



Item .....
Meeting..... 2021 February 22

COUNCIL REPORT

**TO:** CITY MANAGER 2021 February 17

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #18-43**  
**Residential low-rise non-market rental building with a commercial podium and a residential tower with townhouses at grade**  
**Edmonds Town Centre**

**ADDRESS:** 6958 and 6984 Kingsway, 7243 Greenford Avenue, 6957 and 6961 Beresford Street  
(see *attached* Sketches #1 and #2)

**LEGAL:** Application for the rezoning of:  
Lot 1, Blk 22, DL 95, Grp 1, NWD Plan 1930A  
Lot A, DL 95 Grp 1, NWD Plan 5795  
Lot 1, Blk 22, DL 95, Grp 1, NWD Plan 1930A  
Lot B, Blk 22, DL 95, Grp 1, NWD Plan 1930A  
Lot 8, Except Part on Plan A44067, Blk 22, DL 95, Grp 1, NWD Plan 1930A

**From:** C4 Service Commercial District and M2 General Industrial District

**To:** CD Comprehensive Development District (based on C2 Community Commercial District, RM4s Multiple Family Residential District, RM4r Multiple Family Residential District and the Edmonds Town Centre Plan as guidelines and in accordance with the development plan entitled "Kingsway Honda Redevelopment" prepared by IBI Group Architects)

**APPLICANT:** IBI Group Architects (Canada) Inc.  
700 – 1285 West Pender Street  
Vancouver, BC V6E 4B1  
Attn: Clement Pun

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2021 March 30.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2021 March 08 and to a Public Hearing on 2021 March 30 at 5:00 p.m.

2. **THAT** the amendment to the Edmonds Town Centre Plan as outlined in Sections 3.2 - 3.6 of this report be approved (to take effect upon the granting by Council of Second Reading of the Rezoning Bylaw amendment).
3. **THAT** the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Section 4.13 of this report, contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.
4. **THAT** the sale of City-owned lane right-of-way for inclusion within the subject development site, in accordance with the terms outlined in Section 4.13 of this report, be approved in principle and subject to the applicant pursuing the rezoning proposal to completion.
5. **THAT** the following be established as prerequisites to the completion of the rezoning:
  - a) The submission of a suitable plan of development.
  - b) The deposit of sufficient monies including a 4% Engineering Inspection Fee to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
  - c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in town centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
  - d) The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with Section 4.5 of this report.
  - e) The granting of any necessary statutory rights-of-way, easements and/or covenants in accordance with Section 4.10 of this report.
  - f) The registration of a Housing Agreement.
  - g) The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
  - h) Compliance with the City's Groundwater Management for Multi-Family Development guidelines is required.

- i) The submission of a suitable Solid Waste and Recycling plan to the approval of the Director Engineering.
- j) The design and provision of units adaptable to persons with disabilities, the provision of customized hardware and cabinet work being subject to the sale/lease of the unit to a disabled person.
- k) 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.
- l) The review of on-site residential and commercial loading facilities by the Director Engineering.
- m) The submission of a Public Art Plan is required in conjunction with this rezoning application.
- n) Due to the site's location on Kingsway, the applicant is required to provide an acoustical study showing that the proposed development would meet Council-adopted noise criteria.
- o) The provision of facilities for cyclists in accordance with this report.
- p) The undergrounding of existing overhead wiring abutting the site.
- q) Compliance with the guidelines for underground parking for visitors.
- r) The submission of a detailed Comprehensive Sign Plan.
- s) The review of a detailed Sediment Control System by the Climate Action and Energy Division.
- t) The submission of a Site Disclosure and resolution of any arising requirements.
- u) The deposit of the applicable Parkland Acquisition Charge.
- v) The deposit of the applicable GVS & DD Sewerage Charge.
- w) The deposit of the applicable School Site Acquisition Charge.
- x) The deposit of the applicable Regional Transportation Cost Charge.
- y) 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

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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 permit the construction of a single 40-storey high-rise strata apartment building with two-storey townhouses at grade, and a six-storey mixed-use rental and commercial retail building fronting Kingsway.

### **2.0 POLICY FRAMEWORK**

The proposed application is consistent with the site's designation in the Edmonds Town Centre Plan. It also aligns with the following goals and sub-goals of City's Corporate Strategic Plan:

- **A Connected Community**
  - Social Connection – Enhance social connections throughout Burnaby
- **A Dynamic Community**
  - Economic Opportunity – Foster an environment that attracts new and supports existing jobs, businesses and industries
  - Community Development – Manage change by balancing economic development with environmental protection and maintaining a sense of belonging
- **An Inclusive Community**
  - Serve a diverse community – Ensure City services fully meet the needs of our dynamic community
  - Create a sense of community – Provide opportunities that encourage and welcome all community members and create a sense of belonging

### **3.0 BACKGROUND AND COMMUNITY PLAN AMENDMENT**

- 3.1 The subject development site, designated for high-density, mixed-use development under the CD Comprehensive Development District, utilizing the RM4s and RM4r Multiple Family Residential District, and the C2 General Commercial District as guidelines, is located within Sub-Area 1 of the Edmonds Town Centre Plan.
- 3.2 The Edmonds Town Centre Plan identifies the block bounded by Griffiths Drive, Kingsway, Greenford Avenue and Beresford Street be developed as two separate sites. The northern half of the block is designated for high density mixed-use in order to provide a commercial presence on Kingsway, while the southern half is designated for high density

residential development (Sketch #2 *attached*). The applicant has attempted to acquire the properties to the west to develop in line with the planned consolidations but has not been successful.

- 3.3 The applicant's proposed site consolidation would maintain the overall intent of the Plan and would provide a commercial presence along the subject site's Kingsway frontage, a residential tower setback on the central portion of the site, and townhouses at the rear. A second future development site to the west, which would consist of 6908 and 6926 Kingsway (two legal lots) as well as the City-owned 7244, 7256, 7276 Griffiths Drive and 6941 Beresford Street, would continue the commercial frontage along Kingsway and include a residential tower oriented towards the corner of Kingsway and Griffiths Drive. The proposed consolidation is considered supportable as it meets the general intent of the Plan.
- 3.4 The Edmonds Town Centre Plan indicates that the southern portion of Greenford Avenue and the entire length of Beresford Street in this block are to be closed and converted to a greenway. Given the change in the planned consolidations, it is proposed that a portion of Beresford Street remain open from Griffiths Drive to the existing north lane in order to provide improved access to the development sites. This portion of Beresford Street would be converted to a 6.1m (20ft.) lane standard. The remainder of Beresford Street and the southern portion of Greenford Avenue would be closed and incorporated into the subject development site, with a statutory right-of-way over a portion of the closed road for a new greenway (Sketch #1 *attached*).
- 3.5 The Town Centre six-lane road standards along Kingsway, with left turning lanes at Griffiths Drive, requires a total width of approximately 44 m (144 ft.) between Griffiths Drive and Greenford Avenue. As such, for this portion of Kingsway, a total dedication of approximately 18 m (59 ft.) is required resulting in a dedication of approximately 9 m (30 ft.) from the north and the south sides of Kingsway. The impact of the dedication necessitated by the application of the Town Centre standards, will substantially impact future development on the north side of Kingsway, given the east-west rear lane and shallow lot depths of the Kingsway properties. As such, a future minor plan amendment is required to remove the east-west lane to the north of Kingsway, from Sperling Avenue to Salisbury Avenue at such time that a rezoning application is advanced in this area.
- 3.6 In summary, the proposed changes to the configuration of the subject property (road network and consolidation pattern) require minor amendments to the Edmonds Town Centre Plan. It is recommended that Council approve this minor amendments to take effect upon the granting by Council of Second Reading of the Rezoning Bylaw amendment.
- 3.7 On 2019 July 29, Council received an initial rezoning report for the subject site and authorized staff to continue working with the applicant towards a suitable plan of development for a mixed-use development with a low rise mixed rental and commercial building fronting Kingsway, residential tower centre to the site, and townhouses at grade.

- 3.8 It is noted that the Rental Use Zoning Policy and Initial Implementation Framework was first adopted by Council on 2019 April 30. It was later superseded by the Finalized Rental Use Zoning Policy, which was adopted by Council on 2020 March 09. Given that design development was well advanced when Council adopted the finalized policy, the applicant is proposing to advance this application under the Initial Implementation Framework.

In accordance with Council's adopted Rental Use Zoning Policy and Initial Implementation Framework, Stream 2 – Inclusionary Rental applies to the subject rezoning application. In this regard, the applicant is required to provide rental units equivalent to 20% of the proposed strata units, excluding units achieved using density offset. To ensure affordability, a portion of the required rental units are to be set at 20% below Canadian Mortgage and Housing (CMHC) average rents. To assist with the provision of the affordable housing, a proportionate density offset is available.

The primary differences between the Initial Implementation Framework and the Finalized Rental Use Zoning Policy are outlined in Table 1 below:

	<b>Inclusionary Rental Obligation</b>	<b>Affordability Requirement</b>	<b>Density Offset</b>	<b>Additive RMr Rental Rates</b>
<b>Initial Implementation Framework</b>	20%	Minimum 25% of rental obligation	Up to 0.85 FAR, proportionate to % affordability	Market rates, with vacancy control
<b>Finalized Rental Use Zoning Policy</b>	20%	100% of rental obligation	0.85 FAR	1:1 CMHC median and market rates

*Table 1 – Rental policy comparison*

The primary difference between the Initial Framework and Finalized policies was the proportionate affordability and offset (minimum of 25% of inclusionary rental obligation), and the use of “vacancy control” for RMr density above the inclusionary rental obligation. The use of “vacancy control” and the Initial Implementation Framework was not considered feasible by a majority of rezoning applicants that were in-stream, and as such, this application is likely to be one of a select few applications pursued under the Initial Implementation Framework.

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

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#### 4.0 GENERAL COMMENTS

- 4.1 The proposed development plan is for a single 40-storey apartment tower with two-storey townhouses at grade fronting onto the Highland Park Line urban trail, located in the southern portion of the site, with a mixed-use six storey commercial and rental building, fronting onto Kingsway, on the northern portion of the site. A total of 346 strata units, 11 townhouse units and 69 rental units are proposed within the development. All parking is to be provided underground with vehicular access provided via Greenford Avenue and the lane to the west of the property.
- 4.2 The subject site is comprised of five individual parcels, and is occupied by a single-storey automobile sales building and car lot. To the west of the site, across the lane, are privately-owned single storey commercial buildings, as well as four City-owned residential lots. Two of the residential lots are occupied by single family dwellings (including the England House, which is listed on Burnaby's Heritage Inventory) and two are vacant. To the north of the subject site, across Kingsway, are older single storey commercial/retail developments. To the south, is the Highland Park Line urban trail, with Powerhouse Park beyond. To the east, across Greenford Avenue, is a mixed-use development which consists of a commercial podium fronting Kingsway, and a residential tower fronting Greenford Avenue
- 4.3 The proposed building's siting, massing, pedestrian orientation and materiality meet the standards and objectives for such development in the Edmonds Town Centre. The ground-oriented townhouses are designed to address the closure of Beresford Street while providing a transition to the tower form. The at-grade commercial units in the rental building will enhance the pedestrian experience along Kingsway. To complement and soften the urban environment, a progressive landscape treatment is proposed which includes rain gardens and street trees along Kingsway. On-site planting is integrated with the outdoor amenity spaces, including children's play facilities, landscaped courtyards and plaza spaces.
- 4.4 The maximum strata market density permitted (including the density offset) may be up to 4.45 FAR utilizing the RM4s District. The applicant is proposing 346 tower units and 11 townhouse units (357 market strata residential units in total) using a density of 3.81 FAR comprised of 3.60 FAR of the RM4s District and 0.21 FAR of the density offset.

The total maximum rental density (RM4r) attributed to the site is 1.70 FAR. The applicant has elected not to pursue all the available 1.70 FAR of RM4r density, instead providing 0.68 FAR to meet the equivalent of the required 20% of the proposed strata units and one additional market rental unit. In addition, it is noted that the development proposal includes a one storey plus mezzanine commercial podium fronting Kingsway utilizing 0.08 FAR of C2 density. Table 2 below outlines the permitted and proposed density and the proposed units for the project.

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	Permitted Density	Proposed Density	Proposed Units
RM4s market density	3.60 FAR	3.60 FAR	340 units
RM4r rental density	1.70 FAR	0.68 FAR (0.15 FAR for non-market rental/0.53 FAR for market rental)	69 units
Offset density	0.85 FAR	0.21 FAR	17 units
C2 commercial density	1.30 FAR	0.08 FAR	0
Total	7.45 FAR	4.57 FAR	426

*Table 2 – permitted and proposed density for Rezoning Reference #18-43*

In accordance with Council's adopted Rental Use Zoning Policy Stream 2 – Inclusionary Rental, the applicant is providing 68 inclusionary rental units (20%) with 17 rental units, or 25% of the inclusionary requirement, proposed at below market rates (20% below CMHC market average rates) in order to help meet the City's housing affordability objectives. As a result, access to 25% of the 0.85 FAR density offset available, or 0.21 FAR, under the RM4s District is proposed. The remaining 51 market rental units required to satisfy the 20% inclusionary requirement and one additional market rental unit are proposed using RM4r rental density. As noted earlier in the report, rental units provided utilizing RMr density would have their rents tied to Residential Tenancy Branch maximum increases, including following a change in tenancy (vacancy control).

The registration of a Housing Covenant and a Housing Agreement will be required to protect and regulate rent levels and tenure of the rental units. Terms of the Housing Agreement are to be established prior to Final Adoption of the Rezoning Bylaw. Council consideration and approval of a Housing Agreement Bylaw will be required prior to occupancy.

Due to the timing and mid-stream nature of the application; the broad mix of housing affordability within the development; affordability growing over time; and the significant number of rental units provided, staff support the proposal to pursue development under the Initial Implementation Framework. Further, the proposed use of the Initial Implementation Framework will provide diversity of housing choice and affordability in Sub Area 1 of the Edmonds Town Centre Plan area.

- 4.5 Given the site's Town Centre location, the applicant is proposing to utilize the allowable bonus density provisions (1.1 FAR) indicated within the Zoning Bylaw. In so doing, the applicant is proposing 8,168.16 m<sup>2</sup> (87,921 sq. ft.) of bonused gross floor area (GFA) included in the development proposal. The Realty and Lands Division of the Department of Public Safety and Community Services will forward a separate report detailing the value of the density bonus for Council's consideration and approval prior to the subject amendment bylaw receiving Third Reading. The report to Council will be prepared once the Realty and Lands Division has concluded negotiations with the applicant. Council approval of the density bonus value is a prerequisite condition of the rezoning.



In accordance with Council's adopted policy, 80% of the cash-in-lieu contributions are applied toward the City-Wide Community Benefit Bonus Reserve, to be utilized in the future to achieve priority amenities as established by Council. Twenty percent of the cash-in-lieu contributions will be applied to the Community Benefit Bonus Affordable Housing Reserve.

- 4.6 It is intended that the overall project accommodates a broad 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, which requires a minimum area of 50 m<sup>2</sup> (538 sq.ft.). The smaller one bedroom units are intended to provide a level of affordability for new home ownership, providing access to the market for first time home buyers. To offset the number of smaller one bedroom units, a commensurate number of two bedroom plus den and three bedroom units are proposed.
- 4.7 In accordance with the City's policy for adaptable units, a total of 86 units (20% of the total number of residential units excluding townhouses) is required and has been provided to meet adaptable standards. The unit mix for the adaptable units is split between 37 one bedroom units and 39 two bedroom units in the market strata building, and five one bedroom units and nine two bedroom units in the rental building. For adaptable 1 bedroom units, 20 sq. ft. is exempt from FAR. The exemption for two bedroom adaptable units is 30 sq.ft., and three bedroom units is 40 sq.ft., provided that additional bedrooms meet Burnaby adaptable standards. In total, the FAR exemption is 210.89 m<sup>2</sup> (2,270 sq.ft.). A total of 55 accessible parking stalls is required, 43 allocated to the strata building, 1 allocated to the townhouses, 1 allocated to the commercial use, and 10 allocated to the rental building. The accessible parking stalls will be protected by a Section 219 Covenant as common property to be administered by the Strata Corporation and rental housing operator.
- 4.8 Given the site's Town Centre location, near the Edmonds SkyTrain Station (Expo Line SkyTrain), a parking ratio of 1.1 parking spaces per unit for the market strata units and 0.6 spaces per unit for the non-market rental units is considered appropriate. Of these ratios, 0.1 spaces per unit is for visitor parking. All residential spaces will be equipped with an individually metered energized outlet capable of providing a Level 2 or higher charging level for an electric vehicle, in accordance with the Burnaby Zoning Bylaw.

To supplement the parking standard, the applicant will be providing a comprehensive Transportation Demand Management (TDM) strategy. This includes the provision of:

- a transit pass fund equivalent to two zone monthly passes for 15% of the strata residents and 100% of the rental units for two years to encourage an alternative to car use and ownership;
- two secured bicycle parking spaces per unit for both rental and strata residents; and,
- the provision of a fund to support car share, equivalent to one car and space per 100 units, with memberships available to all strata and rental residents. Should a car share

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program not be available on this site, the value of the vehicles may be utilized toward driving credits for car share, or additional funding for transit pass subsidies. This arrangement would provide access to alternative transportation for a greater number of residents.

- 4.9 The developer has committed to demonstrating sustainability through building design, materiality and efficiency (water, energy and waste management) initiatives. Given the adoption of the BC Building Code Step Code the applicant is required to advance the project under Step 2 with a low carbon energy system, or Step 3 with a conventional energy system. The applicant is required to provide an energy model prior to Final Adoption and conduct air tightness testing prior to Final Building occupancy.
- 4.10 Any necessary easements and covenants and statutory rights-of-way for the site are to be provided, including, but not necessarily limited to:
- a Section 219 Covenant restricting enclosure of balconies;
  - a Section 219 Covenant restricting the use of guest rooms;
  - a Section 219 Covenant preventing stratification of the rental units;
  - a Section 219 Covenant ensuring compliance with the approved acoustical study;
  - a Section 219 Covenant guaranteeing the provision and ongoing maintenance of stormwater and groundwater management facilities;
  - a Section 219 Covenant ensuring that all accessible parking stalls for persons with disabilities in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
  - a Section 219 Covenant guaranteeing the provision and ongoing maintenance of public art;
  - a Section 219 Covenant ensuring that the density of development of airspace 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;
  - a Housing Covenant and a Housing Agreement protecting and regulating rent levels and tenure of the rental units;
  - a 1.5 m (5 ft.) statutory right-of-way on the subject site is required adjacent to the north-south laneway for a pedestrian pathway;
  - a statutory right-of-way to accommodate a sidewalk on the west side of Greenford Avenue from Kingsway to the cul-de-sac; and,
  - a statutory right-of-way to accommodate a sidewalk and cycle track is required from the cul-de-sac on Greenford Avenue to the Highland Park Line.
- 4.11 The Director Engineering will provide an estimate for all services necessary to serve the subject site, including, but not limited to, the:

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- design of Kingsway to its six lane Town-Centre Primary Arterial standard with a central median, left turn lane, separated sidewalks, cycle track, street trees, enhanced boulevards, and street and pedestrian lighting;
- construction of Kingsway to an interim Primary Arterial standard, with left turn lane, cycle and pedestrian facilities, landscaping and street and pedestrian lighting.
- construction of Greenford Avenue to its final Town Centre Local Road standard with separated sidewalks, cycle facilities, street trees, enhanced boulevards, and street and pedestrian lighting;
- construction of a greenway on the closed portions of Greenford Avenue and Beresford Street in accordance with the approved landscape plans;
- improvements to the open portion of Beresford Street to convert it to a 6.1m lane standard
- improvements to the north – south lane adjacent the western property line of the site as required;
- storm, sanitary sewer and water main upgrades as required.

At a minimum, dedications, equaling approximately 585.60 m<sup>2</sup> (6,303 sq.ft.) in area is required along the Kingsway and Greenford Avenue frontages to accommodate the Town Centre urban treatment standards. Additional dedications may be required to accommodate Town Centre road standards in accordance with approved civil design drawings.

- 4.12 The applicant is required to provide detailed road geometrics in conjunction with civil design submissions for all of the bounding streets to determine finalized road dedications.
- 4.13 The application involves approximately 1,250 m<sup>2</sup> (13,455 sq.ft.) of Greenford Avenue and Beresford Street (subject to detailed survey), which is intended to be closed and consolidated with the development site. The Realty and Lands Division of the Public Safety and Community Services Department will be requested to provide a per sq.ft. buildable estimate of value for the road closure area. A further report will be submitted to Council regarding the value of the road closure area. A Highway closure bylaw will also be required in conjunction with this rezoning. A further report will be submitted to Council for approval regarding advancement of the highway closure bylaw, and the value of the closure area, prior to Third Reading.
- 4.14 The submission of a Traffic and Transportation study for the site will be required.
- 4.15 Due to the site's location on Kingsway, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 4.16 Provision of five separate car wash stalls is required for the residential development.

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- 4.17 As the site will be extensively excavated for development, a tree survey will be required identifying trees to be removed from the site. The applicant will be required to obtain a tree removal permit for all trees over 20 cm (8 inches) in diameter. 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.
- 4.18 The submission of a groundwater and stormwater management study. A suitable engineered design to the approval of the Director Engineering will be required for the on-site stormwater and groundwater 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.
- 4.19 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.
- 4.20 The submission of a detailed commercial and residential loading management plan to the approval of the Director Engineering is required.
- 4.21 Bicycle storage lockers and surface parking racks are to be provided for the residential occupants and visitors of the development.
- 4.22 The submission of a Site Disclosure and resolution of any arising requirements is required.

The submission of a Comprehensive Sign Plan detailing sign numbers, locations sizes and attachment details is required.

The Climate Action and Energy Division will need to review a submission of a detailed plan of an engineered Sediment Control System prior to Final Adoption.

- 4.23 Applicable Development Cost Charges are:
- a) Parkland Acquisition Charge
  - a) School Site Acquisition Charge
  - b) GVS&DD Sewerage Charge
  - c) Regional Transportation Charge

## **5.0 DEVELOPMENT PROPOSAL**

### **5.1 Site Area**

Gross Site Area	-	7,425.60 m <sup>2</sup> (79,928 sq.ft.)
Dedications (subject to change)	-	585.60 m <sup>2</sup> (6,303 sq.ft.)
Net Site Area (subject to detailed survey)	-	6,840.00 m <sup>2</sup> (73,625 sq.ft.)

5.2 Density:

<i>Strata Density</i>	
RM4s	- 3.60 FAR (inclusive of 0.8 FAR amenity bonus)
Offset Density	- 0.21 FAR (proportional to 25%)
Total Strata Density	- 3.81 FAR
<i>Rental Density</i>	
RM4r/RM5r	- 0.68 FAR
Commercial Density C2	- 0.08 FAR
<b>TOTAL FAR</b>	<b>- 4.57 FAR</b>
<i>Market Residential Tower</i>	
Residential Gross Floor Area	- 27,229.87 m <sup>2</sup> (293,100.ft.)
Residential Amenity Space FAR Exemption	- 702.9 m <sup>2</sup> (7,566 sq.ft.)
Adaptable Unit FAR Exemption	- 177.44 m <sup>2</sup> (1,910 sq.ft.)
Mechanical FAR Exemption	- 577.38 m <sup>2</sup> (6,215 sq.ft.)
<i>Non-Market Rental Apartment Building</i>	
Non-Market Residential Gross Floor Area	- 5,065.17 m <sup>2</sup> (54,521 sq.ft.)
Residential Amenity Space FAR Exemption	- 158.86 m <sup>2</sup> (1,710 sq.ft.)
Adaptable Unit FAR Exemption	- 33.45 m <sup>2</sup> (360 sq.ft.)
Mechanical FAR Exemption	- 299.28 m <sup>2</sup> (3,221 sq.ft.)
<i>Townhouses</i>	
Residential Gross Floor Area	- 1,077.02 m <sup>2</sup> (11,593 sq.ft.)
<i>Commercial</i>	
Commerical Gross Floor Area	- 608.98 m <sup>2</sup> 6,555.ft.)
<b>TOTAL GROSS FLOOR AREA</b>	<b>- 33,942.91 m<sup>2</sup> (365,358 sq.ft.)</b>
<u>Site Coverage:</u>	- 48 %

5.3 Height:

Strata Building	- 40 Storeys
Mixed-Use Rental/Commercial Building	- 6 Storeys
Townhouses	- 2 Storeys

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#### 5.4 Unit Mix:

##### ***Market Strata Residential Tower***

75 - Studio units	-	40.60 – 41.16 m <sup>2</sup> (437 – 443 sq.ft.)
37 - 1 Bedroom units (P11e and adaptable)	-	50.82 m <sup>2</sup> (547 sq.ft.)
156 - 2 Bedroom units	-	70.14 – 77.95 m <sup>2</sup> (755 – 839 sq.ft.)
39 - 2 Bedroom units (adaptable)	-	70.14 – 77.95 m <sup>2</sup> (755 – 839 sq.ft.)
<u>39 - 3 Bedroom units</u>	-	86.21 m <sup>2</sup> (928 sq.ft.)
<b><i>346 Total Strata Units</i></b>		

##### ***Rental Building (includes Market and Non Market Rental)***

##### ***Market Rental***

10 - Studio units (P11e)	-	30.01 m <sup>2</sup> (323 sq.ft.)
06 -1 Bedroom units (P11e)	-	52.21 – 54.44 m <sup>2</sup> (562 – 586 sq.ft.)
04 -1 Bedroom units (P11e and adaptable)	-	52.21 – 54.44 m <sup>2</sup> (562 – 586 sq.ft.)
15 -2 Bedroom units (P11e)	-	68.75 – 75.99 m <sup>2</sup> (740 – 818 sq.ft.)
07 -2 Bedroom units (P11e)	-	68.75 – 75.99 m <sup>2</sup> (740 – 818 sq.ft.)
08 -3 Bedroom units (P11e)	-	80.64 – 87.70 m <sup>2</sup> (868 – 944 sq.ft.)
<u>02 -3 Bedroom + Den units (P11e)</u>	-	97.92 m <sup>2</sup> (1,054 sq.ft.)
<b><i>52 Total Market Rental Units</i></b>		

##### ***Non-Market Rental***

05 - Studio units (P11e)	-	30.01 m <sup>2</sup> (323 sq.ft.)
01 -1 Bedroom unit (P11e)	-	52.21 – 54.44 m <sup>2</sup> (562 – 586 sq.ft.)
01 -1 Bedroom unit (P11e and adaptable)	-	52.21 – 54.44 m <sup>2</sup> (562 – 586 sq.ft.)
06 -2 Bedroom units (P11e)	-	68.75 – 75.99 m <sup>2</sup> (740 – 818 sq.ft.)
02 -2 Bedroom units (P11e and adaptable)	-	68.75 – 75.99 m <sup>2</sup> (740 – 818 sq.ft.)
<u>02 -3 Bedroom units (P11e)</u>	-	80.64 – 87.70 m <sup>2</sup> (868 – 944 sq.ft.)
<b><i>17 Total Non-Market Rental Units</i></b>		

##### ***69 Total Rental Units (75% Market Rental and 24% Non Market Rental)***

##### ***Townhouses***

02 -1 Bedroom units	-	63.27 m <sup>2</sup> (681 sq.ft.)
<u>09 - 2 Bedroom + Den units</u>	-	96.25 – 127.09 m <sup>2</sup> (1,036 – 1,368 sq.ft.)
<b><i>11 Total Townhouse Units</i></b>		

##### ***426 Total Units***

#### 5.5 Vehicle Parking

##### ***Market Residential Tower and Townhouses***

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346 units @ 1.1 spaces per unit: 381 spaces required and provided

***Rental Apartment Building***

69 units @ 0.6 space per unit: 42 spaces required and provided

***Townhouses***

11 units @ 1.75 spaces per unit: 20 spaces required and provided

***Commercial***

608.98 m<sup>2</sup> @ 1 space per 46 m<sup>2</sup> of GFA: 14 spaces required and provided

5.6 **Bicycle Parking/Storage Area**

***Residential Bicycle Parking***

426 units @ 2 spaces per unit:

***Required and Provided***

852 spaces

***Visitor Bicycle Parking***

426 units @ 0.2 spaces per unit:

***Required and Provided***

86 spaces

***Commercial Bicycle Parking – Class A***

608.98 m<sup>2</sup> @ 1 space per 500 m<sup>2</sup> of GFA:

***Required and Provided***

2 spaces

***Commercial Bicycle Parking – Class B***

608.98 m<sup>2</sup> @ 1 space per 500 m<sup>2</sup> of GFA:

***Required and Provided***

2 spaces

5.7 **Loading**

Residential

2 spaces Required and Provided

Rental

1 space Required and Provided

Commercial

1 space Required and Provided

4 spaces total

5.8 **Communal Facilities**

*(Excluded from FAR Calculations)*

Common amenity facilities for market strata development are located on levels one and two. Level one in the market tower includes an amenity lobby, fitness space, and lounge and level two includes a meeting room, a guest suite and a multi-purpose room. Common amenity facilities for the rental development include a lobby and an indoor amenity multi-purpose area.

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Collectively, these amenity areas amount to 861.77 m<sup>2</sup> (9,276 sq. ft.), which is less than 5% of Gross Floor Area permitted to be exempted as amenity space within the Zoning Bylaw.



E.W. Kozak, Director  
PLANNING AND BUILDING

KL:jz

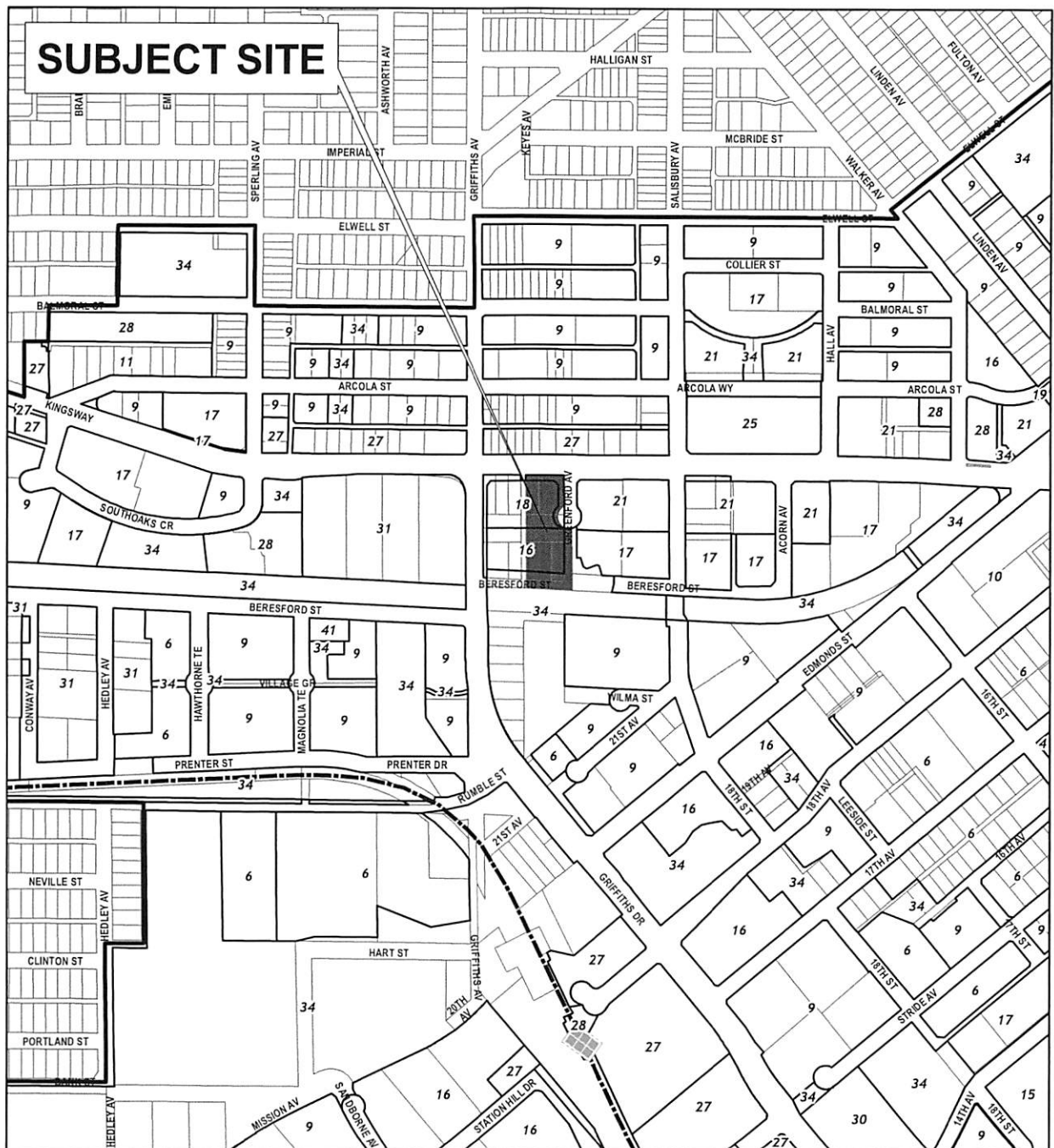
**Attachments**

cc: City Solicitor  
City Clerk

P:\49500 Rezoning\20 Applications\2018\18-43 Kingsway Greenford Beresford\Council Reports\Public Hearing Report\Rezoning Reference 18-43 PH Report 2021.02.22.Docx







4 Single and Two Family Residential	16 High Density Residential (RM4s)	27 Commercial
6 Ground Oriented Residential (RM2)	17 High Density Residential (RM5s)	28 Institutional
7 Ground Oriented Mixed Use (RM2/C1)	18 High Density Mixed Use (RM4s/C2)	30 Public School (P3)
9 Medium Density Residential (RM3s)	19 High Density Mixed Use (RM4s/C3)	31 Industrial
10 Medium Density Mixed Use (RM3s/Commercial)	21 High Density Mixed Use (RM5s/C3)	34 Park and Public Use
11 Medium Density Mixed Use (RM3s/P5)	23 Urban Village Commercial	37 Study Area
15 High Density Residential (RM5)	25 General Commercial (C3)	41 Medium Density Mixed Use (RM3s/Commercial/P1)



Planning and Building Dept

## Edmonds Town Centre Plan



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Sketch #2