

**TO:** MAYOR & COUNCIL

**FROM:** GENERAL MANAGER PLANNING AND DEVELOPMENT

**SUBJECT: REZ #22-32 - BURNABY LAKE HEIGHTS MASTER PLAN PHASE 1  
- BAINBRIDGE URBAN VILLAGE COMMUNITY PLAN**

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

### **REFERENCES**

**Address:** Portion of 7000 Lougheed Highway  
**Legal:** Portion of Parcel "One" District Lots 59 and 78 Group 1 New Westminster District Reference Plan 78006

**Applicant:** Nicole Yang, Create Urban Development Corporation  
1580-505 Burrard Street, Vancouver, BC V7X 1M5

**Current Zoning:** CD Comprehensive Development District (based on C1 Neighbourhood Commercial District, C2h Community Commercial District, M5 Light Industrial District, and P2 Administration and Assembly District as guidelines) and R2 Residential District.

**Proposed Zoning:** Amended CD Comprehensive Development District (based on RM5uv-a Multiple Family Residential District, C2 Community Commercial District and the Bainbridge Urban Village Community Plan as guidelines, and in accordance with the development plan entitled "7000 Phase 1" prepared by dys architecture)

### **RECOMMENDATIONS**

**THAT** the introduction of a Housing Agreement Bylaw be authorized according to the terms outlined in Sections 3.3 and 3.11 of the report, contingent upon the granting by Council of Second Reading of the Rezoning Bylaw related to the subject site.

**THAT** a Rezoning Bylaw be prepared and advanced to First Reading and to a Public Hearing at a future date.

**THAT** the following be established as prerequisites to the completion of the rezoning:

- a. The submission of a suitable plan of development.

- b. The advancement of the Burnaby Lake Heights Conceptual Master Plan (Rezoning Reference #22-15) to Final Adoption prior to, or concurrent with, the subject rezoning application.
- c. The deposit of sufficient monies including a 4% Engineering Administration Fee to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
- d. The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in town centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- e. The undergrounding of overhead wiring abutting the site.
- f. The submission of an undertaking to remove all existing improvements from the subject site and cease all temporary uses prior to Building Permit issuance.
- g. The completion of the subdivision.
- 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 3.11 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 suitable Solid Waste and Recycling Plan.

- p. The review of on-site loading facilities.
- q. 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.
- r. The provision of facilities for cyclists in accordance with this report.
- s. 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.
- t. Compliance with Council-adopted sound criteria.
- u. Compliance with the guidelines for underground parking for visitors.
- 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 GVS & DD Sewerage Charge.
- bb. The deposit of the applicable Regional Water Cost Charge.
- cc. The deposit of the applicable Regional Transportation Development Cost Charge.
- dd. 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 two mid-rise residential apartment buildings atop live-work units and underground parking in accordance with Phase 1 of the Burnaby Lake Heights Master Plan (Rezoning

Reference #22-15). 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);
- Bainbridge Urban Village Community Plan (2022);
- 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 June 05, 2023 Council granted Second Reading to Rezoning Reference #22-15 for the Burnaby Lake Heights Master Plan, which established a Conceptual Master Plan framework and companion Design Guidelines for the 7000 Lougheed Highway site. The intent of the Master Rezoning is to guide site specific rezoning applications for a multi-phased residential and commercial mixed use development on the approximately 14 acre site. The subject site comprises phase 1 of the Master Plan, which includes two mid-rise residential apartment buildings, the western portions of the Esplanade (a signature pedestrian boulevard) and the Serpentine (an east-west greenway with passive and active programming), a significant portion of the Forest Walk (a regenerated forest corridor with special activity nodes), and the new north-south street linking Lougheed Highway through to Greenwood Street.

**2.2** The Phase 1 site is located on the south side of Lougheed Highway approximately midway between Bainbridge Avenue and Sperling Avenue, within the Council adopted Bainbridge Urban Village Community Plan. The Bainbridge Plan designates the site for high-density mixed-use development, utilizing the RM5uv-a Multiple Family Residential District and the C2 Community Commercial District as guidelines (see Sketch #2 attached). The gross Phase 1 site is approximately 14,930.30 m<sup>2</sup> (160,708 sq. ft.) in size (subject to legal survey) and comprises the north western portion of 7000 Lougheed Highway. The Phase 1 site is currently improved with surface parking that is currently being utilized in accordance with Temporary Use Permit #22-08. The temporary use of the parking area will cease upon the earlier of commencement of site construction, or expiration of the Temporary Use Permit.

2.3 On 2022 October 03, Council received an initial rezoning report, which proposed to rezone the subject development site to the CD Comprehensive Development District, utilizing the RM5uv-a Multiple Family Residential District, C2 Community Commercial District, and the Bainbridge Urban Village Community 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 mid-rise residential apartment buildings atop street fronting live-work units and underground parking. Access to the development is proposed via a new internal street.

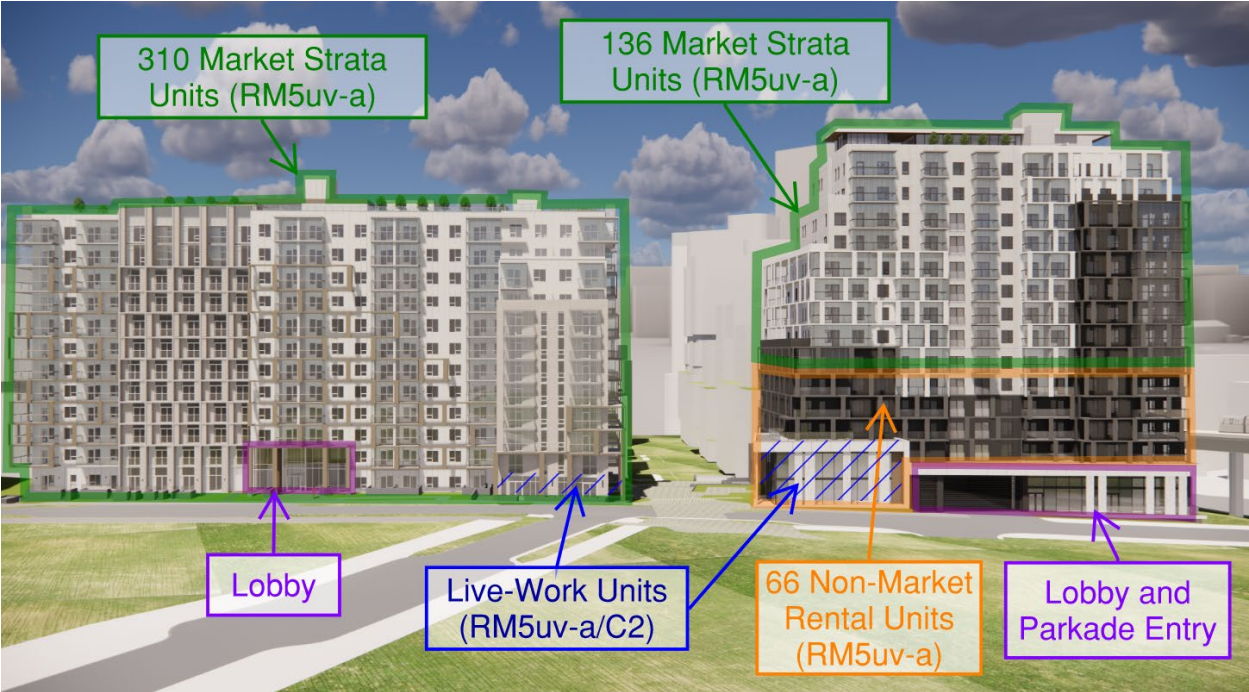


Figure 1 – Land Use and Tenure Diagram

The Phase 1 development concept involves the demolition of the existing surface parking and construction of a 14 storey residential strata and non-market rental building (Building A) fronting Lougheed Highway, as well as a 12 storey residential strata building (Building G) nestled between the Esplanade and the Serpentine along the western edge of the site. Both buildings include ground level live-work units fronting onto the Esplanade. A total of 512 residential dwelling units are proposed, comprised of 446 market strata units (328 RM5uv-a + 118 Offset) and 66 non-market rental units (20% below CMHC median). 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 including a variety of meeting and recreation rooms, fitness centres, and significant outdoor amenity both at street level and on the building rooftops.

The development form provides an engaging street edge to Lougheed Highway and the proposed new north-south street, as well as a thoughtful contextual relationship to surrounding planned public realm and development with a terraced building form and an active ground floor. The western portions of the Esplanade and Serpentine will be constructed as part of Phase 1, as well as a large portion of the Forest Walk, and a new north-south street linking Lougheed Highway through to Greenwood Street. Dedications will also be provided along the Lougheed and Greenwood frontages to allow for streetscape improvements, including, but not limited to treed front boulevards, cycle paths, rain gardens and sidewalks. Overall, the subject proposal exemplifies high quality 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 Burnaby Lake Heights Master Plan Site may be up to 5.05 FAR based on the proposed RM5uv-a, C2, P5, and M2 District zoning, comprised of: 2.40 FAR RM5uv-a base, 0.86 FAR RM5uv-a offset, 0.49 FAR RM5uv-a rental density, and 1.30 FAR C2 density. Utilization of the P5 or M2 Districts where supported would offset C2 District density so as to ensure that the overall density for the Master Plan site does not exceed 5.05 FAR. Based on the Master Plan site area of 58,931 m<sup>2</sup> (114,119 sq. ft.), the proposed allocated density for Phase 1 is 0.62 FAR, as outlined in Table 1 below.

**Gross Master Plan Site Size: 58,931 m<sup>2</sup>**

	<b>Permitted Master Plan (m<sup>2</sup>)</b>	<b>Proposed Phase 1 (m<sup>2</sup>)</b>
RM5uv-a Base Density	2.40	0.40
GFA	141,434.40	23,342.05
RM5uv-a Offset Density	0.86	0.14
GFA	50,680.66	8,364.23
RM5uv-a Rental Density	0.49	0.08
GFA	28,876.19	4,816.41
C2 Commercial Density	1.30	0.002
Commercial GFA	39,071.25	124.02
Market Rental GFA	37,539.05	-
P5 Density	TBD	NA
M2 Density	TBD	NA
<b>TOTAL Density</b>	<b>5.05</b>	<b>0.62</b>
<b>TOTAL GFA</b>	<b>297,601.55</b>	<b>36,646.71</b>

**Table 1** – breakdown of permitted and proposed density for the Master Plan and Phase 1 based on gross site area.

Applied to the proposed Phase 1 net site area of 10,602 m<sup>2</sup> (634,328 sq. ft.), the proposed allocated density for Phase 1 is 3.46 FAR as outlined in Table 2.

**Net Phase 1 Site Size: 10,602 m<sup>2</sup>**

	<b>Proposed Phase 1 (m<sup>2</sup>)</b>	<b>Proposed Units Phase 1</b>
RM5uv-a Base Density	2.20	328
GFA	23,342.05	
RM5uv-a Offset Density	0.79	118
GFA	8,364.23	
RM5uv-a Rental Density	0.45	66
GFA	4,816.41	
C2 Commercial Density	0.01	-
Commercial GFA	124.02	
Market Rental GFA	-	
<b>TOTAL Density</b>	<b>3.46</b>	<b>512</b>
<b>TOTAL GFA</b>	<b>36,646.71</b>	

**Table 2** – breakdown of proposed density for Phase 1 based on Phase 1 net site area.

A Master Density Allocation Covenant will be executed as part of the subject application in order to assign density across all four phases of the master plan and to record the density utilized in Phase 1. 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. Further, the Master Plan site area noted in Table 1 is subject to successful acquisition of study area #1 (portion of City lane and 7045 and 7071 Greenwood Street), and all site areas are subject to legal survey.

- 3.3 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 4,816.41 m<sup>2</sup> (51,843 ft. sq.) of the available RM5uv-a rental density to provide 66 inclusionary non-market rental dwelling units in Phase 1. All required inclusionary units are to be provided at 20% below CMHC median market rates for the North Burnaby 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 RM5uv-a District (excluding offset and rental density), as non-market rental.
  
- 3.4 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 512 units, a minimum of 102 adaptable units are required. In addition, 57 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.

**3.5** It is intended that the overall project would accommodate a broad 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.

**3.6** A parking ratio of 1.1 spaces per market strata unit and 0.4 per non-market rental unit is proposed for the development. Of these, 0.1 spaces per unit is for visitor parking. To determine the optimal level of parking required for this centrally located, pedestrian oriented site, adjacent to a SkyTrain Station and bus exchange, the applicant has provided a parking demand study to support the proposed parking ratios. Further alterations to the underground parking design and the number of proposed parking stalls provided may be explored, subject to meeting the minimums rates 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. 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 for 24 months;
- two car share parking spaces for use by a public car share provider;
- two secure bike parking spaces for each residential unit;
- bike wash and repair facilities including a bike stand and tools;
- 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.

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



**3.7** An Engineering Master Plan for the Burnaby Lake Heights site outlining the required servicing for each phase of development was completed as part of the Master Plan rezoning application (Rezoning Reference #22-15). Servicing will be required, but not 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 the new north-south street across the development frontage to its final local road standard with separated bicycle and pedestrian facilities, grass and treed boulevards, and street and pedestrian lighting;
- the construction of Greenwood Street and new north-south road intersection,
- the construction of storm, sanitary, water and other City and third party utility services as necessary.

Notwithstanding, the Engineering Department will assess the need for any further required services for the subject development.

**3.8** To support the foregoing servicing requirements, road dedications are required on Lougheed Highway and Greenwood Street, measuring 579.70 m<sup>2</sup> (6,240 sq. ft.) in area, subject to final civil drawings. A road dedication measuring 3,748.60 m<sup>2</sup> (40,350 sq. ft.) in area, subject to final civil drawings, is also required for the new north-south street connecting Lougheed Highway through to Greenwood Street.

**3.9** The submission of road geometrics for Lougheed Highway, Greenwood Street, and the new internal north-south street are required.

**3.10** 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 prior to Building Permit issuance;
- 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 ensuring that accessible parking stalls are held in common property to be administered by the Strata Corporation and rental housing operator;

- Section 219 Covenant ensuring compliance with the Green Building Plan for the site (minimum of Step 3 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;
  - 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 allocating density across the four phases of the Master Plan;
  - Statutory right-of-way guaranteeing the provision and ongoing maintenance of the proposed car share stalls;
  - Statutory right-of-way guaranteeing the provision and ongoing maintenance of pedestrian, cycling, and vehicular facilities along a portion of the new road south of Lougheed Highway;
  - Statutory right-of-way guaranteeing the provision and ongoing maintenance of pedestrian facilities along the proposed Esplanade;
  - Statutory right-of-way guaranteeing the provision and ongoing maintenance of pedestrian and cycling facilities along within the Forest Walk; and,
  - Statutory right-of-way guaranteeing the provision and ongoing maintenance of pedestrian and cycling facilities along within the proposed Serpentine.
- 3.11** 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.
- 3.12** 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.

- 3.13** An environmental assessment is required to map terrestrial and forest ecosystems, as well as any watercourses located on 7000 Lougheed Highway.
- 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 live-work 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** As the Phase 1 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.
- 3.18** 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.
- 3.19** 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.
- 3.20** The submission of a suitable Solid Waste and Recycling Plan is required.
- 3.21** The submission of a detailed Loading Management Plan is required.
- 3.22** 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 3 of the BC Energy Step Code.
- 3.23** 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.
- 3.24** 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.

**3.25 Development Statistics:**

Site Area (subject to detailed survey)

Gross Site Area (Phase 1)	14,930.30 m <sup>2</sup> (160,708 sq. ft.)
Road Dedication	4,328.30 m <sup>2</sup> ( 46,589 sq. ft.)
Lot A (Building A)	5,443.80 m <sup>2</sup> ( 58,597 sq. ft.)
Lot G (Building G)	5,158.20 m <sup>2</sup> ( 55,522 sq. ft.)
Net Site Area	10,602.00 m <sup>2</sup> ( 16,079 sq. ft.)

Site Coverage (Phase 1 Area) 33%

Building A Height 14 storeys

Building G Height 12 storeys

Density 3.46 FAR (based on net site area)

RM5uv-a District Base Density	2.20 FAR
RM5uv-a District Offset Density	0.79 FAR
RM5uv-a District Rental Density	0.45 FAR
C2 District	0.01 FAR

Gross Floor Area 36,646.71 m<sup>2</sup> (394,462 sq. ft.)

RM5uv-a District Base Density	23,342.05 m <sup>2</sup> (251,252 sq. ft.)
RM5uv-a District Offset Density	8,364.23 m <sup>2</sup> ( 90,032 sq. ft.)
RM5uv-a District Rental Density	4,816.41 m <sup>2</sup> ( 51,843 sq. ft.)
C2 District	124.02 m <sup>2</sup> ( 1,335 sq. ft.)

Building A Residential Unit Mix

Market Strata

21 – Studio	37.19 – 39.81 m <sup>2</sup> (400 – 429 sq. ft.)
5 – Studio (adapt.)	38.27 m <sup>2</sup> (412 sq. ft.)
24 – One Bedroom (p11e)	50.00 m <sup>2</sup> (538 sq. ft.)
7 – One Bedroom (p11e adapt.)	53.12 m <sup>2</sup> (572 sq. ft.)
5 – One Bedroom	56.36 – 57.43 m <sup>2</sup> (607 – 618 sq. ft.)
7 – One Bedroom (adapt.)	57.39 – 58.15 m <sup>2</sup> (618 – 626 sq. ft.)
10 – One Bedroom + Den	61.97 – 65.39 m <sup>2</sup> (667 – 704 sq. ft.)
2 – One Bedroom + Den (adapt.)	65.39 – 66.38 m <sup>2</sup> (704 – 715 sq. ft.)

14 – Two Bedroom	70.09 – 82.19 m <sup>2</sup> (754 – 885 sq. ft.)
4 – Two Bedroom (adapt.)	73.81 m <sup>2</sup> (795 sq. ft.)
27 – Two Bedroom + Den	80.39 – 84.00 m <sup>2</sup> (865 – 904 sq. ft.)
3 – Two Bedroom + Den (adapt.)	73.81 – 89.62 m <sup>2</sup> (795 – 965 sq. ft.)
<u>7 – Three Bedroom</u>	91.31 – 120.21 m <sup>2</sup> (983 – 1,294 sq. ft.)
136 units	

Non-Market Rental

11 – Studio	38.85 – 44.25 m <sup>2</sup> (418 – 476 sq. ft.)
2 – Studio (adapt.)	38.27 m <sup>2</sup> (412 sq. ft.)
1 – One Bedroom Live-Work	108.46 m <sup>2</sup> (1,167 sq. ft.)
16 – One Bedroom	50.00 – 57.34 m <sup>2</sup> (538 – 617 sq. ft.)
10 – One Bedroom (adapt.)	53.12 – 58.15 m <sup>2</sup> (572 – 626 sq. ft.)
15 – Two Bedroom	77.70 – 82.03 m <sup>2</sup> (836 – 883 sq. ft.)
4 – Two Bedroom (adapt.)	73.81 m <sup>2</sup> (795 sq. ft.)
<u>7 – Three Bedroom</u>	84.00 – 120.73 m <sup>2</sup> (904 – 1,300 sq. ft.)
66 units	

Building G Residential Unit Mix

Market Strata

43 – Studio	38.95 – 46.28 m <sup>2</sup> (419 – 498 sq. ft.)
18 – Studio (adapt.)	38.95 m <sup>2</sup> (419 sq. ft.)
2 – One Bedroom Live-Work	66.04 – 73.60 m <sup>2</sup> (711 – 792 sq. ft.)
33 – One Bedroom (p11e)	50.08 – 53.05 m <sup>2</sup> (539 – 571 sq. ft.)
32 – One Bedroom (p11e adapt.)	51.89 – 52.95 m <sup>2</sup> (559 – 570 sq. ft.)
54 – One Bedroom + Den	56.26 – 69.14 m <sup>2</sup> (606 – 744 sq. ft.)
37 – Two Bedroom	70.00 – 93.62 m <sup>2</sup> (754 – 1,008 sq. ft.)
11 – Two Bedroom (adapt.)	79.85 m <sup>2</sup> (860 sq. ft.)
48 – Two Bedroom + Den	73.39 – 87.97 m <sup>2</sup> (790 – 947 sq. ft.)
19 – Two Bedroom + Den (adapt.)	78.86 m <sup>2</sup> (848.8 sq. ft.)
<u>13 – Three Bedroom</u>	96.13 – 117.90 m <sup>2</sup> (1,035 – 1,269 sq. ft.)
310 units	

Total Number of Units: 512 units

Vehicle Parking

Total Required and Provided:

Residential (1.10 spaces per strata unit and 0.40 spaces per non-market rental unit)	518 spaces (including 51 visitor spaces and 57 accessible spaces)
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Enhanced Car Wash	2 spaces
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Bicycle Parking

Total Required and Provided:

Secured Residential (2 spaces per unit)	1024 spaces
Visitor (0.2 spaces per unit)	102 spaces (bike racks)

Loading

Total Required and Provided	3 loading bays
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Communal Facilities

Extensive communal facilities are proposed for residents of the development. Building G includes a multi-purpose room, lounge, and fitness facility on the ground floor, as well as a rooftop terrace with cooking facilities, seating areas, garden plots, and an additional lounge. Building A includes a fitness centre and lounge on the ground floor, a work lounge and multi-purpose room on level 3, and a rooftop terrace with cooking facilities and seating, a lounge, children’s play area, and garden plots. The western portion of the Serpentine will also be delivered with Phase 1, which will include a large children’s play area and off leash area. The proposed internal amenity area of the project is up to 901.08 m<sup>2</sup> (9,699 sq. ft.), which is less than the permitted 5% or 1,826.14 m<sup>2</sup> (19,656 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,

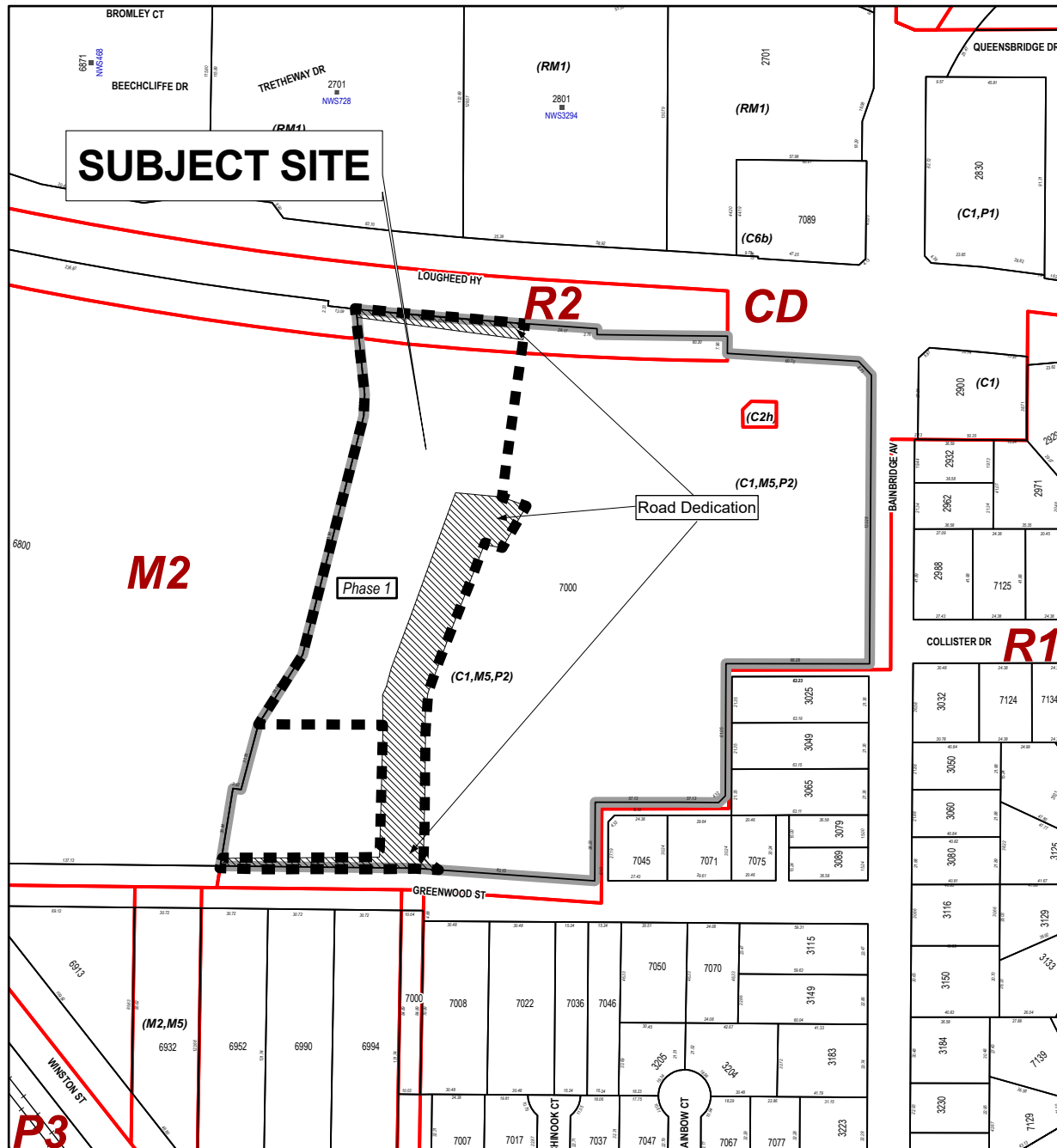
E. W. Kozak, General Manager Planning and Development


**ATTACHMENTS**


- Attachment 1 – Sketch #1
- Attachment 2 – Sketch #2


**REPORT CONTRIBUTORS**

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



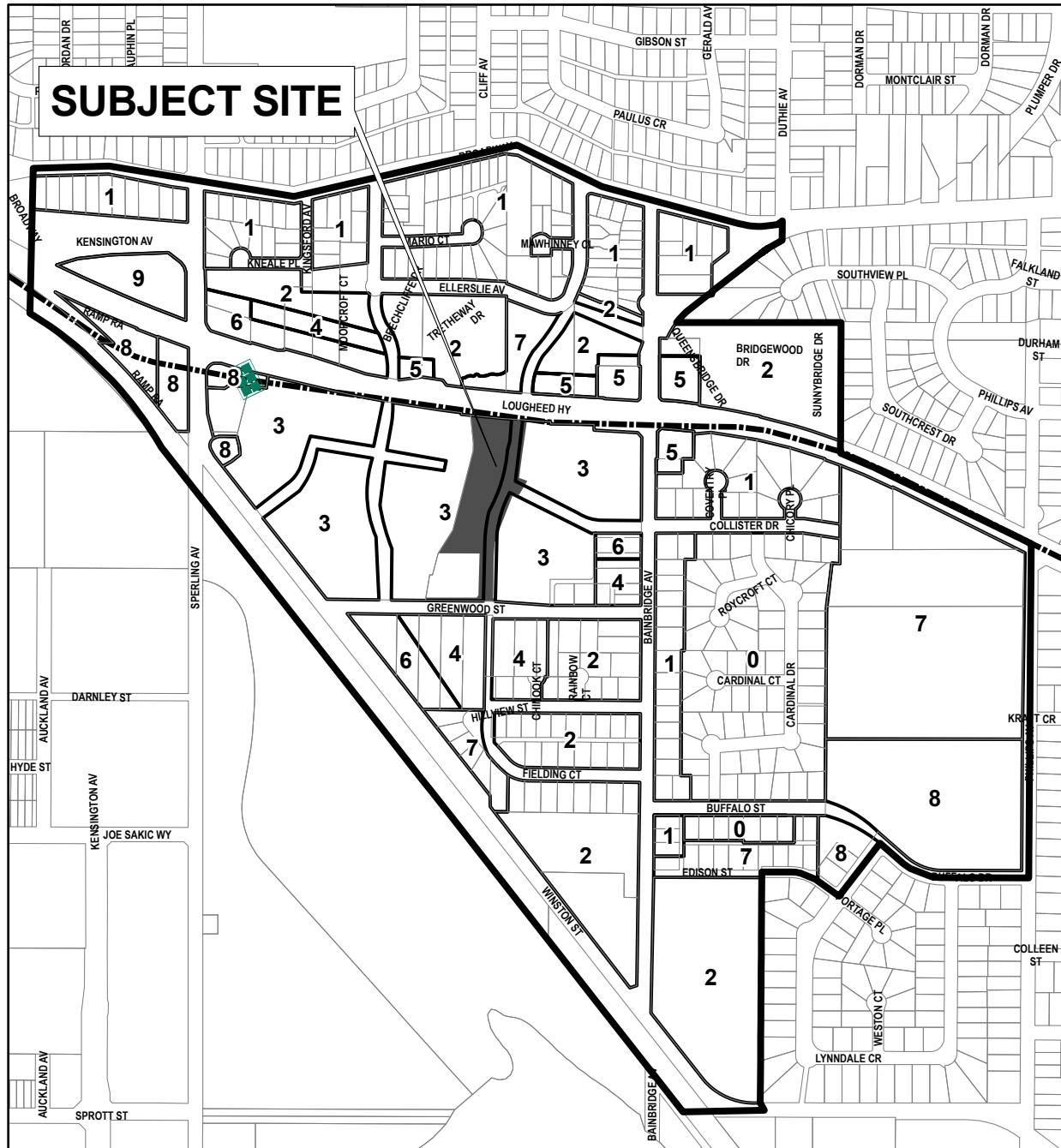
	<p>PLANNING AND DEVELOPMENT DEPARTMENT</p>
<p>Date: AUG 25 2022</p>	<p><b>REZONING REFERENCE #22-32</b>  <b>PORTION OF 7000 LOUGHEED HIGHWAY</b></p>
<p>scale: 1:3,000</p>	
<p>Drawn By: JS</p>	

 Subject Site

 Overall Master Plan Site

**Sketch #1**



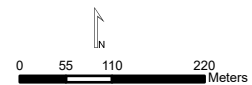


## Bainbridge Community Plan

- |                                     |  |
|-------------------------------------|--|
| <b>0</b> Future Planning Area       | <b>5</b> Medium Density Residential with Commercial/Employment |
| <b>1</b> Low Density Residential    | <b>6</b> High Density Residential with Commercial/Employment   |
| <b>2</b> Medium Density Residential | <b>7</b> Existing/Proposed Park Space                          |
| <b>3</b> Village Core Mixed-Use     | <b>8</b> Community Uses  |
| <b>4</b> High Density Residential   | <b>9</b> Crown Land  |



PLANNING AND DEVELOPMENT DEPARTMENT



1:9,000