

**TO:** CHIEF ADMINISTRATIVE OFFICER April 13, 2023

**FROM:** GENERAL MANAGER PLANNING AND DEVELOPMENT

**SUBJECT:** **REZONING REFERENCE #20-35**  
**Emerald Place**  
**Brentwood Town Centre Development Plan**

**ADDRESS:** 2300 Madison Avenue and BC Hydro 165 Right-of-Way (Sketch #1 and #2 *attached*)

**LEGAL:** Lot 46, District Lot 119, Group 1, New Westminster District Plan 40447; and Block 13, District Lot 119, Group 1, New Westminster District Plan 2855, Except Plans 40447 and EPP41113

**FROM:** M1 Manufacturing District and M2 General Industrial District

**TO:** CD Comprehensive Development District (based on RM4s Multiple Family Residential District, RM4r Multiple Family Residential District and the Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled “Emerald Place” prepared by Buttjes Architecture Inc.)

**APPLICANT:** Polygon Development 366 Ltd.  
900 – 1333 West Broadway  
Vancouver, BC V6H 4C2  
Attn: Brian Ellis

**PURPOSE:** To seek Council authorization to forward this application to a future Public Hearing.

---

**RECOMMENDATIONS:**

1. **THAT** the amendment to the Brentwood Town Centre Development Plan, as outlined in Sections 3.2 and 4.10 of this report be approved, to take effect upon the granting by Council of Second Reading of the Rezoning Bylaw related to the subject site.
2. **THAT** the introduction of a Housing Agreement Bylaw be authorised according to the terms outlined in Section 4.4 of the report, contingent upon the granting by Council of Second Reading of the Rezoning Bylaw related to the subject site.
3. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading and to a Public Hearing at a future date.
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 submission of an undertaking to remove all improvements on the development site within 12 months of Final Adoption of the Rezoning Bylaw.
- f) The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with Section 4.3 of this report.
- g) The consolidation and re-subdivision of the site into three lots.
- h) The dedication of any rights-of-way deemed requisite.
- i) The granting of any necessary statutory rights-of-way, easements and/or covenants in accordance with Section 4.12 of this report.
- j) The registration of a Housing Covenant and Housing Agreement.
- k) 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.
- l) Compliance with the City's Groundwater Management for Multi-Family Development guidelines.
- m) The submission of a geotechnical and groundwater study.
- n) 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.

- o) The submission of a detailed design for a pedestrian and bicycle multi-use rail line overpass.
- p) The submission of a feasibility study for locating a sanitary pump station on the site.
- q) The submission of an Environmental Assessment for the potential wetland habitat on the site and resolution of any resultant conditions.
- r) The submission of a suitable Solid Waste and Recycling Plan.
- s) The review of on-site loading facilities.
- t) The provision of enhanced 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.
- u) The provision of facilities for cyclists in accordance with this report.
- v) 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.
- w) The approval of the Ministry of Transportation and Infrastructure.
- x) Compliance with Council-adopted sound criteria.
- y) Compliance with the guidelines for underground parking for visitors.
- z) The submission of a detailed Public Art Plan.
- aa) The submission of a Green Building Plan and Energy Benchmarking.
- 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 Water Cost Charge.

- gg) The deposit of the applicable Regional Transportation Development Cost Charge.
- hh) The submission of a written undertaking to distribute area plan notification forms, prepared by the City, with disclosure statements; and, to post area plan notification signs, also prepared by the City, on the development site and in the sales office in prominent and visible locations prior to Third Reading, or at the time marketing for the subject development commences, whichever is first, and remain posted for a period of one year, or until such time that all units are sold, whichever is greater.

## **REPORT**

### **1.0 REZONING PURPOSE**

The purpose of the proposed rezoning bylaw amendment is to permit construction of a high-density multiple-family residential development with market strata and non-market rental uses over four phases.

### **2.0 POLICY FRAMEWORK**

The proposed rezoning application is consistent with the following policies and plans adopted by Council: Regional Context Statement (2013), Corporate Strategic Plan (2022), Official Community Plan (1998), Brentwood Town Centre Development Plan (1996), Economic Development Strategy (2007), Social Sustainability Strategy (2011), Environmental Sustainability Strategy (2016), Climate Action Framework (2020), Transportation Plan (2021), Home Strategy (2021), and Rental Use Zoning Policy (2020).

### **3.0 BACKGROUND**

- 3.1 The subject site comprises two lots, 2300 Madison Avenue, which is currently occupied with an older industrial warehouse building; and BC Hydro Right-of-Way (REM Lot 13 – 165). The subject site is located within the Council adopted Brentwood Town Centre Development Plan area, and is designated for medium to high-density multiple family residential development under the CD Comprehensive Development District, utilizing the RM4s and RM4r Multiple Family Residential Districts, and the Brentwood Town Centre Development Plan as guidelines. It is noted that the southern portion of the site (BC Hydro Right-of-Way) is designated as Park and Public Use (see Sketch #2 *attached*).
- 3.2 Inclusion of the BC Hydro Right-of-Way within the development is consistent with the approach previously approved for the developments west of the subject site under Rezoning References #02-24, #02-38, #03-07 and #14-35, providing an extension of the open space, trail network, and transmission corridor within a statutory-right-of-way, while contributing density to the overall site. It is proposed that the trail network continue eastward across the rail lines to provide pedestrian and bicycle connectivity to Alaska Street and beyond. In support of the proposed grade-separated pedestrian and bicycle connection, a minor amendment to the Brentwood Town Centre Development Plan is requested, which if approved would take effect upon Council granting Second Reading to the Rezoning Amendment Bylaw for the subject

site. Further details on the proposed Community Plan Amendment are outlined in Section 4.11 of this report.

3.3 On 2021 February 08, Council received an initial rezoning report which proposed to rezone the subject development site to the CD Comprehensive Development District (based on RM4s Multiple Family Residential District, RM4r Multiple Family Residential District and the Brentwood Town Centre Development Plan as guidelines).

3.4 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, as shown in **Figure 1**, is for four high-rise residential buildings and a non-market rental building atop structured and underground parking.

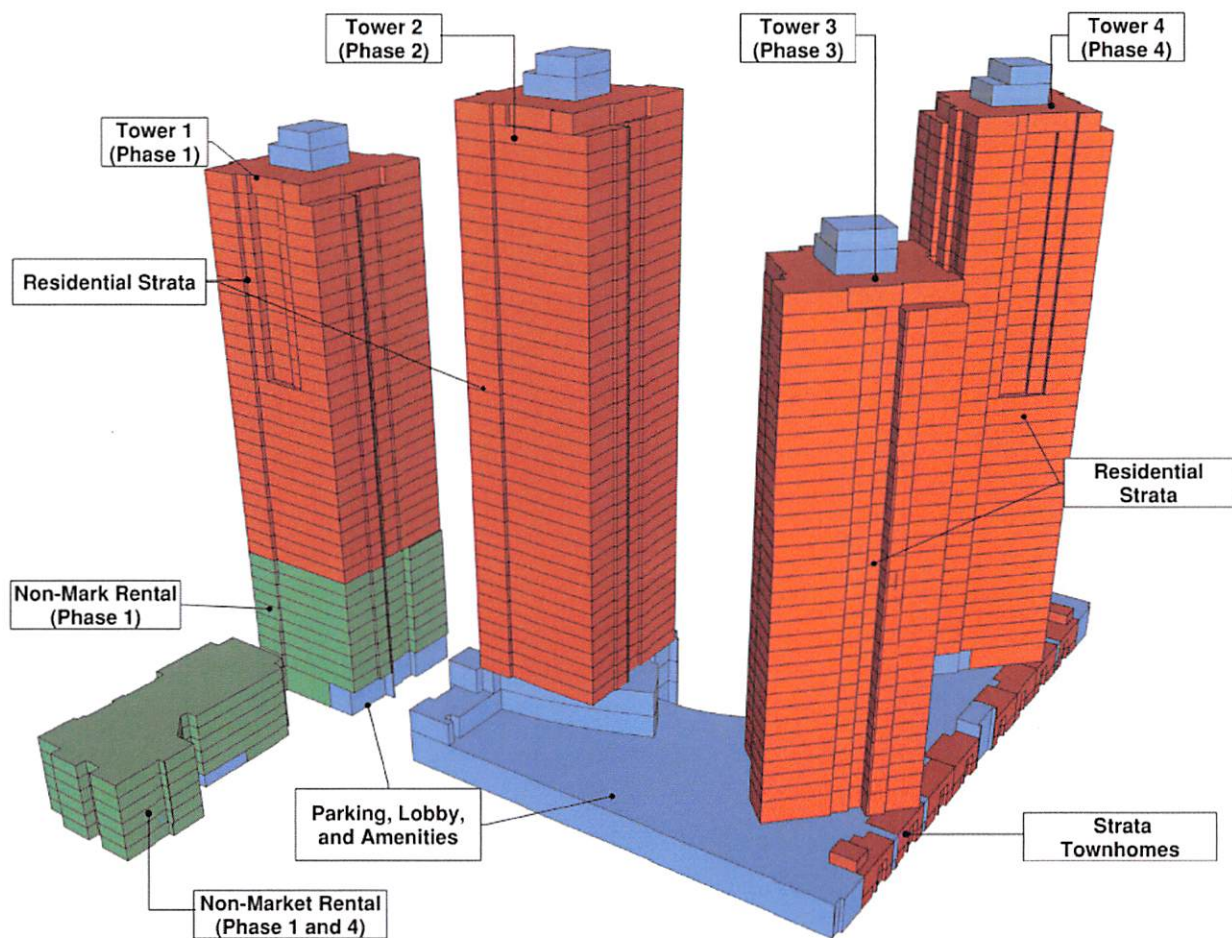


Figure 1 – Land Use, Tenure, and Phasing Diagram

A residential sales centre is also proposed on a temporary basis fronting Madison Avenue. The sales centre will serve as the primary sales centre for the development, until it is replaced in Phase 4 of the development by an extension to the non-market rental building. The development is proposed to be constructed over four phases. Phase 1 includes a single 38 storey high-rise residential strata and non-market rental building, a 6 storey non-market residential building, and the aforementioned sales centre. Phases 2 and 3 include single high-rise strata residential buildings, at 42 and 35 storeys respectively. Finally, Phase 4 comprises a single 41 storey high-rise residential building, as well as an extension to the 6 storey non-market rental residential building.

Underground parking, public realm improvements, and associated services will be provided with each phase of development. Access to the development is proposed from Madison Avenue, as well as a new street to the north of the site, which will be created in Phase 1 through public realm improvements and widening of the existing lane. Additional pedestrian and bicycle access to the site is proposed via a trail network along the southern edge of the site, as well as via a future multi-use railway overpass connecting to Alaska Street. A total of 1,461 residential dwelling units are proposed across all four phases, comprised of 1,261 market strata units (1,000 RM4s + 261 Offset), and 200 (20% below CMHC median) non-market rental units. The proposed form of development comprises a family of towers with meaningful variations and design nuances, providing a strong street-oriented relationship to the bounding streets and trails, as well as a strong contextual relationship to the site's irregular shape and surrounding, existing, and planned development in the area. 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, as well as a significant outdoor amenity. Overall, the subject proposal exemplifies high quality urban design and architectural expression related to the building's siting, massing, pedestrian orientation and materiality.

- 4.2 The maximum potential density may be up to 6.15 FAR for an RM4s and RM4r zoned site, comprised of: 1.7 FAR base, 0.3 FAR base bonus, 0.8 FAR supplementary base, and 0.8 FAR supplementary bonus RM4s density, 0.85 FAR RM4s offset, and 1.7 FAR RM4r density. The proposed total density for the subject site is 4.60 FAR, as outlined in Table 1 below:
- 4.3 As noted below 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 24,305.69 m<sup>2</sup> (261,624 sq. ft.) of bonused gross floor area (GFA) included in the development proposal. The Realty and Lands Division of the Lands and Facilities Department 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.

**Development Site Zoning: CD (RM4s, RM4r)**  
**Gross Site Size: 26,252.10 m<sup>2</sup>**

	Permitted (m <sup>2</sup> )	Proposed (m <sup>2</sup> )	Proposed Units
RM4s Base Density	1.70	1.70	523
GFA	44,628.57	44,628.57	
RM4s Bonus Density	0.30	0.30	93
GFA	7,875.63	7,875.63	
RM4s Suppl. Base Density	0.80	0.63	192
GFA	21,001.68	16,430.06	
RM4s Suppl. Bonus Density	0.80	0.63	192
GFA	21,001.68	16,430.06	
RM4r Density	1.70	0.50	200
GFA	44,628.57	13,193.08	
RM4s Density Offset	0.85	0.85	261
GFA	22,314.29	22,314.29	
TOTAL Density	6.15	4.60	1,461
TOTAL GFA	161,450.42	120,871.68	

*Table 1 – breakdown of permitted and proposed density for Emerald Place.*

- 4.4 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. The applicant is proposing to utilize 13,193.08 m<sup>2</sup> of the available RM4r density to provide a total of 200 inclusionary non-market rental dwelling units, to be provided at 20% below CMHC median market rates for the North Burnaby rental survey area. A Housing Agreement is required to secure the tenure and affordability of the units. It is noted that the proposal meets the requirements of the Rental Use Zoning Policy.
- 4.5 The development is providing 326 adaptable units with 169 accessible parking stalls, which is in line with the 20% minimum requirement of the Council-adopted Adaptable Housing policy. 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.
- 4.6 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 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.
- 4.7 A parking ratio of 1.1 spaces per market strata unit and 0.35 spaces per rental unit is proposed for the development, inclusive of visitor parking. The applicant has provided a parking supply study to support the proposed parking ratios. 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 support both alternative modes of transportation to and from the development site, and reductions to private vehicle trips, the applicant will be providing a comprehensive Transportation Demand Management strategy including:

- a transit pass subsidy equivalent to a two-zone pass for 15% of the units for two years;
- a car share subsidy equivalent to a two year car share membership for each unit;
- two secure bike parking spaces for each residential unit;
- bike repair facilities including a bike stand and tools;
- a work lounge as part of the amenity offering;
- parcel storage rooms; and,
- a communications strategy that provides the owners, strata, renters, rental management company and strata management company an understanding of how to best use each of the alternative transportation options.

A Section 219 Covenant and sufficient financial securities will be required to guarantee the provision of these measures.

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

- construction of Madison Avenue back of curb along the site's frontage to the Town Centre - Local Road standard;
- construction of a new street north of the site with a 9.0m right-of-way, including two vehicular lanes and separated sidewalk on the south side of the new street;
- undergrounding of overhead lines across the development frontage;
- proportionate contribution toward proposed Brentwood Town Centre pedestrian and cycling overpasses; and,
- storm, sanitary sewer and water main upgrades as required.

4.9 To support the foregoing servicing requirements, road dedications are required along the abutting lane measuring 301.10 m<sup>2</sup> (3,241 sq. ft.) in area, subject to final civil drawings.

4.10 Multi-use pedestrian and bicycle overpasses are proposed across the CN/BNR rail line in order to provide connectivity within the trail network along the southern edge of the Brentwood Town centre and to facilitate connection to the Central Valley Greenway to the south. The Brentwood Town Centre Development Plan Sketch #6 identified seven potential crossings at Gilmore Ave., Madison Ave., Willingdon Ave., Westminster Ave., Douglas Road and Holdom Ave. The Westminster overpass has since been removed given the overpass of Highway 1 was never constructed. To fund the design and construction of these crossings, the Engineering Department has been collecting a proportionate overpass contribution with each development application in Brentwood. However, while the plan noted a trail connection along the southern edge of the site connecting to the Alaska pedestrian and bicycle corridor which extends east through Brentwood, connecting major destinations including the future Brentwood South Park and school site, the plan did not indicate a crossing of the rail line adjacent the subject site. As such, an amendment to the Brentwood Town Centre Development Plan Sketch #6 is proposed in order to incorporate the proposed grade-separated overpass (See *Attachment 3 – Sketch #6*



of BTCP). Public Input on the amendment would be received at the Public Hearing, and would take effect upon Council Granting Second Reading to the Rezoning Bylaw. To further this important mobility crossing, the detailed design of an accessible grade-separated overpass is a requirement of the subject application, with construction of the overpass to occur concurrently with Phase 4 of the development.

- 4.11 To support the projected population growth in the Town Centre, additional sanitary pump station capacity is required. The submission of a feasibility study to determine the suitability of the site for a sanitary pump station is required.
- 4.12 Any necessary easements, covenants and/ or statutory rights-of-way for the site are to be provided, including, but not necessarily limited to:
- Section 219 Covenant restricting enclosure of balconies;
  - 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 Occupancy Permit being issued and that the non-market rental units meet and maintain the affordability criteria;
  - Section 219 Covenant requiring an occupancy permit for the requisite non-market rental units prior to or currently with issuance of an occupancy permit for Phases 1,2,3 and 4 market development;
  - Section 219 Covenant ensuring that accessible parking stalls are held in common property to be administered by the Strata Corporation and rental housing operator;
  - A Density Allocation Covenant to permit the proposed density, as outlined in table 2, to be assigned over three development lots;
  - Section 219 Covenant and statutory right-of-way guaranteeing the provision and maintenance of, and public access to the on-site public art;
  - Section 219 Covenant indicating that project surface driveway access will not be restricted by gates;
  - Section 219 Covenant ensuring compliance with the Green Building Plan for the site (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.
  - Section 219 Covenant to ensure alternative transportation provisions for the development;
  - 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 that architectural lighting will be turned off by the strata 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;
  - Easement guaranteeing reciprocal access between the phases of development;
  - Easement agreement between the phases of development for temporary shoring;
  - Statutory right-of-way guaranteeing public access along the multi-use trail and grade separated rail line overpass; and,

- Statutory right-of-way for City access to a future sanitary pump station on the site.
- 4.13 The submission of an Environmental Assessment for the potential wetland habitat on the site and resolution of any resultant conditions is required.
  - 4.14 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.
  - 4.15 Due to the proximity of the subject site to the BNSF rail line, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
  - 4.16 Given the site's current industrial use, a Site Disclosure Statement and resolution of any resultant conditions 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 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 8 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 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.
  - 4.22 The submission of a suitable Solid Waste and Recycling Plan is required.
  - 4.23 The submission of a detailed Loading Management Plan is required.
  - 4.24 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.

- 4.25 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 Step 2 of the BC Energy Step Code with Low Carbon Energy Systems.
- 4.26 The submission of a Communication Strategy Plan that provides the owners, strata, renters, rental management company and strata management company with an understanding and recommendations as to how best utilize the on-site amenities and alternative transportation provisions proposed for the development site is required.
- 4.27 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.
- 4.28 Development Cost Charges applicable to this rezoning include, but are not necessarily limited to:
- Parkland Acquisition Charge;
  - GVS&DD Sewerage Charge;
  - School Site Acquisition Charge;
  - Regional Water Charge; and,
  - Regional Transportation Development Cost Charge.

**5.0 DEVELOPMENT STATISTICS**

5.1 Site Area (subject to detailed survey)

Gross Site Area	26,252.10 m <sup>2</sup> (282,575 sq. ft.)
2300 Madison Avenue	19,557.70 m <sup>2</sup> (210,517 sq. ft.)
Former BC Hydro Lot	6,694.40 m <sup>2</sup> ( 72,058 sq. ft.)
Road Dedication	301.10 m <sup>2</sup> ( 3,241 sq. ft.)

5.2 Site Coverage 31%

5.3 Building Height

T1	38 storeys
Non-Market	6 storeys
T2	42 storeys
T3	35 storeys
T4	41 storeys

5.4 Density 4.60 FAR (based on gross site area)

RM4s District	3.26 FAR
---------------	----------

RM4s District Offset Density 0.85 FAR  
 RM4r District 0.50 FAR

5.5 Gross Floor Area **120,871.68 m<sup>2</sup> (1,301,052 sq. ft.)**  
 (inclusive of 24,305.69 m<sup>2</sup> amenity bonus)

RM4s District 85,364.32 m<sup>2</sup> (918,854 sq. ft.)  
 RM4s District Offset Density 22,314.29 m<sup>2</sup> (240,189 sq. ft.)  
 RM4r District 13,193.08 m<sup>2</sup> (142,009 sq. ft.)

5.6 Residential Unit Mix

**T1 Market Strata**

42 – One Bedroom 51.94 m<sup>2</sup> (559 sq. ft.)  
 14 – One Bedroom (adapt.) 51.94 m<sup>2</sup> (559 sq. ft.)  
 27 – One Bedroom + Den (adapt.) 62.99 m<sup>2</sup> (678 sq. ft.)  
 83 – Two Bedroom 77.13 – 98.98 m<sup>2</sup> (787 – 1,065 sq. ft.)  
 13 – Two Bedroom (adapt.) 87.80 m<sup>2</sup> (945 sq. ft.)  
 68 – Two Bedroom + Den 82.65 – 116.40 m<sup>2</sup> (890 – 1,253 sq. ft.)  
3 – Three Bedroom 111.60 – 129.20 m<sup>2</sup> (1,201 – 1,391 sq. ft.)  
 250 units

**T2 Market Strata**

54 – One Bedroom 51.94 m<sup>2</sup> (559 sq. ft.)  
 18 – One Bedroom (adapt.) 51.94 m<sup>2</sup> (559 sq. ft.)  
 38 – One Bedroom + Den (adapt.) 62.99 m<sup>2</sup> (678 sq. ft.)  
 115 – Two Bedroom 77.13 – 98.98 m<sup>2</sup> (787 – 1,065 sq. ft.)  
 20 – Two Bedroom (adapt.) 87.80 m<sup>2</sup> (945 sq. ft.)  
 97 – Two Bedroom + Den 82.65 – 116.40 m<sup>2</sup> (890 – 1,253 sq. ft.)  
3 – Three Bedroom 111.60 – 129.20 m<sup>2</sup> (1,201 – 1,391 sq. ft.)  
 345 units

**T3 Market Strata**

51 – One Bedroom 51.94 m<sup>2</sup> (559 sq. ft.)  
 17 – One Bedroom (adapt.) 51.94 m<sup>2</sup> (559 sq. ft.)  
 33 – One Bedroom + Den (adapt.) 62.99 m<sup>2</sup> (678 sq. ft.)  
 100 – Two Bedroom 77.13 – 98.98 m<sup>2</sup> (787 – 1,065 sq. ft.)  
 15 – Two Bedroom (adapt.) 87.80 m<sup>2</sup> (945 sq. ft.)  
 83 – Two Bedroom + Den 82.65 – 116.40 m<sup>2</sup> ( 890 – 1,253 sq. ft.)  
3 – Three Bedroom 111.60 – 129.20 m<sup>2</sup> (1,201 – 1,391 sq. ft.)  
 302 units

**T4 Market Strata**

60 – One Bedroom	51.94 m <sup>2</sup> (559 sq. ft.)
20 – One Bedroom (adapt.)	51.94 m <sup>2</sup> (559 sq. ft.)
39 – One Bedroom + Den (adapt.)	62.99 m <sup>2</sup> (678 sq. ft.)
118 – Two Bedroom	77.13 – 98.98 m <sup>2</sup> (787 – 1,065 sq. ft.)
18 – Two Bedroom (adapt.)	87.80 m <sup>2</sup> (945 sq. ft.)
98 – Two Bedroom + Den	82.65 – 116.40 m <sup>2</sup> (890 – 1,253 sq. ft.)
<u>3 – Three Bedroom</u>	111.60 – 129.20 m <sup>2</sup> (1,201 – 1,391 sq. ft.)
356 units	

**Market Strata Townhomes**

<u>3 – Three Bedroom</u>	136.94 – 157.94 m <sup>2</sup> (1,474 – 1,700 sq. ft.)
8 units	

**T1 Non-Market Rental (20% Below CMHC Market Median Rates)**

18 – Studio	32.54 – 32.56 m <sup>2</sup> (350 – 351 sq. ft.)
38 – One Bedroom	51.03 – 55.91 m <sup>2</sup> (549 – 602 sq. ft.)
9 – One Bedroom (adapt.)	52.43 m <sup>2</sup> (564 sq. ft.)
9 – One Bedroom + Den (adapt.)	62.99 m <sup>2</sup> (678 sq. ft.)
<u>37 – Two Bedroom</u>	65.06 – 78.50 m <sup>2</sup> (700 – 845 sq. ft.)
111 units	

**Non-Market Rental Building (20% Below CMHC Market Median Rates)**

24 – Studio	32.52 m <sup>2</sup> (350 sq. ft.)
12 – One Bedroom	50.12 m <sup>2</sup> (540 sq. ft.)
11 – Two Bedroom	65.05 – 65.57 m <sup>2</sup> (700 – 706 sq. ft.)
30 – Two Bedroom (adapt.)	67.85 – 69.04 m <sup>2</sup> (730 – 743 sq. ft.)
6 – Two Bedroom + Den	70.11 m <sup>2</sup> (755 sq. ft.)
<u>6 – Two Bedroom + Den (adapt.)</u>	77.43 m <sup>2</sup> (834 sq. ft.)
89 units	

**TOTAL NUMBER OF UNITS: 1,461 units**

5.7 **Vehicle Parking**

**Total Required and Provided:**

Strata residential (1.1 spaces per unit)	1,394 spaces (including 131 visitor spaces and 148 accessible spaces)
---------------------------------------------	-----------------------------------------------------------------------

To: Chief Administrative Officer  
 From: General Manager Planning and Development  
 Re: Rezoning Reference #20-35  
 April 13, 2023 ..... Page 14

Rental residential (0.35 spaces per unit)	72 spaces (including 10 visitor spaces and 21 accessible spaces)
Enhanced Car Wash	8 spaces

5.8 Bicycle Parking

**Total Required and Provided:**

Secured Residential (2 spaces per unit)	2,968 spaces (double lockers)
Visitor (0.2 spaces per unit)	298 spaces (bike racks)

5.9 Loading

Total Required and Provided	10 loading bays
-----------------------------	-----------------

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, and kitchen spaces. The ground plane and podium rooftop 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 3,766.37 m<sup>2</sup> (40,541 sq. ft.), which is less than the permitted 5% or 6,043.58 m<sup>2</sup> (65,052.55 sq.ft) to be excluded from Gross Floor Area (GFA) under the Zoning Bylaw.

  
 E.W Kozak, General Manager  
 PLANNING AND DEVELOPMENT

MN:spf

- Attachment 1 – Sketch 1*
- Attachment 2 – Sketch 2*
- Attachment 3 – Sketch 6*