
TO: CITY MANAGER **DATE:** 2016 November 16

FROM: DIRECTOR PLANNING AND BUILDING **FILE:** 71130 20

**SUBJECT: METROTOWN PLAN UPDATE:
DRAFT METROTOWN DOWNTOWN PLAN**

PURPOSE: To summarize input received in connection with the first phase of the *Metrotown Downtown Plan* update; to seek Council endorsement of the *Draft Metrotown Downtown Plan*; and, to initiate phase two of the public input process to seek community feedback on the Draft proposals for the update of the *Plan*.

RECOMMENDATIONS:

1. **THAT** Council endorse the *Draft Metrotown Downtown Plan* as a basis for receiving public input, as outlined in this report.
2. **THAT** Council authorize staff to undertake a public input process on the *Draft Metrotown Downtown Plan*, as outlined in this report.

REPORT

1.0 INTRODUCTION

On 2016 May 9, Council initiated the formal review of the Plan for the Metrotown Town Centre in its adoption of the recommendations of a staff report that outlined a preliminary vision, principles and land use framework as a basis for soliciting public input. That public input process occurred between 2016 May 28 and 2016 September 31. This report represents the next step in the Plan update process in that it summarizes the input from the first phase, it conveys a *Draft Metrotown Downtown Plan* that is built upon the preliminary vision, principles and land use framework of the first phase, it indicates how the Draft Plan responds to the input received, and it outlines the next steps in the Plan update process.

This Plan update process for Metrotown provides the opportunity to create a true downtown for Burnaby; one that enables the highest order of land use and development supported by social, recreation, entertainment, and cultural amenities important to all of Burnaby's residents, businesses and employees.

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With the approval of this report, staff would initiate the second phase public input process over the next few months, to guide the preparation of a final *Metrotown Downtown Plan* in early 2017.

2.0 AREA CONTEXT

Metrotown is prominently located on the Kingsway Ridge in the southwest quadrant of Burnaby. The boundaries are generally defined by Boundary Road and Central Park to the west, Royal Oak Avenue to the east, Imperial Street to the south, and a varied northern boundary including Bond and Dover Streets (see **Figure 1**). The Plan area totals 297.44 hectares (735 acres) and is currently home to approximately 25,000 residents. To the north and south of the Plan area are established single-and two-family neighbourhoods. To the east is the Royal Oak Community Plan Area, and to the west is the City of Vancouver. Metrotown is located at the geographic centre of Metro Vancouver and is connected by major transportation linkages including Kingsway, Willingdon Avenue and the Expo SkyTrain line. The area is also a transportation hub in that it is directly served by two SkyTrain stations (Patterson Station and Metrotown Station) and related bus routes and exchanges, with Metrotown Station being one of the most highly used stations in the network. The Royal Oak Station is located further southeast in close walking distance to the Metrotown area. In addition to Metrotown's many parks and open spaces, one of the area's key features is Central Park, which is both a city and regional destination for sport, cultural and leisure activities.



Figure 1: Adopted Metrotown Development Plan Area

3.0 CONTEXT FOR THE METROTOWN DEVELOPMENT PLAN UPDATE

In 1977, the first comprehensive *Metrotown Development Plan* was adopted, which established Metrotown as the primary Town Centre in the city, with the broadest mix of uses and opportunities to live, work, and play. Since the adoption of the 1977 Plan, the city and the Town Centre have evolved in areas such as urban design, mixed-use development, community amenities, public art, and sustainability. More recent policies and standards in these areas have been established to guide future development throughout the city, in accordance with the city's *Official Community Plan*.

With the growth and evolution of the city and the Town Centre, an updated Metrotown Plan is necessary to address the following:

3.1 New City-wide Policies and Standards

Since the 1977 Plan was adopted, the city has adopted several key policies and standards that have had, and will continue to have, a direct impact on the development and growth of Metrotown. These policies include the Burnaby *Official Community Plan* (1998), the *Burnaby Transportation Plan* (1995), the three Sustainability Strategies (*Economic Development Strategy* (2007), *Social Sustainability Strategy* (2011), and the *Environmental Sustainability Strategy* (2016), the 's' *Category Zoning* (2010), the *Community Benefit Bonus Policy* (1997), and the *Town Centre Public Realm Design Standards* (2015). A Plan update will reflect these new city-wide policies and standards to guide development into the future.

3.2 Accommodating Regional Growth

In 2011, Metro Vancouver and its member municipalities adopted the *Regional Growth Strategy* (RGS) which addressed the main challenge of how to accommodate anticipated growth in the region. Through its Regional Context Statement, Burnaby has committed to accommodating an additional 125,000 people by 2041. Identified as a Regional City Centre within the RGS, Metrotown is anticipated to accommodate a significant component of the city's residential and commercial growth. A Plan update will respond to the city's commitment to accommodate Burnaby's share of regional growth over the long-term, in locations well-served by transit and other amenities.

3.3 Physical Changes

Metrotown has experienced significant growth in the decades since the adoption of the 1977 Plan. It has matured and the physical landscape has changed considerably. New development, in accordance with the 1977 Plan, has changed Kingsway and areas around transit and SkyTrain from automobile-oriented commercial and low intensity residential uses, to a dynamic walkable, transit-oriented mixed-use community that is served by parks, civic facilities, amenities, and numerous commercial and business enterprises. A fundamental change to the area came with the introduction of the Expo SkyTrain line, which has had a significant impact in terms of accessibility to the core and the surrounding communities. A Plan update will integrate these physical changes with a new land use framework to guide the development of Metrotown into the future.

3.4 The Desire and Need for More Community Amenities

As Metrotown has grown, the desire and need for community amenities that serve the population has increased. Various new amenities, as well as expansions to existing facilities, have been achieved in alignment with the 1977 Plan. Metrotown is currently served by Central Park, the Bonsor Recreation Complex and Bonsor Park, the BC Parkway, Metro Skate Park, the new Beresford Art Walk, as well as four neighbourhood parks which include Kinnee, Loble, George McLean, and Maywood Park. Complementing these parks are the school sites of Marlborough Elementary and Maywood Community School, as well as Chaffey Burke Elementary, located just outside the Town Centre boundary. The Civic Square and Bob Prittie Library provide central gathering spaces for the community. Metrotown is also served by the new Bonsor 55+ Centre, and two new community resource centres, Metrotown Community Resource Centre and Pioneer Community Resource Centre. Since the adoption of the 1977 Plan, the Community Benefit Bonus Policy and the new Priority Amenity Program have been adopted to enable the continued provision of a wide range of community benefits. A Plan update will provide further opportunities and direction for the achievement of additional future community amenities.

3.5 Consolidation of Plan Updates

Since the 1977 Plan was adopted, several minor Plan amendments have been adopted by Council. These Plan updates included site specific changes to land use and density, including pursuing the opportunity for mixed-use sites to address specific neighbourhood conditions. A Plan update will consolidate all of these smaller amendments into one cohesive Plan document to guide Metrotown's evolution over the long-term, thereby providing a higher level of clarity for the community.

4.0 PURPOSE OF THE PLAN UPDATE

In addition to responding to the items described above, the advancement of a Plan update, as outlined in the following sections, will focus on refining the *Metrotown Development Plan* (1977) to:

- build on the legacy and successes of the *Metrotown Development Plan* (1977);
- accommodate future growth over time and provide varied housing options in alignment with Metro Vancouver's 2011 *Regional Growth Strategy* and with the City's housing policy;
- enhance community benefits, improve access to services, and advance the livability of Metrotown;
- create a superior public realm and encourage multi-modal transportation improvements in Metrotown for all ages and abilities; and,
- complement the objectives of the City-wide sustainability strategies in the context of Metrotown.

4.1 Building on the Legacy and Successes of the 1977 Metrotown Development Plan

Prior to the adoption of a comprehensive *Official Community Plan*, the City of Burnaby first established a development concept for Metrotown as part of the 1969 Apartment Area Study Plan, which includes neighbourhood level land use Plans throughout the city, including three in Metrotown: Area Plans J (Smith Avenue – Moscrop to Kingsway), L (Central Park – Metrotown Core) and M (Maywood). These Plans established the foundation and guidelines for many multiple-family and commercial developments in the Metrotown area between 1969 and 1977, including several high-rise apartment complexes. In 1977, the *Metrotown Development Plan* was adopted by Council, which provided for a more comprehensive vision of a high-density Metrotown Town Centre.

The *Metrotown Development Plan* (1977) was a visionary document premised on the emergence of Metrotown as the primary urban core within the city. The key tenets of the 1977 Plan were to integrate a mix of land uses in the urban core, accommodate growth and change over time, diversify the type and form of housing, create an efficient public transit network and pedestrian environment, and provide a range of public facilities including major parks, public spaces, civic uses and recreation complexes. The Apartment Study Area Plans and the 1977 Plan were applied concurrently between 1977 and 1987, when a finalized Core Area Review was completed that established the *Metrotown Development Plan* as the single guiding document to direct development in the Metrotown Town Centre area.

The land use designations within the 1977 Plan provide for a mix of uses in high-density, medium-density, and low-density building forms, and stand-alone commercial uses, as shown in **Figure 2**.

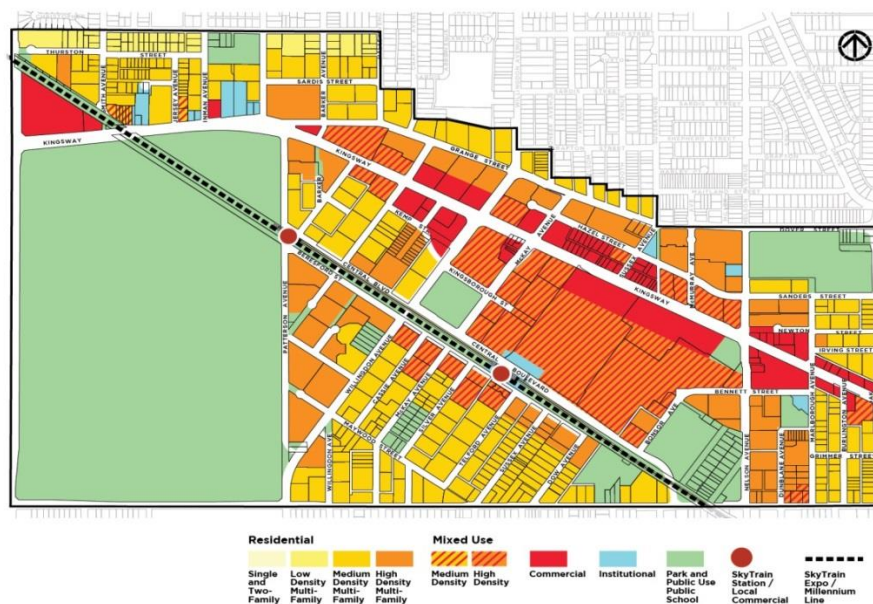


Figure 2: Adopted Metrotown Development Plan Generalized Land Use Map

To organize land use and development, the adopted 1977 Plan created 14 sub-areas within Metrotown. These sub-areas, as shown on **Figure 3**, were intended to create distinct neighbourhoods that were organized around dominant neighbourhood characteristics, while also collectively functioning as an integrated Town Centre.



Figure 3: Adopted Metrotown Development Plan Sub-Areas

Metrotown today positively reflects the accomplishments of the 1977 Plan, including mixed land uses in highly urbanized forms, multi-modal transportation connections, an extensive park and open space network, and community amenities. Since the adoption of the 1977 Plan, there have been updates to land use designations, reflective of changes in area context, such as the construction of the Expo SkyTrain line in 1986. This Plan update proposes to consolidate the numerous amendments that have been accommodated since the 1977 Plan's adoption, and build upon the vision of its policy, including the development of a civic identity and distinct neighbourhoods, to guide land use, development, urban design and neighbourhood character in Metrotown into the future. This Plan update is setting the stage to guide Metrotown's growth and development into the future; much like the 1977 Plan did over the last forty years.

4.2 Accommodate Growth and Provide the Opportunity for Varied Housing Options

Burnaby, through its adoption of the Metro Vancouver *Regional Growth Strategy* (RGS), has committed to accommodating a projected population of an additional 125,000 people in the city, for a total population of 345,000 people by 2041. To meet this demand, Metrotown is anticipated to accommodate a significant share of this growth.

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Growth and development in Burnaby is broadly directed by the *Official Community Plan* and its Residential Policy Framework, which calls for the development of the city's four Town Centres to accommodate much of the new residential growth through redevelopment of lands that are near transit and community services. The *Metrotown Development Plan* update, through increasing the capacity of existing land areas in the Town Centre, provides an opportunity to accommodate a share of this anticipated future growth. In addition to accommodating growth, the Plan update will support a diversity of housing types and tenures, with a range of unit types, to meet citizens' needs through all stages of life.

To help provide for housing choice along Burnaby's Housing Continuum, the city has supported a number of housing policies, regulations, and partnerships to encourage the development of special needs housing and non-market housing. The *Burnaby Housing Profile* (2016) describes the city's role as a facilitator in the delivery of housing initiatives, which would be supported by the Plan update, with the goal of partnering with provincial, federal and non-profit agencies for the delivery of non-market housing.

4.3 Enhance Community Benefits, Improve Access to Services, and Advance the Livability of Metrotown

Community livability is enhanced by elements that contribute to quality of life. These elements include the quality of the built and natural environments; opportunities for economic and social prosperity, education, health and wellness, and cultural, civic, entertainment, and recreational opportunities.

Burnaby established a Community Benefit Bonus Policy in 1997 to enhance Metrotown and other Town Centres as thriving neighbourhoods that meet citizen needs. The policy enables the City to grant additional residential density in Town Centres in exchange for contributions towards community benefits. Residential developments that utilize bonus density, plays a key role in providing and/or funding community amenities that contribute to a thriving and livable place. In addition, Community Benefit Funds (cash contributions-in-lieu) are set aside in specific Town Centre and city-wide accounts for the provision of future community amenities and affordable and/or special needs housing.

In 2014, Council adopted a policy framework to prioritize projects that could be funded or partially funded by the Community Benefit Bonus program. The priority amenity identified for Metrotown is the development of a major performance/event centre. The facility would be a city-wide destination capable of hosting performing arts, installations/exhibitions, and a broad range of community events, civic occasions, and significant gatherings. It would be intended to be a local community and civic oriented centre that is highly accessible to citizens in Metrotown and Burnaby as a whole. In addition, a south Burnaby ice arena has been identified as a further priority to serve residents, including those in Metrotown.

The Plan update would incorporate the existing priorities for community benefits and set a framework for future priority amenities that would contribute to a vibrant, inclusive and sustainable Metrotown over the long-term.

4.4 Create a Superior Public Realm and Multi-modal Transportation Improvements

Arising from the desire for higher standards for public realm improvements in Town Centres, Council adopted the Town Centre Public Realm Design Standards in 2015. These standards outline the technical requirements and designs for Town Centre streets to make them complete streets; providing for vehicle lanes and parking, widened sidewalks, bicycle facilities, significant trees, public art, colourful rain gardens, and street and pedestrian lighting. The street designs integrate pedestrian, cyclist, transit and driving networks with sustainable stormwater management, urban forestry, street lighting, public art and place-making functions to create accessible and complete streets. In accordance with rezoning and subdivision requirements, developers provide the necessary land dedications and funds to improve the public realm through the implementation of the standards through the development process.

The Plan update would support the implementation of the requirements for Town Centre Public Realm Design Standards and explore opportunities for broader connectivity within Metrotown, specifically with respect to road connections and pedestrian, cycling, and transit routes. Part of this improved connectivity will be in the form of a finer grained urban grid pattern of streets, open spaces, and public realm opportunities that better integrate neighbourhoods and improve upon the development pattern in Metrotown's core.

4.5 Complement Burnaby's Sustainability Strategies

The City of Burnaby's approach to community sustainability is outlined in three comprehensive strategies: the *Economic Development Strategy* (2007), the *Social Sustainability Strategy* (2011), and the *Environmental Sustainability Strategy* (2016). The policy direction in these strategies informed the preliminary vision, principles, and land use framework for Metrotown.

The City's economic development goals and strategies, as outlined in Burnaby's *Economic Development Strategy* (EDS), are to maintain and increase the diversity of the local economy; increase the total number of jobs and total investment in Burnaby; increase the quality and sophistication of the local economy; and, influence growth and change in the local economy. Metrotown plays an important role in the advancement of these goals by supporting the development and growth of a wide variety of local, regional, national, and international businesses to serve residents and visitors of Burnaby and the broader region. The Strategy supports a strong mix of residential, employment, commercial, and entertainment land uses in Metrotown and urban forms of development that achieve architectural excellence, and a strong relationship to public transit and the surrounding public realm.

Burnaby's *Social Sustainability Strategy* focuses on strategic priorities to create more inclusive, livable and resilient communities. Metrotown can contribute to this city-wide vision through an approach to community development that provides a strong, diverse and vibrant economy; a variety of housing options for residents; and convenient access to health services, recreation and the natural environment. Metrotown has a major role in the advancement of social priorities including the celebration of diversity and culture, and the fostering of a vibrant community-

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oriented arts and entertainment scene. Further, the Plan update will address community safety through the implementation of Crime Prevention through Environmental Design (CPTED) principles, and emergency and crisis response preparedness.

The recently adopted *Environmental Sustainability Strategy* (ESS) articulates the vision, goals, and actions of achieving sustainability and environmental conservation. The Plan update would be consistent with the Environmental Sustainability Strategy's integrated approach to environmental sustainability based on the intent to enhance and connect habitat and green spaces, and to support the development of highly-efficient green buildings with a mix of uses that are well-connected to pedestrian pathways, cycling routes and public transit. The Plan update will also guide new development and provide the opportunity to demonstrate leadership in sustainability and environmental conservation through innovative strategies and approaches to green building, with the goal of reducing energy and water consumption, and helping to manage greenhouse gas emissions.

The intent of the Plan update is to recognize the important role that Metrotown has in accommodating long term growth in a downtown setting; in supporting social, economic and environmental initiatives that will advance the City's sustainability strategies; and, to highlight the implementation of these city-wide strategies. Given the growth management function and policy context for Metrotown, the Plan update is intended to be evolutionary; meaning that it will carry forward the successes of the 1977 Plan by building upon its legacy and land use framework established decades ago.

5.0 OVERVIEW OF THE DRAFT METROTOWN DOWNTOWN PLAN

The following sections describe the scope of the proposed Draft Metrotown Downtown Plan, the preliminary vision and principles, and land use framework.

5.1 Scope of the Draft Metrotown Downtown Plan

Consistent with the process to-date, the scope of the Draft Metrotown Downtown Development Plan is focused on the establishment of a new vision and principles to guide development and growth into the future, as well as a new land use framework to establish a thriving downtown for the City of Burnaby.

The new vision, principles, and land use framework are to be reliant upon, complement, and strengthen the City's existing policy directions, such as: meeting growth management commitments under the *Regional Growth Strategy*; securing public realm and community amenities; providing sufficient residential capacity to support the facilitation of market and non-market housing; and supporting the City's Sustainability Strategies.

5.2 Draft Vision and Principles

The Draft vision for Metrotown is:

To establish an exciting, inclusive, and sustainable downtown for Burnaby; one comprised of well-connected neighbourhoods that provide a sense of place and community identity; provide major office, business, tourism and employment opportunities; provide a variety of housing choices; provide civic, recreational, and cultural amenities and facilities that serve the needs of the Metrotown community and Burnaby as a whole; is supported by a comprehensive transportation network that promotes a more walkable, healthier, and active community; and provide a high quality public realm that evokes a sense of beauty, creativity, excitement and vibrancy.

The following list of principles, and their associated goals, will provide broad guidance to help achieve a great downtown for the city.

- *Principle #1 - Metrotown is Burnaby's downtown:*
 - accommodating a significant share of the city's anticipated growth and development into the future;
 - providing the highest concentration and intensity of economic activity in the city;
 - fostering neighbourhood function, character and identity as part of an integrated and well-connected downtown; and,
 - enhancing neighbourhood amenities and public spaces that foster social interactions, serendipity, and healthy living.
- *Principle #2 - Metrotown is an exciting downtown:*
 - creating major streets that are vibrant and active with inviting land uses and urban landscapes that generate pedestrian activity throughout the day and night;
 - developing urban plazas, public squares and civic gathering spaces, for cultural, entertainment, social, and celebratory events, promoting Metrotown as both a city-wide and regional destination; and,
 - encouraging hospitality amenities and services to enhance visitors' experience.
- *Principle #3 - Metrotown is an inclusive downtown:*
 - requiring that physical accessibility is equal to all, regardless of physical ability, age, gender, or cultural background;
 - encouraging a community that welcomes all socioeconomic levels and embraces its diversity;
 - building on a sense of community and pride by fostering a safe and inclusive downtown; and,

- facilitating housing options by establishing a land use framework that supports a variety of housing types and tenures.
- *Principle #4 - Metrotown is a sustainable downtown:*
 - establishing sustainable employment and business activities by concentrating major office and commercial uses near transit, and providing supporting services and infrastructure;
 - promoting future development that reduces energy, water and resource demand and consumption, in alignment with the City’s broader environmental initiatives and policies; and,
 - providing amenities and infrastructure that promote healthy living and social well-being by meeting peoples’ basic needs, and supporting transportation options that support all modes, especially walking, cycling, and transit.

5.3 Proposed Draft Land Use Framework

The Draft Land Use Framework for Metrotown is an evolution of the 1977 Plan and other guiding City policies. At its core, the framework reinforces and establishes Metrotown’s role as the City’s “downtown” – an urban focal point for growth and development, employment opportunities, housing, arts, culture and entertainment, community services, and amenities.

The Draft land use framework for Metrotown features a mix of land uses and building forms that collectively support the development of a complete and balanced downtown. As shown on **Figure 4**, the preliminary land use framework identifies three main land use typologies that are referred to in this report as the Downtown Core, Core Residential, and Ground-Oriented Residential areas.



Figure 4: Preliminary Land Use Framework



The preliminary land use framework also identifies the three different types of building forms proposed for Metrotown: low-rise (generally 1-4 storeys), mid-rise (generally 4-12 storeys), and high-rise (generally 12+ storeys), as shown on **Figure 5**. It is important to note that mid-rise areas may incorporate low-rise building forms and high-rise areas may incorporate low to mid-rise forms in the overall built form to address and improve the urban streetscape.



Figure 5: The Built Form Framework



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The Land Use Framework for the Draft Plan, as shown on **Figure 6, below** and **Sketch #1, attached**, is an evolution of both the preliminary land use and built form frameworks noted above, with adjustments made based on input received from the first phase of public input. For more information on the Draft Plan's land use, see Section 7.0, below.



Figure 6: Draft General Land Use Map

The Preliminary Vision, Principles and Land Use Framework established the foundation of the Plan update and a basis to initiate the first phase of public input. The following section outlines the community outreach that was undertaken and the results of the first phase of public input.

6.0 PHASE I – PUBLIC INPUT RESULTS

On 2016 May 9, Council, in addition to endorsing the Preliminary Vision, Principles and Land Use Framework for the Plan update, endorsed the first phase of public input, which included the following components:

- *City Webpage:* A dedicated webpage to provide the public with continued access to the most up-to-date resources and information related to the Plan update, including a Plan summary, information panels, survey, and reports.
- *Newspaper and Digital Notices:* Publish digital and printed advertisements in the Burnaby Now and other media to ensure the public is well advised of the Plan update and to direct the public to the webpage and available methods of providing input.
- *Public Opinion Survey:* Provide both a hard-copy and digital public survey along with the summary brochure at City venues and on the webpage. The purpose of the survey is to invite citizens to express their opinions on the preliminary vision, principles, and land use framework for the Plan update.
- *Consultation:* Attend meetings with stakeholder groups to provide information about the Plan update and to garner input.
- *InfoBurnaby Article:* Publish an InfoBurnaby article to provide information about the Plan update and to encourage citizens to visit the website as well as share their ideas and input.
- *InfoBurnaby Special Edition:* Publish a special edition of InfoBurnaby specific to the Plan update. It will include information advising citizens to visit the website and to share their ideas and input.
- *Pop-up Displays:* Set-up information displays at various locations in the city to provide information about the Plan update and to encourage citizens to fill out surveys, visit the webpage, and share their ideas and input.

The above noted public input process was undertaken between 2016 May 28 and August 31, with the exception of the InfoBurnaby Special Edition which will be completed as an element of the Phase II public input process. The primary medium for outreach and dissemination of information was the City's Webpage devoted to the update (www.burnaby.ca/metrotownPlan), which received over 3300 unique views, and over 150 digitally submitted Public Opinion Surveys.

Staff also engaged the public through direct stakeholder consultation and pop up displays at local events and libraries, with the goal of reaching residents, property owners and businesses throughout the City. As such, between May and August, staff met with 22 of community groups and interested parties, and attended 14 community events, directly engaging approximately 1,800 people. Below, as noted in **Table 1**, is a list of these various community meetings and events where staff attended to present information and receive input on the preliminary concepts, vision and principles of the Plan update.

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| DATE | EVENT | LOCATION |
|--------|--|---|
| 28-May | Environment Festival | City Hall |
| 4-Jun | Hats off Day | Hastings Street |
| 8-Jun | Eastburn Interagency | Tommy Douglas Library |
| 14-Jun | Homelessness Task Force | Pioneer Community Resource Centre |
| 14-Jun | HUB | BCIT |
| 21-Jun | Voices of Burnaby Seniors | Bill Copeland |
| 22-Jun | Early Childhood Development | Burnaby Neighbourhood House |
| 1-Jul | Canada Day Long Weekend | Burnaby Village Museum & Swangard |
| 7-Jul | Stop Demovictions | Burnaby Neighbourhood House |
| 11-Jul | Burnaby Access Advisory | City Hall |
| 12-Jul | Metro Vancouver | Metro Vancouver |
| 14-Jul | Newcomers Centre for Children and Families | Kingsway |
| 17-Jul | Edmonds City Fair | Edmonds Street - Canada Way to Kingsway |
| 21-Jul | Public Library Board | Bob Prittie Library |
| 23-Jul | Kensington Community Fair | Kensington Park |
| 24-Jul | Civic Square Event | Civic Square |
| 27-Jul | Burnaby Neighbourhood House | Burnaby Neighbourhood House |
| 28-Jul | Immigrant Advisory Committee | Tommy Douglas Library |
| 1-Aug | BC Day Long Weekend | Market Monday @ BVM |
| 3-Aug | Bob Prittie Library Display | Bob Prittie Library |
| 4-Aug | Burnaby Neighbourhood House | Burnaby Neighbourhood House |
| 5-Aug | Fraser Health | City Hall |
| 8-Aug | Translink | City Hall |
| 9-Aug | Camray Gardens | Camray Gardens |
| 10-Aug | Metrotown Planning Charrette | Perkins and Will Studio |
| 10-Aug | Metrotown Residents Association | Bob Prittie Library |
| 11-Aug | Burnaby Family Life | McKercher |
| 11-Aug | Willingdon Community Fair | Willingdon Heights Park |
| 16-Aug | BC Acorn | Tommy Douglas Library |
| 17-Aug | Newcomers Centre for Children and Families | Kingsway |
| 17-Aug | Bob Prittie Library Display | Bob Prittie Library |
| 18-Aug | McGill Library Display | McGill Library |
| 20-Aug | Bonsor Display | Bonsor Recreation Centre |
| 23-Aug | Cameron Library Display | Cameron Library |
| 24-Aug | Girl Makers Camp | SFU |
| 25-Aug | Tommy Douglas Library Display | Tommy Douglas Library |

Table 1: Community Consultation Summary

A combined total of 230 digital, email and paper submissions of the public opinion survey were received as a result of the community consultation. Below is a summary of the responses and a brief description on how the Planning process for the Draft Plan has addressed these responses.

6.1 Summary Response #1 – Housing

What We Heard: Metrotown residents need access to secure and affordable housing. Development is displacing current residents.

Plan Response: On 2016 September 20, Council adopted the *Burnaby Housing Profile* (2016), which provides an overview of Burnaby’s housing policies and highlights the various resultant projects throughout the City. As noted above, the scope of The Draft *Metrotown Downtown Plan* is primarily focused on an updated land use and built form framework to the original 1977 Plan, and relies on recently adopted City-wide policies such as the *Economic Sustainability Strategy*, the *Social Sustainability Strategy*, the *Environmental Sustainability Strategy* and the host of housing policies identified in the *Burnaby Housing Profile* (2016) for guidance on such policy areas.

Notwithstanding the foregoing, the Draft *Metrotown Downtown Plan* provides for a greater number of medium and higher-density multiple family (including mixed-use) designated sites, all of which have the potential for the development of market (rental and strata) and non-market housing. Furthermore, the City has a continuing interest to partner with senior levels of government and the private sector to provide non-market housing in Metrotown and throughout the City; either through the use of Community Benefit Bonus (“amenity bonus”) funds collected through new development in the Town Centre areas, or by applying additional zoning districts to create density to accommodate non-market units (or both). Both the Draft Plan and the application of City policies related to housing will contribute to the provision of new housing for the community.

6.2 Summary Response #2 – Parks and Open Space

What We Heard: Parks and open spaces in Metrotown need to be enhanced and expanded with additional fitness and leisure facilities, children’s play areas, gathering spaces and proximate commercial/restaurant services.

Plan Response: The proposed Draft Plan indicates a much greater mix of uses that will bring open spaces and commercial services (including restaurants and cafe) closer to where people live. It also designates a new significant central open space in the Metro Downtown neighbourhood to serve Metrotown’s residents. Moreover, new development under the Draft Plan results in new funding for parks and open space through the *Community Benefit Bonus Policy* and the *Metrotown Open Space Development Cost Charges*. Finally, redevelopment under the Draft Plan would also result in on-site amenities such as fitness and common meeting facilities for new developments, thereby relieving pressures put on civic facilities, such as the Bonsor Recreation Centre.

6.3 Summary Response #3 – Transportation and Traffic

What We Heard: Metrotown needs a balanced transportation approach with less vehicle traffic, better access to SkyTrain and bus service and improved pedestrian and cycling connections.

Plan Response: The proposed Draft *Metrotown Downtown Plan* proposes a finer grained road network, allowing for greater porosity of the Town Centre. In so doing, traffic is generally more evenly spread throughout the Town Centre, and less reliance upon a few major routes. A primary example of this is the Metropolis Mall site, within the Metro Downtown neighbourhood. Currently long, relatively impenetrable blocks improved with an inwardly oriented mall are indicated to be redeveloped in the future to allow for much smaller blocks that provide for a number of east/west and north/south connections accommodating new development that would relate to the street. Key to the success of this greater porosity is the notion that all streets are ‘complete’, that is they accommodate pedestrians, cyclists and all forms of vehicular traffic. Finally, by establishing a highly mixed-use Town Centre that is well connected for all modes of transportation, reliance on the private vehicle for local trips is vastly reduced.

6.4 Summary Response #4 – Density and Built Form

What We Heard: Density should be balanced in Metrotown, with the addition of low and mid-rise building forms; not all sites should be designated for high density.

Plan Response: The Draft *Metrotown Downtown Plan* designates sites for all types of development, ranging from high-rise to townhouse forms. The Draft Plan concentrates the highest forms of development in the Metro Downtown neighbourhood and along Kingsway and Beresford Street, with the scale of development stepping down to townhouse and low-rise forms along the edges of the Town Centre where respectful transitions to single- and two-family areas and other uses are required. Finally, it should be noted that all development is expected to be oriented to the street in low-rise, townhouse or podium forms that provide direct access, thereby limiting a development’s sense of scale.

6.5 Summary Response #5 – Culture, Community and Diversity

What We Heard: Metrotown should be an inclusive community, welcoming to all income levels, ages and ethnic backgrounds.

Plan Response: A key principle upon which the Draft Plan is based is Metrotown being an “inclusive community”, meaning it is a place for people of all backgrounds, abilities, ages and family types. This is achieved by providing for a broad range of housing options, a highly mixed-use context and support and acknowledgement for distinct neighbourhoods that comprise the Town Centre.

As noted earlier, the Draft *Metrotown Downtown Plan* is primarily focused on updating the land use and built form aspects of the 1977 Plan. As such, existing and emerging City-wide policies, like the *Social Sustainability Strategy* and *Burnaby Housing Profile* (2016) provide that city

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context for social-issues, given the need for broad application beyond just the Town Centre, and are intended to work in tandem with the Draft *Metrotown Downtown Plan*.

6.6 Summary Response #6 – Amenities and Entertainment

What We Heard: Metrotown serves the southwest quadrant and in many cases the entire City with recreational, social, cultural and institutional amenities. An expansion to facilities such as the Bonsor Recreation Centre, local schools, and the provision of new cultural and entertainment facilities may be necessary as the Town Centre continues to grow.

Plan Response: The Draft *Metrotown Downtown Plan* would provide the highest order and mix of uses in the City. The Metro Downtown Neighbourhood particularly, and other mixed-use areas more generally, are intended to accommodate both major and minor social, cultural and institutional amenities, including: non-profit office and programming space, places of public worship and their associated community services, commercial services including medical and dental, government services, educational institutions, and the various personal service-type uses that people need on a daily and occasional basis.

In terms of City facilities, Council adopted an approach for the use of funds collected through the *Community Benefit Bonus Policy* (Priority Amenity Program) on 2014 October 20, which, for Metrotown, includes a new performance/event centre. The staff report noted:

In recognition of Metrotown's role as a downtown, a major performance / event centre that would include facilities for the performing arts and a broad range of community events and occasions is identified as a high priority for the use of community benefit funds in this Town Centre. The facility would be capable of hosting installations, performances and significant gatherings, and would be intended to be a local community and civic oriented centre that is highly accessible to citizens in Metrotown and Burnaby as a whole.

Through its usual capital Planning process, the City also intends, in the future, to update/expand or possibly redevelop (depending on the outcome of a detailed feasibility analysis) the Bonsor Recreation Complex in order to better serve both the residents of Metrotown and the City more broadly. Also identified in the City's capital Plans are improvements to Bob Prittie Metrotown Library. Finally, it is noted that new opportunities for various amenity spaces are provided through the development process as Council considers each Rezoning application and the use of any associated community benefit funds.

With respect to schools, the continued growth of the City, and the Town Centre specifically, has maintained school enrollment and enabled the schools serving Metrotown to remain open. The City has and will continue to work closely with Burnaby School District 41 to ensure that there are adequate spaces for school-aged children. To help achieve this, School Site Acquisition Charges are collected from new residential development, and the Draft *Metrotown Downtown Plan* indicates an expansion to the Maywood Community School site.

6.7 Summary Response #7 – Commercial Office & Retail

What We Heard: Metrotown is a hub of commercial activity, but much of the commercial office (doctors, financial, legal, etc.) does not relate to retail uses. New employment opportunities should relate to active streets, close to services, amenities and transit.

Plan Response: As noted previously, the Draft *Metrotown Downtown Plan* proposes the highest order of mixed use development in the City. The purpose is to concentrate population and employment close to each other, and to services such as transit, civic facilities (recreation, libraries, etc.), and public open space. This helps to create a truly walkable community and one that has good regional transportation access that does not rely on the private automobile.

From a built form and community perspective, the Plan proposes active and vibrant streets in order to encourage people to walk and/or cycle for their daily needs. This is accomplished in two ways. First, for sites with mixed-use (commercial) designations, retail at-grade with active (entries and displays) and transparent storefronts are design requirements of new development. Second, for residentially-designated sites, front door relationships to the street are required. Together, these requirements put eyes on the street and ensure their use by the community, thus cultivating a sense of stewardship. It is important to note that the Draft Plan includes a number of urban design guidelines to help achieve these objectives and requirements.

6.8 Summary Response #8 – Downtown Concept and Vision

What We Heard: Why does Burnaby need a downtown? How will the Draft Plan create a new downtown for Burnaby?

Plan Response: The primary purposes for Burnaby's need for Metrotown to be its downtown are outlined in detail above, in Section 4.0.

6.9 Summary Response #9 – Comfort and Safety

What We Heard: New development brings more noise, dust, crime and traffic. How would a new Plan mitigate these negative effects?

Plan Response: It is acknowledged that construction associated with new development has impacts on the neighbourhood and community. These impacts, however, are usually predictable, and thus construction management Plans are required as part of the development approvals process to show how these impacts are mitigated as much as possible.

6.10 Summary Response #10 – Plan Process

What We Heard: The Metrotown Planning process has been too short with limited information provided. A broader community consultation process should be initiated.

Plan Response: The public consultation process for the Plan's update is considered to be both broad and robust. The entire City has been solicited for input on the first phase of the Plan's update. Further discussion on this can be found in Section 6 of this report. A second phase of consultation is proposed in connection with the Draft Plan, seeking input specific to the detailed proposals found within it, which would commence immediately upon adoption of the recommendations in this report. Further information on the second phase of consultation can be found in Section 8, below.

7.0 PLAN SUMMARY

The *Draft Metrotown Downtown Plan*, provided to Council under separate cover and posted on the City's website, has been apportioned into eleven sections. The following is a brief synopsis of those sections and how the Draft Plan has evolved from the existing *Metrotown Development Plan*.

7.1 Part 1: Metrotown's Future – A Downtown Plan

The *Metrotown Development Plan* (1977) established Metrotown as the first of Burnaby's Town Centres. A place where a mix of uses was paramount to the creation of an urban, vibrant, inclusive and prosperous district of the City. Subsequently, with the adoption of the Lougheed, Edmonds and Brentwood Town Centre Plans, Metrotown became one of four Town Centres within Burnaby, however, Metrotown remained the focus for employment, services and residential growth within the City. Due to Metrotown's role and significance within the region, it was designated as a Regional City Centre, recognizing it as a major growth concentration node within Metro Vancouver. The combination of these two designations solidified Metrotown the preeminent district within the City, in essence Burnaby's downtown. The primary goal of this Plan is to cement Metrotown's character and identity as Burnaby's true Downtown. This Plan asks the question, what is a downtown?

Through the first phase of consultation, many ideas of what makes a great downtown were brought forward. To summarize, a downtown is the primary area in which economic, cultural, and social exchanges occur. They are a concentration of businesses, people, and activity. The success of a downtown extends beyond its boundaries and benefits its surrounding neighbourhoods, the city, and the region. Great downtowns accelerate business activity and cultural creativity, and enhance a variety of lifestyles. They enable well-being and healthy living by being walkable, enjoyable, and inclusive. Downtowns can represent a city's identity or image, expressed through key landmarks, such as significant buildings, plazas, squares and other public spaces. These spaces also provide a historic context and narrative of a city's past, present, and future. Great downtowns are active, vibrant and exciting. They provide the physical space in which to do business, interact, connect, and belong. They provide a sense of place, community, and opportunity for its business community and residents to thrive. They are also destinations that people want to visit, linger and spend time in. Great downtowns are walkable and are highly accessible by transit. They are supported by a broad range of commercial services and amenities, civic facilities, arts and entertainment, learning opportunities, parks and recreational areas.

7.2 Part 2: Metrotown Context

Metrotown is a distinctive and dynamic community located prominently on the Kingsway Ridge. It is a community made up of neighbourhoods that have grown and evolved over the past 40 years, from its post-war industrial heritage to an urban center of City-wide and regional significance. Today, Metrotown provides a strong economic and employment base, which is supported by a comprehensive transportation network, a broad range of commercial and entertainment amenities, parks and open space, and a variety of housing opportunities. It is characterized by urban landscapes, distinct neighbourhoods, and parks and open space that present a highly desirable place to live, work, learn, shop, and play.

Metrotown's boundaries are defined by Boundary Road and Central Park to the west, Royal Oak Avenue to the east, Imperial Street to the south, and a varied northern boundary including Bond and Dover Streets. The resulting area within the Town Centre's boundaries is approximately 297.44 hectares or 735 acres (inclusive of roads, and approximately 202 acres for Central Park). The Plan Area is currently home to approximately 25,000 residents. To the north and south of the Plan Area are single- and two-family neighbourhoods. To the east is the Royal Oak Community Plan Area, and to the west is the City of Vancouver.

Under this Plan, there are no changes to the Town Centre boundaries established under the 1977 Plan. The intent is to contain Metrotown's development within the established boundaries to enhance and achieve a compact downtown, helping to ensure a respectful transition between Metrotown and adjacent Community Plan areas and single- and two-family neighbourhoods.

Metrotown is defined by Central Park, its urban skyline, its transportation connections, and its central location within the region, perched atop the Kingsway Ridge. It is highly connected within the City and region. The major transportation linkages, such as Kingsway, Boundary Road, Willingdon Avenue, Imperial Street, Dover Street / Grange Street, the Expo SkyTrain, and the BC Parkway, have been the foundation on which Metrotown has developed over time. Central Park is another defining feature as a City-wide destination for sport, cultural, leisure activities, and natural features. Development over the last decade has resulted in the emergence of an urban skyline punctuated by towers that are visible throughout many parts of the City and region. Not only does the skyline provide a physical marker for Metrotown's location, but it symbolizes its emerging identity as Burnaby's downtown.

7.3 Part 3: Vision and Principles

The vision and principles noted in Section 1.0 of this report have remained generally consistent with the preliminary framework, with a further addition based on suggestions that arose from the Phase I public input process. The following statement to the principle that "Metrotown is an inclusive downtown"

"encouraging a community that welcomes all socioeconomic levels and embraces its diversity"

These principles are much broader than the original organizing principles that guided the 1977 Plan which were limited to:

- the mixing of uses and activities;
- the provision of variations of development density and intensity; and,
- the use of variations of physical scale.

The breadth of the Draft Plans vision and principles have enabled the preparation of a visionary Plan that will guide the growth and change of Metrotown into the future.

7.4 Part 4: Land Use

The Draft Plan establishes Metrotown as the Downtown for Burnaby. Land use and development under this Draft Plan is guided by the City's commitment to the region under the *Regional Growth Strategy*, Burnaby's *Official Community Plan*, and the City's overall vision of a sustainable community with a high quality of life for all of its citizens and a commitment to ensure environmental conservation and economic opportunity, as outlined in the City's *Economic Development, Social Sustainability, and Environmental Sustainability Strategies*.

The downtown is intended to support the highest densities and the broadest mix of land uses, supported by social, recreation, entertainment, and cultural amenities. In addition, the downtown includes medium to high density residential neighbourhoods, each distinct in character and identity, but highly interrelated and well-connected via a comprehensive transportation network and a robust public realm.

The land use objectives for this Draft Plan are to:

- create a highly concentrated urban downtown within the City and broader Metro Vancouver region;
- foster diversified and active mixed-use areas;
- create identifiable neighbourhoods;
- continue to provide a mix of housing types, tenures, and unit sizes throughout the downtown;
- focus major employment uses and jobs in the downtown;
- provide opportunities for small-scale neighbourhood commercial services in residential neighbourhoods; provide a comprehensive public realm network that is integrated with the surrounding neighbourhoods and broader City;
- continue to enhance the transportation network, including pedestrian and cycling routes, transit service, and streets for the movement of goods and vehicles;
- link land use to transportation with the highest densities located near transit stations; and,
- provide for appropriate growth and change over time.

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The Land Use Framework is expressed in the following General Land Use Map (see **Figure 6, below** and **Sketch #1, attached**), which reinforces and establishes Metrotown’s role as the City’s “downtown”. The designations in the General Land Use Map feature a mix of land uses and building forms that collectively support the development of a complete and balanced downtown.



Figure 6: Draft General Land Use Map

The land use designations identify the Zoning Districts that guide the allowable uses and densities for site specific rezoning applications. Each site specific rezoning within Metrotown requires rezoning to the Comprehensive Development (CD) District, using the designated Zoning Districts as guidelines. Each rezoning must also follow the key directions outlined in the Draft Plan and other relevant City Plans, strategies, policies, guidelines, and bylaws. Each site specific rezoning application requires Council approval. The rezoning process provides opportunities for stakeholders, businesses, residents, and the general public to offer input on the development proposals prior to, and at, a Public Hearing, enabling interested parties to participate in the development of the downtown.

One of the primary components of the Land Use Framework is the creation of six distinct neighbourhoods based on the unique physical, social and environmental characteristics of each place. The six neighbourhoods include: Metro Downtown, Maywood, Central Park North, Central Park East, Marlborough, and The Ridge. These neighborhoods geographically consolidate the original sub areas identified within the 1997 Plan. These defining aspects inform the character of each neighbourhood to create a distinct sense of place. Together, the intent is for the six neighbourhoods to form a cohesive downtown that is exciting, vibrant, inclusive, and sustainable.

7.5 Part 5: Public Realm and Open Space

Public realm is an important component of creating a great downtown because it offers the setting for public life and human interaction. Within a downtown, these interactions can include economic, cultural and social exchanges, active entertainment and recreation, and quiet leisure and contemplation. Such interactions can be highly formalized, such as a public gathering at an event or celebration, or informal, serendipitous and contemplative, such as the discovery of a new piece of public art or a space to sit and relax.

A high quality public realm fosters a distinctive sense of place by providing a variety of experiences to the user. When the built environment prioritizes the human experience it results in engaging public spaces and a vibrant street life. Consideration for the pedestrian experience within the public realm is of critical importance when designing all aspects of the built environment; including land use, building placement, urban design, architecture, landscape architecture, and street design.

In addition to providing many of the major components that comprise Metrotown's public realm on publicly owned land, some will be provided on privately owned development sites, and protected through statutory right-of-way and/or covenant. In so doing, Metrotown becomes more publicly accessible to its residents, workers and merchants, thereby providing opportunities for neighbourhoods to grow in identity and become integral parts of a cohesive and unique community in Burnaby.

The public realm Plan for Metrotown builds upon the park and open space network established within the 1977 Plan, but more broadly includes the following elements:

- Character Streets (Kingsway, Willingdon, Beresford, Central Boulevard, Kingsborough and McMurray/Dow Avenue);
- Plazas and Squares;
- Public Parks (Central Park, Bonsor Park, Civic Square, Maywood Park, Kinnee Park, George McLean Park, Lobley Park, Marlborough Elementary School Park, BC Parkway and a new Proposed Metro Downtown Open Space);
- Gateways; and
- Linkages.

Each public realm component is proposed to knit the downtown together and provide residents, employees, and visitors a unique social and recreational experience.

7.6 Part 6: Transportation and Mobility

Transportation networks are closely interrelated with the built environment and adjacent land uses. The combination of high densities, mixed land uses, and public transit creates the conditions that support walking, cycling and transit use. These transportation modes are attractive to those seeking more affordable or sustainable forms of movement, or for those seeking the added health benefits of an active lifestyle. The Draft Plan supports an accessible, safe and efficient transportation network, with a focus on pedestrians, cyclists, transit users and goods movement, with improvements to vehicle movements, parking and loading.

The downtown transportation network can be measured in terms of the quantity, quality and efficiency. A desirable transportation network for Metrotown will meet the following objectives:

- Social Objectives:
 - accessible for all ages and abilities;
 - safe for all modes of transportation; and,
 - enhances public health.
- Environmental Objectives:
 - emits less greenhouse gas emissions;
 - releases less pollutants into the air, water, and ground; and,
 - encourages people to walk, cycle, and take public transit more, while driving less.
- Economic Objectives:
 - is cost-effective to use;
 - is cost-effective to construct and maintain; and,
 - supports the economy through the efficient movement of people, goods, and services.

These objectives cannot be realized solely on the basis of this Draft Plan. The overarching policy is set by the City's Transportation Plan, which manages the transportation network as a whole. However, the key directions provided within this section are intended to work towards these aspirations at the Community Plan level, focusing on the key aspects that affect Metrotown.

7.7 Part 7: Sustainability

The City of Burnaby's approach to community sustainability is outlined in three comprehensive strategies: the *Economic Development Strategy* (2007), the *Social Sustainability Strategy* (2011), and the *Environmental Sustainability Strategy* (2016). The Draft *Metrotown Downtown Plan* is consistent with the policy direction in these City-wide sustainability strategies with respect to land use, transportation, parks, public realm and open space, community amenities and civic facilities, and urban design.

Although the 1977 Plan did not explicitly express sustainability goals, its focus on transit oriented development, brownfield redevelopment (industrial succession), mixed-uses, and the efficient use of land, set the foundation for the Draft Plan to achieve City wide sustainability goals.

7.8 Part 8: Civic Facilities and Community Amenities

Civic facilities and community amenities serve as important places for gathering, activity, recreation, culture, learning, and more. The availability of appropriate, diverse, and accessible amenities and facilities play an important role in the health, happiness, diversity, prosperity and overall well-being of the community. They create a sense of belonging and connection to place, improve equity and access to services, and provide people with opportunities to participate in civic life. The 1977 Plan identified some of the core amenities including the Bonsor Recreation Facility, Civic Square and Bob Prittie Library.

As the number of residents, businesses, and employees grow, the need to provide a broad range of facilities and amenities becomes increasingly important to maintaining and enhancing the quality of life and livability of the downtown. Providing choice for people of all ages and abilities contributes to a complete community where people can find the services they need close to home. Through this Plan, the intent is to continue to enhance existing infrastructure and provide new infrastructure as needed that serves residents, workers, and visitors alike.

Burnaby's *Community Benefit Bonus Policy* provides a framework for achieving necessary and strategically important community benefits within the City. The policy is a voluntary density bonus program that allows property owners to achieve additional density in Town Centre areas, such as Metrotown, in exchange for a community benefit.

Under the *Community Benefit Bonus Policy*, the Priority Amenity Program provides direction regarding the expenditure of undesignated cash contributions-in-lieu. The Program provides a list of defined, significant, priority amenities desired for each quadrant of the City. In Metrotown, the desired future community benefit includes a major performance/event centre. In the future, other priority amenities will be determined under the policy.

7.9 Part 9: Urban Design Guidelines

The implementation of this Plan is premised on high quality urban design public realm enhancements. This not only works to achieve the vision of this Plan, but also establishes a definitive downtown urban character and sense of place. While the 1977 Plan relied heavily on the implementation of contemporary practices of urban design, the Draft Metrotown Plan has expressed a series of best practices to ensure consistency between different developments over time. These best practices for urban design include guidelines related to:

- Urban Character;
- Relationship to the Street;

- Building Design; and
- Access and Parking.

These guidelines are not intended to restrict the creativity or vision of applicants or designers, but to ensure a common vernacular in approaching how buildings, open spaces and the public realm related to one another in a positive manner.

7.10 Part 10: Rezoning Application Requirements

This chapter outlines the specific requirements of development, in addition to the standard submission requirements for Comprehensive Development (CD) District rezoning applications.

Although the 1977 Plan envisioned that new developments, such as those for mixed use and multiple-family high-rise development would be pursued through Comprehensive Development (CD) rezoning. However, at the time there were few prerequisite conditions to a rezoning beyond the achievement of a suitable plan of development. In order to ensure that applicants are aware of the necessary components of rezoning, some of the more substantial submissions have been outlined in the Plan.

Given the many factors associated with rezoning applications in Town Centre areas and the requirements under ‘s’ category zoning, potential applicants are advised to discuss submission requirements and rezoning process with staff in advance of a formal application being made in order to ensure that requirements relating to form, density, character, land use, scale, public realm, and community benefits are appropriately articulated.

7.11 Part 11: Moving Forward

The final section of the Draft Plan, expresses the Plan’s conclusion, reiterating the goals of creating balanced downtown for Burnaby, through appropriate land use designations, transportation infrastructure, park and open space elements, public realm enhancements and improvements to community amenities.

8.0 PHASE II PUBLIC INPUT PROCESS

The *Draft Metrotown Downtown Plan (under separate cover and available on the City website and in the Planning Department)* is proposed to be presented to the public for input to help guide the completion of the Plan. The comprehensive nature of the public input process and community outreach is anticipated to garner meaningful feedback from the entire City on the future of its downtown.

The second phase of the public input process is proposed to include the following:

- *Updated City Webpage:* The updated dedicated webpage will provide the public with continued access to the most up-to-date resources and information related to the Plan update, including a copy of the Draft Plan, information panels, survey, and reports.

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- *Newspaper and Digital Notices:* Publish digital and printed advertisements in the Burnaby Now and other media to ensure the public is well advised of the Draft Plan and to direct the public to the webpage and available methods of providing input.
- *Public Opinion Survey #2:* Provide both a hard-copy and digital public survey. The purpose of the survey is to invite citizens to express their opinions on the Draft Plan.
- *Public Events and Meetings:* Host public viewing sessions at Burnaby Libraries, City Hall, and other locations to provide information about the Draft Plan and to garner input.
- *InfoBurnaby Special Edition:* Publish a special edition of InfoBurnaby specific to the Draft Plan. It will include information advising citizens to visit the website and to share their ideas and input.

To support the above noted public input process, materials such as presentations, display boards, posters, opinion surveys, digital and other media opportunities, renderings, pictures, graphics, and other means are proposed to reach a broad audience from across the city.

Public input that is received on the Draft Plan will be presented in a further report to Council and, as appropriate, integrated into the final Plan document prior to final approval.

9.0 CONCLUSION

This report conveys and describes the Draft *Metrotown Downtown Plan*, it summarizes the public input sought in connection with the first phase of the Plan's update and how the Draft Plan responds to it, and it outlines Phase II of the public input process. Overall, the Draft *Metrotown Downtown Plan* is well balanced in terms of the land uses it proposes. It provides for the highest order and mixing of uses that would contribute to the overarching goal of making Metrotown Burnaby's downtown, and in so doing, provides a long-term framework for guiding and managing Burnaby's growth for decades to come. With the adoption of this report by Council, Phase II of public input would commence immediately, and conclude in late winter 2017. Following Phase II of the public input process, further refinement of the Draft Plan would be completed, with a view to having a finalized Plan considered by Council shortly thereafter.



Lou Pelletier, Director
PLANNING AND BUILDING

EK/JBS:sla
Attachment

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| Copied to: | Deputy City Manager | Chief Librarian |
| | Director Public Safety and Community Services | City Solicitor |
| | Director Engineering | Fire Chief |
| | Director Finance | OIC, RCMP |
| | Director Parks, Recreation and Cultural Services | City Clerk |

