



Item
Meeting 2016 September 19

COUNCIL REPORT

TO: CITY MANAGER 2016 September 14

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **REZONING REFERENCE #15-28**
Commercial Podium, Underground Parking, and Public Realm Components
on the Lougheed Town Centre Phase I Site
Lougheed Town Centre Plan

ADDRESS: Portion of 9855 Austin Road (see *attached* Sketches #1, #2, and #3)

LEGAL: Lot 79, DL 4, Group 1, NWD Plan 36145 Except Plans BCP5531 and EPP10716

FROM: CD Comprehensive Development District (based on Lougheed Town Centre Core Area Master Plan and Lougheed Town Centre Plan as guidelines)

TO: Amended CD Comprehensive Development District (based on C3 General Commercial District, RM5s Multiple Family Residential District, Lougheed Core Area Master Plan, and Lougheed Town Centre Plan as guidelines, and in accordance with the development plan entitled "Lougheed Town Centre – Phase 1 Commercial Podium / Parking" prepared by GBL Architects Inc.)

APPLICANT: Shape Properties Corp.
 2020 One Bentall Centre
 505 Burrard Street, Box 206
 Vancouver, BC V7X 1M6
 (Attention: Jim Rinzema)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 2016 October 25.

RECOMMENDATIONS:

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 2016 October 03 and to a Public Hearing on 2016 October 25 at 7:00 p.m.
2. **THAT** the following be established as prerequisites to the completion of the rezoning:
 - a) The submission of a suitable plan of development.

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- b) The deposit of sufficient monies, including a 4% Engineering Inspection 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 submission of an Undertaking to remove all improvements prior to Final Adoption, but not prior to Third Reading of the Bylaw. Demolition of any improvements will be permitted after Second Reading of the Rezoning Bylaw has been granted provided that the applicant acknowledges that such permission does not fetter Council's ability to grant or not to grant Third Reading and/or Final Adoption of the Rezoning Bylaw. In addition, the demolition of any improvements will be permitted at any time if they are vacant and considered by staff to be subject to misuse and vandalism. If requested, demolition may be delayed to more closely coincide with approval of building permits.
- e) The dedication of any rights-of-way deemed requisite.
- f) The completion of the necessary subdivision to create the subject site.
- g) The granting of any necessary easements and statutory rights-of-way.
- h) The granting of any necessary Section 219 Covenants, including those listed in Section 5.5 of this report.
- i) The review of a detailed Sediment Control System by the Director Engineering.
- j) The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- k) The review of commercial and residential loading facilities by the Director Engineering.
- l) The submission of a suitable district energy pre-feasibility study to the approval of the Director Planning and Building is required.

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- m) The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments of LEED ND Gold.
- n) The provision of facilities for cyclists in accordance with this report.
- o) The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
- p) The submission of a Site Profile and resolution of any arising requirements.
- q) The submission of a detailed Comprehensive Sign Plan.
- r) The submission of a detailed Public Art Plan.
- s) The submission of a detailed construction management plan including a schedule for the construction/development phasing of the subject proposal.
- t) The deposit of the applicable GVS & DD Sewerage Charge.

REPORT

1.0 REZONING PURPOSE

The purpose of the proposed rezoning bylaw amendment is to permit construction of the commercial podium, underground parking and public realm components on the Phase I site (see Sketch #1 *attached*), within the Lougheed Town Centre Core Area.

2.0 NEIGHBOURHOOD CHARACTERISTICS

The subject site is located at the northwest corner of North Road and Austin Road and is an 18,708 m² (201,375 sq.ft.) portion of the Lougheed Town Centre shopping mall site ("Lougheed Mall") (see Sketch #1 *attached*). It is the proposed location for Phase I of the Lougheed Core Area Master Plan, Rezoning Reference #15-23, which received Final Adoption by Council on 2016 August 29. A small portion of the existing mall's above-ground parking structure and a portion of the mall building are located on the subject development site. The balance of the mall complex and related parking facilities are located directly to the west and north of the site. To the east across North Road in the City of Coquitlam are low rise commercial and multiple-family developments that are planned for future higher density mixed-use development. To the south of the subject site across Austin Road are commercial uses, with the Lougheed Town Centre SkyTrain Station and bus exchange slightly beyond to the southwest, across Gatineau Place (see Sketch #2 and #3 *attached*).

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3.0 BACKGROUND INFORMATION

- 3.1 On 2016 August 29, Council granted Final Adoption to Rezoning Reference #15-23, which established the Loughheed Town Centre Core Area Master Plan (see Figure 1). The Master Plan is a dramatic reconceptualization of a 29.1 hectare (72 acre) core area – including the existing 14.9 hectare (37 acre) shopping mall site to create a vibrant, pedestrian and transit-connected, mixed-use community with diverse housing, employment, service, and recreation opportunities. The Master Plan provides direction related to the general land use, form, massing, subdivision pattern, site servicing, development phasing, and distribution of applicable development densities in the Core Area.

Upon Second Reading of the Master Plan rezoning on 2016 March 07, the Loughheed Town Centre Plan was amended to reflect RM5's' and C3 designations as development guidelines for lands within the Core Area south of Cameron Street (excluding land owned by Translink to accommodate transit uses), including the subject site. The intent of the Master Plan and the Loughheed Town Centre Plan amendment is to facilitate the phased development of the Loughheed Core Area into a high-density, mixed-use area with a variety of housing opportunities, a system of shopping streets, more diverse employment and service opportunities, strong pedestrian and transit orientation, and significant amounts of public open space.

- 3.2 On 2015 July 15, Council authorized staff to continue to work with the applicant to facilitate the approvals for two sub-phases of development: the commercial podium and parking component of Phase 1 (Rezoning Reference #15-28 – subject rezoning); and, the first of the four high-rise apartment towers (Rezoning Reference #15-29 – Tower 1). At this meeting, Council authorized the Department to continue to work with the applicant in the preparation of suitable plans of development for both rezoning applications with the understanding that further and more detailed reports would be submitted at a later date.

The applicant has now submitted a plan of development for the subject rezoning that is suitable for presentation to a Public Hearing. The plan of development for the first high-rise apartment tower in the northwest quadrant of the subject site (Rezoning Reference #15-29), also appears elsewhere on tonight's Council's agenda.

- 3.3 The Loughheed Town Centre Core Area Master Plan includes eight major development phases. Consistent with the Master Plan, the entire Phase 1 development will be comprised of the following:

- a commercial podium that will provide diverse shops, services, and employment opportunities;
- four high rise residential towers, one of which is intended for purpose-built rental housing use;

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- extensive landscaping features that will contribute towards environmental sustainability and provide opportunities for community building; and,
- significant public realm components that will help create a strong sense of place, community, and identity, and provide improved connections with the surrounding neighbourhood.

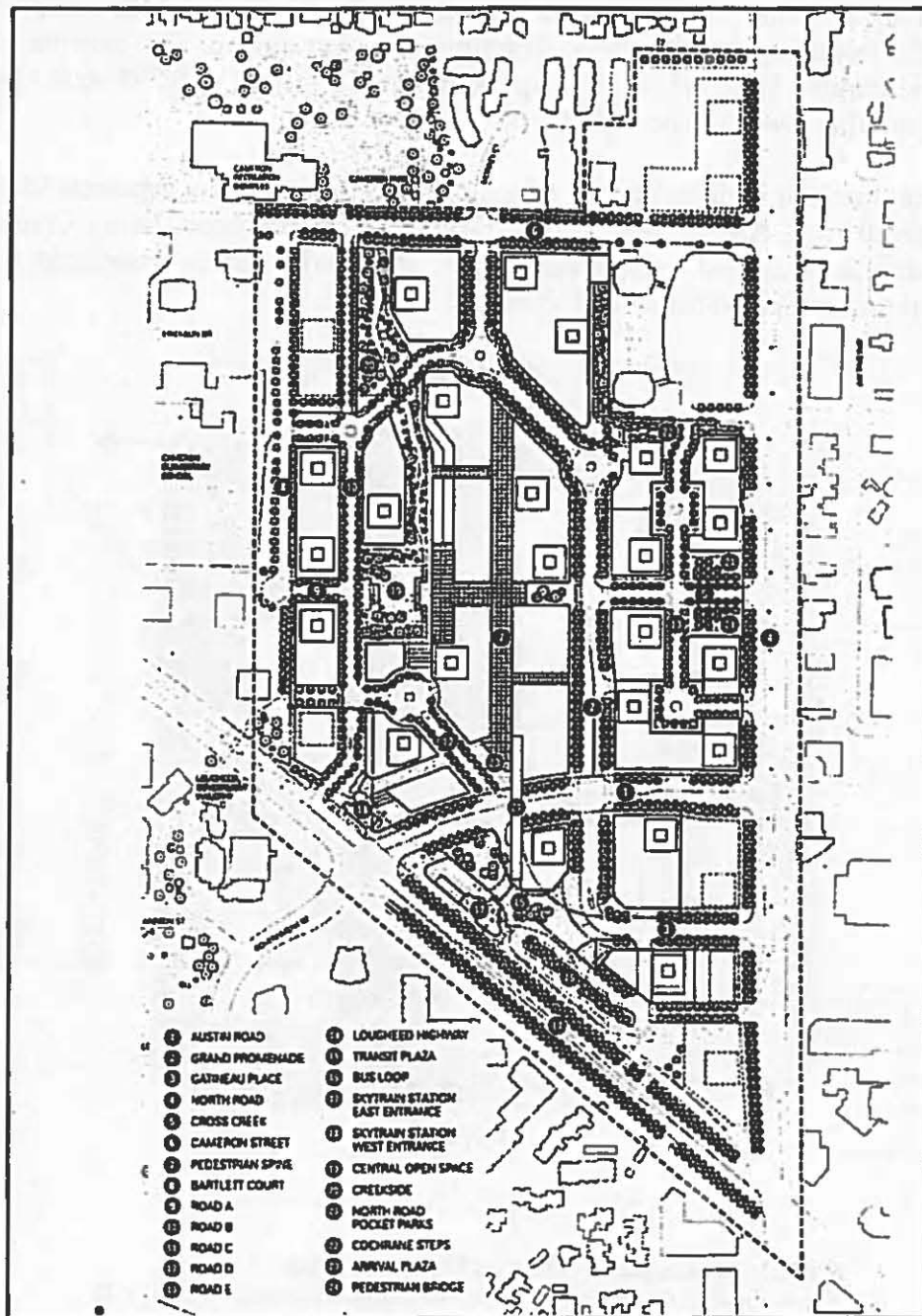


Figure 1: The Lougheed Town Centre Core Area

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4.0 PROPOSED DEVELOPMENT CONCEPT

- 4.1 The purpose of the subject rezoning is to present a plan of development for a specific sub-phase of Phase 1, for the commercial podium, parking for all commercial and residential uses, changes to the existing mall building after demolition, and all public realm and servicing components on the subject site. To construct the commercial podium and the bounding public realm, demolition of a portion of the existing mall's above ground parking structure and an approximately 2,656.4 m² (28,593 sq.ft.) portion of the mall building itself will be undertaken.

The commercial podium provides the street definition for four precincts identified in the Loughheed Core Area Master Plan: Austin Road, North Road, Cross Creek, and Grand Promenade. The land uses, urban forms, and public spaces associated with the four precincts are detailed below and shown on Figure 2.

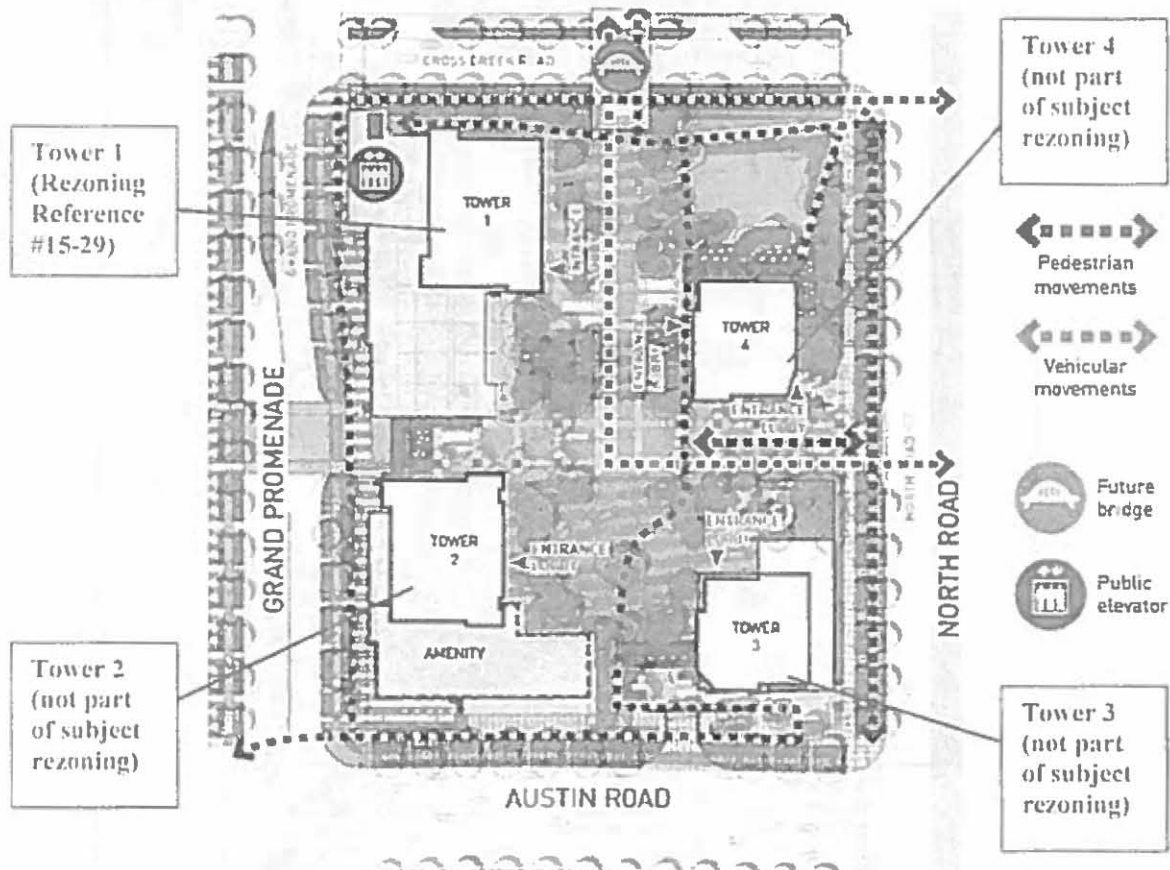


Figure 2: The Loughheed Core Area Phase 1 Site Plan.
 The purpose of the subject rezoning (Rezoning Reference #15-28) is to approve the commercial podium, parking, changes to the existing mall building after demolition, and public realm and servicing improvements.

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Austin Road Precinct

The Austin Road has a highly-visible frontage and acts as gateway into the Lougheed Town Centres Core Area, as shown in Figure 3 below. The development plan proposes a variety of uses along this 'high street', including restaurants, office, and a major retail anchor tenant on the corner of Austin Road and Grand Promenade. A set of exterior stairs that define the building facade help to connect pedestrians between street level and upper podium level. The podium form along Austin Road has an average height of 21.3 m (70 ft.) in compliance with the Master Plan.



Figure 3: Commercial podium at the corner of Austin Road and Grand Promenade

North Road Precinct

The commercial and office uses along Austin Road wrap around to mid-block of the North Road frontage, as shown on Figure 4 below. The grade changes along this portion of North Road allow for direct access to commercial uses at the ground floor and second floor of adjacent buildings. There is a reduced intensity of commercial uses along the north portion of the North Road frontage due to the introduction of a meandering plaza the leads to a pocket park at the corner of North Road and Cross Creek. The podium of the future Tower 4 high-rise apartment building adjacent to the meandering plaza will include a 279.5 m² (3,009 sq.ft.) commercial tenant space to further activate this area. This commercial space will be approved through the future Tower 4 rezoning process.



Figure 4: Commercial podium at the corner of Austin Road and North Road

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Cross Creek Precinct

The downward slope of Cross Creek from North Road is articulated by a feature stone wall that mimics a natural creek escarpment. The east section of the escarpment fronting Cross Creek includes a water wall that falls from the pocket park's water feature above, as indicated on Figure 5 below. Climbing plant material from the base of the westerly section of the escarpment provides natural texture to the stone wall. Future development on the north side of Cross Creek is intended to have a similar landscape design. Retail and office uses will activate the west portion of Cross Creek approaching its intersection with Grand Promenade.



Figure 5: Pocket park and water wall at the corner of Cross Creek and North Road

Grand Promenade Precinct

Grand Promenade offers the most intensive commercial uses, including a large retail anchor at its intersection with Austin Road and a collection of restaurants and smaller retail stores lining its frontage. The commercial podium along Grand Promenade is shown on Figure 6 below. Upper level commercial and office opportunities will enhance the mix of uses. Building podium forms along Grand Promenade are set at an average height of (19.8 m) 65 ft. in accordance with the adopted Master Plan.



Figure 6: Commercial podium at the corner of Cross Creek and Grand Promenade

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Phase 1 development requires demolition of a portion of the existing mall building. As part of this work, new facades fronting Grand Promenade are proposed for the existing Mall building. The building facade will be finished with significant glazing and pedestrian oriented signage. These improvements will help to complete the intersection of Grand Promenade and Cross Creek, until future phases of the Master Plan propose further demolition of the mall building.

- 4.2 A quality public realm is proposed for Phase 1, as identified within the Lougheed Core Area Master Plan and consistent with Burnaby's enhanced Town Centre standards. The bounding streets of Austin Road, North Road, Cross Creek and Grand Promenade will be developed with separated bicycle and pedestrian facilities, double rows of street trees, and rainwater management amenities. Movement is also accommodated by several escalator and elevator banks fronting the public realm to ensure universal access and inclusion around and through the subject site.

Grand Promenade is designed as a "festival street", with opportunities for wide sidewalks to meander around patio seating and street parklets. The series of parklets are intended to provide flexible public gathering spaces that allow for art installations, public seating, or additional commercial patio space. Some flexibility from typical public realm design standards will be considered to allow temporary leasing of patio spaces or parklets for programming activities or additional restaurant seating, provided the wide sidewalk and cycling connections remain clear and fully accessible at all times.

Pedestrian flows from beyond the subject site are also considered in the Phase 1 development plans. The plaza spaces at the Austin Road intersections provide welcoming gateways for pedestrians entering the site from the SkyTrain station or bus loop to the south. Pedestrians from the north of the subject site will flow naturally through the pocket park or over a future bridge that is proposed across Cross Creek, at the top of the podium, to connect with the future development phases to the north.

To enhance the public realm, the developer is proposing a progressive program of landscape treatments and public art. The most significant green space for Phase 1 is the pocket park at the corner of North Road and Cross Creek. The pocket park is adjacent to a meandering plaza that flows south to the mid-block of North Road with a series of terraces that step down to the grade of North Road. There are also private green spaces on the podium in the southwest and southeast corners of the site. These landscaped areas offer further greening of horizontal planes at higher elevations. The plant selection around the site prioritizes native species and sensitive water use. Stormwater management will be provided with the use of rain gardens in the public realm, with consideration also given to retention ponds, permeable pavers and Silva cells. Careful selection for all furniture, hardscape and finishes will add character to the public realm.

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Integrated into the public realm will be the provision of public art. A suitable Public Art Strategy is a condition of the subject rezoning, and will detail the following opportunities:

- four independent freestanding art features located in the public realm, relating to the four future high-rise apartment towers on the site;
- an expansive and well-lit water wall that cascades down from the pocket park at the top of the podium to the ground-plane of Cross Creek below;
- flexible areas integrated into the public realm allow for demountable art installations and quality outdoor furnishings, such as specialty designed sculptural seating;
- well-lit decorative laser cut art panel finishes for the third level of the building facade fronting Grand Promenade for the enjoyment of those in the public realm below; and,
- an illuminated architectural art facade with changing colours and linear lights to accentuate the architecture at the corner of Austin and North Road.

- 4.3 It should be noted that due to the large, comprehensive nature of the development, the rezoning proposal incorporates a Comprehensive Sign Plan (CSP) to help achieve better site identity and wayfinding. The signage will include high quality, architecturally integrated canopy, fascia, projecting, and freestanding signs that are primarily designed to be at a human-scale to provide welcoming experiences for pedestrians moving around the commercial podium.
- 4.4 Vehicular access to the commercial parking levels within the podium occur at the mid-point along Grand Promenade (Level 2) and the midpoint along Austin Road (Level 3). Access to the residential parking levels is provided at the mid-point of Cross Creek (Level 5). There is also a right-in and right-out access to the top of the podium (Level 7) from the mid-block of North Road and by the Cross Creek stone wall feature.
- 4.5 Parking spaces are provided on seven levels to meet the needs of the commercial uses and the four residential towers proposed as part of Phase 1. All of the parking is either underground or completely concealed by the exposed commercial edge along Grand Promenade and Austin Road.

The parking requirements have been determined through the Lougheed Core Area Transportation Master Plan, and the Lougheed Phase 1 Transportation Impact Assessment. The parking requirements differ, both for commercial and office uses, and for residential strata units versus purpose-built market rental units. The requirements are listed below and further detailed in Section 6.0 of this report:

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- 1.91 stalls per 92.9 m² (1,000 sq.ft.) gross floor area of commercial;
- on weekdays, commercial stalls to be allocated for office use at a rate of 0.45 stalls per 92.9 m² (1,000 sq.ft.) gross floor area of office;
- 1.1 stalls per strata unit (of which 0.1 is for visitor parking) for Tower 1, 2, and 3; and,
- 0.48 stall per market rental unit for Tower 4.

The parking requirements are based on a comprehensive set of conditions to maximize the efficiency of the parkade and to encourage transportation alternatives, and provides enough flexibility for Tower 4 to be used as market rental or stratified condominiums.

The proposed parking requirements are commensurate with the proposed transportation alternatives for the site, and are consistent with similar developments in terms of use and scale. The development has provided the following transportation alternatives:

- provision of a 50% subsidy on two-zone transit passes for all Tower 1 residential units for 12 months through Rezoning Reference #15-29 (transit subsidies for the other three high-rise apartment towers to be negotiated through their future rezoning applications);
- commercial end-of-trip facilities to include two wash basins, two water closets, two showers, change rooms and showers;
- provision of commercial and residential bike wash / bicycle repair room in the underground parking levels with a repair stand, bike pump and washing station;
- provision of twice the required residential bicycle parking spaces to be provided in secured residential bicycle lockers for the apartment towers;
- provision of seven electric strata vehicles and seven Level 2 Electric Vehicle (EV) Charging Stations for the benefit of the residents, and a trust account with sufficient funds for the strata corporation to cover the maintenance cost of the vehicles for a ten year period;
- provision of eight parking stalls for public car share on-site and eight Level 2 Electric Vehicle (EV) Charging Stations;
- 10% of the required parking stalls to have Level 2 electric vehicle charging stations; and,
- delivery of a communication strategy to be used in the marketing of the project and for the initial strata meeting to properly inform potential and new residents of the various transportation alternative provided.

4.6 Commercial loading access is from the Grand Promenade parking entry, and is proposed to be located underground.

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- 4.7 A significant component of the Master Plan is the delivery of social, economic and environmental sustainability in a meaningful way. The subject rezoning proposes a vibrant, attractive commercial podium for new business and provides a wide range of job opportunities. The Master Plan aims to create two jobs for every 93 m² (1,000 sq.ft.) of net leasable area for retail uses and one job for every 18.6 m² (200 sq.ft.) of gross floor area for office uses, which would result in approximately 296 jobs associated with the subject rezoning, excluding employment and business activity generated by the construction itself. The commercial podium is designed and programmed to support both large format businesses and smaller commercial services. Furthermore, an additional 32 m² (344 sq.ft.) of commercial space and 738.8 m² (7,952 sq.ft.) of office space has been identified as flex space that can be incorporated into the project subject to market opportunities. The additional office space would be an added storey to the commercial podium at the corner of Austin and North Road.

The subject rezoning supports social sustainability in three main areas: housing, mobility, and social equity and well-being. In the area of housing, the commercial podium provides the parking and cycling facilities to facilitate the development of four residential towers. The residential towers, to be considered as part of separate rezoning applications, offer a mix of unit sizes for a range of needs. Further, Tower 4 is proposed to be developed as a market rental building, owned and managed by Shape Properties. With respect to mobility, the subject rezoning prioritizes pedestrians with safe, attractive, and stimulating pedestrian-oriented and pedestrian-only areas. In the area of social equity and well-being, Phase 1 provides public and semi-public spaces for daytime, nighttime, and multi season use.

The subject rezoning embodies an environmentally sustainable approach through its high densities, mix of uses, transit-oriented design, support for alternative modes of transportation, naturalized green spaces, and green building principles. Environmental commitments for the subject rezoning include the achievement of Leadership in Energy and Environmental Design Neighbourhood Development (LEED ND) Gold rating or equivalency. A condition of the rezoning application is the submission of a suitable district energy pre-feasibility study as well as the details of the environmental initiatives for the development to meet LEED ND Gold.

- 4.8 The components of Phase 1 proposed in the subject rezoning comprehensively embodies the goals and ideals of Loughheed Town Centre Plan and the Loughheed Town Centre Core Area Master Plan, to strengthen the surrounding community, promote exceptional urban design, encourage sustainable development, establish a transit oriented development and create a diverse and inclusive community. With these goals as a foundation, the realization of this development reinforces Burnaby as a destination for employment, residential livability and continued investment.

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5.0 REZONING REQUIREMENTS

5.1 All necessary services to serve the site, including the four future residential towers, will be obtained through the subject rezoning application. As such, the City Engineer will be requested to provide an estimate for any necessary services required to serve the site, including, but not necessarily limited to:

- construction of Austin Road to its final standard with curb and gutter, separated bicycle and pedestrian facilities, street trees, enhanced boulevards, street lighting and pedestrian lighting across the development frontage and to the centre line of the street;
- construction of North Road to its final standard with curb and gutter, separated bicycle and pedestrian facilities, street trees, enhanced boulevards, street lighting and pedestrian lighting across the development frontage and to the centre line of the street;
- construction of Cross Creek to its final standard with curb and gutter, pedestrian facilities, street trees, enhanced boulevards, street lighting and pedestrian lighting across the development frontage including the interim standard on the north side of the street; and,
- construction of Grand Promenade to its final standard with curb and gutter, separated bicycle and pedestrian facilities, street trees, parklets, enhanced boulevards, street lighting and pedestrian lighting across the development frontage including the interim standard on the west side of the street.

5.2 All necessary road dedications and statutory right-of-ways are required, including, but not necessarily limited to:

- dedications along the property line of Austin Road;
- dedications for the construction of Grand Promenade;
- statutory right-of way abutting the fully dedicated Grand Promenade where wider public access is needed;
- statutory right-of way for the construction of Cross Creek; and,
- dedication or statutory right-of way along the property line of North Road.

5.3 The completion of the necessary subdivision to create the subject site will be required.

5.4 The submission of an Undertaking to remove all improvements prior to Final Adoption of the Bylaw, but not prior to Third Reading of the Bylaw. Demolition of any improvements will be permitted after Second Reading of the Rezoning Bylaw has been granted provided that the applicant acknowledges that such permission does not fetter Council's ability to grant or not to grant Third Reading and/or Final Adoption of the Rezoning Bylaw. In addition, the demolition of any improvements will be permitted at any time if they are vacant and considered by staff to be subject to misuse and vandalism. If requested, demolition may be delayed to more closely coincide with approval of building permits.

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5.5 Any necessary easements, covenants and statutory rights-of-way for the site are to be provided, including, but not necessarily limited to:

- Section 219 Covenant indicating that project surface driveway access will not be restricted by gates;
- Section 219 Covenant restricting commercial/retail uses on Grand Promenade, Austin Road, and North Road from having obscured fenestration;
- Section 219 Covenant guaranteeing the provision and maintenance of public art;
- Section 219 Covenant ensuring that the density of development of individual parcels, air space parcels and strata lots comply with the approved CD zoning for the site, and ensuring that the overall site continues to function as a single, integrated development;
- Section 219 Covenant ensuring that all subdivided lots throughout the entire site function under a single site concept for BC Building Code Compliance purposes;
- Section 219 Covenant ensuring commercial entrances remain open and operable;
- Section 219 Covenant assuring the provision and continuing maintenance of end-of-trip facilities for cyclists and bicycle storage rooms for commercial and residential uses;
- Section 219 Covenant guaranteeing the provision and maintenance of identified public plazas, parklets, parks, walkways, elevators, and roadways;
- Section 219 Covenant guaranteeing the availability of non-required commercial parking spaces for residential lease upon request;
- Section 219 Covenant guaranteeing the provision and ongoing maintenance of stormwater management facilities;
- Section 219 Covenant ensuring the provision and ongoing maintenance of Level 2 Electric Vehicle Charging Stations;
- Section 219 Covenant ensuring the provision of strata car share spaces and public car share spaces;
- Section 219 Covenant ensuring the provision of handicap accessible parking stalls in the underground parking areas; and,
- Statutory right-of-way for unrestricted public access to pocket parks, plazas connecting pedestrian linkages, and elevators.

5.6 A suitable engineered design to the approval of the Director Engineering 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.

5.7 Engineering Environmental Services Division will need to review a submission of a detailed plan of an engineered Sediment Control System prior to Final Adoption. The proposed Sediment Control System will then be the basis, after Final Adoption, for the necessary Preliminary Plan Approval and Building Permit.

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- 5.8 The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering is required.
- 5.9 The submission of a district energy pre-feasibility study to the approval of the Director Planning and Building is required.
- 5.10 The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments of LEED ND Gold.
- 5.11 The submission of a detailed loading management plan to the approval of the Director Engineering is required.
- 5.12 The submission of a Site Profile and resolution of any arising conditions is required.
- 5.13 Provision of adequately sized and sited garbage and recycling areas and separate car wash stalls are required.
- 5.14 Residential bicycle storage lockers, repair rooms, employee bicycle storage lockers, visitor/customer bicycle storage racks, and employee end-of-trip facilities are to be provided for the development.
- 5.15 The submission of a detailed construction management plan with detailed information on intended construction schedule, phasing, material delivery and staging, proposed lane or sidewalk closures and contractor parking provisions.
- 5.16 A Comprehensive Sign Plan, to be approved through the CD rezoning of the site, will be required.
- 5.17 The following are applicable to the proposed development:
 - GVS&DD Sewerage Charge of \$0.811 per sq.ft. of non-residential floor area.
- 5.18 The deposit of sufficient funds and a Section 219 Covenant will be required to ensure the provision and continued maintenance of public art provided as part of this development.

6.0 DEVELOPMENT PROPOSAL

Lougheed Mall Site

Site Area (subject to detailed survey)

Existing Total Gross Site Area	- 149,186 m ² (1,605,828 sq.ft.)
Phase 1 Development Area	- 24,280 m ² (254,436 sq.ft.)
Resulting Lougheed Mall Site	- 125,548 m ² (1,351,392 sq.ft.)

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Site Coverage	- 34.6%
Density and Gross Floor Area	- 0.54 FAR 67,581 m ² (727,436 sq.ft.)
Building Height	- 02 storeys, 17.2 m (56.5ft.)
Parking – Required and Provided	- 1,967 spaces
Loading – Required & Provided	- 8 spaces
Bicycle Parking – Required and Provided	- 9 spaces

Phase 1

Site Area	- 18,708 m ² (201,375 sq.ft.)
Site Coverage	- 79 % (14,771 m ² 158,994 sq.ft.)

Density and Gross Floor Area

Commercial Total	- 0.76 FAR 14,129 m ² (152,087 sq.ft.)
- Retail uses	- 0.64 FAR 11,948 m ² (128,609 sq.ft.)
- Office uses	- 0.12 FAR 2,181 m ² (23,478 sq.ft.)
Residential Total	- 6.99 FAR 130,704 m ² (1,406,882 sq.ft.)

Estimated Residential Unit Count (For parking calculation purposes only)

Total	- 1506 units
- Tower 1 (REZ #15-29)	- 566 units
- Tower 2 (future rezoning)	- 474 units
- Tower 3 (future rezoning)	- 263 units
- Tower 4 (rental – future rezoning)	- 203 units
Building Height – Commercial	- 7 storeys, 23.7 m (72 ft.)

Parking

Commercial Total	- 247 spaces required
(on weekdays, commercial stalls to be allocated for office use at a rate of 0.45 stalls per 92.9 m ² (1,000 sq.ft.) gross floor area of office)	- 393 spaces provided

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Residential Total	- 1,401 spaces required
	- 1,474 spaces provided
Tower 1	- 566 spaces required
566 units @ 1.0 spaces per unit	- 590 spaces provided
Tower 2	- 474 spaces required
474 units @ 1.0 spaces per unit	- 484 spaces provided
Tower 3	- 263 spaces required
263 units @ 1.0 spaces per unit	- 290 spaces provided
Tower 4	- 98 spaces required
203 units @ .48 spaces per unit	- 110 spaces provided
Residential Visitor Total	- 131 spaces required
1303 market units @ 0.1 spaces per unit	- 138 spaces provided
Commercial Loading	- 5 spaces required
Total Required and Provided	- 5 spaces provided

Bicycle Parking

Secure Commercial Employee Total	- 25 spaces required
	- 26 spaces provided
Commercial Visitor Total	- 25 racks required
	- 26 racks provided
Secure Residential Total	- 1,506 spaces required
1506 units @ 2.0 spaces per unit	- 1573 spaces provided
Tower 1	- 1,132 spaces required
566 units @ 2.0 spaces per unit	- 1,140 spaces provided
Tower 2	- 948 spaces required
474 units @ 2.0 spaces per unit	- 954 spaces provided
Tower 3	- 526 spaces required
263 units @ 2.0 spaces per unit	- 612 spaces provided
Tower 4	- 406 spaces required
203 units @ 2.0 spaces per unit	- 440 spaces provided
Residential Visitor Total (all towers)	- 151 racks required

To: City Manager
 From: Director Planning and Building
 Re: Rezoning Reference #15-28
 2016 September 14.....Page 18

1506 units @ 0.1 spaces per unit

- 160 racks provided

Commercial End of Trip Facilities

- Commercial end-of-trip cycling facility containing min. 2 showers, 2 washbasins, and includes change rooms and lockers for each gender

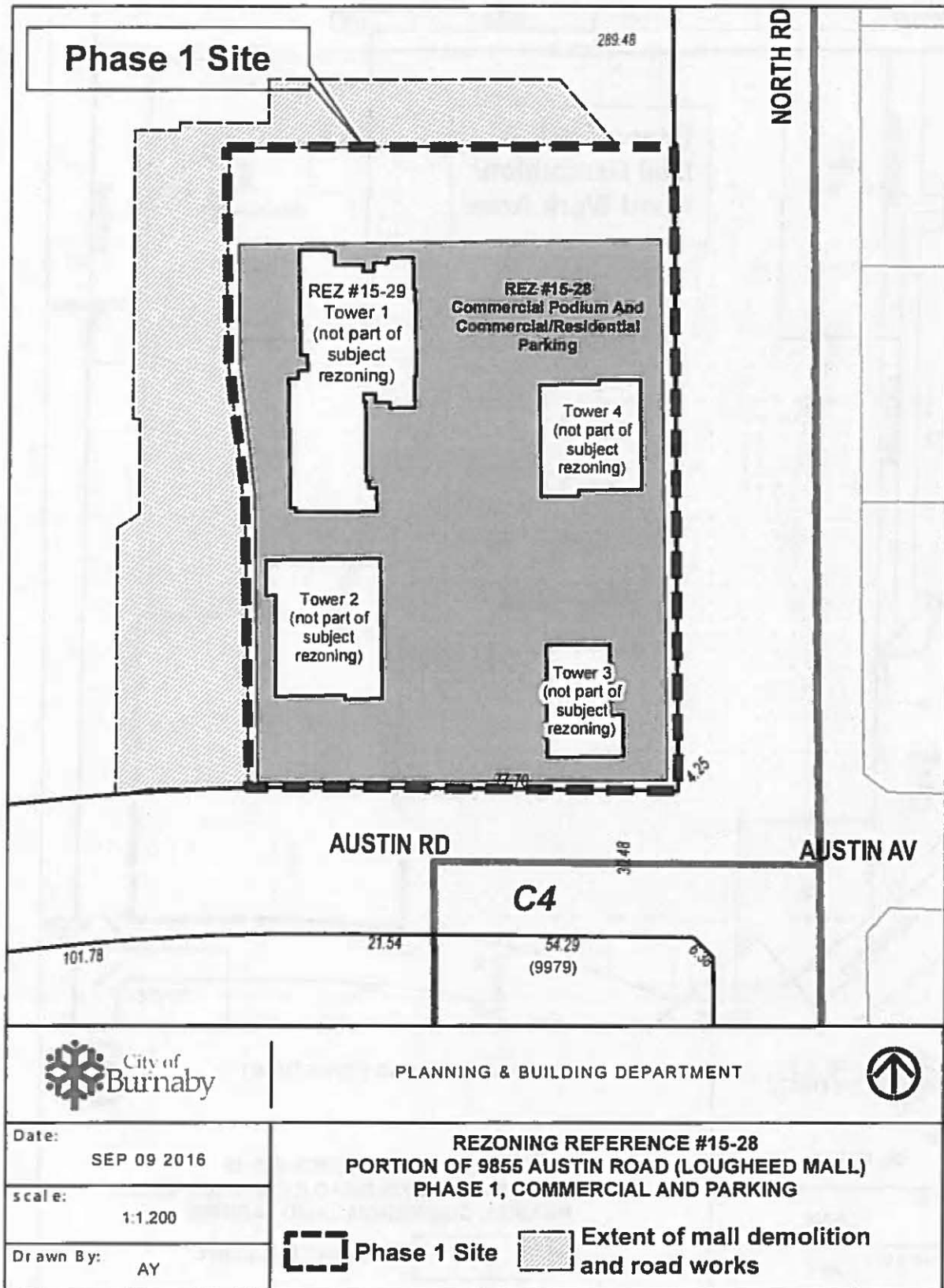

 Lou Pelletier, Director
 PLANNING AND BUILDING

JD/KH:tn

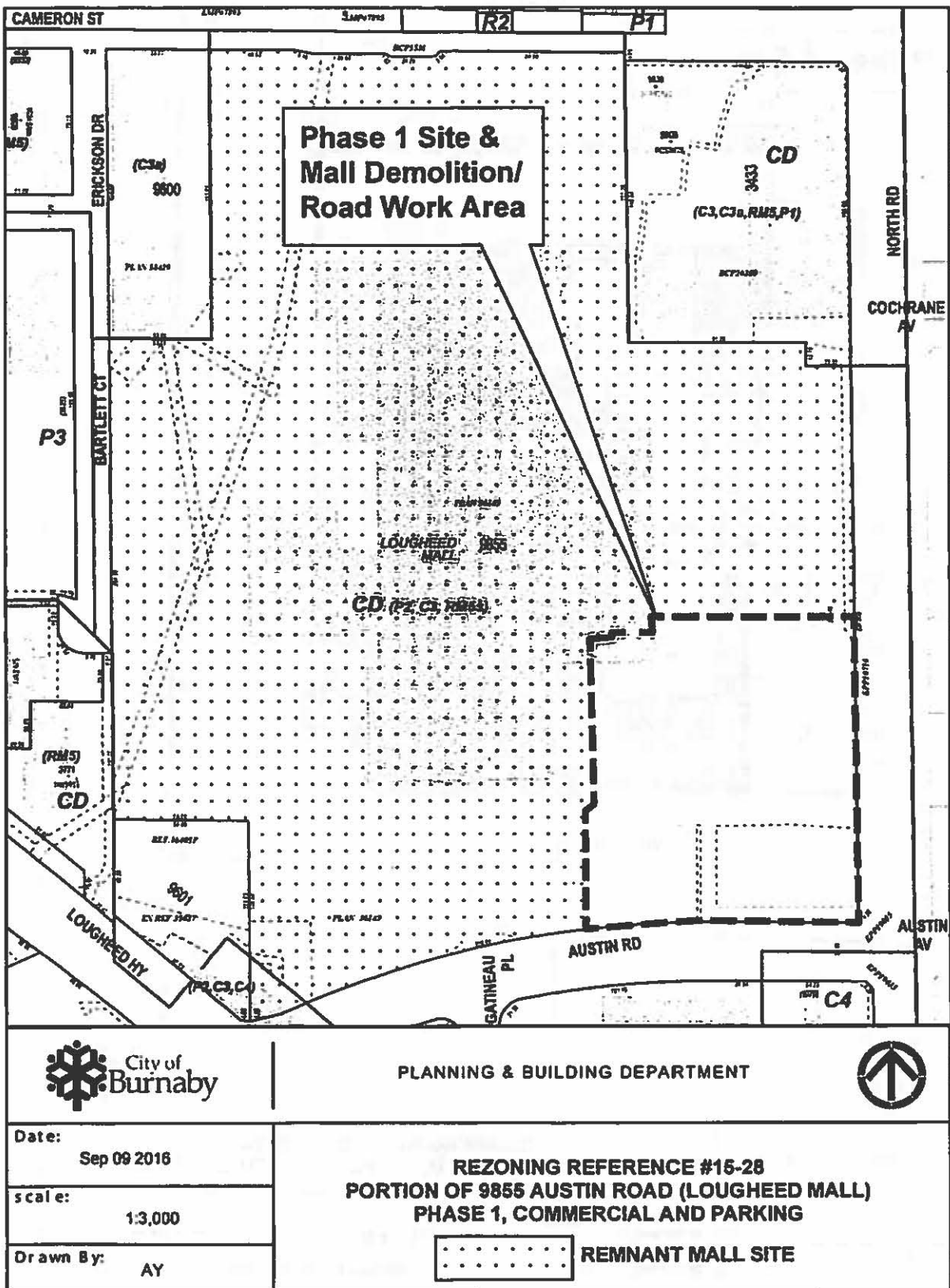
Attachments

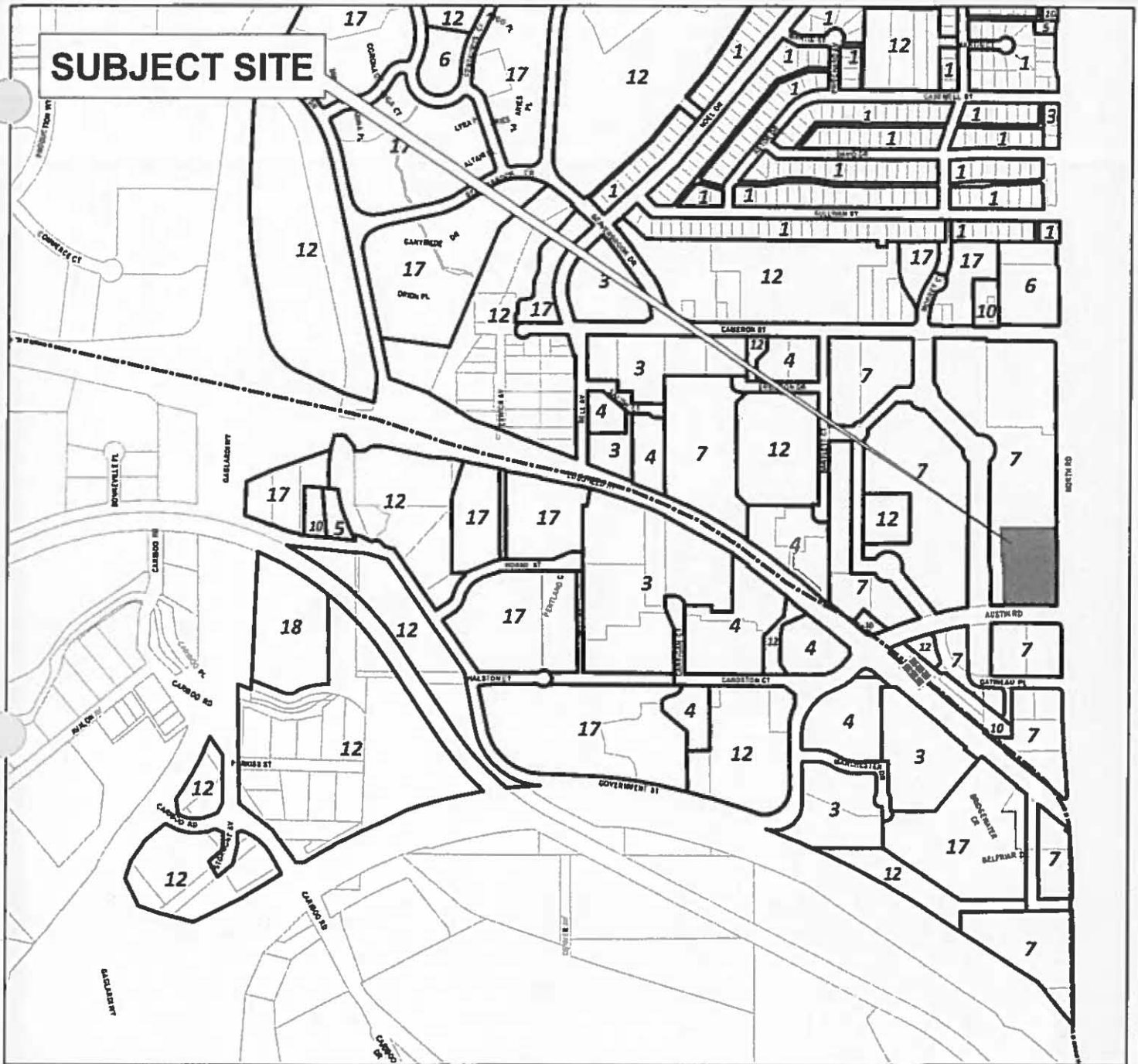
cc: Director Engineering
 Director Finance
 Director Parks, Recreation and Cultural Services
 City Solicitor
 City Clerk

P:\REZONING\Applications\2015\15-00028 Louheed Mall - Ptn 9855 Austin Road (Commercial)\01 Council reports\PH Report\Rezoning Reference 15-28 Commercial Podium PH Report 20160919.docx



Sketch #1





- 1 Single and Two Family Residential
- 3 Medium Density Multiple Family Residential
- 4 High Density Multiple Family Residential
- 5 Commercial
- 6 Medium Density Mixed Use
- 7 High Density Mixed Use

- 9 Industrial
- 10 Institutional
- 12 Park and Public Use/Public School
- 17 Low or Medium Density Multiple Family Residential
- 18 Recreational Vehicle Park



PLANNING & BUILDING DEPARTMENT

Lougheed Town Centre Plan