

**TO:** CHIEF ADMINISTRATIVE OFFICER 2022 October 19

**FROM:** GENERAL MANAGER PLANNING AND DEVELOPMENT

**SUBJECT:** REZONING REFERENCE #21-32  
Concord Metrotown Phase 2  
Metrotown Downtown Plan

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

**LEGAL:** Lot 2, District Lots 32, 152 and 153, Group 1, NWD Plan EPP76863

**FROM:** CD Comprehensive Development District (based on RM5s Multiple Family Residential District, C3 General Commercial District and Metrotown Downtown Plan as guidelines)

**TO:** A.CD Amended Comprehensive Development District (based on RM5s Multiple Family Residential District, RM5r Multiple Family Residential District, C3 General Commercial District, the Metrotown Downtown Plan as guidelines and in accordance with the development plan entitled “Concord Metrotown Phase 2AB & 2C” prepared by IBI Group Architects (Canada) Inc.)

APPLICANT: Concord Kingsway Projects GP Ltd.  
900 – 1095 West Pender Street  
Vancouver, BC V6E 2M6  
Attn: Matt Meehan

**PURPOSE:** To seek Council authorization to forward this application to a Public Hearing on 2022 November 22.

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**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** the predecessor Rezoning Bylaw, Bylaw No. 14483, Amendment Bylaw No. 35, 2022 be abandoned upon Council granting Second Reading.
3. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2022 October 24 and to a Public Hearing on 2022 November 22 at 5:00 p.m.

4. **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 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.
  - 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 undergrounding of existing overhead wiring abutting the site.
  - e) The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with Section 4.5 of this report.
  - f) The consolidation and re-subdivision of the site into three lots.
  - g) The dedication of any rights-of-way deemed requisite.
  - h) The granting of any necessary statutory rights-of-way, easements and/or covenants in accordance with Section 4.12 of this report.
  - i) The registration of a Housing Covenant and Housing Agreement.
  - j) The submission of a suitable on-site Stormwater and Groundwater 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.
  - k) Compliance with the City's Groundwater Management for Multi-Family Development guidelines.
  - l) The submission of a geotechnical and groundwater study.
  - m) 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.

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- n) The submission of a suitable Solid Waste and Recycling Plan.
- o) The review of on-site loading facilities.
- p) 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.
- q) The provision of facilities for cyclists in accordance with this report.
- r) The design and provision of units adaptable to persons with mobility challenges, and the provision of customized hardware and cabinet work being subject to the sale/lease of the unit to a person with mobility challenges.
- s) Compliance with Council-adopted sound criteria.
- t) Compliance with the guidelines for underground parking for visitors.
- u) The submission of a detailed Public Art Plan.
- v) The submission of a Green Building Plan and Energy Benchmarking.
- w) The submission of a detailed Comprehensive Sign Plan.
- x) The submission of a Site Disclosure Statement and resolution of any resultant conditions.
- y) The deposit of the applicable Parkland Acquisition Charge.
- z) The deposit of the applicable School Site Acquisition Charge.
- aa) The deposit of the applicable Metrotown Grade Separated Pedestrian Linkage Charge.
- bb) The deposit of the applicable Metrotown Public Open Space Charge.
- cc) The deposit of the applicable GVS & DD Sewerage Charge.
- dd) The deposit of the applicable Regional Transportation Development Cost 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 proposed rezoning bylaw amendment is to permit construction of the second phase of the Concord Metrotown site, including three high-rise market residential strata buildings atop non-market rental and commercial/retail podiums, and two commercial high-rise buildings (one being market rental and the other being office/hospitality) atop a combined commercial/retail podium. Parking is provided fully underground with some on-street convenience parking.

### 2.0 POLICY FRAMEWORK

The proposed rezoning application is consistent with the following policies and plans adopted by Council: Corporate Strategic Plan (2022), Regional Context Statement (2013), Official Community Plan (1998), Metrotown Downtown Plan (2017), 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 December 16 Council granted Final Adoption to Rezoning Reference #13-07, which established the mixed-use and multiple family Sears Metrotown Master Plan, as well as a Phase 1 of development at Kingsway and Nelson Avenue consisting of three high-rise multiple-family residential buildings atop an amenity and commercial podium. The Master Plan envisioned four phases of construction including the provision of four open space plaza areas, extension of McKercher and McMurray Avenues into the site, and the provision of new east west connections within the site in accordance with the Metrotown Downtown Plan.
- 3.2 On 2021 May 10, Council granted Final Adoption to Rezoning Reference #20-25, for minor amendments to the Concord Metrotown (formerly Sears Metrotown) Phase 1 site to increase the overall amenity provision and make final adjustments to the unit types and layout.
- 3.2 On 2021 September 29, 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 under the Council adopted Metrotown Downtown Plan, and Sears Metrotown Master Plan. Council authorized staff to work with the applicant towards a suitable plan of development for the site.
- 3.3 On 2022 July 25, Council authorized the proposed suitable plan of development to advance to a future Public Hearing and granted First Reading to the Rezoning Bylaw. Prior to the scheduled date of Public Hearing, the applicant and staff agreed to postpone the Public Hearing in order to make minor refinements to the proposed plan of development. The applicant has

now submitted a revised plan of development suitable for presentation to a Public Hearing. As such, this report recommends the abandonment of the previously granted First Reading of Rezoning Bylaw No. 14483, and provides the opportunity to review the revised submission.

#### 4.0 GENERAL COMMENTS

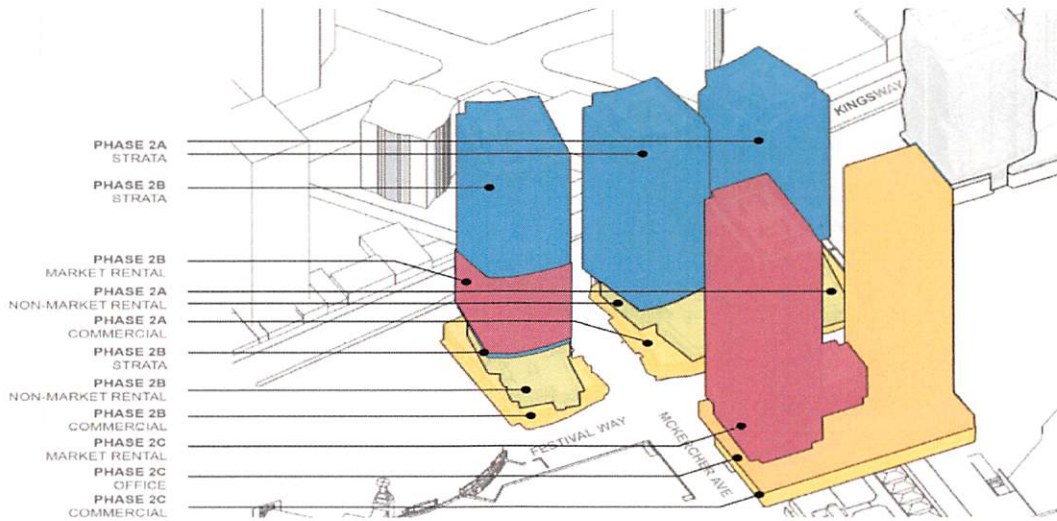
- 4.1 As noted previously, the site’s Master Plan originally proposed four individual phases of development. The applicant has now proposed to coalesce the last three phases into one rezoning as a larger second phase entitled 2A, B and C.

The proposed development plan for the Phase 2 area, as shown in **Figure #1**, is for three high-rise market residential strata buildings atop non-market rental and commercial/retail podiums, and two commercial high-rise buildings (one being market rental and the other being office/hospitality) atop a combined commercial/retail podium. Phase 2A of the development consists of two high rise mixed-tenure (market strata and non-market rental residential buildings of 40 and 49 storeys in height, with outdoor amenity podium deck atop commercial retail and restaurant uses fronting Kingsway, McMurray Avenue, McKercher Avenue and Festival Way. Phase 2B consists of one high rise mixed-tenure (market strata, market rental, and non-market rental building of 58 storeys in height, atop retail and restaurant uses fronting Kingsway, McKercher and Festival Way. Phase 2C establishes guidelines for future commercial development comprised of two commercial high rise buildings which includes office/hospitality tower of 47 storeys in height and one market rental tower of 60 storeys in height.

Vehicular access into a connected underground parkade is provided primarily from the McKercher Avenue extension with a secondary loading access of McMurray Avenue. The underground parkade will be fully connected upon completion of Phase 2.

- 4.2 Since the adoption of the Sears (Concord Metrotown) Conceptual Master Plan and registration on title of the Density Allocation Covenant, Council adopted the Rental Use Zoning Policy to support the construction of inclusionary and replacement rental units in the City. In accordance with the Policy, the subject rezoning application is required to comply with Stream 2 – Inclusionary Rental requirements. To assist with the provision of non-market housing in Phase 2, an RM5r rental density up to 2.2 FAR and density offset up to 1.1 FAR are considered appropriate given the RM5s designation. It is noted however, that in accordance with the terms of the Density Allocation Covenant, approximately 28% (278,691 sq.ft.) of the density generated from the Phase 2 site was utilized in Phase 1. Therefore, it is proposed that the RMr and density offset only be applied to approximately 72% of the Phase 2 site area (202,307 sq. ft. - subject to legal survey) to reflect this arrangement. The resulting total permitted residential density for the overall Sears Master Plan site (Gross Site Area), and Phase 1 and Phase 2 (Net Site Area), is outlined in **Table 1**.

**Figure #1 – Land Use and Tenure Diagram**



Zoning District	Site Area (sq.ft.)	Maximum FAR	Maximum GFA
RM5s Multiple-Family Residential District (Master Plan)	389,171 (Gross)	5.00	1,945,855
C3 General Commercial District (Master Plan)	389,171 (Gross)	6.00	2,335,026
RM5s Multiple-Family Residential District (Phase 1)	132,127 (Net)	9.18	1,213,011
C3 General Commercial District (Phase 1)	132,127 (Net)	0.23	30,293
RM5s Multiple-Family Residential District (Phase 2)	231,246 (Net)	3.17	732,844
RM5r Multiple Family Residential District (Phase 2)	166,497 (72% of Net)	2.20	366,293
RM5 Multiple Family Residential District Density Offset	166,497 (72% of Net)	1.10	183,147
C3 General Commercial District (Phase 2)	202,307	6.00	1,387,476
<b>Total</b>	-	-	<b>3,913,064</b>

*Table 1 – Density Breakdown (Gross Site/Net Site)*

The subject application is consistent with the adopted Conceptual Master Plan, Density Allocation Covenant, and Rental Use Zoning Policy.

- 4.3 As indicated in **Table 2** below, approximately 1464 residential dwelling units are proposed across Phases 2A and B, comprised of 1145 market strata units derived from the RM5s and Offset density; and, 188 non-market rental units (20% below CMHC median) derived from the RM5r Density, and 131 Market Rental Units derived from the C3 Density equalling 49% of the proposed commercial floor area. Phase 2C will have its specific unit count determined as part of a future Development Approval (PPA) Application. However, it is estimated that it would be comprised of approximately 722 units of market rental derived from the C3 commercial density, equalling 49% of the proposed commercial floor area. This proposal fully complies with the adopted Rental Use Zoning Policy.

Zoning District	Proposed Net Density FAR	Proposed GFA	Proposed Units
<b>RM5s District</b>	<b>3.17</b>	732,844	<b>939</b>
<b>RM5s Density Off-Set</b>	<b>0.79</b>	183,147	<b>206</b>
<b>RM5r District – Non Market</b>	<b>0.54</b>	124,484	<b>188</b>
<b>C3 District</b>	<b>5.43</b>	1,256,913	<b>853</b>
<i>Commercial GFA</i>	<i>2.77</i>	<i>641,026</i>	
<i>Commercial Rental GFA</i>	<i>2.66</i>	<i>615,887</i>	
<b>TOTAL</b>	<b>9.93</b>	2,297,388	<b>2186</b>

*Table 2 – Breakdown of proposed density for Concord Metrotown Phase 2.*

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 concordant with the vision established under the Sears Master Plan continuing the arc of building heights and setback along Kingsway and the undulating vertical form of the towers established in Phase 1. 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 Metrotown Downtown Area.

- 4.4 It is envisioned that both Phases 2A and 2B of development and their adjacent service provisions would be completed concurrently. However, the exact timing of development may be impacted by market conditions. Construction is generally intended to occur in an east to west pattern, with Phase 2A proceeding first followed by Phase 2B. Phase 2C may be developed at a later date as part of a separate Development Approval (PPA) application. Given the many years it is anticipated to complete the Phases 2A and B, the City and applicant will determine the mix of market rental units and commercial office and retail floor area through the Preliminary Planning Approval (PPA) process for Phase 2 C, 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 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 2C until a PPA application and accompanying drawings have been submitted for Phase 2 to the satisfaction of the General Manager Planning and Development.

- 4.5 As noted in Table 1, the applicant is proposing to use the amenity density provisions indicated within the Zoning Bylaw, which are calculated at 32% of the RM5s District Gross Floor Area. In so doing, the applicant would achieve an additional 21,786.69 m<sup>2</sup> (234,510 sq. ft.) of bonused gross floor area in Phase 2.

The Realty and Lands Division of the Department of Lands and Facilities will initiate discussions with the applicant on the amenity bonus value. A separate report detailing the value of the density bonus will be forwarded to Council for consideration and approval prior to the subject amendment bylaw receiving Third Reading. 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 and 20% to the Community Benefit Bonus Affordable Housing Reserve.

As a master planned site the applicant has two alternative options to the standard amenity bonus negotiation and payment procedure. In Option 1, the applicant may defer amenity bonus negotiation until prior to Final Adoption and defer payment to issuance of Preliminary Plan Approval, with an annual interest of 2% over the posted RBC Prime rate to be remitted quarterly to the City on the unpaid balance of the density bonus amount beginning at Final Adoption. In Option 2, the applicant may defer negotiation and payment post final adoption to Preliminary Plan Approval, whereby a no-build, no marketing covenant is applied to the site.

- 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. As such, the applicant is proposing to provide 188 inclusionary non-market rental units. The applicant is also proposing to utilize a portion of the available C3 density for approximately 853 market rental units. In total the project is pursuing 1,041 rental units across phases 2A, 2B and 2C. All required inclusionary units are to be provided at 20% below CMHC median market rates for the Central Park/Metrotown rental survey area. 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). 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. As such, this project will deliver a significant number of needed housing units across the continuum and represents a big step forward in providing net new housing stock in the community.

- 4.7 The development will provide a minimum of 20% of all single-level residential units as adaptable, in line with the Adaptable Housing policy. In addition, 270 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 P11e District minimum unit sizes within the Zoning Bylaw, which requires a minimum area of 50 m<sup>2</sup> (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, 0.6 spaces per market rental unit, and 0.4 spaces per non-market rental unit is proposed for the development. Of these, 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. In addition, the applicant is voluntarily providing Level 2 electric vehicle charging facilities for 20 commercial parking spaces in Phase 2. 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 2 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,
    - a car share monthly membership for each residential unit for 24 months;
  - three car share parking spaces for use by a public car share provider (spaces may be reduced subject to a demand study prior to Phase 2 PPA issuance);
  - 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; 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.
- 4.10 An Engineering Master Plan for the Concord Metrotown Site outlining the required servicing for each phase of development has been completed as part of the Master Plan rezoning application. Servicing of Kingsway, McMurray Avenue and internal roadways in accordance with the approved Engineering Master Plan is required. 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 have already be achieved across the development frontage on Kingsway. However, further dedication is required to achieve the McMurray Avenue extension, with the specific area identified as part of a detailed road geometric and civil design.
- 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 2 site within twelve months of the rezoning being effected;
  - 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 to ensure that the non-market rental units meet and maintain the affordability criteria;
  - 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 and Statutory Right of Way guaranteeing the provision, public access, 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 alternative transportation provisions for the development, and restricting issuance of Preliminary Plan Approval for Phase 2C until the applicant has provided a TDM Strategy for Phase 2 in approvable form;
  - 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 restricting commercial retail uses on Kingsway, McMurray Avenue, McKercher Avenue, and Festival Way from having obscured fenestration;
  - Statutory right-of-way guaranteeing the provision and maintenance of public vehicular, pedestrian and cycling access along McKercher Avenue and Festival Way;
  - Statutory right-of-way guaranteeing the provision and maintenance of public pedestrian access to the Mountain Plaza at Kingsway and McMurray Avenue; and,
  - Easement guaranteeing reciprocal access between Phase 2A, B and C.
- 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.

- 4.14 Due to the proximity of the subject site to Kingsway, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 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 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.
- 4.19 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.
- 4.20 The provision of eight 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.
- 4.21 The submission of a suitable Solid Waste and Recycling Plan is required.
- 4.22 The submission of a detailed Loading Management Plan is required.
- 4.23 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.
- 4.24 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.
- 4.25 Development Cost Charges applicable to this rezoning include:
  - Parkland Acquisition Charge;

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- Metrotown Public Open Space Charge;
- Metrotown Grade Separated Pedestrian Linkage Charge;
- GVS&DD Sewerage Charge;
- School Site Acquisition Charge; and,
- Regional Transportation Development Cost Charge.

## 5.0 DEVELOPMENT STATISTICS

### 5.1 Site Area

Phase 2 Gross Site Area	21,483.46 m <sup>2</sup> (231,246 sq. ft.)
Road Dedication	1,113.91 m <sup>2</sup> (11,990 sq. ft.)
Phase 2 Net Site Area	20,369.55 m <sup>2</sup> (219,256 sq.ft.)

### 5.2 Site Coverage

Phase 2	52%
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### 5.3 Building Height

T4	Up to 40 storeys
T5	Up to 49 storeys
T6	Up to 58 storeys
T7	Up to 47 storeys
T8	Up to 60 storeys

### 5.4 Density

Phase 2 RM5s Residential Density	3.17 FAR
Phase 2 RM5r Residential Density	0.79 FAR
Phase 2 RM5r – Non-Market	0.54 FAR
Phase 2 C3 Residential Density	2.66 FAR
Phase 2 C3 Commercial Density	2.77 FAR
<b>Phase 2 Total FAR</b>	<b>9.93 FAR (based on net site area)</b>

### 5.5 Gross Floor Area

	213,434.30 m <sup>2</sup> (2,297,388 sq. ft.)
Phase 2 RM5s Residential GFA	68,083.44 m <sup>2</sup> (732,844 sq.ft.) (inclusive of 234,510 m <sup>2</sup> amenity bonus)
Phase 2 Density Offset	17,014.91 m <sup>2</sup> (183,147 sq.ft.)
Phase 2 RM5r Residential GFA	11,564.94 m <sup>2</sup> (124,484 sq.ft.)
Phase 2 C3 Residential GFA	57,217.77 m <sup>2</sup> (615,887 sq.ft.)
Phase 2 Commercial GFA	59,553.23 m <sup>2</sup> (641,026 sq. ft.)

5.6 Phase 2 Residential Unit Mix

T4 Market Strata

138 – Studio	37.07 – 49.05 m <sup>2</sup> (399 - 528 sq. ft.)
48 – One Bedroom (P11e)	50.07 – 55.65 m <sup>2</sup> (539 - 599 sq. ft.)
20 – One Bedroom P11e (adapt.)	55.65 m <sup>2</sup> (599 sq. ft.)
48 – Two Bedroom (adapt.)	76.92 m <sup>2</sup> (828 sq. ft.)
46 – Two Bedroom + Den	72.93 – 73.02 m <sup>2</sup> (785 - 786 sq. ft.)
<u>40 – Three Bedroom</u>	92.35 – 95.88 m <sup>2</sup> (994 - 1032 sq. ft.)
340 units	

T4 Non-Market Rental

32 – Studio	30.01 – 31.03 m <sup>2</sup> (323 - 334 sq. ft.)
10 – One Bedroom	50.07 m <sup>2</sup> (539 sq. ft.)
4 – One Bedroom (adapt.)	51.93 – 52.68 m <sup>2</sup> (559 - 567 sq. ft.)
16 – Two Bedroom	65.03 m <sup>2</sup> (700 sq. ft.)
8 – Two Bedroom (adapt.)	67.82 m <sup>2</sup> (730 sq. ft.)
4 – Three Bedroom	80.08 m <sup>2</sup> (862 sq. ft.)
<u>3 – Three Bedroom (adapt.)</u>	83.80 m <sup>2</sup> (902 sq. ft.)
77 units	

T5 Market Strata

157 – Studio	37.07 – 48.50 m <sup>2</sup> (399 - 522 sq. ft.)
71 – One Bedroom P11e	50.07 – 55.46 m <sup>2</sup> (539 - 597 sq. ft.)
29 – One Bedroom P11e (adapt.)	55.56 – 55.74 m <sup>2</sup> (598 - 600 sq. ft.)
56 – Two Bedroom (adapt.)	76.92 m <sup>2</sup> (828 sq. ft.)
57 – Two Bedroom + Den	72.93 – 73.02 m <sup>2</sup> (785 - 786 sq. ft.)
<u>56 – Three Bedroom</u>	92.44 – 95.60 m <sup>2</sup> (995 - 1029 sq. ft.)
426 units	

T5 Non-Market Rental

4 – Studio	30.01 – 30.38 m <sup>2</sup> (323 - 327 sq. ft.)
4 – Studio (adapt.)	35.77 m <sup>2</sup> (385 sq. ft.)
15 – One Bedroom	50.07 – 51.93 m <sup>2</sup> (539 - 559 sq. ft.)
3 – One Bedroom (adapt.)	52.03 m <sup>2</sup> (560 sq. ft.)
16 – Two Bedroom	65.03 – 65.13 m <sup>2</sup> (700 - 701 sq. ft.)
4 – Three Bedroom	80.08 m <sup>2</sup> (862 sq. ft.)
<u>3 – Three Bedroom (adapt.)</u>	83.80 m <sup>2</sup> (902 sq. ft.)
49 units	

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T6 Market Strata 37.07 – 46.92 m<sup>2</sup> (399 - 505 sq. ft.)  
 50.07 – 55.46 m<sup>2</sup> (539 - 597 sq. ft.)  
 108 – Studio 55.65 m<sup>2</sup> (599 sq. ft.)  
 89 – One Bedroom P11e 74.51 – 74.60 m<sup>2</sup> (802 - 803 sq. ft.)  
 27 – One Bedroom P11e (adapt.) 76.74 m<sup>2</sup> (826 sq. ft.)  
 4 – Two Bedroom 70.04 – 73.02 m<sup>2</sup> (754 - 786 sq. ft.)  
 49 – Two Bedroom (adapt.) 95.23 – 102.94 m<sup>2</sup> (1025 - 1108 sq. ft.)  
 52 – Two Bedroom + Den  
 50 – Three Bedroom  
 379 units

T6 Non-Market Rental 30.01 – 32.14 m<sup>2</sup> (323 - 346 sq. ft.)  
 35.77 m<sup>2</sup> (385 sq. ft.)  
 22 – Studio 50.07 m<sup>2</sup> (539 sq. ft.)  
 4 – Studio (adapt.) 51.93 m<sup>2</sup> (559 sq. ft.)  
 16 – One Bedroom 65.03 m<sup>2</sup> (700 sq. ft.)  
 4 – One Bedroom (adapt.) 67.82 – 67.91 m<sup>2</sup> (730 - 731 sq. ft.)  
 8 – Two Bedroom 80.08 m<sup>2</sup> (862 sq. ft.)  
 4 – Two Bedroom (adapt.)  
 4 – Three Bedroom  
 62 units

T6 Market Rental 46.92 – 48.50 m<sup>2</sup> (505 - 522 sq. ft.)  
 50.73 – 56.86 m<sup>2</sup> (546 - 612 sq. ft.)  
 36 – Studio 53.05 – 55.65 m<sup>2</sup> (571 - 599 sq. ft.)  
 35 – One Bedroom 76.74 m<sup>2</sup> (826 sq. ft.)  
 8 – One Bedroom (adapt.) 76.27 - 76.37 m<sup>2</sup> (821 - 822 sq. ft.)  
 18 – Two Bedroom (adapt.) 95.13 – 97.83 m<sup>2</sup> (1024 - 1053 sq. ft.)  
 18 – Two Bedroom + Den  
 16 – Three Bedroom  
 131 units

T7 Market Rental Sizes and type to be determined at PPA  
 722 – Units **Approx. 2186 units**

**TOTAL NUMBER OF UNITS:**

5.7 Vehicle Parking

Phase 2 Residential Strata 1,260 spaces (including 115 dedicated visitor  
 (1.0 spaces per strata unit + 0.1 spaces spaces and 174 accessible spaces)  
 per unit for visitor)

Phase 2 Residential Non-Market Rental (0.3 spaces per unit = 0.1 spaces per unit for visitor)	76 spaces (including 19 dedicated visitor spaces and 35 accessible spaces)
Phase 2 Residential Market Rental (0.5 spaces per unit = 0.1 spaces per unit for visitor)	233 spaces (including 86 dedicated visitor spaces and 61 accessible spaces)
Phase 2 Commercial (1 spaces per 46m <sup>2</sup> )	1320 spaces

5.8 Bicycle Parking

Phase 2 Secured Residential (2 spaces per unit)	4512 spaces (1 double locker per unit)
Visitor (0.1 spaces per unit)	304 spaces (bike racks)
Commercial (1 spaces per 500 m <sup>2</sup> of GFA)	123 secured lockers 81 bike racks

5.9 Loading

Commercial and Residential	Managed dock with 12 bays for Phase 2AB Loading bay with 8 bays for Phase 2C
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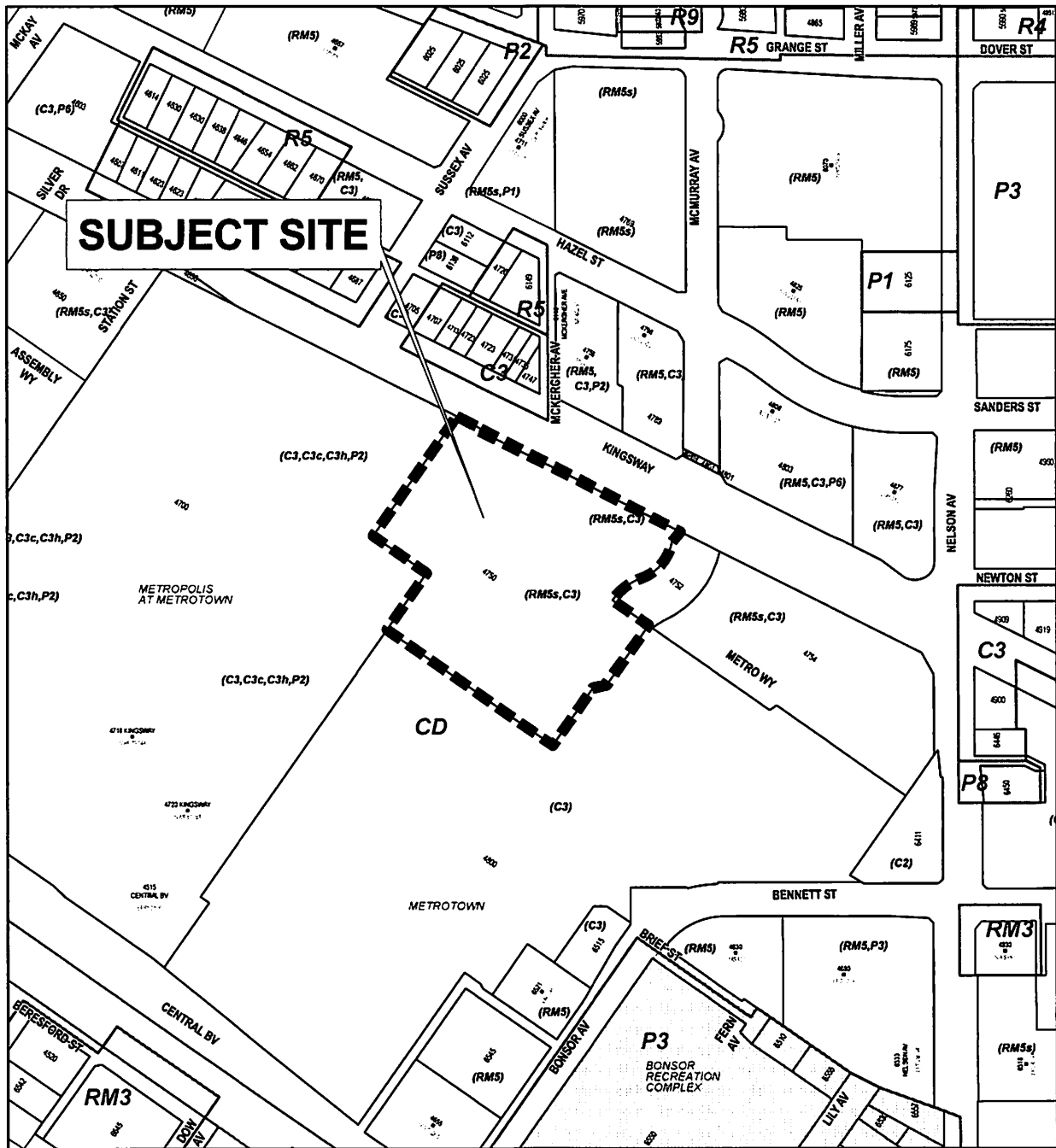
5.10 Communal Facilities



Extensive communal facilities are proposed for residents of the development, including fitness centres, meeting rooms, children’s play areas, wellness spas, 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 amenity area of the project is up to 1,613.08 m<sup>2</sup> (17,363 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

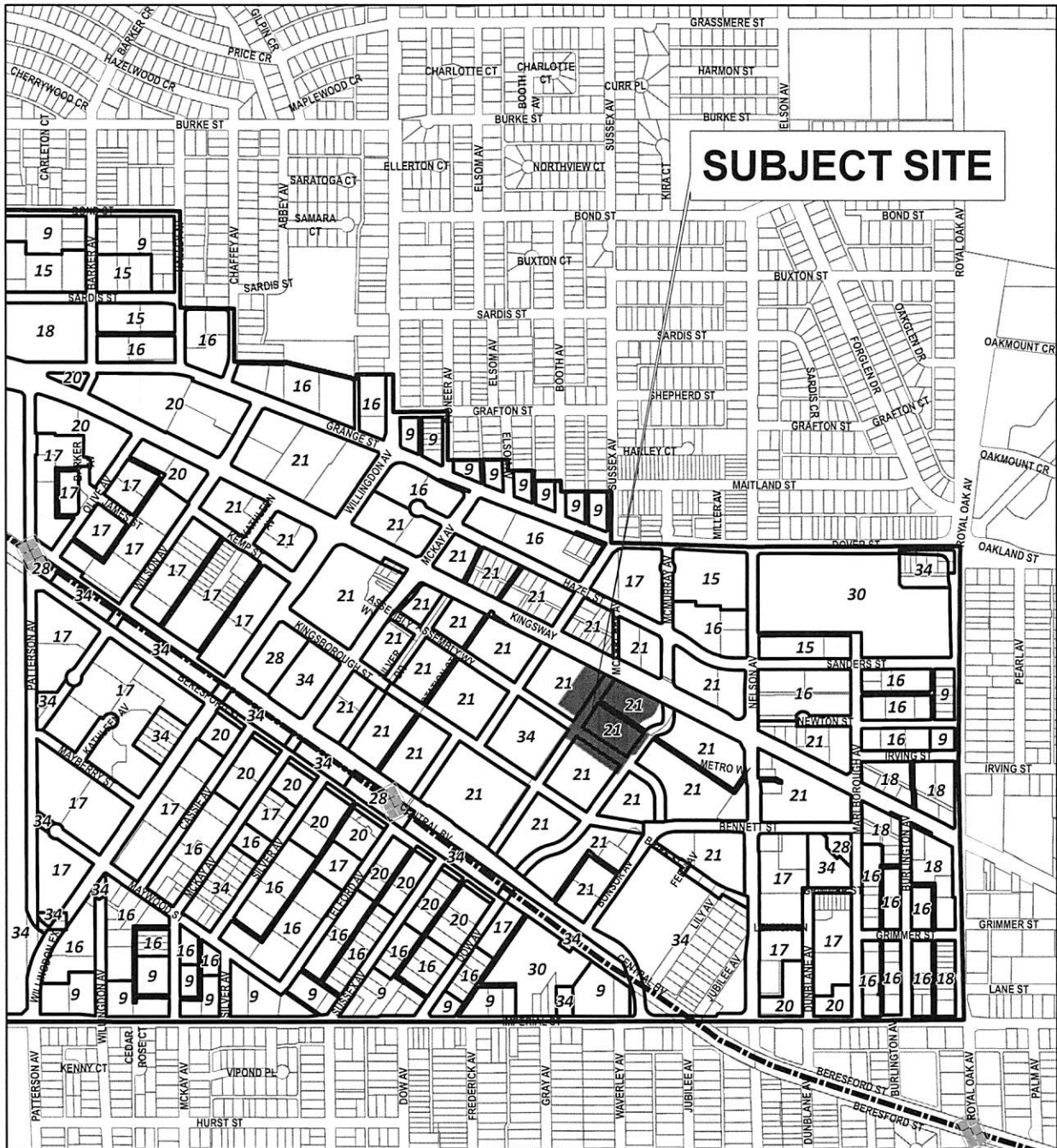
JBS/MP:tn  
**Attachments**

cc: Acting General Manager Engineering                                  Director Legislative Services  
City Solicitor



 <p>City of Burnaby</p>	<p>PLANNING AND DEVELOPMENT DEPARTMENT</p>
<p>Date:</p> <p>JUL 18 2022</p>	<p><b>REZONING REFERENCE #21-32</b></p> <p><b>4750 KINGSWAY</b></p> <p> Subject Site</p>
<p>scale:</p> <p>1:4,000</p>	
<p>Drawn By:</p> <p>RW</p>	





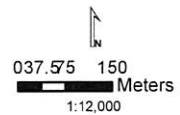
- 9** Medium Density Residential (RM3s)
- 15** High Density Residential (RM5)
- 16** High Density Residential (RM4s)
- 17** High Density Residential (RM5s)
- 18** High Density Mixed Use (RM4s/C2)
- 19** High Density Mixed Use (RM4s/C3)

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



Planning and Development Department  
 Printed on July 18, 2022

## Metrotown Plan



**Sketch #2**