



Item
Meeting..... 2022 May 30

COUNCIL REPORT

TO: CHIEF ADMINISTRATIVE OFFICER 2022 May 25

FROM: GENERAL MANAGER PLANNING AND DEVELOPMENT

SUBJECT: REZONING REFERENCE #21-34
Grosvenor Brentwood
Brentwood Town Centre Development Plan

ADDRESS: 4612, 4664 Lougheed Highway, 2040, 2140, and 2150 Alpha Avenue
(Sketches #1 and #2 *attached*)

LEGAL: See *attached* Schedule A

FROM: M1 Manufacturing District, R3 Residential District, CD Comprehensive Development District (based on M1 Manufacturing District, M5, M51 Light Industrial Districts, C2 Community Commercial District and P1 Neighbourhood Institutional District)

TO: CD Comprehensive Development District (based on RM5s Multiple Family Residential District, RM5r Multiple Family Residential District, C3 Neighbourhood Commercial District, P3 Park and Public Use District, M2 General Industrial District, the Brentwood Town Centre Development Plan as guidelines and in accordance with the development plan entitled "Grosvenor Brentwood Rezoning Phase 1 and 2" prepared by Perkins and Will Canada Architects Co.)

APPLICANT: Perkins and Will Canada Architects Co.
1220 Homer Street
Vancouver, BC V6B 2Y5
Attn: Ryan Bragg

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2022 June 28.

RECOMMENDATIONS:

1. **THAT** the introduction of a Housing Agreement Bylaw be authorised according to the terms outlined in Section 4.6 of the report, contingent upon the granting by Council of Second Reading of the Rezoning Bylaw related to the subject site.
2. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2022 May 30 and to a Public Hearing on 2022 June 28 at 5:00 p.m.

3. **THAT** the following be established as prerequisites to the completion of the rezoning:
- a) The submission of a suitable plan of development.
 - b) The advancement of the Grosvenor Brentwood Master Plan, Rezoning Reference #19-38 to Final Adoption prior to, or concurrent with, the subject rezoning application.
 - c) The deposit of sufficient monies including a 4% Engineering Administration 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.
 - d) 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.
 - e) The undergrounding of existing overhead wiring abutting the site.
 - f) The submission of an undertaking to remove all existing improvements from the Phase 1 site within twelve months of the rezoning being effected, and from the Phase 2 site prior to Building Permit issuance for Phase 2.
 - g) The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with Section 4.5 of this report.
 - h) The consolidation and re-subdivision of the site into two lots.
 - i) The dedication of any rights-of-way deemed requisite.
 - j) The granting of any necessary statutory rights-of-way, easements and/or covenants in accordance with Section 4.12 of this report.
 - k) The registration of a Housing Covenant and Housing Agreement.
 - l) The submission of a suitable on-site Stormwater Management System, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
 - m) Compliance with the City's Groundwater Management for Multi-Family Development guidelines.

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- n) The submission of a geotechnical and groundwater study.
- o) The execution of an indemnity agreement by the developer saving the City harmless from all liability associated with this development in relation to its geotechnical and hydrological (including any potential contaminated groundwater) impacts to surrounding infrastructure and other nearby development.
- p) The execution of an indemnity agreement by the developer saving the City harmless from all liability in relation to City rain water management amenities located on the development site and above underground parking structures.
- q) The submission of a suitable Solid Waste and Recycling Plan.
- r) The review of on-site loading facilities.
- s) The provision of car wash stalls and an adequately sized and appropriately located garbage handling and recycling material holding space and a commitment to implement the recycling provisions.
- t) The provision of facilities for cyclists in accordance with this report.
- u) 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.
- v) The approval of the Ministry of Transportation and Infrastructure to the rezoning application.
- w) Compliance with Council-adopted sound criteria.
- x) Compliance with the guidelines for underground parking for visitors.
- y) The submission of a detailed Public Art Plan.
- z) The submission of a Green Building Plan and Energy Benchmarking.
- aa) The submission of a detailed Comprehensive Sign Plan.
- bb) The submission of a Site Disclosure Statement and resolution of any resultant conditions.
- cc) The deposit of the applicable Parkland Acquisition Charge.

- dd) The deposit of the applicable School Site Acquisition Charge.
- ee) The deposit of the applicable GVS & DD Sewerage Charge.
- ff) The deposit of the applicable Regional Transportation Development Cost Charge.
- gg) 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 proposed rezoning bylaw amendment is to permit construction of the Grosvenor Brentwood Site over two main phases, including four high-rise market residential rental buildings and two high-rise strata residential buildings set atop non-market residential rental and commercial/retail podiums with underground parking, as well as a City Community Centre.

2.0 POLICY FRAMEWORK

The proposed rezoning application is consistent with the following policies and plans adopted by Council: Corporate Strategic Plan (2017), Regional Context Statement (2013), Official Community Plan (1998), Brentwood Town Centre Development Plan (1996), Economic Development Strategy (2007), Social Sustainability Strategy (2011), Environmental Sustainability Strategy (2016), Transportation Plan (2021), Home Strategy (2021), and Rental Use Zoning Policy (2020).

3.0 BACKGROUND

3.1 On 2019, October 28 Council received an Initial Report for Rezoning Reference #19-38 (Grosvenor Brentwood Conceptual Master Plan), involving a multi-phased mixed-use retail, office and multiple-family redevelopment of the area bounded by Lougheed Highway to the north, Beta Avenue to the east, Dawson Street to the south, and Alpha Avenue to the west.

On 2022 March 07, Council received a second report of the Planning and Development Department to seek the endorsement of the preliminary concepts and vision for the Grosvenor Brentwood Site, including a potential City Community Centre, as a basis for receiving community input on Rezoning Reference #19-38.

On 2022 May 09, Council granted Second Reading to Rezoning Reference #19-38, which established approval in principle for the Grosvenor Brentwood Conceptual Master Plan, and which also amended the Brentwood Town Centre Plan to reflect the high-density mixed-use

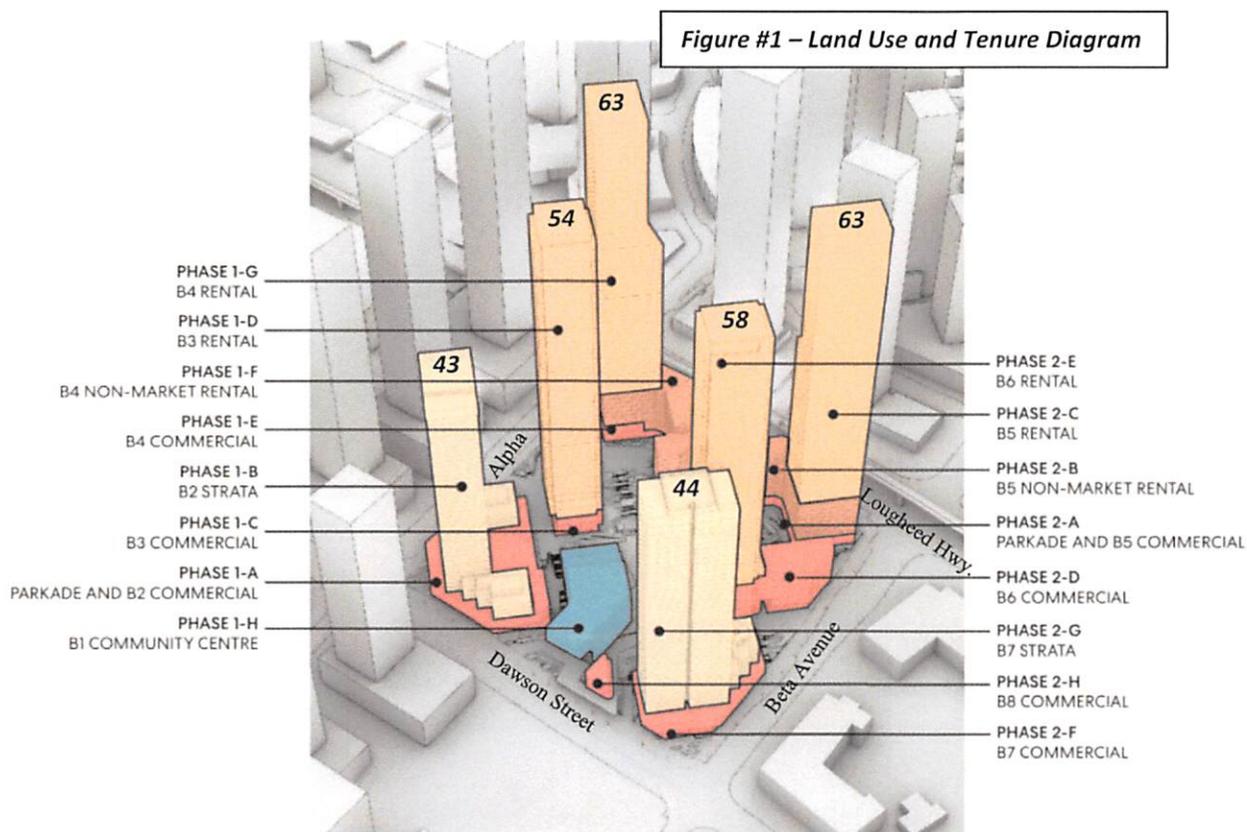
designation for the site. The intent of the Master Plan and the Brentwood Town Centre Plan amendment is to guide development of the lands over two main phases into a high-density, mixed-use area, with the goal of providing a variety of housing options and diverse employment and service opportunities, as well as a City Community Centre with a significant public open space provision. It is noted that advancement of the Master Plan Rezoning (Rezoning Reference #19-38) to Final Adoption is a condition of the subject rezoning application.

- 3.2 The Grosvenor Brentwood site is 3.18 ha (7.85 ac.) in size and is comprised of five individual parcels. Four of the parcels (4612 Loughheed Highway and 2040, 2140, 2150 Alpha Avenue) were formerly occupied by the former Chrysler dealership, and are currently being used for a weekend public market and food truck festival. The largest parcel (4664 Loughheed Highway) is occupied by an older office building constructed in 1975. The Brentwood Town Centre Development Plan designates the site for high-density mixed-use development, utilizing the RM5s, RM5r Multiple Family Residential Districts, C3 General Commercial District, P3 Park and Public Use District, M2 General Industrial District, and the Brentwood Town Centre Development Plan as guidelines (see Sketch #2 *attached*).
- 3.3 On 2022 April 04, Council received an initial rezoning report for the subject site, which proposed to rezone the subject development site in accordance with its high-density mixed-use designation as well as the M2 General Industrial District. The applicant has now submitted a plan of development suitable for presentation to a Public Hearing.

4.0 GENERAL COMMENTS

- 4.1 The proposed development plan for the Grosvenor Brentwood Site, as shown in **Figure #1**, is for four high-rise residential rental buildings and two high-rise residential strata buildings atop non-market residential rental and commercial/retail podiums with underground parking, as well as a City Community Centre. The development is proposed to be constructed over two main phases, with Phase 1 encompassing the western half of the site, and Phase 2 the eastern half.

Phase 1 of the development comprises the High Street, Urban Gateway and Civic Heart Districts, which include the development of a 43 storey condominium tower and podium with a large format retail space and ancillary retail spaces fronting Dawson Street and Alpha Avenue; a 54 storey market rental tower atop a residential podium fronting Alpha Avenue with a combination of smaller retail units at street level and office space above; a 63 storey market rental tower atop a mid-rise non-market rental podium fronting Alpha Avenue and Loughheed Highway, with a combination of smaller retail units and a single large format retail unit at street level; and a stand-alone low-rise retail space mid-block on Loughheed Highway. Phase 1 also includes the proposed City owned and operated Community Centre fronting Dawson Street.



Phase 2 comprises the Oasis and Green Link Districts, which include the development of a 63 storey market rental tower atop a mid-rise non-market rental podium fronting Beta Avenue and Loughheed Highway, with smaller retail units at street level; a 58 storey market rental tower atop a commercial podium fronting Beta Avenue; a 44 storey condominium tower over a residential podium, with smaller retail units at Dawson Street and Beta Avenue; and a stand-alone low-rise commercial space on Dawson Street, to the east of the proposed Community Centre.

Uniquely for a development of this scale, no surface roads are proposed through the site. Instead, the public realm will be pedestrianized and fully accessible for all ages and abilities, with public elevators and ramps provided to help navigate the substantial grade change on the site. Landscape improvements will generally be provided with each phase of development. Phase 1 will include a signature plaza on the south side of the proposed Community Centre, mid-block plazas on Alpha Avenue and Loughheed Highway, and the completion of Alpha Alley and the Urban Gateway plaza. Phase 2 will include a midblock plaza on Beta Avenue, as well as the completion of Beta Alley and the large central oasis. Statutory rights-of-way will be secured to ensure direct and legible public access to the Community Centre and associated public spaces, as well as through the site more generally.

Vehicular access into the underground parkade is provided from Dawson Street and Alpha Avenue in Phase 1, and from Beta Avenue in Phase 2 of the development. The underground

parkade will be fully connected upon completion of the project, allowing access between the phases.

Up to 3,666 residential dwelling units are proposed across the site, comprised of 939 market strata units and 2,275 market rental units (2,246 RM5s + 451 Offset + 517 C3), as well as 452 non-market rental units (20% below CMHC median). Broken down by phase, up to 1,734 units will be delivered in Phase 1, including 453 strata units, 1,077 market rental units, and 204 non-market rental units, and up to 1,932 units in Phase 2, including up to 486 strata units, 1,198 market rental units, and 248 non-market rental units. The development includes a diversity of housing sizes and tenures in order to accommodate a range of incomes and age cohorts, as well as a generous amenity package including a variety of meeting and recreation rooms, fitness centres, and significant outdoor amenity. The proposed form of development is a synthesis of the four big ideas for the development: prioritizing the public, purposeful design, focus on the local community, and embracing rental housing. This holistic approach results in a design response that is context specific, with towers located to the perimeter of the site and rotated 45 degrees in order to maximize tower separation, sunlight penetration, and views, while also creating a unique and identifiable pedestrianized central open space with bounding commercial and community uses. Overall, the subject proposal exemplifies exceptional urban design and architectural expression related to the building's siting, massing, pedestrian orientation and materiality, meeting the standard expected for development in the City's Town Centre areas.

- 4.2 As noted above, the applicant has proposed to provide the City with an airspace parcel fronting Dawson Street for a City owned and operated Community Centre. Under Council direction, Staff have worked with the applicant to develop a schematic concept for a stacked Community Centre fronting Dawson Street with all of the required components identified in the 2019 Northwest Needs Assessment and the associated 2020 Functional Working Program. The Community Centre is proposed for inclusion in Phase 1 and is proposed to be constructed by Grosvenor and funded through amenity density bonus contributions.
- 4.3 It is envisioned that both main phases of development and their adjacent service provisions would be completed over a 12 year period. However, the exact timing of development may be impacted by market conditions. Construction is generally intended to occur in an anti-clockwise pattern, beginning in the southwest corner of the property. Given the scale of the project, each phase of development may be split into sub-phases to help manage construction and occupancies more effectively. The proposed phasing allows for the construction of the Community Centre in the first phase of development, bringing greater timing certainty to the delivery of the Community Centre. Given the many years it is anticipated to complete the first phase of development, the applicant may choose to refine the mix of market rental and strata units and increase the office and retail component through the Preliminary Planning Approval (PPA) process in Phase 2, to better reflect market conditions, insofar that it does not result in an increase in the number of buildings, their permitted maximum height, or exceed the maximum density and unit count identified for the site as indicated in this report. To ensure any amendments to the proposed plans are reviewed in detail and comply with the development statistics outlined in this report, a Section 219 Covenant will be registered as part of the subject application, restricting issuance of Building Permit for Phase 2 until a PPA application and

accompanying drawings have been submitted for Phase 2 to the satisfaction of the General Manager Planning and Development.

4.4 Site densities are determined based on gross site area. The maximum potential density for the Grosvenor Brentwood Site may be up to 14.3 FAR based on the RM5s, RM5r, C3, P3, and M2 District zoning proposed for the subject site, subject to conditions set out in the Burnaby Zoning Bylaw, Burnaby Rental Use Zoning Policy, and the approval of Council. It is noted that the M2 and P3 Districts are included for use purposes only, and do not contribute additional density to the site. The P3 District is included for the Community Centre use, with existing C3 District density applied to the Community Centre area. The M2 District is included to permit above grade industrial uses that are accessory in nature to commercial uses, including, but not necessarily limited to brew pubs and the manufacturing of textiles and household items. Above grade accessory industrial uses would be subject to all applicable environmental regulations relating to sound, vibration and pollution. Industrial uses below grade may be considered in the future for adaptive re-use of the underground parkade, subject to a subsequent rezoning process. If approved by Council, below grade industrial uses would be limited to those uses that serve the immediate community. The proposed total density for the subject site based on gross site area is 9.67 FAR, as outlined in **Table 1** below. Broken down by phase based on net site area, the proposed total density for Phase 1 is 8.18 FAR, and 12.25 FAR for Phase 2.

4.5 As noted in **Table 1**, the applicant is proposing to use the amenity density provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 22,380.36 m² (240,900 sq. ft.) of bonused gross floor area in Phase 1, and 28,511.64 m² (306,897 sq. ft.) of bonused gross floor area in Phase 2, for a total of 50,892 m² (547,797 sq. ft.) across both phases.

Site Zoning: CD (RM5s, RM5r, C3, P3, M2)
Grosvenor Brentwood Gross Site Area: 31,807.50 m²

	Permitted Per Master Plan (m ²)	Total Proposed (m ²)	Proposed Max. Unit Count
RM5s District	5.00	5.00	
GFA	159,037.50	159,037.50	2,246
RM5r District	2.20	0.96	
GFA	69,976.5	30,390.5	452
RM5s Density Off-Set	1.10	1.10	
GFA	34,988.25	34,988.25	451
C3 District	6.00	2.61	
Commercial GFA	97,330.95	43,907.95	517
Commercial Rental GFA	93,514.05	39,221.54	
P3 District GFA	N/A Use Only	Use Only	-
M2 District GFA	N/A Use Only	Use Only	-
TOTAL Density	14.30	9.67	3,666
TOTAL GFA	454,847.25	307,545.74	

Table 1 – breakdown of permitted and proposed density for Grosvenor Brentwood Site.

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The Realty and Lands Division has established separate values of the density bonus for strata and for rental uses on the site. The funds will be received as an undesignated cash contribution-in-lieu for the future provision of a community benefit as determined by Council. To coincide with the time of sale or rental agreement, the applicant has the opportunity to provide payment at the time of Final Adoption of the Master Plan, or alternatively, defer payment to issuance of Preliminary Plan Approval, with an annual interest of 2% over the posted RBC Prime rate applied to the strata component, as determined by the Chief Financial Officer, to be remitted quarterly to the City on the unpaid balance of the density bonus amount. In accordance with Council's adopted policy, 80% of the cash-in-lieu contributions are applied toward the City-Wide Community Benefit Bonus Reserve and 20% to the Community Benefit Bonus Affordable Housing Reserve.

4.6 With respect to the rental component of the project, this application is proposed to be processed in accordance with the City's Rental Use Zoning Policy, utilizing Stream 2 – Inclusionary Rental, and Stream 3 – Voluntary Rental. The applicant is proposing to utilize up to 13,167.20 m² (141,731 ft. sq.) of the available RM5r density in Phase 1 to provide 204 inclusionary non-market rental dwelling units, and up to 17,223.30 m² (185,390 ft. sq.) in Phase 2 to provide up to 248 inclusionary non-market rental dwelling units, for a total of up to 452 non-market rental units across the project. All required inclusionary units are to be provided at 20% below CMHC median market rates for the North Burnaby rental survey area. The applicant is also proposing to utilize up to 39,221.54 m² (422,177 ft. sq.) of the available C3 density across both phases to provide up to 517 additional market rental units. It is noted that the number of proposed non-market rental units meets the requirements of the Rental Use Zoning Policy to provide an equivalent of 20% of the market units provided in the RM5s District (excluding density offset), as non-market rental. Similarly the proposed number of market rental units in the C3 District meets the requirements of the Rental Use Zoning Policy to provide a minimum ratio of 51% commercial uses, to 49% market rental uses.

It is noted that the location of the non-market rental units on the north side of the site, at the higher elevation, is purposeful and has been carefully considered in order to provide residents of the non-market units, who are statistically more likely to use transit, with optimal access to transit and services in the Town Centre. Given the proposed construction phasing of the development, which is planned to begin in the southwest corner of the site, it is anticipated that the non-market rental units located in Phase 1 would achieve occupancy concurrent with the B4 market rental building, but following the B2 and B3 residential buildings located at the corner of Alpha Avenue and Dawson Street, and mid-block on Alpha Avenue. This is considered supportable as the planned construction phasing enables delivery of the proposed Community Centre expeditiously and with greater timing certainty for the City and residents of the Town Centre. To ensure the timely completion of the Phase 1 non-market rental requirement, a Section 219 Covenant will be registered as part of the subject application, withholding occupancy of the B2 and B3 residential buildings until such time that a building permit has been issued and construction contracts executed for the rental requirement within Phase 1, and restricting occupancy of Phase 2 until the required non-market residential rental housing for Phase 1 has received occupancy.

- 4.7 The development is providing a minimum of 20% of all single-level residential units as adaptable, in line with the Adaptable Housing policy. Based on a total proposed unit count of 3,666 units, a minimum of 733 adaptable units are required. In addition, 230 residential accessible parking stalls are proposed for the development. The residential 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 It is intended that the overall project would accommodate a broader spectrum of housing needs. To support this, a portion of the market strata one bedroom unit sizes are generally based on the Zoning Bylaw minimum rental unit sizes, which requires a minimum area of 50 m² (538.21 sq.ft.). 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 larger two bedroom and den, and three bedroom units are proposed.
- 4.9 A parking ratio of 1.1 spaces per market strata unit and 0.45 spaces per rental unit is proposed for the development. Of these, 0.1 spaces per strata unit and 0.05 spaces per rental unit is for visitor parking. To determine the optimal level of parking required for this centrally located, pedestrian oriented site, immediately adjacent to a SkyTrain Station and bus exchange, the applicant has provided a parking demand study to support the proposed parking ratios. The parking study also recommends utilizing a temporally shared parking model to more efficiently meet projected residential visitor parking demand, as well as providing enhanced hardy dart infrastructure in order to meet the mobility needs of residents and reduce the need for private vehicle ownership. Accordingly, 0.05 residential visitor spaces per unit is proposed to be temporally shared with the commercial parking requirement. A Section 219 Covenant will ensure that no other uses have prior claim on the stalls. A minor reduction in accessible parking spaces is proposed, in line with the recommendation for enhanced hardy dart facilities, which includes weather protected and heated waiting areas, as well as accessible ramps and public elevators along the various pathways to the handy dart stops. The resulting break down of the parking ratio is 1.05 spaces per market strata unit and 0.4 spaces per rental unit plus 0.05 temporally shared residential visitor spaces per unit within the commercial parking area.

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. In addition, the applicant is voluntarily providing Level 2 electric vehicle charging facilitates for 16 commercial parking spaces in Phase 1. To encourage sustainable forms of transportation and minimize the construction of excess carbon intensive infrastructure and excavation, the applicant is required to provide a comprehensive transportation demand management (TDM) strategy. It is noted that the proposed TDM strategy reflects the significant weighting of rental housing in the development. The Phase 1 TDM strategy includes:

- establishing an alternative transportation fund equivalent in value to:
 - a 2 zone transit pass for 15% of all residential units including market strata, market rental and non-market rental, for 24 months; and,

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- o a car share monthly membership for each residential unit for 24 months;
- eighteen car share parking spaces for use by a public car share provider;
- two bike parking spaces (locker) for each residential unit;
- bike wash and repair facilities including a bike stand and tools;
- work lounges as part of the residential amenity package;
- parcel storage;
- end of trip facilities for commercial employees;
- a centrally located pickup/drop off area on P1 for ride hailing/sharing services;
- enhanced handy; and,
- a communications strategy that provides the owners, tenants and employees of the residential and commercial uses with an understanding of how to best use each of the alternative transportation options.

While it is anticipated that the Phase 2 TDM strategy will generally provide a similar package of measures, given that Phase 2 of the development is projected to begin construction after Phase 1 completes and is occupied, there is an opportunity to review the parking demand and the efficacy of the Phase 1 TDM strategy, and incorporate changes into a TDM and parking supply strategy for Phase 2 in order to better meet the sustainable transportation and climate action objectives of the City. Accordingly, the applicant will be required to submit a TDM strategy for Phase 2 to the satisfaction of the General Manager Planning and Development, prior to PPA issuance for Phase 2, and may elect to submit a parking demand study to amend the Phase 2 parking supply. A Section 219 Covenant and sufficient financial securities will be required to guarantee the provision of TDM measures.

- 4.10 An Engineering Master Plan for the Grosvenor Brentwood Site outlining the required servicing for each phase of development will be completed as part of the Master Plan rezoning application. Notwithstanding, the Engineering Department will assess the need for any further required services for each phase of development.
- 4.11 To support the foregoing servicing requirements, road dedications are required at the four corners of the site, as well as on Beta Avenue, measuring 346.05 m² (3,725 sq. ft.) in area, subject to final civil drawings.
- 4.12 Any necessary easements, covenants and/ or statutory rights-of-way for site are to be provided, including, but not necessarily limited to:
 - Section 219 Covenant restricting enclosure of balconies;
 - Section 219 Covenant ensuring removal of all existing improvements from the Phase 1 site within twelve months of the rezoning being effected, and from the Phase 2 site prior to Building Permit issuance for Phase 2;
 - 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 to ensure a Housing Agreement is completed prior to final adoption for Phase 1 and Building Permit for Phase 2 being issued and that the non-market rental units meet and maintain the affordability criteria;

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- Section 219 Covenant restricting the use of accessible guest rooms;
- Section 219 Covenant ensuring that accessible parking stalls are held in common property to be administered by the Strata Corporation and rental housing operator;
- Section 219 Covenant guaranteeing the provision and maintenance of the on-site public art;
- Section 219 Covenant ensuring compliance with the Green Building Plan for the site (minimum of Step 2 of Step Code, Energy System, and Energy/GHG Model) as well as a commitment for the property owner/representative to submit the necessary information to NRCAN's energy benchmarking program.
- Section 219 Covenant to ensure that no other uses have prior claim on the temporally shared visitor parking stalls.
- Section 219 Covenant to ensure alternative transportation provisions for the development, and restricting issuance of Preliminary Plan Approval for Phase 2 until the applicant has provided a TDM Strategy for Phase 2 in approvable form;
- Section 219 Covenant ensuring that the water table will not be drawn down during and after development;
- Section 219 Covenant ensuring that any building lighting features can be turned on and off by the strata and/or rental or commercial management company, and that architectural lighting will be turned off by the strata and/or rental or commercial management company at the City's request in the event that the lighting results in any adverse neighbourhood and/or environmental impacts;
- Section 219 Covenant ensuring that the site can be used safely in accordance with the approved geotechnical study;
- Section 219 Covenant restricting commercial retail uses on Loughheed Highway, Alpha Avenue, Beta Avenue, and Dawson Street from having obscured fenestration;
- Section 219 Covenant withholding occupancy of the B2 and B3 residential buildings until such time that a building permit has been issued and construction contracts executed for the non-market rental requirement within Phase 1, and restricting occupancy of Phase 2 until the required non-market residential rental housing for Phase 1 has received occupancy;
- Section 219 Covenant requiring rezoning of the Phase 1 site should the Community Centre not proceed;
- Statutory right-of-way guaranteeing public access to the on-site public art;
- Statutory right-of-way guaranteeing the provision and maintenance of public access routes throughout the site as generally identified on the CD plans;
- Easement guaranteeing reciprocal access between Phase 1 and 2;
- Easement agreement between Phase 1 and 2 for temporary shoring;

4.13 The registration of a Housing Covenant and a Housing Agreement will be required to protect and regulate affordability measures and tenure of the non-market 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 of each phase of development.

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- 4.14 Due to the proximity of the subject site to Lougheed Highway and the Millennium SkyTrain Line, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 4.15 Given the site's current and past uses, a Site Disclosure Statement and resolution of any resultant conditions is required.
- 4.16 A Comprehensive Sign Plan for the commercial component of the development, detailing sign numbers, locations, sizes and attachment details is required.
- 4.17 The developer is required to provide a geotechnical and groundwater study to ensure that the site can be used safely in line with its intended uses, and that the site's excavation will not draw down the water table or cause impact to adjacent properties and road rights-of-way.
- 4.18 As underground parking is requested for a site with known geotechnical and hydrological conditions, and given the site's proximity to civic and other major infrastructure, an indemnification agreement with the owner/developer will be required to hold the City harmless in the approval of the subject rezoning and all other subsequent permits.
- 4.19 An indemnification agreement with the owner/developer will be required to hold the City harmless in the approval of City rain water management amenities located on the development site and above underground parking structures.
- 4.20 As the site will be fully excavated for development, a tree survey will be required prior to Final Adoption 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.
- 4.21 The provision of 16 enhanced car wash stalls are required, complete with hot and cold water supply, car vacuums, bike wash stands, hose and spray nozzle, and splash proof partitions.
- 4.22 The submission of a Groundwater and Stormwater Management Plan is required. As well, a suitable engineered design 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.
- 4.23 The submission of a suitable Solid Waste and Recycling Plan is required.
- 4.24 The submission of a detailed Loading Management Plan is required.
- 4.25 The submission of a Public Art Plan detailing the concept, character, and location of public art on site as well as details of the budget, terms, and the artist selection process is required.
- 4.26 The submission of a Green Building Plan and energy benchmarking is required. The developer has committed to demonstrating sustainability through building design, materiality and

efficiency (water, energy and waste management) initiatives. The applicant has indicated that the development will meet a minimum of Step 2 of the BC Energy Step Code with Low Carbon Energy Systems.

- 4.27 The submission of a Communication Strategy Plan that provides the owners, tenants and employees with an understanding of how best to utilize the on-site amenities and alternative transportation provisions proposed for the development site is required.
- 4.28 As the proposed amendment rezoning is located within 800 m of a highway interchange, approval of the Ministry of Transportation and Infrastructure to the rezoning application is required.
- 4.29 Development Cost Charges applicable to this rezoning include:
 - Parkland Acquisition Charge;
 - GVS&DD Sewerage Charge;
 - School Site Acquisition Charge; and,
 - Regional Transportation Development Cost Charge.

5.0 DEVELOPMENT STATISTICS

5.1 Site Area

Gross Site Area	31,807.50 m ² (342,373 sq. ft.)
Phase 1 Net Site Area	19,156.79 m ² (206,202 sq. ft.)
Phase 2 Net Site Area	12,304.66 m ² (132,446 sq. ft.)
Road Dedication	346.05 m ² (3,725 sq. ft.)

5.2 Site Coverage

Gross Site	39.4%
Phase 1	40.5%
Phase 2	37.8%

5.3 Building Height

B1 (Community Centre)	Up to 7 storeys
B2	Up to 43 storeys
B3	Up to 54 storeys
B4	Up to 63 storeys
B5	Up to 63 storeys
B6	Up to 58 storeys
B7	Up to 44 storeys
B8	Up to 4 storeys

5.4	<u>Density</u>	9.67 FAR (based on gross site area)
	Phase 1 RM Residential Floor Area Ratio	5.16 FAR
	Phase 1 C3 Residential Floor Area Ratio	1.55 FAR
	Phase 1 Commercial Floor Area Ratio	1.47 FAR (inclusive of Community Centre and light industrial uses)
	Phase 1 Total FAR	8.18 FAR (based on net site area)
	Phase 2 RM Residential Floor Area Ratio	10.20 FAR
	Phase 2 C3 Residential Floor Area Ratio	0.77 FAR
	Phase 2 Commercial Floor Area Ratio	1.29 FAR (inclusive of light industrial uses)
	Phase 2 Total FAR	12.25 FAR (based on net site area)
5.5	<u>Gross Floor Area</u>	307,545.74 m² (3,310,395 sq. ft.)
	Phase 1 RM Residential Gross Floor Area	98,920.61 m ² (1,064,773 sq. ft.) (inclusive of 22,380.36 m ² amenity bonus)
	Phase 1 C3 Residential Gross Floor Area	29,761.19 m ² (320,347 sq. ft.)
	Phase 1 Commercial Gross Floor Area	28,088.47 m ² (302,342 sq. ft.)
	Phase 1 Total Gross Floor Area	156,770.27 m² (1,687,461 sq. ft.)
	Phase 2 RM Residential Gross Floor Area	125,495.64 m ² (1,350,824 sq. ft.) (inclusive of 28,511.64 m ² amenity bonus)
	Phase 2 C3 Residential Gross Floor Area	9,460.35 m ² (101,830 sq. ft.)
	Phase 2 Commercial Gross Floor Area	15,819.48 m ² (170,280 sq. ft.)
	Phase 2 Total Gross Floor Area	150,775.47 m² (1,622,934 sq. ft.)
5.6	<u>Phase 1 Residential Unit Mix</u>	
	<u>B2 Market Strata</u>	
	47 – Studio	41.18 m ² (443 sq. ft.)
	12 – Studio (adapt.)	41.33 m ² (445 sq. ft.)
	92 – One Bedroom (rental size)	50.66 m ² (545 sq. ft.)
	28 – One Bedroom (adapt.)	54.14 m ² (583 sq. ft.)
	36 – One Bedroom + Den	56.95 m ² (613 sq. ft.)
	6 – One Bedroom + Den (adapt.)	63.03 m ² (679 sq. ft.)
	68 – Two Bedroom	71.72 m ² (772 sq. ft.)
	40 – Two Bedroom (adapt.)	80.68 m ² (868 sq. ft.)

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100 – Two Bedroom + Den	77.08 m ² (830 sq. ft.)
2 – Two Bedroom + Den (adapt.)	88.29 m ² (950 sq. ft.)
17 – Three Bedroom	93.60 m ² (1,008 sq. ft.)
<u>5 – Three Bedroom (adapt.)</u>	<u>100.84 m² (1,085 sq. ft.)</u>
453 units	

B3 Market Rental

84 – Studio	35.40 m ² (381 sq. ft.)
21 – Studio (adapt.)	38.20 m ² (411 sq. ft.)
153 – One Bedroom	51.00 m ² (549 sq. ft.)
39 – One Bedroom (adapt.)	53.10 m ² (572 sq. ft.)
104 – One Bedroom + Den	57.10 m ² (615 sq. ft.)
26 – One Bedroom + Den (adapt.)	60.60 m ² (652 sq. ft.)
69 – Two Bedroom	70.00 m ² (754 sq. ft.)
18 – Two Bedroom (adapt.)	72.70 m ² (783 sq. ft.)
38 – Two Bedroom + Den	80.30 m ² (864 sq. ft.)
10 – Two Bedroom + Den (adapt.)	84.30 m ² (907 sq. ft.)
10 – Three Bedroom	93.10 m ² (1,002 sq. ft.)
<u>3 – Three Bedroom (adapt.)</u>	<u>93.10 m² (1,002 sq. ft.)</u>
575 units	

B4 Market Rental

97 – Studio	36.56 m ² (394 sq. ft.)
25 – Studio (adapt.)	37.00 m ² (398 sq. ft.)
132 – One Bedroom	51.33 m ² (553 sq. ft.)
33 – One Bedroom (adapt.)	53.26 m ² (573 sq. ft.)
85 – One Bedroom + Den	57.92 m ² (623 sq. ft.)
22 – One Bedroom + Den (adapt.)	60.67 m ² (653 sq. ft.)
58 – Two Bedroom	72.30 m ² (778 sq. ft.)
15 – Two Bedroom (adapt.)	73.57 m ² (792 sq. ft.)
20 – Two Bedroom + Den	78.68 m ² (847 sq. ft.)
6 – Two Bedroom + Den (adapt.)	78.68 m ² (847 sq. ft.)
7 – Three Bedroom	87.13 m ² (938 sq. ft.)
<u>2 – Three Bedroom (adapt.)</u>	<u>87.13 m² (938 sq. ft.)</u>
502 units	

B4 Non-Market Rental

36 – Studio	30.47 m ² (328 sq. ft.)
9 – Studio (adapt.)	33.88 m ² (365 sq. ft.)
80 – One Bedroom/One Bed + Den	50.74 m ² (546 sq. ft.)
20 – One Bedroom/ One Bed + Den (adapt.)	53.10 m ² (572 sq. ft.)

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42 – Two Bedroom	66.45 m ² (715 sq. ft.)
11 – Two Bedroom (adapt.)	69.80 m ² (751 sq. ft.)
2 – Three Bedroom	86.87 m ² (935 sq. ft.)
<u>2 – Three Bedroom (adapt.)</u>	86.87 m ² (935 sq. ft.)
204 units	

5.7 Phase 2 Residential Unit Mix Final unit mix and sizes for Phase 2, including adaptable unit mix, to be confirmed prior to PPA issuance for Phase 2.

B5 Non-Market Rental Up to 248 units

B5 Market Rental Up to 506 units

B6 Market Rental Up to 692 units

B7 Market Strata Up to 486 units

TOTAL NUMBER OF UNITS: Up to 3,666 units

5.8 Vehicle Parking Any excess parking in Phase 1 may be reallocated to meet the Phase 2 requirement.

Phase 1 Residential (1.05 spaces per strata unit 0.4 spaces per rental unit) 1,132 spaces (including 23 dedicated visitor spaces and 115 accessible spaces)

Phase 1 Commercial (1.5 spaces per 100 m² of Community Centre floor area, and per 46 m² of commercial floor area) 461 spaces (including 7 accessible spaces)

Phase 2 Parking Parking ratios for Phase 2 are to match Phase 1, or as determined through parking demand study prior to Phase 2 PPA issuance.

Car Share 36 spaces (18 per phase). Car share spaces may be reduced in Phase 2 subject to a demand study prior to Phase 2 PPA issuance.

Car Wash 16 enhanced car wash spaces (8 per phase). Car wash spaces may be reduced in Phase 2 subject to a demand study prior to Phase 2 PPA issuance.

5.9 Bicycle Parking Any excess bicycle parking in Phase 1 may be reallocated to meet the Phase 2 requirement.

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Phase 1 Secured Residential (2 spaces per unit)	3700 spaces (double lockers)
Visitor (0.2 spaces per unit)	347 spaces (bike racks)
Commercial (2 spaces per 500 m ² of GFA)	142 spaces (including 63 lockers and 79 bike racks)
Phase 2 Bicycle Parking	Parking ratios for Phase 2 are to match Phase 1, or as determined through parking demand study prior to Phase 2 PPA issuance.

5.10 Loading

Commercial and Residential	Managed dock with 43 bays (including 28 Class A and 15 Class B). Additional bays to be provided in Phase 2 subject to a demand study prior to Phase 2 PPA issuance.
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5.10 Communal Facilities

Extensive communal facilities are proposed for residents of the development, including fitness centres, meeting rooms, children’s play areas, wellness spas, maker spaces, work lounges, guest suites and kitchen spaces. The rooftops of the project will also be extensively landscaped to provide a high level of amenity to residents, including lawn areas, dog runs, dining and seating facilities, children’s play areas, and garden plots for urban agriculture. Public artworks will also be selected and installed in the public realm prior to occupancy of each phase. The proposed internal amenity area of the project is up to 9,868.27 m² (106,221 sq. ft.), which is permitted to be excluded from Gross Floor Area (GFA) under the Zoning Bylaw.

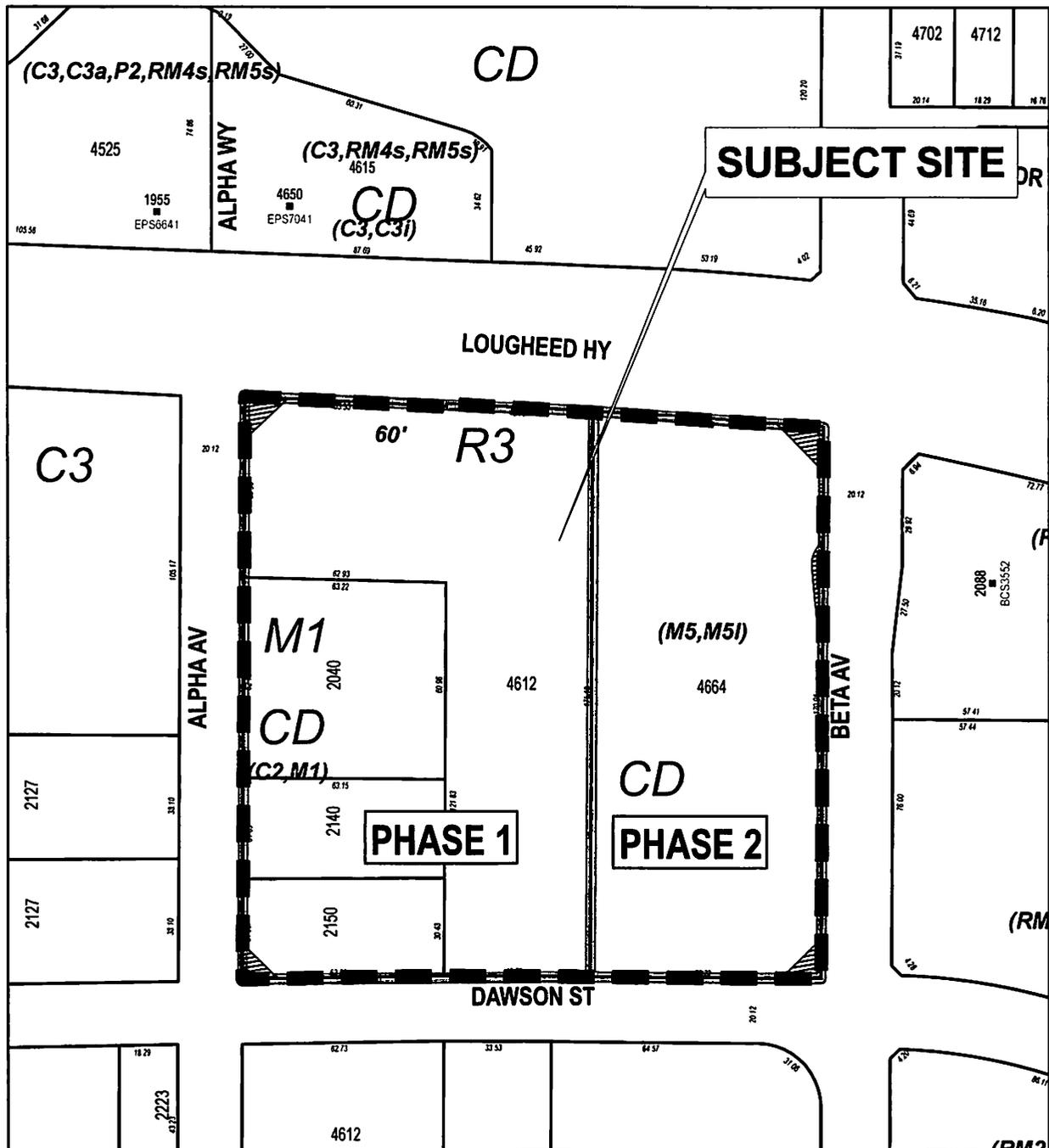

E.W Kozak, General Manager
PLANNING AND DEVELOPMENT

MN/IW:tn
Attachments

cc: General Manager Community Safety
City Solicitor
City Clerk

SCHEDULE A
REZONING 21-34

ADDRESS	LEGAL DESCRIPTION	PID
4612 Lougheed Highway	Lot A District Lot 124 Group 1 New Westminster District Plan BCP48057	028-582-365
2040 Alpha Avenue	Lot 6 District Lot 124 Group 1 New Westminster District Plan 3343	003-408-094
2140 Alpha Avenue	North Half Lot 11 District Lot 124 Group 1 New Westminster District Plan 3343	010-995-447
2150 Alpha Avenue	South Half Lot 11 District Lot 124 Group 1 New Westminster District Plan 3343	003-166-341
4664 Lougheed Highway	Lot 81 "A" Except: Firstly: The West 150 Feet; Secondly: Part Now Road on Statutory Right of Way Plan 4957; District Lot 124 Group 1 New Westminster District Plan 3348	002-908-468



PLANNING & DEVELOPMENT DEPARTMENT



Date: APR 27 2022

scale: 1:2,000

Drawn By: RW

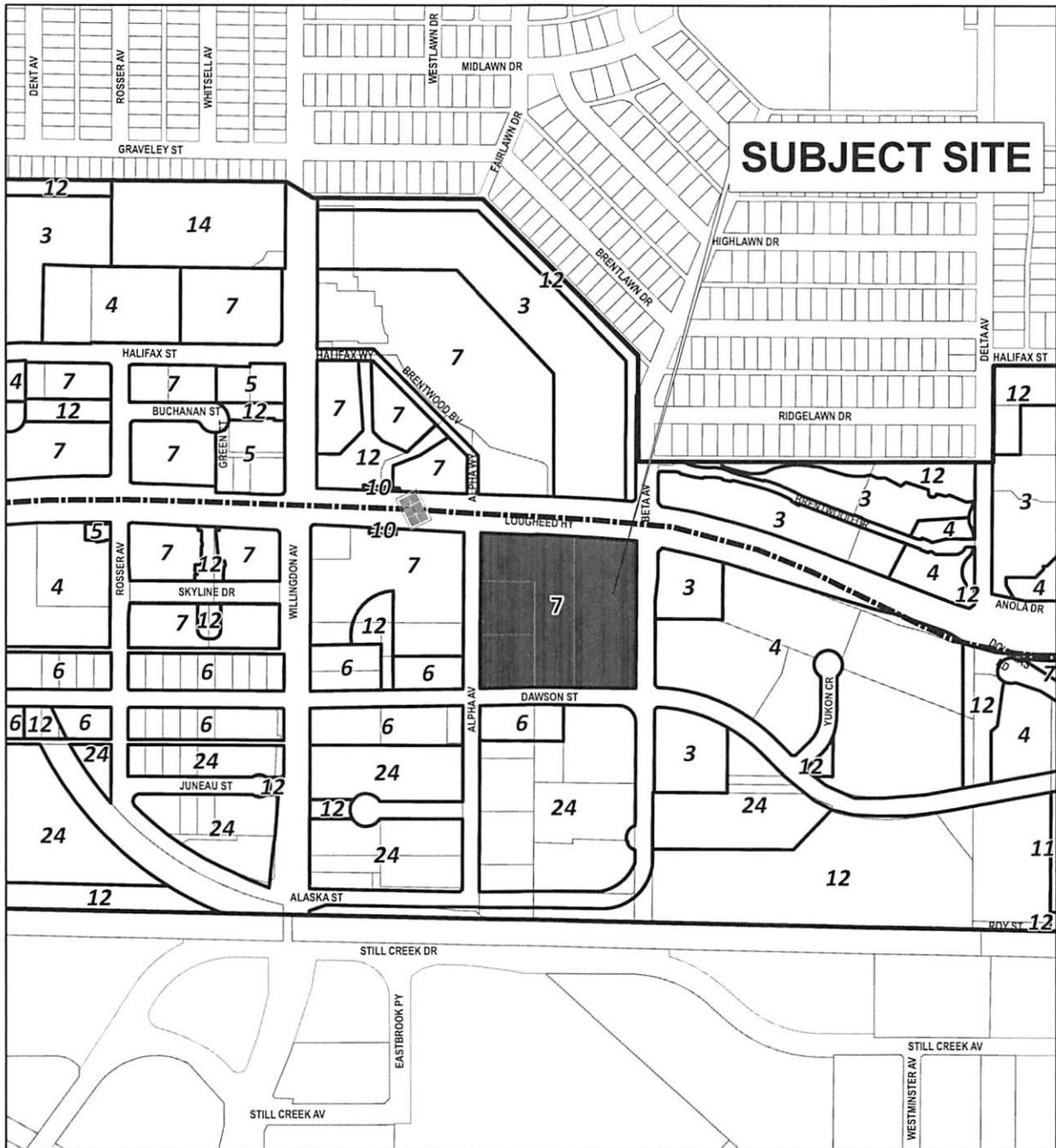
REZONING REFERENCE #21-34
4612, 4664 LOUGHEED HIGHWAY AND
2040, 2140 & 2150 ALPHA AVENUE



Subject Site



Road Dedication



- | | |
|---|--|
| 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 - |



Planning and Development Dept
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Brentwood Succession (RM4s)
Brentwood Town Centre Plan

