



## **PLANNING AND DEVELOPMENT COMMITTEE**

### *NOTICE OF OPEN MEETING*

**DATE:** TUESDAY, 2017 JANUARY 31

**TIME:** 6:00 PM

**PLACE:** Council Committee Room, Burnaby City Hall

### **A G E N D A**

<b>1.</b>	<b><u>CALL TO ORDER</u></b>	<b><u>PAGE</u></b>
<b>2.</b>	<b><u>MINUTES</u></b>	
	A) Minutes of the Planning and Development Committee Open Meeting held on 2016 December 13	1
<b>3.</b>	<b><u>CORRESPONDENCE</u></b>	
	A) Correspondence from Metro Vancouver Re: Metro Vancouver 2040: Revised Housing Demand Estimates	4
	B) Memorandum from City Clerk Re: Willingdon Linear Park Design and Public Consultation Results	18
<b>4.</b>	<b><u>REPORTS</u></b>	
	A) Report from Director Planning and Building Re: Proposed Zoning Bylaw Text Amendments - 2017 January	48
	B) Report from Director Planning and Building Re: R12 District Area Rezoning Public Consultation Results for 7335 to 7369 14th Avenue (North Side)	55
	C) Report from Director Planning and Building Re: R12S District Area Rezoning Public Consultation Results - 4036 to 4098 Kincaid Street (South Side)	60

5. **NEW BUSINESS**

6. **INQUIRIES**

7. **CLOSED**

Public excluded in accordance with Sections 90 and 92 of the Community  
Charter Act of BC

8. **ADJOURNMENT**



## **PLANNING AND DEVELOPMENT COMMITTEE MINUTES**

**Tuesday, 2016 December 13**

An Open meeting of the Planning and Development Committee was held in the Council Committee Room, Burnaby City Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, 2016 December 13 at 6:30 p.m.

### **1. CALL TO ORDER**

PRESENT: Councillor C. Jordan, Chair  
Councillor D. Johnston, Vice Chair  
Councillor S. Dhaliwal, Member

GUEST: Councillor P. McDonell

STAFF: Mr. L. Pelletier, Director Planning and Building  
Mr. E. Kozak, Assistant Director Current Planning  
Ms. E. Prior, Administrative Officer

The Chair called the Open meeting to order at 6:30 p.m.

### **2. MINUTES**

#### **A) Minutes of the Planning and Development Committee Open Meeting held on 2016 November 22**

MOVED BY COUNCILLOR JOHNSTON  
SECONDED BY COUNCILLOR DHALIWAL

THAT the minutes of the Open meeting of the Planning and Development Committee held on 2016 November 22 be adopted.

CARRIED UNANIMOUSLY

### **3. REPORT**

MOVED BY COUNCILLOR JOHNSTON  
SECONDED BY COUNCILLOR DHALIWAL

THAT the report be received.

CARRIED UNANIMOUSLY

**A) Report from the Director Planning and Building**  
**Re: R12S District Area Rezoning Public Consultation Results –**  
**Area Bounded by Bryant Street, St. Charles Place, Hambry**  
**Street, and Waltham Avenue**

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A report was received from the Director Planning and Building reviewing the results of the consultation process regarding a request for an area rezoning from the R5 to the R12S District.

Of the 17 property owners in the rezoning area, three indicated support and nine objected. The recommendation is that this proposed rezoning not be advanced based on the outcome of the consultation process.

The Director Planning and Building recommended:

1. THAT the Planning and Development Committee recommend that Council not advance the request for the R5 to R12S area rezoning for the area bounded by Bryant Street, St. Charles Place, Hambry Street, and Waltham Avenue.
2. THAT a copy of this report be sent to the property owners and residents in the petition and consultation areas.

MOVED BY COUNCILLOR JOHNSTON  
SECONDED BY COUNCILLOR DHALIWAL

THAT the recommendations of the Director Planning and Building be adopted.

CARRIED UNANIMOUSLY

**4. NEW BUSINESS**

**Councillor Jordan**

Councillor Jordan referenced a memorandum from the City Clerk regarding Rezoning Reference #15-27, Proposed Single-Family Residence, Manager's Report, Item No. 5(10). The report was amended and adopted by Council at its Open meeting held on 2016 December 12.

MOVED BY COUNCILLOR JOHNSTON  
SECONDED BY COUNCILLOR DHALIWAL

THAT the memorandum from the City Clerk be received.

CARRIED UNANIMOUSLY

The amended recommendation requested that the R3a District zoning provision be referred to the Planning and Development Committee for review of the maximum permitted house size.



Arising from discussion, the following motion was introduced:

MOVED BY COUNCILLOR JOHNSTON  
SECONDED BY COUNCILLOR DHALIWAL

THAT staff report back regarding R 'a' District developments.

CARRIED UNANIMOUSLY

5. **INQUIRIES**

There were no inquiries brought before the Committee at this time.

6. **CLOSED**

The Committee meeting moved into a Closed meeting from which the public was excluded according to Sections 90 and 92 of the Community Charter.

MOVED BY COUNCILLOR JOHNSTON  
SECONDED BY COUNCILLOR DHALIWAL

THAT the Open Committee meeting do now recess.

CARRIED UNANIMOUSLY

The Open Committee meeting was recessed at 6:45 p.m.

MOVED BY COUNCILLOR JOHNSTON  
SECONDED BY COUNCILLOR DHALIWAL

THAT the Open Council meeting do now reconvene.

CARRIED UNANIMOUSLY

The Open Committee meeting reconvened at 6:47 p.m.

7. **ADJOURNMENT**

MOVED BY COUNCILLOR DHALIWAL  
SECONDED BY COUNCILLOR JOHNSTON

THAT this Open Committee meeting do now adjourn.

CARRIED UNANIMOUSLY

The Committee meeting adjourned at 6:47 p.m.

\_\_\_\_\_  
Eva Prior  
ADMINISTRATIVE OFFICER

\_\_\_\_\_  
Councillor Colleen Jordan  
CHAIR

Board and Information Services, Legal and Legislative Services  
Tel. 604 432-6250 Fax 604 451-6686

DEC 14 2016

File: CR-12-01  
RD 2016 Oct 28

Mayor Derek Corrigan and Council  
City of Burnaby  
4949 Canada Way  
Burnaby, BC V5G 1M2

SECTION 2 COUNCIL CORRESPONDENCE (2017.01.06)  
Planning & Development Committee (2017.01.31)

Dear Mayor Corrigan and Council:

**Re: Metro Vancouver 2040: Shaping our Future Minor Amendment to Incorporate Revised Housing Demand Estimates**

At its October 28, 2016 regular meeting, the Board of Directors of the Greater Vancouver Regional District ('Metro Vancouver') adopted the following resolution:

*That the GVRD Board:*

- a) Initiate a Metro Vancouver 2040: Shaping our Future Type 3 Minor Amendment to incorporate revised housing demand estimates;*
- b) Give first and second readings to Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1237, 2016; and*
- c) Direct staff to notify affected local governments, appropriate agencies, and the public in accordance with Metro Vancouver 2040: Shaping our Future Section 6.4.2.*

This letter provides notification to affected local governments and other agencies, in accordance with section 437(2) of the *Local Government Act*, and Sections 6.4.2, 6.4.4 and 6.4.5 of *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy of a proposed amendment to *Metro 2040* to incorporate revised housing demand estimates (Attachment 1).

To support *Metro 2040* housing provisions, *Metro 2040* Appendix A Table A4 includes anticipated demand for housing units by tenure for the region and for each municipality over a ten-year period. These demand estimates are provided as a reference (not as targets or requirements) for member municipalities in preparing their local housing priorities and Housing Action Plans.

As part of the process of developing the 2016 *Regional Affordable Housing Strategy (RAHS)*, Metro Vancouver, in collaboration with municipalities and other agencies, developed updated housing demand estimates for the period 2016 to 2026. These estimates were included in the *Regional Affordable Housing Strategy* adopted by the GVRD Board on May 27, 2016. The Regional Planning Advisory Committee's (RPAC) Housing Sub-committee identified revised housing demand estimates as a critical component of the new RAHS.

The rationale was two-fold:

1. The current *Metro 2040* housing estimates were based on the 2006 Census, and should be updated to include 2011 Census and National Household Survey data.
2. Currently, *Metro 2040's* housing demand estimates assume that future increases in rental housing demand in all municipalities will be consistent with overall regional demand (35% of households) rather than reflecting the unique housing and demographic characteristics of each municipality. This assumption is problematic as those municipalities having renter household share lower than the regional average (i.e. 20%) are portrayed to greatly increase their renter households in the following 10 years. Conversely, those municipalities having renter household share higher than the regional average are portrayed as decreasing their renter share over time.

The updated housing demand estimates have revised methodology to estimate future households and housing tenure based on the housing trends and population / household formation dynamics in each municipality. Consequently, those municipalities with lower than the regional average in renter households would generally maintain a lower than regional average renter share, and have rental demand estimates lower than shown currently in *Metro 2040*.

The revised housing demand estimates were prepared by Metro Vancouver staff in consultation with municipal staff through the RPAC Housing Sub-committee and the Regional Planning Advisory Committee. Several different methodological approaches were explored, and the methodology described above was chosen. Full background and policy details are provided in the attached GVRD Board report (Attachment 2).

*Metro 2040* Section 6.3.4 h) provides that revised housing demand estimates can be incorporated into the regional growth strategy through a Type 3 Minor Amendment, which requires an affirmative 50% + 1 weighted vote of the GVRD Board and does not require a regional public hearing. *Metro 2040* Section 6.4.2 Notification and Request for Comments, states that for all proposed amendments to the regional growth strategy the GVRD Board will:

- a) provide written notice of the proposed amendment to all affected local governments;
- b) provide a minimum of 30 days for affected local governments, and the appropriate agencies, to respond to the proposed amendment,
- c) post notification of the proposed amendment on the Metro Vancouver website, for a minimum of 30 days.

You are invited to provide written comments on the proposed amendment to *Metro 2040*. Please provide comments in the form of a Council or Board resolution, as applicable, and submit to Chris Plagnol, Corporate Officer by email at [Chris.Plagnol@metrovanancouver.org](mailto:Chris.Plagnol@metrovanancouver.org) by February 10, 2017. Following the notification period, a report to the GVRD Board will be prepared with recommendations regarding next steps in the bylaw amendment process.

If you have any questions with respect to the proposed amendment, please contact Heather McNell, Division Manager of Growth Management by email at [Heather.McNell@metrovanancouver.org](mailto:Heather.McNell@metrovanancouver.org) or by phone at 604-436-6813. Metro Vancouver staff are available to make a presentation on the proposed amendment to Council or staff if requested. More information and a copy of *Metro 2040* can be found on our website at [www.metrovanancouver.org](http://www.metrovanancouver.org).

Yours truly,



Chris Pagnol  
Corporate Officer / Director

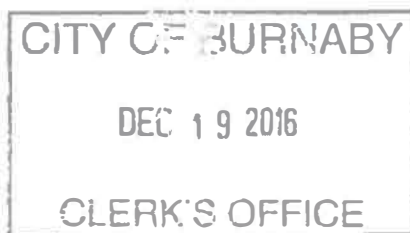
CP/NC/ec

cc: Lee-Ann Garnett, Assistant Director - Long Range Planning, City of Burnaby

Attachments:

1. Regional Growth Strategy Amendment Bylaw No. 1237, 2016 (Doc: 19930076)
2. GVRD Board Report titled "*Metro Vancouver 2040: Shaping our Future* Minor Amendment to Incorporate Updated Housing Demand Estimates", dated October 14, 2016 (Doc: 19708882)

19838093





**Attachment 1**

**GREATER VANCOUVER REGIONAL DISTRICT  
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1237, 2016**

**A Bylaw to Amend**

Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010.

**WHEREAS:**

- A. The Board of the Greater Vancouver Regional District adopted the Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010 on July 29, 2011;
- B. The Board adopted on May 27, 2016, a new Regional Affordable Housing Strategy, which includes revised housing demand estimates;
- C. The Board wishes to replace the Regional Growth Strategy Appendix A, Tables A.2, A.3, and A.4, with a new consolidated table to be consistent with housing demand estimates included in the new Regional Affordable Housing Strategy;
- D. In accordance with regional growth strategy section 6.3.4 (h), an amendment to the regional growth strategy housing demand estimates is a Type 3 Minor Amendment;

**NOW THEREFORE**, the Board of the Greater Vancouver Regional District in open meeting assembled enacts as follows:

- 1. The Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010 is hereby amended as follows:
  - a) Table A.2: Housing Demand Estimates by Tenure for Metro Vancouver Subregions (10 Year Estimates), contained in Appendix A of Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010, is deleted and replaced with the Table A.2: Housing Demand Estimates by Tenure and Household Income for Metro Vancouver Subregions and Municipalities (2016-2016 Estimates) contained in Schedule A;
  - b) Table A.3: Rental Housing Demand Estimates by Household Income for Metro Vancouver Subregions (10 Year Estimates), contained in Appendix A of Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010, is deleted;
  - c) Table A.4: Housing Demand Estimates by Tenure and Household Income for Metro Vancouver Subregions and Municipalities (10 Year Estimates), contained in Appendix A of Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010, is deleted.
- 2. The official citation for this bylaw is "Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1237, 2016". This bylaw may be cited as "Regional Growth Strategy Amendment Bylaw No. 1237, 2016".

Read a First time this	_____ day of _____
Read a Second time this	_____ day of _____
Read a Third time this	_____ day of _____
Passed and Finally Adopted this	_____ day of _____

\_\_\_\_\_  
Chris Plagnol  
Corporate Officer

\_\_\_\_\_  
Greg Moore  
Chair

## SCHEDULE A

**Table A.2: Housing Demand Estimates by Tenure and Household Income for Metro Vancouver Subregions and Municipalities (2016-2026 Estimates)**

Subregions and Municipal Estimates	Housing Demand by Tenure			Housing Rental Demand by Household Income				
	Total Demand	Ownership Demand	Rental Demand	Very Low	Low Income	Moderate Income	Above Moderate	High Income
Metro Vancouver	182,000	128,000	54,000	23,500	11,200	8,700	4,800	5,800
Burnaby, New Westminster	24,000	15,900	8,100	3,740	1,760	1,280	630	690
Burnaby	19,000	13,100	5,900	2,520	1,260	1,010	510	600
New Westminster	5,000	2,800	2,200	1,220	500	270	120	90
Langley City, Langley Township	19,000	15,400	3,600	1,380	850	540	360	470
Langley City	2,000	1,300	700	420	130	70	40	50
Langley Township	17,000	14,100	2,900	960	720	470	320	420
Maple Ridge, Pitt Meadows	6,000	4,600	1,400	780	250	220	120	20
Maple Ridge	5,000	3,800	1,200	730	210	190	80	10
Pitt Meadows	1,000	800	200	50	40	30	40	10
Northeast Sector	22,000	15,700	6,300	2,770	1,430	990	470	580
Coquitlam	17,000	12,000	5,000	2,140	1,180	840	350	480
Port Coquitlam	3,000	2,200	800	470	160	70	50	30
Port Moody	2,000	1,500	500	160	90	80	70	70
North Shore	7,000	4,800	2,200	1,150	430	250	150	190
North Vancouver City	2,000	1,000	1,000	580	240	70	30	50
North Vancouver District	3,000	2,300	700	360	80	120	60	70
West Vancouver	2,000	1,500	500	210	110	60	60	70
Delta, Richmond, Tsawwassen	18,000	13,600	4,400	1,890	980	750	350	350
Delta	3,000	2,200	800	430	210	90	20	10
Richmond	14,000	10,800	3,200	1,300	700	600	300	300
Tsawwassen First Nation	1,000	600	400	160	70	60	30	40
Surrey, White Rock	48,100	36,320	11,780	4,510	2,660	2,200	1,230	1,070
Surrey	47,000	35,500	11,500	4,290	2,600	2,200	1,200	1,100
White Rock	1,100	820	280	220	60	-	30	(30)
Vancouver, Electoral Area A	32,000	19,200	12,800	5,910	2,340	1,930	1,120	1,450
Vancouver	32,000	19,200	12,800	5,910	2,340	1,930	1,120	1,450

## NOTES:

1. To meet this estimated demand, funding from other levels of government is required.
2. Increase in total households over 10 years based on regional population and household projections. Regional total exceeds municipal aggregate totals due to municipal variance.
3. Very Low Income <\$30,000/year, Low Income <\$30,000-50,000/year, Moderate Income \$50,000-75,000/year, Above Moderate Income \$75,000-\$100,000/year, High Income \$100,000/year plus.
4. Household maintainer rates and cohort projection method using census/NHS based household maintainer rates and projected demographic characteristics (age, births, deaths, Immigration, Canadian migration, Intra-regional migration). Assumes that household income and household type ratios remain constant over the projection period. See Metro Vancouver Regional Planning, Metro Vancouver Housing Demand Projections – Overview of Assumptions and Methodology, Dec 2015.
5. These estimates are to assist in long range planning and represent an approximate range of potential increase in each municipality.
6. The housing demand estimates set out in Table A.2 are net additional units based on the population and household projections set out in Table A.1.
7. Anmore, Belcarra, and Lions Bay are not included in the table above given the modest levels of growth anticipated in these communities.
8. Bowen Island is not included in the table above as it does not fall under the jurisdiction of the regional growth strategy.

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**metrovancover**

SERVICES AND SOLUTIONS FOR A LIVABLE REGION

**Attachment 2**

To: GVRD Board of Directors  
 From: Regional Planning Committee  
 Date: October 14, 2016 Meeting Date: October 28, 2016  
 Subject: ***Metro Vancouver 2040: Shaping our Future*** Minor Amendment to Incorporate Updated Housing Demand Estimates

**REGIONAL PLANNING COMMITTEE RECOMMENDATION**

That the GVRD Board:

- a) Initiate a Metro Vancouver 2040: Shaping our Future Type 3 Minor Amendment to incorporate revised housing demand estimates;
- b) Give first and second readings to "Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1237, 2016"; and
- c) Direct staff to notify affected local governments, appropriate agencies, and the public in accordance with Metro Vancouver 2040: Shaping our Future Section 6.4.2.

At its October 14, 2016, meeting, the Regional Planning Committee considered the attached report titled "*Metro Vancouver 2040: Shaping our Future* Minor Amendment to Incorporate Updated Housing Demand Estimates", dated September 16, 2016. The Committee subsequently amended the recommendation as presented above in underline style to reflect the modified methodology used to determine Housing demand estimates.

Attachment:

"*Metro Vancouver 2040: Shaping our Future* Minor Amendment to Incorporate Updated Housing Demand Estimates", dated September 16, 2016

19708882



To: Regional Planning Committee

From: Terry Hoff, Senior Regional Planner, Parks, Planning and Environment  
Eric Aderneck, Senior Regional Planner, Parks, Planning and Environment

Date: September 16, 2016 Meeting Date: October 14, 2016

Subject: ***Metro Vancouver 2040: Shaping our Future*** Minor Amendment to Incorporate Updated Housing Demand Estimates

#### RECOMMENDATION

That the GVRD Board:

- a) Initiate a *Metro Vancouver 2040: Shaping our Future* Type 3 Minor Amendment to incorporate updated housing demand estimates;
- b) Give first and second readings to "Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1237, 2016"; and
- c) Direct staff to notify affected local governments, appropriate agencies, and the public in accordance with *Metro Vancouver 2040: Shaping our Future* Section 6.4.2.

#### PURPOSE

The purpose of this report is to provide the GVRD Board with the opportunity to consider initiation and first and second readings of a Type 3 Minor Amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, to incorporate updated housing demand estimates developed through the preparation of the new *Regional Affordable Housing Strategy*.

#### BACKGROUND

As part of the process of developing the new *Regional Affordable Housing Strategy* (RAHS), Metro Vancouver, in collaboration with municipalities and other agencies, developed updated housing demand estimates for the period 2016 to 2026. These estimates were included in the *Regional Affordable Housing Strategy* adopted by the GVRD Board on May 27, 2016.

Housing demand estimates are included in *Metro 2040* Appendix A. The existing estimates in *Metro 2040* were developed based on the 2006 Census, and need to be updated. *Metro 2040* Section 6.3.4 h) provides that revised housing demand estimates can be incorporated into the regional growth strategy through a Type 3 Minor Amendment, which requires an affirmative 50% + 1 weighted vote of the GVRD Board and does not require a regional public hearing. Metro Vancouver staff propose such an amendment to incorporate revised housing demand estimates developed through the preparation of the *Regional Affordable Housing Strategy*.

#### HOUSING DEMAND ESTIMATES

10-year housing demand estimates were provided in Appendix A, Table A4 of the 2011 regional growth strategy (*Metro 2040*) to provide guidance to municipalities in preparing their Housing Action Plans and Official Community Plans, to monitor and identify gaps in housing development in relation to projected demand, and to advocate housing issues to senior levels of government.



*Metro 2040* specifies the following with respect to Housing Demand Estimates:

- **Goal 4, Strategy 4.1.7** specifies that the role of municipalities is to adopt Regional Context Statements (RCSs) that include policies or strategies that indicate how municipalities will work towards the estimated future housing demand estimates contained in Appendix A, Table A4.
- **Implementation Section 6.13** states that the estimates included in Appendix A, Table A4 are incorporated as guidelines only, and are intended to be used as a reference when preparing Regional Context Statements (RCSs). Metro Vancouver, in collaboration with municipalities, is provided with the role of proposing updates in accordance with the process set out in *Metro 2040* Section 6.3.4.

All current municipal Regional Context Statements reference the 2011 (existing) housing demand estimates in *Metro 2040* Appendix A, Table A4. If the current amendment process proceeds, the assumption is that the new housing demand estimates will be in effect and municipalities can update and amend their respective Regional Context Statements at the next available opportunity.

#### **Rationale for Updated Housing Demand Estimates**

The Regional Planning Advisory Committee's (RPAC) Housing Sub-committee identified updated housing demand estimates as a critical component of the new RAHS. The rationale was two-fold:

1. Planning for housing affordability requires up-to-date estimates of housing demand. The 2011 (existing) estimates are based on the 2006 Census.
2. The 2011 (existing) estimates assumed that future increases in rental housing demand in all municipalities would be consistent with overall regional demand rather than reflecting the housing and demographic characteristics of each municipality. The updated demand estimates provide both an overall regional demand estimate as well as municipal estimates based on the household characteristics and anticipated demand in each municipality.

The updated housing demand estimates were prepared by Metro Vancouver staff in consultation with municipal staff through the RPAC Housing Sub-committee. Several different methodological approaches were explored and it was determined that a traditional cohort modeling approach to projecting household formation, based on municipal household data from the 2011 Census / National Household Survey, would be most appropriate.

When the Regional Affordable Housing Strategy was adopted in May 2016, Councils were asked by the Board Chair to endorse RAHS and inform the Board of that endorsement by November 30, 2016.

#### **Comparison of 2011 (Existing) and 2016 (Updated) Methodologies**

The 2016 (updated) housing demand estimates vary from those currently in *Metro 2040* due to the following methodological factors:

- more current data sources
- lower projected household growth
- projected lower share renter households in the future
- methodology places more emphasis on the specific municipal household characteristics rather than applying regional averages to each municipality.



**Table 1: Projected Housing Demand Methodologies**

Comparison	Existing (2011) <i>Metro 2040</i> HDE	Updated (2016) HDE
<b>Time period – 10 yrs</b>	2011-2021	2016-2026
<b>Method</b>	<ul style="list-style-type: none"> <li>Overall housing growth 2011 to 2021 based on Metro Vancouver's <i>Metro 2040</i> regional growth projections (2008).</li> <li>For each municipality, the rental housing demand share of new housing 2011 to 2021 was based on the 2006 Census regional rate of 35% of the new housing projected in each municipality.</li> <li>Allocation of rental housing by income/affordability allocations based on regional household income distributions.</li> </ul>	<ul style="list-style-type: none"> <li>Overall housing growth 2016 to 2026 based on Metro Vancouver's <i>Metro 2040</i> regional growth projections (2015).</li> <li>For each municipality, the rental housing demand share of new housing 2016 to 2026 was based on 2011 Census / NHS rental housing demand characteristics of the projected population in each municipality.</li> <li>Allocation of rental housing by income/ affordability allocations is based on 2011 Census / NHS renter household incomes applied to the projected population and households in each municipality.</li> </ul>
<b>Data source</b>	Up to 2006 Census	Up to 2011 Census/NHS
<b>Income categories</b>	3 categories, unclear language (i.e. low-to-moderate income)	5 categories, clearer language

#### **2016 Housing Demand Estimates Update Results**

As shown in Table 2, the results of the updated housing demand estimates differ from the existing ones in a number of ways:

- the updated 10-year total housing growth projections are slightly lower;
- the regional totals are prepared separately from each of the municipal totals, rather than being simply an aggregate of the municipalities;
- the municipal totals are generally lower than the existing *Metro 2040* totals due to:
  - lower projected household growth in the region;
  - a projected decrease in renter households as a share of total households, due largely to the aging population / households less likely to be renters, and a related increase in the share of owner households as shown in the Census data (the update projects a decrease in the share of renter households from 34.5% in 2011 to 33.5% by 2026 - as such, renter households will comprise only 30% (vs. 35%) of the *increase* in total housing demand over that period); and
  - municipal totals reflect municipal rather than regional renter household demographics. Generally, those municipalities having a share of renter households lower than the regional average, and/or a high proportion of older households, are likely to have growth in renter households that is lower than the regional average.

The demographics of an aging population are a primary factor in housing demand projections. The share of seniors' led households will increase dramatically (20-30%) in the next 10 years, and with 77% of senior-led households as owners, will perpetuate high rates of homeownership. However at the same time, with 23% of seniors' led households as renters, the overall increase in senior households will result in seniors comprising about 50% of the increase in total rental households.



Table 2 compares the existing (2011) and updated (2016) housing demand estimates by tenure.

**Table 2: Comparison of Existing *Metro 2040* HDE and the Updated HDE (Regional Affordable Housing Strategy 2016)**

	Existing <i>Metro 2040</i> Housing Demand Estimates (2011-2021)			Affordable Housing Strategy Updated Housing Demand Estimates (2016-2026)			Comparison		
	Total Demand	Ownership Demand	Rental Demand	Total Demand	Ownership Demand	Rental Demand	Total Demand	Ownership Demand	Rental Demand
Metro Vancouver	185,600	120,700	64,900	182,000	128,000	54,000	(3,600)	7,300	(10,900)
Burnaby	21,300	13,800	7,500	19,000	13,100	5,900	(2,300)	(700)	(1,600)
New Westminster	6,000	3,900	2,100	5,000	2,800	2,200	(1,000)	(1,100)	100
Langley City	2,300	1,500	800	2,000	1,300	700	(300)	(200)	(100)
Langley Township	12,200	7,900	4,300	17,000	14,100	2,900	4,800	6,200	(1,400)
Maple Ridge	6,600	4,300	2,300	5,000	3,800	1,200	(1,600)	(500)	(1,100)
Pitt Meadows	1,600	1,000	600	1,000	800	200	(600)	(200)	(400)
Coquitlam	14,800	9,600	5,200	17,000	12,000	5,000	2,200	2,400	(200)
Port Coquitlam	4,600	3,000	1,600	3,000	2,200	800	(1,600)	(800)	(800)
Port Moody	4,100	2,700	1,400	2,000	1,500	500	(2,100)	(1,200)	(900)
North Vancouver City	2,400	1,600	800	2,000	1,000	1,000	(400)	(600)	200
North Vancouver District	4,000	2,600	1,400	3,000	2,300	700	(1,000)	(300)	(700)
West Vancouver	1,400	900	500	2,000	1,500	500	600	600	-
Delta	3,000	1,900	1,100	3,000	2,200	800	-	300	(300)
Richmond	16,000	10,400	5,600	14,000	10,800	3,200	(2,000)	400	(2,400)
Tsawwassen First Nation	700	500	200	1,000	600	400	300	100	200
Surrey	49,400	32,100	17,300	47,000	35,500	11,500	(2,400)	3,400	(5,800)
White Rock	1,800	1,200	600	1,100	820	280	(700)	(380)	(320)
Vancouver	30,700	20,000	10,700	32,000	19,200	12,800	1,300	(800)	2,100

Note: Metro Vancouver totals show an overall regional projection that is not an aggregate of each municipal projection.

### Limitations

As with all projections, the figures are not intended to be precise or absolute, and represent a mid-point within a range. It also must be emphasized that the housing demand estimate figures in *Metro 2040* are not targets, but are intended as reference and guidance to assist in planning policies.

### *Metro 2040* Amendment Bylaw – Housing Demand Estimates

The proposed *Metro 2040* bylaw amendment (Attachment) comprises updates to the *Metro 2040* Appendix A, and replaces three tables with new *Table A.2: Housing Demand Estimates by Tenure and Household Income for Metro Vancouver Subregions and Municipalities (2016-2026 Estimates)*. The three tables being replaced are:

- A.2: Housing Demand Estimates by Tenure for Metro Vancouver Subregions (10 Year Estimates);
- A.3: Rental Housing Demand Estimates by Household Income for Metro Vancouver Subregions (10 Year Estimates), and;
- A.4: Housing Demand Estimates by Tenure and Household Income for Metro Vancouver Subregions and Municipalities (10 Year Estimates),

These updates include figures based on both the 2011 Census and a refined household projection methodology, as well as updated growth estimates based on accepted Regional Context Statements (results of which were reflected in a 2015 amendment to *Metro 2040*'s projected population, dwelling unit, and employment figures).



### Processing the Type 3 Minor Amendment

The proposed bylaw amendment, along with a draft version of this staff report, was advanced to the Regional Planning Advisory Committee on September 8, 2016, for information and comment as required by *GVRD Regional Growth Strategy Procedures Bylaw No. 1148, 2011*. Committee members requested more information about the context for the housing demand estimate amendment, the new methodology, and resulting demand estimate adjustments at the municipal level.

A Type 3 Minor Amendment requires that an amendment bylaw receive an affirmative vote of the GVRD Board at each reading, and requires no regional public hearing. Adjusting housing demand estimates is defined as a 'housekeeping' amendment in *Metro 2040* section 6.3.4 (h).

### ALTERNATIVES

1. That the GVRD Board:
  - a) Initiate a *Metro Vancouver 2040: Shaping our Future* Type 3 Minor Amendment to incorporate updated housing demand estimates;
  - b) Give first and second readings to "Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1237, 2016"; and
  - c) Direct staff to notify affected local governments, appropriate agencies, and the public in accordance with *Metro Vancouver 2040: Shaping our Future* Section 6.4.2.
2. That the GVRD Board receive for information the report dated September 16, 2016, titled "*Metro Vancouver 2040: Shaping our Future* Minor Amendment to Incorporate Updated Housing Demand Estimates".

### FINANCIAL IMPLICATIONS

There are no financial implications to this report.

### OTHER IMPLICATIONS

If the GVRD Board chooses Alternative 1, the proposed bylaw amendment will be initiated and given initial readings. Staff will refer the proposed amendment to affected local governments and appropriate agencies for comment, and will post the proposed amendment on the Metro Vancouver website. While the minimum notification period as identified in *GVRD Regional Growth Strategy Procedures Bylaw No. 1148, 2011*, is 30 days, the deadline for comments will be extended to December 20, 2016 to ensure that a reasonable opportunity is provided to respond. All comments received will be included in the report to the GVRD Board, with opportunity to give third and final readings and to adopt the amendment bylaw.

If the GVRD Board chooses Alternative 2, the process for amending *Metro 2040* to reflect updated housing demand estimates will not be initiated. The result is that accepted housing demand estimates in *Metro 2040* and in the Regional Affordable Housing Strategy will be inconsistent, which has no material effect as the accepted Regional Context Statements are the legally binding documents. However, *Metro 2040*, as the publicly accessible and consolidated record of long-term growth estimates, would not reflect the GVRD Board's recent decisions.

### SUMMARY / CONCLUSION

*Metro 2040* Section 6.3.4 h) provides that updated housing demand estimates can be incorporated into the regional growth strategy through a Type 3 Minor Amendment. Metro Vancouver staff are proposing such an amendment to incorporate revised housing demand estimates (by housing tenure

and household incomes) developed during the preparation of the Regional Affordable Housing Strategy. The revised housing demand estimates were adopted by the GVRD Board on May 27, 2016, as part of the updated Regional Affordable Housing Strategy.

Staff recommend Alternative 1.

~~Attachment: Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1237, 2016.~~

*NB. For the purpose of this correspondence, Bylaw No. 1237, 2016 is Attachment 1.*

## INTER-OFFICE MEMORANDUM

TO: CHAIR AND MEMBERS  
PLANNING AND DEVELOPMENT  
COMMITTEE

DATE: 2017 JANUARY 24

FROM: CITY CLERK

FILE: 02410-20

SUBJECT: **WILLINGDON LINEAR PARK DESIGN AND PUBLIC CONSULTATION RESULTS**  
(ITEM NO. 6(1), MANAGER'S REPORTS, COUNCIL 2017 JANUARY 23)

Burnaby City Council, at the Open Council meeting held on 2017 January 23, received the above noted report and adopted the following recommendations contained therein:

1. **THAT** Council approve the Willingdon Linear Park design as outlined in this report.
2. **THAT** the expenditure of \$6,450,000 from the parks component of the 2017-2021 Provisional Plan through the use of Community Benefit funds be approved.
3. **THAT** Council authorize staff to bring down a bylaw to appropriate \$6,751,400 (inclusive of GST) from Capital Reserves to finance this project.
4. **THAT** a copy of this report be sent to the Planning and Development Committee, the Transportation Committee, the Finance Management Committee and the Parks, Recreation and Culture Commission.
5. **THAT** a copy of this report be sent to Mr. Darcy Olson, Mr Peter Stary and to HUB-Burnaby as a follow up to their delegations at the 2016 November 07 and November 21 Council Meetings.

A copy of the report is *enclosed* for your information.



Dennis Back  
City Clerk

DB:lc





Item.....
Meeting ..... 2017 Jan 23

## COUNCIL REPORT

**TO:** CITY MANAGER **DATE:** 2017 Jan 17

**FROM:** DIRECTOR PARKS, RECREATION & CULTURAL SERVICES **FILE:** 62500-01

**SUBJECT: WILLINGDON LINEAR PARK DESIGN AND PUBLIC CONSULTATION RESULTS**

**PURPOSE:** To update Council on the Willingdon Linear Park design and the feedback received at the public open house and to request funding for the construction of the linear park.

**RECOMMENDATIONS:**

1. **THAT** Council approve the Willingdon Linear Park design as outlined in this report.
2. **THAT** the expenditure of \$6,450,000 from the parks component of the 2017-2021 Provisional Plan through the use of Community Benefit funds be approved.
3. **THAT** Council authorize staff to bring down a bylaw to appropriate \$6,751,400 (inclusive of GST) from Capital Reserves to finance this project.
4. **THAT** a copy of this report be sent to the Planning and Development Committee, the Transportation Committee, the Finance Management Committee and the Parks, Recreation and Culture Commission.
5. **THAT** a copy of this report be sent to Mr. Darcy Olson, Mr Peter Stary and to HUB-Burnaby as a follow up to their delegations at the 2016 November 07 and November 21 Council Meetings.

**REPORT****INTRODUCTION**

The Willingdon Linear Park refers to the 13 block corridor located north of Brentlawn Drive through to Hastings Street. The vision for the project is to introduce a safe, accessible, attractive and vibrant multi-use trail for pedestrians, cyclists and public transit users within a linear park setting.

To: City Manager  
 From: Director Parks, Recreation & Cultural Services  
 Re: Willingdon Linear Park Design and Public  
 Consultation Results

2017 Jan 23..... Page 2

The linear park component of the project includes a universally accessible paved multi-use pathway separated from the road, multiple road and laneway crossings over the 13 blocks, site furnishings, lighting, shade trees, rest stops and bus stop zones. The park will be made unique and distinct with a landscape character that will include public artworks. In addition to the linear park project, infrastructure upgrades will be undertaken by Engineering and a separate funding report for those works will be brought to Council.

## **BACKGROUND**

The concept of a linear park along the Willingdon corridor was identified in the Community Benefit Bonus Policy Priority Amenity Program list for Brentwood Town Centre and approved by Council on 2014 October 15. The report identified Willingdon Linear Park as one of several initiatives city wide to provide benefit to the City residents as noted below:

### **New Linear Public Space along Willingdon Avenue**

Highly related to the new recreation facility in Brentwood is a proposal for a major linear park along Willingdon Avenue that would connect the recreation and other civic facilities in the Heights to the new facility in the Brentwood Town Centre. It would also serve to provide residents with access to the amenities and services available in the Hastings Street area and the amenities and services to come in the future in Brentwood. Similar to the new recreation facility in Brentwood, this iconic linear park, the first of its kind in the region, is considered to be a high priority item for the use of community benefit funds in the Northwest Quadrant.

The park would also serve the Brentwood and Heights single and two-family areas in addition to it being a strong north-south pedestrian and cycling link. The land for the park is fully available, and is intended to consist of the various properties acquired over time by the City for road and utility purposes.

The major components of the park would likely include pedestrian and cycle facilities set within a lush green landscape and nodes for pause, rest and small gatherings, as well as public art installations, special street furniture (benches, street lights, pedestrian lights, banners, wayfinding, etc.). In addition to its park function, it would also serve to bring cohesion and a strong identity to the area as an important place making tool.

To: City Manager  
 From: Director Parks, Recreation & Cultural Services  
 Re: Willingdon Linear Park Design and Public  
 Consultation Results

2017 Jan 23..... Page 3

A second report referring to the intended program of the park space was brought to the Finance Management Committee from both the Director Engineering and the Director Parks Recreation and Cultural Services which requested funds to proceed with design work on the infrastructure works and the linear park. The two projects, Engineering roadwork and the linear park development, were amalgamated into one larger project to realize cost efficiencies with the overall project being managed by Engineering. The amalgamated project was defined as follows:

The Willingdon Linear Park will provide a link between the Brentwood Town Centre and the Heights neighborhood and community amenities. At a high-level, the project will include an urban trail, landscaping, street furniture, pedestrian lighting, and public art, along with infrastructure upgrades including water main replacement, road and sidewalk rehabilitation, three new pedestrian signals, and a new left turn bay at Willingdon Avenue and Parker Street.

Further internal reviews with Council defined the boundaries for the linear park within the existing lands owned by the City to the east of the existing curb on the east side of Willingdon Avenue. With the project area and scope defined, Engineering and Parks staff proceeded with the detailed design work which produced a draft of the linear park and multi-use trail layout that was shared with the public at an open house held on 2016 September 14 (Attachment #1).

### **PUBLIC CONSULTATION OPEN HOUSE**

Notice of the Public Open House was posted on the City Website, in the 2016 September 09 edition of the BurnabyNow newspaper, and in the Project's August 2016 Newsletter which was delivered to residences located within 4 blocks plus or minus to either side of Willingdon Avenue via Canada Post unaddressed admail service.

A total of 97 people, representing 67 households attended the Public Open House. The majority of people who attended the open house live within a few blocks to either side of Willingdon Avenue, as illustrated on the attendance distribution map (Attachment #2). Those in attendance were able to view image boards of the road and linear park layout and its components and City staff were on hand to answer their questions.

Parks, Recreation and Cultural Services staff took the opportunity presented by the Public Open House to ask those in attendance to complete a written questionnaire to assist staff to refine the detailed design for the linear park component of the project. In total, 73 completed questionnaires were returned. The responses to the questions are summarized in the attached tables along with the respondents' verbatim comments and suggestions (Attachment #3).

Staff learned that although many of the respondents do drive to the facilities, shops and services at the Hastings Street and Lougheed Highway hubs, they also walk to these destinations and they say that the linear park will make their walk to these destination hubs easier and a more pleasant experience.

To: City Manager  
 From: Director Parks, Recreation & Cultural Services  
 Re: Willingdon Linear Park Design and Public  
 Consultation Results

2017 Jan 23..... Page 4

In addition the site features and amenities of most importance to the respondents along the path were; lighting, shade trees, shelter and seating at transit stops, rest areas with seating, and areas with shade and shelter.

The plan responds to these elements by providing a curved path system that is aligned to protect 32 of the 38 existing trees, provide both privacy from the residents and a safe buffer zone from the road, provide a single multiuse trail to allow space for tree planting and as much green space on either side as possible in constrained conditions. The path alignment also crosses 12 streets and 11 laneways causing the traffic to move at a slower pace. The path curves at each road intersection to create safe crossing conditions.

The passive recreation amenities that respondents felt were most important to them were quiet spaces for relaxing and for reading, interactive art, and community social areas. The active recreation amenities that respondents felt were most important were open lawn areas for informal play, a children's natural play feature, and a children's playground.

The plan responds to the recreation components in the two pocket parks. The majority of the space is open lawn area with seating and shade planting around the edges for passive and informal play. There will be a focal recreational art piece that will invite interaction and visual interest in each pocket park. The central focal feature and the edge screening of the pocket parks are being developed through an integrated art program.

In all, 79% of the respondents supported the Willingdon Linear Park proposal indicating that they liked the accessible multi-use pathway, increased greenspace, the introduction of more trees, and the safety improvements for walkers and cyclists currently using the east sidewalk of Willingdon Avenue.

## **PUBLIC FEEDBACK**

Following the Public Open House staff were contacted by members of the cycling community expressing disappointment with the process and project proposal, especially with respect to the cycling infrastructure. Staff were also made aware of a HUB Burnaby on-line petition asking the City of Burnaby to build a separated cycle path or cycle tracks. Subsequently, Council received three delegations advocating a separated path for commuter cycling at the 2016 November 09 and 21 meetings.

The provision of commuter cycling infrastructure was not a program element identified in the vision for the project. In keeping with the vision and direction outline in this report the target was to provide service for multiuse trail. The curvilinear nature of the trail and the multiple road and lane crossings naturally slow traffic speed making a multiuse trail an appropriate design for the intended park space. Providing one trail through the park allows greater opportunity to provide green space and tree cover along the corridor to provide a balance of hard space and green space within the linear park.

To: City Manager  
 From: Director Parks, Recreation & Cultural Services  
 Re: Willingdon Linear Park Design and Public  
 Consultation Results

2017 Jan 23..... Page 5

## **SUMMARY**

The Willingdon Linear Park will provide public benefits in the form of a vastly improved public realm on the east side of Willingdon Avenue. In addition, new pedestrian signals at Union, William, and Kitchener will make the linear park accessible from both sides of Willingdon and improve access to bus stops. The southern edge of Brentwood Town Center, where Willingdon will see the implementation of the town center public realm standard adopted by Council on 2015 January 19, will provide excellent connections for active transportation throughout the town center. The project will also connect to the Frances-Union Bikeway at Frances Street.

The multi-use pathway in this project has been planned to:

- protect and maintain 32 of the 38 existing trees;
- provide separation of pathway users from traffic on Willingdon Avenue;
- provide separation and privacy for residents backing onto the linear park;
- provide a recreational transportation corridor for walkers, recreational cyclists and mobility challenged people;
- provide safe accessible crossings for 12 streets and 11 laneways;
- provide a unique character by adding art, recreation and rest features along the way and in the 2 pocket parks.

## **NEXT STEPS**

Following approval of Council to fund the park development the next step will be a finalization of construction documents and plans. It is anticipated that construction documents would be issued for tender through the B.C. bid process in 2017. It is anticipated the Engineering construction works including the linear park infrastructure would begin in spring in 2017. The overall project will include integrated artwork in the initial construction phase with additional artworks added to the site over time.

The park component of the project has been awarded a \$500,000 Canada 150 Grant to assist in the construction. The estimated cost for the linear park component of the project is \$6,751,400 inclusive of taxes and the \$500,000 grant monies.

To: City Manager  
From: Director Parks, Recreation & Cultural Services  
Re: Willingdon Linear Park Design and Public  
Consultation Results  
2017 Jan 23..... Page 6

**RECOMMENDATION**

It is recommended that Council approve the expenditure of \$6,751,400 from the Parks Component of the 2017 – 2021 Provisional Plan, through the use of Community Benefit funds, for the Willingdon linear park construction, and that Parks, Recreation and Culture Commission be so informed.



Dave Ellenwood  
DIRECTOR PARKS, RECREATION & CULTURAL SERVICES

HE:tc:km

**Attachments (3)**

Willingdon Linear Park Design and Public Consultation Results (2017.01.23)

Copied to: Director Finance  
Director Planning & Building



# 1 - WELCOME

**Thank you for coming to Willingdon Greenway  
Public Open House!**

The City of Burnaby is planning a new Greenway along Willingdon Avenue between the Brentwood Mall Redevelopment and Hastings Street. The Greenway will extend south to Lougheed Highway as part of the Brentwood Mall Redevelopment project and from Hastings Street north to Penzance Drive as a future phase of the Willingdon Greenway project.

As part of the planning process, the City would like to consult with you, show you the Greenway concept plan and hear your thoughts and ideas about the project.

Please review the display boards, and share your comments and ideas.

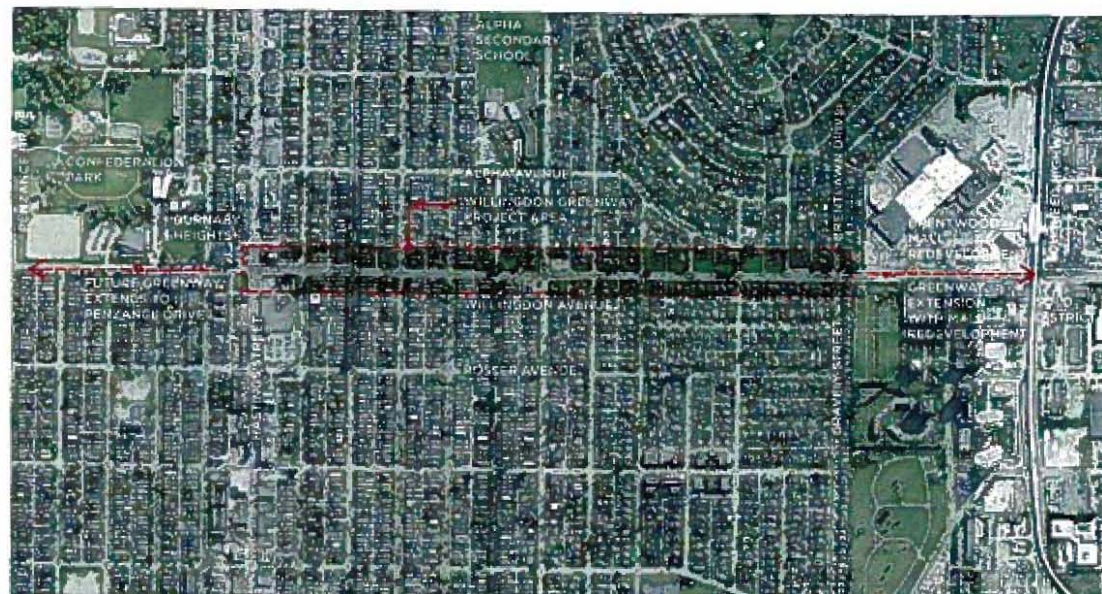
We will use your input to develop the final Greenway plan.

## GOALS FOR TODAY:

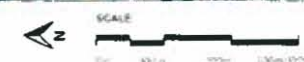
1. Introduce the Willingdon Greenway project
2. Outline design goals for the project
3. Review the proposed Greenway plan

## Questions?

Please speak to staff from the City of Burnaby and ISL Engineering and Land Services (the project designers). Please fill out the comment form, either tonight, or obtain it online at: burnaby.ca



Context plan





## 2 - CONTEXT AND HISTORY

### Context

The Willingdon Greenway is to run along the east side of Willingdon Avenue, Burnaby, between Lougheed Highway and Hastings Street. Most of the proposed Greenway abuts single family residential properties with commercial properties at Hastings and the Brentwood Mall Redevelopment. Willingdon Avenue is part of the city's Major Road Network and one of two major North and South Burnaby connectors (from Hastings to Kingsway).

### History

Willingdon Avenue was developed as early as 1907 and was first used for lumber transport to Burrard Inlet. By the 1940's, it began to serve as a north-south roadway connector in the developing city. In the 1950's and 1960's residential neighbourhoods began to emerge along Willingdon. These neighbourhoods were often bedroom communities for the City of Vancouver. In 1961, Brentwood Town Centre Mall opened and became a major destination for area residents. Traffic volumes along the roadway gradually increased as the City of Burnaby spread and densified. In the years leading up to 2010, expanding the roadway from four to six lanes was considered. This plan was eventually rejected by Council and replaced with the idea of a greenway along the east side road right-of-way. This initiative led to the Willingdon Greenway project.



### Existing Condition

Today Willingdon Avenue is a busy arterial roadway but offers few facilities for other uses.

1. Limited pedestrian amenities (narrow sidewalk, few benches, limited summer shade) on the street
2. No bike facilities on the street
3. Limited public transit facilities.
4. Streetscape lacks distinct features and character.



Willingdon Avenue 1970c



Willingdon Avenue today: Looking north



Willingdon Avenue today: Looking south



### 3 - PROJECT VISION AND GOALS

#### PROJECT VISION

The project vision is to introduce a new linear urban greenway along Willingdon Avenue that is a safe, accessible, comfortable, attractive and vibrant public open space for pedestrians, cyclists and public transit users.



Multi-use path



Site furnishings



Gathering spaces



Rest areas

#### PROJECT GOALS

1. Introduce a multi-use pathway
2. Provide safe pedestrian and cyclist road and laneway crossings
3. Provide universally accessible pathways, rest areas and pocket parks
4. Introduce site furnishings, lighting, shade trees and other features to enhance user comfort
5. Enhance street character and distinction



Intersection crossings



Lighting



Urban forest



Public art

Character Images

## 4 - DESIGN CONSIDERATIONS

THE REDESIGN OF WILLINGDON GREENWAY WILL ADDRESS THE FOLLOWING ISSUES:

### CONNECTIVITY

- Introduce a 4.0m wide, 1.2 km long, off street multi-use pathway along the Greenway
- Provide pedestrian, cyclist and public transit user facilities to foster alternative neighbourhood transportation
- Provide a pedestrian and cyclist connection between Brentwood Mall Redevelopment/ Solo District, Burnaby Heights and Confederation Park
- Connect the Greenway to neighbourhood bike networks

### UNIVERSAL ACCESSIBILITY

- Provide wheelchair, stroller and mobility scooter access on the Greenway pathway, at rest areas, and in pocket parks
- Introduce universally accessible site furnishings
- Introduce high visibility intersection pavement markings and Greenway signage

### PUBLIC SAFETY

- Maintain sightlines along the Greenway pathway particularly at road and laneway intersections
- Improve roadway and laneway intersection paving treatments
- Introduce signalized pedestrian crossings at Brentlawn, Kitchener, William, Union, Parker and Frances Streets
- Introduce pedestrian level lighting
- Introduce road medians at Parker Street and Brentlawn Drive to prevent left vehicle turns across north-bound traffic

### USER EXPERIENCE

- Introduce rest areas along the Greenway
- Introduce pocket parks with special features
- Introduce a landscape buffer between Willingdon Avenue and the Greenway path
- Introduce shade trees along the pathway
- Introduce pedestrian level pathway lighting
- Introduce Public Art and other focal features at key locations along the Greenway

### PLACE-MAKING

- Introduce an Urban Forest with the potential for it to reach a significant size
- Introduce Public Art and other focal features at key locations along the Greenway
- Introduce custom site furnishings
- Introduce accent lighting at focal features

### GREENWAY MAINTENANCE

- Consider long term maintenance and replacement costs
- Introduce durable hard-wearing materials
- Introduce low maintenance plants
- Introduce generous soil volumes for long term tree health
- Retain existing healthy mature trees



## 5 - PROPOSED PLAN



Willingdon Avenue - Existing Elevation Photos looking east



Willingdon Greenway Proposed Plan

### Willingdon Greenway Design

The Willingdon Greenway is a proposed 1.2km long landscaped multi-use pathway along the east side of Willingdon Avenue, Burnaby, extending from Lougheed Highway to Hastings Street. When completed, it will link developments at Brentwood Mall and the Solo District with the commercial district of Burnaby Heights and all points in between. A future project phase will extend the Greenway from Hastings Street to Penzance Drive at Confederation Park and all the public open space and recreational facilities found there.

The Greenway will feature:

**Pathway:** 4.0m wide, safe, comfortable, and universally accessible off-street asphalt paved path

**Intersections:** New road and laneway intersection treatments for safe pathway user passage

**Rest areas:** At Kitchener, Charles, Willow, Parker, Venables, Union, and Frances Streets, each with site furnishings

**Pocket parks:** At Charles and Parker Streets with special

features and gathering spaces in each

**Urban forest:** Existing trees retained where possible supplemented by generous numbers of new trees

**Lighting:** Pedestrian level lighting for safe night-time pathway use

**Fences/Screens:** Along select lengths of the residential property line beside the Greenway to help separate the public and private areas

**Public art:** Place-making features at key focal points

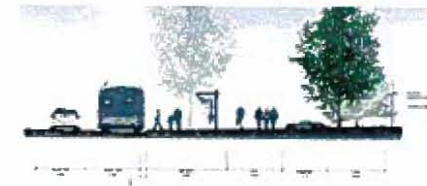




## 6 - PROPOSED DESIGN - GREENWAY



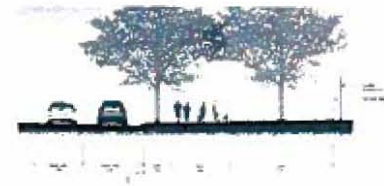
Greenway: Venables Street to Parker Street:



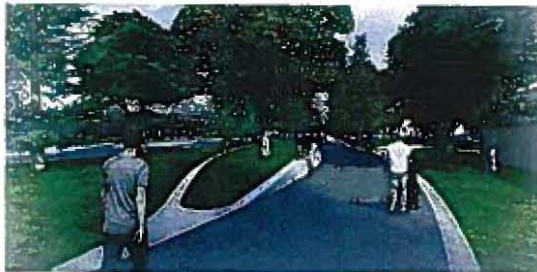
Section A: Between Midlawn and Kitchener, looking north



Section B: Between William and Napier, looking north



Section C: Between Georgia and Francis, looking north



Greenway: Looking north to Charles Street



Greenway: Venables Street looking south

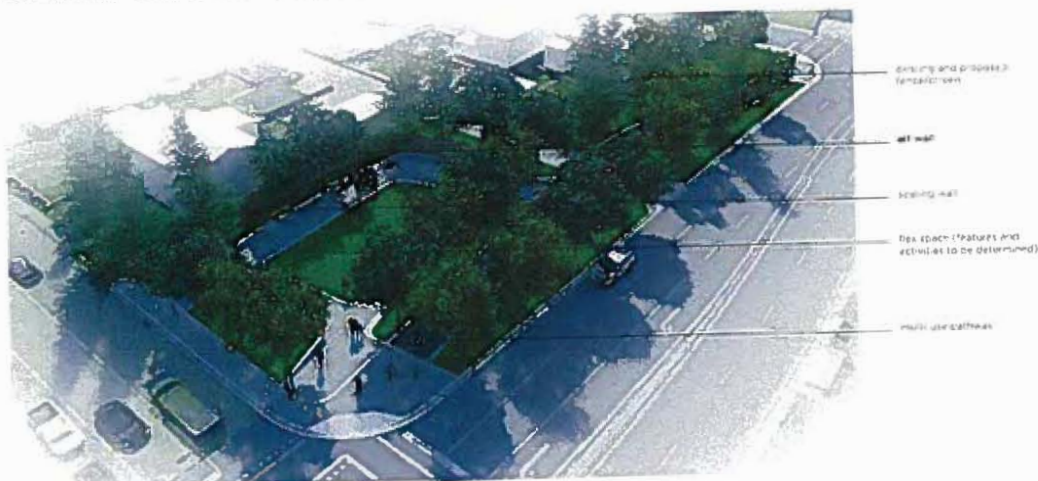


Greenway: Looking south-east to Parker Street pocket park

## 7 - PROPOSED DESIGN - POCKET PARKS



Charles Street Pocket Park looking south east



Parker Street Pocket Park looking south east



## 8 - POCKET PARKS

Two pocket parks are proposed along the Greenway, one at Charles Street and another at Parker Street. These images show possible park features. On your comment form, please select which features you would like in the parks.



Playground



Nature play features



Boulder Wall



Public art



Picnic facilities



Games tables



Adventure play



Quiet spaces



Outdoor exercise equipment



Performance space



Outdoor multi-use space



Ornamental planting beds

## 9 - NEXT STEPS...

### THANK YOU FOR COMING!

We want to hear from you. Please fill out our comment form tonight and return it to us on your way out, or obtain it online and return it to us by September 21 ([burnaby.ca](http://burnaby.ca))

Please refer to the the City of Burnaby Parks and Recreation website for project updates.





# 1 - WELCOME

## Thank you for coming to Willingdon Greenway Public Open House!

The City of Burnaby is planning a new Greenway along Willingdon Avenue between the Brentwood Mall Redevelopment and Hastings Street. The Greenway will extend south to Lougheed Highway as part of the Brentwood Mall Redevelopment project and from Hastings Street north to Penzance Drive as a future phase of the Willingdon Greenway project.

As part of the planning process, the City would like to consult with you, show you the Greenway concept plan and hear your thoughts and ideas about the project.

Please review the display boards, and share your comments and ideas.

We will use your input to develop the final Greenway plan.

### GOALS FOR TODAY:

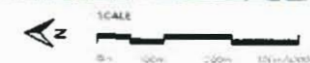
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2. Outline design goals for the project
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### Questions?

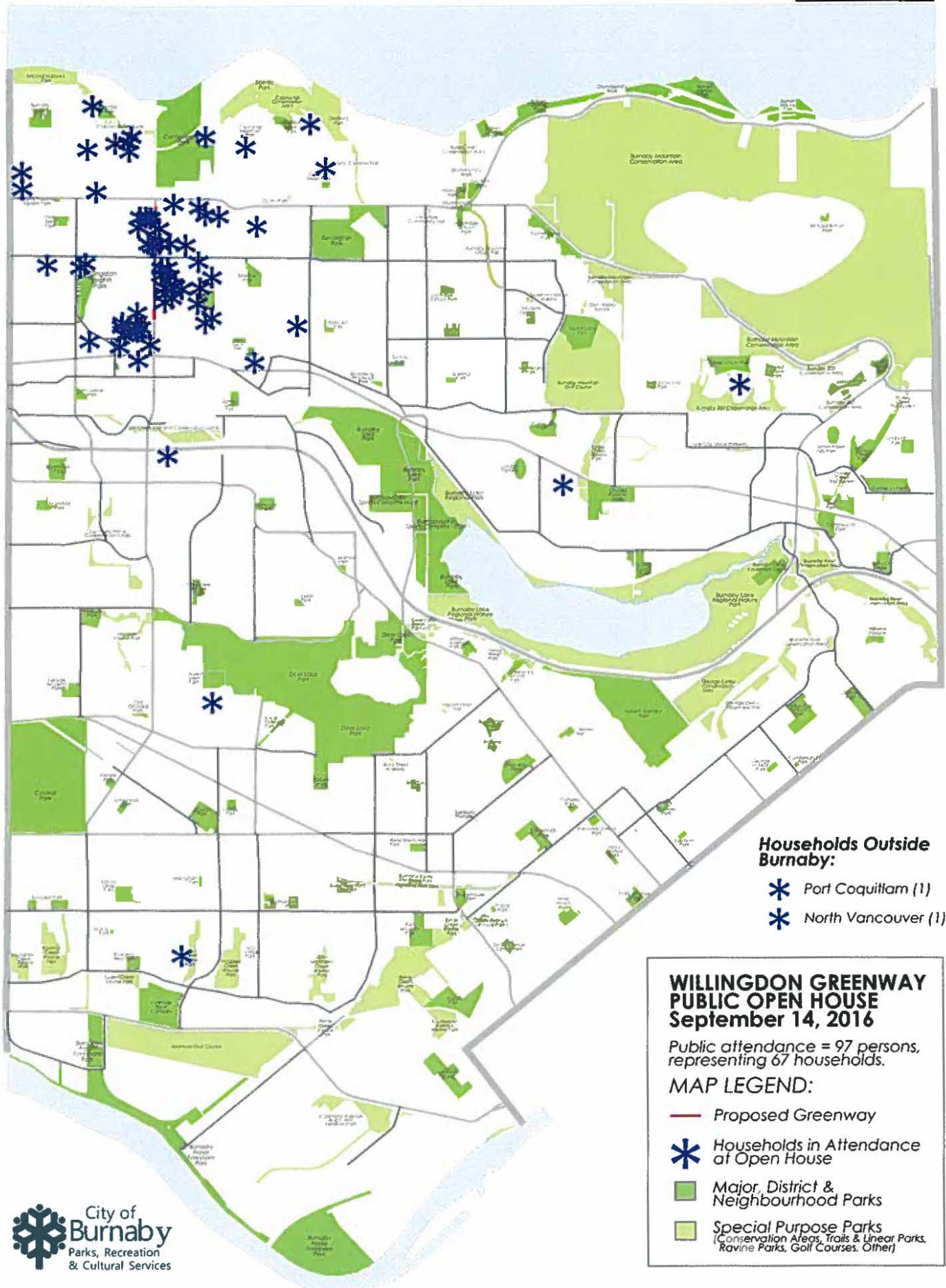
Please speak to staff from the City of Burnaby and ISL Engineering and Land Services (the project designers). Please fill out the comment form, either tonight, or obtain it online at: [burnaby.ca](http://burnaby.ca)



Context plan







## WILLINGDON GREENWAY PUBLIC OPEN HOUSE (2016 September 14) - QUESTIONNAIRE RESULTS

- 1 What modes of transportation do you or members of your household typically use to access the shops and services presently located near Willingdon Avenue and Lougheed Highway?

MODE OF TRANSPORTATION TYPICALLY USED	# OF RESPONDENTS	% OF TOTAL RESPONDENTS
WALK	48	66%
WALK WITH AN AID (WALKER OR CANE)	7	10%
WALK PUSHING A STROLLER	3	4%
WHEELCHAIR	4	5%
ELECTRIC SCOOTER	0	0%
PRIVATE VEHICLE	61	84%
PUBLIC TRANSIT (BUS)	24	33%
BICYCLE	28	38%
SKATEBOARD/LONGBOARD	0	0%
ROLLERBLADE	0	0%
OTHER	0	0%

Number of Questionnaires Returned = 73

- 2 What modes of transportation do you or members of your household typically use to access the shops and services presently located near Willingdon Avenue and Hastings Street?

MODE OF TRANSPORTATION TYPICALLY USED	# OF RESPONDENTS	% OF TOTAL RESPONDENTS
WALK	57	78%
WALK WITH AN AID (WALKER OR CANE)	5	7%
WALK PUSHING A STROLLER	2	3%
WHEELCHAIR	4	5%
ELECTRIC SCOOTER	0	0%
PRIVATE VEHICLE	58	79%
PUBLIC TRANSIT (BUS)	17	23%
BICYCLE	30	41%
SKATEBOARD/LONGBOARD	0	0%
ROLLERBLADE	0	0%
OTHER	0	0%

3 a) Will the Willingdon Greenway assist you or members of your household to more easily access the shops, services and recreation facilities near Willingdon Avenue and Loughheed Highway?

	YES	NO	DO NOT KNOW	NO RESPONSE
# OF RESPONDENTS	41	24	8	0
	56%	33%	11%	0%

If you answered No to Question 3 a), please tell us why not.

# OF RESPONDENTS	REASON
5	- We are a bit too far a distance from the greenway to walk
4	- Would use vehicle to transport shopping purchases, cannot carry bags.
3	- Greenway ends at Gravely and doesn't connect to Loughheed - dumps cyclists at Brentlawn, not clear how to get to Loughheed.
2	- I am disabled and need car to access shops
1	- We use the gap in the fence behind the London Drugs parking lot (best feature in neighbourhood)
1	- Will not assist access but could be relaxing place to walk with my dogs
1	- Can easily use other "Lawn" streets in the residential area
1	- Live close by, within two to three blocks.
1	- These nodes are already too congested, drivers impatient and intolerant. This is already intensifying and new condos not yet built
1	- Could be unsafe from Loughheed Highway north to Brentlawn. Divided bikes, seniors, dog walkers, unsafe
1	- Already walk there via west side of Willingdon Avenue
1	- Distance becoming too great to walk (shopping venues reduced)
1	- Live to the southwest so would not use.

3 b) Will the Willingdon Greenway assist you or members of your household to more easily access the shops, services and recreation facilities near Willingdon Avenue and Hastings Street?

	YES	NO	DO NOT KNOW	NO RESPONSE
# OF RESPONDENTS	44	21	6	2
	60%	29%	8%	3%

If you answered No to Question 3 a), please tell us why not.

# OF RESPONDENTS	%	REASON
3	4%	- We already walk there now
2	3%	- Disabled, need car to access shops
2	3%	- Lives North of Hastings - Path ends south of Hastings.
2	3%	- Live close by (2 blocks)
2	3%	- We live a bit too far from the Greenway to walk
1	1%	- To be determined. May still prefer to use side streets to avoid traffic noise
1	1%	- These nodes are already too congested, drivers impatient and intolerant. This is already intensifying and new condos not yet built
1	1%	- Use car to transport shopping (not carry)
1	1%	- Walk there in East West Directions
1	1%	- Live in Government Road area, use car to access Hastings services
1	1%	- Easy to walk now



- 4 The Willingdon Greenway will replace the east side sidewalk on Willingdon Avenue with a four metre wide curvilinear pathway set back from the road edge. The new pathway will be universally accessible and will accommodate travel in two directions for pedestrians, bicyclists and users of transit. Do you have any concerns regarding the pathway as proposed?

	YES	NO	DO NOT KNOW	NO RESPONSE
# OF RESPONDENTS	30	42	1	2
	41%	58%	1%	3%

If you answered Yes to Question 4 a), please tell us what we could do to address your concerns.

# OF RESPONDENTS	%	CONCERNS AND HOW THE CONCERNS COULD BE ADDRESSED
15	21%	<ul style="list-style-type: none"> <li>- Bicycle lane wide enough + flat surface</li> <li>- Bicycles and pedestrians do not mix well.</li> <li>- Safety sharing with bicycles, skateboards?</li> <li>- Cyclists are not careful around pedestrians. An elderly walker will be hurt.</li> <li>- In my opinion the path should only be for bicyclists &amp; another for pedestrians. All the best research indicates a separation of people from bicycles.</li> <li>- Shared pathways are more dangerous than separated roadway adjacent tracks.</li> <li>- Concerned no dividing lines, safety - fast bikers.</li> <li>- Concerned about pedestrians &amp; bicycles on the same path - I don't think it really works / Is it wide enough for wheelchairs &amp; scooters.</li> <li>- Cyclists and pedestrians do not belong on the same pathway</li> <li>- We need separated cycle facilities. This curvilinear mixed-use path is antithetical to growing cycling and safety.</li> <li>- Ideally, bike and pedestrian separate.</li> <li>- Separate lane for bikes please!</li> <li>- Should be separated for bikes similar to Seawall. Lots of bike commuters. Need a separate lane.</li> <li>- Bikes and pedestrians need to be separated - an example Burrard Street bridge. Otherwise, bikes hit pedestrians. Also Seawall has separation.</li> <li>- I think a median should be provided to separate walkers from bicycles, skateboards, etc.</li> <li>- Speeding cyclists; cyclists not stopping at stop signals/signs (consider occasional bollards as minor obstacles).</li> </ul>
3	4%	<ul style="list-style-type: none"> <li>- Side street priority is poor. Without addressing this problem, the facility will not be useful for my children, and I will avoid it too.</li> <li>- Crossing alleyways &amp; having speeding cyclists along the pathway.</li> <li>- Mark the area where cars intersect bicycle path green.</li> </ul>
2	3%	<ul style="list-style-type: none"> <li>- Provide security at nighttime, What is planned (Neighbourhood Watch)?</li> <li>- The open spaces may attract unwanted elements so it should be secure, well lit, open?</li> </ul>
2	3%	<ul style="list-style-type: none"> <li>- It does not extend to Lougheed Highway, which is where there is another bike lane. It is not a useful bike path since it does not connect to existing bike infrastructure.</li> <li>- Only that it is not connected to other bike routes near Lougheed or south.</li> </ul>
2	3%	<ul style="list-style-type: none"> <li>- Preferably move pathway further away from my house. Noise from pedestrians is my concern.</li> <li>- I hope the pathway will not be too close to our house because it may get busier and noisier.</li> </ul>
2	3%	<ul style="list-style-type: none"> <li>- Car exhaust - require a gas mask.</li> <li>- The steady, heavy traffic spews exhaust near the proposed pathway in both directions: North &amp; South.</li> </ul>
1	1%	<ul style="list-style-type: none"> <li>- What happens to the shops from corner of Willingdon to lane and parking lot?</li> </ul>
1	1%	<ul style="list-style-type: none"> <li>- Will construction clog the roads?</li> </ul>
1	1%	<ul style="list-style-type: none"> <li>- Dogs on leash signs would be good.</li> </ul>
1	1%	<ul style="list-style-type: none"> <li>- Curved pathway uses up space which could be used for dedicated left turn lane at every block.</li> </ul>
1	1%	<ul style="list-style-type: none"> <li>- Make sure enough benches are spaced along paths and parks.</li> </ul>
1	1%	<ul style="list-style-type: none"> <li>- Protect young children (playing, racing, etc.) from the road.</li> </ul>
1	1%	<ul style="list-style-type: none"> <li>- Doesn't encourage commuter or destination cycling.</li> </ul>
1	1%	<ul style="list-style-type: none"> <li>- Garbage + (pet leavings) left.</li> </ul>
1	1%	<ul style="list-style-type: none"> <li>- I think the concept and the proposal to date is great.</li> </ul>
1	1%	<ul style="list-style-type: none"> <li>- Obviously you are building this so do our concerns actually matter?</li> </ul>



## 5 Importance of including the various activities and site amenities along the Willingdon Greenway.

CATEGORY	AMENITY/ACTIVITY	IMPORTANT	%	NEUTRAL	%	UN-IMPORTANT	%	DO NOT KNOW	%	NO RESPONSE	%
SITE FEATURES & AMENITIES	lighting along pathway	68	93%	5	7%	0	0%	0	0%	0	0%
	rest areas (seating) along pathways	49	67%	21	29%	1	1%	0	0%	0	0%
	shelter and seating at transit stops	55	75%	15	21%	2	3%	0	0%	0	0%
	drinking fountain	28	38%	28	38%	12	16%	1	1%	0	0%
	drinking fountain for dogs	12	16%	28	38%	25	34%	1	1%	0	0%
	seating areas with shade shelter	47	64%	18	25%	6	8%	0	0%	0	0%
	picnic tables	13	18%	21	29%	31	42%	1	1%	0	0%
	public art at key focal points	30	41%	31	42%	10	14%	0	0%	0	0%
	shade trees	66	90%	9	12%	0	0%	0	0%	0	0%
	ornamental trees	38	52%	20	27%	8	11%	1	1%	0	0%
	ornamental planting beds	37	51%	19	26%	10	14%	1	1%	0	0%
	fences/screens (public/private interfaces)	34	47%	24	33%	8	11%	1	1%	0	0%
other:	washrooms	4	5%	0	0%	0	0%	0	0%	0	0%
	waste receptacles	2	3%	0	0%	0	0%	0	0%	0	0%
	noise attenuation at gathering spots for neighbours	2	3%	0	0%	0	0%	0	0%	0	0%
	skateboard proof rest areas	2	3%	0	0%	0	0%	0	0%	0	0%
	discourage vagrants from sleeping	1	1%	0	0%	0	0%	0	0%	0	0%
	separate bike lanes	1	1%	0	0%	0	0%	0	0%	0	0%
	ornamental fountain	1	1%	0	0%	0	0%	0	0%	0	0%
	more trees to help with privacy	1	1%	0	0%	0	0%	0	0%	0	0%
	dog waste receptacles	1	1%	0	0%	0	0%	0	0%	0	0%
	picnic facilities	12	16%	30	41%	27	37%	2	3%	1	1%
PASSIVE RECREATION AMENITIES	quiet spaces for reading	23	32%	33	45%	13	18%	1	1%	1	1%
	quiet spaces for relaxing	34	47%	25	34%	12	16%	1	1%	1	1%
	community social area	20	27%	24	33%	26	36%	1	1%	1	1%
	games tables	14	19%	27	37%	22	30%	1	1%	1	1%
	interactive public art	21	29%	23	32%	22	30%	2	3%	1	1%
	performance space	18	25%	25	34%	26	36%	1	1%	1	1%
	other:										
ACTIVE RECREATION AMENITIES	washroom	1	1%	0	0%	0	0%	0	0%	1	1%
	wastecans	1	1%	0	0%	0	0%	0	0%	1	1%
	playground (accessible)	1	1%	0	0%	0	0%	0	0%	1	1%
	children's playground	24	33%	24	33%	16	22%	0	0%	4	5%
	children's nature play feature	27	37%	25	34%	16	22%	0	0%	4	5%
	climbing boulder wall	15	21%	24	33%	25	34%	0	0%	4	5%
	children's adventure play feature	21	29%	28	38%	18	25%	0	0%	4	5%
	open lawn area for informal play	35	48%	20	27%	12	16%	0	0%	4	5%
	open lawn area for yoga / tai chi	21	29%	30	41%	15	21%	0	0%	4	5%
	other:										
other:	basketball hoop	1	1%	0	0%	0	0%	0	0%	4	5%
	addition to shared trail	1	1%	0	0%	0	0%	0	0%	4	5%
	saucer swing	1	1%	0	0%	0	0%	0	0%	4	5%
COMMENTS	Willingdon is not quiet - unlikely to find any quiet space										
	Accessible children's playground										

6 Are there any other activities, programs or site features that you would like to see considered for the Greenway?

	# OF RESPONDENTS	% OF TOTAL RESPONDENTS	ACTIVITY / PROGRAM / SITE FEATURE
Bike Racks/Lockers	5	7%	- places to lock up your bike
			- posts to lock up bikes
			lock up, and then Skytrain to other places (ie. commute)
			- bicycle lockers
			- bicycle lockers at Hastings + Brentwood Mall
Good Lighting	3	4%	- make sure there is adequate lighting at night for walkers, joggers, cyclists
			- excellent lighting, please
			- lighting is very important
Separated Paths	2	3%	- separated bike and pedestrian pathways
			- pathway separation for different users/purposes, 4 m is too narrow for multi use unless no users are anticipated
Miscellaneous	1	1%	- cherry blossom tree theme prevalent in Brentwood area
	1	1%	- combine community centre with pool and ice rink
	1	1%	- privacy fence along properties, we are near a bus stop + there will be more pedestrians walking, privacy is a must
	1	1%	- saucer swing
	1	1%	- jogging lane
	1	1%	- painted green crossing for bicycles at each intersection to have motorists turning be aware of oncoming cyclists
	1	1%	- bocce play area
	1	1%	- public lockers for storage
	1	1%	- plentiful garbage/recycling bins
	1	1%	- political marches, shift Hats Off to Willingdon
	1	1%	- water feature in relaxing / quiet area
	1	1%	- paved area, zip lines, rock to jump on
	1	1%	- what about connection to a community centre at Brentwood Neighbourhood
	1	1%	- farmer's market parking (free)
	1	1%	- community garden
	1	1%	- public instruments
	1	1%	- I'd like to see fewer rather than more activities considered. I think the "active recreation amenities" listed would be more appropriate in one of the neighbouring parks than this narrow greenway
	1	1%	- covered areas - eg. roof like only for shade + when raining
	1	1%	- leash tie up posts for dogs
	1	1%	- widening Willingdon for increased traffic, especially that generated by the Brentwood & Solo redevelopments
	1	1%	- Willingdon is a busy, loud, 4 lane road with exhaust from cars & buses, most people will not spend time here even if it is built

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7 a) Do you support the Willingdon Greenway proposal?

	YES	NO	DO NOT KNOW	NO RESPONSE
# OF RESPONDENTS	58	5	5	5
	79%	7%	7%	7%

7 b) Tell us what you like about the Willingdon Greenway proposal.

CATEGORIZED LIKES	# OF RESPONDENTS	% OF TOTAL RESPONDENTS	WHAT RESPONDENTS LIKE ABOUT THE PROPOSAL
The Multi-Use Pathway	11	15%	<ul style="list-style-type: none"> <li>- pathway (multi-use)</li> <li>- walking path</li> <li>- wide sidewalks</li> <li>- wide walking / cycling path. Will cycling &amp; walkway be separated?</li> <li>- I love the idea of urban trail</li> <li>- better path to Brentwood</li> <li>- also, the current trail will be replaced</li> <li>- pathway for walking running and cycling</li> <li>- that there is going to be a walking path away from the traffic</li> <li>- the city is trying to add facilities for pedestrians and cyclists</li> <li>- like providing safe, pleasant walking and biking sapce</li> </ul>
Increased Greenspace	9	12%	<ul style="list-style-type: none"> <li>- more green space</li> <li>- more green space is always good!</li> <li>- green space</li> <li>- green space</li> <li>- greening of neighbourhood</li> <li>- like greening the area</li> <li>- I like the idea of a green walkway in the sea of concrete that is my neighbourhood</li> <li>- linear green space</li> <li>- more greenery in the area</li> </ul>
Safety Improvements for Walkers & Cyclists	9	12%	<ul style="list-style-type: none"> <li>- improves safety</li> <li>- willingdon now danger zone for cyclists, and some places pedestrians due to poor travel media</li> <li>- it will be a great improvement over present narrow sidewalks next to the busy street</li> <li>- safer to cross Willingdon with the added traffic control intersections</li> <li>- safer path for bicyclists and pedestrians</li> <li>- safe access to Brentwood</li> <li>- separation of pedestrians and bikes from traffic</li> <li>- safer for families, etc. including control traffic light at Union Street</li> <li>- off-road pathway - but misses on opportunity to create greenspace</li> </ul>
More Trees	7	10%	<ul style="list-style-type: none"> <li>- trees</li> <li>- trees</li> <li>- trees</li> <li>- it is good to have more trees planted along the road</li> <li>- more trees should be planted along to shelter the greenway from nearby houses</li> <li>- trees/green between road and pathway</li> <li>- more trees, more greenery</li> </ul>



CATEGORIZED LIKES	# OF RESPONDENTS	% OF TOTAL RESPONDENTS	WHAT RESPONDENTS LIKE ABOUT THE PROPOSAL
Encourages Social Interactions	7	10%	<ul style="list-style-type: none"> <li>- provides more space for residents to interact with each other</li> <li>- encouraging community gathering and getting people outside</li> <li>- gives community a pathway into healthy living and a closer knit community. I'm an avid biker as well.</li> <li>- create a community neighbourhood feeling</li> <li>- I like that it creates a community public space and encourages people to go outside. Walkable neighbourhoods + happy/livable neighbourhoods</li> <li>- love possibility of increasing community interaction</li> <li>- could be a social place like the mall</li> </ul>
Variety of Uses	7	10%	<ul style="list-style-type: none"> <li>- I love the pocket parks + art features. Hope it all comes together!</li> <li>- it is more than just a strip of pavement with trees and allows for multiple uses</li> <li>- variety offered. Looks like it will be a pretty and inviting space</li> <li>- it will make Willingdon Avenue much cleaner and nicer looking - much more usable</li> <li>- I'd like my daily walks to be more pleasant &amp; like your proposed site features (if not all the proposed activities)</li> <li>- increases visual appeal for walking and will make it used more intensively</li> <li>- makes a great neighbourhood into a lovely place to walk even beside a busy street</li> </ul>
Beautification of Area	6	8%	<ul style="list-style-type: none"> <li>- beautifies the street and area</li> <li>- beautiful</li> <li>- open concept, street beautification</li> <li>- will make Burnaby more upscale. Willingdon now is like a slump.</li> <li>- it enhances the neighbourhood</li> <li>- it will clean up the empty lots. City must keep grass cut not like currently on these lots</li> </ul>
Like the Proposal	6	8%	<ul style="list-style-type: none"> <li>- like the proposal</li> <li>- I like the proposal, There is nothing I don't like about this proposal</li> <li>- great, looks great - congratulations</li> <li>- It's a good idea</li> <li>- great, about time, way better than road widening</li> <li>- happy city put aside the properties to be able to make the greenway</li> </ul>
Improved Circulation	4	5%	<ul style="list-style-type: none"> <li>- links up Brentwood and Hastings, more people will walk than drive to Hastings</li> <li>- makes it easier to get around by bike and walking</li> <li>- makes the neighbourhood more walkable</li> <li>- will make Willingdon Ave more pedestrian friendly, Willingdon is under utilized and is only being used to access bus stops</li> </ul>
Promotes Alternative Modes of Transportation	3	4%	<ul style="list-style-type: none"> <li>- promotes alternative transportation</li> <li>- I like that it promotes biking</li> <li>- finally a cycle path</li> </ul>
Good Use of Space	3	4%	<ul style="list-style-type: none"> <li>- seems to be a good utilization of space.</li> <li>- wonderful use of space.</li> <li>- the proposal to use the space on Willingdon as a greenway</li> </ul>
Accessible Circulation	2	3%	<ul style="list-style-type: none"> <li>- need an accessible walking path to Lougheed Highway from Hastings</li> <li>- accessible to mall, library and park</li> </ul>
Miscellaneous	1	1%	- there will be bus shelters, so transit users will be protected from rain
	1	1%	- kids area
	1	1%	- lively play areas for children, benches for parents
	1	1%	- it encourages people to walk
	1	1%	- connecting The Heights to The Amazing Brentwood
	1	1%	- lighting
	1	1%	- putting tax dollars to good work

7 c) Tell us what you do not like about the Willingdon Greenway proposal.

CATEGORIZED DISLIKES	# OF RESPONDENTS	% OF TOTAL RESPONDENTS	WHAT RESPONDENTS DO NOT LIKE ABOUT THE PROPOSAL
Traffic Flow Concerns	5	7%	<ul style="list-style-type: none"> <li>- may cause extra congestion/traffic in the Willingdon area which is already busy from the Brentwood gentrification</li> <li>- I would like another lane of traffic installed so Willingdon from Lougheed to Hastings would not be so bottlenecked</li> <li>- failure to deal with auto traffic</li> <li>- with all the development in the area and the increasing population and traffic, this is not accounting for moving vehicles north-south more easily</li> <li>- concerned about the traffic still only accessing 2 lanes of traffic as the Greenway row takes away the opportunity to provide extra lanes. But I do love the Greenway idea.</li> </ul>
Separate Path Uses	4	5%	<ul style="list-style-type: none"> <li>- bikes and pedestrians should be separated</li> <li>- the multi-use path. These mixed facilities are dangerous and do not support increased cycling</li> <li>- lack of separate &amp; separated facilities for different users</li> <li>- there should be a separated cycle path from pedestrians. It appears that there is ample room to widen the path and provide a separate cycle path</li> </ul>
Connectivity Poor	4	5%	<ul style="list-style-type: none"> <li>- there is no connection to the Green Valley trailway or other N-S bike routes.</li> <li>- the city has proposed a poorly designed facility that does not connect properly to destinations</li> <li>- it does not extend further south enough (I am on the other side of Highway 1)</li> <li>- not long enough. Will be even happier when it extends to Confederation Park</li> </ul>
Safety	3	4%	<ul style="list-style-type: none"> <li>- as a resident of the area, walking up Willingdon on the east side is dangerous as well as unpleasant</li> <li>- very concerned for safety for seniors, bikers, pedestrians, dog walkers on a 4 m path next to Willingdon Ave N of Lougheed</li> <li>- next to a high traffic roadway - trucks, trucks and more trucks</li> </ul>
Noisy/Busy Location	3	4% 0% 0%	<ul style="list-style-type: none"> <li>- too much recreation facilities next to a lane, busy, loud &amp; smelly road</li> <li>- there's no mention of a noise buffer. I thought that this could be an oasis in a busy, noisy neighbourhood</li> <li>- there are too many activities being considered that would add to the noise and would likely cause congestion</li> </ul>
Waste Management	2	3%	<ul style="list-style-type: none"> <li>- littering</li> <li>- may become a garbage dump</li> </ul>
Surface Maintenance	2	3%	<ul style="list-style-type: none"> <li>- snow build up and snow clearance</li> <li>- leaves are slippery when you walk on them - results in a fall</li> </ul>
Miscellaneous	1	1%	- there was no initial public consultation before you got to this stage
	1	1%	- likely the construction phase
	1	1%	- too bad was not done 20 years ago when I could cycle still
	1	1%	- no dedicated left hand turning lane for each cross street
	1	1%	- Venables from Alpha to Willingdon is dangerous during rush hour
	1	1%	- we've been broken into before and I'm afraid that the pathway will attract more intruders
	1	1%	- trees will shed leaves in autumn
	1	1%	- not sure about all the curves, but a much needed improvement
	1	1%	- no bathroom a walk from Hastings down Willingdon and back for anyone over 45 does not have a place to go
	1	1%	- need to block some streets to create more uninterrupted space
	1	1%	- costs money!
	1	1%	- some loose ends
	1	1%	- I don't want strange ugly art here. I prefer more nature focused

8

Please provide any further comments or suggestions that you feel are appropriate regarding the Willingdon Greenway proposal?  
(Summary of  
verbatim responses)

(Summary of

COMMENT CATEGORY	# OF RESPONDENTS	% OF RESPONDENTS	VERBATIM COMMENTS AND SUGGESTIONS BY CATEGORY
	33	45%	
Traffic Flow - Calming	7	10%	<ul style="list-style-type: none"> <li>- In the end you will build this and Brentwood, Solo , eTc. will be developed. Please make sue you mitigate in the future the traffic that will try and sneak through the adjacent neighbourhoods. Please take a look at the Vancouver Heights Traffic calming measures. Thanks</li> <li>- Important to maintain access for vehicle traffic to and from side streets onto Willingdon</li> <li>- Should consider building bus bays at the stops.</li> <li>- I am OK keeping the lane a dead end! In between Charles and Kitchener. Great to see an cross walk at Kitchener &amp; Willingdon! Please call to design the ditch in our alley! Important to keep my cedar tree next to mey Fence (4611 Alpha Drive).</li> <li>- Get CBC accident stats for Willingdon Hastings to Lougheed! Project should improve design to reduce these. Left hand turn lane will provide safe position to wait for break in traffic and allow traffic to keep flowing.</li> <li>- "Traffic congestion" when the Brentwood Towers area finished and the concos along Lougheed are occupied and there is more cars and buses running along Willingdon.</li> <li>- Commuter parking on Charles and Alpha Drive is a big problem right now. Comuter parking is also a big problem in the Brentwood Area.</li> </ul>
Lighting and Security	4	5%	<ul style="list-style-type: none"> <li>- again, lighting, lighting, lighting!</li> <li>- My house is behind the Charles Pocket Park. My concern is security with added pedestrian traffic. It is important that the park (Paths inside the Park) be well lighted with reasonably open view to the main path (and/or) Willingdon.</li> <li>- Lighting at night should be good - in order to make the area safe. I'm a bit concerned re many cars pulling over to drop off or pick up children and older people before and after the car driver has done his/her shopping, appointments, etc.</li> <li>- A bit worried that there may be an upsurge in criminal activity.</li> </ul>
Increase Other Public Infrastructure	4	5%	<ul style="list-style-type: none"> <li>- With the increasing density of people, infrastructure in the area needs to be addressed: Roadways, more public amenities for the increase number of people, increase capacity of Eileen Daily Pool, etc.</li> <li>- It would be a good idea to expand Eileen Daily facilities along the open lot along Willingdon &amp; Albert.</li> <li>- If the construction brings itself to Confederation Park I would like to see a Gym on the open lot at Willingdon and aAlbert (ex Burnaby Heights High School) and also a turf field on the Gravel Field or on Field with track.</li> <li>- When will the city build a community centre like Edmonds for Brentwood Town Centre? It is needed in our neighbourhood with planned density.</li> </ul>
Improve Connectivity	4	5%	<ul style="list-style-type: none"> <li>- Please accelerate completion to Penzance. Is there an opportunity to reduce east-west commuter rush hour rat running?</li> <li>- Make sure it hooks up to the Central Valley Greenway so we can ride our bikes safely!</li> <li>- Please buy up the properties to connect property at each end.</li> <li>- Public transportation, there should be a small bus route circling from the Brentwood to Gilmore Skytrain Station up to Hastings, the library and back to Brentwood. As well would like to see the pathway extend past Lougheed to Metrotown. For a green pathway walkway (at least to BCIT).</li> </ul>
Great Project	4	5%	<ul style="list-style-type: none"> <li>- It's a good idea.</li> <li>- I think its geat. Thanks for planning it.</li> <li>- Looking forward to completion.</li> <li>- Looking forward to experiencing this new space soon!</li> </ul>

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COMMENT CATEGORY	# OF RESPONDENTS	% OF RESPONDENTS	VERBATIM COMMENTS AND SUGGESTIONS BY CATEGORY
Through Cycling	4	5%	<p>- This is not a bike path. Don't sell it as such. Bikes need resources and this is good, but it's not a bike feature. Question 3 a + 3 b. access shops and services. I don't believe this is the metric. It is a space for recreation and not commercial access. It should be measured by enjoyment, not access for merchant association.</p> <p>- We need a 3.5 metre bi-directional cycle track. Straight and direct, and safe. Not this garbage</p> <p>- The plan is a good start, but could do a better job at making Burnaby more sustainable. I would like the concept to include a protected bike lane on the west side of Willingdon for south bike traffic. I would like the path to connect to Lougheed Highway so the greenway can be used for transportation purposes in addition to recreational purposes.</p> <p>- Don't endanger pedestrians and cyclists (&amp; rollerbladers, skateboarders, etc.) by combining them on a narrow and inadequate space. Green spaces beside busy Willingdon won't be restful or good for child play. Need one-way separated lanes for active transport on either side of Willingdon. I don't shop on Hastings because it's not accessible by bike (for BCIT) Immediate Action. Interim improvement - Please add temp bike lane from Midlawn to Kitchener so cyclists don't have to merge with traffic North bound at Midlawn. Add cyclist activated buttons at Parker &amp; Hastings on Alpha to encourage this off road route.</p>
Pathway Separation	3	4%	<p>- Can you make a separate path for bikes then pedestrians like around the Sea Wall?</p> <p>- As mentioned above I have found it better to separate the walkers from the bicycles (and other wheeled transport) by providing a median in the middle. Maybe a little wider passway would then be better. Say total 5 metre instead of 4 metre. I also hope that the plan is to connect the greenway to the bicycle passway on the overpass over Trans Canada #1 freeway in not to distant future.</p> <p>- If people/individuals are to use the path (cycle/people path) widen it to ensure the safety of both pedestrians and riders. Please ensure there are buttons to activate crossing. How about some interim solutions while the cycle path is created. Widen the road between Midlawn and Kitchener to allow cyclists to use Alpha to Hastings. Add a cyclist crossing button at Alpha and Parker and another at Alpha and Hastings. Right now there are no safe north-south routes in Burnaby. Ensure houses to the east of the cycle path area protected with greenery and if necessary fences.</p>
Maintenance	3	4%	<p>- If there are fruit trees, please remove as to try and keep the RAT population down. Must be kept clean with grass cut. At bus stops city must pick up littered garbage. If more trees are planted, who will pick up all the fallen leaves, pine cones, etc.? Our precept line is two feet lower than the city side. Take care if drainage from City to private C. W. Review existing drainage and replace.</p> <p>- 4509 William Street concerns - If keeping the existing cherry tree, prune the tree for proper health. Create some visual separation from the bus stop with large trees. Solid fencing for privacy and security from the increase pedestrian traffic. Remove the invasive bamboo that is growing out of control. Very dense bamboo is harbouring mice and rats. Would like some onsite consultation with new tree locations and size. Check cherry tree at this time also for health and ongoing maintenance.</p> <p>- Maintenance, pet holes, etc., drop off and pick up areas eg. Is (m?) for handicapped people, noise for traffic, buffer? Parking for food truck, ambulance, prefer no steps.</p>
Design & Program Elements	3	4%	<p>- Other suggestions: street / wall murals, community garden, mini farmers market</p> <p>- Consider less, not more features for the Greenway. It is a narrow space, and we are well served to the north and west with parks. We also have two community centres, one of which is being expanded in the near future. I hope that there will be something to create shade along the walkway, maybe some artificial canopies if trees aren't mature enough to provide shade. Shade is in short supply for walkers along the Hastings &amp; Willingdon sidewalks.</p> <p>- Shaw Go Wi-Fi Hot Spots, Mini-library Box - take a book/leave a book, large chess set, Farmer's market at Hastings Stand Willingdon (Southwest Corner), S/W corner of Willingdon should be a Community space, public piano.</p>
Environment	1	1%	- I would like to make sure that rain gardens and water infiltration to ground water, no going into storm drain.
Proximity to Road	1	1%	- Theoretically a nice idea. The street itself will never match the display pictures. The area will be noisy, dusty dirty given the greenway is next to a major roadway. The adjacent houses will be inundated with noise and most likely homeless folks and addicted folks.

9a Are you a resident of the Northwest Burnaby?

	YES	NO	NO RESPONSE
# OF RESPONDENTS	64	7	2
	88%	0%	3%

9b If you answered Yes to Question 9 a), please tell us which Northwest Burnaby neighbourhood you live in.

AREA OF RESIDENCY	# OF RESPONDENTS	% OF TOTAL RESPONDENTS
BRENTWOOD NEIGHBOURHOOD	32	44%
WILLINGDON HEIGHTS NEIGHBOURHOOD	3	4%
WEST CENTRAL VALLEY NEIGHBOURHOOD	0	0%
DAWSON-DELTA NEIGHBOURHOOD	0	0%
BURNABY HEIGHTS NEIGHBOURHOOD	24	33%
CAPITOL HILL NEIGHBOURHOOD	8	11%
PARKCREST-AUBREY NEIGHBOURHOOD	1	1%
ARDINGLEY-SPROTT NEIGHBOURHOOD	0	0%

9c If you answered No to Question 9 a), please tell us where you live.

AREAS OF RESIDENCY OUTSIDE NORTHWEST BURNABY	# OF RESPONDENTS	% OF TOTAL RESPONDENTS
SOUTH BURNABY	3	4%
NORTHEAST BURNABY	2	3%
EAST VANCOUVER (WORKS AND SHOPS IN BURNABY)	1	1%
PORT COQUITLAM (GREW UP IN THE HEIGHTS)	1	1%

10 Please tell us about the ages of the people in your household

	AGE 0-4	AGE 5-9	AGE 10-14	AGE 15-19	AGE 20-29	AGE 30-49	AGE 50-64	AGE 65+
# OF RESPONDENTS	3	8	13	15	10	31	32	36
	2%	5%	9%	11%	7%	21%	22%	24%

Notes: - 46 respondents listed more than one of the above age groups living in their household for a total number of 148 persons. 2 respondents did not respond to the question.

- 26 respondents had households with children for a total number of 39 children.

- 20 respondents had households with seniors only.



Meeting 2017 January 31

## COMMITTEE REPORT

**TO:** CHAIR AND MEMBERS  
PLANNING AND DEVELOPMENT  
COMMITTEE

**DATE:** 2017 January 26

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** 42000 20  
*Reference: Bylaw Text Amendment*

**SUBJECT:** PROPOSED ZONING BYLAW TEXT AMENDMENTS – 2017 JANUARY

**PURPOSE:** To propose a number of text amendments to the Burnaby Zoning Bylaw.

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**RECOMMENDATION:**

1. **THAT** Council be requested to authorize the preparation of a bylaw amending the Burnaby Zoning Bylaw, as outlined in Section 2.0 of this report, for advancement to a Public Hearing at a future date.

**REPORT**

**1.0 BACKGROUND INFORMATION**

As part of the ongoing review of the Burnaby Zoning Bylaw, which usually takes place in the context of development enquiries and discussions regarding the intent of the bylaw and the general need to update the bylaw, text amendments are brought forward from time to time. These text amendment reports are submitted in order to provide clarification and improvements to the wording of the bylaw, and to respond to changes in related legislation and changes in forms of development, land uses, and social trends.

This report presents five Zoning Bylaw text amendments regarding: (1) required parking spaces for liquor licence and similar establishments for the sale and consumption of food or beverages on the premises; (2) mobile retail carts; (3) public assembly and entertainment uses; (4) maximum height of fences/walls located anywhere on a property; and (5) minimum clearance of required off-street parking spaces.

**2.0 PROPOSED BYLAW TEXT AMENDMENTS**

**2.1 Parking Requirements for Liquor Licence and Similar Establishments**

**Issue**

Section 800.4(19) of the Zoning Bylaw requires “liquor licence and similar establishments for the sale and consumption of food or beverage on the premises” to provide one parking space per



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five seats, regardless of the number of seats in the facility. This contrasts from the parking requirements for “restaurants or eating establishments”, which have varying parking requirements based on the number of seats. The parking standard in Section 800.4(19) therefore unnecessarily restricts the permitted number of seats in liquor licence and similar establishments with 50 seats or less.

### **Discussion**

On July 20, 2016, Council received a report regarding a lounge endorsement application for Dageraad Brewing, a liquor manufacturer located at #114 and #116 – 3191 Thunderbird Crescent. The purpose of the application was to propose an accessory lounge<sup>1</sup> with a total area of approximately 79.19 m<sup>2</sup> (852 sq.ft.) and a maximum of 50 seats. The report supported the proposed accessory lounge use and also recommended a text amendment to the parking requirements of the Zoning Bylaw.

“Liquor licence and similar establishments for the sale and consumption of food or beverages on the premises” are similar to “restaurants and eating establishments” with regards to parking needs. However, the Zoning Bylaw defines different parking requirements for these two uses. Section 800.4(19) of the Zoning Bylaw requires liquor licence and similar establishments to provide one parking space per five seats. This differs from the parking requirements for restaurants and eating establishments, which are as follows:

- a) establishments with more than 50 seats: one parking space per five seats;
- b) establishments with 50 seats or less not located in a shopping centre: one parking space per 46 m<sup>2</sup> (495 sq.ft.) of gross floor area; and,
- c) establishments with 50 seats or less located in a shopping centre: equal number to that required for a retail store occupying equal floor space in a shopping centre.

Based on these requirements, the Zoning Bylaw requires more parking spaces for liquor licence and similar establishments than the same size restaurant or eating establishment with 50 seats or less. In many cases, this parking requirement unnecessarily restricts the permitted number of seats in liquor licence and similar establishments with less than 50 seats. For instance, based on the eight parking spaces available at the subject site for Dageraad Brewing lounge customers, the maximum number of seats permitted is 40. A restaurant occupying the same space would be permitted 50 seats. A text amendment to the parking requirements of the Zoning Bylaw is therefore recommended in order to align the parking requirements of “liquor licence and similar

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<sup>1</sup> A liquor licence establishment requires a liquor primary licence or a liquor primary club licence under the *Liquor Control and Licensing Act*. An “accessory lounge” is distinct from a liquor licence establishment in that a lounge endorsement is an accessory use that is permitted as an endorsement to a liquor manufacturer’s licence. The accessory lounge use is considered as a “similar establishment” to the liquor licence establishment in the Zoning Bylaw.

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establishments for the sale and consumption of food or beverages on the premises” with that of “restaurants and eating establishments”.

It should be noted that the implications of the proposed text amendment on other existing liquor licence and similar establishments in the City would be minimal, as only three existing establishments (two within hotels and one within a bowling alley) have 50 seats or less. The parking requirements for establishments having more than 50 seats would remain the same.

### **Recommended Bylaw Amendment**

1. **THAT** Section 800.4(19) of the Zoning Bylaw be amended to require liquor licence and similar establishments for the sale and consumption of food or beverages on the premises having more than 50 seats, to provide one parking space for each five seats.
2. **THAT** Section 800.4(19a) of the Zoning Bylaw be amended to require liquor licence and similar establishments for the sale and consumption of food or beverages on the premises having 50 seats or less and are not located in a shopping centre, to provide one parking space per 46 m<sup>2</sup> (495.16 sq.ft.) of gross floor area.
3. **THAT** Section 800.4(19b) of the Zoning Bylaw be amended to require liquor licence and similar establishments for the sale and consumption of food or beverages on the premises that are located in a shopping centre and have 50 seats or less to provide an equal number of parking spaces to that required for a retail store occupying equal floor space in a shopping centre.

## **2.2 Mobile Retail Carts**

### **Issue**

The mobile retail cart<sup>2</sup> is a permitted use in the C2 Community Commercial, C3 General Commercial, C4 Service Commercial, C8 Urban Village Commercial (Hastings), and M1 Manufacturing Districts. These zoning districts require that all permitted businesses and undertakings be conducted within a completely enclosed building, as a condition of use. This limits the location and operation of mobile retail carts in the subject districts to the indoors..

### **Discussion**

The Zoning Bylaw requires that all permitted businesses and undertakings in most commercial and industrial districts be located within an enclosed building, with the exception of certain outdoor uses.

<sup>2</sup> A mobile retail cart is defined in the Zoning Bylaw as a cart having maximum ground coverage of 3.72 m<sup>2</sup> (40 sq.ft.) that is capable of being moved by one person and is intended for use as a temporary location for the retail of goods or services on an appropriately zoned property.

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“Mobile retail carts” were first introduced as a permitted use in Burnaby when the Zoning Bylaw was amended in 1993, to permit their operation in the finished and pedestrian-oriented open spaces in the C3 District. The Bylaw was also amended to exclude mobile retail carts from being enclosed within a building. In 1995, the Zoning Bylaw was further amended to permit “mobile retail carts” as an accessory use to principal retail uses in the C2, C4, C8, M1, M2 and M3 Districts. The Bylaw was not amended at that time to exclude mobile retail carts operating in the C2, C4, C8, M1 and M2 districts from being enclosed within a building.

Considering mobile retail cart businesses often operate outdoors and cater to pedestrians, it is recommended that mobile retail carts be excluded from being enclosed within a building in the subject districts of C2, C4, C8, M1 and M2.

### **Recommended Bylaw Amendment**

1. **THAT** Section 302.2(1) of the Zoning Bylaw (C2 Community Commercial District’s Conditions of Use) be amended to include “mobile retail cart”.
2. **THAT** Section 304.2(1) of the Zoning Bylaw (C4 Service Commercial District’s Conditions of Use) be amended to include “mobile retail cart”.
3. **THAT** Section 308.3(1) of the Zoning Bylaw (C8 Urban Village Commercial (Hastings) District’s Conditions of Use) be amended to include “mobile retail cart”.
4. **THAT** Section 401.2(1) of the Zoning Bylaw (M1 Manufacturing District’s Conditions of Use) be amended to include “mobile retail cart”.
5. **THAT** Section 402.2(1) of the Zoning Bylaw (M2 General Industrial District’s Conditions of Use) be amended to include “mobile retail cart”.

### **2.3 Public Assembly and Entertainment Uses**

#### **Issue**

Public assembly and entertainment uses are permitted in the C2 Community Commercial, C3 General Commercial, C4 Service Commercial, and C8 and C9 Urban Village Commercial Districts. Each zoning district schedule lists examples of the type of public assembly and entertainment uses, but no definition is contained in the Bylaw. To address this matter, a definition is proposed.

#### **Discussion**

Due to the evolving nature of entertainment and lifestyle needs, many of the examples, such as catering establishments, roller rinks, and etc. that were specified at the time the Zoning Bylaw was first adopted in 1965 are no longer common or relevant. The inclusion of a definition for the



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“public assembly and entertainment uses” in the Zoning Bylaw will support clarity in the Bylaw for accommodation of contemporary assembly/entertainment uses.

In order to better accommodate emerging uses while also addressing the community’s assembly/entertainment needs at the neighbourhood, local, and municipal levels, it is recommended that: (1) “Public Assembly and Entertainment Use” be defined in the Zoning Bylaw; and (2) “Public Assembly and Entertainment Use” be permitted in the C2, C3 and C4 Districts as a general use, with examples of specific uses only being provided in the definition. It is anticipated that this amendment would better accommodate assembly/entertainment uses that meet market demand and needs into the future. It should be noted the public assembly and entertainment uses are currently permitted in the C8 and C9 Districts without providing examples of specific uses.

#### **Recommended Bylaw Amendment**

1. **THAT** Section 3 of the Zoning Bylaw be amended to include a definition of “Public Assembly and Entertainment Use”, same or similar to the following definition:

*“Public Assembly and Entertainment Use” means the use of a building or an establishment for assembly or entertainment, including bowling alleys, meeting halls, theaters, auditoriums, swimming pools, curling rinks and similar uses, but excludes amusement arcades, billiard halls, discotheques, gaming facilities and gaming houses.*

2. **THAT** Section 302.1(7) of the Zoning Bylaw ( C2 Community Commercial District’s Permitted Uses) be replaced with the same or similar wording as follows:

*Public assembly and entertainment uses, excluding drive-in theatres.*

3. **THAT** Section 303.1(13) of the Zoning Bylaw ( C3 General Commercial District’s Permitted Uses) be replaced with the same or similar wording as follows:

*Public assembly and entertainment uses, excluding drive-in theatres.*

4. **THAT** Section 304.1(23) of the Zoning Bylaw ( C4 Service Commercial District’s Permitted Uses) be replaced with the same or similar wording as follows:

*Public assembly and entertainment uses.*

#### **2.4 Maximum Height of Fences/Walls Located Anywhere on the Property**

##### **Issue**

Sections 6.14(5)(a) of the Zoning Bylaw allows fences or walls not greater than 1.0 m (3.28 ft.) in height to be located anywhere on a property in all zoning districts. Section 6.13(1) further

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regulates this maximum 1.0 m (3.28 ft.) height within defined vision clearance areas at intersections. This specified height is not consistent with the BC Building Code's (BCBC) minimum height requirement for exterior guards.

### **Discussion**

Section 9.8.8.3(1) of the 2012 BCBC requires that all exterior guards, with some exceptions, be not less than 1.07 m (3.51 ft.) in height. However, sections 6.13(1) and 6.14(5a) of Zoning Bylaw limits fence or wall height to a maximum 1.0 m (3.28 ft.).

The BCBC requires that all municipal bylaws regulating construction of buildings and structures comply with the Code. Accordingly, a variance to the Zoning Bylaw is required on a case by case basis to ensure the BCBC's minimum 1.07 m (3.51 ft.) height requirement is met. Considering the minor difference (0.07 m [0.23 ft.]) between the height limitation of the Zoning Bylaw and the minimum height requirement of the BCBC for the fence, wall, or guard, it is recommended that the height specifications in sections 6.13(1) and 6.14(5)(a) of the Zoning Bylaw be amended to be consistent with the minimum height requirement of the BCBC. The proposed amendment will not impact the Bylaw's objective of ensuring vision clearance at intersections.

### **Recommended Bylaw Amendment**

1. **THAT** Section 6.13(1) of the Zoning Bylaw (Vision Clearance at Intersections) be amended to increase the maximum height of a fence, wall or structure, other than a permitted street canopy in a C2, C3 or C4 District or a permitted principal building, from 1.0 m (3.28 ft.) to 1.07 m (3.51 ft.).
2. **THAT** Section 6.14(5)(a) of the Zoning Bylaw (Fences) be amended to increase the maximum height of fences or walls located anywhere on the lot, in all zoning districts, from 1.0 m (3.28 ft.) to 1.07 m (3.51 ft.).

## **2.5 Minimum Clearance Required for Off-Street Parking Spaces**

### **Issue**

Section 800.7(2) of the Zoning Bylaw requires a minimum clear height of 2.1 m (6.89 ft.) for off-street parking spaces. This provision of the Bylaw is not consistent with the minimum height requirement of the British Columbia Building Code (BCBC) for a storage garage.

### **Discussion**

The 2012 BCBC requires that the clear height in a storage garage shall be not less than 2.0 m (6.56 ft.). However, the Zoning Bylaw specifies a minimum clear height of 2.1 m (6.89 ft.) for off-street parking. The purpose of this bylaw provision is to ensure adequate ceiling height of the parking spaces.

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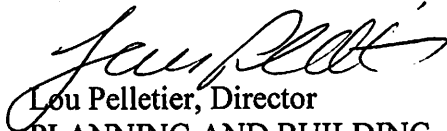
Given the BCBC requires that all municipal bylaws regulating construction of buildings and structures comply with the Code, it is recommended that Section 800.7(2) of the Zoning Bylaw be amended to reflect the minimum clear height requirement of the BCBC for a storage garage. The proposed amendment will not impact the Bylaw's objective of ensuring the adequate ceiling height of the parking spaces.

### **Recommended Bylaw Amendment**

1. **THAT** Section 800.7(2) of the Zoning Bylaw (the minimum dimensions of off-street parking spaces) be amended to reduce the minimum height of the parking spaces from 2.1 m (6.89 ft.) to 2.0 m (6.56 ft.).

### **3.0 CONCLUSION**

The above zoning bylaw text amendments are proposed in order to clarify certain aspects of the bylaw, make amendments in support of existing practices, as well as respond to changes in related legislation. It is recommended that Council approve the above proposed text amendments, as outlined in Section 2.0, of this report for advancement to a Public Hearing at a future date.

  
 Lou Pelletier, Director  
 PLANNING AND BUILDING

PS:spf

cc: City Manager  
 Director Engineering  
 Director Public Safety and Community Services  
 Chief Building Inspector  
 Chief Licence Inspector  
 City Solicitor  
 City Clerk

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## COMMITTEE REPORT

**TO:** CHAIR AND MEMBERS  
PLANNING AND DEVELOPMENT  
COMMITTEE

**DATE:** 2017 January 26

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** 49500 10  
*Reference:* R12 7335-7359 14th Ave

**SUBJECT:** R12 DISTRICT AREA REZONING PUBLIC CONSULTATION RESULTS  
FOR 7335 TO 7359 14<sup>TH</sup> AVENUE (NORTH SIDE)

**PURPOSE:** To review the results of the consultation process regarding a request for an area rezoning from the R5 to the R12 District and to recommend that the subject area be advanced through the rezoning process.

### RECOMMENDATIONS:

1. **THAT** the Planning and Development Committee recommend that Council authorize the preparation of a Rezoning Bylaw to rezone 7335 to 7359 14th Avenue (north side), as referenced in Schedule A (*attached*), from the R5 Residential District to the R12 Residential District, and that the bylaw be advanced to First Reading on 2017 February 06 and to Public Hearing on 2017 February 28 at 7:00 p.m.
2. **THAT** a copy of this report be sent to the property owners and residents in the petition and consultation areas.

## REPORT

### 1.0 BACKGROUND

A petition requesting the rezoning of 7335 to 7359 14th Avenue (north side) from the R5 Residential District to the R12 Residential District was received in the Planning Department. The petition represents an area consisting of five legal lots (Sketch #1 *attached*). The petition was signed by four (80%) of the five property owners.

On the recommendation of the Planning and Development Committee, Council at its regular meeting of 2016 July 11 authorized staff to initiate a consultation process to determine the level of support for the proposed area rezoning. This report reviews the results of the consultation process and recommends that the area rezoning be advanced.

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 From: Director Planning and Building  
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## 2.0 CONSULTATION PROCESS

The approved consultation process for the subject area rezoning involved the distribution of a brochure and questionnaire to the property owners and residents in the proposed rezoning area and to owners and residents in the consultation area, which extends 100 m (328.08 ft.) from the rezoning area.

In addition, a community open house was held on 2016 November 24 at Stride Avenue Community School and was attended by eight residents.

### 2.1 Responses in the Rezoning Area

There were four responses to the questionnaire from the property owners of the five lots in the rezoning area, which is an 80% response rate. The table below contains the questionnaire results for owners in the rezoning area.

#### *Questionnaire Results – Owners in the Rezoning Area*

	Support	Oppose	Undecided	Did Not Respond
Resident Owner	1	0	0	1
Absentee Owner	3	0	0	0
Total	4	0	0	1

This return shows that four of the owners favour the proposed area rezoning. The four positive responses represent 80% of the total number of lots in the subject area.

There were no responses from tenants in the rezoning area.

### 2.2 Responses in the Consultation Area

There was one questionnaire returned from the 276 questionnaires sent out to residents and property owners in the broader consultation area. The one respondent did not express support or opposition to the proposed area rezoning.

## 3.0 DISCUSSION

The key factor in recommending whether an area rezoning should proceed through the rezoning process is evidence of majority support for the rezoning within the proposed rezoning area. The adopted guidelines for area rezonings state that responses to the questionnaire from within the proposed rezoning area should meet the following criteria, in order for the proposal to be forwarded to Public Hearing:

1. Where the response rate is 100%, at least 50% of the property owners have indicated that they support an area rezoning; or,
2. Where the response rate is less than 100%, at least 50% of the property owners have responded and at least 70% of those who responded support the area rezoning.

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 From: Director Planning and Building  
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The response rate for the subject area rezoning does not meet the first criteria, because 100% of the property owners within the rezoning area did not respond. However the response rate does meet the second criteria as 80% (four) of the property owners in the rezoning area did respond. Of these respondents, all support the area rezoning proposal which represents 100% of the respondents. This result meets the 70% support requirement. One property owner did not respond.

As such, the proposal meets the Council adopted guidelines for area rezoning as there is majority support among the property owners within the rezoning area. Therefore it is recommended that this proposal be advanced through the rezoning process.


Should the rezoning process conclude to establish the R12 District, all five lots would be eligible for a two family dwelling. Development potential is subject to meeting all City bylaw requirements.

#### 4.0 CONCLUSION

The results of the public consultation process for the proposed R12 area rezoning for 7335 to 7359 14th Avenue (north side) have been reviewed and are included in this report. Of the five property owners in the rezoning area, four indicated support. As such, the proposal has achieved the required percentage of support under the City's adopted guidelines for area rezoning.

It is recommended that the Planning and Development Committee forward this report to Council with the recommendation that the proposed R12 area rezoning bylaw be advanced to a Public Hearing, and that a copy of this report be sent to the property owners and residents for their information.

The purpose of the rezoning is to permit the development of single and two family dwellings on small lots in accordance with the R12 District.

  
 Lou Pelletier, Director  
 PLANNING AND BUILDING

LS:spf  
 Attachment

cc:	City Manager	Director Finance
	Director Engineering	Chief Building Inspector
	City Solicitor	City Clerk

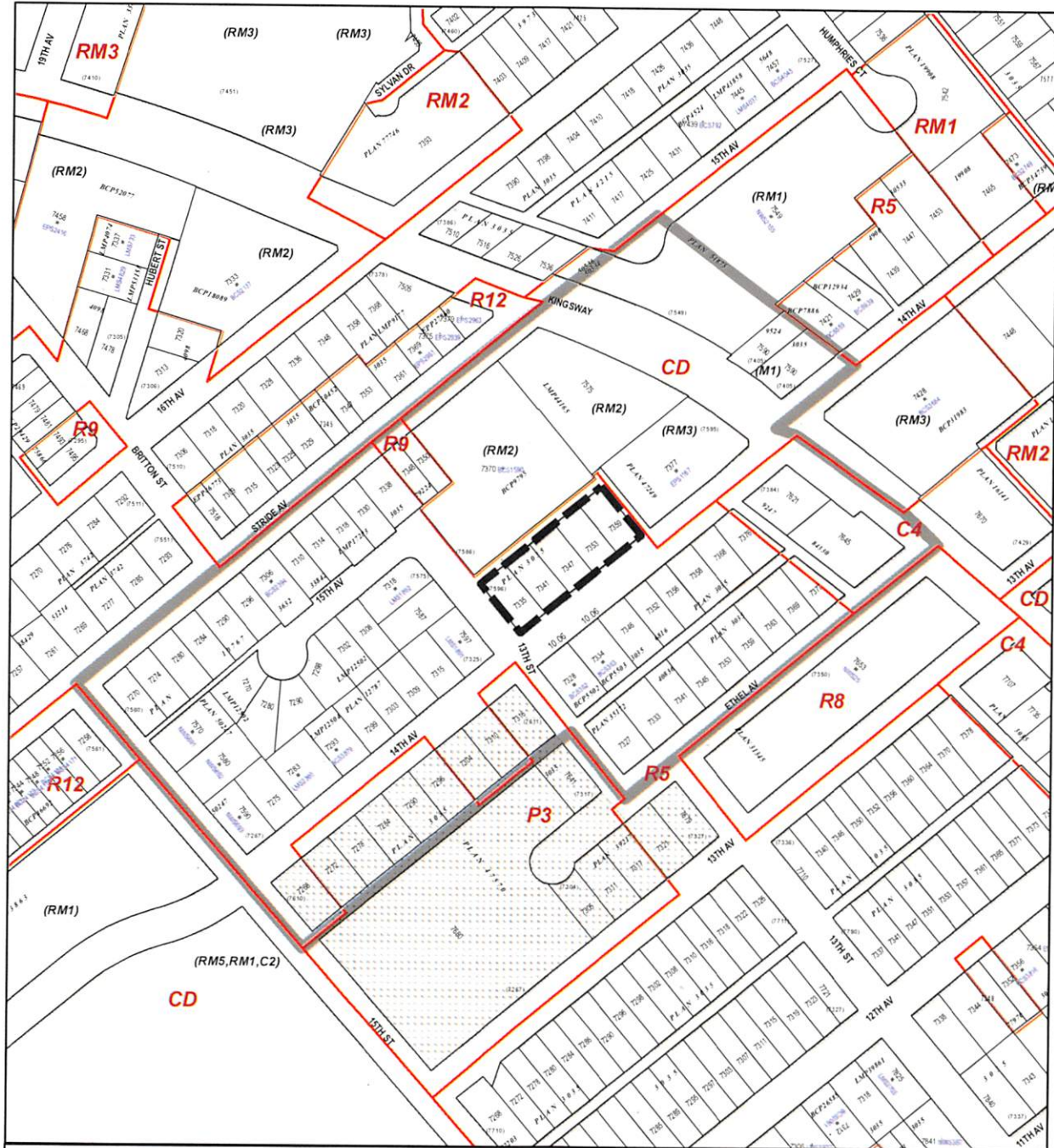
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**AREA REZONING #17-01  
R5 TO R12 DISTRICT  
7335 TO 7359 FOURTEENTH AVENUE**

**SCHEDULE "A"**

<b>ADDRESS</b>	<b>LEGAL DESCRIPTION</b>	<b>PID</b>
7335 14 <sup>th</sup> Avenue	Lot 24, Block 2, DL 29, Group 1, NWD Plan 3035	010-806-407
7341 14 <sup>th</sup> Avenue	Lot 23, Block 2, DL 29, Group 1, NWD Plan 3035	010-806-393
7347 14 <sup>th</sup> Avenue	Lot 22, Block 2, DL 29, Group 1, NWD Plan 3035	003-407-659
7353 14 <sup>th</sup> Avenue	Lot 21, Block 2, DL 29, Group 1, NWD Plan 3035	003-008-266
7359 14 <sup>th</sup> Avenue	Lot 20, Block 2, DL 29, Group 1, NWD Plan 3035	002-218-089



PLANNING & BUILDING DEPARTMENT



DATE:  
JAN 12 2017

SCALE:  
1:3,504

DRAWN BY:  
AY

NORTH SIDE OF 7300 BLOCK 14TH AVENUE R12



Rezoning Area



Consultation Area

Sketch #1



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## COMMITTEE REPORT

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**TO:** CHAIR AND MEMBERS  
PLANNING AND DEVELOPMENT  
COMMITTEE

**DATE:** 2017 January 26

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** 49500 10  
*Reference: R12S 4036 to 4098 Kincaid  
Street (south side)*

**SUBJECT: R12S DISTRICT AREA REZONING PUBLIC CONSULTATION  
RESULTS – 4036 TO 4098 KINCAID STREET (SOUTH SIDE)**

**PURPOSE:** To review the results of the consultation process regarding a request for an area rezoning from the R5 to the R12S District and to recommend that the subject area not be advanced through the rezoning process.

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**RECOMMENDATIONS:**

1. **THAT** the Planning and Development Committee recommend that Council not advance the request for the R5 to R12S area rezoning for 4036 to 4098 Kincaid Street (south side).
2. **THAT** a copy of this report be sent to the property owners and residents in the petition and consultation areas.

**REPORT****1.0 BACKGROUND**

A petition requesting the rezoning of the south side of 4036 to 4098 Kincaid Street from the R5 Residential District to the R12S Residential District was received in the Planning Department. The petition represents an area consisting of ten legal lots containing eight single family dwellings and one strata two family dwelling (two legal lots) (see attached *Sketch #1*). The petition was signed by six (60%) of the ten property owners in the proposed rezoning area.

On the recommendation of the Planning and Development Committee, Council at its regular meeting of 2016 July 11 authorized staff to initiate a consultation process to determine the level of support for the proposed area rezoning. This report reviews the results of the consultation process and recommends that the area rezoning not be advanced.



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## 2.0 CONSULTATION PROCESS

The approved consultation process for the subject area rezoning involved the distribution of a brochure and questionnaire to the property owners and residents of the ten properties in the proposed rezoning area and to 65 owners and residents in the consultation area. In addition, a community open house was held on 2016 November 17 at Cascade Heights Elementary School and was attended by approximately five residents.

### 2.1 Responses in the Rezoning Area

There were eight responses to the questionnaire from the property owners of the ten properties in the rezoning area, which is an 80% response rate. The table below contains the questionnaire results for owners in the rezoning area.

#### *Questionnaire Results – Owners in the Rezoning Area*

	Support	Oppose	Undecided	Did Not Respond
Resident Owner	2	2	1	2
Absentee Owner	3	0	0	0
Total	5	2	1	2

This return shows that five of the owners favour the proposed area rezoning while two are opposed and one is undecided. The five positive responses represent 50% of the total number of properties in the subject area.

There were no responses from tenants in the rezoning area.

### 2.2 Responses in the Consultation Area

There were three questionnaires returned from the 65 residents and property owners in the broader consultation area. Two respondents supported the proposed rezoning and one respondent, who indicated they would also like to have their property rezoned, did not express either support or opposition to the proposed rezoning.

## 3.0 DISCUSSION

The key factor in recommending whether an area rezoning should proceed through the rezoning process is evidence of majority opinion in support of the rezoning within the proposed rezoning area. The adopted guidelines for area rezonings state that a proposal should meet the following criteria, in terms of responses to the questionnaire, in order to be forwarded to Public Hearing:

1. Where the response rate is 100%, at least 50% of the property owners have indicated that they support an area rezoning; or,
2. Where the response rate is less than 100%, at least 50% of the properties have responded and at least 70% of those who responded support the area rezoning.

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The response rate for the subject area rezoning does not meet the first criteria because less than 100% of the properties within the rezoning area responded. However the response rate does meet the second criteria as 80% (eight) of the property owners in the rezoning area responded. Of these respondents, five supported the area rezoning proposal which represents 62.5% of the respondents. This result does not meet the 70% support requirement. There were two property owners opposed, representing 25% of the respondents, and one property owner undecided, representing 12.5% of the respondents. Two property owners did not respond.

As such, the proposal does not meet the Council adopted guidelines for area rezoning as there is not adequate support among the owners within the rezoning area. Therefore it is recommended that this proposal not be advanced through the rezoning process.

#### 4.0 CONCLUSION

The results of the public consultation process for the south side of 4036 to 4098 Kincaid Street have been reviewed and are included in this report. Of the ten property owners in the rezoning area, five indicated support, two objected, and one was undecided. As such, the proposal has failed to reach the required percentage of support under the City's adopted guidelines for the Area Rezoning program.

Therefore, it is recommended that the Planning and Development Committee advance this report to Council recommending that the proposed R12S area rezoning process not be advanced, and that a copy of this report be sent to the property owners and residents for their information.

  
 Lou Pelletier, Director  
 PLANNING AND BUILDING

LS:spf  
*Attachment*

cc: City Manager  
 Director Finance  
 Director Engineering  
 Chief Building Inspector  
 City Solicitor  
 City Clerk



PLANNING & BUILDING DEPARTMENT



DATE:  
JUN 13 2016

SCALE:  
1:5,919

DRAWN BY:  
AY

SOUTH SIDE OF 4000 BLOCK KINCAID STREET R12S



Rezoning Area



Consultation Area

Sketch #1