

**TO:** MAYOR & COUNCILLORS  
**FROM:** GENERAL MANAGER PLANNING AND DEVELOPMENT  
**SUBJECT:** **REZ #18-43 – 6958, 6984 KINGSWAY, 7243 GREENFORD AVENUE AND 6957, 6961 BERESFORD STREET - PROPOSED ALTERATIONS TO MIXED USE DEVELOPMENT FOLLOWING PUBLIC HEARING**  
**PURPOSE:** To seek Council approval to alter the suitable plan of development for REZ #18-43 following Public Hearing by rescinding Third Reading of the rezoning bylaw, amending the bylaw and reintroducing the bylaw for Third Reading.

## REFERENCES

**Address:** 6958, 6984 Kingsway, 7243 Greenford Avenue, and 6957, 6961 Beresford Street  
**Legal:** See **Attachment 1** – Schedule A  
**Applicant:** Arcadis Architects (Canada) Inc.  
Suite 100 – 1285 West Pender Street  
Vancouver, BC V6E 4B1  
Attention: Gwyn Vose  
**Current Zoning:** C4 Service Commercial District and M2 General Industrial District  
**Proposed Zoning:** CD Comprehensive Development District (based on C2 Community Commercial District, RM4s Multiple Family Residential District, RM4r Multiple Family Residential District and the Edmonds Town Centre Plan as guidelines and in accordance with the development plan entitled "Amended Development Plan - TROFEO (Formerly KHR)" prepared by Arcadis)

## RECOMMENDATION

**THAT** the rescinding of Third Reading of Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 4, 2021 (Bylaw No. 14299) be brought forward at the August 26, 2024 Open Council meeting;

**THAT** the alterations to the suitable plan of development for REZ #18-43, as set out in the report titled "REZ #18-43 – 6958, 6984 Kingsway, 7243 Greenford Avenue, and 6957, 6961 Beresford Street – Proposed Alterations to Mixed Use Development Following Public Hearing" dated August 26, 2024, be approved; and

**THAT** the City Solicitor be authorized to bring forward Bylaw No. 14299 with an amended development plan reflecting these alterations for Third Reading.

**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),
- Edmonds Town Centre Plan (1994);
- Economic Development Strategy (2007);
- Social Sustainability Strategy (2011);
- Environmental Sustainability Strategy (2016);
- Transportation Plan (2021);
- HOME: Housing and Homelessness Strategy (2021);
- Burnaby Housing Needs Report (2021); and,
- Rental Use Zoning Policy.

**2.0 BACKGROUND**

- 2.1 On February 17, 2021, Council received a report recommending a Public Hearing for the subject rezoning application, which proposes a Comprehensive Development (CD) District based on the C2 Community Commercial District, RM4s Multiple Family Residential District, RM4r Multiple Family Residential District and the Edmonds Town Centre Plan as guidelines. The proposed mixed use housing development comprised a 40-storey market strata residential tower with two-storey townhouses fronting the Highland Park Line Trail, and a six-storey mixed use commercial retail and rental residential building fronting Kingsway. The development will result in the closure of portions of Greenford Avenue and Beresford Street which are to be consolidated with the subject property (see **Attachment 2** - Sketch 1 and Sketch 2).
- 2.2 On March 30, 2021, a Public Hearing was held for REZ #18-43. On June 14, 2021, Council granted Second Reading to the Rezoning Bylaw (Bylaw No. 14299) and approved the required amendment to the Edmonds Town Centre Community Plan. On June 15, 2022, Council granted Third Reading to the Rezoning Bylaw.
- 2.3 Following Third Reading of the Rezoning Bylaw, on March 11, 2024, Council adopted amendments to the Zoning Bylaw which: (1) removed the minimum requirements for residential parking for developments located within 800 metres of a Skytrain Station (except for required accessible parking spaces); (2) reduced accessible parking and commercial parking requirements; and (3) increased bicycle parking and end-of-trip facility requirements. Further, on July 22, 2024,

Council adopted new transportation demand management guidelines for development, including requirements for shared vehicle parking spaces and transit pass subsidies. At the applicant’s request, the TDM guidelines may be applied to in-stream rezoning applications which have yet to receive final adoption.

2.4 The purpose of this report is to provide Council with information on the proposed changes to the original proposal and to recommend that Third Reading of the Rezoning Bylaw be rescinded so that the Rezoning Bylaw may be brought forward with the amended development plan reflecting these alterations for Third Reading.

**3.0 GENERAL INFORMATION**

3.1 The applicant has proposed an amended development proposal to pursue the reduced parking requirements, while meeting new requirements and guidelines for bicycle parking rates, end-of-trip facilities, and transportation demand management. The primary vehicle parking amendment, as described in **Table 1**, is a reduction of parking spaces from 467 spaces to 368 parking spaces, which is a reduction of 99 spaces. The proposed amendments to on-site parking are compliant with the zoning requirements for the site and will enable the applicant to remove one and a half levels of underground parking. The majority of the parking reduction is to vehicle parking rates for strata units with small reductions to rental parking and commercial parking. As part of this amended development plan, the applicant will provide transportation demand management measures in accordance with the City’s guidelines. Based on the current proposed parking, the guidelines provide for the following TDM provisions for both rental and strata:

- a subsidy equivalent to 50% of the cost of a two-zone adult transit pass per dwelling unit per month (maximum \$2,850 per dwelling unit);
- provision of \$1,500 in car share vehicle driving credits per dwelling unit;
- provision of three parking spaces for car share vehicles on-site with Level 2 or higher charging level; and
- a Communications Strategy that provides the building owners, tenants and employees of the residential and commercial uses with an understanding of how to best use each of the alternative transportation options.

Bicycle parking will be provided on-site at a rate of two long-term bicycle parking spaces per residential unit, together with 87 short-term bicycle parking spaces. End-of-trip facilities will also be provided, including one shower stall and three clothes lockers, and two bicycle repair rooms. The applicant will also provide three car share vehicle parking spaces on site as well as a fund to subsidize car share memberships, and a fund to subsidize annual transit passes for residents.

3.2 In addition to vehicle and bicycle parking amendments, the applicant has proposed some minor adjustments to the development (see Attachment 2 – Amended Development Statistics). The applicant has added two additional townhouse units and has generally improved the unit mix. For example, several

two-bedroom units have been upgraded to two bedroom plus den units. Despite the small increase in units, under the amended development proposal, the gross floor area of the development will be decreased by 34 square metres, or 0.004 FAR. The height of the tower will be slightly reduced from 127.6 metres to 125.6 metres, although the number of storeys will increase from 40 storeys to 41 storeys. This will be achieved by removing the P0 level parking garage and adjusting the heights of the first two floors of the tower.

- 3.3 Under section 470(1)(b) of the *Local Government Act*, Council may alter and then adopt a Rezoning Bylaw after a Public Hearing, without further notice or a further Public Hearing, as long as the alterations do not alter the use, increase the density or (without the owner’s consent) decrease the density. In this case, the applicant is not proposing any changes to the uses on the site, and is proposing to slightly decrease the proposed density. As such, Council has the authority to approve these alterations to the proposed development prior to Final Adoption of the Rezoning Bylaw without a further Public Hearing.
- 3.4 Staff are supportive of the proposed changes being incorporated into the development plan without requiring another Public Hearing. Aside from the reductions to vehicle parking, the amendments to the development proposal are considered very minor and will not substantially alter the proposal. The reductions to vehicle parking are also supportable as the amended parking rate is compliant with the minimum requirements of the Zoning Bylaw for developments located within 800 metres of a SkyTrain Station.
- 3.5 It is recommended that Council rescind Third Reading of the original Rezoning Bylaw and approve bringing forward a revised Rezoning Bylaw with an amended development plan reflecting the proposed changes, as shown in “Amended Development Plan - TROFEO (Formerly KHR)” (See **Attachment 3** - Part 1 of 9 to Part 9 of 9) for Third Reading.
- 3.6 Subject to Council approval, staff will continue to work with the applicant towards Final Adoption of the Rezoning Bylaw with the amended development plan. The rezoning application would be brought forward for Final Adoption once all prerequisite conditions of the rezoning have been satisfied.

**4.0 COMMUNICATION AND COMMUNITY ENGAGEMENT**

- 4.1 As noted above, further communication and community engagement for the proposed changes are not required.

**5.0 FINANCIAL CONSIDERATIONS**

- 5.1 There are no financial considerations related to this proposal.

Respectfully submitted,

E. W. Kozak, General Manager Planning and Development

**ATTACHMENTS**

- Attachment 1 – Schedule A, Sketch 1 and Sketch 2
- Attachment 2 – Amended Development Statistics
- Attachment 3 – Amended Development Plan – Part 1 of 9
- Attachment 3 – Amended Development Plan – Part 2 of 9
- Attachment 3 – Amended Development Plan – Part 3 of 9
- Attachment 3 – Amended Development Plan – Part 4 of 9
- Attachment 3 – Amended Development Plan – Part 5 of 9
- Attachment 3 – Amended Development Plan – Part 6 of 9
- Attachment 3 – Amended Development Plan – Part 7 of 9
- Attachment 3 – Amended Development Plan – Part 8 of 9
- Attachment 3 – Amended Development Plan – Part 9 of 9

**REPORT CONTRIBUTORS**

This report was prepared by Riccardo Peggi, Development Planner, and reviewed by Jesse Dill, Director Development, and Jennifer Wong, Assistant City Solicitor.