

PLANNING AND DEVELOPMENT COMMITTEE

TO: MAYOR AND COUNCILLORS

**SUBJECT: REZ #25-03 – 9500 ERICKSON DRIVE – MULTIPLE FAMILY
RESIDENTIAL PURPOSE-BUILT RENTAL INFILL DEVELOPMENT –
LOUGHEED TOWN CENTRE PLAN**

RECOMMENDATION:

THAT a Rezoning Bylaw for REZ #25-03 be prepared and advanced to First and Second Reading at a future Council meeting; and

THAT the items listed in Attachment 3 to the report titled “REZ #25-03 – 9500 Erickson Drive – Multiple Family Residential Purpose-Built Rental Infill Development – Lougheed Town Centre Plan”, dated July 9, 2025, of the Planning and Development Committee meeting, be established as prerequisites to consideration of Final Adoption of the Rezoning Bylaw for REZ #25-03.

REPORT

The Planning and Development Committee, at its meeting held on July 9, 2025, received and adopted the attached report seeking Council authorization to forward REZ #25-03 to First and Second Reading at a future Council meeting.

On behalf of the Planning and
Development Committee,

Councillor P. Calendino
Chair

Councillor J. Wang
Vice Chair

TO: PLANNING AND DEVELOPMENT COMMITTEE (PDC)
FROM: GENERAL MANAGER PLANNING AND DEVELOPMENT
SUBJECT: **REZ #25-03 – 9500 ERICKSON DRIVE – MULTIPLE FAMILY
RESIDENTIAL PURPOSE-BUILT RENTAL INFILL DEVELOPMENT
– LOUGHEED TOWN CENTRE PLAN**
PURPOSE: To seek Council authorization to forward REZ #25-03 to First and
Second Reading at a future Council meeting.

REFERENCES

Address: 9500 Erickson Drive
Legal: PID: 008-610-762,
Lot 85 District Lot 4 Group 1 New Westminster District Plan 38877
Applicant: Starlight Investments CDN AM Group GP LP
200 – 1200 Hornby Street
Vancouver, BC V6X 1W2
Attention: David Woo
Current Zoning: CD Comprehensive Development District (based on RM4 Multiple
Family Residential District and C1 Neighbourhood Commercial
District)
Proposed Zoning: Amended CD Comprehensive Development District (based on the
R8r High-Rise Apartment 2 District and in accordance with the
development plan entitled “Lougheed Village” prepared by NSDA
Architects)

RECOMMENDATIONS

THAT a Rezoning Bylaw for REZ #25-03 be prepared and advanced to First and
Second Reading at a future Council meeting; and

THAT the items listed in **Attachment 3** to the report titled “REZ #25-03 – 9500
Erickson Drive – Multiple Family Residential Purpose-Built Rental Infill
Development – Lougheed Town Centre Plan” dated July 9, 2025, be established
as prerequisites to consideration of Final Adoption of the Rezoning Bylaw for
REZ #25-03.

EXECUTIVE SUMMARY

A rezoning application has been received to construct a phased infill residential and
commercial development on the subject site. The proposed development comprises
three new high-rise buildings of 45, 38 and 37 storeys, respectively, inclusive of 1,467

new market rental units, and retention of the existing residential buildings on site, with additional structured and underground parking. The purpose of this report is to provide Council with information on the proposal and to recommend that the Rezoning Bylaw for REZ #25-03 be brought forward for First and Second Reading at a future date of Council.

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),
- Lougheed Town Centre Plan (1997),
- Economic Development Strategy (2007),
- Social Sustainability Strategy (2011),
- Environmental Sustainability Strategy (2016),
- Community Safety Strategy (2020),
- Transportation Plan (2021),
- HOME: Housing and Homelessness Strategy (2021), and
- Child Care Action Plan (2021).

2.0 BACKGROUND

- 2.1 The subject development site is located north of Lougheed Highway, between Salish Court to the west and Erickson Drive to the east, and is designated High Density Mixed Use within the Lougheed Town Centre Plan and Town Centre within the Official Community Plan (see **Attachment 1** – Sketch #1). The subject property, referred to as “Lougheed Village”, is currently improved with two 25-storey high-rise apartment buildings and two nine storey apartment buildings that provide a total of 528 rental units.
- 2.2 On November 21, 2016, Council received, for information, an Initial Report for REZ #16-48, which proposed an infill development for the subject property comprising three residential high-rises, one townhouse building, commercial uses, and various public realm improvements for the site. Council authorized staff to work with the applicant towards a suitable plan of development, however, the rezoning application was not advanced to Council for First and Second Reading.
- 2.3 On March 11, 2025, Council adopted four resolutions (Resolution No. 2025-101) that were amendments to the original recommendations appearing in the report titled “Proposed Inclusionary Rental Requirements”. One of the adopted resolutions states as follows:

“THAT the proposed changes to purpose-built market rental units be adopted into bylaw and that staff be directed to move purpose-built market rental projects forward”

The proposed changes to purpose-built market rental projects outlined in the March 11, 2025 Report included a recommendation to exempt market rental projects from the new inclusionary rental requirements. Based on Resolution No. 2025-101, and further direction that was provided by Council during the March 11, 2025 meeting, purpose-built market rental projects are being advanced to Council under the height-based framework prior to bringing forward amendments to the *Burnaby Zoning Bylaw, 1965*, to implement the new inclusionary rental requirements.

- 2.4 On June 10, 2025, Council granted Final Adoption to Bylaw No. 14746, thereby amending the *Burnaby Zoning Bylaw* to implement the residential and commercial zoning districts of the height-based development framework (HBF). Given the adoption of the new HBF zones, and Council Resolution No. 2025-101, the applicant has submitted a new rezoning application with revised zoning to the CD District (based on the R8r High-Rise Apartment 2 District). The applicant has now submitted a plan of development suitable for First and Second Reading of the Rezoning Bylaw. The site plan, landscape plan, building elevations, and shadow study are available for reference as part of Attachment 1.
- 2.5 The predecessor Rezoning Application, REZ #16-48, will be cancelled contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.

3.0 GENERAL INFORMATION

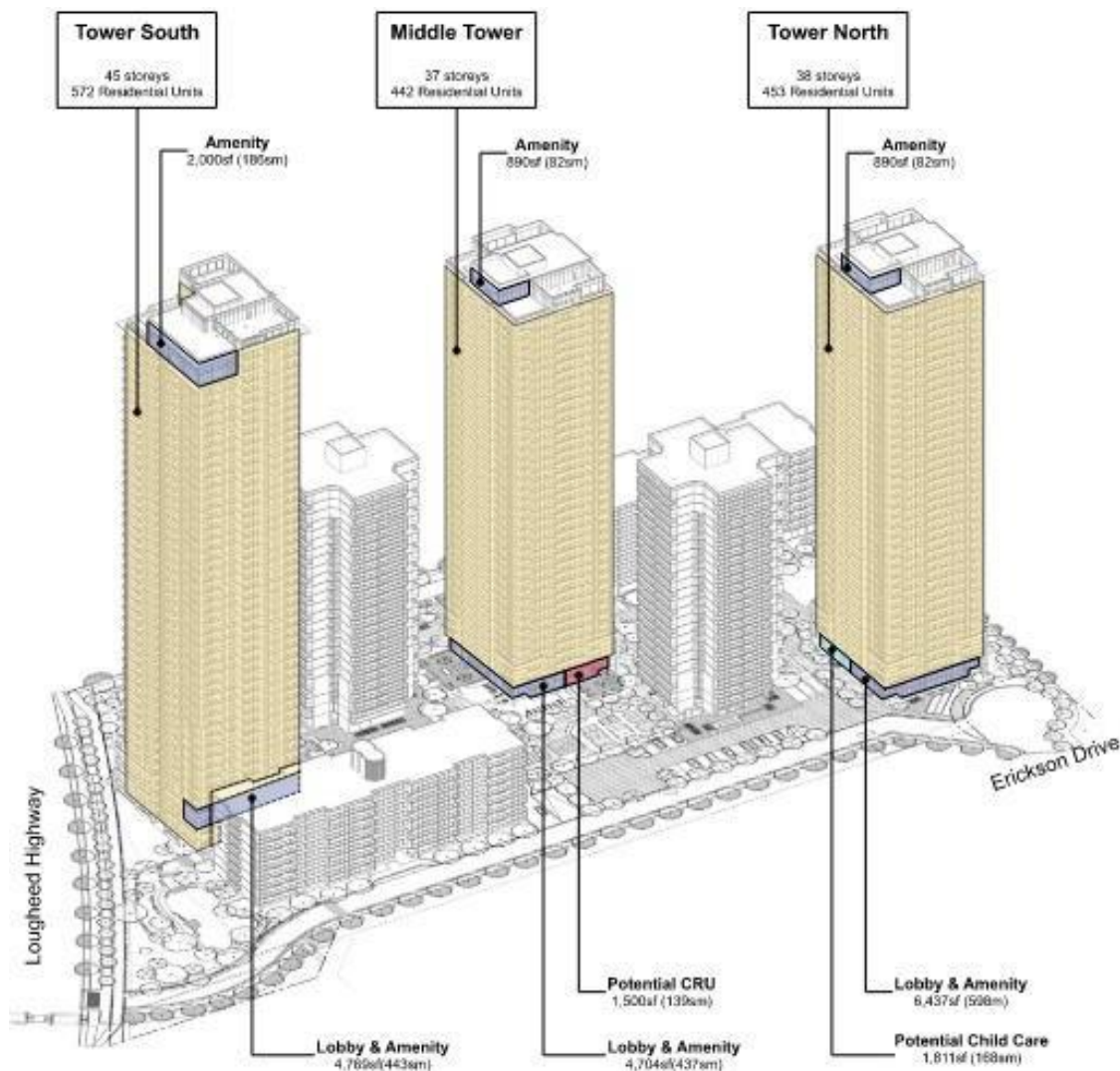
- 3.1 The development proposal, as shown in **Figure 1**, is for a three phase infill development on the subject lot that includes three new multiple family market rental buildings with a total of 1,467 new units proposed, as well as new commercial CRU and childcare opportunities. The four existing multiple family buildings containing 528 units will be retained, with the new buildings proposed in areas that are currently improved with a commercial building, parkade structures, and/or landscaping. Upon completion, the site will accommodate 1,995 rental units.

Vehicular access is provided via Erickson Drive to the east, Salish Court to the west, and a new road through the site located on the east side of the property, which will connect Erickson Drive to Lougheed Highway. The new internal road and associated active transportation paths will be secured through a Statutory Right of Way. Geometrics and street standards will be explored for the potential to construct a wider back of curb standard on the east side of the internal road, in order to accommodate bi-directional cycle tracks that would intersect the subject site and the abutting Cameron Elementary School Site. Road dedications are required along Lougheed Highway and at Erickson Drive and Salish Court to facilitate the Town Centre Standard street cross sections.

Pedestrian access routes are provided throughout the site, with three publicly accessible routes to be protected by Statutory Rights of Way. A more detailed summary of the proposed development, including density, floor area, residential

unit mix, amenity space, and parking and loading, is provided in **Attachment 2 – Development Statistics**.

Figure 1: Land Use and Tenure



- 3.2 In addition to the vehicular and pedestrian/cycling connections throughout the site, the development will also be delivering comprehensive outdoor amenities for residents that include playgrounds, community gardens, landscaped pathways, a multi-use lawn area, several outdoor dining and seating areas, and a new water feature at the south end of the development. The proposed development includes the removal of an existing man-made water feature pond on the northern portion of the site. The applicant has provided a Water Course Assessment report for this existing water feature, which has determined that the pond is not a natural feature and does not have a natural source of water.

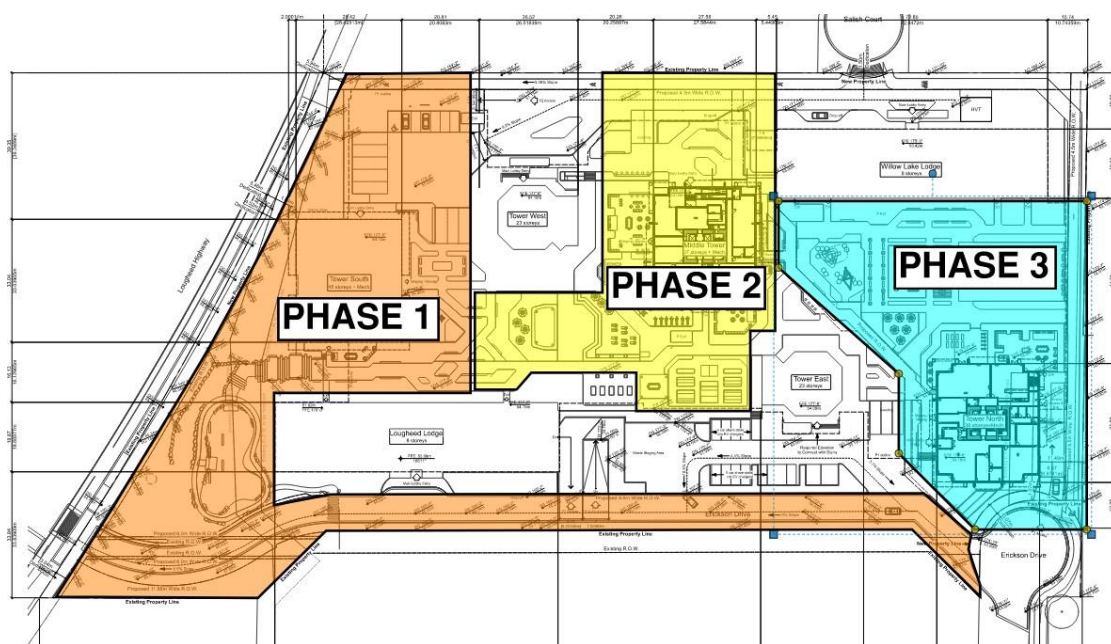
Therefore, the existing pond is not subject to any requirements of the Province's Water Sustainability Act. The applicant has committed to a mitigation strategy related to existing wildlife associated with this water feature removal.

Furthermore, the development will be providing the opportunity for a commercial CRU space, to replace the existing commercial uses being demolished as part of the proposal, and the potential for a childcare facility to serve residents and the broader community.

The overall design of the new buildings responds to the general characteristics of the existing buildings, which were recently renovated, expressing a minimalist approach with subtle façade treatments to help delineate the new from the old. The placement of the new buildings has been carefully studied to balance both the desire to deliver new rental units on site, and maximize privacy and access to daylight, while minimizing disturbance during construction.

- 3.3 The infill development will be constructed over three phases as shown in **Figure 2** and outlined below:

Figure 2: Phasing Plan



Phase 1

- Demolition of the existing commercial building on the site, which includes CRU units, a restaurant and a fitness facility;
- Demolition of portions of the existing residential parking levels on the southern and western portions of site;

- Construction of a new 45-storey purpose-built rental apartment building (“South Tower”) on the southern portion of the site;
- Construction of four levels underground parking on the southern portion of the site, beneath the new South Tower and new landscaping and outdoor amenity areas adjacent to the South Tower;
- Construction of landscaping and outdoor amenities at grade on the southern portion of the site, including a new pond water feature with outdoor seating, perennial gardens, an outdoor gym area, picnic area, an outdoor stage, and landscaped paths and seating;
- Construction of Lougheed Highway in accordance with the approved civil plans; and
- Construction of an internal road in accordance with the approved civil plans, connecting Lougheed Highway to Erickson Drive.

Phase 2

- Construction of a new 37-storey purpose-built rental apartment building (“Middle Tower”) on the western portion of the site, which includes an approximate 139.0 m² commercial CRU unit located at grade;
- Construction of three levels of underground parking beneath the new Middle Tower and new landscaping and outdoor amenity areas adjacent to the Middle Tower;
- Construction of landscaping and outdoor amenities at grade in the central portion of the site, which includes outdoor eating and lounge areas, an outdoor gym and yoga space, a raised deck and amphitheatre associated with the outdoor stage constructed in Phase 1, community gardens, and landscaped paths and seating areas;
- Construction of a new publicly-accessible north-south pedestrian and cycling path of the west side of the site (SRW); and
- Construction of the Salish Court cul-de-sac in accordance with the approved civil plans.

Phase 3

- Demolition of existing surface parking on the northern portion of the site;
- Demolition of existing landscaping on the northern portion of the site, which includes the existing pond water feature;
- Construction of a new 38-storey purpose-built rental apartment building (“North Tower”) on the northeast portion of the site, which includes an approximate 168.0 m² childcare facility located at grade;

- Construction of five levels of underground parking beneath the new North Tower;
- an east-west publicly accessible pedestrian path through the centre of the site connecting Erickson Drive to Salish Court (SRW);
- Construction of landscaping and outdoor amenities at grade on the north end of the site, which includes outdoor eating and lounge area, children's playground, a multi-use sports court, covered games area, a multi-use lawn/dog run, and landscaped paths and seating areas, with some outdoor amenities adjacent to the east-west path made available to the public by way of an SRW;
- Construction of a new publicly accessible east-west pedestrian and cycling path of the north side of the site (SRW); and,
- Construction of the Erickson Drive cul-de-sac in accordance with the approved civil plans.

The new infill apartment buildings would add 1,467 purpose-built rental apartment units on the site for a development total of 1,995 market rental units on site once phased development is completed. The existing apartment buildings associated on-site are to remain, resulting in no displacement of existing residents throughout construction. The submission of a Construction Management Plan and Tenant Communications Plan will be required in order to mitigate impacts during construction, and to ensure all bylaws are met over the course of the development.

- 3.4 The development potential of the subject site is determined by maximum permitted building height, setbacks, and form & character guidelines associated with the R8 High-Rise Apartment 2 District and Lougheed Town Centre Plan. The permitted and proposed development regulations for the subject site are outlined in **Table 1 – Building Heights** and **Table 2 – Commercial Uses**. In alignment with the new height-based framework regulations, the applicant has utilized permitted base height averaging to maintain variation in the proposed built form. The proposed storeys below are permitted base heights, without any obligation for bonus density contributions.

Table 1: Building Heights (Storeys)

	Permitted	Proposed South Tower	Proposed Middle Tower	Proposed North Tower
Base Height	40	40	40	40
Eligible Additional Height				
Height Averaging	5	+ 5	- 3	- 2
Voluntary Commercial	U	-	-	-
Community Benefit Bonusing	U	-	-	-

Maximum Additional Height	U	-	-	-
Maximum Height with Eligible Increase	U	45	37	38

In accordance with the R8 High-Rise Apartment 2 District, neighbourhood commercial uses are permitted as a secondary use to principal residential uses with restrictions. As outlined in **Table 2 – Commercial Uses**, the maximum permitted floor area of a single commercial unit is 250 m².

Table 2 – Commercial Uses

	Permitted	Proposed CRU #1	Proposed CRU #2
Neighbourhood Commercial Uses	250 m ²	139.4 m ²	168.2 m ²

- 3.5 In accordance with Council Resolution No. 2025-101, additional inclusionary units are not required for the development, given that the subject rezoning application is proposing the development of market rental units.
- 3.6 As the subject site is located within a transit-oriented development area, off street parking spaces (other than accessible parking spaces) are not required. A residential parking ratio of 0.65 spaces per market rental unit is voluntarily proposed for the development, based on 1,298 residential spaces total for 1,995 total existing and new units. It is noted that the site is currently improved with 856 residential parking spaces, with 442 net new parking spaces proposed for the development. Therefore, a residential parking ratio of 0.30 spaces per rental unit is proposed, based on the net new parking spaces and new residential units proposed.

The applicant has noted that once all development phases and associated parking stalls have been constructed, existing residents will have the ability to retain their existing parking space(s) on site. The applicant will be submitting a Tenant Communication Strategy to accompany the required Phasing and Demolition Plan, in order to properly advise tenants of necessary parking reallocation and accommodations through the phased construction periods of the development. A more detailed summary of the proposed parking, including bicycle parking is outlined in **Attachment 2 – Development Statistics**.

In accordance with the Transportation Demand Management Guidelines for sites located within a transit-oriented development area, the applicant is providing a suite of transportation demand management strategies for residents, which include:

- transit subsidy funds that amount to \$1,900 per new dwelling unit (1,467 units) to allow for a monthly subsidy made available to each existing and new dwelling unit at 50% of the cost of a two-zone monthly transit pass;

- provision of \$500.00 in car share vehicle driving credits per new dwelling unit, with funds available to be used by existing and new tenants;
- provision of eight parking spaces for car share vehicles with Level 2 or higher charging level;
- provision of bicycle repair and maintenance stations on-site; and
- a Communications Strategy that provides the building owners and tenants of the residential units with an understanding of how to best use each of the alternative transportation options.

The parking rates outlined above may be varied prior to the issuance of a Preliminary Plan Approval in line with the rates set out in this paragraph or the then-current requirements in the *Burnaby Zoning Bylaw*, subject to any necessary changes to the transportation demand management (TDM) strategy for the site to be in line with Council adopted guidelines or standards. The final transportation demand management strategy measures may be varied prior to Final Adoption of the Rezoning Bylaw in line with adopted City policy or bylaw regulations, as amended from time to time.

3.7 Transportation and servicing improvements include, but are not limited to:

- construction of Lougheed Highway along the site's development frontage to the Primary Arterial Town Centre Standard, back of existing curb, with separated sidewalks, cycle facilities, street trees, rain gardens, and street and pedestrian lighting;
- construction of the Erickson Drive cul-de-sac to its final Local Town Centre Standard with curb and gutter, street trees and lighting, and separated sidewalks;
- construction of the Salish Court cul-de-sac to its final Local Town Centre Standard with curb and gutter, street trees and lighting, and separated sidewalks;
- construction of new internal road on the east side of the site, connecting Lougheed Highway to Erickson Drive, to a modified Local Town Centre Standard which includes curb and gutter on the west side of the road, a 6.5 m pavement, and curb and gutter with a 0.6 m front boulevard and 1.8 m sidewalk tapering to a 0.5 m front boulevard and a 1.5 m sidewalk on the east side of the road, and the exploration of the potential for cycle track facilities and boulevard landscaping in coordination with the abutting School District property;
- construction of an approximately 4.5 m east-west pedestrian and cycle pathway along the northern property line of the site, connecting Erickson Drive to the new north-south pedestrian and cycle pathway on the west side of the site, with the final area subject to legal survey;
- construction of an approximately 4.5 north-south pedestrian and cycle pathway along the western property line of the site, connecting Lougheed Highway to the aforementioned east-west pedestrian and cycle pathway on the north side of the site, with the final area subject to legal survey;

- construction of an approximately 3.0 m wide east-west pedestrian pathway, connecting Erickson Drive to the aforementioned north-south pedestrian and cycle pathway, just south of Salish Court, with the final area subject to legal survey; and
- any required storm sewer, sanitary sewer, and water main upgrades, or other requirements determined as part of the review of the development proposal

To accommodate the potential for a future third westbound lane along Lougheed Highway, the subdivision will secure the potential for an additional 3.30 m road dedication by creating a separate parcel for road with an SRW and an Option to Purchase in favour of the City. This future road lot would remain with the land owner until the City proceeds with the road widening and exercises the Option to Purchase for a nominal fee.

- 3.8 The provision of public art is a prerequisite of this rezoning. In accordance with the City's Public Art Policy, the applicant may satisfy the public art requirement through one of two options: Option 1 is to provide public art on the subject site, and Option 2 is to provide a cash-in-lieu contribution to public art. A final determination of which option applies will be made prior to Final Adoption of the Rezoning Bylaw, with all necessary covenants secured to ensure delivery of the artwork or cash in lieu payment.
- 3.9 The required prerequisites to the adoption of the rezoning are listed in **Attachment 3 – Rezoning Prerequisites**. In part, the prerequisites include the necessary fees, financial securities, professional reports, legal and servicing agreements, easements, covenants, and statutory rights-of-way to facilitate the servicing and development of the proposed site.

4.0 COMMUNICATION AND COMMUNITY ENGAGEMENT

As of November 30, 2023 the *Housing Statutes (Residential Development) Amendment Act, 2023* amended Section 464 of the *Local Government Act* to prohibit local governments from holding a Public Hearing for rezoning applications that are all or predominantly (greater than 50%) residential, where the proposed rezoning is consistent with the City's Official Community Plan. As such, a Public Hearing is prohibited from being held for this rezoning application.

Public notice of the Rezoning Bylaw for REZ #25-03 will be completed prior to bringing forward the Rezoning Bylaw for First Reading, in accordance with section 467 of the *Local Government Act*, the City's Public Notice Bylaw and Council policy. City staff will mail a notice to those properties that are within a 30 m radius of the subject site. A public 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 – Part 1 of 4

Attachment 1 – Part 2 of 4

Attachment 1 – Part 3 of 4

Attachment 1 – Part 4 of 4

Attachment 2 – Development Statistics

Attachment 3 – Rezoning Prerequisites

REPORT CONTRIBUTORS

This report was prepared by Grant Taylor, Development Planner and reviewed by Ellen Ripley, Staff Solicitor, Mark Norton, Development Manager, and Jesse Dill, Development Director.