



Item
Meeting 2015 July 06

COUNCIL REPORT

TO: CITY MANAGER 2015 June 30

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **REZONING REFERENCE #13-20**
Conceptual Master Plan and Phase Ia
Woodlands Site
Brentwood Town Centre Development Plan

ADDRESS: 4756/4828/4874 Lougheed Highway, 4818/4828/4829 Dawson Street,
2235/2285/2311 Delta Avenue and 2316 Beta Avenue (see *attached* Sketches #1,
#2 and #3)

LEGAL: See Schedule A (*attached*)

FROM: M2 General Industrial District, R3 Residential District and CD Comprehensive
Development District (based on P3 Park and Public Use District)

TO: CD Comprehensive Development District (based on RM4s, RM5s Multiple
Family Residential Districts and Brentwood Town Centre Development Plan as
guidelines) and P3 Park and Public Use District, and in accordance with the
development plan entitled "Woodlands Site Master Plan and Phase Ia" prepared
by James K.M. Cheng Architects Inc.

APPLICANT: Concord Pacific Holdings 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
2015 July 21.

RECOMMENDATIONS:

1. **THAT** the amendment to the Brentwood Town Centre Development Plan, as outlined in Section 3.0 of this report be approved, to take effect upon the granting by Council of Second Reading of the Rezoning Bylaw related to the subject site.
2. **THAT** the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Sections 6.3 and 7.6 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 #13-20
2015 June 30Page 2

3. **THAT** the sale be approved in principle of City-owned property for inclusion within the subject development site in accordance with Section 6.3 of this report, and subject to the applicant pursuing the rezoning proposal to completion.
4. **THAT** Council require provision of the proposed park site to the City, as outlined in Section 6.4 of this report.
5. **THAT** a letter on the proposed Master Plan be sent to those who attended the Public Consultation process, submitted a questionnaire, or sent correspondence to the City.
6. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2015 July 06, and to a Public Hearing on 2015 July 21 at 7:00 p.m.
7. **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, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
 - d. Demolition of any improvements 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 through the provision of a \$8,885,760 cash in-lieu contribution in accordance with Section 7.3 of this report.
 - f. The consolidation and re-subdivision of the site into five parcels.
 - g. The dedication of any rights-of-way deemed requisite.
 - h. The granting of any necessary covenants, including, but not necessarily limited to, Section 219 Covenants:

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30Page 3

- 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 Ia stormwater management facilities;
 - ensuring compliance with the approved acoustical study;
 - for the provision and ongoing maintenance of the Stickleback Creek Streamside Protection and Enhancement Area;
 - restricting occupancy of Phase IIIa of the development pending provision of identified park lands to City standards;
 - 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;
 - restricting enclosure of balconies;
 - ensuring the protection of suitable trees on-site during construction;
 - 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;
 - no build for Phase IIIb until the park has been provided to the City; and,
 - indicating that project surface driveway access will not be restricted by gates.
- i. The granting of any necessary statutory rights-of-way and easements, including, but not necessarily limited to those:
- guaranteeing public access to the proposed grand staircase and elevator facilities connecting Lougheed Highway to Yukon Crescent; and,
 - guaranteeing reciprocal access to and from pedestrian facilities on 2088 Beta Avenue.
- j. The approval of the Ministry of Transportation to the rezoning application.
- k. The completion of the Highway Closure Bylaw.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30Page 4

- l. The completion of the sale of City property.
- m. The submission of a Site Profile and resolution of any arising requirements.
- n. The review of a detailed Sediment Control System by the Director Engineering.
- o. The submission of a Master Conceptual Stormwater Management Plan and suitable on-site stormwater management system for Phase Ia 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.
- p. The submission of a Master Servicing and Phasing Plan.
- q. The submission of a Construction Management and Access Plan.
- r. The submission of a Streamside Protection and Enhancement Area landscape plan.
- s. The submission of a District Energy Pre-feasibility study.
- t. The submission of a suitable Solid Waste and Recycling plan to the approval of the Director Engineering.
- u. The design and provision of units adaptable to persons with disabilities with allocated handicap parking spaces protected by a Section 219 Covenant.
- v. The undergrounding of existing overhead wiring abutting the Phase Ia site.
- w. 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.
- x. Compliance with the guidelines for underground parking for residential visitors.
- y. The review of on-site residential loading facilities by the Director Engineering.
- z. The submission of an acoustic study to ensure compliance with the Council-adopted sound criteria.
- aa. The undergrounding of existing overhead wiring abutting the site.
- bb. The deposit of the applicable Parkland Acquisition Charge.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30Page 5

- cc. The deposit of the applicable GVS & DD Sewerage Charge.
- dd. The deposit of the applicable School Site Acquisition Charge.
- ee. 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 apartment and ground-oriented townhousing development with neighbourhood scale commercial uses along Dawson Street.

2.0 BACKGROUND

- 2.1 On 2013 July 22, 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 26 acres in size, and comprised of: four privately-owned properties at 4756, 4828 Loughheed Highway, 2311 and 2316 Delta Avenue; six small City-owned remnant properties at 4874 Loughheed Highway, 4818, 4828, 4829 Dawson Street, 2235 and 2285 Dawson Street; and the unopened portions of the Sumas Street right-of-way and east west lane at Douglas Road and the former Delta Avenue right-of-way (see *attached* Sketch #1). Included within the recommendations to Council in the initial rezoning report (Rezoning Reference #13-20) was the approval, in principle, for the sale of City-owned properties for inclusion within the subject development site. The site is located south of Loughheed Highway within the Council adopted Brentwood Town Centre Plan area (see *attached* Sketch #2). The site currently accommodates ten larger industrial-warehouse buildings supported by several smaller facilities. The site is predominantly paved with asphalt and gravel, except for portions of the Stickleback Creek riparian area, which is made up of a mix of native and invasive species.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30Page 6

The site is bound by Lougheed Highway to the north, the BNSF/CN Rail Line to the south, Beta Avenue to the west and the former Delta Avenue road right-of-way to the east. To the north of the site, across Lougheed Highway, is the Brentwood Gate development comprised of a high-rise apartment building with several low rise apartment buildings approved under Rezoning Reference #03-69. Directly to the west and northwest of the site are three low-rise apartment buildings and a high-rise apartment building developed under Rezoning References #04-19 and #06-40. Further northwest, across Lougheed Highway, is the Brentwood Mall site, which is currently under development with its first phase comprised of two high-rise residential buildings atop a new outdoor commercial component and City plaza, approved under Rezoning References #11-22, #12-44, #12-45, and #12-46. Directly to the east of the site is a high-rise apartment building with townhousing fronting Dawson Street approved under Rezoning Reference #06-60, with multiple-family high-rise apartment developments and interim industrial uses beyond. To the west, across Beta Avenue, are older industrial buildings designated for high-rise apartment development, including 2450 Alpha Avenue which is currently under rezoning (Rezoning Reference #14-11). To the south is the BNSF/CN Rail line, with the City's Still Creek Works Yard beyond. Existing vehicular accesses to the site are via Beta Avenue and Lougheed Highway.

- 2.3 Under the existing Council adopted Brentwood Town Centre Development Plan, the subject site is designated for multiple-family redevelopment, consistent with the RM2, RM4s and RM5s Multiple-Family District (see Sketch #2 *attached*), and allows for a local commercial component to serve the immediate day to day needs of the planned surrounding residential neighbourhood. The plan also identifies a substantial component of the site (7.68 acres) to be acquired through a mixture of density transfer and cash for Park and School purposes to accommodate the future development of a new elementary school and neighbourhood park to serve the southern portion of the Brentwood Town Centre.
- 2.4 While undertaking a comprehensive review of the themes and components of the master plan, consideration of the site's use, form and character was undertaken, guided by the land use context of adjacent properties and the desired size and configuration of the proposed neighbourhood park area. Through this review it was determined that an alternative site configuration and designation to that indicated in the Brentwood Town Centre Plan is appropriate, to accommodate a larger, more functional park and open space component, as well as to provide for a form of development in keeping with surrounding land use designations.

Given the site's significant size and strategic location within the Brentwood Town Centre, its redevelopment presents a unique opportunity to create a truly special place, one that engages with the natural environment, is inclusive and diverse, and is fully integrated within the broader Town Centre. It is recognized that redevelopment of the site requires a concept and vision that delivers not only superior architectural expression, but acts as a model for sustainability, urban design, and public amenity for the Brentwood Town Centre. To assist in realizing this vision, James KM Cheng Architecture Inc. has

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30Page 7

been retained by the applicant to develop the key concepts to guide the site's transformation, over time, into a new community of distinct character areas.

- 2.5 After considerable design development and public consultation, the applicant has now submitted a plan of development in the form of a Conceptual Master Plan and detailed Phase Ia suitable for presentation to a Public Hearing.

3.0 PROPOSED TOWN CENTRE PLAN AMENDMENT

- 3.1 As noted, the subject site is identified in the Brentwood Town Centre Development Plan (BTCDP) for medium and high-density multiple-family residential and Park and Public Use. Specifically, the site is designated for redevelopment using the CD Comprehensive Development District utilizing the RM2, RM4s and RM5s Multiple Family Districts as guidelines (see attached Sketch #2 and Figure #1).

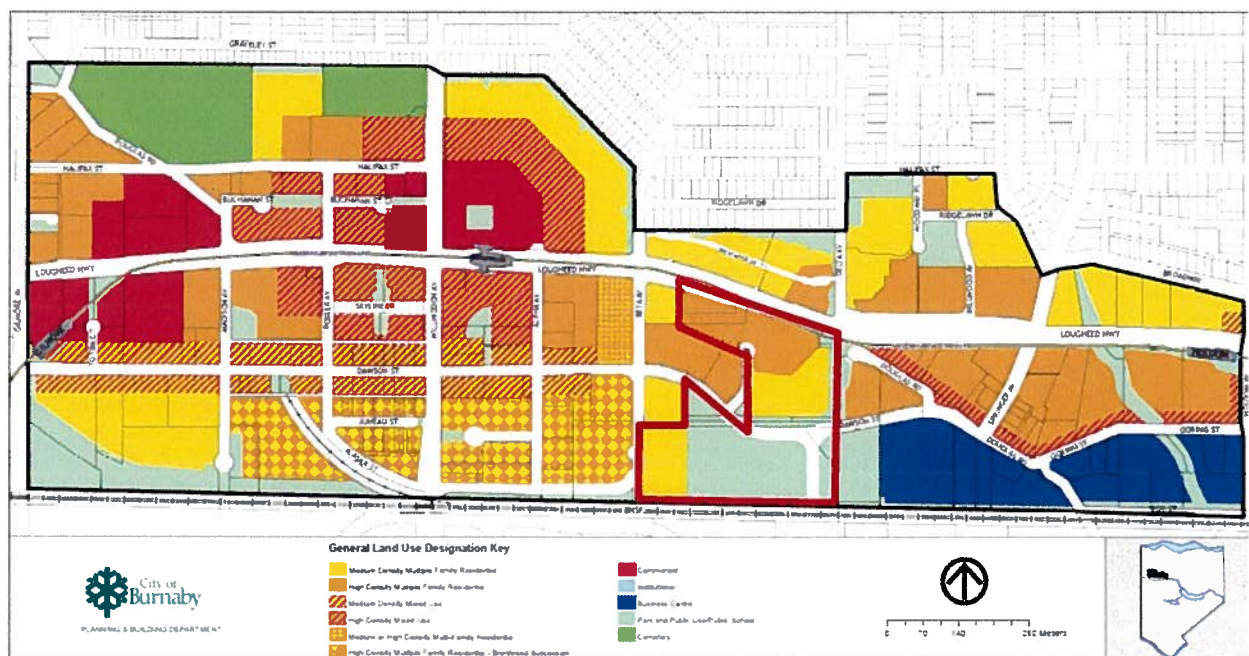


Figure #1 – Current Brentwood Land Use framework updated to 2015

Through the master planning process it was determined that the configuration of the park as planned was not conducive to public access from the west. As such, there was a desire to see greater permeability into the proposed park area, as well as to increase its size and exposure where possible. Furthermore, to minimize the development footprint and improve sightlines into the park, development is proposed to be accommodated into narrower tower forms elevated above the ground plane, expanding the open space character of the park onto the private realm. These adjustments would improve site's relationship with land use designations to the east and west. The resultant site adjustments require a Town Centre Plan amendment to reflect the RM4s and RM5s

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30Page 8

Multiple-Family Residential District and P3 Park and Public Use District designations for the site (see attached Sketch #3 and Figure #2).

In terms of the governing allowable density for the site, an appropriate blended average residential floor area ratio of 3.0 FAR would be applicable to the entire site, net of road dedications. This is reflective of the 1.7 FAR attributed to the RM4 District (Park), 3.6 FAR attributed to the RM4s District (south of Dawson) and 5.0 FAR attributed to the RM5s District area (north of Dawson). The proposal also includes a neighbourhood commercial component (50,000 sq.ft. fronting Dawson Street attributed to the C1 Neighbourhood Commercial District (Phase II).

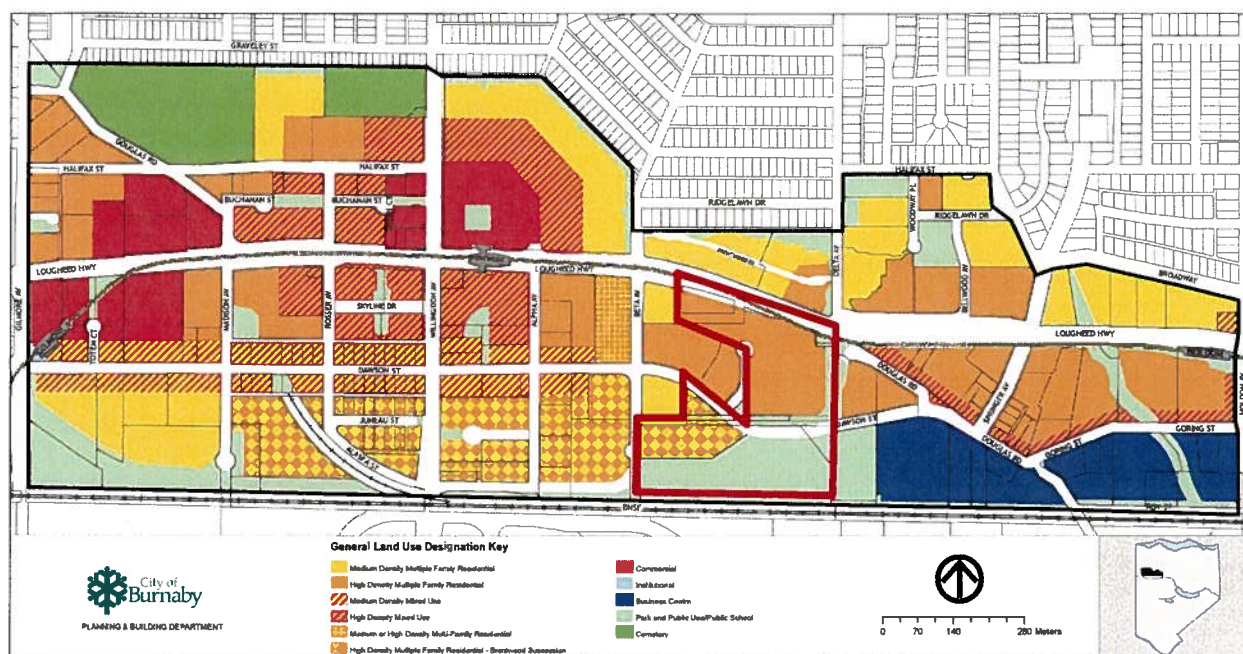


Figure #2 – Proposed Brentwood Town Centre Plan Amendment

3.2 Details on the public consultation process connected with the proposed Town Centre Plan amendment are outlined in Section 5.0 of this report. The following section outlines the proposed development concept in accordance with the proposed plan amendment.

4.0 PROPOSED DEVELOPMENT CONCEPT

4.1 Guiding Principles

As part of the planning approach to the Woodlands site, a preliminary set of principles and tenets have been established to guide the more detailed design work related to the site's future redevelopment. These principles are intended to serve as a basis to evaluate the final land use, design, and building form proposed for the site, within a Conceptual Master Plan for the site's development.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30Page 9

The broader vision for the Woodlands site is to reinforce and strengthen the positioning of the Brentwood Town Centre as a Town Centre of complete neighbourhoods, which offers a broad range of housing opportunities that are served by a range of commercial, civic and social amenities, and a comprehensive transportation network with access to public transit. This broader vision is articulated in the proposed tenets:

- A. Reinforce and enhance the positive characteristics of the Brentwood Town Centre;
- B. Integrate with the surrounding neighbourhood and Town Centre;
- C. Foster a diverse and inclusive community;
- D. Contribute to a creative City;
- E. Provide leadership in sustainable development;
- F. Build a livable community and a unique place;
- G. Deliver exceptional urban design and architecture;
- H. Design a neighbourhood gathering place that is safe and inclusive; and,
- I. Create a beautiful and memorable place.

The realization of these tenets is guided by a set of principles under the general themes of: Edges and Connections; Site Circulation and Movement; Transit-Oriented Development; Heart and Public Realm; Diversity and Integration; and Sophisticated Design.

Edges and Connections - The concept is to develop a community which seamlessly integrates with surrounding neighbourhoods. The site is to be accessible and permeable, both visually and physically. The entrances to the site, pedestrian and vehicular, are to be inviting and compelling, with building forms intended to be respectful of adjacent land uses.

Site Circulation and Movement - Site circulation and movement is based on a neighbourhood that gives priority to pedestrian movement (walking), followed by cycling, public transit and vehicular movement. As such, spatial clarity and orientation, with simple and clear way-finding to, from and within the site is to be provided, with special attention to safe pedestrian-oriented connections.

Transit-Oriented Development - The concept is for a transit-oriented community, one with several linkages to the Brentwood SkyTrain Station. The facilitation of an expanded local bus network, utilizing the Dawson Street Corridor to connect the Town Centre's three SkyTrain stations is encouraged.

Heart and Public Realm - Part of the place-making prerequisites of creating a truly special neighbourhood is the realization of a public realm that invites people to gather, creating a strong sense of place and community. As designated in the Brentwood Town Centre Plan, this site has the opportunity to create a truly special urban oasis through the acquisition and development of a new neighbourhood park for the Brentwood Town Centre. Attention is to be given to the design and programming of space for a variety of uses throughout the year.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30Page 10

Diversity and Integration - The concept is to provide a diversity of housing types and choices. A creative architectural and landscape expression is required, in order to create a sense of identity within the proposed Woodlands neighbourhood. The neighbourhood is to be supported by accessible community-oriented services and amenities, within flexible use buildings, so as to meet the broad needs of the community.

Sophisticated Design - The expectation is for the delivery of authentic, high quality architecture and urban design with a distinct character, which will contribute to the unique identity of this neighbourhood, within the Brentwood Town Centre. Consideration should be given to the exposure of the site and its relationship to surrounding neighbourhoods, by encouraging opportunities to create a great sense of arrival to the site. As part of the site's architecture and design, a comprehensive and engaging public art experience will be required. Consideration should also be given to the phasing plan of the site's redevelopment, such that it is advanced in a manner that is logical, legible and executable.

4.2 Scope of Rezoning

As noted earlier, the applicant is seeking approval of a Conceptual Master Plan for the Woodlands site that will inform future detailed rezoning applications, and a detailed Phase Ia located at the northwest corner of the site. The proposed Master Plan establishes general built form, maximum building heights, development densities, permitted uses, public open space requirements, environmental and riparian habitat requirements, 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. At its heart is a signature neighbourhood park accessible to people of all ages and abilities. The Woodlands site is envisioned as being fully integrated with the surrounding neighbourhoods and broader Town Centre, offering a diversity of housing forms and types.

The site is intended to be developed in phases, each with their own character area having a unique identity and relationship with the broader Town Centre.

As shown in Figure #3 below, the character areas consist of:

- The Lougheed Parkway
- The Hillside
- The Flatlands
- The Parkside
- The Park
- The Riparian Area

Each character area would be developed with a common architectural and landscape vernacular, helping to create individual identities within the neighbourhood, while relating to adjacent and planned development to the north, east and west. Although the development guidelines for each

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30 Page 11

character area are defined though the Master Plan, the following is a brief overview of the intent for each Character Area.



Figure #3 – Woodlands Character Areas

The Lougheed Parkway

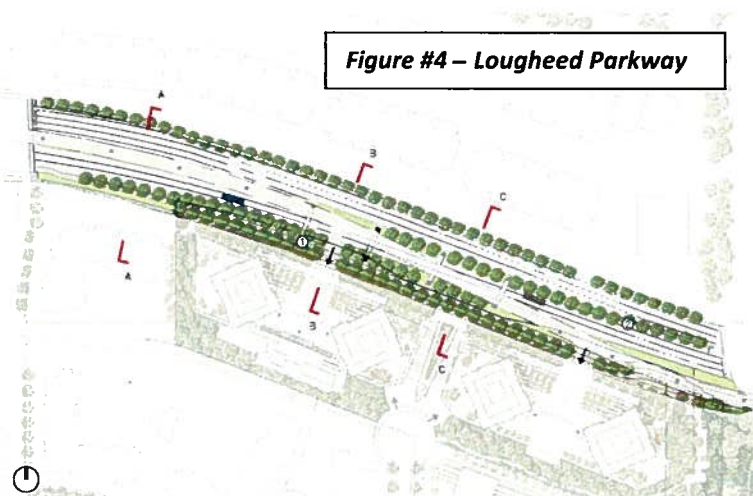
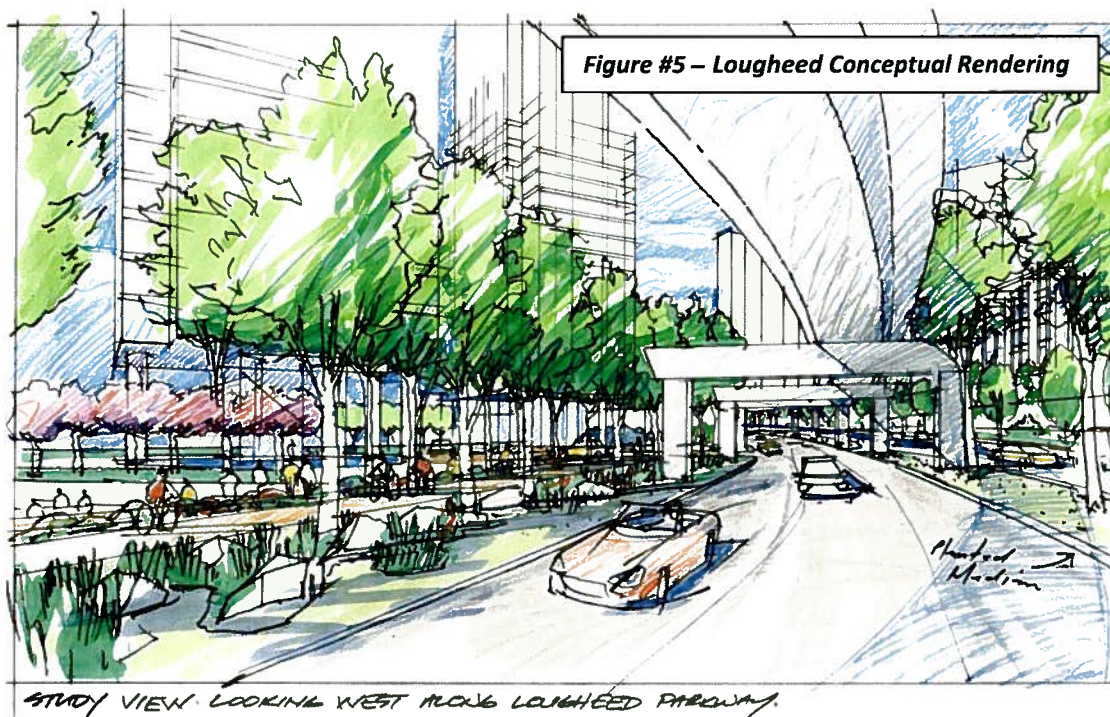


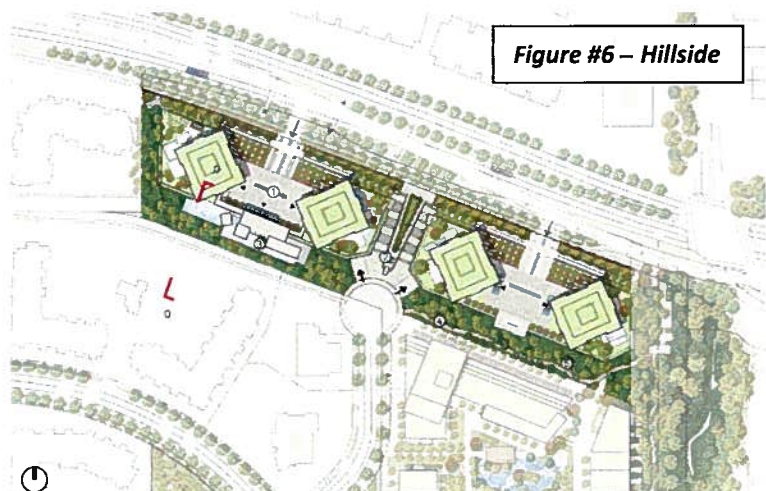
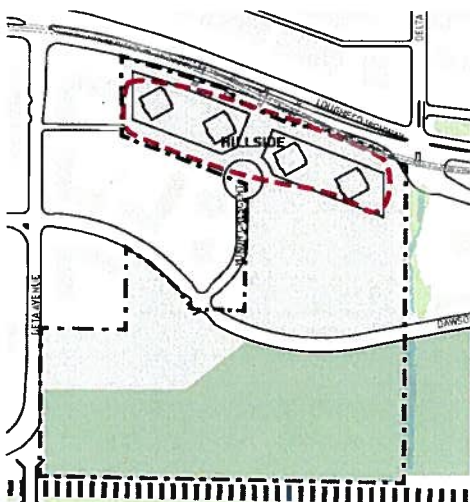
Figure #4 – Lougheed Parkway

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30 Page 12

The Lougheed Parkway is intended to soften the busy Lougheed corridor by providing a visual transition from the more intense, mixed-use component of the Town Centre between Gilmore Avenue and Beta Avenue, and the more residential character between Beta Avenue and Holdom Avenue. The intent is to green Lougheed Highway, where the SkyTrain guideway transitions adjacent the Woodlands site, from the centre median to the south side of Lougheed, enabling the median to be landscaped with trees, ornamental shrubs and softer ambient lighting, thus creating a parkway like character. A contribution to the City's plans for rain gardens along Lougheed Highway provides a further opportunity to soften the Lougheed frontage through the use of landscaped front boulevards in place of the hard surface front boulevards customary on commercial frontages.

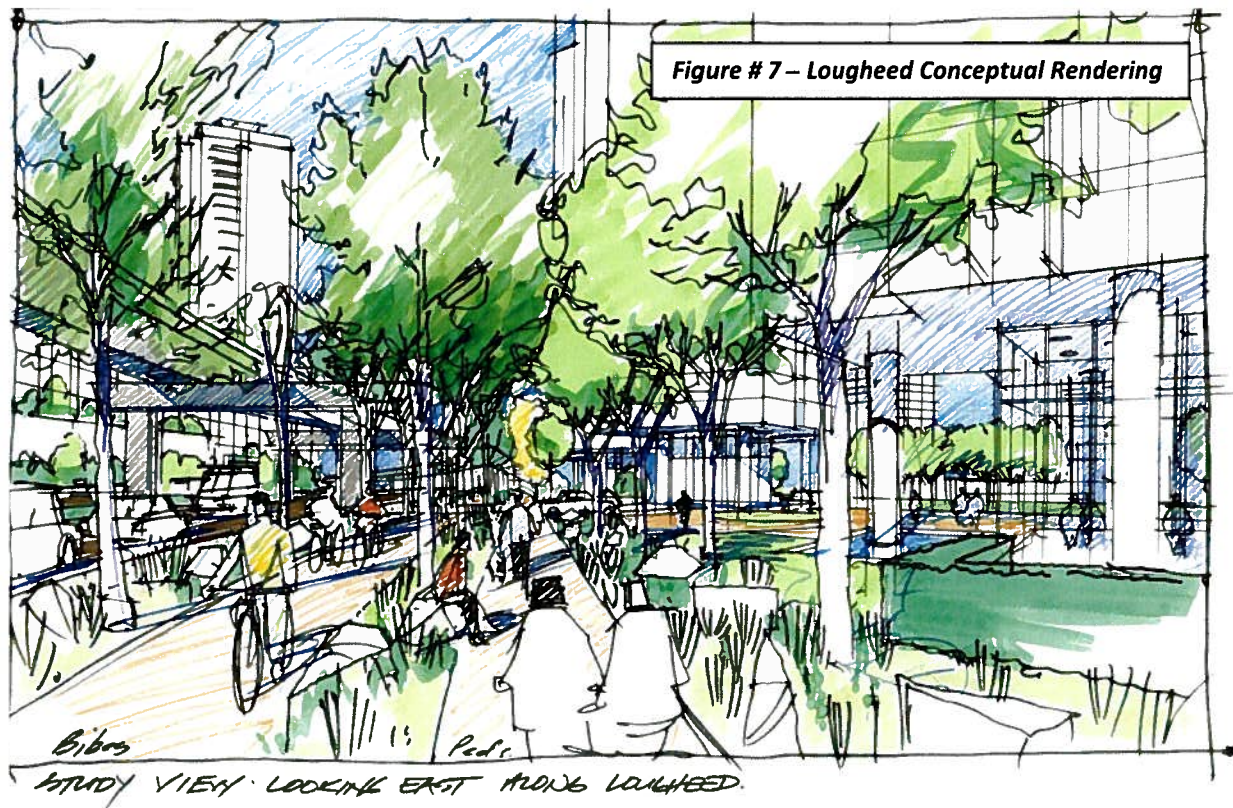


The Hillside



To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30 Page 13

The Hillside Area is an area where a majority of the site's grade is transitioned. Currently, the site has a significant escarpment along the Lougheed Highway. The intent is to provide overlook of the proposed park to the south and the Still Creek/Burnaby Lake Basin, with views of Metrotown in the distance. This would be achieved by elevating the buildings on structure, making this part of the site highly visually permeable, enabling views and vistas that establish a visual connection to the future park. A prominent outlook and grand staircase on Lougheed Highway leading southward to Yukon Crescent is envisioned, to connect the Town Centre to the various character areas within the Woodlands site, as well as provide clear and legible access to the proposed park. The intended form of development would include up to four high-rise apartment buildings ranging in height from 35 to 55 storeys with the potential for low scale townhousing fronting the slope to the south. Access would be via Lougheed Highway and Yukon Crescent.

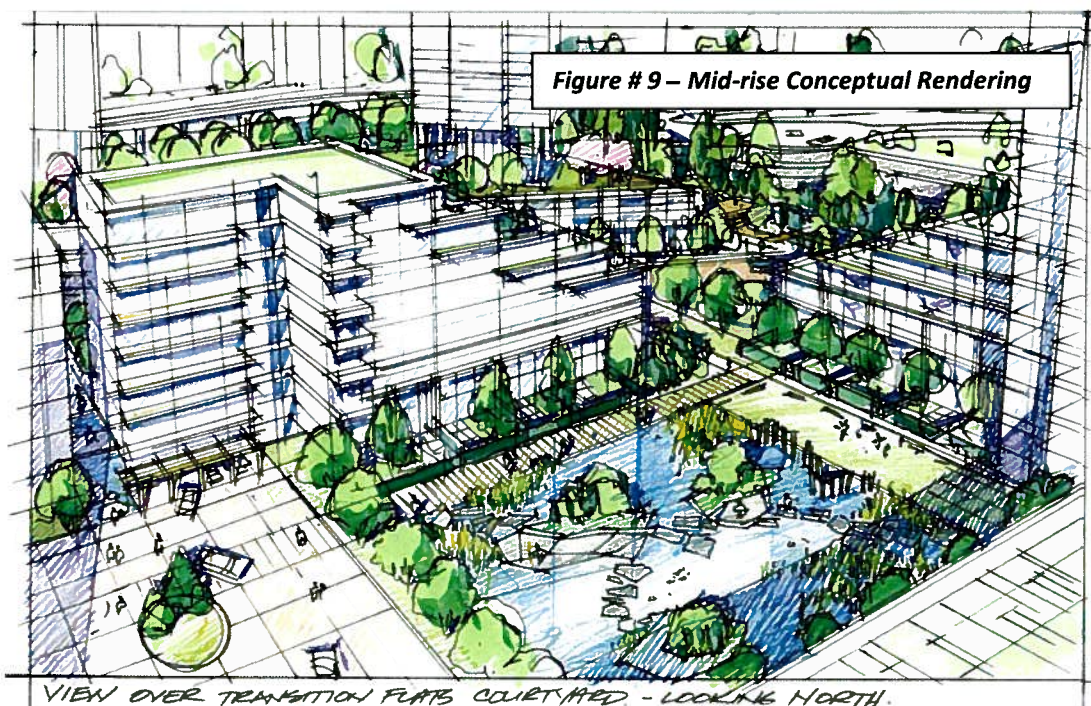


To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30Page 14

The Flatlands

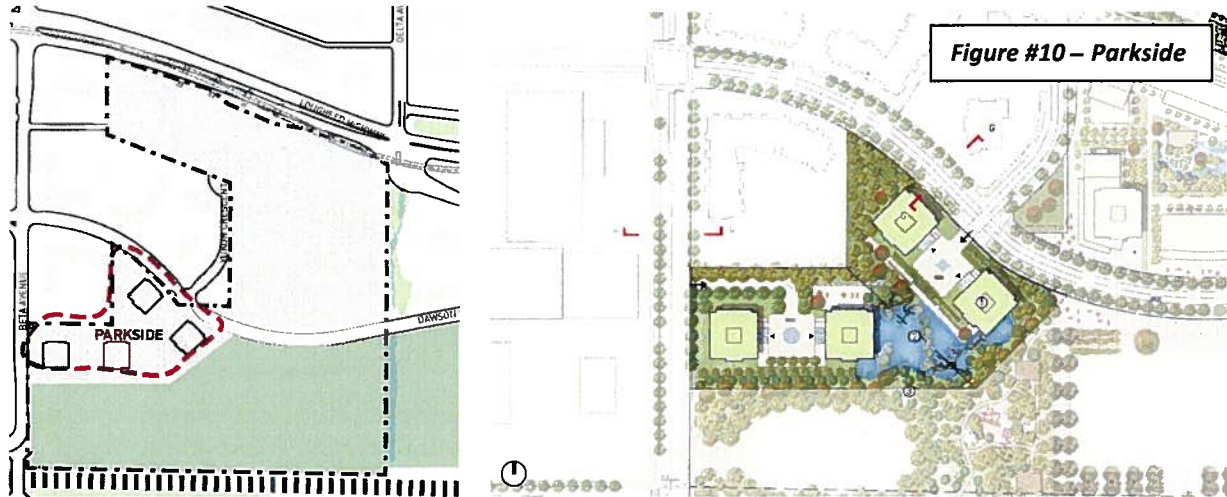


The Flatlands Area is significantly lower than Lougheed Highway and will relate strongly to the new Dawson Street connection. The intent of this area is to provide a broad range of housing types to meet the needs of a spectrum of residents, through terraced forms of development with strong ground orientation and opportunities for amenity courtyards. This area also provides opportunities for local commercial services to meet the day to day needs of area residents, including restaurants, cafes and convenience oriented retail uses. The intended form of development would be characterized by midrise terraced development forms between 4 to 15 storeys, with the potential for two high-rise apartment buildings fronting Dawson Street ranging in height from 30 to 40 storeys. Ground oriented apartment and townhouse forms would be also encouraged within this area. Access would be from Yukon Crescent and Dawson Street.

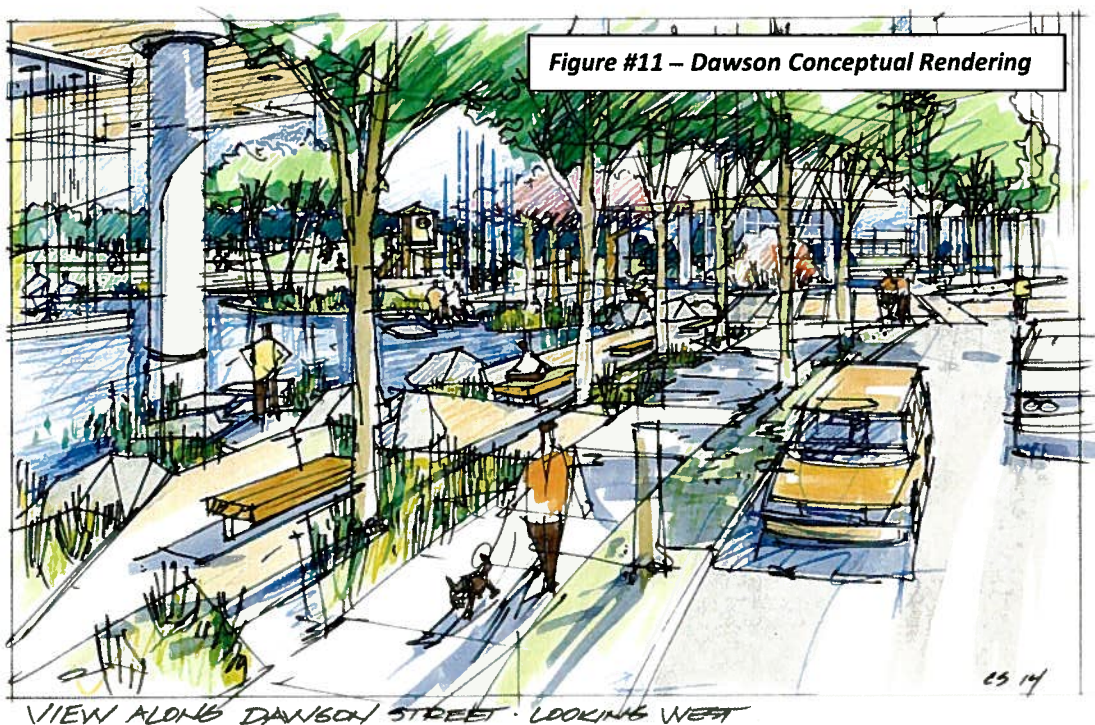


To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30 Page 15

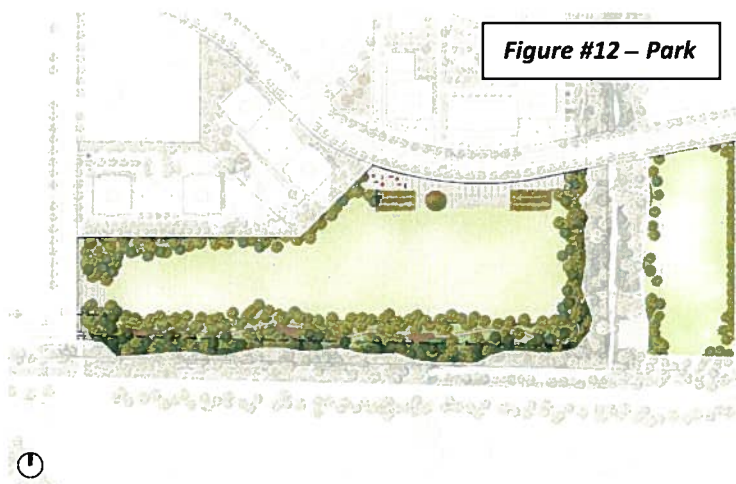
The Parkside



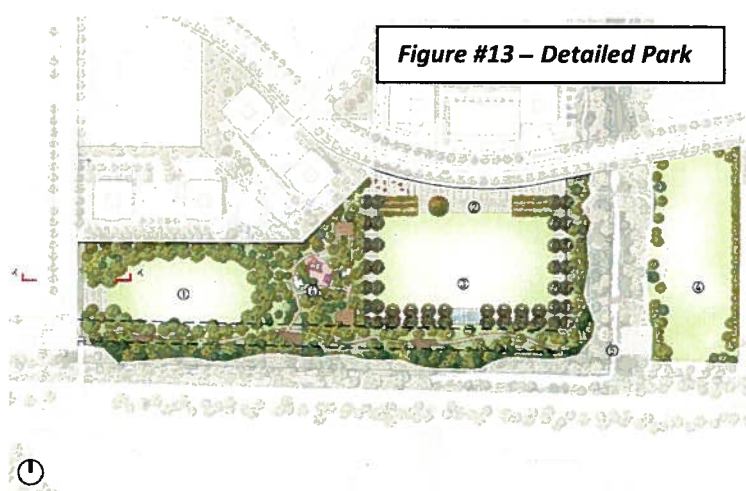
The Parkside Area is proposed to be located northwest of the proposed park, fronting portions of Dawson Street and Beta Avenue. The intent is to provide overlook and engagement with the park site to further link Dawson Street and Beta Avenue with the park. Proposed to be extensively landscaped at the ground level, the private realm would be park like in nature, but separated from the park itself, visually increasing the sense of greenspace associated with the open space area. The intended form of development would be up to four high-rise apartment buildings ranging in height from 25 to 45 storeys, which like the development forms on the Hillside neighbourhood are to be elevated above the ground plane to ensure visual permeability to the adjacent park area. Access would be from Beta Avenue and Dawson Street.



The Park

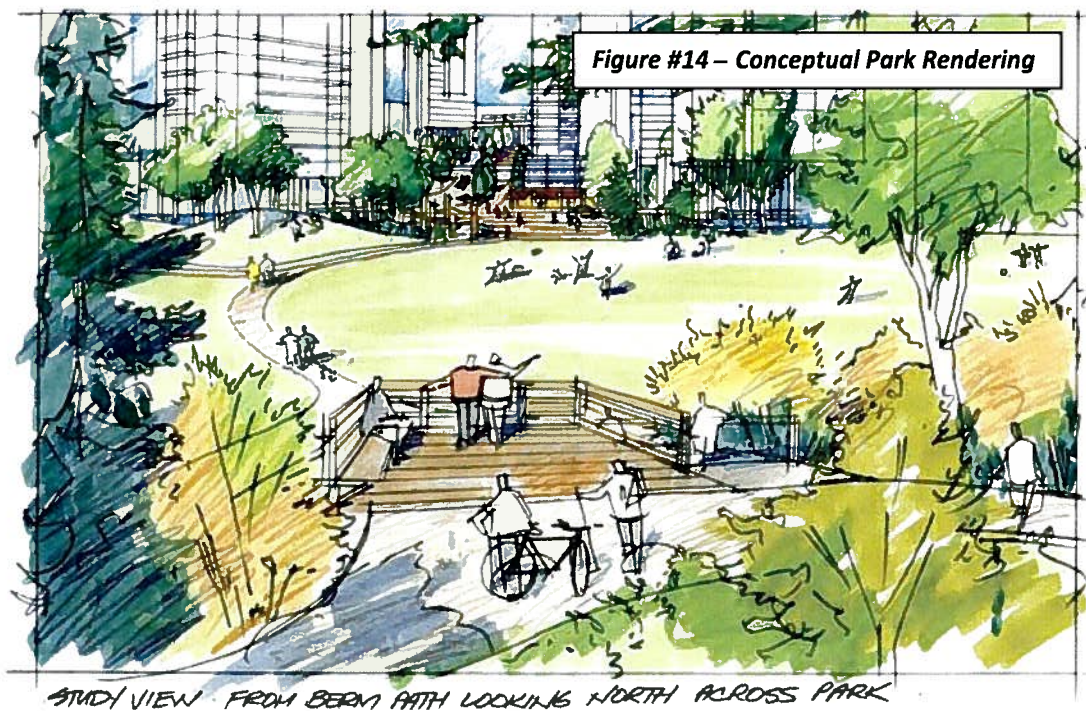


The Park is proposed to be the preeminent recreational open space within the Brentwood Town Centre, with connections by way of urban trails and greenways to broader Town Centre to the north, and Burnaby Lake Park and Sports Complex to the southeast. The park is intended to be highly visible and engaging with the surrounding community through a broad exposure to Beta Avenue and Dawson Street. The proposed park area measures approximately 4.1 hectares (10.13 acres), which is to be added to the 1.29 hectares (3.19 acres) currently within City ownership. The result will be a total park area of approximately 5.39 hectares (13.32 acres).

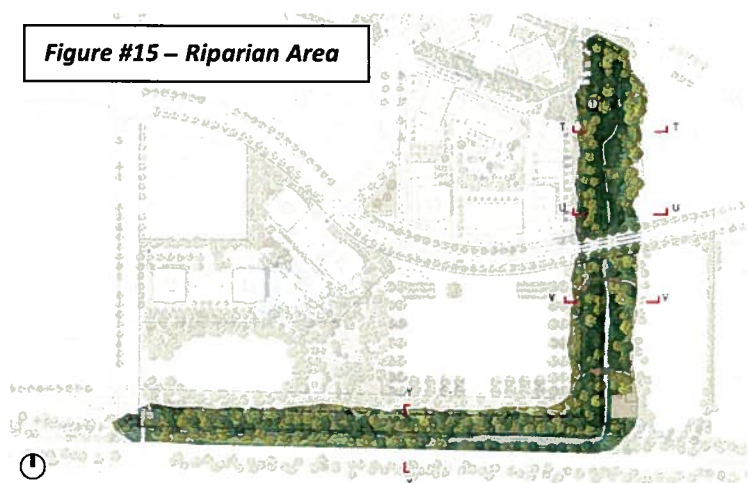
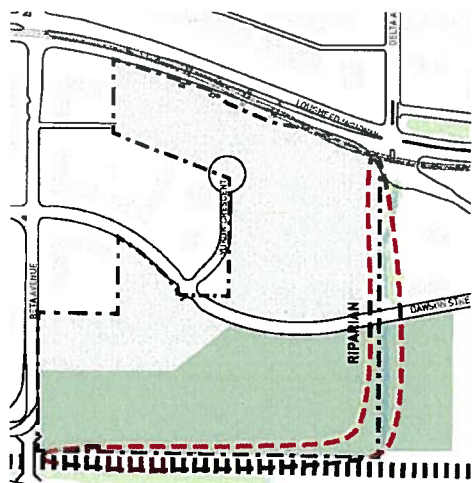


The park's specific design is to be determined through a separate park planning and design process. However, options could include field space, picnic and seating areas, children's play features, water features, terraced seating/amphitheatre; fitness circuit, or environmental education areas. In future, the provision for a new elementary school on, or within, the eastern component of this area may also be achieved, subject to Provincial, School District and City direction and funding.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30Page 17



The Riparian Area



The Riparian Area is an extension of the park that surrounds Stickleback Creek. The riparian area is intended to be a mix of low impact trails and pathways within a naturally vegetated area, and a separated streamside protection and enhancement area. The riparian area is located along the southern edge of the park, and within the former Delta Avenue road right-of-way on the eastern edge of the site, extending from the BNSF/CN Rail Line to Lougheed Highway. The enhancement of this riparian corridor is to provide improved fish passage and wildlife habitat, further connecting the urban and natural elements of the Brentwood Town Centre.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30

Page 18



Composite Site Plan

The overall concept for the site is to see its eventual transition from a heavy industrial site with high-volume truck movements, to a green and serene residential neighbourhood somewhat unique in the Brentwood Town Centre urban area.



To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30Page 19

Upon completion, the 26 acre site will accommodate up to 10 residential apartment towers, the tallest of which being accommodated along Lougheed Highway, with mid-rise apartments and ground oriented townhousing and flats located within the centre of the site. The key feature of the redevelopment concept is the achievement of an additional 4.1 hectare (10.13 acre) park site south of Dawson Street to complement the existing 1.29 hectare (3.19 acre) park portion to the east which is currently in City ownership. The future programming of the park will be undertaken through a further community consultation process, but early concepts include naturalized landscape areas, public trails, seating areas, entry plaza spaces, active field spaces and children's play facilities. Other notable features of the concept include the improvement to the Stickleback Creek riparian corridor to improve wildlife habitat, public awareness of creek ecology and opportunities for environmental education. Finally, the site's transition is paramount to connectivity within the Brentwood Town Centre. Improvements to Lougheed Highway would facilitate Town Centre standards for separated bicycle and pedestrian facilities, improvements to Yukon Crescent with a stair and elevator connection to Lougheed Highway, a pedestrian overpass on Beta over the rail line, and most significantly the connection of Dawson Street through the site will provide access to the proposed neighbourhood park and the broader Brentwood Town Centre area.

5.0 PUBLIC CONSULTATION

Based on the aforementioned Master Plan Concept and proposed plan amendment, a report was advanced to the regular meeting of Council on 2015 March 02 outlining a proposed public consultation process to obtain input in advance of the completion of the Conceptual Master Plan. The public consultation process included two open houses held on Wednesday, 2015 April 22, the first between 9:00 a.m. and 4:00 p.m. in the Burnaby City Hall foyer, and second between 5:00 p.m. and 8:00 p.m. in the Holdom Resource Centre atrium. In advance of the open houses, a brochure summarizing the proposed concept was mailed to 3,800 residents and property owners for the area bound by the properties fronting Willingdon Avenue, Lougheed Highway, Holdom Avenue and the BNSF Rail line. The brochure included an invitation to attend the open houses and a copy of a questionnaire to solicit community feedback. A City website sub-page was also created (www.burnaby.ca/woodlands) where interested parties could obtain further information on the open houses and download copies of the Brentwood Town Centre Plan, Council reports pertaining to the site, the open house display panels, open house brochure, and questionnaire. To invite interested parties outside of the circulation boundary, advertisements of the open houses were also posted in the Burnaby Now and Burnaby News Leader. For those that were unable to attend either of the open house times, staff were also available at the Planning Department to provide detailed information on the concept and proposed plan amendment.

At the initial open house in City Hall, 19 attendees signed-in. At the second open house in the Holdom Resource Centre, 54 attendees signed in. An additional 6 interested parties enquired by telephone or in person with Planning Department staff. The City received a total of 41 responses to the questionnaire, with 9 submitted online, 5 submitted by email, 3 submitted by fax, 11 submitted by mail and 13 collected at the open house.

The feedback received at the open houses and survey questionnaires indicated general public support for the concepts and vision for the proposed Woodlands Concept. Four key themes were identified in the feedback received, which are summarized below:

- a desire for an active, child friendly park, with trails, bicycle paths, field areas, benches, plaza for farmers markets and events, outdoor amphitheater, dog walking area, and water features. In essence, a common open space to unify the Brentwood Town Centre where people meet, gather, celebrate, and interact;
- a desire for improved connections between the proposed neighbourhood, and the broader Town Centre (all modes of transportation – walking, cycling, transit and car), through improvements to Lougheed Highway and the Dawson Street connection;
- a desire for the proposed development to integrate into the established and future neighbourhood surrounding the site, being respectful to existing residents;
- a desire to calm traffic, and reduce the noise and pollution that results from it, by slowing vehicles speeds adjacent the park, softening the character of Lougheed Highway and providing improved pedestrian and cycling connections on all roads to connect the neighbourhood to local services and transit.

Following the initial public input process, City staff took the feedback obtained via the questionnaire and continued to work with the applicant, and their consultants, to refine the concepts and vision for the proposed Woodlands neighbourhood – this work has been compiled in the draft Conceptual Master Plan proposed to be brought forward to Public Hearing.

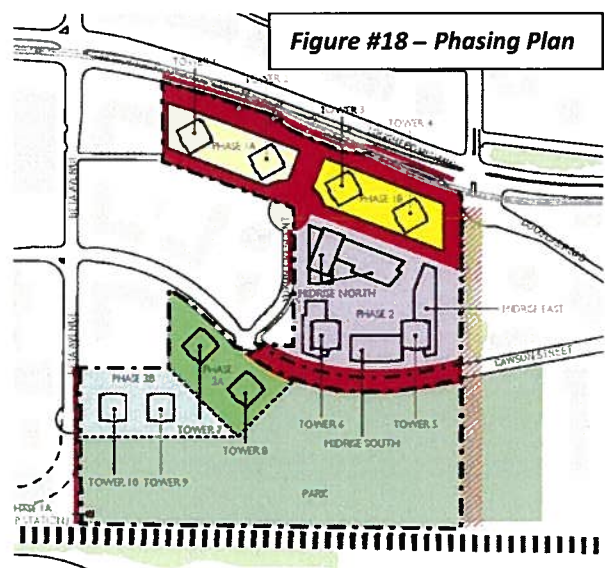
As previously approved by Council, to complete the public input process a staffed display at the City Hall foyer in advance of the Public hearing will be held for the public to view the proposed Master Plan document and have any questions answered by staff. The opportunity to view the Master Plan at City Hall would be advertised in two local newspapers and on-line through the City's website at www.burnaby.ca/woodlands. Consistent with the City's Public Hearing process, the Master Plan will also be made available for viewing at the Planning Department.

6.0 GENERAL COMMENTS – CONCEPTUAL MASTER PLAN

6.1 Phasing and Servicing

In general terms, the approach is to phase the development of the site into three main components, with Phase I and Phase III being advanced in two sub-phases.

Phase I involves the development of four apartment towers within the Hillside character area, with frontage services on Lougheed Highway, Yukon Crescent and improvement to the Stickleback Creek Riparian Area triggered by each sub-phase. Phase II



To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #13-20
 2015 June 30 Page 21

involves the development of two apartment towers, midrise terraced apartments, and ground oriented townhouses/flats within the Flatlands Character Area, with improvement to Stickleback Creek Riparian Area and the completion of Dawson street required through this phase. Phase III involves the development of four apartment towers within the Parkside Character Area and the provision of the park to its initial standard. Frontage services on Dawson Street and Beta Avenue, and improvement to Stickleback Creek Riparian Area will be triggered by each sub-phase. It is envisioned that the three character areas and their adjacent service provisions would be completed over a 15-20 year period. However, it is acknowledged various phases of development may be advanced concurrently to proceed more quickly as market conditions permit. It is also acknowledged that there may be longer periods of time between the phases to respond to market conditions.

6.2 Site Densities

Site densities are determined based on net site area after dedications and land exchanges for road rights-of-way have been achieved. Given the site's Town Centre location, the applicant proposes utilizing the amenity density bonus provisions indicated within the Zoning Bylaw. The following zoning districts and densities shall apply:

	Site Area (sq.ft)	Maximum FAR	Maximum Bonus FAR	Maximum Bonus GFA	Maximum GFA
RM5s Multiple-Family Residential District	434,140	5.0	1.6	694,626	2,170,700
RM4s Multiple Family Residential District	170,640	3.6	1.1	187,704	614,304
RM4 Multiple Family Residential District	441,073	1.7	N/A	N/A	749,824
C1 Neighbourhood Commercial District	N/A	1.0	N/A	N/A	50,000
Total	1,045,853	3.43	0.84	882,330	3,584,828

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.)	Max Commercial GFA (sq.ft.)
Phase Ia	Tower 1	275,184	52,416	327,600	N/A
	Tower 2	307,944	58,656	366,600	
Phase Ib	Tower 3	338,988	74,412	413,400	N/A
	Tower 4	268,632	58,968	327,600	
Phase II	Tower 5	212,940	91,260	304,200	50,000
	Tower 6	212,940	91,260	304,200	
	Mid Rise N	138,373	59,303	197,675	

To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #13-20
 2015 June 30 Page 22

	Mid Rise E	75,648	32,421	108,069	
	Mid Rise S	32,508	13,932	46,440	
	Mid Rise W	48,727	20,883	69,610	
Phase IIIa	Tower 7	237,666	105,534	343,200	N/A
	Tower 8	151,242	67,158	218,400	
Phase IIIb	Tower 9	200,288	89,146	289,434	N/A
	Tower 10	151,133	67,267	218,400	
TOTAL		2,652,213	882,615	3,534,828	50,000

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.

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.

6.3 Subdivision

Currently, the site is comprised of 10 individual properties and City-owned road rights-of-way encompassing approximately 26 acres. The applicant is pursuing a consolidation and re-subdivision plan to create five to six lots as shown in Figures #19 and #20.

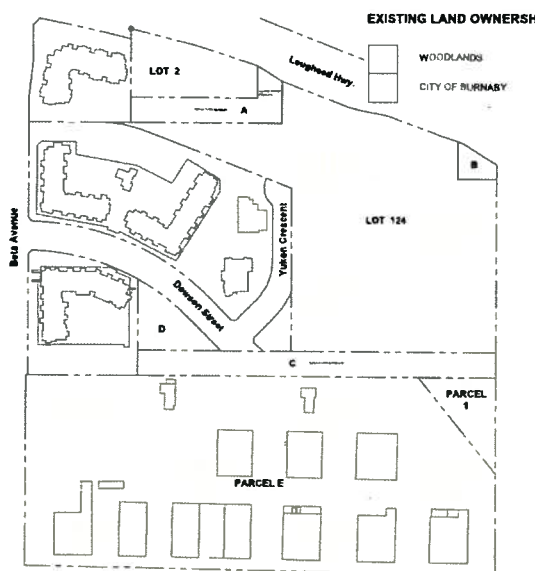


Figure #19 – Current Property Ownership



Figure #20 – Proposed Subdivision

The proposed subdivision of the entire site will also include dedications for the construction of Lougheed Highway, Beta Avenue, Yukon Crescent and Dawson Street to their final standards. The overall area of dedication measures approximately 8,718 m² (93,839 sq.ft.), subject to a detailed survey. The proposed subdivision also includes a number of unopened road rights-of-way and City lots obtained for road purposes, including the unopened Sumas Street, the unopened lane right-of-way at Delta Avenue and Douglas Road, 4874 Lougheed Highway which was obtained for Lougheed Highway pedestrian purposes and 4828, 4829 Dawson Street, 2235 and 2285 Delta Avenue, which were obtained for the original Juneau Street (Dawson) alignment. The area of the unopened road rights-of-way and City lots obtained for road purposes measures approximately 8,485 m² (91,332 sq.ft.) subject to a detailed survey. As the areas of dedication exceeds the proposed road closure areas, compensation for the proposed road closure area would not be required. The consolidation of the site also includes the City owned property at 4818 Dawson Street which measures approximately 2,040 m² (21,958 sq.ft.) subject to detailed survey. This property would be acquired by the applicant at the time Phase III advances, with the value per sq.ft. buildable determined at the time of rezoning and subject to Council approval.

6.4 Park Provision

An agreement for the City to obtain Parcel 4 as noted above, measuring 4.1 hectares (10.13 acres) for park and public open space purposes is established as a condition of subject rezoning (Rezoning Reference #13-20). The parcel will be provided to the City remediated to school/park standards, as determined by a numerically based Certificate of Compliance issued by the Ministry of Environment. The park will be provided graded and grassed with riparian areas planted with appropriate tree and shrub species as identified through a detailed riparian planting plan. Two gateway entry features, complete with appropriate paving and seating areas will be provided on Dawson Street and Beta Avenue. Provision of Parcel 4 will be required prior to occupancy of Phase IIIa. A Section 219 Covenant (No Occupancy) will be registered against Phase III and sufficient security to ensure the provision of Parcel 4 prior to occupancy is required. However, if Phase IIIa fails to obtain occupancy within 15 years of the subject rezoning application achieving Final Adoption, the City will require that Parcel 4 be provided to the City in accordance with the terms noted above.

6.5 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.

6.6 Sustainability

The Master Plan concept is deeply rooted in a sustainable development approach. At its core, the concept proposes the transition of a heavy industrial site into a walkable, engaging, mixed-use green community, as illustrated in Figure #21.



Figure #21 – Site Transition

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, riparian area and habitat enhancement, stormwater management, and a prefeasibility analysis of potential district energy 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 tenures to meet the needs of residents of varying age groups, income levels and family types; ensuring universal access throughout the site for people with mobility challenges; designing safe and comfortable public 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.

7.0 GENERAL COMMENTS – PHASE Ia DEVELOPMENT

- 7.1 Phase Ia is the initial phase of development, part of the Hillside character area within the northwest portion of the site. The site measures approximately 10,520 m² (113,236 sq.ft.) in area and fronts Lougheed Highway to the north and the Yukon Crescent cul-de-sac to the south. Phase Ia consists of two of the potential four residential high-rise apartment buildings, within the Hillside character area. As noted within the Master Plan development concept, the primary component of the site is the provision of a new neighbourhood park to the south. As the proposed park is the focal point for broader neighbourhood, visual and physical exposure to the park is paramount. In order to ensure clear, legible access to the park, it is proposed that buildings along Lougheed Highway, and south of Dawson Street be elevated on structure above the ground plane. This is intended to connect the community to the park and provide sightlines to enhance the sense of safety and security for park users.

This form is exemplified in the two proposed residential apartment buildings within Phase Ia. Tower 1 (west) measures 42 floors in height, and Tower 2 measures 47 floors in height. Both buildings are elevated three storeys above Lougheed Highway grade on structure, with a one storey glass lobby connecting the two buildings at ground level. In the background of the site connecting the two towers is a glazed amenity podium that is visually permeable, while in the foreground is an arrival court and central lobby that are accessed from a right-in / right-out driveway off Lougheed Highway. Given the substantial grade difference between Lougheed Highway and Yukon Crescent (30ft +/-) the parking structure in the rear is partially elevated.

To maximize the setbacks to the existing multiple-family development to the south, it is proposed to retain and enhance the existing trees within the southern portion of the site and treat the exposed parkade as an architectural feature with art glass panels that will project soft coloured light from within. To the east of the site is the proposed grand stair, which provides access from Lougheed Highway to Yukon Crescent. Set within the middle of the stair feature is a cantilevered belvedere, which provides overlook to the future park to the south and unobstructed vistas of Metrotown. At its end is a glass elevator that provides universal access to Yukon Crescent, Dawson Street and the future park to the south. The grand stair is identified to be one of the primary artistic features of the site, and will undergo a substantial artist selection process to assist in its design and execution. The buildings designed by James K.M. Cheng Architects are provided with

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30 Page 26

unique details and features generally unseen on other buildings. The elevated towers are punctuated by twisting angled columns that project from the ground. Each floor is wrapped in a continuous glazed balcony with an exposed slab edge that accentuates the horizontality of the design. At their top, the buildings mirror the twisting angled columns found at the base, which support a number of angled roof structures that provides animation, accentuating the skyline and views of Brentwood from Metrotown and south Burnaby. 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.

- 7.2 A total of 892 apartment units are proposed for Phase Ia. Due to the slope of the site, 4 levels of parking are to be located below Lougheed Highway grade, but above Yukon Crescent grade. The remaining 5 levels of parking are proposed to be located underground. All required residential parking is proposed to be located underground. Resident and visitors parking access is provided off of Lougheed Highway, and resident only access is provided from Yukon Crescent.

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 Brentwood SkyTrain Station, the developer is providing 134 (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 99 Electric Vehicle (EV) plug-in stations (10% of off street residential parking) including all necessary wiring, electrical transformer and mechanical ventilation modifications, as well as 9 electric vehicles to be owned, operated and maintained by the future strata corporation. This arrangement would provide greater access to alternative transportation for a greater number of residents in that the cars would be for the exclusive use of the development's residents, with ownership resting with the strata corporation. 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 and sufficient security will be required to guarantee the provision and ongoing maintenance of Electric 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.

- 7.3 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 111,072 sq.ft. of additional gross floor area (GFA) included in the development proposal. The Legal and Lands Department has

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30 Page 27

established the value of the density bonus to be \$80 per sq.ft. buildable for a total value of \$8,885,760 (subject to legal survey). In accordance with Council's adopted Community Benefit Bonus Policy, it is recommended that the community benefit funds be received as an undesignated cash contribution-in-lieu for the future provision of a community benefit.

Under the Priority Amenity Program, the community benefit funds received will be directed into the Brentwood Town Centre Account to be utilized in the future to achieve priority amenities, as established by Council, including a new Brentwood Community Centre and Willingdon Parkway. Consideration may also be given toward the use of community benefit funds for park improvements, beyond the initial base level park improvements provided through the proposed development.

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. Of the \$8,885,760 associated with the subject amenity bonus, \$7,108,608 (80%) would be allocated to the Brentwood Town Centre Account. The remaining \$1,777,152 (20%) would be directed to the City-wide Housing Fund.

7.4 The Director Engineering will assess the need for any further required services to the site, including, but not necessarily limited to:

- construction of Lougheed Highway across the development frontage to its final Town Centre arterial standard with separated sidewalks and bicycle lanes, street trees, rain gardens, street and pedestrian lighting, and related public amenities;
- construction of Yukon Crescent to Town Centre local road standard with separated sidewalks, street trees, rain gardens, and street and pedestrian lighting;
- site design and proportionate contribution toward replacement of the Beta Avenue sanitary pump station;
- design and proportionate contribution toward proposed Beta Avenue pedestrian and cycling overpass;
- undergrounding of overhead lines abutting the property of the site on Lougheed Highway; and,
- storm, sanitary sewer and water main upgrades as required.

7.5 To support the foregoing servicing requirements, road dedications are required on Lougheed Highway, Yukon Crescent, Beta Avenue and Dawson Street and Willingdon Avenue. As dedication requires appropriate site remediation to City standards, frontage dedication will be taken at the time of each site specific rezoning application. As part of Phase Ia, an approximate 8.5 m (28ft.) dedication on Lougheed Highway will be required as part of the subject rezoning application.

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30 Page 28

- 7.6 The consolidation of the proposed development site includes the closure of the unopened Sumas Street right-of-way measuring approximately 2,635 m² (28,363 sq.ft.), which will be achieved through a Highway Closure Bylaw. As noted in section 6.3 of this report, the applicant will receive credit for the necessary site road dedication area of 8,718 m² (93,839 sq.ft.), which exceeds the road closure area of 8,485 m² (91,332 sq.ft.). As such, compensation for the proposed road closure area is not required.
- 7.7 The developer is providing 179 adaptable units (20% of total number of single-level residential units), in line with the Council-adopted Adaptable Housing policy. A total of 10 handicapped parking stalls have been provided in relation to the residential components of the development (7 spaces within the north apartment building; 3 spaces within the south apartment building). All of the stalls are located within the underground residential parking areas. Residential handicap parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation.
- 7.8 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

- Section 219 Covenant (no-build) for Phase IIIa until the park has been provided meeting City standards; and,
- Section 219 Covenant for provision of a Master Stormwater Management Plan for the entire Site.

Phase Ia

- 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 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 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 to protect existing on-site trees;

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30 Page 29

- 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 that the site can be used safely in accordance with the approved geotechnical report, and that the project does not draw down the water table;
 - Statutory right-of-way guaranteeing public pedestrian access to the proposed grand staircase and elevator facilities connecting Lougheed Highway and Yukon Crescent; and,
 - Easement guaranteeing reciprocal access in favor of 2088 Beta Avenue;
- 7.9 Due to the proximity of the subject site to the Millennium SkyTrain Line and Lougheed Highway, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 7.10 Provision of nine separate car wash stalls is required.
- 7.11 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 or retained. 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.
- 7.12 A master conceptual stormwater management plan is required for the site. For Phase Ia, 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.
- 7.13 Engineering Environmental Services Division will need to review a submission of a detailed plan of an engineered Sediment Control System for Phase Ia 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.
- 7.14 Bicycle storage space surface parking racks are to be provided for the residential tenants and visitors of the Phase Ia development.
- 7.15 The submission of a suitable Solid Waste and Recycling Plan for Phase Ia to the approval of the Director Engineering is required.

To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #13-20
 2015 June 30 Page 30

- 7.16 The submission of a detailed residential loading management plan for Phase Ia to the approval of the Director Engineering is required.
- 7.17 Given the site's current heavy industrial uses, a site profile application and resolution of any resultant conditions is required.
- 7.18 A Comprehensive Sign Plan detailing sign numbers, locations, sizes and attachment details will be required as part of the site specific rezoning for Phase II of the site.
- 7.19
 - 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

8.0 DEVELOPMENT PROPOSAL – PHASE Ia

8.1 Site Area

Phase Ia	-	10,520 m ² (113,236 sq.ft.) (subject to detailed survey)
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8.2 Density

Permitted and Provided

Residential Floor Area Ratio FAR	-	6.21 FAR
Residential Gross Floor Area (GFA)	-	64,493.29 m ² (694,200 sq.ft.) (inclusive of 111,072 sq.ft. amenity bonus)
Residential Amenity Space	-	1,890.6 m ² (11,450 sq.ft.) (exempted from FAR calculations)
Adaptable Unit Exemption (20 sq.ft. / unit)	-	330.7 m ² (3,560 sq.ft.)
Site Coverage:	-	20%

8.3 Height (all above grade)

- 42 storey high-rise apartment fronting Lougheed Highway
- 47 storey high-rise apartment fronting Lougheed Highway
- 1 storey amenity/lobby

To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #13-20
 2015 June 30 Page 31

8.4 Residential Unit Mix

<u>Unit Type</u>	<u>Unit Size</u>
Tower 1	
207 Studio	502 – 511 sq.ft.
51 Studio (Adaptable)	502 sq.ft.
90 1 Bedroom + Den	734 – 741 sq.ft.
30 1 Bedroom + Den (Adaptable)	734 sq.ft.
12 2 Bedroom + Den	993 – 1,002 sq.ft.
12 2 Bedroom + Den (Adaptable)	993 sq.ft.
13 3 Bedroom	1,245 – 1,965 sq.ft.
11 3 Bedroom (Adaptable)	1,245 sq.ft.

TOTAL: 426 High Rise Apartment Units

Tower 2

222 Studio	502 – 511 sq.ft.
56 Studio (Adaptable)	502 sq.ft.
102 1 Bedroom + Den	734 – 741 sq.ft.
18 1 Bedroom + Den (Adaptable)	734 sq.ft.
34 2 Bedroom + Den	993 – 1,002 sq.ft.
34 3 Bedroom	1,245-1,965 sq.ft.

TOTAL: 466 High Rise Apartment Units

TOTAL UNITS: 892 UNITS

8.5 Parking

Vehicle Parking

<u>Residential Parking</u>	<u>Required</u>	<u>Provided Spaces</u>
892 Units @ 1.1 spaces/unit	- 982	995 (inclusive of 90 visitor spaces, 10 handicapped parking stalls and 99 EV plug-in stations)
Car Wash Stalls	- 9	9
Electric Vehicles	- 9	9
Residential Loading	- 4	4

To: City Manager
From: Director Planning and Building
Re: Rezoning Reference #13-20
2015 June 30Page 32

Bicycle Parking	<u>Required</u>	<u>Provided Spaces</u>
Resident – 2.0/unit @ 892 units	- 1,748 lockers	1,748 lockers
Visitor - 0.1/unit @892 units	- 90 spaces	90 spaces

8.6 Communal Facilities
(Excluded from FAR Calculations)

Communal facilities are located on the ground floor connecting both buildings. Amenities include amenity lobbies with seating area and concierge; multi-purpose meeting/media/games rooms; fitness rooms; theatre/karaoke room, cards room and children's play area. The total internal amenity area measures 1,890.6 m² (11,450 sq.ft.), which is permitted to be excluded from Gross Floor Area (GFA) by the Zoning Bylaw. The applicant will also commission a substantial public art component (Grand Stair) as a requirement of the rezoning application.

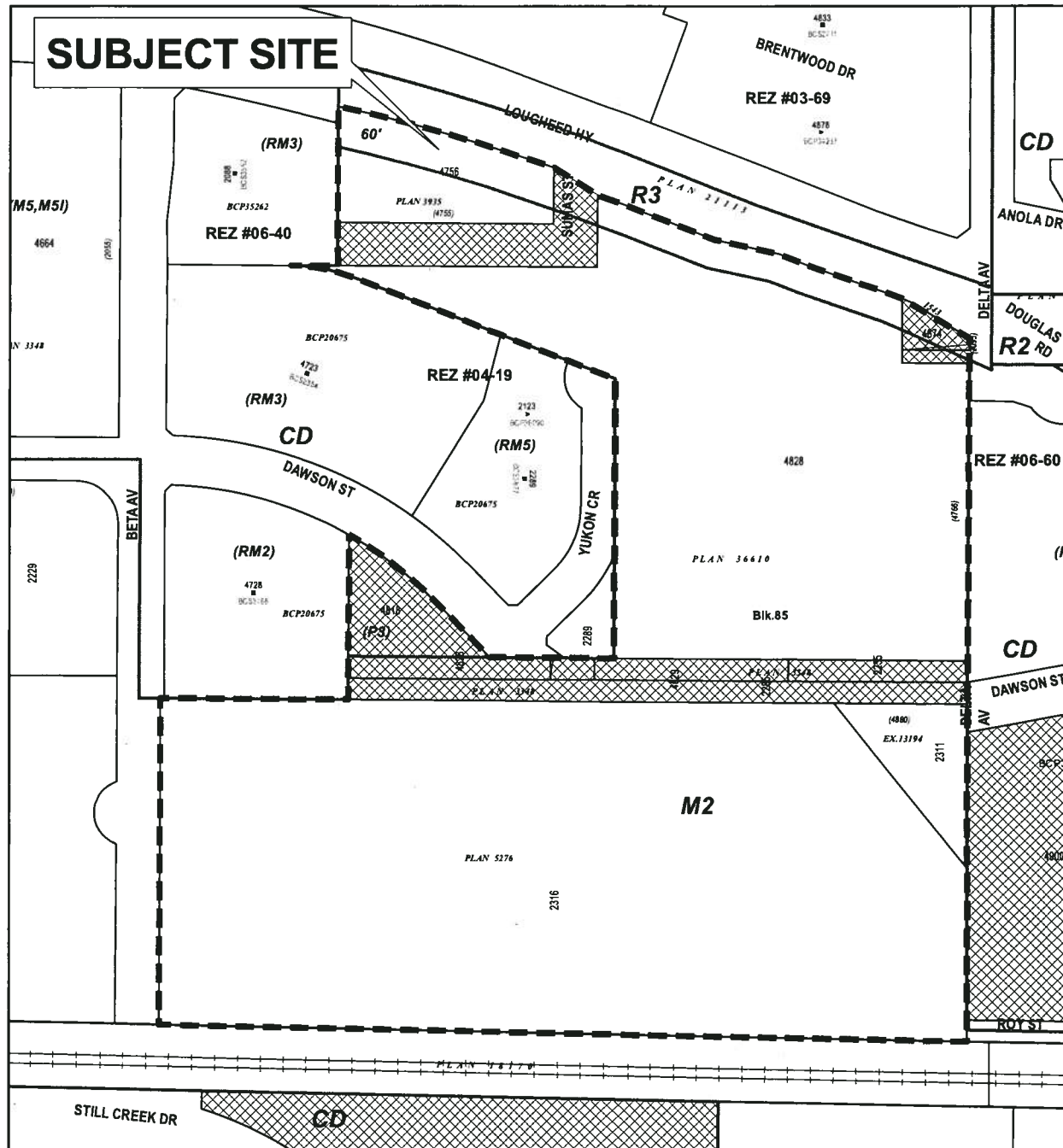

Lou Pelletier, Director
PLANNING AND BUILDING

JBS:spf/sla
Attachments

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

Rezoning Reference #13-20 Schedule "A"

Address	Legal Description	PID
4756 Lougheed Highway	Lot 2 Except: Part Road on Statutory Right of Way Plan 4957; DL 124, Group 1, NWD Plan 3935	002-877-252
4828 Lougheed Highway	Lot 124, DL 124, Group 1, NWD Plan 36610	002-853-051
4874 Lougheed Highway	Lot 8, Block 84, DL 124, Group 1, NWD Plan 1543	012-225-983
4818 Dawson Street	Lot 4, DL 124, Group 1, NWD Plan BCP20675	026-480-077
4828 Dawson Street	Block 86, Except: Firstly; Part in Plan 13192, Secondly; Part in Plan BCP20675, DL 124, Group 1, NWD Plan 3348	025-313-266
4829 Dawson Street	Lot A, Except Part In Plan 13192, of Block 85, DL 124, Group 1, NWD Plan 3348	025-313-207
2235 Delta Avenue	Lot B, Except Part in Plan 13192, of Block 85, DL 124, Group 1, NWD Plan 3348	026-056-259
2285 Delta Avenue	Lot "D", Except Part in Plan BCP20675, DL 124, Group 1, NWD Plan 3348	010-995-889
2311 Delta Avenue	Parcel "One" (Explanatory Plan 13194) of Parcel "E" (Reference Plan 5276), DL 124, Group 1, NWD	007-313-039
2316 Beta Avenue	Parcel "E" (Reference Plan 5276), DL 124, Group 1 Except Parcel 1 (Explanatory Plan 13194), NWD	001-506-986



PLANNING & BUILDING DEPARTMENT

DATE:
JUN 15 2015

SCALE:
1:3,000

DRAWN BY:
AY

REZONING REFERENCE #13 -- 20
4756 AND 4828 LOUGHEED HIGHWAY
4818, 4828 AND 4829 DAWSON STREET
2235, 2285 AND 2311 DELTA AVENUE
2316 BETA AVENUE

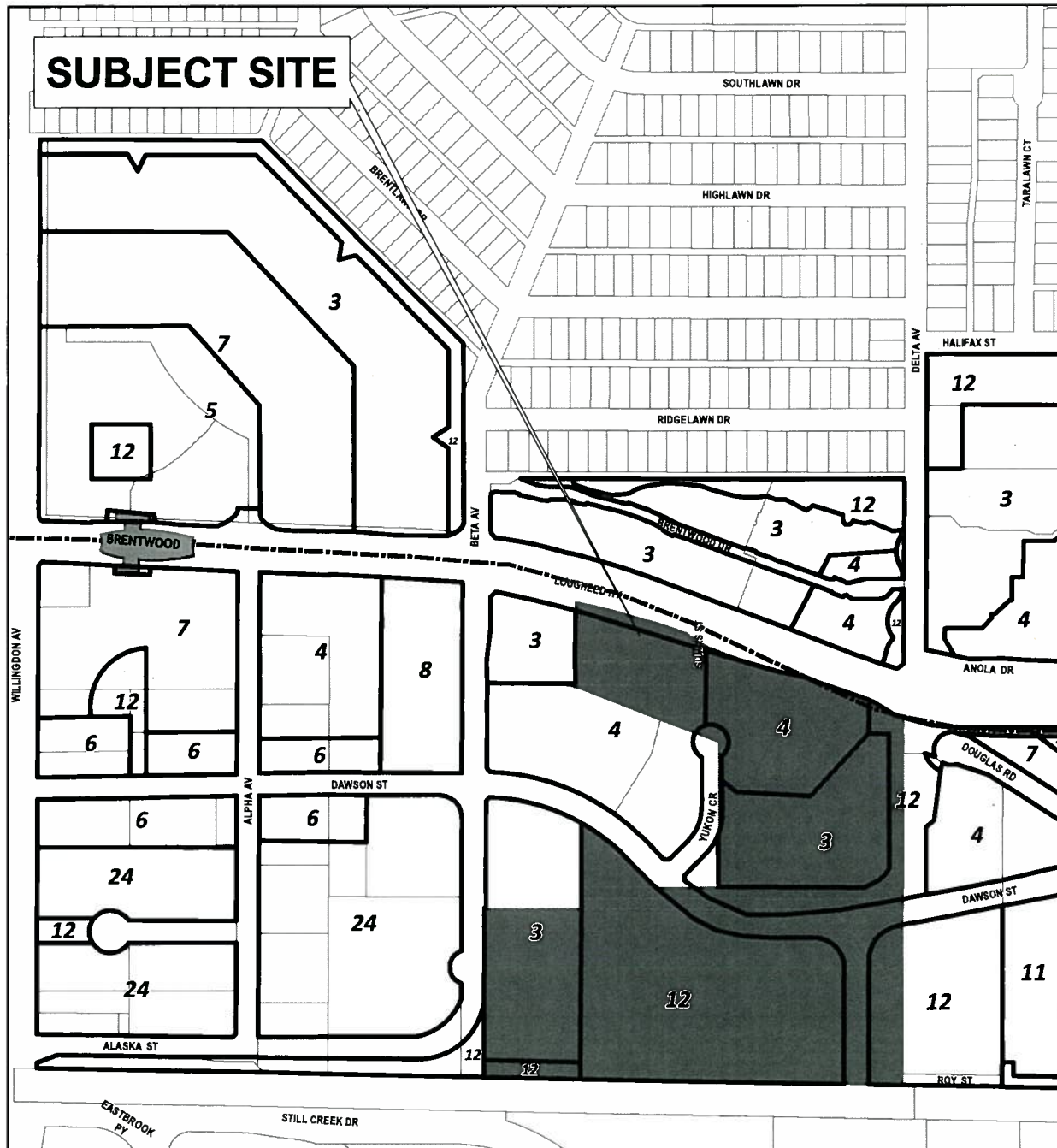


Subject Site



City-Owned Properties
and Rights-of-Way

Sketch #1

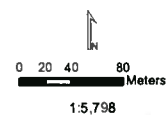


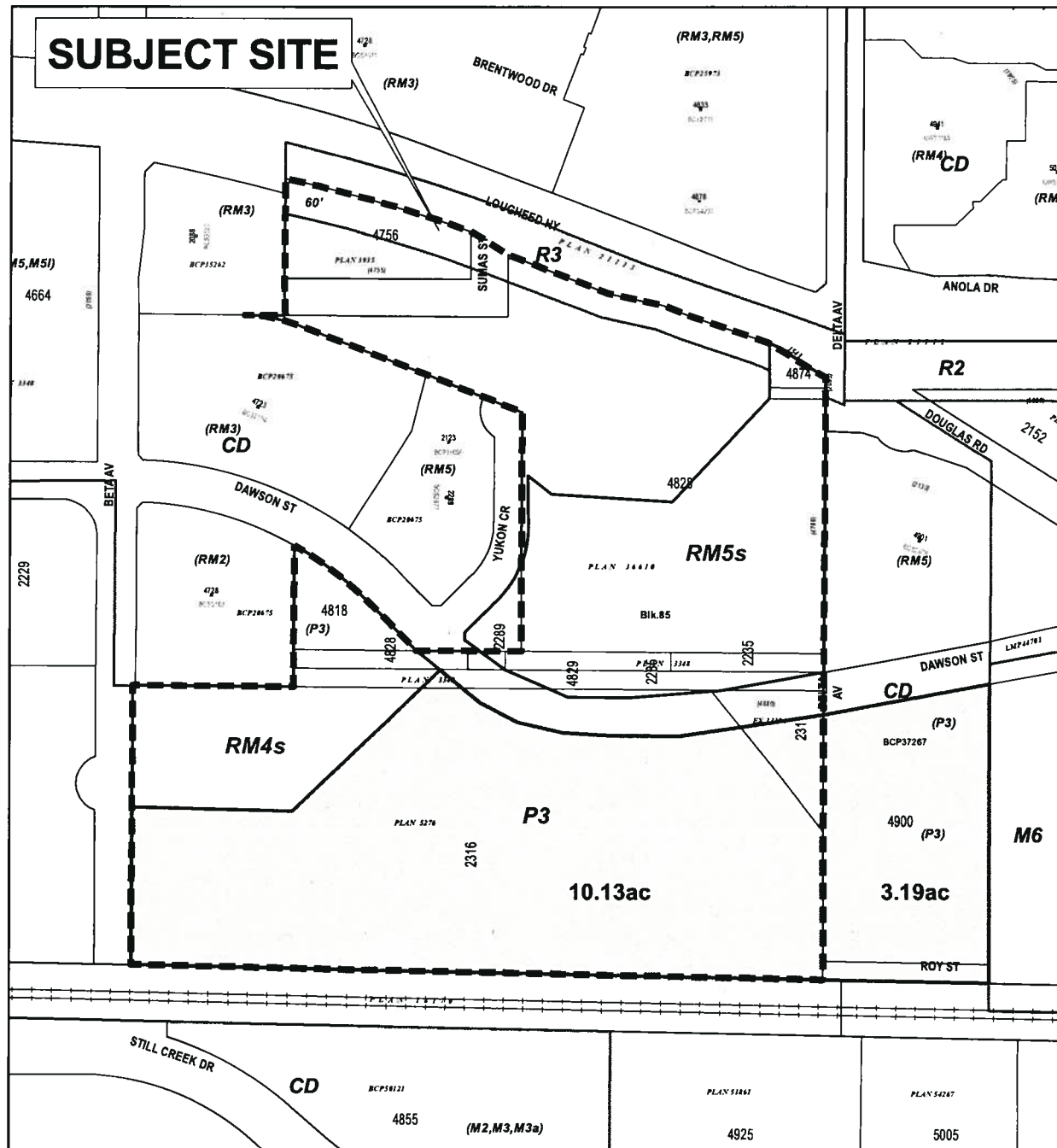
- | | |
|---|---|
| 3 Medium Density Multiple Family Residential | 8 Medium or High Density Multi Family Residential |
| 4 High Density Multiple Family Residential | 10 Institutional |
| 5 Commercial | 11 Business Centre |
| 6 Medium Density Mixed Use | 12 Park and Public Use/Public School |
| 7 High Density Mixed Use | 14 Cemetery |
| | 24 High Density Multiple Family Residential -
Brentwood Succession (RM4s) |



Planning and Building Dept

Brentwood Plan





PLANNING & BUILDING DEPARTMENT



DATE:
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1:3,500

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REZONING REFERENCE #13 -- 20
PROPOSED PLAN AMENDMENT



Subject Site



Park

Sketch #3