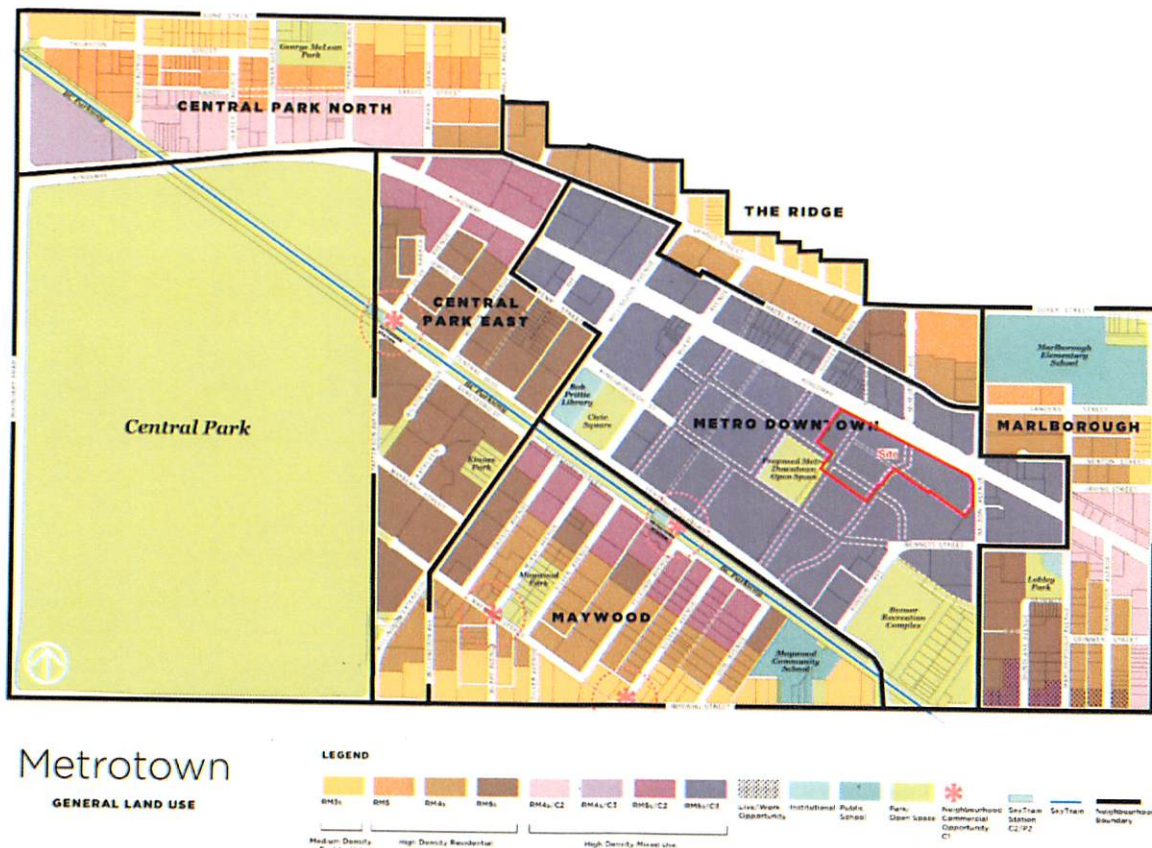


Figure #1 – Metrotown Plan

3.0 PROPOSED DEVELOPMENT CONCEPT

3.1 Vision

As part of the planning approach to the Sears Metrotown site, a preliminary vision has been established to guide the more detailed design work related to the site's future redevelopment. The vision takes its inspiration from its physical location in Burnaby's emerging Downtown. As

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-07
2017 October 25Page 6

a juxtaposition of the existing rectilinear street walls and orthogonal tower forms, the built form is to be comprised of two distinct yet integrated elements, the commercial podiums and the residential towers, which are arranged in a gentle curve along Kingsway. The tower heights and tops themselves also curve to create a holistic skyline. As a master planned site, a complete thematic architectural and landscape vision for all buildings and open spaces is proposed, setting the tone as the first downtown redevelopment in line with the recently adopted Metrotown Downtown Plan.

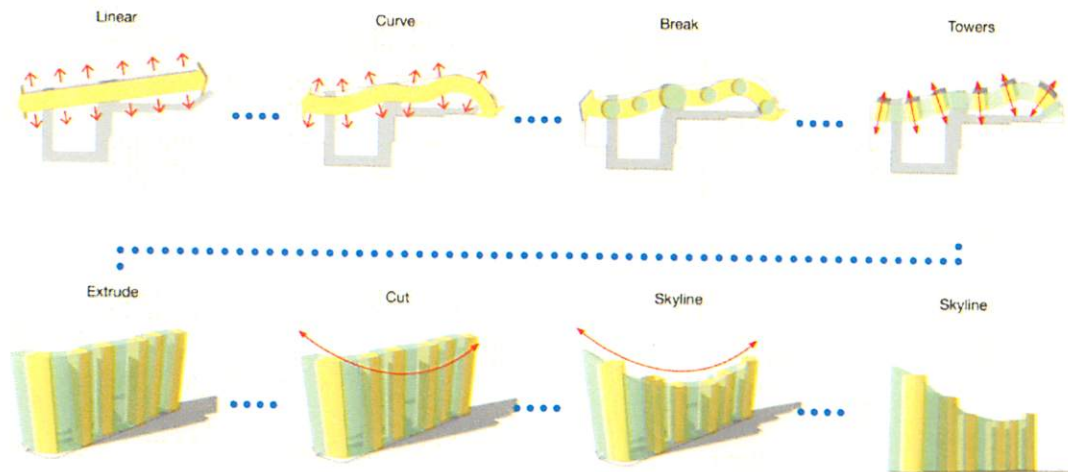


Figure #2 – Architectural Character

3.2 Scope of Rezoning

As noted earlier, the applicant is seeking approval of a Conceptual Master Plan for the Sears Metrotown site that will inform future detailed rezoning applications, and a detailed Phase I, comprised of a single commercial and amenity podium with three residential high-rise buildings above, located at the northeast corner of the site fronting Kingsway, between McMurray Avenue and Nelson Avenue. The proposed Master Plan establishes general built form, maximum building heights, development densities, permitted uses, public open space components, traffic and transportation requirements, necessary site servicing, and a proposed subdivision and phasing pattern. The vision for the site is for a pedestrian-oriented, transit-connected community that reflects the strong urban design principles and an urban form unique in the City. The Sears Metrotown site is envisioned to be fully integrated with the surrounding Metro Downtown neighbourhood and the broader Town Centre through the creation of new vehicle, pedestrian and cycling connections to existing streets to the north including McMurray and McKercher Avenues, as well facilitating new future connections to the south and west through the Metropolis at Metrotown site and Station Square.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-07
2017 October 25Page 7

4.0 PHASES OF DEVELOPMENT

Each phase would be developed with a common architectural and landscape vernacular, helping to create a cohesive identity for the site as a whole, while relating to proximal and future development to the south and west. Although the development guidelines for each phase area are defined through the Master Plan, the following section provides a brief overview of the scope and intent for each phase.

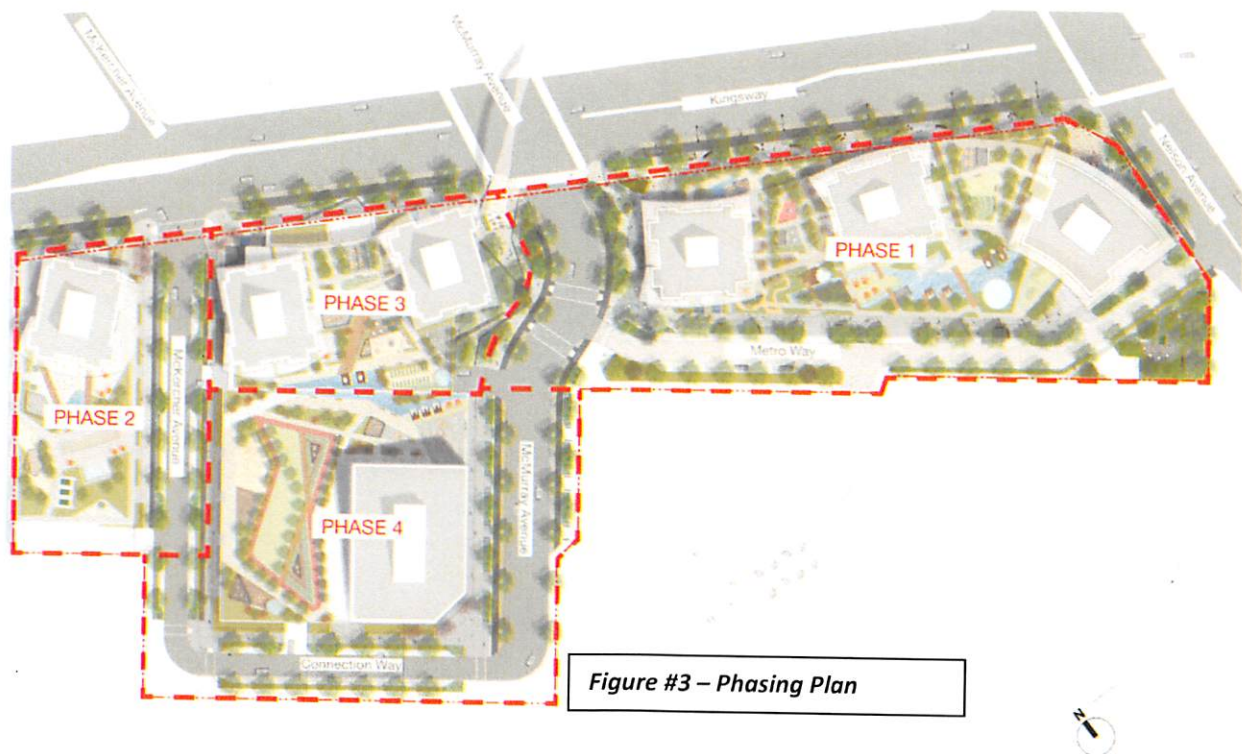


Figure #3 – Phasing Plan

As shown in Figure #3 above, the conceptual master plan is divided into four separate phases:

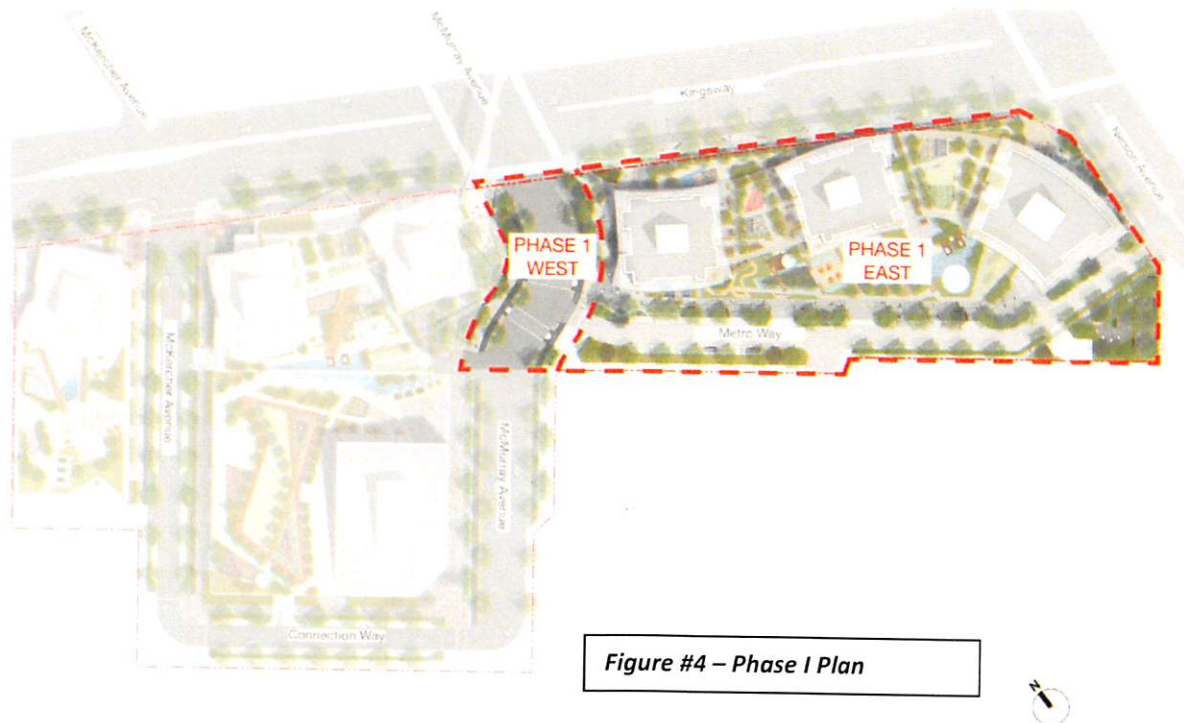
- Phase I – Nelson Avenue to McMurray Avenue
- Phase II – McKercher Avenue East
- Phase III – McMurray Avenue to McKercher Avenue
- Phase IV – Sears Redevelopment

4.1 Phase I – Nelson Avenue to McMurray Avenue

Phase I is intended to set the tone for the overall development by creating a strong visual and physical character for the site, framing Kingsway with a continuous street wall between Nelson Avenue and the McMurray Avenue. This is meant to signify the dramatic shift from the prevailing car oriented department store with its primary vehicle parking at surface - fulfilling Kingsway's vision as a 'Great Urban Street' - with individual storefronts and residential lobbies prominently placed with minimal setbacks to the public realm. The goal is to create a sense of

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-07
2017 October 25Page 8

place along Kingsway, by creating a pedestrian environment and urban built form that supports the vibrant characteristics of a downtown area.

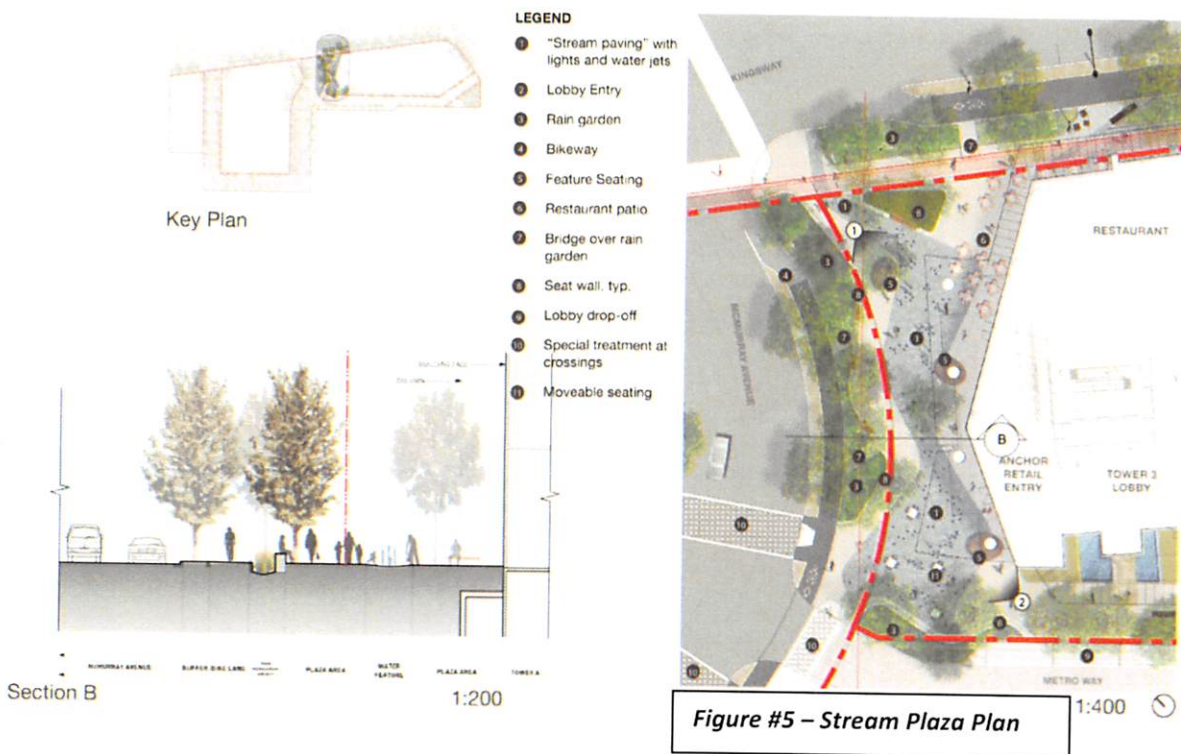


The Phase I site, as shown in Figure #4, is bound by Kingsway to the north, Nelson Avenue to the east, a new dedicated McMurray Avenue to the west and a new statutory right-of-way road “Metro Way” to the south. The site comprises a singular podium element that frames the adjacent streets, by way of two high volume commercial levels and one level of amenity, including a potential commercial gym facility available to residents. Above the commercial and amenity podium are three residential high-rise buildings ranging in height of between 35 – 65 storeys, with the signature and tallest tower situated at the corner of Nelson Avenue and Kingsway. Although there is a consistent thematic design of the buildings within the development along Kingsway, including the curved facades and graphic elements along the balcony glass, the signature tower is elevated in its materials and design in order to bookend the Metro Downtown Neighbourhood with the signature tower proposed at the corner of Kingsway and McKay within the Station Square development.

To replace the existing plaza at the corner of Nelson Avenue and Kingsway, three new open space and plaza elements are proposed within Phase I. The open space elements across the site and within Phase I, draw from the inspiration of Kingsway being the headwaters of several watersheds. The first open space, as shown in Figure #5, is the Stream Plaza at the southeast corner of McMurray Avenue and Kingsway, which is to be mirrored on the west side of McMurray Avenue by the Mountain Plaza within Phase III, together these open space elements

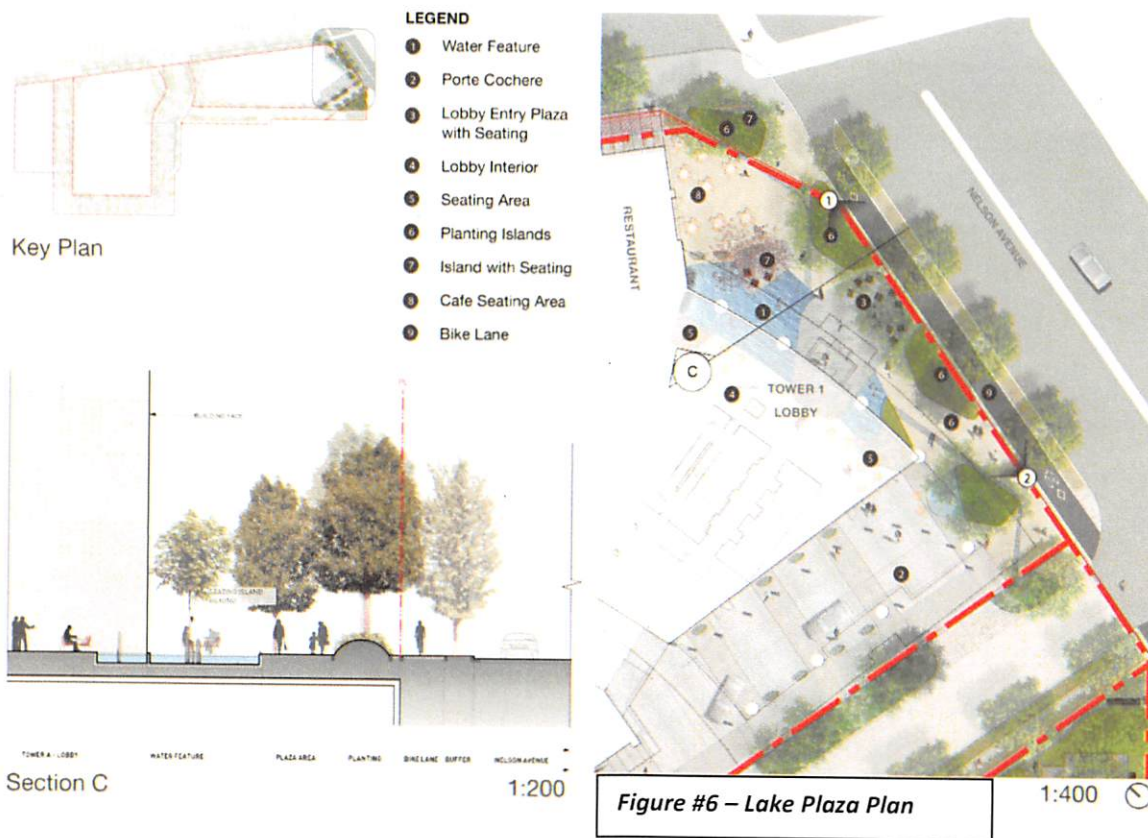
To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #13-07
 2017 October 25Page 9

provide a symbolic gateway into the site. The Stream Plaza within this first phase accommodates opportunities for water play, accessible seating areas (City Rooms) and areas for outdoor restaurant and cafe patios.



The second open space plaza element, as shown in Figure #6, is the Lake Plaza located at the southwest corner of Nelson Avenue and Kingsway. This plaza element supports the dramatic architecture of the signature tower as it is located within a 40ft. high space, providing a semi covered area with water that flows below the tower. The volume continues within the tower lobby with the water feature separated from the public realm by way of a dramatic glass wall. In contrast to the Stream Plaza, which has a commercial orientation, the Lake Plaza is non-commercial allowing people a respite from the active streetscapes surrounding the plaza. However, like the Stream Plaza, the Lake Plaza is universally accessible, providing people with mobility constraints with a comfortable place to interact and socialize with friends and family.

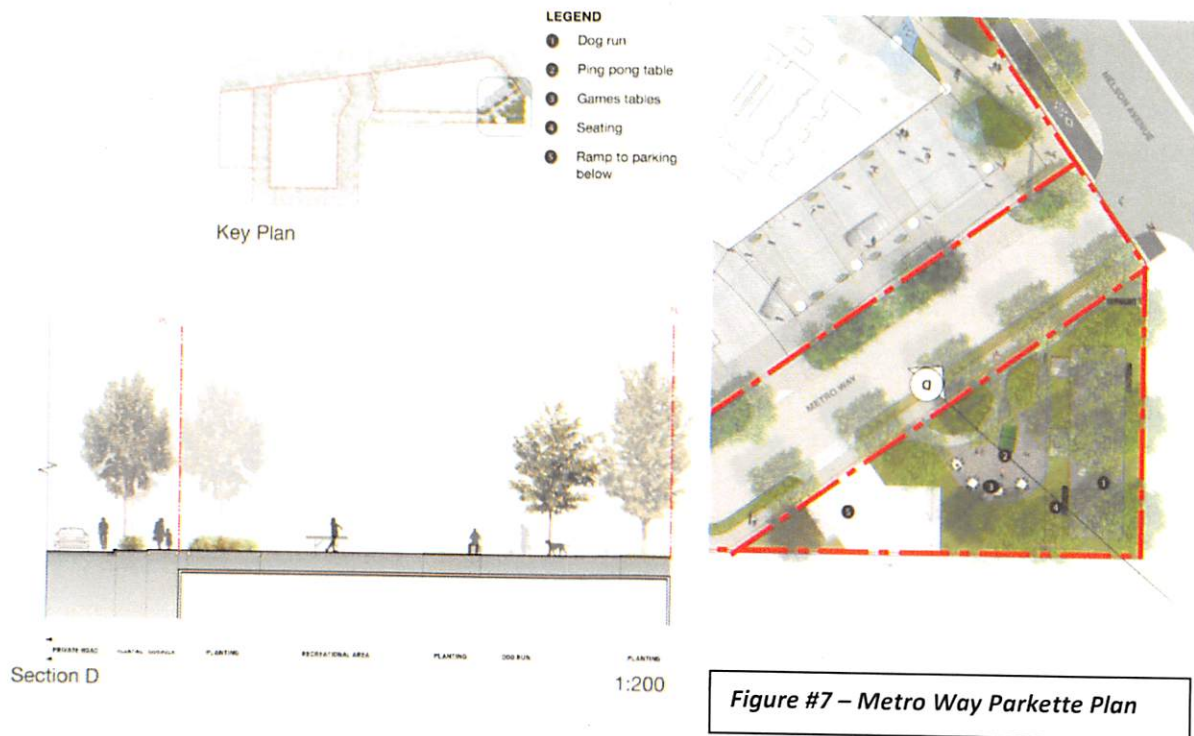
To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #13-07
 2017 October 25 Page 10



The third open space element within Phase I, as shown in Figure #7, is the Metro Way Parkette located at the southwest corner of Nelson Avenue and Metro Way. This open space is softer in its landscape palette than the other open spaces proposed on site. The parkette provides an opportunity for an enclosed dog walking area, an extensively landscaped seating area, and an outdoor games area for activities such as table tennis, chess or bocce.

This parkette has the opportunity for expansion on to the site to the south. As such, the statutory right-of-way over this parkette will remain flexible in its programming and construction, to be more fully informed by the future development to the south. Together, the open space elements proposed within Phase I, provides a well-rounded mix of commercial, leisure and passive recreation opportunities for residents and patrons of the Metro Downtown Neighbourhood.

To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #13-07
 2017 October 25 Page 11



To support the development and open space elements within Phase I, a new network of road connections and frontage improvements is proposed, to increase multi-modal access to and from the site. The first new connection as noted is the extension of McMurray Avenue into the site. McMurray Avenue is to be dedicated City road, and is to be designated as a major collector primary, providing two travel lanes in each direction, separated bicycle and pedestrian facilities and extensive rain gardens. Access to Phase I will not be permitted directly from McMurray Avenue. The second new connection is Metro Way, which will be a privately maintained public road, protected by Statutory Right-of-way. Metro Way will be designed to accommodate two travel lanes with parking and loading on either side. Access to the underground parking for Phase I will be via Metro Way, as well as provision of a new surface and underground access to the Metropolis at Metrotown. As indicated in Figure #3, Phase I is segmented into two parts, East and West. This is to enable the existing underground parking portal off Kingsway at McMurray Avenue to remain during construction of Phase I, and to subsequently be replaced post occupancy. In addition to new road connections, improvements to the frontages along Kingsway and Nelson will also be required. Kingsway will be improved to the Town Centre Arterial Road standard with separated bicycle and pedestrian facilities and extensive rain gardens. In line with the watershed theme of the on-site open space, the orientation of the rain gardens have been proposed in a more naturalized configuration, resulting in a meandering sidewalk that brings greater interest to the streetscape. While meeting the required dimensions for City sidewalks, this concept provides opportunities for widened pedestrian areas corresponding with building setbacks on-site, increasing opportunities for public seating. This concept is extended around Nelson Avenue, where the sidewalk is integrated into the Lake Plaza. Along both frontages, the vehicle lanes, curb line and cycle track remain linear.

4.2 Phase II – McKercher Avenue East

Phase II located from McKercher Avenue east, as shown in Figure #8, is a continuation of the theme established in Phase I. The smallest of the four phases, Phase II proposes a narrower, but deeper podium element that frames Kingsway and McKercher, by way of two high volume commercial levels and one level of amenity. Above the commercial and amenity podium is a single residential high-rise building ranging in height of between 40-55 storeys. This is the second tallest tower on the site, emphasizing the overall curvature of the tower heights.

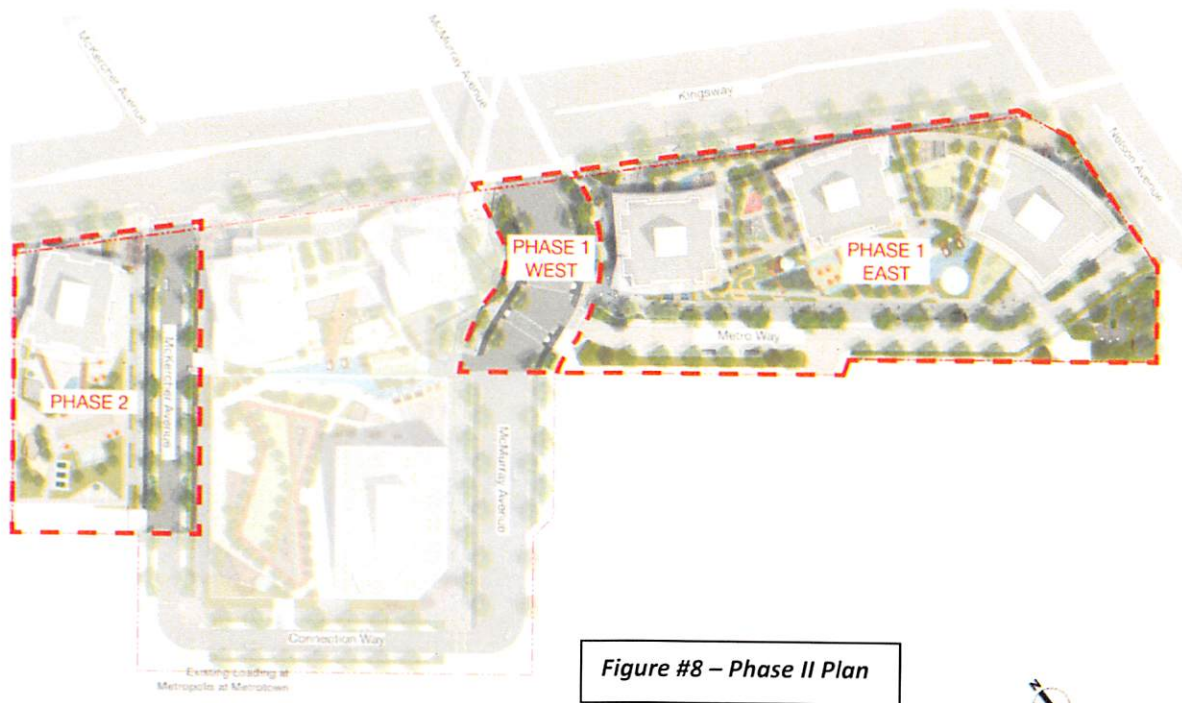


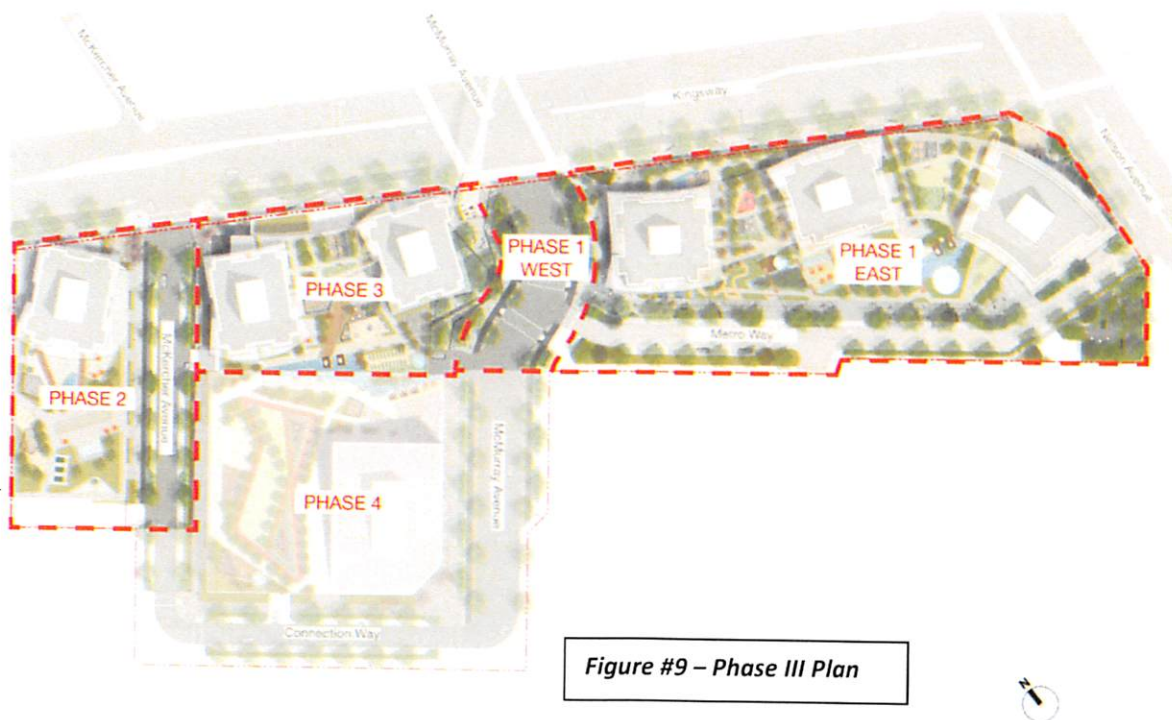
Figure #8 – Phase II Plan

To support the development, and to provide a new connection to the south, an extension of McKercher Avenue is proposed. McKercher Avenue is to be designated as a local collector, providing two travel lanes in each direction with an opportunity for on-street parking, separated bicycle and pedestrian facilities and curb side rain gardens are proposed. Access to Phase II is proposed via a driveway off McKercher Avenue. As with Phase I, Kingsway will be improved through this phase of development to its final Town Centre Standard – Arterial Road, with separated cycling and pedestrian facilities, and continuing the concept for the more naturalized rain garden configuration.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-07
2017 October 25 Page 13

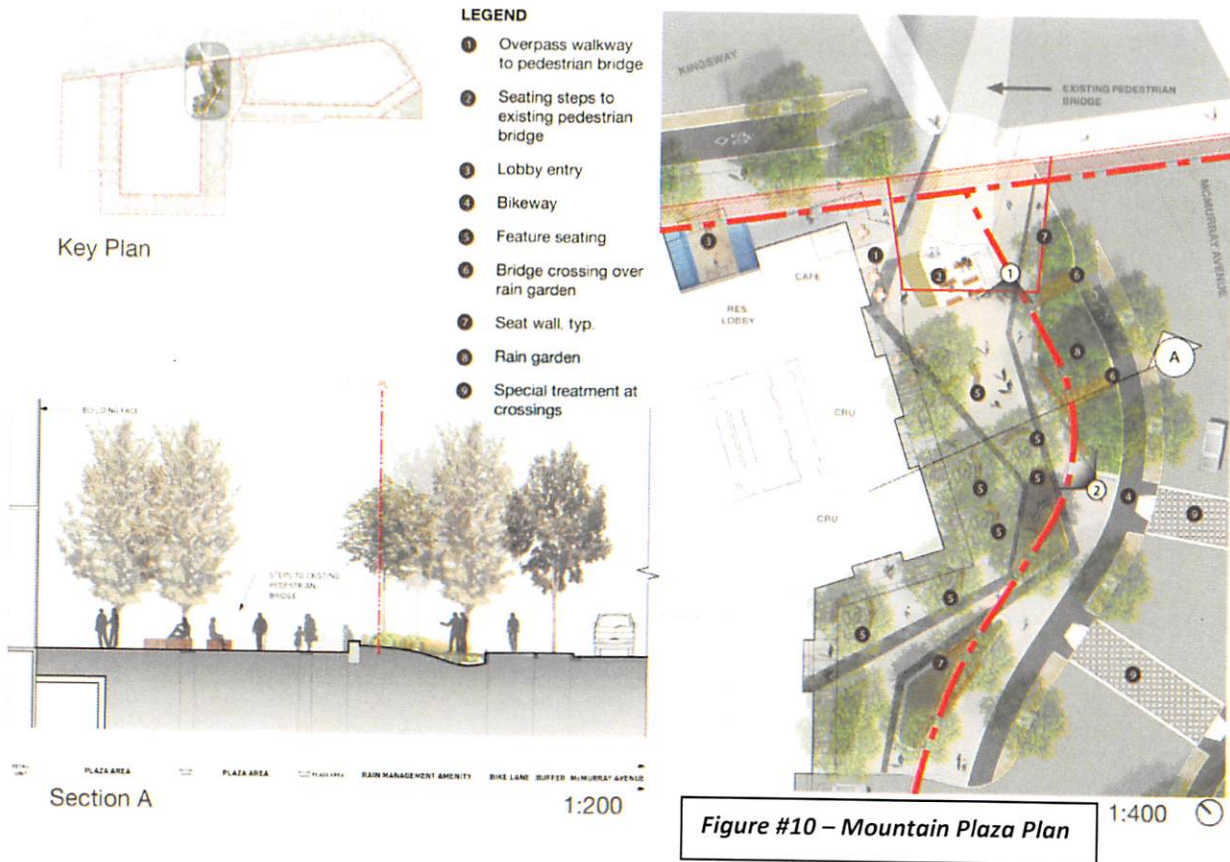
4.3 Phase III – McMurray Avenue to McKercher Avenue

Phase III located between McMurray Avenue and McKercher Avenue, as shown in Figure #9, will be a continuation of the theme established in Phases I and II. Phase III continues the proposed two high volume commercial levels and one level of amenity, with the opportunity for a key anchor retailer to be take both levels of retail. Above the commercial and amenity podium are proposed a two residential high-rise building ranging in height of between 20-45 storeys. These two towers, along with the third tower within Phase I on the east side of McMurray Avenue, represent the bottom of the U in the skyline across the site, but are just as expressive as the other towers proposed for the site. One of the key elements of all buildings on the site, in addition to the curvature along Kingsway is the orientation and curvature of the tower tops. This is a key design guideline in the Metrotown Downtown Plan and has been well represented in the design concept for the Sears Metrotown Site.



As noted in the Phase I section above, Phase II will accommodate the Mountain Plaza on the west side of McMurray Avenue, as shown in Figure #10, which as noted mirrors the Stream Plaza on the east side of McMurray Avenue. The Mountain Plaza like the Stream Plaza accommodates accessible seating areas (City Rooms) and areas for outdoor restaurant and cafe patios. However, what is unique about the Mountain Plaza is its connection to the Kingsway overpass. A new terraced staircase and seating area is proposed leading up to the overpass, as well as a public elevator connection. Views to the North Shore Mountains from the staircase and bridge are the inspiration behind the Mountain Plaza.

To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #13-07
 2017 October 25 Page 14



As with Phase I and Phase II, Kingsway will be improved through this phase of development to its final Town Centre Standard – Arterial Road, with separated cycling and pedestrian facilities, and continuing the concept for the more naturalized rain garden configuration.

4.4 Phase IV – Sears Redevelopment

Phase IV, as shown on Figure #11, is south of Kingsway internal to the site, and encompasses the existing Sears Metrotown and Toys R Us building. Given existing lease terms for Sears Canada and Toys R Us and an existing operating agreement Ivanhoe Cambridge owner of Metropolis at Metrotown, Phase IV was identified as the last phase of development. However, should lease and operating agreement terms change, Phase IV could be developed at any time. The intended form of development is for a larger anchor retail user on the ground and second level and a single high-rise commercial tower ranging in height between 20 and 30 storeys. Above the retail component is an extensive podium landscaped area which will provide the necessary outdoor amenity area to serve a head office or major hotel user of the tower.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-07
2017 October 25 Page 15

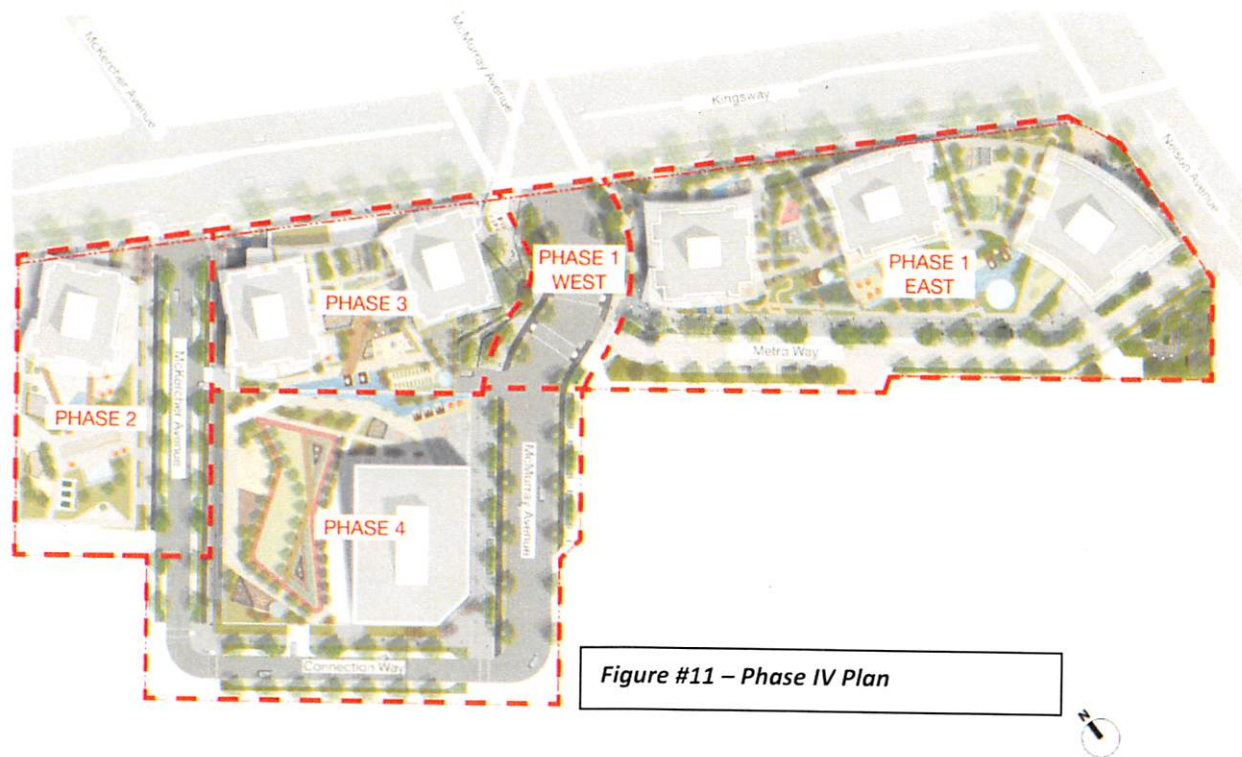
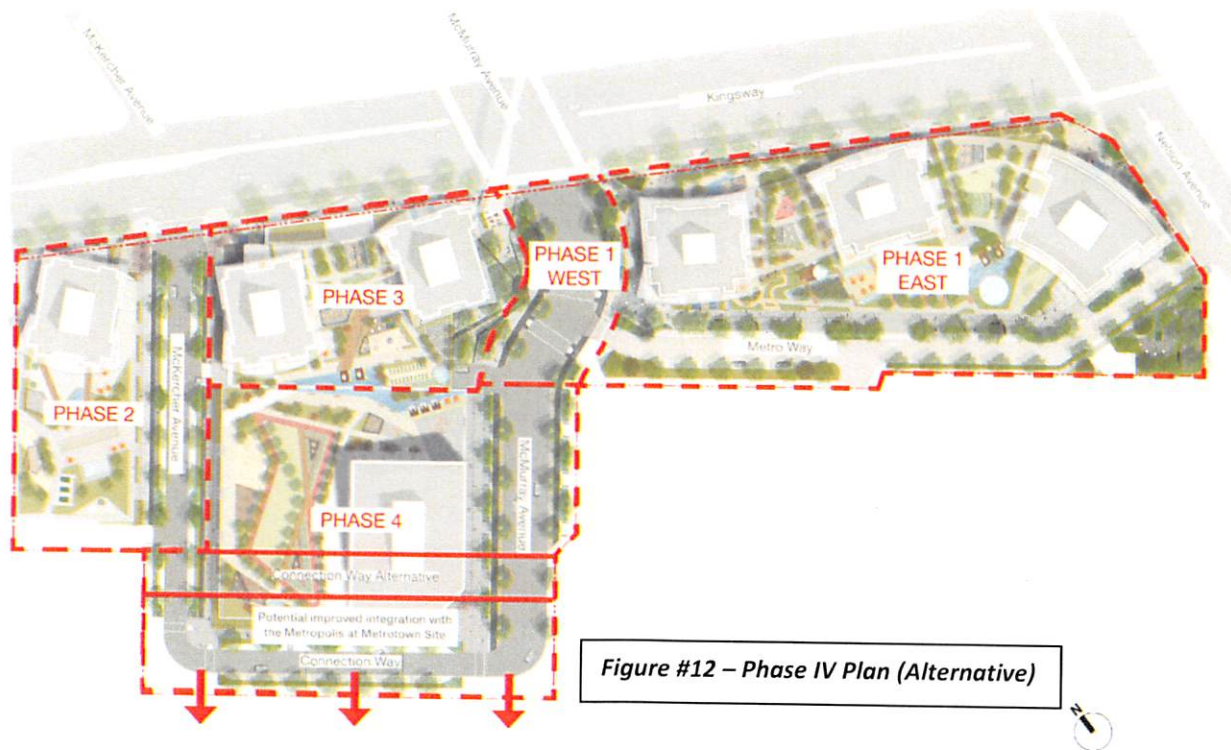


Figure #11 – Phase IV Plan

To support the development of Phase IV, and connections with future development to the south and east, a continuation of new road connections is proposed. In this regard, the extension of McMurray Avenue from Phase I as a dedicated City road, (Major Collector Primary) is proposed as part of Phase IV, complete with two travel lanes in each direction, separated bicycle and pedestrian facilities and extensive rain gardens. As identified in the adopted Metrotown Development Plan, McMurray Avenue is intended, in future, to extend southward from the Sears Metrotown Site through the Metropolis at Metrotown Site to Central Boulevard. The second new connection identified in the Metrotown Downtown Plan, and noted in the Sears Metrotown Master plan as “Connection Way”, is an extension of the constructed Assembly Way originating in the Station Square site. In the interim Connection Way will provide a link between McMurray Avenue and McKercher Avenue, but in the long term will ultimately connect McKay Avenue to Bennett Street. Connection Way would be a privately maintained public road protected by Statutory Right-of-way. Connection Way will be designed to accommodate one travel lane in each direction, with parking and on either side. Access to the underground parking for Phase IV will be via Connection Way.

Connection Way as shown in the Master Plan is located along the south property line, while in the Metrotown Downtown Plan it is indicated north to better align with Assembly Way to the west on the Station Square Site. The purpose for the Master Plan’s alignment is to provide a cohesive phase of development without an orphaned portion of the site south of Connection Way.



However, as noted, Phase IV could be advanced at any time given amendments to lease and operating agreement terms. As such, opportunities to consolidate a portion of Phase IV with the Metropolis at Metrotown Site is available, as shown in Figure #12. Furthermore, a connection between the subject site and the Metropolis at Metrotown Site above the ground level could be explored through a detailed Master Plan for the Metropolis at Metrotown site. In this regard, Figure #12 indicates an alternative alignment for Connection Way should a linkage between the Sears Site and the Metropolis at Metrotown Site be pursued.

4.5 Composite Master Plan

The overall concept for the site is to see its eventual transition from a suburban style auto oriented department store, into a dynamic mixed-use development that is focused on the pedestrian. As the first development in the Metro Downtown Neighbourhood, the site has fulfilled the Metrotown Downtown Plan's intent of creating new vehicular, pedestrian and cycling linkages within the core of the plan. Upon completion, the 9 acre site will accommodate up to 6 high-rise residential apartment towers, the tallest of which being accommodated at the corner of Nelson Avenue and Kingsway, lowering in height toward the mid-point and rising up again at the western edge of the site. The Sears Metrotown Site will be a dramatic addition to Burnaby's skyline and provide the broad range of use, building form and open space elements indicative of a true downtown.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-07
2017 October 25 Page 17

5.0 GENERAL COMMENTS – CONCEPTUAL MASTER PLAN

5.1 Phasing and Servicing

In general terms, the approach is to phase the development of the site into four main components to be developed sequentially, however, with the opportunity for Phase IV able to be advanced at with any other phase fronting Kingsway at any time. Servicing for the site will be advanced with each phase of development.

Phase I involves the development of three high-rise apartment towers above a common commercial and amenity podium and underground parking. Servicing for phase I will include, but not necessarily be limited to:

- construction of Kingsway to its final Town Centre Arterial Standard, with separated pedestrian and cycling facilities, rain gardens, street lighting, pedestrian lighting and amenity features across the phase frontage;
- construction of a portion of McMurray Avenue to its final Town Centre Major Collector standard, with separated pedestrian and cycling facilities, rain gardens, street lighting, pedestrian lighting and amenity features across the phase frontage;
- construction of Nelson Avenue to its final Town Centre Major Collector standard, with separated pedestrian (statutory right-of-way) and cycling facilities, rain gardens, street lighting, pedestrian lighting and amenity features;
- construction of Metro Way (statutory right-of-way) to its final standard with two moving lanes of traffic, street parking and loading, street trees, separated sidewalks, street lighting and pedestrian lighting;
- construction of the River Plaza at McMurray Avenue and Kingsway (statutory right-of-way) to its proposed Master Plan standard;
- construction of the Lake Plaza at Nelson Avenue and Kingsway (statutory right-of-way) to its proposed Master Plan standard;
- construction of the Metro Way Parkette (statutory right-of-way) to its proposed Master Plan standard;
- provision and installation of traffic signal infrastructure required to serve the site; and,
- provision and construction of any City water, sanitary sewer, storm services; and, third party utility services, required to serve the site.

Phase II involves the development of one high-rise apartment tower above a commercial and amenity podium and underground parking. Servicing for Phase II will include, but not necessarily be limited to:

- construction of Kingsway to its final Town Centre Arterial Standard, with separated pedestrian and cycling facilities, rain gardens, street lighting, pedestrian lighting and amenity features across the phase frontage;
- construction of a portion McKercher Avenue to its final Town Centre Local Collector standard, with separated pedestrian and cycling facilities, curbside rain gardens, street lighting, pedestrian lighting across the phase frontage; and,

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-07
2017 October 25Page 18

- provision and construction of all City water, sanitary sewer, storm services; and, third party utility services, required to serve the site.

Phase III involves the development of two high-rise apartment towers above a common commercial and amenity podium and underground parking. Servicing for Phase III will include, but not necessarily be limited to:

- construction of Kingsway to its final Town Centre Arterial Standard, with separated pedestrian and cycling facilities, rain gardens, street lighting, pedestrian lighting and amenity features across the phase frontage;
- construction of the Mountain Plaza at McMurray Avenue and Kingsway (statutory right-of-way) to its proposed Master Plan standard, complete with stair and elevator connection to the existing Kingsway pedestrian overpass;
- provision and construction of all City water, sanitary sewer, storm services; and, third party utility services, required to serve the site.

Phase IV involves the development of one high-rise commercial tower above a common retail podium and underground parking. Servicing for phase IV will include, but not necessarily be limited to:

- construction of the remaining portion of McMurray Avenue to its final Town Centre Major Collector standard, with separated pedestrian and cycling facilities, rain gardens, street lighting, pedestrian lighting and amenity features across the phase frontage;
- construction of the remaining portion of McKercher Avenue to its final Town Centre Local Collector standard, with separated pedestrian and cycling facilities, curbside rain gardens, street lighting, pedestrian lighting across the phase frontage;
- construction of Connection Way (statutory right-of-way) to its final standard with two moving lanes of traffic, street parking, street trees, separated sidewalks, street lighting and pedestrian lighting; and,
- provision and construction of all City water, sanitary sewer, storm services; and, third party utility services, required to serve the site.

It is noted that should Phase IV be combined with any other phase fronting Kingsway, all services required for the combined phase will required

5.2 Site Densities

Site densities are to be determined based on gross site area, based on the Metrotown Downtown Plan Designation of C3 General Commercial District and RM5s Multiple Family Residential District as guidelines. Given the site's Town Centre location, the applicant proposes to utilize the amenity density bonus provisions indicated within the Zoning Bylaw for the RM5s District.

To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #13-07
 2017 October 25Page 19

The following zoning districts and densities shall apply:

	Site Area (sq.ft)	Maximum FAR	Maximum Bonus FAR	Maximum Bonus GFA	Maximum GFA (sq.ft.)
RM5s Multiple-Family Residential District	389,171	5.0	1.6	622,674	1,945,855
C3 Neighbourhood Commercial District	389,171	6.0	N/A	N/A	2,335,026
Total	389,171	11.0	1.6	622,674	4,281,513

Table 1 - Permitted Density Maximum

The overall preliminary residential and commercial gross floor areas proposed by building and phase are as follows:

Phase	Building	Max Base Residential GFA (sq.ft.)	Max Bonus Residential GFA (sq.ft.)	Max Total Residential GFA (sq.ft.)	Proposed Commercial GFA (sq.ft.)
Phase I	Tower 1	415,421	195,492	610,913	95,090
	Tower 2	253,504	109,414	341,918	
	Tower 3	164,528	77,425	241,953	
Phase II	Tower 4	248,246	116,821	365,067	53,426
Phase III	Tower 5	114,493	53,879	168,372	60,001
	Tower 6	147,990	69,643	217,633	
Phase IV	Tower 7	N/A	N/A	N/A	452,217
TOTAL		1,323,182	622,674	1,945,855	660,734

Table 2 - Proposed Density Allocation

A density allocation covenant will guide each phase of development in accordance with Tables 1 and 2, above. It is acknowledged that specific Gross Floor Areas may be amended through Site Specific Rezoning, but will be consistent with the maximum areas noted above. Irrespective of a specific phase or buildings density, the overall residential density for the site will not exceed 5.0 FAR (inclusive of a 1.6 FAR Amenity Bonus), and the overall commercial density for the site will not exceed 6.0 FAR. In order to ensure proportional contribution of amenity bonus, as per the RM5s District, the amenity bonus will be calculated at 68% base and 32% bonus for each building within a phase, assuming the maximum residential density is pursued.

To allow for architectural bulk and massing amendments for each site specific rezoning application, a gross floor area transfer will be permitted of up to 10% between buildings within a phase, and a maximum gross floor area transfer of 10% between phases. However, height maximums outlined in the Conceptual Master Plan would not be affected by the potential transfer of floor area. A density allocation covenant will be required to as part of the subject rezoning application, which will appropriately allocate residential and commercial densities across the site in accordance with the approved Master Plan.

5.3 Subdivision

Currently, the site is comprised of one property and is intended to be subdivided based on phase boundaries. Each phase will be subdivided from the parent parcel as each Comprehensive Development Rezoning application is completed. Within each phase there will be a remainder parcel and one or more airspace parcels. The airspace parcel subdivision boundaries would be determined prior to occupancy of the first residential tower of each phase. A master easement agreement and/or airspace parcel cost sharing agreement will be required to ensure the proportional cost of publicly accessible amenities, roadways and open spaces is appropriately distributed between the commercial and residential components of the site.

5.4 Design Guidelines

In addition to the Conceptual Master Plan for the site, a companion set of Design Guidelines will be provided prior to Third Reading of the Rezoning Amendment Bylaw, establishing architectural, landscape and environmental guidelines for the overall site. The guidelines are required to provide consistency over the multiple phases and the many years it is anticipated to complete the site's redevelopment. Guidelines will be provided for:

- Building Setbacks
- Building Projections
- Building Heights
- Residential Tower Footprints
- Site and Building Grades
- Sidewalk and Pathway Standards
- Pedestrian Thoroughfare Widths
- Park Entry Features
- Commercial Facades
- Landscape Treatment
- Site Lighting
- Universal Accessibility
- Crime Prevention Through Environmental Design

These standards are not intended to restrict the architectural expression of the project as design aesthetics will change over time. It is, however, intended to encourage a language of unifying elements amongst the architecture, landscape architecture, and public realm that will guide individual designs for the site regardless of the designer, owner or applicant in the future.

5.5 Comprehensive Sign Plan

A Comprehensive Sign Plan detailing sign numbers, locations, sizes and attachment details of proposed signage will be required as part of the Conceptual Master Plan and Design Guidelines. Through the Master Plan rezoning, the Comprehensive Sign Plan will allow for variances to the Burnaby Sign Bylaw in regard to the permitted number and types of signage on any given

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-07

2017 October 25 Page 21

frontage. The overall permitted area of signage will be consistent with the Burnaby Sign Bylaw. In line with similar master plan rezoning applications for Station Square, Brentwood Mall, SOLO District, Gilmore Place and Lougheed Core Area, a Comprehensive approach to signage with specific permitted variances allows for more expressive and creative signage that is better integrated with the architectural, landscape and public art proposals for the site.

5.6 Sustainability

The Master Plan concept is deeply rooted in a sustainable development approach. At its core, the concept proposes the transition of an auto oriented suburban department store with expansive surface parking, into a pedestrian oriented mixed-use community that is accessible to all ages and abilities.

In regard to the built form, the concept proposes a Leadership in Energy and Environmental Design - Neighbourhood Development (LEED - ND) Gold Rating, with the goal of making substantial improvements to the site's local ecosystem, public health and livability on a neighbourhood scale. In addition to the site as a whole, it is proposed that individual buildings pursue their own environmental targets. In line with the goals of the Environmental Sustainability Strategy specific green building initiatives, including energy, water and waste reduction, stormwater management, and a prefeasibility analysis of potential district energy and energy sharing will be pursued.

The concept also proposes specific Economic and Social Sustainability goals in line with the City's Economic Development and Social Sustainability Strategies, including proposing a broad continuum of housing types and sizes meet the needs of residents of varying age groups, income levels and family types; ensuring universal access throughout the site for people with mobility challenges; designing safe and comfortable public spaces based on Crime Prevention Through Environmental Design (CPTED) principles; ensuring seamless integration between businesses and residents to improve access to services; and supporting local economic development during both the construction and operating phases of the development.

6.0 GENERAL COMMENTS – PHASE I DEVELOPMENT

- 6.1 Phase I is the initial phase of development, located along the Kingsway frontage between Nelson Avenue and McMurray Avenue. The Phase I site measures approximately 12,297.0 m² (132,364 sq.ft.), with a frontage on Kingsway of 320.84 m (1,053 ft.). Phase I consists of three residential high-rise apartment buildings. Tower 1 as proposed measures 65 floors in height, Tower 2 as proposed measures 45 storeys in height, and Tower 3 as proposed measures 33 storeys in height. All three residential buildings are located atop a 3 storey commercial and amenity podium. The signature tower at the corner of Kingsway and Nelson Avenue does not have commercial uses on the Nelson Avenue frontage, but maintains the high volume in a multi-storey atrium lobby fronting on to the Lake Plaza. Tower 2's lobby fronts onto Kingsway, in between commercial storefronts, while Tower 3's lobby is oriented toward McMurray Avenue fronting on to the River Plaza.

Setbacks to the existing Metropolis at Metrotown shopping centre to the south has been maximised, with a positive relationship facilitated by an active commercial frontage on Metro Way. This will aid to improve pedestrian access to the existing shopping centre where currently surface parking impedes pedestrian access. It is acknowledged that the Metropolis at Metrotown Shopping Centre will remain for the foreseeable future. However, the Sears Metrotown Master Plan orients Phase I to accommodate adaptive reuse and redevelopment of Metropolis in the future.

The Master Plan and Phase I plans have been prepared by IBI Group to ensure that the Phase I building design is seamlessly integrated with the Master Plan Vision. As noted, in the vision component of the plan, and as noted earlier in this report, a thematic design concept is being pursued drawing from the Kingsway ridge as the headwaters for several watersheds in Burnaby. This has been represented in the buildings architecture where balconies undulate mimicking flowing water along the Kingsway frontage. An additional design element to emphasise concept water and topography is the application of a ceramic frit super graphic on to the balcony glass. At their top, the buildings a highly articulated mechanical penthouse form is proposed mimicking the coastal mountains. Overall, the subject proposal is considered to embody exceptional urban design and architectural expression in terms of the building's siting, massing, pedestrian orientation and materiality; thus meeting the high standard for such development in the City's town centre areas.



Figure #13 – Phase I Renderings

- 6.2 A total of 1,309 apartment units are proposed for Phase I. The site as proposed requires 7 levels of underground parking, accessible from Metro Way. 5 ½ levels of parking are required for residents and visitors and 1 ½ levels of parking are required for commercial patrons and employees.

The development proposal meets the required Burnaby Zoning Bylaw parking ratio of 1.1 spaces per residential unit (0.1 of which is for visitor parking). To support the residential and commercial parking ratio, the developer has also provided for transportation alternatives. First, given the subject site's proximity to the Metrotown SkyTrain Station, the developer is providing 196 units (15% of total residential units provided) transit passes (two zones) for two years to be made available to residents seeking an alternative to car use and ownership. Second, the proposed development is providing twice the required secured bicycle parking. Finally, the development will provide a minimum of 168 Electric Vehicle (EV) plug-in stations (10% of off street residential parking) including all necessary wiring, electrical transformer and mechanical ventilation modifications. In addition, car share options equivalent to 1 vehicle per 100 units is pursued for the site. The applicant is currently pursuing negotiations with local car-share organizations to pursue a balanced approach to providing car share options on site. Options could include privately owned and maintained car share, strata owned and privately maintained car share, and/or strata owned and maintained car share. The arrangement determined would provide the best access to alternative transportation for a greatest number of residents. Moreover, by providing a significant number of EV plug-ins, electric vehicle ownership in a multi-family context is facilitated, thus further enabling sustainable transportation choices. A Section 219 Covenant for alternative transportation, sufficient security, as well as any necessary easements and statutory rights of way will be required to guarantee the provision and ongoing maintenance of transit passes, car share vehicles and EV Plug-in stations.

The developer has also agreed to pursue green building design by committing to achieve a Leadership in Energy and Environmental Design (LEED-ND) Gold rating for the site as a whole.

- 6.3 Given the site's Town Centre location, the applicant is proposing to utilize the supplemental amenity density bonus provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 382,331 sq.ft. (32% of total) of additional gross floor area (GFA) included in the development proposal. The Realty and Lands Division of the Department of Public Safety and Community Services will be requested to initiate negotiations on the amenity bonus for the subject site. A separate report detailing the value of the amenity bonus will be forwarded to Council for consideration and approval prior to Third Reading of the Rezoning Amendment Bylaw.

Under the Priority Amenity Program, the community benefit funds received will be directed into the Metrotown Town Centre Account to be utilized in the future to achieve priority amenities, as established by Council, including a new Metrotown Entertainment and Event Centre.

In accordance with Council's adopted policy, 80% of the cash-in-lieu contributions are applied toward a Town Centre Financial Account and 20% to the Community Benefit Housing Fund.

- 6.4 The Director Engineering will assess the need for any further required services to the site, including, but not necessarily limited to:
- construction of Kingsway across the development frontage to its final Town Centre arterial standard with separated sidewalks and bicycle lanes, street trees, rain gardens, street and pedestrian lighting, and related public amenities;
 - construction of Nelson Avenue to Town Centre collector road standard with separated sidewalks, street trees, rain gardens, and street and pedestrian lighting;
 - construction of McMurray Avenue to Town Centre collector road standard with separated sidewalks, street trees, rain gardens and street and pedestrian lighting;
 - construction of Metro Way (Private Road) to a local road standard with two moving lanes of traffic and parking/loading on both sides of the roadway; and,
 - storm, sanitary sewer and water main upgrades as required.
- 6.5 To support the foregoing servicing requirements, road dedications are required for the construction of McMurray Avenue and the construction of Kingsway to its final Town Centre Standards. Dedications will be determined based on a detailed geometric. Furthermore, there is currently a streaming lane in addition to the required three moving lanes of traffic on Kingsway, as such it is proposed that this redundant fourth lane of the Kingsway Right-of-way be made available for pedestrian and cycling movements on Kingsway.
- 6.6 It is intended that the overall project would accommodate a broader spectrum of housing needs. To support this, the one bedroom unit sizes are generally based on the Zoning Bylaw minimum unit sizes for such dwellings in the P11e District (SFU), which requires a minimum area of 50m² (538.21 sq.ft.). Smaller one bedroom units are intended to provide a level of affordability for new home ownership.
- 6.7 The developer is providing 262 adaptable units (20% of total number of single-level residential units), in line with the Council-adopted Adaptable Housing policy. A total of 16 handicapped parking stalls have been provided in relation to the residential components of the development (14 spaces within the resident parking area; 2 spaces within the visitor parking area). All of the stalls are located within the underground parking area. A total of 2 commercial handicap parking stalls will also be provided. All required residential and commercial handicapped parking will be protected by a Section 219 Covenant, with residential handicapped stalls being held as common property to be administered by the Strata Corporation.

- 6.8 Any necessary easements and covenants and statutory rights-of-way for the site are to be provided, including, but not necessarily limited to:

Overall Site – Master Plan

- Section 219 Covenant for Environmental Remediation;
- Section 219 Covenant for provision of a Master Stormwater Management Plan for the entire Site; and,
- Section 219 Covenant for density allocation across the entire site.

Phase I

- 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 ensuring compliance with the approved acoustical study;
 - Section 219 Covenant guaranteeing the provision and ongoing maintenance of stormwater management facilities;
 - Section 219 Covenant ensuring the provision and ongoing maintenance of electric vehicles and EV plug-in stations, and to ensure that they remain common property
 - Section 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
 - Section 219 Covenant for the provision and ongoing maintenance of on-site car share vehicles and parking stalls;
 - Section 219 Covenant ensuring the provision and ongoing maintenance of end of trip facilities;
 - Section 219 Covenant ensuring that the site can be used safely in accordance with the approved geotechnical report, and that the project does not draw down the water table;
 - Statutory rights-of-way guaranteeing public pedestrian access to the proposed River Plaza, Lake Plaza and Metro Way Parkette open spaces and guarantee public pedestrian and vehicle access to Metro Way (Private Road); and,
 - Easement guaranteeing reciprocal access between subdivided parcels on site and 4700, 4800 Kingsway (Metropolis at Metrotown) and 6411 Nelson Avenue.
- 6.9 Due to the proximity of the subject site to Kingsway, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 6.10 Provision of fourteen separate car wash stalls is required.

- 6.11 As the site will be extensively excavated for the proposed development and site remediation, an arbourist's report and tree survey will be required prior to Final Adoption identifying on-site trees to be removed. The applicant will be required to obtain a tree removal permit for all trees over 20 cm (8 inches) in diameter. Any trees to be retained will be protected by Section 219 Covenant. A detailed landscape and tree planting plan has been provided as part of the suitable plan of development to replace existing trees to be removed from the site.
- 6.12 A master conceptual stormwater management plan is required for the site. For Phase I, 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.
- 6.13 Engineering Environmental Services Division will need to review a submission of a detailed plan of an engineered Sediment Control System for Phase I prior to Final Adoption.
- 6.14 Bicycle storage space surface parking racks are to be provided for commercial patrons, residential tenants and visitors of the Phase I development.
- 6.15 The submission of a suitable Solid Waste and Recycling Plan for Phase I to the approval of the Director Engineering is required.
- 6.16 The submission of a detailed residential and commercial loading management plan for Phase I to the approval of the Director Engineering is required.
- 6.17 Given the site's current commercial uses, a site profile application and resolution of any resultant conditions is required.
- 6.18 A Comprehensive Sign Plan detailing final sign numbers, locations, sizes and attachment details will be required prior to Final Adoption.
- 6.19
 - 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 \$1,082 per apartment unit

7.0 DEVELOPMENT PROPOSAL – PHASE I

7.1 Site Area

Total Site	-	12,297 m ² (389,223 sq.ft.)
Phase I	-	12,297 m ² (132,364 sq.ft.) (subject to detailed survey)

To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #13-07
 2017 October 25 Page 27

7.2	<u>Density</u>	Permitted and Provided
	Residential Floor Area Ratio (FAR)	- 9.03 FAR
	Commercial Floor Area Ratio (FAR)	- 0.72 FAR
	COMBINED FAR	- 9.75 FAR
	Residential Gross Floor Area (GFA)	- 111,325.44m ² (1,209,061 sq.ft.) (inclusive of 382,331 sq.ft. amenity bonus)
	Residential Amenity Space	- 4,380 m ² (47,146 sq.ft.) (exempted from FAR calculations)
	Adaptable Unit Exemption (20 sq.ft./unit)	- 487 m ² (5,240 sq.ft.)
	Commercial Gross Floor Area	- 8,834.15 m ² (95,090 sq.ft.)
	Site Coverage:	- 52%

7.3 Height (all above grade)

Podium	- 3 storeys
Tower 1	- 65 storeys
Tower 2	- 45 storeys
Tower 3	- 33 storeys

7.4 Residential Unit Mix

<u>Unit Type</u>	<u>Unit Size</u>
Tower 1	
72 Studio	398 – 538 sq.ft.
72 1 Bedroom (P11e)	538 – 603 sq.ft.
70 1 Bedroom (P11e) (Adaptable)	538 – 603 sq.ft.
106 1 Bedroom + Den	603 – 700 sq.ft.
143 2 Bedroom	753 – 861 sq.ft.
1 2 Bedroom (Adaptable)	753 – 861 sq.ft.
85 2 Bedroom + Den	753 – 861 sq.ft.
42 3 Bedroom	904 – 1,166 sq.ft.
42 3 Bedroom (Adaptable)	904 – 1,166 sq.ft.
18 3 Bedroom + Den (Adaptable)	904 – 1,166 sq.ft.
4 4 Bedroom	1,245 sq.ft.

TOTAL: 655 High Rise Apartment Units

To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #13-07
 2017 October 25 Page 28

Tower 2

98	Studio	398 – 538 sq.ft.
82	1 Bedroom (P11e)	538 – 603 sq.ft.
82	1 Bedroom (P11e) (Adaptable)	538 – 603 sq.ft.
131	2 Bedroom	753 – 861 sq.ft.
16	2 Bedroom + Den	753 – 861 sq.ft.
9	3 Bedroom	904 – 1,166 sq.ft.
8	3 Bedroom (Adaptable)	904 – 1,166 sq.ft.
<u>2</u>	<u>3 Bedroom + Den</u>	<u>904 – 1,166 sq.ft.</u>

TOTAL: 428 High Rise Apartment Units

Tower 3

21	Studio	398 – 538 sq.ft.
43	2 Bedroom	753 – 861 sq.ft.
58	2 Bedroom (Adaptable)	753 – 861 sq.ft.
29	2 Bedroom + Den	753 – 861 sq.ft.
72	3 Bedroom	904 – 1,166 sq.ft.
1	3 Bedroom (Adaptable)	904 – 1,166 sq.ft.
<u>2</u>	<u>3 Bedroom + Den (Adaptable)</u>	<u>904 – 1,166 sq.ft.</u>

TOTAL: 226 High Rise Apartment Units

TOTAL UNITS: 1,309 UNITS

7.5 Parking

Vehicle Parking

<u>Residential Parking</u>	<u>Required</u>	<u>Provided Spaces</u>
1309 Units @ 1.1 spaces/unit	- 1,440	1485 (inclusive of 148 visitor spaces, 16 handicapped parking stalls and a minimum of 168 EV plug-in stations)
Car Wash Stalls	- 14	14
Car Share Vehicles	- 14	14
Residential Loading	- 7	7

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-07
2017 October 25 Page 29

<u>Commercial Parking</u>	<u>Required</u>	<u>Provided Spaces</u>
92,039 sq.ft. retail/office @ 1 space / 750 sq.ft.	- 193	193
Commercial Loading	- 4	4
<u>Bicycle Parking</u>	<u>Required</u>	<u>Provided Spaces</u>
Resident – 2.0/unit @ 1309 units	- 2618 lockers	2618 lockers
Visitor - 0.1/unit @ 1309 units	- 131 spaces	131spaces
Commercial – 10% of required parking	- 20 spaces	39 spaces

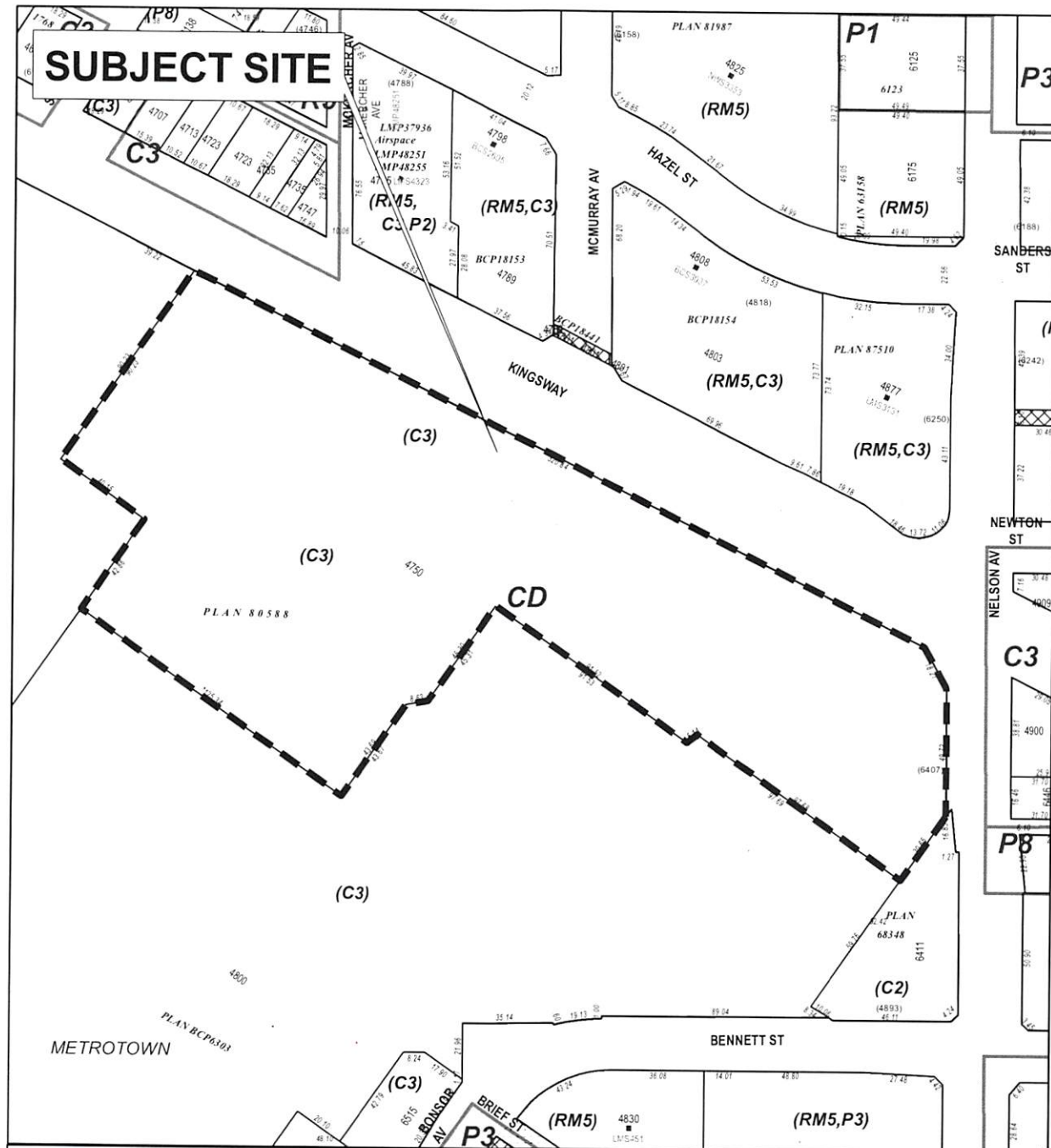
7.6 Communal Facilities
(Excluded from FAR Calculations)

Communal facilities are located on ground floor lobbies and on the third floor connecting all three buildings. Amenities include amenity lobbies with seating area and concierge; multi-purpose meeting/media/games rooms; fitness rooms; bowling alley, pet grooming, music room, study room/business centre, cards room and children's play area. The total internal amenity area measures 4,380 m² (47,146 sq.ft.), which is less than the 5% or 5,553.16 m² (59,774 sq.ft.) permitted to be excluded from Gross Floor Area (GFA) by the Zoning Bylaw. The applicant will also pursue a substantial public art component as a requirement of the rezoning application.


Lou Pelletier, Director
PLANNING AND BUILDING

JBS:eb
Attachments

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



PLANNING & BUILDING DEPARTMENT



DATE:

OCT 18 2017

SCALE:

1:2,500

DRAWN BY:

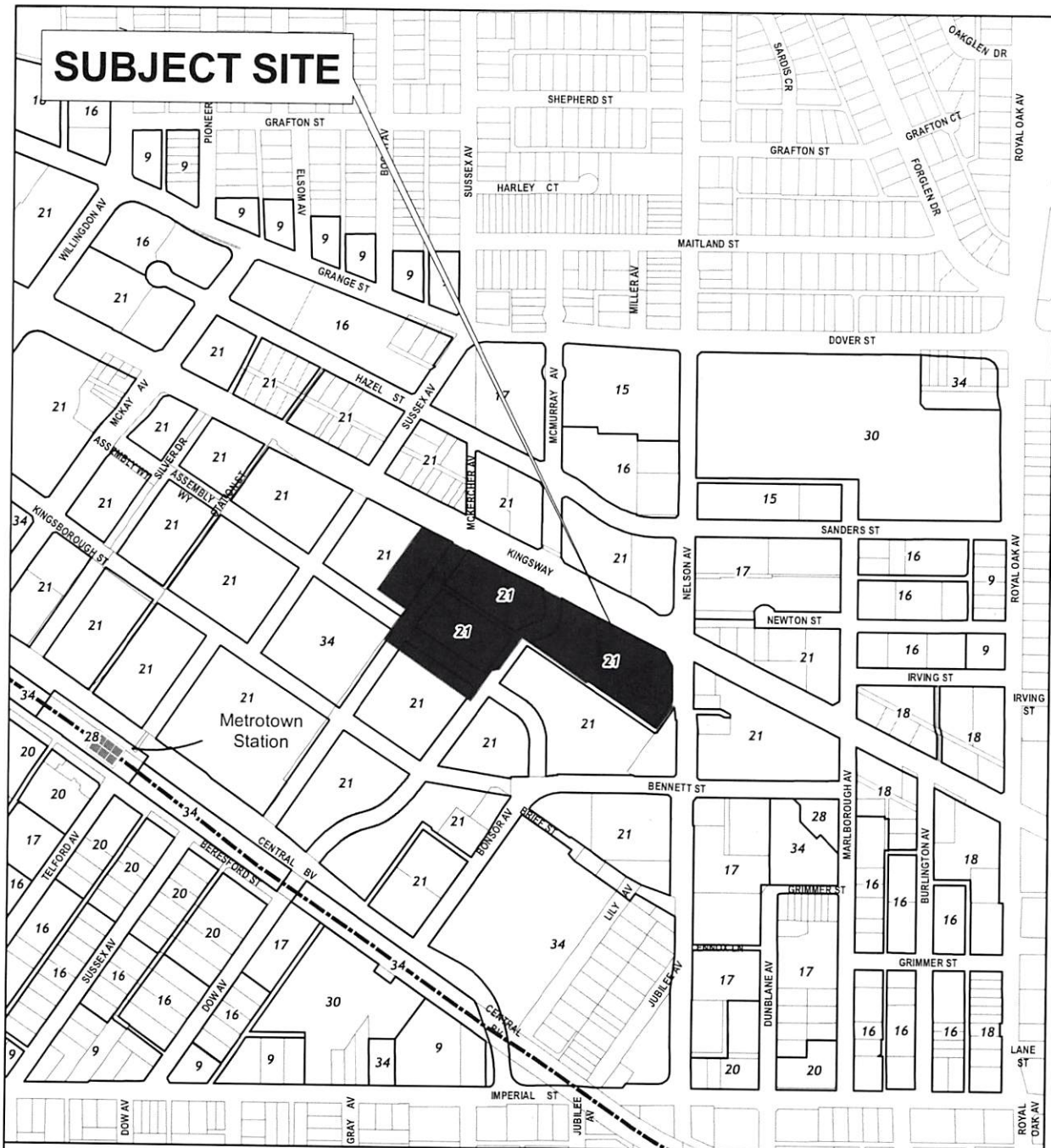
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REZONING REFERENCE #13-07
4750 KINGSWAY



Subject Site

Sketch #1



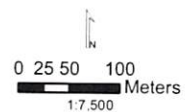
- 9** Medium Density Residential (RM3s)
- 15** High Density Residential (RM5)
- 16** High Density Residential (RM4s)
- 17** High Density Residential (RM5s)
- 18** High Density Mixed Use (RM4s/C2)
- 19** High Density Mixed Use (RM4s/C3)

- 20** High Density Mixed Use (RM5s/C2)
- 21** High Density Mixed Use (RM5s/C3)
- 28** Institutional
- 30** Public School (P3)
- 34** Park and Public Use (P3)



Planning and Building Dept

Metrotown Plan



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Sketch #2