

TO: MAYOR & COUNCIL

FROM: GENERAL MANAGER PLANNING AND DEVELOPMENT

SUBJECT: REZ #22-06 – 4141 LOUGHEED HIGHWAY – BRENTWOOD TOWN CENTRE DEVELOPMENT PLAN

PURPOSE: To seek Council authorization to forward REZ #22-06 to a future Public Hearing.

REFERENCES

Address: 4141 Lougheed Highway
Legal: Lot 21 District Lot 119 Group 1 New Westminster District Plan 25896

Applicant: Adam Nour, Millennium Properties Ltd.
788 Richards Street, Vancouver, BC V6B 3A4

Current Zoning: M1 Manufacturing District.

Proposed Zoning: CD Comprehensive Development District (based on RM5s Multiple Family Residential District, RM5r Multiple Family Residential District, C3 General Commercial District and the Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled “4141 Lougheed Hwy Mixed Use Development” prepared by FaulknerBrowns Architects)

RECOMMENDATIONS

THAT a Rezoning Bylaw for REZ #22-06 be prepared and advanced to First Reading and to a Public Hearing at a future date;

THAT the introduction of a Housing Agreement Bylaw be authorized according to the terms outlined in Sections 3.4 and 3.12 of the report titled “REZ #22-06 – 4141 Lougheed Highway – Brentwood Town Centre Development Plan” dated October 30, 2023, contingent upon the granting by Council of Second Reading of the Rezoning Bylaw related to the subject site;

THAT the introduction of a Highway Closure Bylaw be authorized according to the terms outlined in Section 3.9 of the report titled “REZ #22-06 – 4141 Lougheed Highway – Brentwood Town Centre Development Plan” dated October 30, 2023, contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw;

THAT the sale be approved in principle of City-owned property for inclusion within the subject development site in accordance with the terms outlined in Section 3.9 of the report titled “REZ #22-06 – 4141 Lougheed Highway – Brentwood Town Centre Development Plan” dated October 30, 2023, and subject to the applicant pursuing the rezoning proposal to completion, and;

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 overhead wiring abutting the site.
- e. The submission of an undertaking to remove all existing improvements from the subject site within one year of Final Adoption.
- f. The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with Section 3.3 of this report.
- g. The completion of the Highway Closure Bylaw and sale of City property as described in Section 3.9 of this report.
- h. The consolidation of the project site into one legal parcel.
- 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 3.11 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.

- n. The submission of a geotechnical and groundwater study.
- o. The submission of a wind study.
- p. 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.
- q. The submission of a suitable Solid Waste and Recycling Plan.
- r. The review of on-site loading facilities.
- s. The provision of enhanced car wash facilities 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 or lease of the unit to a disabled person.
- v. Compliance with Council-adopted sound criteria.
- w. Compliance with the guidelines for underground parking for visitors.
- x. The submission of a detailed Public Art Plan.
- y. The submission of a Green Building Plan and Energy Benchmarking.
- z. The submission of a detailed Comprehensive Sign Plan.
- aa. The submission of a Site Disclosure Statement and resolution of any resultant conditions.
- bb. The deposit of the applicable Parkland Acquisition Charge.
- cc. The deposit of the applicable School Site Acquisition Charge.
- dd. The deposit of the applicable GVS & DD Sewerage Charge.
- ee. The deposit of the applicable Regional Water Cost 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.

CHIEF ADMINISTRATIVE OFFICER’S COMMENTS

I concur with the recommendation of the General Manager Planning and Development.

EXECUTIVE SUMMARY

A rezoning application has been received in order to permit the construction of a high-density mixed-tenure residential development atop a commercial/retail podium and underground parking. The purpose of this report is to provide Council with information on the proposal and to recommend that the rezoning application be forwarded to a future Public Hearing.

1.0 POLICY SECTION

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).

2.0 BACKGROUND

2.1 On April 24, 2023 Council granted Final Adoption to Rezoning Reference #19-35 for the Buchanan West Master Plan, which established a conceptual development framework and companion design guidelines for the block generally bounded by Madison Avenue to the east, Lougheed Highway to the south, Gilmore Avenue to the west, and Halifax Street to the north. The intent of the Master Rezoning was to establish a coherent framework to guide high-density residential and commercial mixed-use development and supporting infrastructure overtime for seven of the properties within the block by individual property owners and developers. The subject site at 4141 Lougheed Highway represents the first of the properties to be brought forward for site specific rezoning and redevelopment in line with the adopted framework, which envisions two high-rise mixed-use buildings, a north-south publicly accessible pedestrian connection, and a portion of a new east-west local street on the north side of the property. The street will eventually connect Gilmore Avenue through to Buchanan Street, once all sites within the block have redeveloped.

- 2.2 The subject site is located on the north side of Lougheed Highway approximately three quarters of the distance between Madison Avenue and Gilmore Avenue, within the Council adopted Brentwood Town Centre Development Plan area. The Brentwood Development Plan designates the site for high-density mixed-use development, utilizing the RM5s and RM5r Multiple Family Residential Districts, and the C3 General Commercial District as guidelines (see **Attachment 1** – REZ #22-06: Sketch #1 and Sketch #2). The gross subject site measures approximately 6,016.70 m² (64,763 sq. ft.) in size (subject to legal survey) and comprises 4141 Lougheed Highway, as well as the City lane to the west, and a small triangular portion of Lougheed Highway, which are identified for closure. The site is currently improved with an older industrial warehouse building and surface parking. Vehicular access is currently provided from Gilmore Avenue via a registered easement across a portion of 1934 Gilmore Avenue.

- 2.3 On June 20, 2022 Council received an initial rezoning report, which proposed to rezone the subject development site to the CD Comprehensive Development District, utilizing the RM5s Multiple Family Residential District, RM5r Multiple Family Residential District, C3 General Commercial District, and the Brentwood Town Centre Development Plan as guidelines. The applicant has now submitted a plan of development suitable for presentation to a Public Hearing.

3.0 GENERAL INFORMATION

- 3.1 The proposed development plan for the subject site, as shown in **Figure 1** below, is for two high-rise residential apartment buildings atop a commercial/retail podium and underground parking. There is currently no vehicle access from Lougheed Highway, and vehicles currently access the site across 1934 Gilmore Avenue. Vehicle access to the development is proposed via a temporary street within the easement registered across 1934 Gilmore Avenue. Vehicular access will also be provided from and to the east once 4199 Lougheed Highway is brought forward for redevelopment. Pedestrian access is provided from both the lower elevation on Lougheed Highway, and the future east-west street running along the northern portion of the site. The development is anticipated to be constructed in a single phase.

The development concept involves the demolition of the existing warehouse and surface parking and construction of a 62 storey residential strata building (Building A) in the northeast corner of the lot, and a 54 storey residential market and non-market rental building (Building B) in the southwest corner of lot, both of which sit atop of a 10 storey (inclusive) commercial podium, which is a strong unifying element for the development. The commercial podium is envisioned to include a 280 room hotel(s) with supporting amenities and ground oriented retail units. It is noted that the concept provides for flexibility in the occupancy of the commercial podium, should the hotel market soften in the future, allowing the floor space to be utilized for offices or other employment generating uses as permitted within the C3 District.

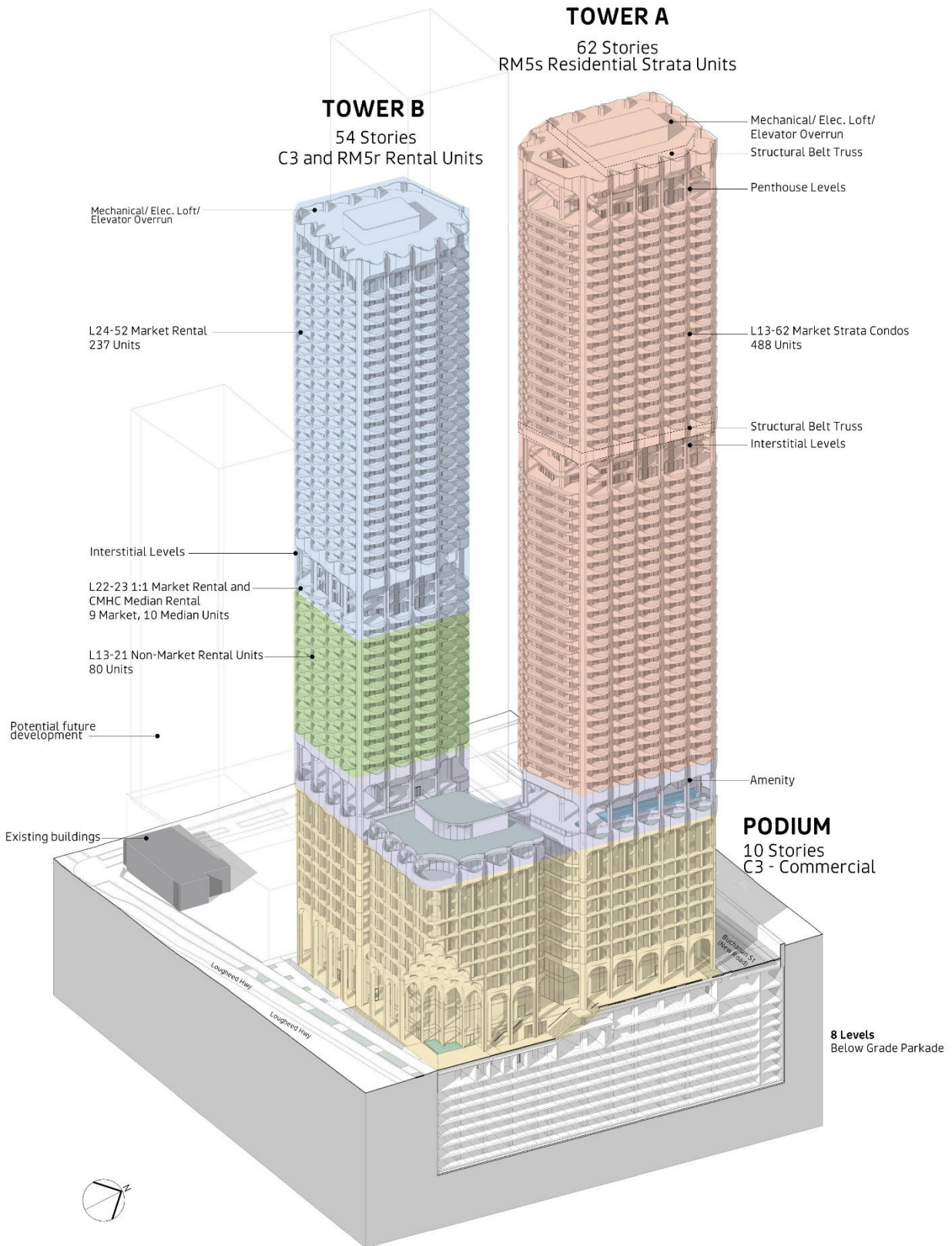


Figure 1 – Land Use and Tenure Diagram

A total of 824 residential dwelling units are proposed, comprised of 488 market strata units (400 RM5s + 88 Offset), 80 non-market rental units at 20% below CMHC median rents, 10 non-market rental units at CMHC median rents, and 246 market rental units. The proposed development thoughtfully balances the desire to achieve significant densities in line with the approved Master Plan, while ensuring highly liveable residential units, an engaging street level experience, and an architecturally exceptional design that is sensitive to the surrounding and future development context. The high-rise forms are arranged in a checkerboard pattern to maximize building separations and access to natural light, both within the site and to the surrounding sites. The podium helps anchor and unify the development, while importantly framing Lougheed Highway and the adjacent public spaces. The building form also purposefully helps to buffer the acoustic impact of Lougheed Highway on surrounding developments, and the various public realm components both within and surrounding the development site. The development includes a diversity of unit sizes, typologies, and tenures in order to accommodate a range of incomes, age cohorts, and abilities, as well as a generous amenity package, with engaging outdoor amenities both at street level and on the podium rooftops. In conjunction with the development, upgrades to Lougheed Highway for separated sidewalks, cycle facilities, rain gardens, and a treed boulevard will be achieved, as well as a portion of the new east-west street. An approximately 2.5 m (8 ft.) pedestrian connection running the length of the eastern property line will also be provided, linking the new east-west street through to Lougheed Highway. Overall, the subject proposal exemplifies exceptional urban design and architectural expression related to the building's siting, massing, pedestrian orientation and materiality.

3.2 Site density is determined based on gross site area. The maximum potential density for the site may be up to 14.30 FAR based on the proposed RM5s, RM5r, and C3 District zoning, comprised of: 2.20 FAR RM5s base, 0.40 RM5s base bonus, 1.20 FAR RM5s supplementary base, 1.20 FAR RM5s supplementary bonus, 1.10 FAR RM5s density offset, 2.20 FAR RM5r rental density, and 6.00 FAR C3 density. The proposed total density for the site is 13.33 FAR, as outlined in **Table 1** below. It is noted that the potential density is subject to conditions set out in the Burnaby Zoning Bylaw, Burnaby Rental Use Zoning Policy, and the approval of Council.

Gross Site Size: 6,016.70 m²			
	Permitted Density (FAR) and GFA (m²)	Proposed Density (FAR) and GFA (m²)	Proposed Units
RM5s Base Density	2.20	2.20	176
GFA (m ²)	13,236.74	13,236.74	
RM5s Base Bonus	0.40	0.40	32
GFA (m ²)	2,406.68	2,406.68	
RM5s Supplementary Base	1.20	1.20	96
GFA (m ²)	7,220.04	7,220.04	
RM5s Supplementary Bonus	1.20	1.20	96
GFA (m ²)	7,220.04	7,220.04	
RM5s Offset Density	1.10	1.10	88
GFA (m ²)	6,618.37	6,616.96	
RM5r Rental Density	2.20	1.23	99
GFA (m ²)	13,236.74	7,397.01	
C3 Commercial Density	6.00	6.00	237
Commercial GFA	18,411.10	18,411.10	
Market Rental GFA	17,689.10	17,689.10	
Total Density	14.30	13.33	824
Total GFA (m ²)	86,038.81	80,197.67	

Table 1 – breakdown of permitted and proposed density.

- 3.3 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 9,626.72 m² (103,621 sq. ft.) of bonused gross floor area. The Realty and Lands Division 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. The funds will be received as an undesignated cash contribution-in-lieu for the future provision of a community benefit as determined by Council. 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.
- 3.4 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, and Stream 3 – Voluntary Rental. The applicant is proposing to utilize 6,016.70 m² (64,763 ft. sq.) of the available RM5r density to provide 80 inclusionary non-market rental dwelling units to be provided at 20% below CMHC median market rates for the North Burnaby rental survey area. The applicant is also proposing to utilize an additional 1,380.31 m² (14,858 ft. sq.) of RM5r density to provide 10 non-market rental units to be provided at CMHC median market rates for the North Burnaby rental survey area, as well as 9

market rental units. In addition, the applicant is proposing to utilize 17,689.10 m² (190,404 ft. sq.) of the available C3 density to provide 237 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. 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.

- 3.5 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 824 units, a minimum of 165 adaptable units are required. In addition, 82 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.
- 3.6 A residential parking ratio of 1.00 space per market strata unit, 0.30 spaces per non-market rental unit, and 0.50 spaces per market rental unit is proposed for the development. A commercial parking ratio of 1.00 space for every 2 hotel units, and 1 space per 46 m² (495 sq.ft.) of retail floor area is proposed. It is noted that the commercial parking provision will also serve as residential visitor parking based on a shared parking model. To verify the above parking ratios and any necessary operational improvements, a further transportation assessment will be completed prior to Final Adoption of this rezoning. Further alterations to the underground parking design and the number of proposed car wash, loading, and parking stalls provided may be explored, subject to meeting the minimums rates outlined in Section 3.27, or as required by the Burnaby Zoning Bylaw, as amended from time to time, whichever is less.

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. Electric Vehicle charging for commercial parking stalls will also be studied further prior to Final Adoption to determine the optimal level of charging capabilities based on the planned electrical load of the development. 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. The TDM strategy includes:

- establishing an alternative transportation fund equivalent in value to:
 - a 2-zone transit pass for 15% of all market strata residential units for 24 months;
 - a 2-zone transit pass for 100% of all non-market rental residential units for 24 months; and,
 - car share driving credits (\$120) for each residential unit;
- eight EV equipped car share parking spaces for use by a public car share provider;

- two secure (locker) bike parking spaces for each residential unit;
- bike wash and repair facilities including a bike stand and tools;
- end of trip facilities for employees;
- parcel storage;
- work lounge amenity;
- a centrally located pickup/drop off area at grade 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.

Prior to Final Reading of this rezoning application, alterations to the above TDM strategy may be made to bring the strategy into conformance with any future policy or bylaw amendments that provide standardized TDM requirements. Any alterations to the TDM strategy would have to be equal or better than the commitments outlined above. A Section 219 Covenant and sufficient financial securities will be required to guarantee the provision of the TDM Strategy.

- 3.7 The Engineering Department will assess the need for any required services to the site, including, but not necessarily limited to:
- the construction of Lougheed Highway across the development frontage to its final arterial standard with separated bicycle and pedestrian facilities, rain gardens, street trees, and street and pedestrian lighting;
 - the construction of a new east-west street along the northern portion of the site, within a statutory right-of-way to its final custom local road standard with separated bicycle and pedestrian facilities, landscaped boulevards, and street and pedestrian lighting;
 - proportionate contribution toward proposed Brentwood Town Centre pedestrian and cycling overpasses; and,
 - the construction of storm, sanitary, water and other City and third party utility services as necessary.
- 3.8 To support the foregoing servicing requirements, road dedication is required on Lougheed Highway measuring approximately 18.52 m² (199 sq. ft.) in area, subject to final civil drawings.
- 3.9 The proposed development site includes the closure of the lane abutting 4141 Lougheed Highway, as well as a portion of Lougheed Highway, collectively measuring approximately 614.19 m² (6,611 sq. ft.), subject to final survey and civil drawings. Both areas are surplus to City transportation and infrastructure requirements and are identified for closure. The road closures will be achieved through a Highway Closure Bylaw. The Realty and Lands Division will forward a separate report detailing the value of the land sale for Council's consideration and approval prior to the subject amendment bylaw receiving Third Reading. The report will be prepared once the Realty and Lands Division has concluded negotiations with the applicant. Council approval of the land sale is a prerequisite condition of the rezoning.

3.10 The submission of road geometrics for Lougheed Highway and the new internal east-west street are required.

3.11 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 site within 12 months of Final Adoption;
- 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 and 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 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 exclusive claim on the temporally shared visitor parking stalls;
- Section 219 Covenant to ensure alternative transportation provisions for the development;
- Section 219 Covenant to ensure end-of-trip facilities for employees as generally shown on the CD plans;
- 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 management company, and that architectural lighting will be turned off by the strata and/or rental 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;
- 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;

- Section 219 Covenant ensuring that the site can be used safely in accordance with the approved wind study;
 - Section 219 Covenant restricting grade level commercial retail uses from having obscured fenestration;
 - Statutory right-of-way guaranteeing public access to the on-site public art;
 - Statutory right-of-way guaranteeing provision of access to, and ongoing maintenance of the proposed car share stalls;
 - Statutory right-of-way guaranteeing the provision of access to, and ongoing maintenance of the proposed new east-west street, as generally shown on the CD plans;
 - Statutory right-of-way guaranteeing the provision of access to, and ongoing maintenance of the proposed vehicular turn around located off of the new east-west street, as generally shown on the CD plans;
 - Statutory right-of-way guaranteeing the provision of access to, and ongoing maintenance of a pedestrian connection along the eastern property line of the site, as generally shown on the CD plans; and,
 - Easement across the surface vehicular court for loading access to the future development site at 4129 Lougheed Highway and 1934 Gilmore Avenue.
- 3.12 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.
- 3.13 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.
- 3.14 Given the site's current and past uses, a Site Disclosure Statement and resolution of any resultant conditions is required.
- 3.15 A Comprehensive Sign Plan for the commercial component of the development, detailing sign numbers, locations, sizes and attachment details is required.
- 3.16 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.
- 3.17 The developer is required to provide a wind study for the development to ensure safe levels of air flow between and around the proposed buildings.
- 3.18 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.

- 3.19 The provision of 2 enhanced car wash stalls are required, complete with warm and cold water supply, car vacuums, bike wash stands, hose and spray nozzle, and splash proof partitions.
- 3.20 The submission of a Groundwater and Stormwater Management Plan is required, 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.
- 3.21 The submission of a suitable Solid Waste and Recycling Plan is required.
- 3.22 The submission of a detailed Loading Management Plan is required.
- 3.23 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.
- 3.24 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.
- 3.25 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.
- 3.26 Development Cost Charges applicable to this rezoning include:
 - Parkland Acquisition Charge;
 - GVS&DD Sewerage Charge;
 - School Site Acquisition Charge;
 - Regional Water Cost Charge; and,
 - Regional Transportation Development Cost Charge.

3.27 Development Statistics:

Site Area (subject to detailed survey)

Gross Site Area	6,016.70 m ² (64,763 sq. ft.)
Road Dedication	18.52 m ² (199 sq. ft.)
Lane and Street Acquisition	614.19 m ² (6,611 sq. ft.)
4141 Lougheed Highway	5,402.51 m ² (58,152 sq. ft.)
Net Set Area	5,998.18 m ² (64,563 sq. ft.)

Site Coverage 45%

<u>Building A Height</u>	62 storeys (inclusive of 10 storey podium)
<u>Building B Height</u>	54 storeys (inclusive of 10 storey podium)
<u>Density</u>	13.33 FAR
RM5s District Base Density	2.20 FAR
RM5s District Base	0.40 FAR
RM5s District Supplementary Base	1.20 FAR
RM5s District Supplementary Bonus	1.20 FAR
RM5s District Offset Density	1.10 FAR
RM5r District Rental Density	1.23 FAR
C3 District Commercial Density	3.06 FAR
C3 District Market Rental Density	2.94 FAR
<u>Gross Floor Area*</u>	80,197.67 m ² (863,241 sq. ft.)
RM5s District Base Density	13,236.74 m ² (142,479 sq. ft.)
RM5s District Base	2,406.68 m ² (25,905 sq. ft.)
RM5s District Supplementary Base	7,220.04 m ² (77,716 sq. ft.)
RM5s District Supplementary Bonus	7,220.04 m ² (77,716 sq. ft.)
RM5s District Offset Density	6,616.96 m ² (71,224 sq. ft.)
RM5r District Rental Density	7,397.01 m ² (79,621 sq. ft.)
C3 District Commercial Density	18,411.10 m ² (198,175 sq. ft.)
C3 District Market Rental Density	17,689.10 m ² (190,404 sq. ft.)

* Subject to minor changes to the resulting Gross Floor Area (GFA) as result of design refinements or detailed surveys, provided the proposed Density (FAR) is not exceeded.

Residential Units*

824 Units

Unit Mix - Bedrooms	Market Strata	Non-Market Rental (20% Below CMHC Median)	Non-Market Rental (CMHC Median)	Market Rental
Studio	49	8	2	26
One Bedroom	-	27	1	76
One Bedroom (adapt.)	52	9	3	28
One Bedroom + Den	242	-	-	-
Two Bedroom	7	9	1	26
Two Bedroom + Den	84	15	2	52
Two Bedroom + Den (adapt.)	42	9	1	26
Three Bedroom	9	3	-	12
Three Bedroom (adapt.)	3	-	-	-
Total Units	488	80	10	246

*The unit sizes will meet the minimum areas required by the Zoning Bylaw, including any additional area required for adaptable units, or units with dens.

*Final unit types, unit sizes, and floor plan designs may be further refined, subject to meeting City bylaws and provincial statutes, regulations and codes, as amended from time to time.

Parking and Loading*

Vehicle Parking

Total Required and Provided:

Residential

(1 space per strata unit, 0.5 spaces per market rental unit, and 0.3 spaces per non-market rental unit). Visitor parking is shared with commercial parking. 634 spaces (including 82 accessible spaces)

Commercial

(1 space per 2 hotel units, and 1 space per 46 m² of commercial floor area) 160 spaces (including 4 accessible spaces)

Enhanced Car Wash

2 spaces

Bicycle Parking

Total Required and Provided:

Secured Residential (2 spaces per unit)	1,673 spaces (lockers)
Secured Commercial (1 space per 500 m ² of commercial area, and 1 space for every 30 hotel rooms)	12 spaces (lockers or secure bike room)
Visitor (0.2 spaces per unit, 1 space per 500 m ² of commercial area, and 1 space per 30 hotel rooms)	178 spaces (bike racks with a portion in a secure bike room)

Loading (Residential and Commercial Shared)

Total Required and Provided 8 loading bays

*The number of vehicle parking and loading spaces set out above may be varied, provided they comply with the Burnaby Zoning Bylaw, as amended from time to time, or the above, whichever is less.

Communal Facilities

Extensive communal facilities are proposed for residents of the development including amenity lobbies, co-working space, meeting and multi-purpose rooms, indoor children’s play space, kitchen and dining facilities, guest suites, fitness facilities, and a swimming pool. In addition, a series of outdoor spaces located at the ground level and atop the podium provide useful amenities to residents, including seating and dining areas, children’s play area, and garden plots. Public artworks will also be selected and installed in the landscape prior to occupancy.

The proposed internal amenity area of the project is up to 1,676.56 m² (18,046 sq. ft.), which is less than the permitted 5% or 4,301.94 m² (46,306 sq. ft.) to be excluded from Gross Floor Area (GFA) under the Zoning Bylaw.

4.0 COMMUNICATION AND COMMUNITY ENGAGEMENT

A Public Hearing will be held at a future date. In advance of that, the City will send a notice, at least 10 days before a Public Hearing, to those properties that are within a 30 m (100 ft.) radius of the property. A notice will also be published on the City’s website, distributed as part of the City’s online newsletter, and a sign regarding the proposal will be posted on the site.

5.0 FINANCIAL CONSIDERATIONS

There are no financial considerations related to this proposal.

Respectfully submitted,

E. W. Kozak, General Manager Planning and Development

ATTACHMENTS

Attachment 1 – REZ #22-06: Sketch #1 and Sketch #2

REPORT CONTRIBUTORS

This report was prepared by Mark Norton, Senior Development and Urban Design Planner, and reviewed by Jesse Dill, Director Development, and Lee-Ann Garnett, Deputy General Manager Planning and Development.