

**TO:** MAYOR & COUNCIL  
**FROM:** GENERAL MANAGER PLANNING AND DEVELOPMENT  
**SUBJECT:** **REZ #20-09 – 3777 AND 3791 KINGSWAY – HIGH DENSITY MIXED-USE DEVELOPMENT**  
**PURPOSE:** To seek Council authorization to forward this application to First Reading and to a future Public Hearing date, if necessary.

## REFERENCES

**Address:** 3777 and 3791 Kingsway  
**Legal:** Lot “A” (X75108) District Lots 35 and 151 Group 1 New Westminster District Plan 51937  
Lot 199 District Lots 35 and 151 Group 1 New Westminster District Plan 47944  
**Applicant:** Matthew Kingston  
3777 and 3791 Kingsway Portfolio Inc., No. A67716 and A011057  
500 – 3625 Dufferin Street, Toronto, Ontario M3K 1N4  
**Current Zoning:** CD Comprehensive Development District (C3 General Commercial District) and CD Comprehensive Development District (C6a Gasoline Service Station District and P8 Parking District), and Metrotown Downtown Plan as guidelines  
**Proposed Zoning:** Amended CD Comprehensive Development District (RM4s and RM4r Multiple Family Residential District, C3 General Commercial District, Metrotown Downtown Plan as guidelines, and in accordance with the development plan entitled “Central Park Commons” prepared by Arcadis

## RECOMMENDATIONS

**THAT** the introduction of a Housing Agreement Bylaw be authorized according to the terms outlined in Section 3.7 of this report by the General Manager Planning and Development, Rezoning Reference #20-09 dated December 11, 2023, contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw;

**THAT** a Rezoning Bylaw be prepared and advanced to First Reading and to a Public Hearing (if necessary) at a future date of Council; 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 existing overhead wiring abutting the site.
- e) The subdivision of the net project site into three distinct parcels.
- f) The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with Section's 3.6 and 3.7 of this report.
- g) The dedication of any rights-of-way deemed requisite.
- h) The granting of any necessary statutory rights-of-way, easements and/or covenants in accordance with Section 3.13 of this report.
- i) The registration of a Housing Agreement and Housing Covenant.
- j) 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.
- k) The submission of a Phasing and Construction Management Plan.
- l) The submission of a Site Disclosure Statement.
- m) Compliance with the City's Groundwater Management for Multi-Family Development guidelines.

- n) The submission of a suitable Solid Waste and Recycling plan.
- o) The review of on-site residential loading facilities.
- p) The provision of car wash stalls and an adequately sized and appropriately located garbage handling and recycling material holding space and a commitment to implement the recycling provisions.
- q) The provision of facilities for cyclists in accordance with this report.
- r) The design and provision of units adaptable to persons with disabilities, the provision of customized hardware and cabinet work being subject to the sale/lease of the unit to a disabled person and with allocated disabled parking spaces.
- s) Compliance with Council-adopted sound criteria.
- t) Compliance with the guidelines for underground parking for visitors.
- u) The submission of a Public Art Plan.
- v) The submission of a Green Building Plan and Energy Benchmarking.
- w) The submission of a detailed Master Sign Plan.
- x) The deposit of the applicable Parkland Acquisition Charge.
- y) The deposit of the applicable School Site Acquisition Charge.
- z) The deposit of the applicable Water Development Cost Charge.
- aa) The deposit of the applicable Metrotown Public Open Space Charge.
- bb) The deposit of the proportionate contribution to grade-separated crossings of the BC Parkway.
- cc) The deposit of the applicable GVS & DD Sewerage Charge.
- dd) The deposit of the applicable Regional Transportation Development Cost Charge.

- ee) The submission of a written undertaking to distribute area plan notification forms, prepared by the City, with disclosure statements; and, to post area plan notification signs, also prepared by the City, on the development site and in the sales or rental 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 to permit the construction of a high-density mixed-use development above underground parking. The development will be completed in two primary phases. Phase 1 (Kingsway South), fronting Kingsway, will be comprised of two high-rise market rental apartment buildings above ground-level commercial retail units, and also includes the retrofit and retention of the existing office building at 3777 Kingsway, commonly known as ‘The Boot’. Phase 2 (Boundary North), fronting Boundary, will be comprised of three high-rise residential strata buildings, one of which will contain the requisite inclusionary non-market rental units, above a four-storey commercial and amenity podium. The purpose of this report is to provide Council with information on the proposal, and to recommend that the rezoning application be forwarded to First Reading and a future Public Hearing, if necessary.

## **1.0 POLICY SECTION**

The proposed rezoning application is consistent with the following policies and plans adopted by Council:

- Corporate Strategic Plan (2022),
- Regional Context Statement (2013),
- Official Community Plan (1998),
- Metrotown Downtown Plan (2017),
- Economic Development Strategy (2007),
- Social Sustainability Strategy (2016),
- Transportation Plan (2021),
- HOME: Housing and Homelessness Strategy (2021), and
- Rental Use Zoning Policy (2020).

## **2.0 BACKGROUND**

- 2.1 The subject development site is located within the Central Park North neighbourhood of the Metrotown Downtown Plan area (see Sketch #2 **attached**). The Council-adopted Plan identifies this neighborhood as a gateway into

Burnaby's downtown from the west and envisions Kingsway as the primary commercial corridor with the broadest range and highest intensity of commercial activity. Development along Kingsway is intended to establish a continuous and active commercial frontage, and a visually interesting skyline which provides a sense of arrival into Metrotown. With respect to building form, the Metrotown Plan supports high-rise office and residential buildings with retail and office podiums fronting Kingsway and Boundary Road.

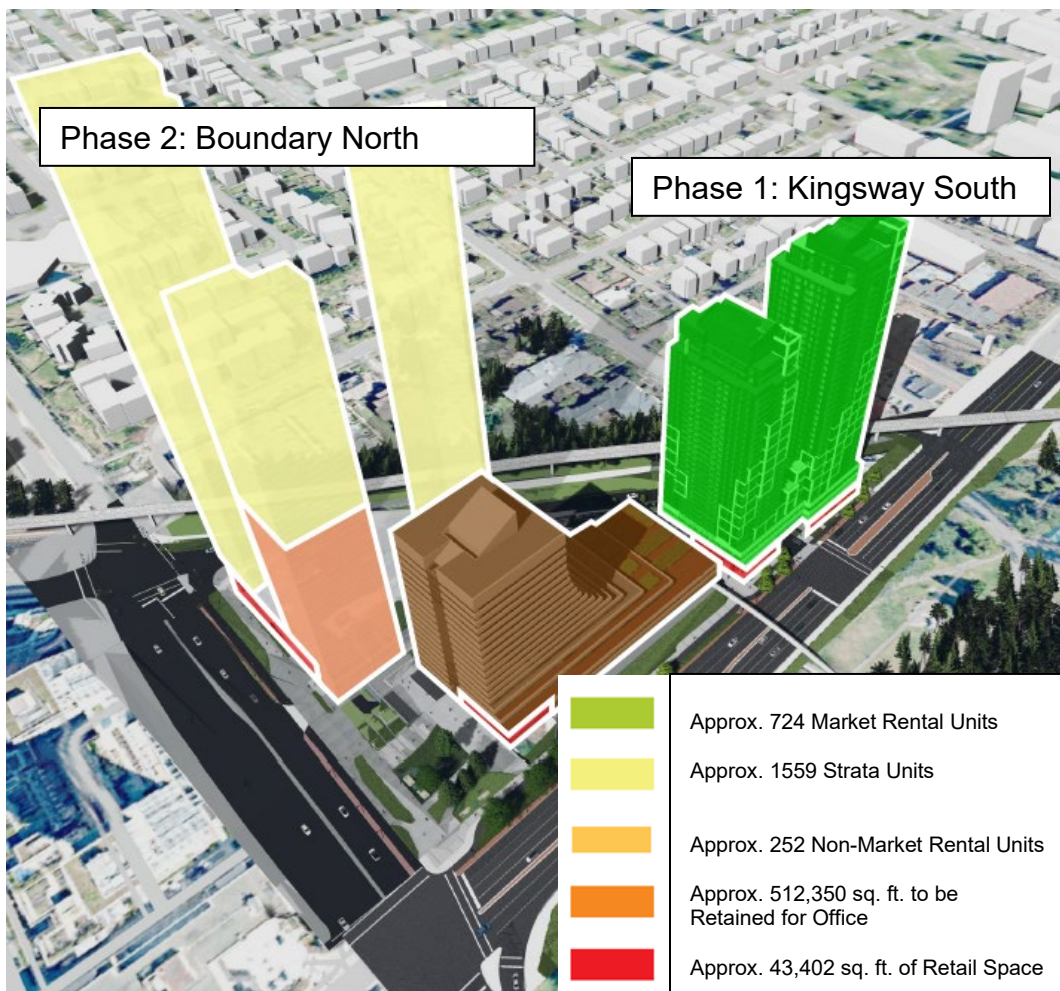
- 2.2 The subject properties at 3777 and 3791 Kingsway are currently zoned CD Comprehensive Development District (based on C3 General Commercial District, C6a Gasoline Service Station District, and P8 Parking District). The property at 3777 Kingsway is improved with the iconic 'Boot' landmark, an L-shaped 21-storey office building consisting of two terraced modernist style buildings. Built in the 1970's, under Rezoning Reference #74-32, this property has historically housed the BC-Tel headquarters (now Telus) and has been utilized for general commercial office. The property at 3791 Kingsway is currently improved with a surface parking lot and landscaping.
- 2.3 The adopted Metrotown Downtown Plan designates the subject properties for high-density mixed-use development under the Comprehensive Development District, utilizing the RM4s and RM4r Multiple Family Residential Districts, C3 General Commercial District, and Metrotown Downtown Plan as guidelines. Being located along the SkyTrain's Expo Line at the Kingsway and Boundary Road intersection, with adjacencies to both the BC Parkway multi-use trail and Central Park, the Plan identifies the subject development site as a key identifier and place-maker in Burnaby, where integration with surrounding parks and infrastructure is essential. Under the 's' zoning category, there is an expectation of significant community benefits, a sustainable redevelopment approach, exceptional public realm improvements, high quality urban design and superior architectural expression to be derived from the project.
- 2.4 On October 26, 2020, Council received an initial rezoning report for the subject site, which proposed to rezone the site in accordance with its high-density mixed-use designation. The applicant has now submitted a plan of development suitable for First Reading and presentation at a Public Hearing, if necessary.

### **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 rental buildings and three high-rise residential strata buildings atop non-market rental and commercial/retail podiums with underground parking, as well as the retrofit, refurbishment, and retention of the existing 'Boot' office building. Phase 1a of the redevelopment consists of the demolition of the northern portion of the existing office building on site, followed by the refurbishment of the building's façade and updates to ensure the retained office building is more closely aligned with building code and safety standards.

This work is being advanced as part of a Preliminary Plan Approval application (PPA#23-00107). Phase 1 of the development (Kingsway South) is in the southeastern corner of the site and will be comprised of two high-rise market rental residential buildings of 31 and 38 storeys. Fronting Kingsway, these two rental buildings will span Vanness Avenue, and be situated above ground-level commercial retail units. Phase 2 of the development (Boundary North) consists of three high-rise residential buildings above a four-storey commercial and amenity podium. Two of the high-rise buildings (Tower 1 and Tower 2) are strata residential, while one is a mixed-tenure (market strata and non-market rental) high-rise building located directly to the north of the existing office building (Tower 3).

**Figure 1: Land Use Tenure Diagram**



The primary vehicular access to separate underground parkades will be from Vanness Way, a private internal road that will be protected for public passage by a Statutory Right-of-Way. Vanness Way is accessed from Boundary Road on the north side and Kingsway on the south side of the development site. A secondary

right-in and right-out access (restricted to passenger vehicles only) is proposed mid-block along Boundary Road to allow for short-term pick-up and drop-off, as well as residential parking access for Phase 2 residents.

A new full-movement signalized intersection is proposed at the Kingsway access to help facilitate east-west movements and minimize additional traffic volumes on Boundary Road. This intersection location also has the potential to facilitate a new full movement access into Swangard Stadium and Central Park in the future. As the proposed signalized intersection is on TransLink's Major Road Network, TransLink approval of this proposed intersection will be required prior to Final Adoption of this rezoning.

- 3.2 Public realm and landscape improvements will generally be provided with each phase of development. The retention of the existing office building in its current location will allow for the generous setback at Kingsway and Boundary to be maintained, creating an opportunity for an enhanced gateway corner plaza and the retention of existing trees.

With the addition of a new full movement intersection along Kingsway (subject to TransLink approval), Phase 1 (Kingsway South) will accommodate a 4.0 m multi-use pathway through the site connecting the regional BC Parkway on the north side of Kingsway, with Central Park and the BC Parkway on the south side of Kingsway. This improved multi-use connection will provide a more continuous and direct route for pedestrians and cyclists in the interim, while the City continues to investigate the potential for a future grade-separated multi-use crossing of the BC Parkway in this vicinity. To aid in the delivery of a grade-separated crossing in this area, Staff will be updating our Development Cost Charges (DCCs) in Burnaby, including the Metrotown Grade Separated Pedestrian Linkages DCC, as part of the broader Financing Growth initiative to address recent Provincial legislation. In the interim, it is noted that a proportionate contribution toward the future potential grade separated crossings of the BC Parkway at Boundary Road and Kingsway be obtained from this application. The specific cost of the proportionate contribution will be determined as a condition of the Subdivision application. If the proposed full-movement intersection is supported by TransLink, Staff will work with the applicant to explore the potential removal of the existing and aging pedestrian overpass.

Phase 2 (Boundary North) will contribute a central and publicly accessible open space for residents, employees, and the general public to enjoy. With Phase 2's development frontage along Vanness Way and the BC Parkway, the developer will contribute to the City's BC Parkway Enhancement Project by contributing towards upgrading the existing pathway through design and/or construction of the reimagined linear park.

In addition to the improvements noted above, Staff and the applicant have expressed mutual interest in exploring the potential for a new SkyTrain Station to

be constructed on the site in the future. Staff have been in contact with TransLink to discuss the feasibility of a future station at this location. Should a station at this location be feasible, staff will report independently to Council to seek further direction.

- 3.3 It should be noted that the timing of Phase 2 (Boundary North) is unknown and may be impacted by market conditions. As such, the suitable plan of development for this phase is more conceptual in nature, with specific architectural, unit mix, and parking details expected to be refined and articulated in a future development approval application (Preliminary Plan Approval or Development Permit application). Given the many years it is anticipated to complete the first phase of development, the applicant may choose to refine the mix and number of units or increase the office and retail component to better reflect market conditions, insofar that their proposal meets the Metrotown Downtown Plan, Zoning Bylaw, and Development Guidelines at the time of their application, and that it does not result in an increase in the number of buildings, their permitted maximum heights, or exceed the maximum density identified for the Phase 2 site as indicated in this report. To ensure any amendments to the proposed plans are reviewed in detail and comply with the development statistics outlined in this report and/or the City's Zoning Bylaw at that time, a Section 219 Covenant will be registered as part of the subject application, restricting issuance of Building Permit for Phase 2 until a development approval (PPA/DP) application and accompanying drawings have been submitted to the satisfaction of the General Manager Planning and Development. The proposed phasing allows for the construction and delivery of 724 market rental units upfront, while preserving a degree of flexibility for the future phase.
- 3.4 As indicated in Table 1 below, approximately 2,535 residential dwelling units are proposed across Phase 1 and 2, comprised of 1,559 market strata units derived from the RM4s and Offset density; 252 non-market rental (20% below CMHC Market Median) units derived from the RM4r density; and 724 market rental units derived from the C3 Commercial density equalling less than 49% (533,957.45 sq. ft.) of the overall proposed commercial floor area. As noted, Phase 2 will have its specific unit count determined as part of a future Development Approval application. However, Staff will ensure that the number and mix of inclusionary rental units provided complies with the Burnaby Zoning Bylaw and Rental Use Zoning Policy at that time.
- 3.5 The maximum potential density for the subject site is 12.15 FAR, which is comprised of 1.7 FAR base, 0.3 FAR base bonus, 0.8 FAR supplementary base, and 0.8 FAR supplementary bonus density, 0.85 FAR offset, 1.7 FAR RMr density, and 6.0 FAR commercial density. The proposed total density for the subject site is 8.87, as outlined in Table 1 below:



**Zoning: CD (RM4s, RM4r, C3)**  
**Site Size: 26,744.15 m<sup>2</sup>**

	Permitted (m <sup>2</sup> )	Proposed (m <sup>2</sup> )	Proposed Units
RM4s Base Density	1.70	1.70	
GFA	45,465.06	45,465.06	596
RM4s Bonus Density	0.3	0.3	
GFA	8,023.25	8,023.25	105
RM4s Suppl. Base Density	0.8	0.8	
GFA	21,395.32	21,395.32	280
RM4s Suppl. Bonus Density	0.8	0.8	
GFA	21,395.32	21,395.32	280
RM4r Density	1.7	0.63	
GFA	45,465.06	16,961.18	252
RM4s Density Offset	0.85	0.85	
GFA	22,732.53	22,732.53	298
C3 Commercial Density	3.01	1.93	
GFA	80,499.89	51,631.11	
C3 Residential Density	2.99	1.86	
GFA	79,965.01	49,606.27	724
TOTAL Density	12.15	8.87	
TOTAL GFA	324,941.44	237,210.04	2,535

3.6 As noted above in Table 1, the applicant is proposing to use the maximum amenity density provisions indicated within the Zoning Bylaw. In so doing, the applicant would achieve an additional 1.1 FAR in amenity density bonus, which translates into 29,418.57 m<sup>2</sup> (316,658.85 sq. ft.) of bonus gross floor area (GFA) included in the development proposal. This bonus GFA will be utilized and constructed as part of Phase 2 (Boundary North).

As this application is a master plan, the applicant will have the option to defer negotiating and payment of density bonus for Phase 2 until after Final Adoption insofar that a no-build, no PPA, and no marketing covenant would be applied to the Phase 2 site area.

3.7 With respect to the rental component of the project, this application will be processed in accordance with the City’s Rental Use Zoning Policy (RUZP), utilizing Stream 2 – Inclusionary Rental and Stream 3 – Voluntary Rental. As such, the applicant is proposing to provide 252 inclusionary non-market rental units. The applicant is also proposing to utilize a portion of the available C3 density for 724 market rental units. As a condition of retaining the existing office building (512,350 sq. ft.) and the construction of new commercial retail space (43,402.11 sq. ft.), the applicant is eligible to voluntarily construct the proposed commercial market rental floor area (533,957.48 sq. ft.) from the available C3 Density, in accordance with the RUZP. In total, the project is pursuing 976 rental

units across Phase 1 (Kingsway South) and Phase 2 (Boundary North). All required inclusionary units are to be provided at 20% below the CMHC median market rates for this neighborhood. It is noted that the number of proposed non-market rental units meets the requirements of the RUZP to provide an equivalent of 20% of the market units generated in the RM4s District (excluding offset). Similarly, the proposed number of market rental units in the C3 District meets the requirements of the RUZP to provide a minimum ratio of 51% commercial uses, to 49% market rental uses of the allowable commercial density on site.

The RUZP requires that the total available multiple family residential density (including density amenity bonus) be utilized and paid for prior to permitting the delivery of market rental units using commercial density under Stream 3 of the RUZP. In this case, in light of the developer's willingness and commitment to retain the iconic 'Boot' building, and to maintain a critical source of employment space in Metrotown, the first phase of development as a fully market rental development (using C3 Density) complies with adopted policy, with the strata units and amenity density bonus payment to be provided in a latter phase. That said, a 219 covenant will be registered to ensure that the City is paid the maximum amenity density provisions prior to PPA/BP of Phase 2, and to ensure that no strata building will be granted occupancy prior to the occupancy of the required non-market inclusionary rental units.

- 3.8 The developer is providing approximately 519 adaptable units which is in line with the 20% minimum requirement of the Council-adopted Adaptable Housing policy. The provided 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.
- 3.9 As the site is located between 400 m and 800 m from Patterson SkyTrain Station, the proposed residential parking rates are based on the Council-adopted parking requirements within transit-oriented development areas. For Phase 1 (Kingsway South), the market rental phase, the proposed parking ratios are 0.3 stalls per studio/1-bedroom unit and 0.75 stalls per unit two bedrooms and larger. The proposed visitor parking rate is 0.06 stalls per unit, with sharing between the commercial retail stalls available to increase the overall total. Consistent with Zoning Bylaw requirements, 14 commercial stalls will be provided to support the retail uses on site. To determine the optimal level of parking required for this site, the applicant has provided a parking demand study to support the proposed ratios. For Phase 2 (Boundary North), submission of detailed parking and loading plans to the approval of the General Manager Planning and Development will be required prior to PPA/BP issuance. Staff will ensure that the parking ratios for this future phase are in line with the requirements outlined in the Burnaby Zoning Bylaw, as amended from time to time, at the time of application.

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, the applicant is required to provide a comprehensive transportation demand management (TDM) strategy for both rental and strata residents, which will include:

- a subsidy equivalent to a 3-year two-zone adult transit pass per dwelling unit;
- a lifetime membership to a car share organization per dwelling unit;
- provision of \$100 driving credits per dwelling unit;
- provision of parking spaces for car share vehicles on-site;
- construction of at least one EV charging station for car share vehicles on-site;
- 2 long-term bike parking spaces per dwelling unit;
- 0.2 short-term visitor bike parking spaces per dwelling unit; and,
- provision of bicycle repair and maintenance stations on-site.

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

3.10 Certain items within this report are identified as prerequisites to completion of the subject rezoning application, while certain submissions and details pertaining to Phase 2 (Boundary North) of the proposed development are proposed to be deferred to PPA or BP issuance of Phase 2 in order to more closely align with actual construction dates. As noted above, the suitable plan of development for Phase 2 (Boundary North) is more conceptual in nature, with further details to be articulated at the PPA stage. Items to be deferred as prerequisites of Phase 2 PPA and BP issuance will include, but not necessarily be limited to:

- Architectural design including elevations, cross-sections, and renderings;
- Detailed site plan and setback diagram;
- Detailed landscape design plans;
- Detailed statistics including unit counts, types, and layouts;
- FAR overlays;
- Fire truck access plan;
- Parking Statistics, Parking Plans, and Loading Plans (including bicycle storage), and,
- Solid Waste and Recycling Plans.

To ensure completion of the deferred items noted above, a Section 219 No-Build/No-PPA Covenant will be registered as a condition of the rezoning. This covenant would prohibit development on the Phase 2 (Boundary North) portion of the development site until all requisite PPA conditions are completed.

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

- construction of east side of Boundary Road to customized Town Centre standard (six-lane arterial perimeter street) with preservation of existing street trees where possible;
- construction of the north side of Kingsway to customized Town Centre standard (six-lane arterial) with preservation of existing street trees where possible;
- construction of the south side of Kingsway to accommodate new east-bound left turn bay into proposed site access, 0.6 m front boulevard, and new 1.8 m wide sidewalk. A 3.0 m bi-directional cycle track will be constructed between the proposed site access and the BC Parkway connection;
- full-movement signalization at proposed Kingsway site access (subject to TransLink approval);
- upgrade existing BC Parkway pathway to 4.0 m width and extend asphalt surface;
- construction of a new 4.0 m multi-use path through the site connecting BC Parkway and signalized intersection at Kingsway;
- undergrounding of overhead lines across the development frontage; and,
- storm, sanitary sewer, and water main upgrades as required.

3.12 To support the foregoing servicing requirements, the following road dedications are required:

- approximate 3.8 m dedication along the eastern portion of the Kingsway development frontage to accommodate town centre standards (cycle track, rain garden etc.)

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

- Section 219 Covenant restricting enclosure of balconies;
- Section 219 Covenant indicating that project surface driveway access will not be restricted by gates;
- 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 ensuring that accessible parking stalls are held in common property to be administered by the rental housing operator;
- Section 219 Covenant guaranteeing the provision and ongoing maintenance of public art;
- Section 219 Covenant ensuring compliance with the Green Building Plan for the site as well as a commitment for the property owner/representative to submit the necessary information to NRCAN;
- Section 219 Covenant to ensure alternative transportation provisions for the development;

- Section 219 Covenant restricting commercial retail uses on Kingsway and Boundary from having obscured fenestration;
  - Section 219 Covenant restricting BP/PPA issuance for Phase 2 until such time that fully detailed plans and submissions are submitted to the satisfaction of the General Manager of Planning and Development;
  - Section 219 Covenant ensuring the maximum amenity density bonus amount is paid to the City prior to BP/PPA issuance for Phase 2;
  - Section 219 Covenant ensuring the required inclusionary non-market rental units are occupied prior to, or concurrently with, any residential strata units delivered in Phase 2;
  - Section 219 Covenant ensuring (1) the heating and hot water system in the development buildings is designed and constructed in accordance with the connection guidelines in the Council-adopted District Energy policy for connection to the City's District Energy Utility system (DEU) if and when the DEU is available for connection, and (2) the owner connects the development buildings to the DEU if and when the DEU is available for connection;
  - Statutory right-of-way allowing the City or its designates to access the mechanical system and thermal energy system-related infrastructure within the development for the purposes of enabling DEU connection and operation;
  - Statutory right-of way guaranteeing the provision and maintenance of public vehicular, pedestrian, and cycling access along Vanness Way;
  - Statutory right-of way guaranteeing the provision and maintenance of public access to the central open space and plaza;
  - Statutory right-of-way (approximately 2.9 m) along the eastern portion of the Kingsway development frontage to allow for parking and secant piles below the public sidewalk and,
  - Easements guaranteeing access between the three subdivided lots.
- 3.14 The registration of a Housing Covenant and a Housing Agreement will be required to protect and regulate affordability measures and tenure of the non-market rental units. Terms of the Housing Agreement are outlined in Section 3.7 of this Report.
- 3.15 Due to the proximity of the subject site to the Expo SkyTrain line, the applicant is required to provide an acoustical study showing that the proposed development would meet the Council-adopted noise criteria.
- 3.16 Given the site's current and past uses, a Site Disclosure Statement and resolution of any resultant conditions is required.
- 3.17 A comprehensive sign plan for the commercial component of the development, detailing sign numbers, locations, sizes and attachment details is required.
- 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 submission of a groundwater and stormwater management plan is required. As well, a suitable engineered design will be required for the on-site stormwater management system, as well as a Section 219 Covenant to guarantee its provision and continuing operation. The deposit of sufficient monies to guarantee the provision of the stormwater drainage and landscape features will be required.
- 3.20 The submission of a suitable Solid Waste and Recycling Plan is required.
- 3.21 The submission of a detailed Residential Loading Management Plan is required.
- 3.22 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.
- 3.23 The submission of a Green Building Plan and energy benchmarking is required.
- 3.24 The submission of a Communication Strategy Plan that provides the renters and rental management company with an understanding and recommendations as to how best utilize the on-site amenities and alternative transportation provisions proposed for the development site is required.
- 3.25 The City is currently developing a district energy utility (DEU) to serve the space heating and domestic hot water needs of buildings in south Burnaby. Based on the development's location, proposed Comprehensive Development (CD) District zoning, and proposed building size (greater than 100,000 sq. ft.), the proposed buildings will be required to meet the Council-adopted District Energy policy. Since the development site is located within Service Area A, connection to the future DEU system is mandatory. A DEU system compatibility review will be conducted prior to building permit issuance.
- 3.26 Development Cost Charges applicable to this rezoning include:
  - Parkland Acquisition Charge;
  - GVS&DD Sewerage Charge;
  - Water Development Cost Charge;
  - Metrotown Public Open Space Charge;
  - School Site Acquisition Charge;
  - Contribution towards grade-separated crossing for BC Parkway; and,
  - Regional Transportation Development Cost Charge.

3.27 Development Statistics:

Site Area

Gross Site Area	26, 744.10 m <sup>2</sup> (287,871 sq. ft.)
Road Dedication	1,974.00 m <sup>2</sup> (21,248 sq. ft.)
Net Site Area	24, 770.10 m <sup>2</sup> (266,623 sq. ft.)

Building Height

Phase 2 (Boundary North)

T1	Up to 64 storeys
T2	Up to 60 storeys
T3	Up to 52 storeys

Phase 1 (Kingsway South)

T4	Up to 31 storeys
T5	Up to 38 storeys

Existing Office Building	22 storeys
--------------------------	------------

Density

RM4s Residential Density	3.60 FAR
RM4r Residential Density	0.63 FAR
Density Offset	0.85 FAR
C3 Residential Density	1.86 FAR
C3 Commercial Density	1.93 FAR

Total FAR	8.87 FAR (based on gross site area)
-----------	-------------------------------------

Gross Floor Area

**Phase 1 (Kingsway South)**

C3 Residential GFA	49,606.27 m <sup>2</sup> (533,957.48 sq. ft.)
C3 Commercial GFA	599.32 m <sup>2</sup> (6,450.99 sq. ft.)

**Phase 2 (Boundary North)**

RM4s Residential GFA	96,278.92 m <sup>2</sup> (1,036,337.66 sq. ft.)
Density Offset Residential GFA	22,732.53 m <sup>2</sup> (244,690.84 sq.ft.)
RM4r Residential GFA	16,961.18 m <sup>2</sup> (182,568.84 sq. ft.)
C3 Commercial GFA	3,428.87 m <sup>2</sup> (36,951.12 sq. ft.)

<b>Existing Office Building</b>	47,598.87 m <sup>2</sup> (512,350.00 sq. ft.)
---------------------------------	---

**Total GFA** 237,209.96 m<sup>2</sup> (2,553,306.93 sq. ft.)

Phase 1 (Kingsway South) Residential Units

<b>Unit Mix - Bedrooms</b>	<b>Market Strata</b>	<b>Non-Market Rental (20% Below CMHC Median)</b>	<b>Non-Market Rental (CMHC Median)</b>	<b>Market Rental</b>
Studio	0	0	0	60
Studio (adapt.)	0	0	0	28
One Bedroom	0	0	0	133
One Bedroom (adapt.)	0	0	0	112
One Bedroom + Den	0	0	0	125
Two Bedroom	0	0	0	116
Two Bedroom (adapt.)	0	0	0	16
Two Bedroom + Den	0	0	0	67
Three Bedroom	0	0	0	67
<b>Total Units</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>724</b>

\*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.

Phase 2 (Boundary North) Residential Unit Mix

Final unit sizes and types to be determined at PPA. Early concepts indicate approximately 1,811 units (including 252 inclusionary non-market units).

Parking Statistics

<b>Phase 1a Existing Office Phase 1</b>	364 existing spaces
Market Rental (0.3 per studio/1-bed 0.75 per two-bed+)	346 spaces required and provided
Residential Visitor	39 spaces required and provided



(0.06 per unit)

Car Share 7 spaces required and provided  
(1 per 100 dwelling units)

Commercial 14 spaces (available for visitor parking use)  
(1 per 495.16 sq.ft)

Loading 5 spaces required and provided  
(1 per 200 units)

Bicycle Parking 1454 secured bicycle spaces  
(2 secured spaces per unit) 150 visitor bicycle spaces

**Phase 2** Specific parking counts and ratios to be determined prior to PPA/BP issuance

### 3.28 Community Amenities

Extensive community facilities are proposed for residents of the development, including fitness centres, meeting rooms, games rooms, lounges, a wellness spa, and pool on Level 3 of Phase 1 (Kingsway South). This phase will also have an outdoor amenity space and ground-level dog run. Phase 2 (Boundary North) is proposed to have a shared amenity podium (Level 4), where residents of the three towers have access to a children’s play area, dog run, pool and outdoor seating. Indoor lounge and seating spaces will also be available in each building. Public artworks will be selected and installed in the public realm prior to occupancy of each phase. The proposed amenity area of the project is up to 5,941.90 m<sup>2</sup> (63,958 sq. ft.), which is permitted to be excluded from Gross Floor Area (GFA) under the Zoning Bylaw.

## 4.0 COMMUNICATION AND COMMUNITY ENGAGEMENT

On June 15, 2023, the applicant held a community open house in the lobby of the existing office building on site, which staff attended. In addition, an online survey and website were created and made available for residents to visit between June 15<sup>th</sup> and June 22<sup>nd</sup>. Notifications were mailed to an area exceeding a 200 m radius of the site, to a total of 3140 addresses, including single-family homes, apartments and businesses. Approximately 35 members of the community attended the in-person open house and 37 online survey responses were received during the virtual comment period.

The following themes emerged from the feedback received to date:

- Support for the amount of purpose-built rental units to be provided;
- Support for retention of the existing office building and employment uses on site;

- Support for improved pedestrian and cyclist linkages;
- Support for new neighborhood retail opportunities;
- Concern that the proposed density and massing is out of proportion with the surrounding context;
- Concern regarding traffic congestion at Kingsway and Boundary;
- Concern regarding noise and air pollution as a result of the development;
- Concern that proposed buildings will block light, views of the park and mountains, and the iconic 'Boot' will be overshadowed;
- Requests to explore a SkyTrain Station at this location; and,
- Requests for a cycling bridge directly connecting the BC Parkway.

The feedback received from the public consultation event, completed surveys, and email correspondence indicates general support for the proposed concept and the anticipated public realm improvements associated with the redevelopment of the site. However, the scale of the development has consistently been noted as a concern.

Notification of a potential future Public Hearing, or for future Bylaw readings will take place as part of the subject rezoning application (REZ #20-09). The City will send a notice to those properties that are within a 30 m (100 ft.) radius of the subject sites. 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**

Financial considerations include both the costs and revenues resulting from new growth and construction.

Respectfully submitted,

E.W. Kozak, General Manager Planning and Development

## **ATTACHMENTS**

Attachment 1 – Sketch #1 and Sketch #2

## **REPORT CONTRIBUTORS**

This report was prepared by Michael Phillips, Development Planner, and reviewed by Jesse Dill, Director of Development.