

DRAFT

METROTOWN DOWNTOWN PLAN

NOVEMBER 2016





"I have lived in this neighbourhood for more than 30 years... before Metrotown was built... I have seen it grow and I look forward to what is to come."

~ Public Input Process 2016.



Executive Summary

Metrotown is the geographic centre of the Metro Vancouver Region. As such, it has seen significant investment in regional-scale infrastructure and transportation, City-wide services and amenities, and offers superior connectivity to other major urban centres throughout the Region. These factors have, and will continue to support the development of Metrotown as a premier centre of business, culture, and social activity. As a Regional City Centre, it serves not only the people who live in the community, but also people from all over Metro Vancouver and visitors alike.

All of these factors contribute to, and result in, a diverse population. It is this diversity upon which great cities are built.

The Metro Vancouver Region is anticipated to grow by an estimated 35,000 people per year until 2041. Approximately 125,000 new people will call Burnaby home by 2041. The challenge is to manage this growth in a manner that results in a great city where people want to live, work, shop, learn, and play. This growth helps to achieve a continued positive transformation of the City's urban centre into a thriving people place.

The intent of this Plan is to establish Metrotown as Burnaby's Downtown, made up of distinctive neighbourhoods that embrace and celebrate its people, community, diversity, mix of uses, character, architecture, urban form, and public realm.

The vision of the Plan is to create an **exciting, inclusive, and sustainable downtown.**

"...the real value of cities lies in their diversity, architectural variety, teeming street life and human scale. It is only when we appreciate such fundamental realities that we can hope to create cities that are safe, interesting and economically viable, as well as places that people want to live."

JANE JACOBS, 'The Death and Life of Great American Cities'



Metrotown is designated one of nine 'Regional City Centres' under the Metro Vancouver Regional Growth Strategy. Regional City Centres are places where housing and job growth should be focused, in connection to rapid transit and complemented by a variety of community services, amenities, and a high quality public realm.

EXECUTIVE SUMMARY

Plan Vision: *To establish an exciting, inclusive, and sustainable downtown for Burnaby.*



Plan Highlights

This Plan will further establish Metrotown as the preeminent Town Centre within Burnaby, and fulfill its objectives as a Regional City Centre within Metro Vancouver. Metrotown will provide residents, employees, patrons, and visitors opportunities to create social and business relationships, advance commerce and job growth, provide a broad range of housing options, enhance connectivity and transportation choice, improve access to services and amenities, and support personal well-being. Metrotown is a place for everyone, a gathering place for ideas and innovation. Metrotown is Burnaby's downtown.



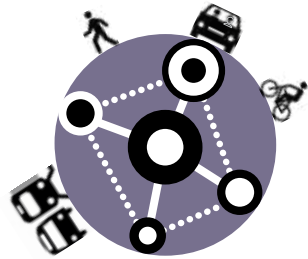
1. CREATING AN OFFICIAL DOWNTOWN

As the first of Burnaby's four Town Centres to take shape, and as one of the Region's City Centres, Metrotown has functioned for decades as Burnaby's downtown. This Plan provides the opportunity to establish Metrotown as Burnaby's official downtown, where the City's highest concentration and mix of office, retail, residential, and amenities are to be located. Through this Plan a new identity is sought, based on distinct neighbourhoods that reflect the community and their surrounding context.



2. ESTABLISHING NEIGHBOURHOODS AND COMMUNITY

The 1977 Metrotown Plan was divided into fourteen "Sub-Areas", which were the building blocks to the neighbourhoods proposed within this Plan. The neighbourhood concept builds upon the land use framework and social character established within these sub-areas. It further coalesces them into relatable geographic areas to foster individual identities and a sense of pride and ownership from those who work and live within these neighbourhoods. Although the identity of Metrotown on the whole is broadly defined, the identity of the neighbourhoods are intended to directly relate to these established communities. These identities are expected to grow and change over time, adding new layers to what was there before.



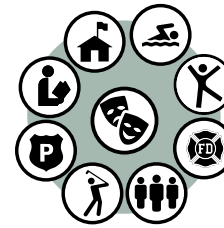
3. PROVIDING GREATER CONNECTIVITY

Throughout its history, Metrotown has been served by a comprehensive street and transit network. However, the scale of this network reflects an auto-oriented perspective with Kingsway, a major arterial road, as its spine. This Plan aims to improve upon the established transportation network by proposing a finer-grain network of pedestrian, cycling, and vehicle connections within the neighborhoods, as well as linkages to area amenities and transit services. In addition, all streets are to be redeveloped over time to accommodate all modes of transportation, in accordance with the City's *Town Centre Standards*, providing greater choice and equity for how people move.



4. ENHANCING THE PUBLIC REALM

One of the primary assets in Metrotown is its vibrant park and open spaces, including City-wide destinations such as Central Park, Bonsor Park and Recreation Centre, and Bob Prittie Library and Civic Square. Metrotown's existing parks and open spaces are larger in scale, and serve a population beyond the Town Centre. They enable people to connect with nature in an urban environment and promote healthy living. This Plan proposes to create new opportunities and enhance existing locations for neighborhood plazas, squares, and parkettes. These smaller open space areas provide opportunities for public gatherings, quiet reflection, and entertainment; a place for neighbours and colleagues to interact and engage. These spaces are connected via streets and pedestrian / cycling linkages to the broader park, open space and amenity components of Metrotown.



5. PROVIDING NEW AMENITIES

In addition to the park and open space, Metrotown is fortunate to encompass several significant community amenities including Bonsor Recreation Centre, Bob Prittie Library, the Pioneer Community Resource Centre, and the Metrotown Community Resource Centre. This Plan supports the improvement and expansion of existing amenities, as well as opportunities to achieve new community amenities, including a future Metrotown Performance and Event Centre. The amenities achieved to-date and those to come in the future reinforce Metrotown as Burnaby's downtown – a place to gather, recreate, play, and foster community.



“I love living in Burnaby... our planning is superior to many of the other municipalities. Easy to get around. Great parks. Walking to shops. Great place to live. Great public transportation.”

~ Public Input Process 2016.





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“A community in it’s own right, rather than a semi-suburban/sleeper neighbourhood. This doesn’t mean make the mall bigger, rather build and foster community. Give people the ability to work, play and live in their neighbourhood, preferably without even needing a car or to get on transit.”

~ Public Input Process 2016.





Metrotown's Future: A Downtown Plan

The Metro Vancouver Region is expected to grow by over one million people by 2041. Burnaby, through the adoption of the *Metro Vancouver Regional Growth Strategy* (RGS), has committed to accommodating a projected additional 125,000 people in the City, for a total population of 345,000 people by 2041. The RGS set out a strategy to accommodate this growth within a network of urban centres, which are oriented to transit. To meet this demand, Metrotown, as a Regional City Centre, is anticipated to accommodate a significant share of this growth. This Plan sets a vision, principles, and land use framework to guide the development of Metrotown into the future.

Growth and development in Burnaby is broadly directed by the *Official Community Plan* (OCP) and its Residential Policy Framework, which calls for the City's four Town Centres – Metrotown, Brentwood, Edmonds, and

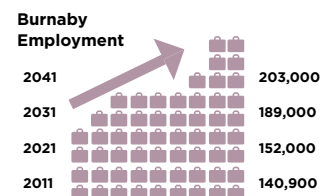
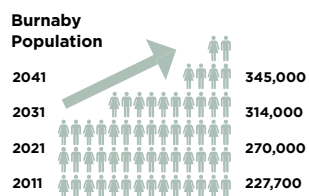
Lougheed – to accommodate much of the new residential growth through redevelopment of lands that are near transit, commercial centres, amenities, and community services. The aim is to manage growth and development in a manner that supports the City's vision for a sustainable community with a high quality of life for all its citizens and a commitment to ensuring environmental conservation and economic opportunity.

The evolution of Burnaby's Town Centres presents an opportunity to establish Metrotown as the City's true downtown - a primary urban focal point for growth and development, employment opportunities, recreation, arts, culture and entertainment, community services, and amenities. It also presents an opportunity for placemaking through the creation of new public spaces and the enhancement of existing spaces in a way that connects people to each other and the urban environment.



Metrotown's Population Growth:

1981:	13,060
1986:	13,673
1991:	16,515
1996:	19,270
2001:	24,049
2006:	24,900
2011:	25,831



1.1

The Importance of a Great Downtown

Downtowns are an important part of a city. They are 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 spaces to serve a diverse population.

The components of a great downtown include:

- Business and Employment
- Transportation
- Housing
- Public Space
- Culture
- Social Services
- Learning
- Tourism
- Sustainable and Healthy Living
- Efficiency and Creativity
- Image and Identity

COMPONENTS OF A GREAT DOWNTOWN



a. ***Business and Employment:***

Downtowns are the prominent employment centres, typically representing the largest concentration of businesses, jobs, investment opportunities, and a significant portion of the city's tax base.



- b. ***Transportation:*** Downtowns are transportation hubs, connecting to the rest of the city and the region. They offer mobility choice for how people experience the city and how they get from one place to another. A downtown transportation system is a highly integrated, accessible, and inviting multi-modal network that is easy to navigate and provides access to a variety of services and amenities.



- c. ***Housing:*** Downtowns provide a mix of residential housing options that form distinct neighbourhoods close to amenities and services. Residents increase the activity or “hustle and bustle” of the downtown. Residents walk more, and drive less, because they are within walking distance of most daily activities, leading to healthier lifestyles and reduced carbon emissions.



- d. ***Public Space:*** Downtowns offer an important civic forum for congregating, gathering, and social interaction. Active downtowns allow for people to have a sense of privacy, but not feel alone, because they always have the option to interact in civic places: streets, squares, plazas, parks, and parkettes. Downtowns provide the opportunity to be passively involved, like sitting on a bench, or to be actively involved, like shopping or taking part in a public event. Great downtowns provide a network of public spaces that can be used for a variety of activities at all times of the day. They provide public spaces that are welcoming to all.

COMPONENTS OF A GREAT DOWNTOWN



e. **Culture:** Downtowns are typically the most central location for a variety of cultural facilities that serve the city. Building on that infrastructure, great downtowns are incubators for creativity, learning, performance, and the arts. They are a hub for many cultural and entertainment activities, including tourist attractions, restaurants, theaters, specialty shops, and various educational institutions.

f. **Social Services:** Great downtowns typically include a more extensive network of community support systems and services. By having more people of all ages and incomes living downtown, there can be more social interaction, which creates a more diverse, understanding, welcoming, and connected community.

g. **Learning:** Downtowns provide learning opportunities for people of all ages and backgrounds. They offer a concentration of resources for all types of curriculum, providing for access to knowledge and information. Educational opportunities can be found in both formal settings, such as classrooms and libraries, and informal settings, such as parks and other public spaces.

h. **Tourism:** Downtowns are typically the first place a visitor might go when visiting a city. They are the places with the highest concentration of people and activities. They enable easier access and mobility to get from one place or attraction to another. Visitors often walk around downtowns, shopping and enjoying local activities, which in turn contribute to and support the local economy.

COMPONENTS OF A GREAT DOWNTOWN



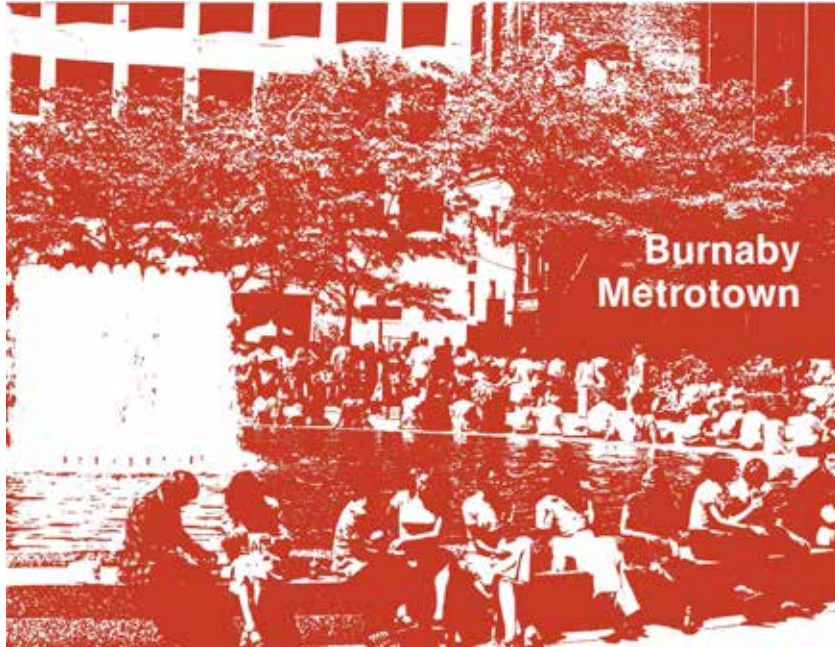
- i. ***Sustainable and Healthy Living:*** Great downtowns provide sustainable and healthy living options and benefits by: concentrating activities and providing transportation efficiency and diversity; reducing energy use and greenhouse gas emissions per capita; lessening the pressure for sprawl and automobile use; increasing walking and other active transportation modes; and, preserving and enhancing local greenspace.



- j. ***Efficiency and Creativity:*** A variety of activities are most efficiently and creatively performed in downtowns because so many important resources are available within convenient walking distance, and so many opportunities for creative co-mingling exist. The compactness and mixing of land uses increases productivity, efficiency, and the sharing of ideas due to improved accessibility and shorter travel distances.



- k. ***Image and Identity:*** Downtowns emphasize a city's character and convey that image to the rest of the world. They can represent a whole range of meanings to people – a sense of identity, aspiration, civic pride, vibrancy, creativity, prosperity, confidence, sustainability, responsibility, evolution, history, and change.



1.2

Purpose of the Plan

The purpose of this Plan is to establish a vision and a policy framework that re-imagines Metrotown as a great downtown for Burnaby.

The vision and policy framework for Metrotown is intended to:

- Build on the legacy, successes, and policy framework within *Burnaby Metrotown: A Development Plan* (1977) (referred to as the *1977 Plan*);
- Accommodate growth over time in alignment with the *Metro Vancouver Regional Growth Strategy* (2011) and Burnaby's *Official Community Plan* (1998);
- Support the objectives of City-wide sustainability strategies, including Burnaby's *Economic Development Strategy* (2007), *Social Sustainability Strategy* (2011), and the *Environmental Sustainability Strategy* (2016);
- Facilitate the longer term transition of Metrotown from a suburban centre into a downtown of City-wide and regional significance, where a mix of urban uses and an active and lively public realm establish Metrotown as a great downtown;

- Deliver a range of community benefits and amenities, and improve access to services to enhance the livability and resiliency of Metrotown;
- Anticipate and provide for the needs of existing and future residents, businesses, and visitors;
- Raise the standard of urban design, landscaping, public realm, and sustainability within Metrotown;
- Prioritize walking, cycling, and transit over automobiles within the downtown; and
- Support a range of housing types and tenures to accommodate the variety of needs of existing and future residents.

The philosophy behind this Plan is that well-managed growth provides opportunities to strengthen and improve Metrotown from not only economic, social and environmental perspectives, but also from an aesthetic, lifestyle, and enjoyment perspective. This involves quality urban design, architectural excellence, and meaningful place-making. The result will be a **downtown** comprised of identifiable neighbourhoods that is **exciting, inclusive, and sustainable**.

1.3

Type of Plan

This Plan falls under the Community Plans category within Burnaby's planning framework. The City of Burnaby has a comprehensive set of Community Plans that provide policy directions to guide future development, growth, and change throughout the City, in alignment with the *Regional Growth Strategy*, the *Official Community Plan* and other City-wide strategies and policies.

This Plan is intended to:

1. Implement the overarching policies of the *Regional Growth Strategy* and *Official Community Plan* with policy direction for land use, public realm, transportation, sustainability, civic facilities and community amenities, and other related topics;
2. Reflect detailed planning and land-use studies completed in conjunction with a comprehensive public consultation process with property owners, residents, and businesses that have a stake or interest in Metrotown;
3. Provide policy guidance for the consideration of rezoning and development applications, using the authority provided through the adoption of the *Community Plan* by Council; and,
4. Inform and be informed by other current and future policies and plans of the City such as:
 - Official Community Plan (OCP)
 - Economic Development Strategy (EDS)
 - Social Sustainability Strategy (SSS)
 - Environmental Sustainability Strategy (ESS)
 - Burnaby Transportation Plan
 - 's' Category Zoning
 - Community Benefit Bonus Policy
 - Public Realm Design Standards for Town Centre Streets (Town Centre Standards)
 - Burnaby Housing Profile



“Metrotown is already a neighbourhood with a distinct community, comprised of people of many age groups, cultures, histories, and family size. It’s a beautiful blending of people.”

~ Public Input Process 2016.



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 around the core. 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.

The following section provides a contextual profile of Metrotown, including its existing boundaries, physical characteristics, demographics, land uses, transportation network, and development pattern. It also provides a context for how the *1977 Plan* has shaped the Town Centre over time.



The Geographic Centre of Metrotown:

In decimal degrees:

49.227744,
-123.008261

In degrees minutes seconds:

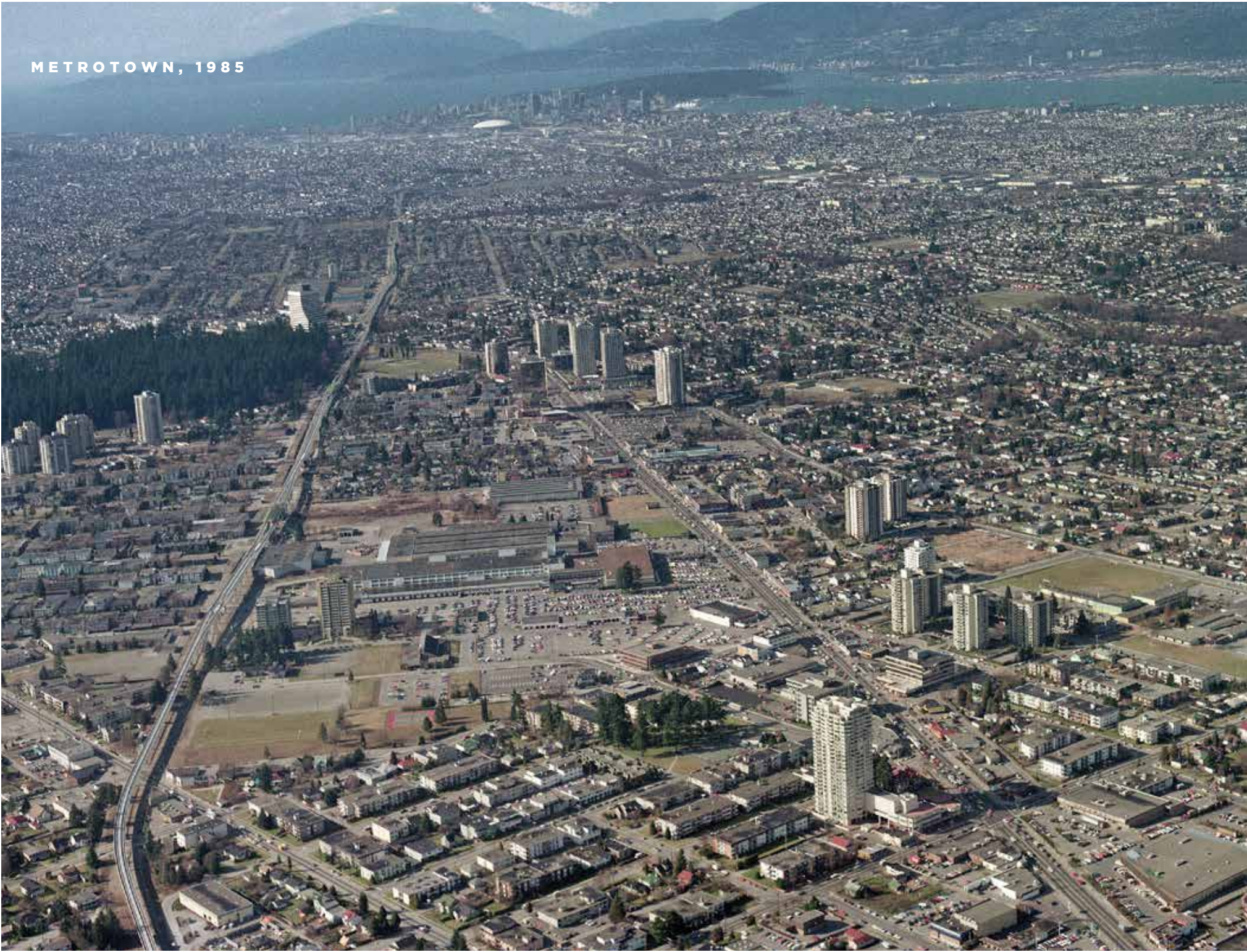
Latitude:

49 degrees 13'
39.8784"

Longitude:

-123 degrees 0'
29.7396"

METROTOWN, 1985



METROTOWN, 2016



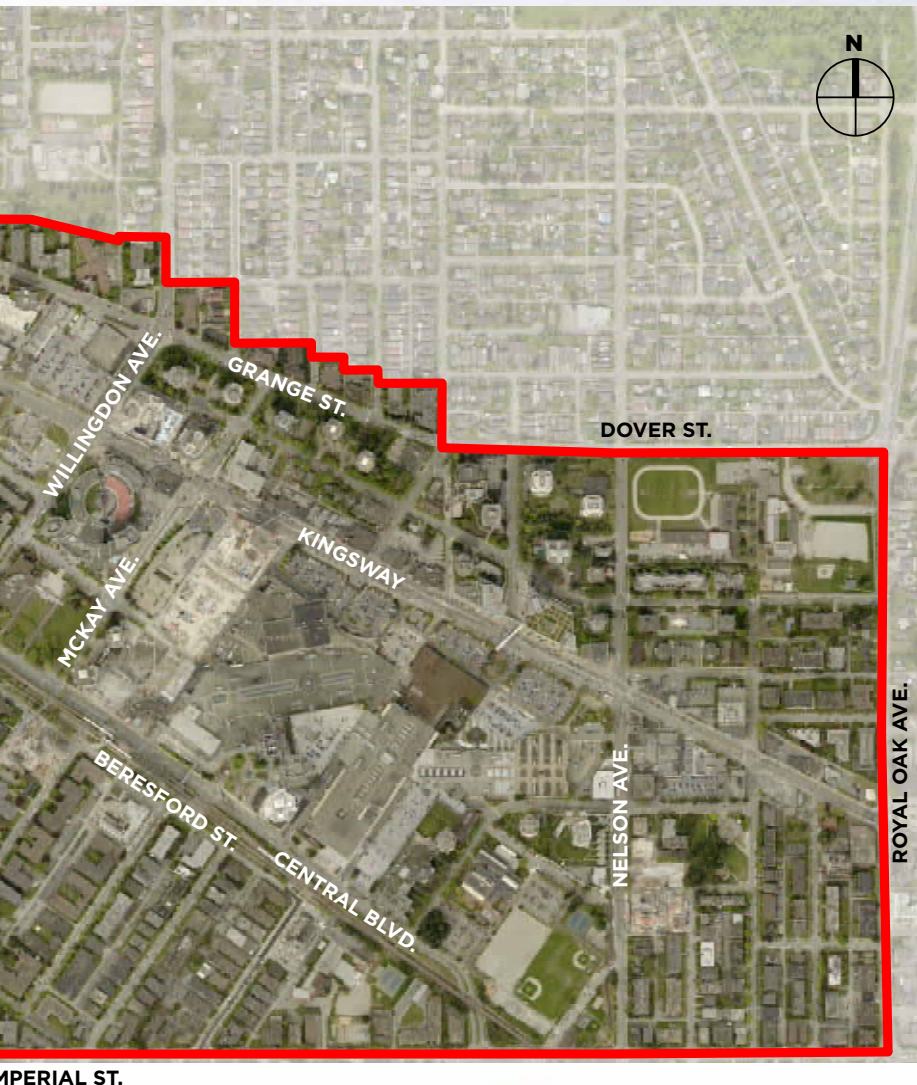
2.1

Metrotown Plan Area Boundary

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 established Town Centre boundaries. 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.





IMPERIAL ST.

2.2

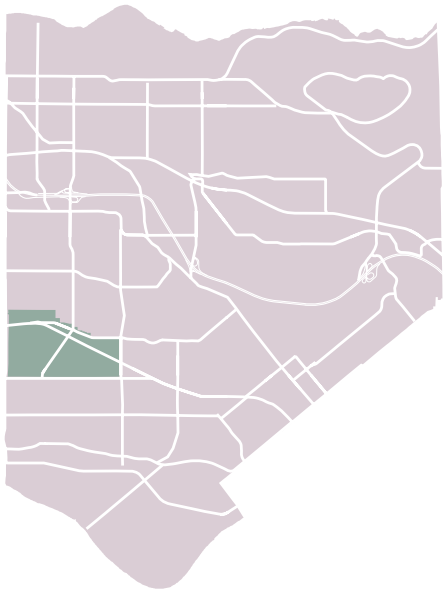
Physical Characteristics

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 ecologically significant area and a City-wide destination for sport, cultural, and leisure activities. 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.



2.3 Demographics

*Based on the 2011 Census, 2015 School Enrolment Numbers, and City Databases.

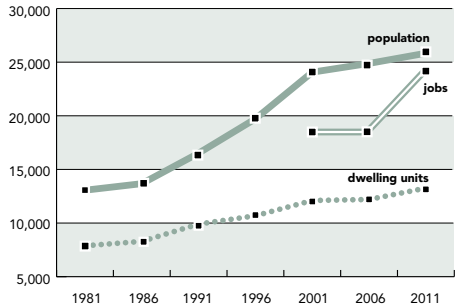


Metrotown serves as the southwest quadrant's Town Centre and is designated as one of Metro Vancouver's Regional City Centres.

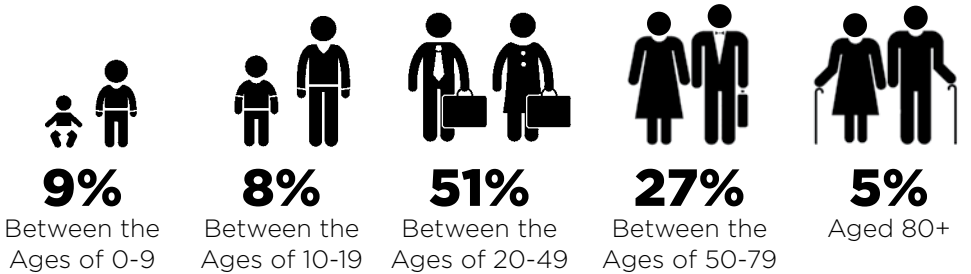
POPULATION



METROTOWN'S GROWTH



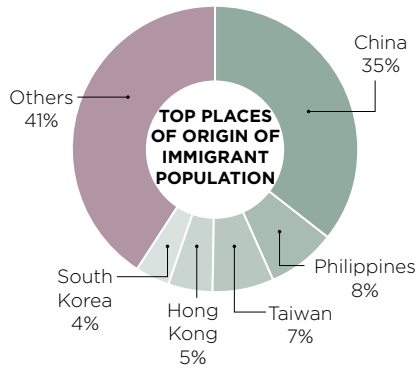
AGE



EDUCATION

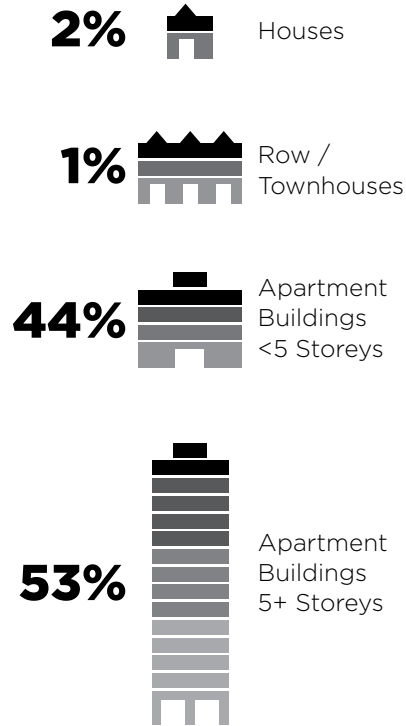


IMMIGRATION

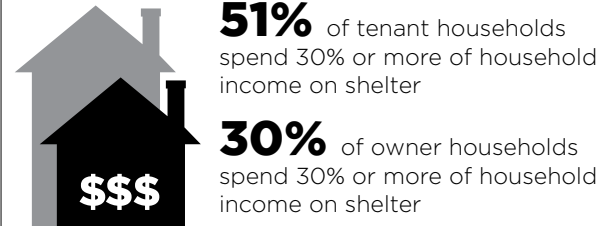


62%
of Metrotown's population
are immigrants

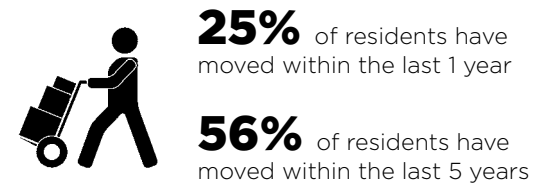
HOUSING TYPES



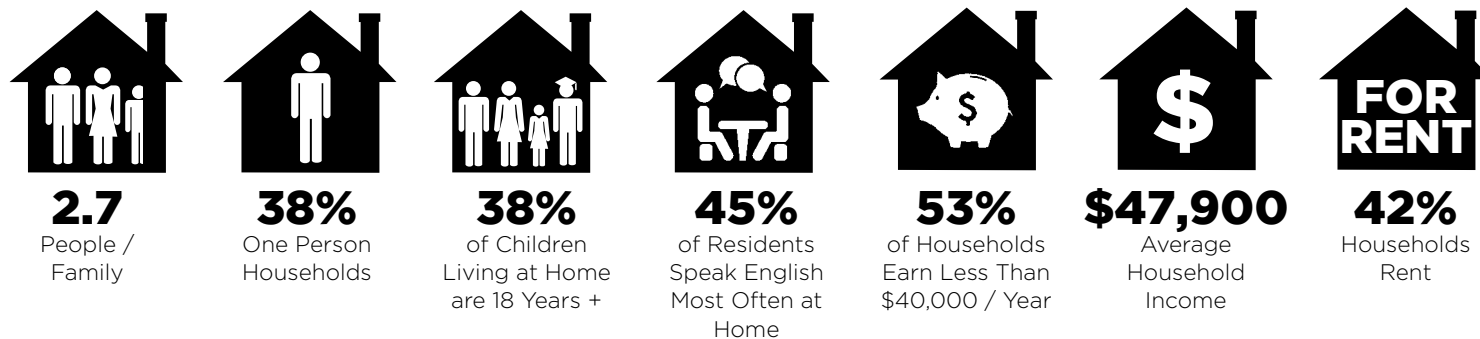
HOUSING COST



CHANGE OF RESIDENCE



HOUSEHOLD STATISTICS



EMPLOYMENT



24,000

Jobs

=

17%

of Burnaby's Jobs

PUBLIC OPEN SPACES



CIVIC SQUARE



BC PARKWAY



METRO SKATE PARK



BERESFORD ART WALK

OCCUPATIONS



28%

Sales & Service
Occupations



18%

Business, Finance
& Administration
Occupations



13%

Professional, Scientific
& Technical Services



9%

Education, Law &
Social, Community &
Government Services



7%

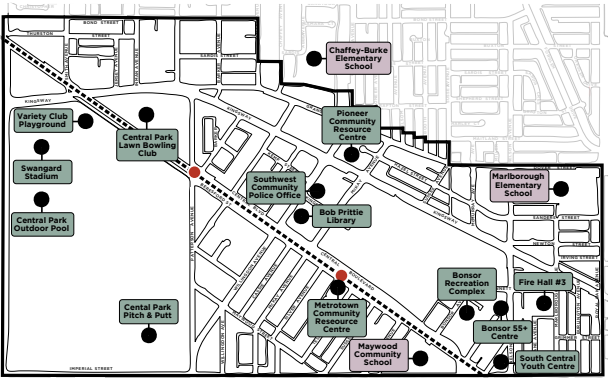
Management
Occupations



25%

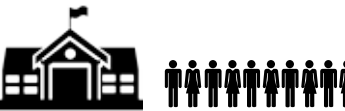
All Other
Occupations

AMENITIES AND SCHOOLS



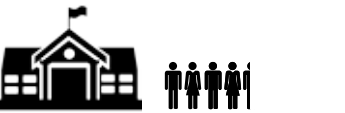
● Civic Amenity or Public School
● SkyTrain Station / Local Commercial
--- SkyTrain Expo / Millennium Lines

SCHOOLS



933
Students

Marlborough
Elementary School



440
Students

Maywood
Community School

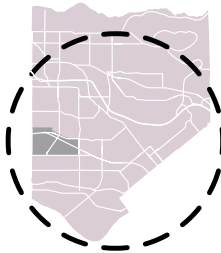


515
Students

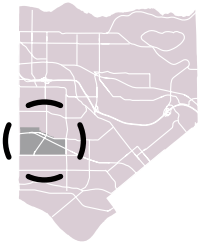
Chaffey-Burke
Elementary School
(Located outside of Town Centre boundary)

PARKS

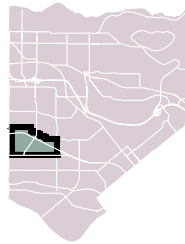
Metrotown has **235+ acres** of park space



MAJOR PARK
Central Park



DISTRICT PARK
Bonsor Park



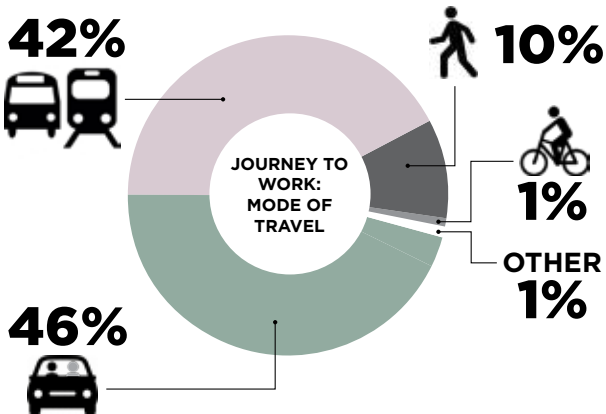
NEIGHBOURHOOD PARKS
George McLean Park
Kinnee Park
Lobley Park
Maywood Park

PARKS AND OPEN SPACES



Park / Public School
 SkyTrain Station / Local Commercial
 SkyTrain Expo / Millennium Lines

TRANSPORTATION



2 SKYTRAIN STATIONS

- Metrotown
- Patterson

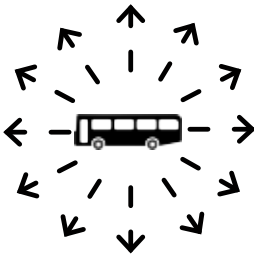


Metrotown SkyTrain Station serves

50,000+
trips per day

Metrotown Bus Exchange serves

12 Routes



Metrotown Bus Exchange serves

25,000+
trips per day

2.4

Existing Land Uses

This section identifies the primary land use groups within Metrotown, as well as provides a high level inventory of these existing uses. This information highlights what the *1977 Plan* has achieved and what opportunities this Plan has to effect the evolution of Metrotown as Burnaby's downtown.

2.4.1

MAJOR OFFICE DEVELOPMENTS, COMMERCIAL SERVICES AND RETAIL

Metrotown supports a significant proportion of the City's major office developments, commercial and office land base. In general, these uses can be characterized as:

- Automobile-oriented strip commercial developments along Kingsway;
- Large lot development patterns that support a suburban shopping centre form;
- Recent mixed-use commercial and residential developments along Kingsway, Central Boulevard, and Beresford Street;
- Major office and commercial developments along Kingsway, consisting of street-oriented retail at ground level and offices in the podium or tower above;
- Major office developments include the TELUS office building at Boundary and Kingsway, the three Metrotower Office buildings at the Metropolis Shopping Centre, plaza 5000 at Kingsway and Nelson Avenue, and the former Metro Vancouver Offices at Kingsway and Wilson Avenue.





2.4.2

RESIDENTIAL USES

There are approximately 12,140 residential units in Metrotown that are accommodated in a range of building types: high-rise apartments (towers), mid-rise apartments, low-rise apartments, townhouses, and some single- and two-family dwellings. Residential developments in Metrotown can be characterized as follows:

- High-rise apartment development (12 storeys +) has occurred primarily throughout the 1970s, 1980s, and 1990s. Existing high-rise apartment units are distributed throughout the community, with a larger concentration to the west, near Kingsway, Grange Street, Patterson Avenue, and Central Park.
- Residential and commercial mixed-used developments gained momentum beginning in the 1980s through the redevelopment of large commercial sites along Kingsway, such as Center Point, Crystal Mall, The Sovereign and Station Square. Residential mixed-use developments have also occurred along Beresford Street.
- Mid-rise residential development (4 to 12 storeys) is a relatively limited development form in Metrotown. Mid-rise apartment development is currently accommodated in select locations along Patterson Avenue, Nelson Avenue and Inman Avenue, which were developed in the early 1960s, 1970s, and 1980s.
- The largest concentration of low-rise apartment development is located in the Maywood neighbourhood. Many of these buildings are over 50 years old and require major improvements or redevelopment as they approach the end of their lifespan.
- Townhouse developments are located throughout the Town Centre with a primary focus north of Kingsway and west of Halley Avenue.
- The remaining single- and two-family homes types are primarily located north of Kingsway.
- Non-market housing types include: non-market rental housing (such as public housing, non-profit rental housing, and cooperative housing), housing with supports (such as community care facilities, assisted living, and supportive housing), and transitional housing with supports.





Low-Rise:

A structure between 1 and 4 storeys in height.

Mid-Rise:

A structure between 4 and 12 storeys in height.

High-Rise:

A structure of 12 storeys or more in height.



2.4.3

COMMUNITY AMENITIES AND CIVIC FACILITIES

Metrotown is supported by a broad range of community amenities and civic facilities. These amenities and facilities include recreation centres, non-profit offices and resource centres, child care facilities, religious institutions, learning institutions, and seniors' centres. Some of the notable City amenities and facilities that support Metrotown include:

- Central Park Facilities and Amenities
- Bonsor Recreation Complex
- Bonsor 55+ Centre
- Bob Prittie Metrotown Library
- Metrotown Community Resource Centre
- Pioneer Community Resource Centre

- Beresford Street Art Walk
- Community space at the Spectrum development, Sovereign development and Metropolis at Metrotown Shopping Centre
- Swangard Stadium
- Community Police Office
- Fire Hall
- Maywood Community School
- Marlborough Elementary School
- Chaffey-Burke Elementary School
(located outside Town Centre Boundary)
- South Central Youth Centre

2.2.4

PARKS, OPEN SPACES, AND THE NATURAL ENVIRONMENT

Metrotown is served by an established parks and open space network. This network provides pedestrian corridors through Metrotown, supports recreational uses, and contributes towards environmental conservation. Key features of the parks and open space network include:

- Central Park (202 acres), which anchors Metrotown's western boundary and is the most prominent park within the Town Centre, provides both active and passive recreation space. Central Park is also a significant environmentally sensitive area that is protected through conservation;
- Bonsor Park, a District Park which forms part of the Bonsor Recreation Complex, serves the residents of the southwest quadrant of Burnaby;
- Five Neighbourhood parks within Metrotown are Kinnee Park, Lobley Park, George McLean Park, Marlborough School Park, and Maywood Park. These neighbourhood-oriented parks provide space for active and passive recreation for Metrotown's residents;
- Public squares within Burnaby that provide gathering places for Burnaby residents include Civic Square, Bonsor Park Cenotaph, and publicly accessible squares at Metropolis at Metrotown Shopping Centre, Station Square and Crystal Mall;
- The BC Parkway provides an urban multi-use trail from Metrotown to the Royal Oak and Edmonds Community Plan Areas, as well as a connection to Vancouver, New Westminster and beyond;
- Metrotown is directly linked to Deer Lake Park via a green pedestrian corridor at the northeast corner of the Town Centre; and,
- Five watersheds originating in Metrotown include Kaymar Creek, Gray Creek, Still Creek, Guichon Creek and Beaver Creek. These watersheds ultimately flow into the Brunette and Fraser Rivers.





2.5

Existing Transportation Network

The Metrotown transportation network has over a hundred-year history, dating back to the construction of the Interurban line (along what is now the BC Parkway and Expo SkyTrain Line) and development of Kingsway as the major east-west thoroughfare through the Town Centre, connecting to New Westminster and Vancouver. The network has expanded over time to better meet the needs of the growing community.

Metrotown is a transportation hub that is directly served by two SkyTrain stations (Patterson Station and Metrotown Station) and related bus routes and bus exchanges, with Metrotown Station being one of the most highly used stations in the network. In addition, the Royal Oak Station is located within close walking distance to Metrotown.

There is a well-defined pedestrian and cycling network in place. Designated bike facilities include the BC Parkway, the Sea-to-River Bikeway along the Patterson / McKay corridor, and the Metrotown Bikeway, which circles the

core using Central Boulevard, Bonsor Avenue, Nelson Avenue, Hazel Street, and McKay Avenue. New *Town Centre Standards*, which accommodate wider sidewalks and separated cycling facilities are being provided throughout the Town Centre as new development occurs, and over time will result in an improved pedestrian and cycling experience.

Vehicular movement is dominated by an east/west travel pattern using the existing street network. Kingsway and Willingdon Avenue are primary arterial streets, followed by secondary arterials and primary collectors such as Central Boulevard. Goods movement within Metrotown uses the designated truck routes which include Kingsway, Imperial Street, Willingdon Avenue north of Kingsway, and Boundary Road.

2.6

Existing Development Pattern

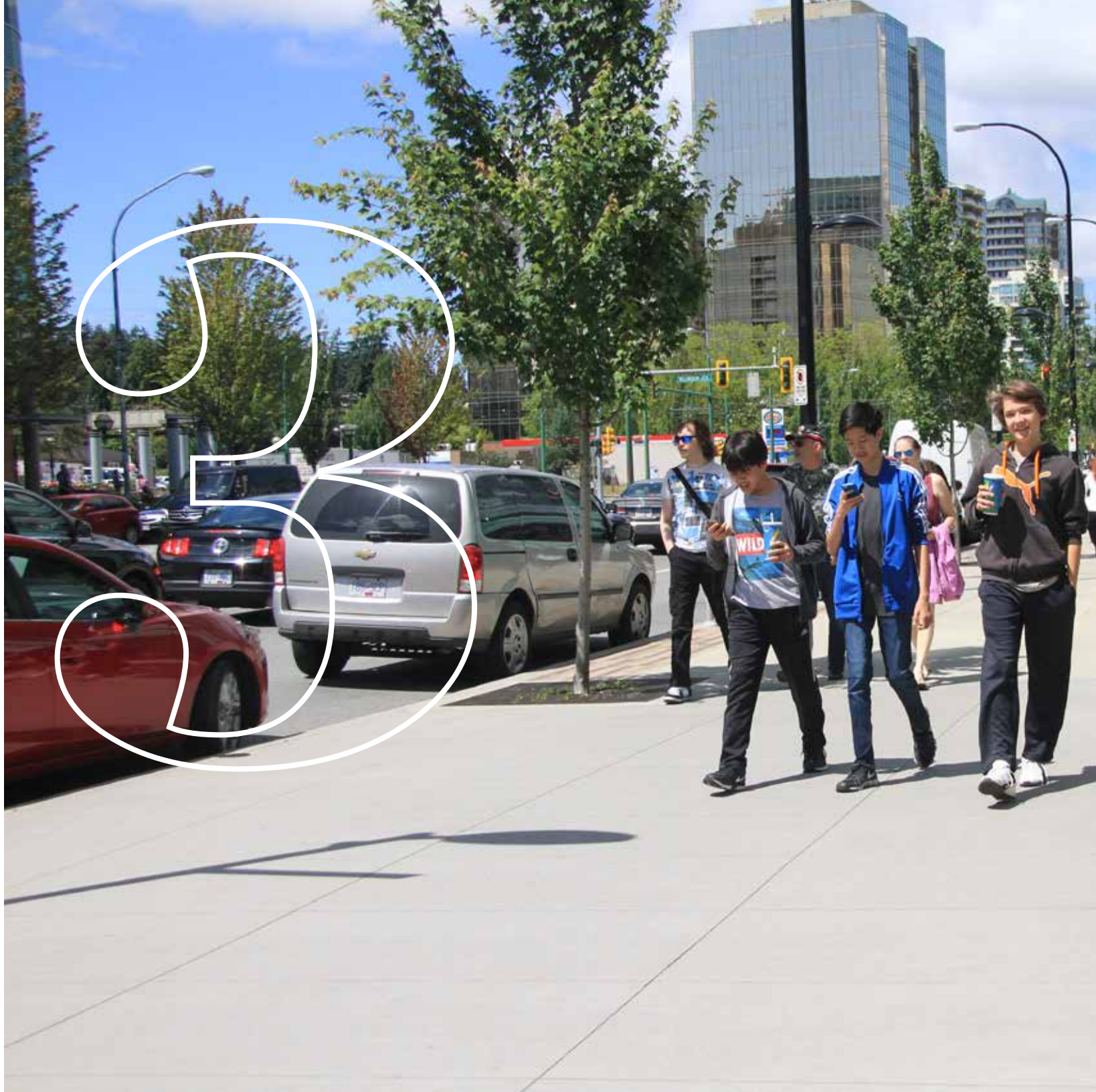
Given the predominant east-west orientation of Metrotown's transportation network and historic industrial land uses, development patterns are predominantly characterized by large blocks that support suburban shopping center uses (for example: Metropolis at Metrotown Shopping Centre, Old Orchard Shopping Centre, Plaza 5000) and linear development patterns that support auto-oriented strip commercial uses along Kingsway. Moving outwards from the central area, a finer grained and more grid-like street pattern is typical, allowing for better connectivity.





“To be a great downtown, Metrotown must offer all the essential goods and services for daily living so that the area is always hustling and bustling with action, people, and events. Residents in the area should not need to go elsewhere for necessities. It should be a centre where people work, live, and play.”

~ Public Input Process 2016.



A Downtown Vision

This Metrotown Downtown Plan is premised on a contemporary urban design philosophy with the aim to establish a great downtown for the City of Burnaby. The vision statement provides the overarching mission to create a great downtown. The organizing principles, and more specific goals, provide a broad framework to achieve the vision. These principles and goals then inform the policy directions outlined in each of the major theme areas of this Plan.



The components of a great downtown include:

- **Business and Employment**
- **Transportation**
- **Housing**
- **Public Space**
- **Culture**
- **Social Services**
- **Learning**
- **Tourism**
- **Sustainable and Healthy Living**
- **Efficiency and Creativity**
- **Image and Identity**



3.1

Vision

The 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.

3.2

Principles and Goals

The organizing principles and goals stated below provide a broad framework to achieve the vision for Metrotown. They are intended to inform and guide the Plan and the policies and guidelines that follow.

3.2.1

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.

3.2.2

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, thus promoting Metrotown as both a city-wide and regional destination; and,
- encouraging hospitality amenities and services to enhance visitors' experience.





3.2.3

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.

3.2.4

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 encouraging transportation options that support all modes, especially walking, cycling, and transit.



3.3

What would make Metrotown a great downtown?

Comments from the 2016 Public Input Process for the Metrotown Downtown Plan

Theaters for art and cultural events, a wide range of ethnic and cultural options for dining and shopping, family centred activities during the day and entertainment/dining/ brew pubs in the evening.

24 hr vibrancy with people on the streets. Do everything you can to make the streets rewarding places to be. Patios, Pedestrian friendly, not car friendly.

Lots of opportunities to access destinations on foot

More entertainment venues (day and night). Faster removal of garbage and vandalism. Bringing Burnaby's tallest tower back to the area (currently Brentwood is building taller towers).

Having a unique identity from other 'downtowns'.

More diversity of restaurants with outside patio eating areas. Some iconic architecture and/or design features (e.g. light standards or man hole covers with a specific design that can only be found in Metrotown). Evening entertainment venues. More public green spaces like civic square. Refreshment of parks in the area - some of the smaller ones are just patches of green.

Following through on principles in a timely fashion. A true downtown has sidewalks filled with people and urban plazas and parks filled with people on lunch breaks and after work. It's a place that you don't have to leave after work because everything you need is there.

1. A cultural venue such as the Orpheum
2. Galleries and other like art shops
3. Nightclubs and privately held entertainment venues
4. Public wifi throughout
5. More residential rental units.

A strong network of circle walks or pedestrian/bike ways that encourage people to come together in each neighbourhood at a shared green space that also has an significant, highly visible public art component.

Sustainable improvements to infrastructure and existing buildings, better bicycle accessibility, more diverse businesses.

More green space. People will be living in apartments and small pocket parks would be a pleasant place to get some fresh air and green space. I like the idea of outdoor cafes, etc. but these must include some trees, not just concrete.

Nice public spaces and housing that is able to support a diverse set of residents.

I think an elevated alley full of restaurants and a pub or two would be nice. A narrow street which creates a sense of vibrancy would be great. Somewhere where a person can enjoy a beer. An elevated spot like the top of the parkade for the Metrotown I & II towers. There are no pubs anywhere at Metrotown. Metrotown is on an high plateau with views from the Sunshine Coast all the way east past Golden Ears yet not one public place allows people to enjoy these vistas. A park north of Metrotown with vast north facing vistas would be great. If one of the commercial buildings had the top floor open for public viewing, the view would be spectacular and would be a great tourist draw. Putting some store fronts on the south side of Kingsway through Metrotown would be nice along with a protected bike lane all the way through.



When i think of a downtown, I think of a place that I can go and walk around to see stores and coffee shops and restaurants. There are things to do and see (activities) beyond just a movie theater. I also envision green space and parks and trees.

Having more outdoor restaurant seating areas for the spring/summer months. Bonsor Recreation should be redone...new pool.. skating rink...gyms.

More cultural activities. There is a great deal of shopping, but Metrotown lacks the cultural activities (good music, plays, etc.) that are plentiful in Vancouver. Also, fewer chain restaurants and more good restaurants would be nice.

Walkable groceries, a farmer's market, enough schools, affordable daycare, local businesses instead of big box stores, gap-free cycling routes.

More affordable modern office spaces, shared office spaces, separate bike lines and more options for late night activities, like cafes, bars and nightclubs and lounges. A variety would be nice.

Density with residential, cultural, recreational, and employment opportunities.

A very obvious public center... a public plaza surrounded by cultural opportunities - galleries, restaurants, services - someplace thousands of people could gather for Canada Day celebrations.

Vibrant amenities (dining, shopping) and an attractive public and pedestrian realm.

Metrotown should have more attractions for young families...play areas for children/fountains/interesting architecture/lighting...even the design of street lights could be changed..hanging baskets of flowers/ planters...

Let it be a diverse place, including diversity of levels of income. Have a plan for lower income persons and families to find a place.

Rethinking Swangard stadium in Central Park into an exciting venue for concerts/conventions/businesses.

A major arts and cultural component -- public art, museums, art galleries, public squares, theaters, concert halls, cinematheques, plazas, unique and different stores, shops and department stores that you can't find anywhere else; places of worship. Nightclubs, bars, lounges. It also has to be easy to travel to and from, and it should really go at all hours of the day. A sense of history is important too.

Outdoor spaces. Plazas, Parks, Courtyards, Amphitheatre, Ice rink, Fountains, Roof top Patios, Raised walkways over traffic, Covered outdoor streets/ walkways. Brand new Bonsor Development.

Lots of little places to sit and have quiet conversations. Corner cafes, bistros and other casual places for people to find places to congregate without it being in the bustle of a mall.

Many inclusive services that keep residents close by.

Community hubs, family recreation areas, affordable spaces/housing for families, seniors, more green spaces, outdoor facilities.

More places to eat with a better diversified selection of restaurants.

More entertainment options. - Public plazas - Outdoor spaces and places for people to linger.





“...there is a need for more seamless transitions from place to place. Too often Burnaby has a great block with the amenities... and then in the next block there is no continuation. The sense of beauty, excitement and vibrancy is lost and too shortly lived.”

~ Public Input Process 2016.



Land Use

This Plan establishes Metrotown as the Downtown for Burnaby. Land use and development under this 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 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.



Land Uses:

The categories used to refer to different activities occurring within a particular area.

Land Use Planning:

Refers to the process for the intentional use of land, resources, facilities, and services with a view to securing the physical, economic, and social efficiency, health, and well-being of communities.

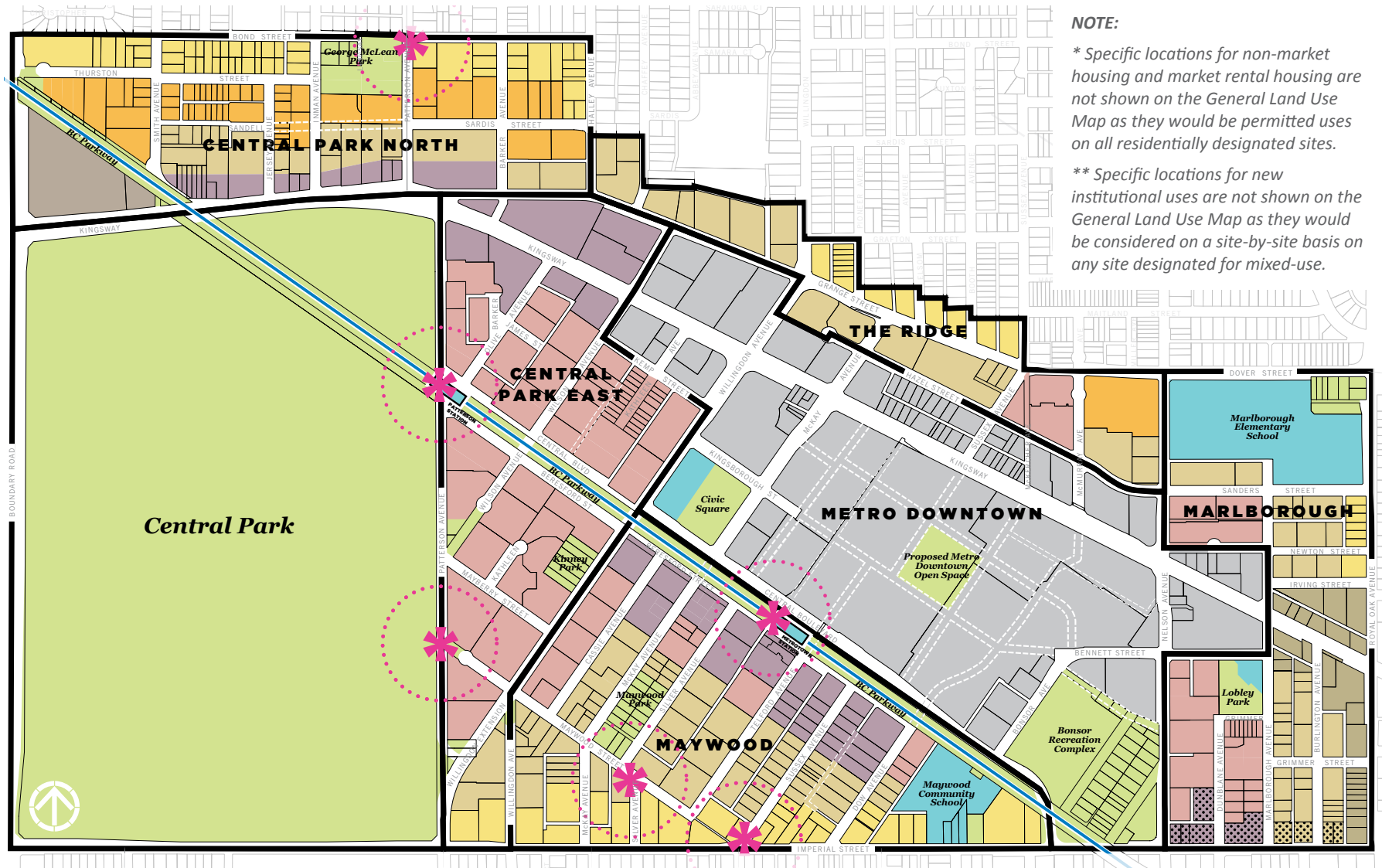
4.1

General Land Use Map

The land use framework is expressed in the following General Land Use Map, which 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 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.

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 this 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.



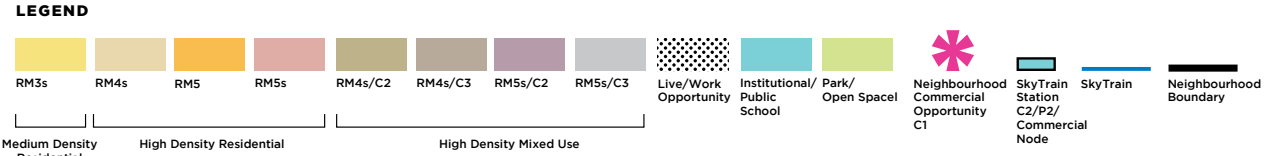
NOTE:

* Specific locations for non-market housing and market rental housing are not shown on the General Land Use Map as they would be permitted uses on all residentially designated sites.

** Specific locations for new institutional uses are not shown on the General Land Use Map as they would be considered on a site-by-site basis on any site designated for mixed-use.

Metrotown

GENERAL LANDUSE MAP



**Gross floor area (GFA):**

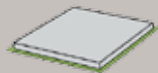
The total floor area contained within a building measured to the external face of the external walls.

Floor Area Ratio (FAR):

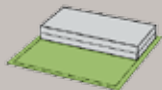
The ratio of a building's gross floor area to the area of the site upon which it is built.

$$\text{GFA} / \text{Site Area} = \text{FAR}$$

Example: 1 FAR



1 Storey
100% Site Coverage



2 Storey
50% Site Coverage



4 Storey
25% Site Coverage

4.2

Understanding the Land Use Framework

The General Land Use Map can be described using the following categories: high density mixed-use, high density residential, and medium density residential, as outlined in the Land Use Framework table below.

LAND USE FRAMEWORK









LAND USE CATEGORIES	GENERAL LAND USE MAP DESIGNATIONS	MAXIMUM RESIDENTIAL / COMMERCIAL FAR	MAXIMUM TOTAL FAR	LAND USE AND BUILT FORM
High Density Mixed-Use	 RM5s / C3	5.0 / 6.0	11.0	Commercial and office podiums and high-rise office and residential building forms
	 RM4s / C3	3.6 / 6.0	9.6	
	 RM5s / C2	5.0 / 1.3	6.3	Commercial and office podiums and high-rise residential building forms
	 RM4s / C2	3.6 / 1.3	4.9	
High Density Residential Use	 RM5s	5.0 / 0.0	5.0	Mid- to high-rise residential buildings with ground-oriented residential
	 RM4s	3.6 / 0.0	3.6	Mid-rise residential buildings with ground-oriented residential
	 RM5	2.6 / 0.0	2.6	
Medium Density Residential Use	 RM3s	1.5 / 0.0	1.5	Residential buildings in ground-oriented and low-rise forms (row-houses, townhouses and low-rise apartments).
Neighbourhood Commercial Opportunity *	C1	0.0 / 1.0	1.0	Minor neighbourhood commercial opportunities to create focal points for social interactions and community gathering.

TABLE NOTES:

* Refer to the City's Zoning Bylaw for a more detailed description of the Zoning Districts.

* The table above does not include a breakdown of base density versus bonus density.

* The table above is subject to any amendments of the Burnaby Zoning Bylaw by Council.

4.2.1

HIGH DENSITY MIXED-USE

High density mixed-use areas are characterized by commercial podiums with high-rise office and residential building forms. Kingsway is the primary commercial corridor for Metrotown, and is intended to accommodate the broadest range and highest intensity of commercial activity.

Commercial podiums are intended to frame the public realm and establish a continuous frontage. Building setbacks create space for plazas, outdoor displays, and seating. Where appropriate, smaller storefronts with frequent entrances contribute to the pattern and character of an exciting downtown. The intent is to establish a walkable downtown with character streets activated by retail, restaurants, cafes and other commercial uses that meet the day-to-day needs of citizens.

Mid- to high-rise office and residential buildings are intended to sit atop the commercial/office podiums. These buildings should be designed in a manner that reflects their use, provides a varied and visually interesting skyline, and offers sunlight access, clear sightlines, and privacy.

Residential uses within the Downtown enable the potential for all housing types along Burnaby's Housing Continuum, as outlined by the *Burnaby Housing Profile*. The intent is to provide a mix of housing types, unit

sizes, and tenures to meet the variety of housing needs through all stages of life and to enable a diverse population to reside within the Downtown. All sites with a residential designation, including applicable mixed-use sites, have the potential to include non-market housing, which is inclusive of non-market rental housing (public housing, non-profit rental housing, and cooperative housing), housing with supports (community care facilities, assisted living, and supportive housing), and transitional housing. In addition, all sites with a residential designation have the potential to include market rental housing.

Major office developments and employment uses form an important part of a downtown. Properties that are designated for high density mixed-use, with a site area that is equal to or greater than 1.5 acres, will provide a minimum ratio of commercial/office floor area to residential floor area. The expected minimum ratio is one commercial square foot per three residential square feet (1:3). This approach allows the downtown to develop without the need to reserve or designate specific sites solely for office developments. It allows for office use to occur in a manner that does not saturate the market and encourages more complete developments, particularly when they include retail



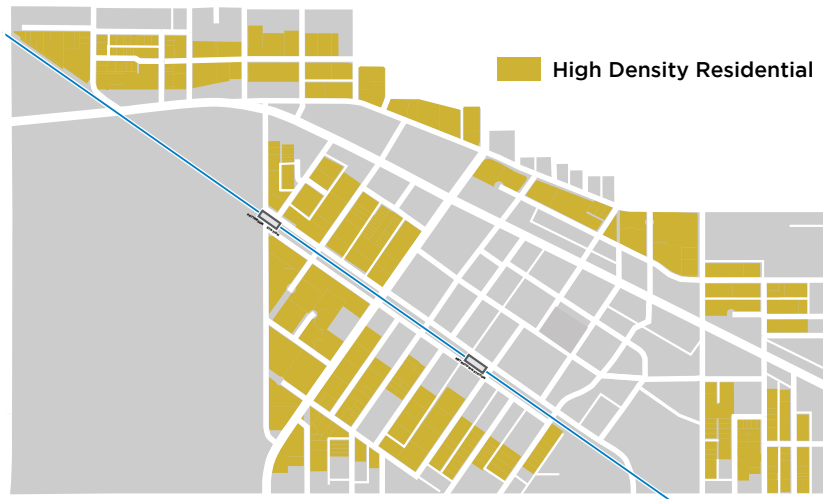
and related service commercial uses. However, sites with existing office uses that undergo redevelopment should meet or exceed the existing office floor area as a part of the new mixed-use development.

Hospitality amenities and services, such as hotels and convention centers, tourist information centers, and other attractions are also supported in the downtown to encourage people to visit and do business. Entertainment and similar uses, such as cinemas, theaters, galleries, and liquor-primary facilities are also encouraged.

Neighbourhood commercial uses are supported on mixed-use sites along portions of Kingsway, Grange Street, Beresford Street and Royal Oak Avenue.

4.2.2

HIGH DENSITY RESIDENTIAL



High density residential areas are characterized by mid- to high-rise apartment buildings with ground-oriented apartments or townhouses positioned close to the street. Such forms provide a transition between the high density mixed-use areas in the centre of Metrotown and the medium density residential areas on the periphery of Metrotown. Higher density residential opportunities are concentrated around transit exchanges and SkyTrain stations, commercial centres, and community amenities, which are most prevalent near major streets such as Kingsway, Central Boulevard, and Nelson Avenue.

The siting and form of residential buildings should consider existing and future development in the area to achieve a varied and visually interesting skyline. The orientation, massing, and siting of taller buildings should be designed to maximize the distances between buildings to provide privacy, maximize sunlight access, and create clear sightlines. Three to four storey apartments or townhouses and live/work units are envisioned to frame the street with setbacks that are extensively landscaped and provide additional semi-private outdoor space.

As noted in the High Density Mixed Use section, residential uses within the Downtown enable the potential for all housing types along Burnaby's Housing Continuum, as outlined by the *Burnaby Housing Profile*. The intent is to provide a mix of housing types, unit sizes, and tenures to meet the variety of housing needs through all stages of life and to enable a diverse population to reside within the Downtown. All sites with a residential designation have the potential to include non-market housing, which is inclusive of non-market rental housing, housing with supports, and transitional housing. In addition, all sites with a residential designation have the potential to include market rental housing.

The high density residential areas will help to support restaurant, retail, office and entertainment uses nearby. Residents in these areas will be within walking distance of major commercial services and transit nodes, while also having the opportunity to access local commercial services within their neighbourhoods, such as coffee shops or smaller grocers. The public realm will highlight and support walking, cycling and public transit with the provision of wide sidewalks, seating areas, pedestrian lighting, open spaces, pathways, and tree-lined streets.

Opportunities for live-work units are supported on Imperial Street, east of Nelson Avenue, and along Nelson Avenue, immediately north of Imperial Street, where a street-oriented residential component is incorporated into the development. Live-work units would generally consist of office and service commercial uses that support local needs.

4.2.3

MEDIUM DENSITY RESIDENTIAL

Medium density residential is characterized by multi-family residential buildings in ground-oriented and low-rise forms (generally three to four storeys), including row-houses, townhouses and low-rise apartments, all of which would have direct entry from the street. These forms of development tend to have larger unit types and greater access to ground level outdoor space.

The medium density residential areas are primarily located along the periphery of Metrotown, and are intended to provide a respectful transition to adjacent lower scale single- and two-family areas along portions of Bond Street, Grange Street, Royal Oak Avenue, and Imperial Street.

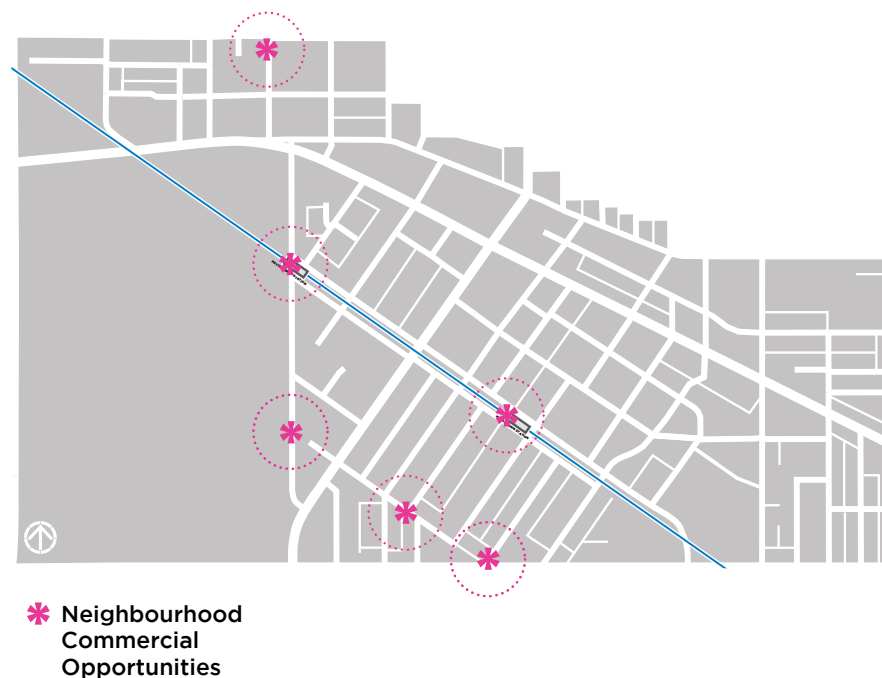
As noted in the High Density Mixed Use and High Density Residential sections, residential uses within the Downtown enable the potential for all housing types along Burnaby's Housing Continuum, as outlined by the *Burnaby Housing Profile*. The intent is to provide a mix of housing types, unit sizes, and tenures to meet the variety of housing needs through all stages of life and to enable a diverse



population to reside within the Downtown. All sites with a residential designation have the potential to include non-market housing, which is inclusive of non-market rental housing, housing with supports, and transitional housing. In addition, all sites with a residential designation have the potential to include market rental housing.

4.2.4

NEIGHBOURHOOD COMMERCIAL OPPORTUNITIES



Minor neighbourhood commercial opportunities will be considered at certain intersections and mid-block locations within residential neighbourhoods, as shown on the General Land Use Map. These smaller scale commercial uses would serve nearby residents and to create focal points for social interactions and community gathering. These opportunities would be intended to offer enhanced convenience for surrounding residents, with uses such as cafes, smaller grocery stores, and minor retailers. These uses are distinctly different than destination commercial and retail areas elsewhere in the downtown. The neighbourhood commercial opportunities will be considered for sites at, adjacent to, or near:

- George McLean Park;
- Maywood Park;
- the north side of Imperial Street near Sussex Avenue;
- Patterson Avenue east of Maywood Street; and,
- Patterson SkyTrain Station.

4.2.5

PARKS AND PUBLIC OPEN SPACE

This Plan builds on Metrotown's existing parks and public open space network. The park and public open space network is based on:

- Central Park, Bonsor Park, George McLean Park, and a proposed Metro Downtown Open Space as the major public open space and recreation destinations in Metrotown;
- the BC Parkway as the major linear public open space linking the Metrotown's major park, recreation, cultural, library, commercial, and transit facilities;
- Kingsway, Beresford Street, Central Boulevard, Kingsborough Street, McMurray / Dow Avenue, and Willingdon Avenue as character streets; and,
- an integrated network of walkways, linkages, and urban squares and plazas.





4.2.6

COMMUNITY AMENITIES

Metrotown offers recreational, cultural and entertainment, educational, and institutional amenities. The Plan continues to build on existing community amenity infrastructure by encouraging the enhancement of existing amenities along with the creation of additional amenities as Metrotown grows.

These amenities include:

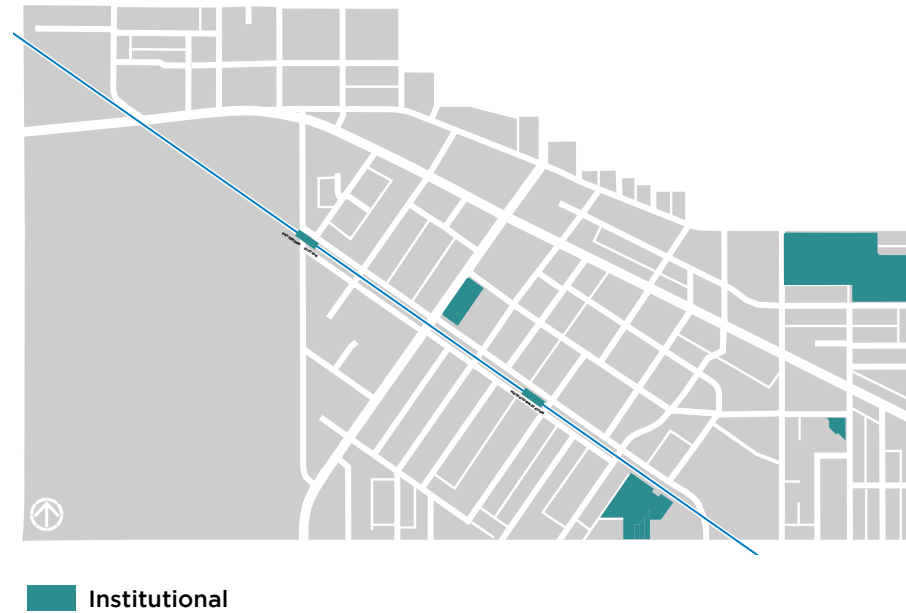
- Bonsor Recreation Complex
- Bonsor 55+ Centre
- Bob Prittie Metrotown Library
- Metrotown Community Resource Centre and Pioneer Community Resource Centre
- Central Park Facilities and Amenities
- Community Police Office
- Fire Hall
- Maywood Community School, Marlborough Elementary School, and Chaffey-Burke Elementary School *(located outside Town Centre Boundary)*
- South Central Youth Centre

4.2.7

INSTITUTIONAL

Private institutional uses would be considered on a site-by-site basis on any mixed-use site within Metrotown. Private institutional uses can include daycares, places of worship, schools, higher education facilities, and healthcare services.

Public institutional uses are shown in existing locations on the General Land Use Map. New public institutional uses would be considered on a site-by-site basis on any mixed-use site within Metrotown. Public institutional uses can include transit stations, daycares, places of worship, schools, higher education facilities, and other public agencies such as police, fire, and healthcare services.



4.3

Neighbourhoods

This Metrotown Downtown Plan establishes 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.

This section describes each neighbourhoods' function and character, while providing direction for its future land use, built form, public realm, parks and open space, infrastructure, transportation, and integration within the broader downtown community. 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, inclusive and sustainable.



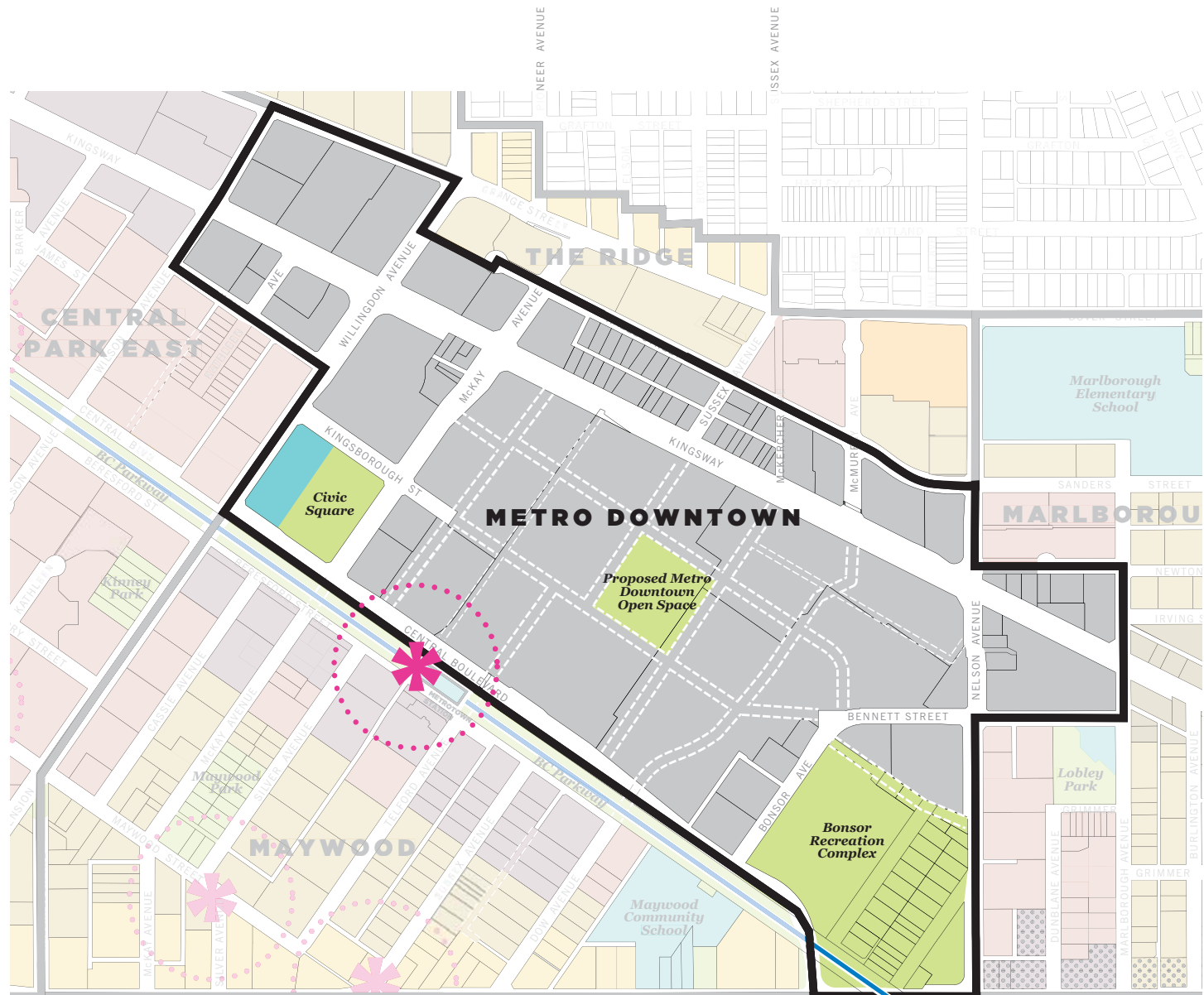
Metrotown

NEIGHBOURHOODS

4.3.1

Metro
Downtown

Metro Downtown is the downtown core and primary centre for urban activity, civic services, and commerce.



LEGEND



NEIGHBOURHOOD ROLE WITHIN THE DOWNTOWN

Metro Downtown is generally bounded by Grange Street to the north, Wilson Avenue to the west, Central Boulevard to the south, and Marlborough Avenue to the east. The neighbourhood is intended to be the primary centre for business, commerce, and employment within the City. The Metro Downtown neighbourhood is also intended to be a place of urban activity and excitement - a destination for leisure, employment, retail, and entertainment. To achieve this, the highest intensity land uses and densities are supported within this neighbourhood. The land uses are characterized by a rich mixed-use environment that includes office, retail, commercial, residential, civic, institutional, cultural, social, entertainment, and open space.

The future of the Metro Downtown neighbourhood depends in part upon the deliberate concentration of major commercial, office, entertainment and hotel facilities. In addition, a fully integrated transportation system and a high-quality public realm will add to the desirability and enjoyment of the downtown core.

The civic facilities, amenities, and parks that provide space for active and passive recreation, learning, and public gathering located within the Metro Downtown neighbourhood include Civic Square, Bob Prittie Library, a number of plazas and squares, Bonsor Park and the Bonsor Recreational Complex. It is anticipated that new amenities would be developed to continue to enhance the livability of the Metro Downtown neighbourhood, including a major performance / event centre and a proposed new metro downtown open space.

As the downtown core and primary focus of urban activity, the Metro Downtown neighbourhood will be a place to live, work, play, shop, and learn.



LAND USE AND BUILT FORM

Sites in Metro Downtown are primarily designated for high density mixed-use development. The desired built-form includes signature high-rise residential apartment and office buildings supported by attractive and engaging commercial podiums. The podiums are to frame the public realm (e.g. street, plaza, park, open space) and establish a continuous frontage. They are to be pedestrian scaled, typically no greater than 6 storeys in height. Building setbacks create space for plazas, outdoor displays, and seating. Smaller storefronts with frequent entrances that contribute to the pattern and character of an exciting downtown are to be utilized where appropriate. The intent is to establish a highly walkable downtown with character streets activated by retail, restaurants, cafes, and other commercial uses that meet the day-to-day needs of residents and visitors alike.

The siting and form of residential buildings should consider existing and future development in the area to achieve a varied and visually interesting skyline atop the geographic ridge that follows Kingsway. The orientation, massing, and siting of taller buildings are to be designed to maximize the distances between buildings to provide privacy, maximize solar access, and create clear sightlines. Buildings are to

provide architectural interest through innovative architecture (including both vertical and horizontal expressions), use of colour, and high quality materials. The buildings within the Metro Downtown neighbourhood will be some of the tallest buildings in the City, therefore the tower tops are to provide architectural interest to the downtown skyline and provide a vertical terminus to the building.

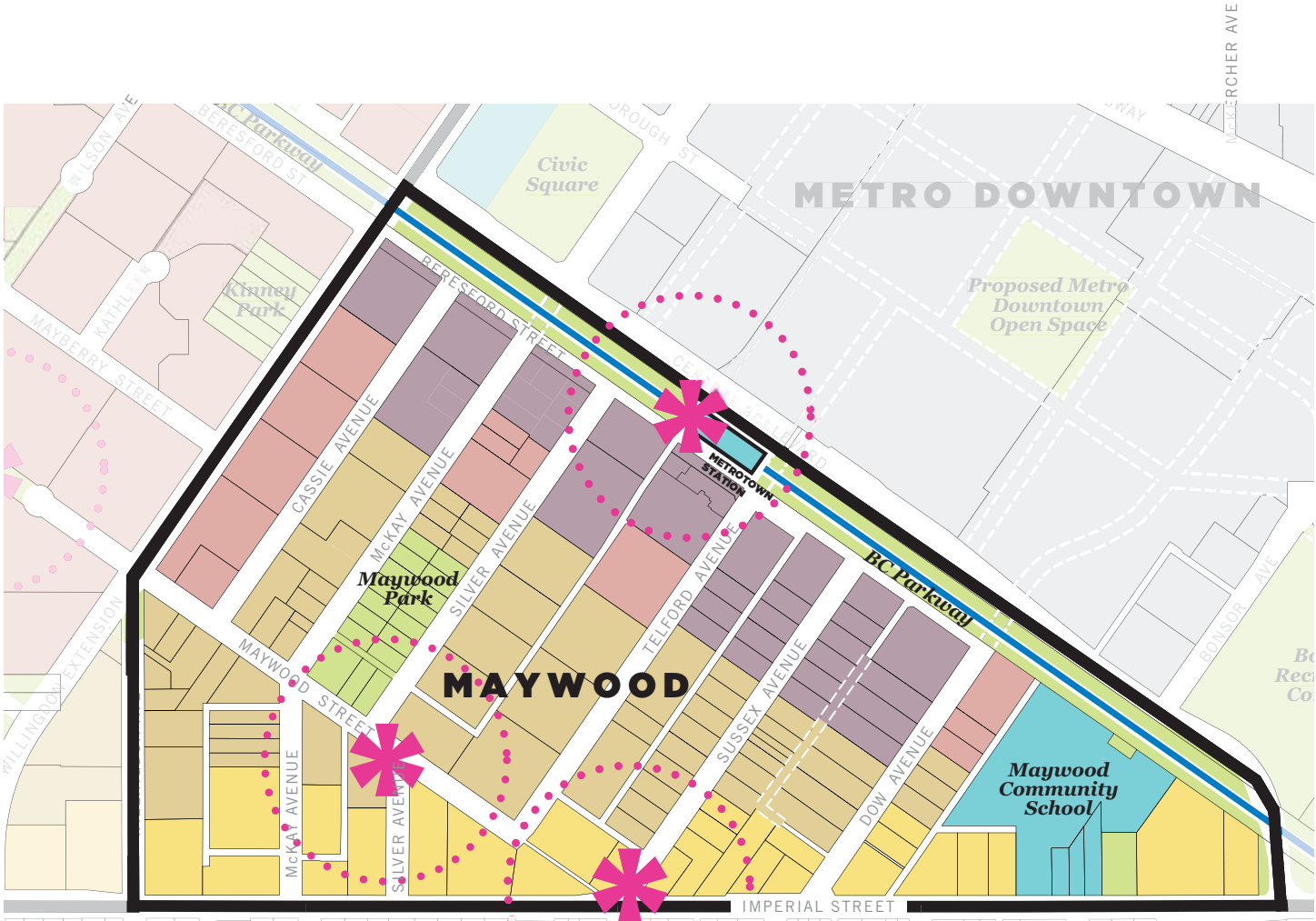
The transformation of the Metro Downtown neighbourhood involves the redevelopment of several large sites: Metropolis at Metrotown Shopping Centre, Sears, Old Orchard, and Plaza 5000. The redevelopment of these major blocks must work to incorporate a finer-grained system of public streets, lanes, pedestrian connections, plazas, squares, parks, and open spaces. The intent is to transform the more suburban shopping districts into vibrant, pedestrian and transit-oriented, mixed-use developments with diverse housing, employment, service, and recreation opportunities. These sites may require a Master Plan concept in addition to the site specific rezoning applications. The Master Plans are required to be consistent with the vision, principles, and land use framework of this Plan.

A significant component of the Metro Downtown neighbourhood is the inclusion of new public spaces and public realm enhancements. As described further in this Plan, these include character streets, plazas and squares, parks, gateways, and linkages.

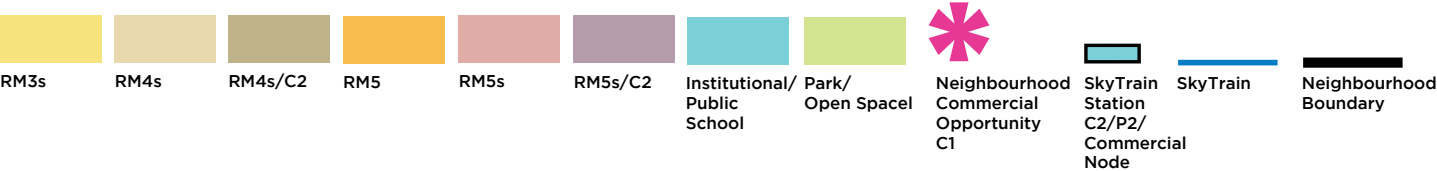


4.3.2
Maywood

Maywood is the residential heart of the downtown.



LEGEND



NEIGHBOURHOOD ROLE WITHIN THE DOWNTOWN

The Maywood neighbourhood is bounded by Beresford Street to the north, Willingdon Avenue to the east, and Imperial Street to the south. Whereas the Metro Downtown neighbourhood is intended to be the downtown core and centre of urban activity, the Maywood neighbourhood is intended to be the residential “heart” of Metrotown with opportunities for people to live, gather, socialize, and celebrate.

Beresford Street is envisioned as a distinct corridor to be transformed into a celebratory street and art-walk. The street’s public realm will give people a reason to stay and explore while also reinforcing the neighbourhoods identity. Retail and commercial uses will help to generate pedestrian activity on the street. Such uses are intended to be locally-oriented, meeting the day-to-day needs of residents. The commercial nature of Beresford Street is not intended to compete with the Metro Downtown neighbourhood, as such large format retailers (single user floorplates in excess of 25,000 sq.ft.) are not considered appropriate.

South of Beresford Street, the neighbourhood is intended to be a pedestrian-oriented multi-family residential neighbourhood, rich in park and open space amenities. The evolution of Maywood will prioritize mid-block pedestrian corridors through the neighbourhood, expansion of Maywood Park south to Maywood Street, and continued support for Maywood Community School.

Maywood should maintain a clear and strong relationship to the adjacent Metrotown SkyTrain Station, the BC Parkway, the Metro Downtown neighbourhood to the north, and the single- and two-family area to the south. Maywood is place that connects the downtown together. The intent is to continue to build upon the existing linkages in this neighbourhood to further improve multi-modal connections to the downtowns’ commercial, institutional, recreational and cultural amenities, as well as the broader City.





LAND USE AND BUILT FORM

Sites which have a frontage on Beresford Street are designated for high density mixed-use development. The desired built form includes slim, elegant residential buildings supported by a commercial podium that fronts Beresford Street and wraps the flanking street. Podiums should be pedestrian scaled, typically no higher than four storeys. It is desired that residentially-oriented flanking streets be framed by a low-rise apartments or townhousing.

The sites further south of Beresford Street are designated for high density multi-family residential development. These buildings are to be residential in character with spacious lobbies, ground level amenities, and access to outdoor open space. The built form includes residential buildings between 12 – 30 storeys in height, with a street-oriented low-rise apartment or townhouse component.

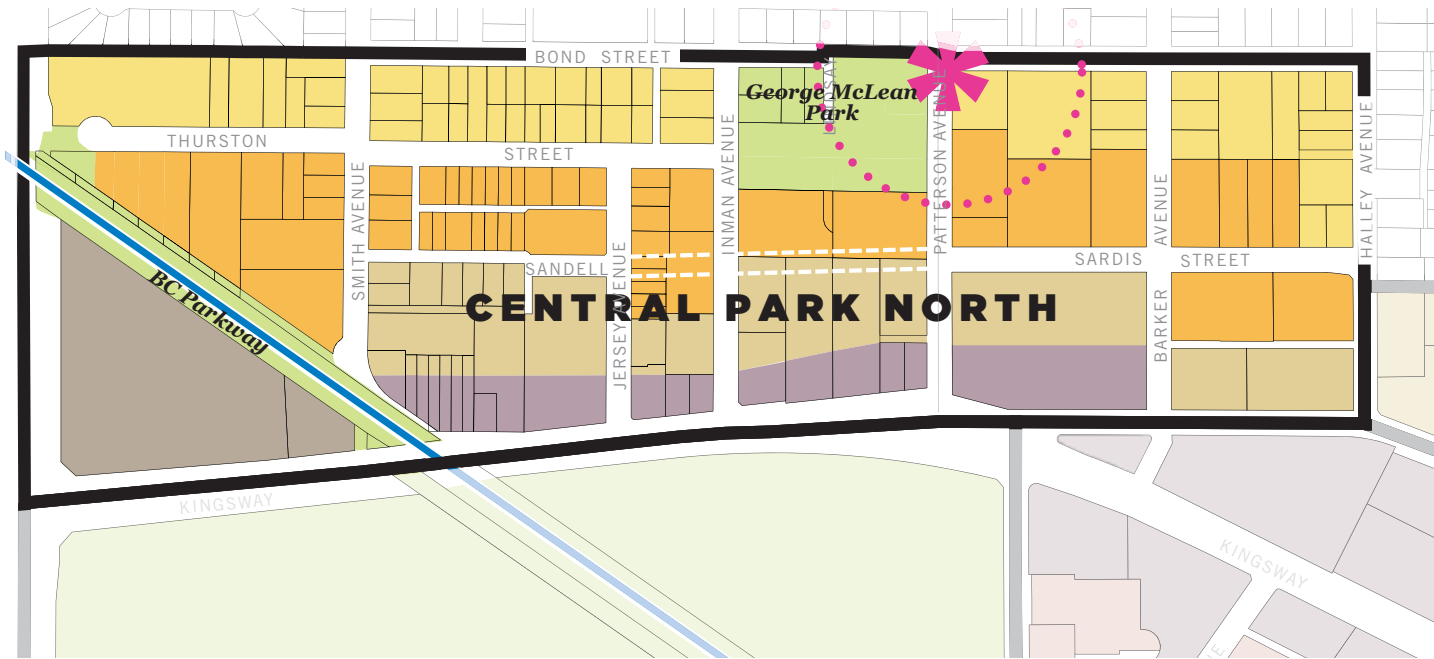
The southern edge of the Maywood neighbourhood, along Imperial Street, is designated for multi-family residential development in the form of low-rise apartments, row-housing, or townhouses with a maximum height of four storeys. The architectural character should be residential in nature, with extensive landscaping.

The introduction of minor commercial or retail uses would be considered within Maywood in an effort to create a locally serving hub and gathering place. Opportunities for these small-scale neighbourhood-oriented businesses may be considered appropriate located adjacent to Maywood Park and the intersection of Imperial Street and Sussex Avenue. A coffee shop or small retail opportunity would reinforce Maywood Park as the heart of the neighbourhood. Minor commercial on the north side of Imperial Street and Sussex Avenue would enhance this intersection with an active use and create an entrance into the neighbourhood.

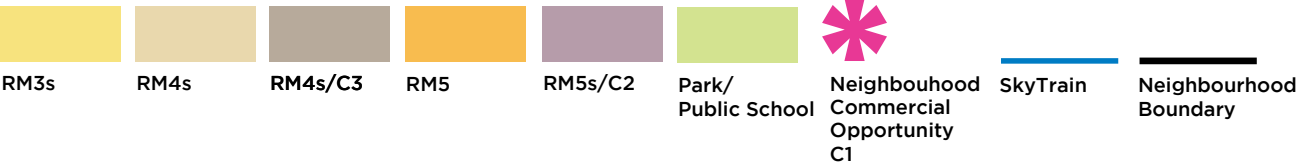


4.3.3
Central Park
North

*Central Park North
is a gateway into
the downtown from
the west.*



LEGEND



NEIGHBOURHOOD ROLE WITHIN THE DOWNTOWN

The Central Park North neighbourhood is generally bounded by Bond Street to the north, Boundary Road to the west, Kingsway to the south and Halley Avenue to the east. The neighbourhood is identified as a gateway into Metrotown, as well as the broader City, given its relationship to Boundary Road and Kingsway. The north side of Kingsway is intended to have a high-density mixed-use character and provide a sense of approach and arrival into the downtown. This urban character on the north side of the street is juxtaposed by Central Park's extensive green frontage on the south side of Kingsway.

North of Kingsway, the Central Park North neighbourhood transitions to a medium density multi-family neighbourhood that relates to the single- and two-family neighbourhoods beyond Metrotown's boundaries.

LAND USE AND BUILT FORM

Sites that front onto Kingsway are designated for a range of uses and densities. Of particular note is the TELUS site at the northeast corner of Kingsway and Boundary Road. This site is a key identifier and place-

maker of the Central Park North neighbourhood, providing a sense of arrival into Metrotown. The site's existing use as a high density office development is likely to remain for some time. The long term vision of this Plan is that the redevelopment of this site would be for mixed-use residential, commercial, and office uses. It would include mid- to high-rise office and residential buildings, with retail and office podiums fronting Kingsway and Boundary Road. The future redevelopment of the site should include an office component that meets or exceeds the sites existing office floor area.

Sites along Kingsway, east of Smith Avenue and west of Barker Avenue, are intended to be mixed-use with commercial and townhouse podiums and high-rise residential apartment buildings above. These mixed-use designations fronting the north side of Kingsway require a consolidated site that fronts Kingsway to access commercial density. The commercial component of the development must be orientated towards Kingsway. The desired built form is a commercial street wall with high-rise residential apartment buildings that relate to Kingsway and Central Park.

North of Kingsway, is a medium density multi-family residential neighbourhood with low- to mid-rise apartment buildings and townhouses. The reduced residential densities are intended to scale development down towards the single- and two-family neighbourhoods to the north and east, creating a respectful transition. Development along Bond Street will consist of row-housing, townhousing, and low-rise apartments and will have a maximum height of four storeys.

As an alternative to the major commercial uses along Kingsway, minor neighbourhood commercial uses will be considered on sites adjacent to or within George McLean Park. Small-scale commercial or retail businesses would provide a central gathering place in the residential neighbourhood and support activity and use of the Park.

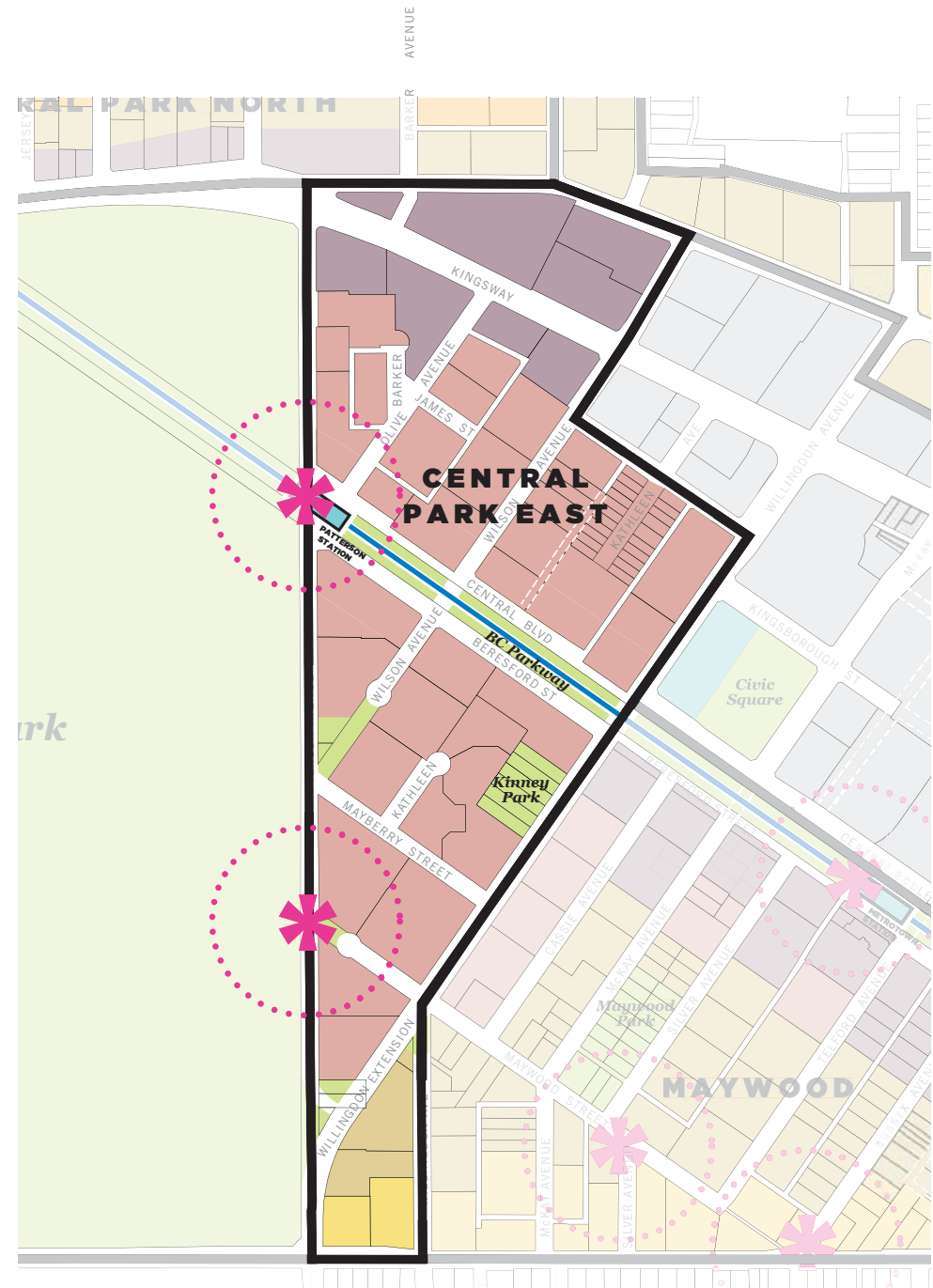
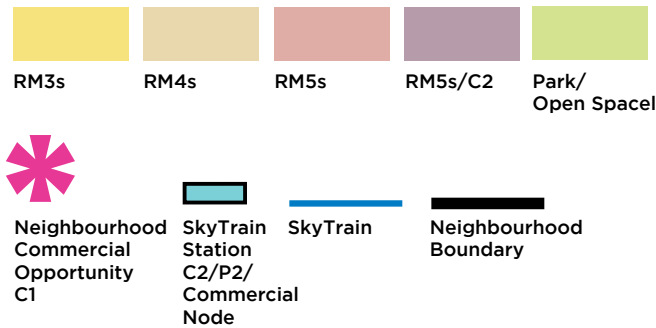


4.3.5

Central Park East

Central Park East is a high density neighbourhood with a garden-like setting that is defined by its relationships to Central Park, Kingsway, the BC Parkway, and Patterson SkyTrain station.

LEGEND



NEIGHBOURHOOD ROLE WITHIN THE DOWNTOWN

The Central Park East neighbourhood is generally bounded by Grange Street to the North, Patterson Avenue to the west and Willingdon Avenue to the east. This neighbourhood is notably influenced by Kingsway, Central Park, the BC Parkway, and Patterson SkyTrain station, as well as its connections to the neighbourhoods of Maywood and Metro Downtown. The proposed land uses and scale of development respect and support these influences to maintain the garden-like setting of this neighbourhood.

Along the Kingsway frontage, the neighbourhood provides a linear gateway into the Metro Downtown neighbourhood. The high-density mixed-use designations along both sides of Kingsway reflect this function as the primary commercial spine in Metrotown. However, it is important to note that the scale of development should be softened leading to Central Park to respect the neighbourhoods park-side nature. In essence, development should create a transition between Central Park and the Metro Downtown neighbourhood.

Future high-density multi-family developments east of Central Park are intended to have a tranquil park-like neighbourhood character. This neighbourhood is envisioned to be enhanced with publicly accessible pocket parks and cycle/pedestrian corridors, which connect to Central Park, Kinnee Park, the BC Parkway and other parks within Metrotown. Central Boulevard, from Patterson SkyTrain Station to Willingdon Avenue, is envisioned as a “garden street” - a park-like corridor with a range of landscaped spaces and intimate outdoor living spaces to sit and enjoy the southern sun exposure.





LAND USE AND BUILT FORM

Sites along the Kingsway frontage are identified for medium to high density mixed-use development with mid- to high-rise residential apartment buildings atop two storey commercial podiums. The commercial intensity along Kingsway is similar to the Central Park North neighbourhood, but lower than that of the Metro Downtown neighbourhood.

The area around the Patterson SkyTrain Station is intended for high-rise residential apartment buildings with low-rise townhousing or apartment podiums not exceeding four storeys. The opportunity for small-scale neighbourhood commercial around the station is considered desirable.

A neighbourhood commercial opportunity is envisioned along Patterson Avenue, just west of Maywood Street to contribute to the enhancement of the area as a gateway into Central Park.

South of Willingdon Avenue, building heights are reduced approaching the single- and two-family neighbourhood south of Imperial Street to provide a respectful transition. Multi-family developments fronting on the north side of Imperial Street are to have a maximum height of four storeys.

In keeping with the envisioned parkside character of this neighbourhood, the built form, architectural design, and landscape treatment should have extensive landscaping and generous setbacks to relate and respond to adjacent park uses.

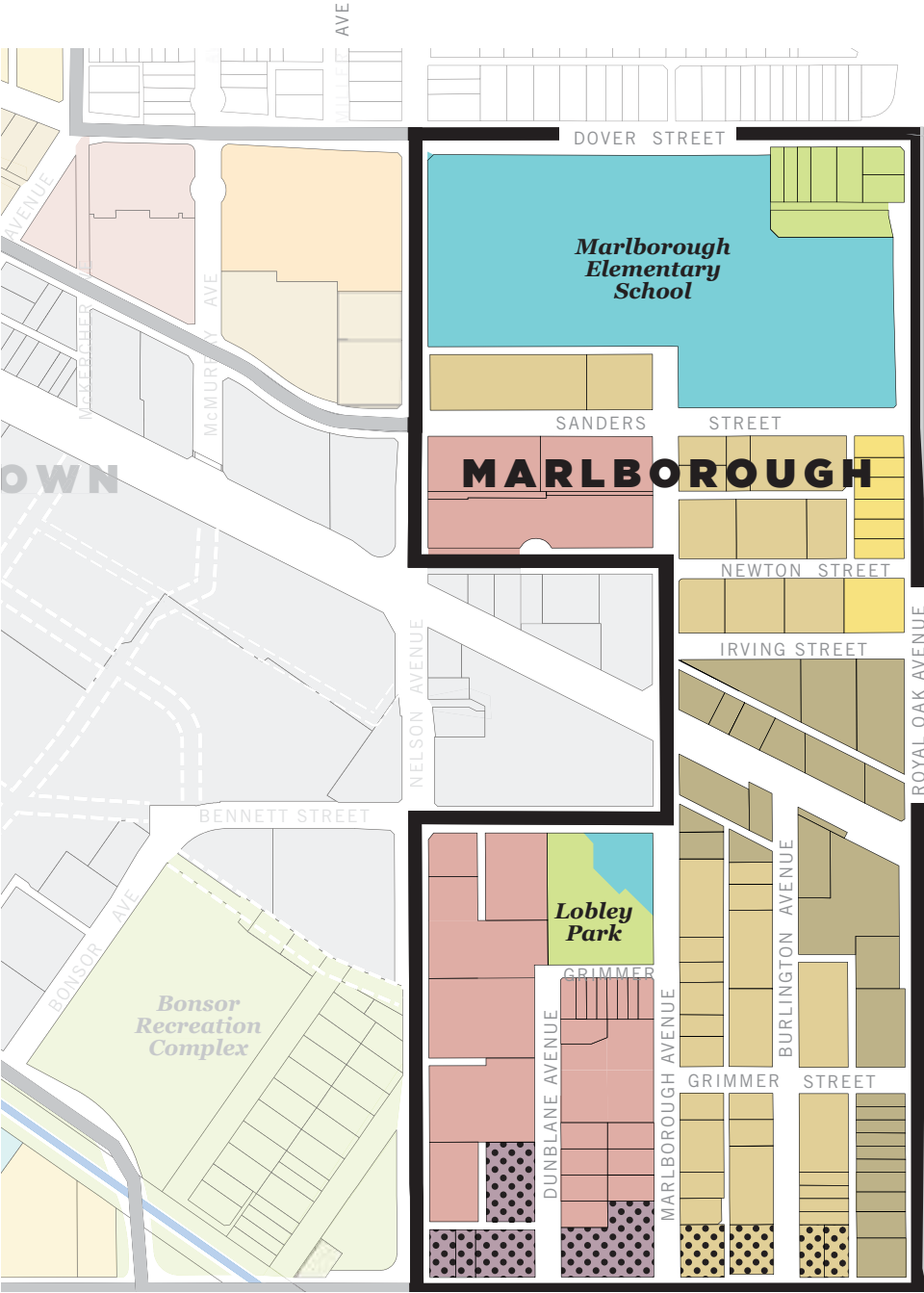
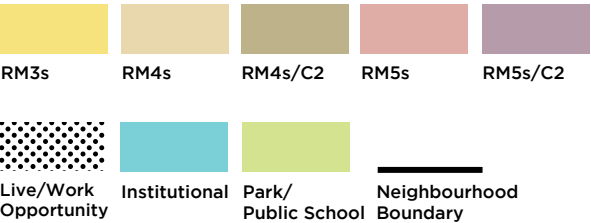


4.3.6

Marlborough

Marlborough is the eastern gateway into Metrotown offering a diverse mix of land uses and urban forms.

LEGEND



NEIGHBOURHOOD ROLE WITHIN THE DOWNTOWN

The Marlborough neighbourhood, which covers the downtown's eastern most edge, is the only neighbourhood that spans Metrotown's northern and southern boundaries. It is generally bounded by Dover Street and Oakland Street to the north, Imperial Street to the south, Nelson Avenue to the west and Royal Oak Avenue to the east. The Marlborough neighbourhood has a diverse neighbourhood character that is unified in its function as the eastern gateway into Metrotown. The key intersections or gateways into this neighbourhood and the downtown include:

- Dover Street, Oakland Street, and Royal Oak Avenue;
- Kingsway and Marlborough Avenue; and,
- Imperial Street and Royal Oak Avenue.

Each intersection is expressly distinct in character and function as it relates to the Oakland area and Deer Lake Park, as well as the Royal Oak Urban Village area to the east.

LAND USE AND BUILT FORM

Similar to the Central Park North and Central Park East neighbourhoods, the scale and intensity of development along Kingsway is intended to be distinctly lower than that of the Metro Downtown neighbourhood. The desired built form includes high-rise residential apartment buildings with a two to four storey commercial podium or street wall to frame Kingsway and the mixed-use section of Royal Oak Avenue south of Irving Street. Sites beyond these mixed-use designations transition to densities that appropriately relate to adjacent land uses and neighbourhood context.

South of Kingsway, between Nelson Avenue and Marlborough Avenue, sites are designated for high density residential uses, with the opportunity for live-work units at the ground level along Imperial Street and along Nelson Avenue, immediately north of Imperial Street. The desire is for signature high-rise apartment buildings with low-rise components that relate to the surrounding context, including the Bonsor Recreation Complex and Bonsor Park to the east, and the commercial and residential uses to the south, across Imperial Street. The neighbourhood transitions to high density mixed-use forms along Royal Oak Avenue with mid- to high-rise apartment buildings atop four storey mixed-use podiums with commercial uses at ground level.

North of Kingsway, the Marlborough neighbourhood transitions down from the Metro Downtown neighbourhood to the Marlborough Elementary School. The desired built form adjacent to the Metro Downtown neighbourhood includes slender residential apartment buildings over ground-oriented units or low-rise apartments, with some opportunities for smaller-scale neighbourhood commercial uses.

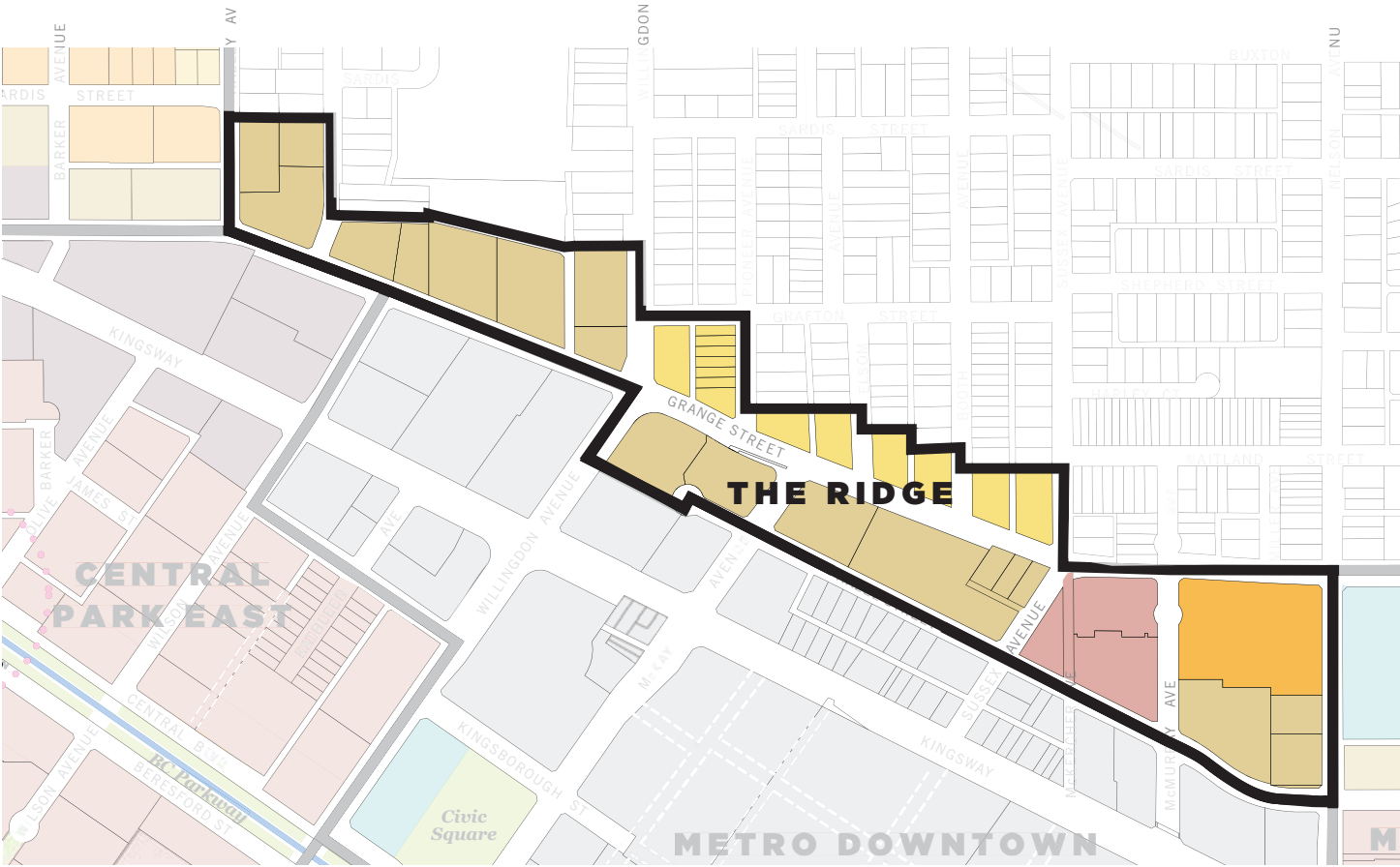
Transitioning east to the frontage of Royal Oak Avenue, between Sanders Street and Irving Street, the desired urban form is three to four storey ground-oriented residential forms that respect the single- and two-family neighbourhood across the street.



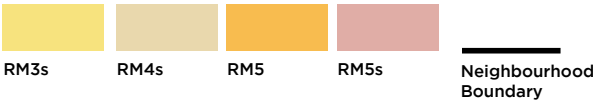
4.3.7

The Ridge

The Ridge neighbourhood provides a respectful relationship and transition between the Metro Downtown Neighbourhood and the adjacent single family neighbourhood.



LEGEND



NEIGHBOURHOOD ROLE WITHIN THE DOWNTOWN

The Ridge neighbourhood is perched upon the northernmost edge of the Kingsway Ridge. It is generally bounded by Hazel Street to the south, Halley Avenue to the west, Nelson Avenue to the east and a varying boundary to the north. The Ridge neighbourhood is heavily influenced by both the intensity of the Metro Downtown neighbourhood to the south and the single- and two-family neighbourhood to the north.

LAND USE AND BUILT FORM

On the north side of Grange Street, between Willingdon and Sussex Avenues, sites are designated for medium density low-rise apartments, townhousing, and row-housing forms. These sites will have a maximum height of four storeys to create a respectful transition to the single- and two-family neighbourhoods to the north. Buildings are to be residential in character with gracious lobbies and amenities. A broad mix of unit types and sizes, with larger ground-oriented units, are encouraged.

The remaining properties within the neighbourhood are designated for high density residential development. The desired built form includes slender mid- to high-rise apartment buildings atop ground-oriented or low-rise apartments or townhouses. Given the single- and two-family neighbourhoods to the north, and Marlborough Elementary School to the east, building heights are restricted to a maximum of 12 storeys for sites south of Dover Street between McMurray and Nelson Avenues.





“More things to see and do outside - little coffee shops and restaurants with different menus, more fountains and little seating areas on the streets for people watching, some food carts with hot-dogs etc, some public space inside Metrotown mall for people to sit and just rest and watch, play area for kids...”

~ Public Input Process 2016.



Public Realm and Open Space

The 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.

This section provides direction on the enhancement of existing and future public realm and open spaces within Metrotown.



“In a Society becoming steadily more privatized with private homes, cars, computers, offices and shopping centers, the public component of our lives is disappearing. It is more and more important to make the cities inviting, so we can meet our fellow citizens face to face and experience directly through our senses. Public life in good quality public spaces is an important part of a democratic life and a full life.”

– Jan Gehl

5.1

Public Realm Network

The public realm network provides residents, business people, and visitors with an easily navigable downtown that is designed for pedestrians and cyclists of all ages and abilities.

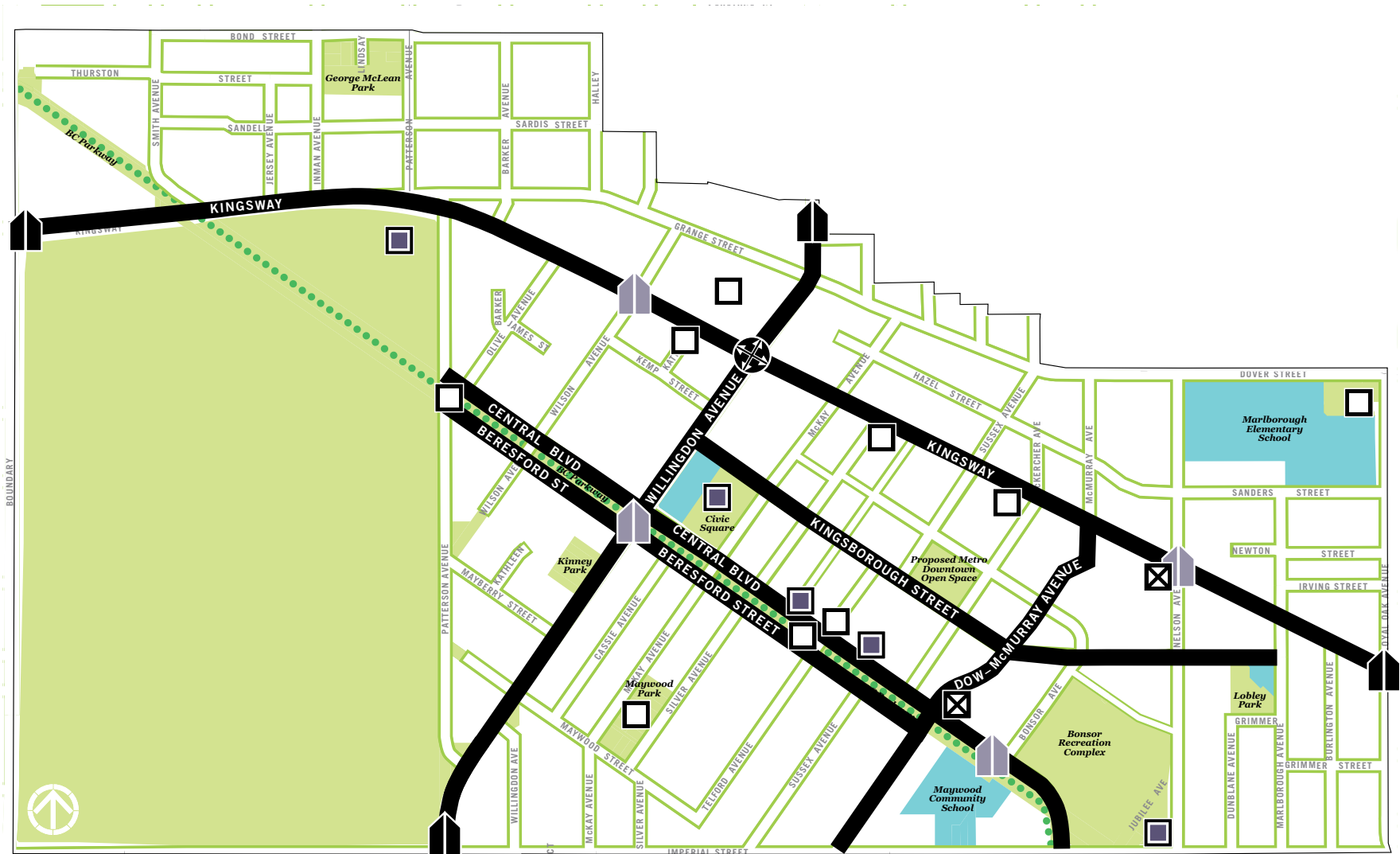
For this Plan, the public realm is defined into two types of space:

- destinations – the spaces in which people meet, gather and linger; and
- linkages – the spaces or corridors through which people move between destinations.

Metrotown's public realm is structured around key destinations of regional, civic, or neighbourhood significance, which are connected together by both physical and visual pedestrian, bicycle, transit, and vehicular linkages. Connections may also be 'ceremonial' – common place making elements such as landscaping (hard and soft), architecture, urban design and wayfinding provide queues as to how various components of the public realm fit together. These major components include character streets, plazas and squares, parks, gateways, and linkages.

The key directions for the Public Realm Network are to:

- a. enhance connectivity and defined linkages between major destinations within Metrotown and the broader City;
- b. encourage the use of formalized promenades or mid-block corridors leading to identifiable features, locations, or destinations;
- c. ensure that these corridors embody the character of the neighbourhood where they are located;
- d. provide mid-block mews or corridors as public right-of-ways to allow for greater permeability and pedestrian access to and through large development sites;
- e. where possible, create smaller block sizes to allow for better connectivity and shorter walking distances;
- f. provide clear wayfinding throughout Metrotown;
- g. encourage accessibility to accommodate a wide range of users including persons with disabilities, families with strollers and seniors; and,
- h. promote neighbourhood safety by improving public perception in a pedestrian-oriented environment, which may include, but is not limited to, lighting, street crossings, traffic calming initiatives, improved pedestrian visibility, and at-grade residential or commercial uses that provide "eyes on the street".



Metrotown

PUBLIC REALM

LEGEND

- Park/ Open Space/ Green Space
- Institutional/ Public School
- Gateway to Town Centre
- Gateway to Core
- Existing Plaza
- Existing Plaza not included in plan
- Proposed Plaza
- Key Intersection
- Character Street
- BC Parkway

5.2

Character Streets


Metrotown has a hierarchy of streets that function as part of the public realm and form the main connections and linkages between destinations. The following subsections outline the role of the character streets within the public realm and open space network, as well as their intended character. Improvements to streets within Metrotown are to be designed, to the *Public Realm Design Standards for Town Centre Streets (Town Centre Standards)*, adopted by Council in 2015.




Metrotown

CHARACTER STREETS

LEGEND

 Character Street

 SkyTrain



5.2.1

KINGSWAY - 'GREAT URBAN STREET'



Kingsway is a major west-east pedestrian corridor that links Metrotown from Boundary Road to Royal Oak Avenue. Kingsway is envisioned to be highly urban in character and form with a uniform use of high quality materials and street furniture.

The key directions for Kingsway are to:

- a. activate the public realm with a street wall of retail, commercial, and business activity, thus creating an exciting and engaging pedestrian environment;
- b. maintain its role as a major east-west connector in the City for all modes of transportation, with an emphasis on pedestrians and cycling facilities;

- c. calm traffic through highly active pedestrian areas by reducing speeds, providing wider spaces for bicycles and pedestrians, and encouraging more visual stimulation;
- d. encourage the development of smaller public open spaces, cafe seating, and plazas that provide public seating, public art or design elements of interest, and a sense of respite along the street;
- e. establish a high-quality and unified suite of street furniture including benches, garbage and recycling receptacles, bus shelters, bike racks, signage and other street furniture;
- f. encourage decorative lighting throughout the year;
- g. encourage building design where human-scale, diversity of architectural expression, and authentic materials contribute to the pedestrian environment; and,
- h. encourage daytime and evening activities through outdoor cafe and dining areas, street events, meeting and resting places, parks, plazas, and shopping opportunities.

5.2.2

CENTRAL BOULEVARD - 'ENTERTAINMENT AND GARDEN STREET'



Central Boulevard is an east-west street, between Patterson Avenue and Imperial Street, that connects major civic facilities such as Central Park, Bob Prittie Metrotown Library, Civic Square, Bonsor Recreation Centre to each other and to the Metrotown SkyTrain Station and Bus Exchange.

East of Willingdon Avenue, Central Boulevard is the main access point and frontage to major employment centres such as Metro Tower I, II, and III, Station Square, and Metropolis at Metrotown Shopping Centre. The public realm character of this street has been largely utilitarian in function and aesthetics – a corridor for commercial vehicle loading, public transit, and parking access.

West of Willingdon Avenue, Central Boulevard provides a frontage for the multi-family developments in the Patterson Crest and Central Park East neighbourhoods with connections to Patterson SkyTrain Station and Central Park. The public realm character is tranquil and park-like.

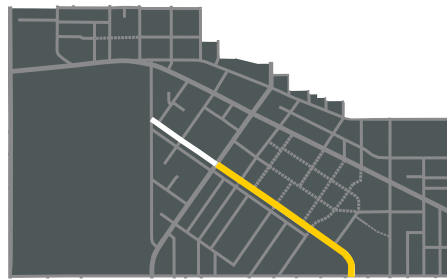
This Plan identifies two public realm characters for Central Boulevard, each distinguished by their relationship to the surrounding neighbourhoods, east and west of Willingdon Avenue:





CENTRAL BOULEVARD

East Of Willingdon Avenue



Central Boulevard, east of Willingdon Avenue, is identified as the entertainment street and is envisioned to be a highly urban and lively public space.

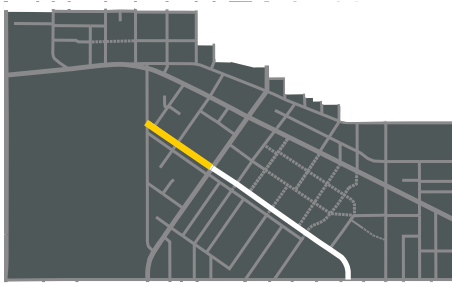
The key directions for the entertainment street, east of Willingdon Avenue are to:

- a. create a pedestrian environment with signature commercial, retail, entertainment, office, and residential uses activating the street throughout the day and night;
- b. take advantage of curb side transit service on Central Boulevard with the redeveloped Metrotown SkyTrain Station and associated bus exchange.
- c. take advantage of the solar exposure on the northeast side of the street when placing public spaces and active uses;
- d. create a relationship between the public realm and the iconic residential and commercial office towers above podiums by providing active uses at grade (for example: restaurant, café and liquor primary uses, patios);
- e. establish a major public square, located on the north side of Central Boulevard, that is primarily hardscaped with opportunities to hold major civic events and celebrations;
- f. design the streetscape with character elements such as an extension of commercial and retail uses onto the street (for example: outdoor seating for cafes and restaurants, outdoor display), special treatment pavers, street furniture, pedestrian lighting, and illuminated / animated signage;
- g. provide continuous weather protection to help extend the “outdoor” season through the winter; and,
- h. employ street and pedestrian lighting that encourages evening activity and consider the use of holiday lighting and special event lighting to further promote evening activities.



CENTRAL BOULEVARD

West of Willingdon Avenue



West of Willingdon Avenue, Central Boulevard is envisioned as the garden street. This section of the street is intended to carry a more passive, green, and residential character, leading to Central Park.

The key directions for the Garden Street, west of Willingdon Avenue are to:

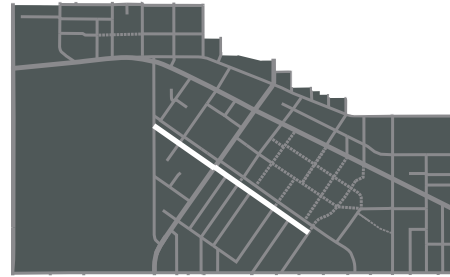
- i. create a tranquil park-like corridor with a wide sidewalk on the north side of Central Boulevard and a variety of landscaped spaces and pocket parks to sit and enjoy the southern sun exposure;
- j. design street frontages that complement the residential character and human-scale curb appeal of the area;
- k. provide a buffer from the SkyTrain guideway and vehicle traffic with broad canopy trees, shrubs and ground planting which also provide multi-seasonal interest;
- l. provide large canopy street trees and rain water management amenities within the generous boulevards;
- m. create pocket plaza areas (“outdoor living rooms”) including benches, hard and soft landscaping, drinking water fountains, street furniture, and other features to make each space unique;
- n. take advantage of the solar exposure on the northeast side of the street when locating public spaces;
- o. provide pedestrian lighting to add comfort and safety; and,
- p. on the south side of the street, adjacent to the BC Parkway, provide separated sidewalks, front boulevards with street trees, and rear boulevards with ground cover landscaping.





5.2.3

BERESFORD STREET - 'ART WALK AND CELEBRATORY STREET'



Beresford Street is envisioned as an “art walk” that hosts an exhibit of public art, as well as a vibrant public space where people gather, interact and celebrate. It will be supported by adjacent retail and commercial uses, and local neighbourhood-oriented services.

Beresford Street will be an important pedestrian connection between major destinations such as the Metro Downtown neighbourhood, Central Park, Bonsor Recreation Complex, Civic Square, Bob Prittie Library, and both the Metrotown and Patterson SkyTrain stations. The success of this street is reliant on its integration with surrounding public spaces and facilities, including BC Parkway, Central Boulevard, transit stations, and the SkyTrain guideway.

The key directions for the Beresford Street are to:

- a. create a celebratory street where the community and visitors can gather for major civic events and where there is an emphasis on public art and other forms of community expression;
- b. create a distinct sense of place, with a celebratory flavour, and art walk features that encourage people to stay, linger, eat, shop, and explore;
- c. provide generous sidewalk and boulevard space;
- d. use street furniture such as bench seating, pedestrian lighting, waste receptacles, and public art pieces to provide cohesive character for Beresford Street;
- e. provide continuous weather protection to help extend the “outdoor” season through the winter;
- f. encourage and support the use of outdoor patios in the colder months; and,
- g. employ street and pedestrian lighting that encourages evening activity. Consider the use of holiday lighting and special event lighting to further promote evening activities.

5.2.4

WILLINGDON AVENUE - 'GATEWAY STREET'



Willingdon Avenue is a major north-south connector that links Metrotown to other parts of the City, including the Brentwood Town Centre and Hastings Street. Willingdon Avenue is envisioned as the 'Gateway Street' that provides a sense of arrival into the Metrotown core.

The key directions for the Willingdon Avenue are to:

- a. manage traffic through highly active pedestrian areas by reducing speeds, providing wider space for bicycles and pedestrians, and encouraging more visual stimulation;
- b. establish a high-quality and unified suite of street furniture including benches, garbage and recycling receptacles, bus shelters, bike racks, signage and other street furniture;
- c. encourage building design where human scale, diversity of architectural expression, and authentic materials contribute to the pedestrian environment;
- d. install a gateway feature or plaza on Willingdon Avenue to enhance the sense of arrival into Metrotown; and,
- e. engage with public transit through highly animated building entrances and transit-oriented commercial uses.





5.2.5

KINGSBOROUGH STREET - 'SHOPPING STREET'



Kingsborough is to be a new east-west street that would bisect the Metropolis ("Metrotown Mall") site, connecting the east and west portions of the Town Centre through the Metro Downtown neighbourhood. The intent of this shopping street is not to compete with Kingsway or Central Boulevard, but for Kingsborough to have a finely grained commercial focus – a dynamic commercial street with active retail storefronts, street side cafes, wide promenade-like sidewalks, complete with generous street furniture and opportunities for public art.

Although it will accommodate vehicle and cycle traffic, the street will be designed primarily for the pedestrian. High-rise buildings would be set back from the street with pedestrian scaled podiums. The street is further framed by street trees, lighting, and street furniture.

The key directions for Kingsborough are to:

- a. establish a highly varied and finely grained commercial street by: prohibiting direct access to residential lobbies, focusing uses that require greater floorspace to be located on or above the second storey, limiting uses that do not contribute to the street's vibrancy (such as offices and banks) to upper storeys, only permitting signage that is subtle and which contributes to the street's overall sense of quality, requiring architecturally unique storefronts, and requiring development to be constructed to the front property line with entrances from alcoves;
- b. consider a blending of uses through the public realm by permitting parklettes, where appropriate;
- c. provide generous sidewalk and boulevard space;
- d. use street furniture such as bench seating, pedestrian lighting, waste receptacles, and public art pieces to provide cohesive character;
- e. provide continuous weather protection to help extend the "outdoor" season through the winter;
- f. calm traffic through highly active pedestrian areas by reducing speeds, providing wider space for pedestrians, and encouraging more visual stimulation;
- g. encourage decorative lighting throughout the year;
- h. employ a soft landscape pallet that is consistent with this highly urbane street;
- i. focus public art at key locations (major public spaces), rather than having it compete with commercial storefronts; and,
- j. where storefront transparency is not possible, display windows are required.

5.2.6

MCMURRAY/DOW AVENUE - 'SHOPPING STREET'



McMurray / Dow Avenue is to be a new north-south street connecting the north and south portions of the Town Centre through its core. McMurray / Dow Avenue is intended to have similar characteristics as Kingsborough Street insofar as it is intended to have a strong and finely grained commercial focus – a dynamic commercial street with active retail storefronts, street side cafes, wide promenade-like sidewalks complete with generous street furniture, and opportunities for public art.

McMurray / Dow Avenue will have a greater focus on movement, with provisions for separated cycle facilities and a high quality pedestrian environment. The podiums would front onto the street to create a sense of enclosure and intimacy, with the high-rise buildings set back to provide space and allow solar access. The street is also framed by street trees, lighting, and street furniture.

The key directions for McMurray Avenue are to:

- a. establish a highly varied and finely grained commercial street by: prohibiting direct access to residential lobbies, focusing uses that require greater floorspace to be located on or above the second storey, limiting uses that do not contribute to the street's vibrancy (such as offices and banks) to upper storeys, only permitting signage that is subtle and which contributes to the street's overall sense of quality, requiring architecturally distinct storefronts that define the street and entrances from alcoves;
- b. consider a blending of uses through the public realm by permitting parklettes, where appropriate;
- c. provide generous sidewalk and boulevard space;
- d. use street furniture such as bench seating, pedestrian lighting, waste receptacles, and public art pieces to provide cohesive character;
- e. provide continuous weather protection to help extend the "outdoor" season through the winter;
- f. calm traffic through highly active pedestrian areas by reducing speeds, providing wider space for pedestrians, and encouraging more visual stimulation;
- g. encourage decorative lighting throughout the year;
- h. focus public art at major public spaces rather than having it compete with commercial storefronts; and,
- i. where storefront transparency is not possible, display windows are required.

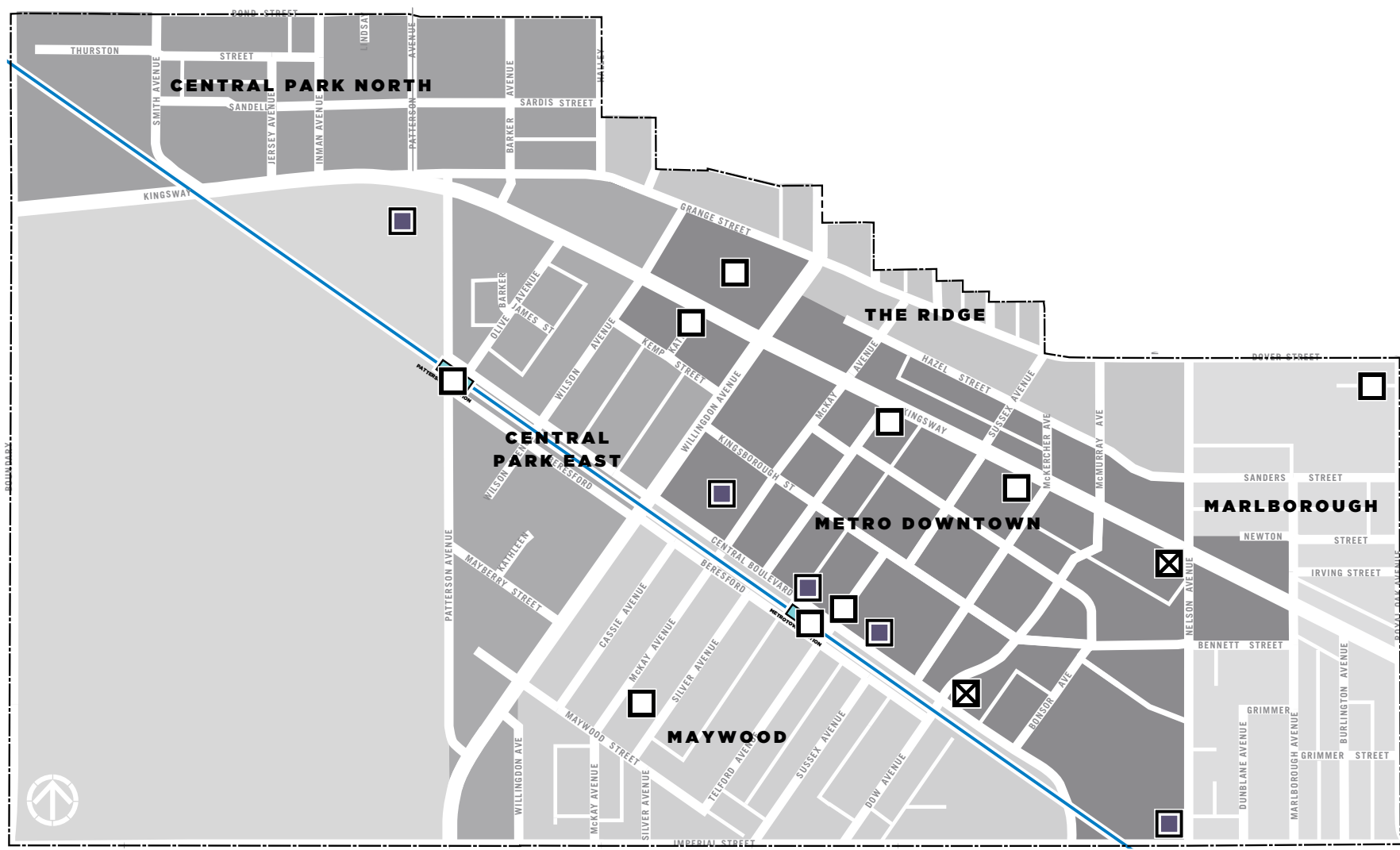


5.3

Plazas and Squares

Inviting urban plazas and squares are an integral component of creating an exciting, inclusive and sustainable downtown. They can provide a sense of arrival to a building, neighbourhood, or city, and provide people and communities with opportunities to meet, gather, hold events, and celebrate. Urban plazas and squares often become the physical space that is identified as the 'outdoor living rooms' of a downtown.

This Plan encourages the development of plazas and squares on City-owned lands and private development sites to further enhance the public realm and provide outdoor public spaces for people to enjoy, linger, visit, and recreate.



Metrotown

PLAZAS AND SQUARES

-  Existing Plaza
-  Proposed Plaza
-  Existing Plaza not included in plan



5.3.1

EXISTING PLAZAS AND SQUARES



Within Metrotown, there are several existing plazas and squares, the three most prominent ones being:

1. Civic Square

Civic Square provides a large public open space in the heart of Metrotown adjacent to the Bob Prittie Metrotown Library. It includes both a hardscape plaza and a park lawn area for passive recreation and leisure. Civic Square also provides opportunities for civic and community events (e.g. Movies and Summer Sundays at Civic Square).



2. South Burnaby Cenotaph

Located at the south east corner of Bonsor Park, the South Burnaby Cenotaph commemorates the service and sacrifice of Canadian veterans during WWI, WWII and the Korean War. It consists of a hardscaped plaza with planting beds for trees, shrubs and other plantings and pedestrian connections to other parts of the park or onto Imperial Street and Nelson Avenue. At the heart of the plaza is a monument to the Canadian veterans.

3. Metrotowers Plaza (Dolphin Plaza)

This important open space is located on Central Boulevard, in front of the three “Metrotower” office buildings. In addition to providing lobby access to the three office buildings, it’s excellent solar exposure and multi-level nature provides residents, employees and visitors to the area with the opportunity to meet, linger and enjoy a coffee. What gives the plaza its identity is a piece of public art entitled “Dolphins in Unison”, by Eric Vanderzee, which is of two jumping dolphins set within a large central fountain/water feature.

Key directions for existing plazas and squares are to:

- continue to support and provide programming for events and activities;
- maintain and enhance the public space in a way that builds on their current successes;
- build on their prominence in the community as a way of improving the Town Centre’s sense of place; and,
- for existing plazas or squares located on sites that may be redeveloped, consider providing new plazas or squares or open spaces on those sites through the redevelopment process.

5.3.2

FUTURE PLAZAS AND SQUARES



Recognizing the need for gathering places for the community, and the role they play in helping neighbourhoods and communities define themselves, this Plan provides for more such spaces. There are several new plazas and squares indicated throughout the downtown.

The key directions for the creation of future plazas and squares include:

- a. obtain new plazas and squares that enhance the public realm through development applications;
- b. provide a community focus in the form of central gathering spaces that have convenient and universal pedestrian access for all residents, workers, and visitors;
- c. design gathering spaces to include amenities for all residents, workers, and visitors of all ages, backgrounds, and abilities;
- d. design gathering spaces that accommodate day and night uses as well as seasonal amenities to encourage year-round participation;
- e. create public spaces that are active, diverse, and offer a range of uses and activities;
- f. design public spaces for comfort and safety, with weather protection, shade, sun access, seating, lighting, and accessibility;
- g. design building massing to create well-defined street, park, and public space edges;
- h. consider land use and zoning bylaw amendments that help activate public spaces (eg. food trucks); and,
- i. provide opportunities and amenities that enable public art, festivals and weekend street markets.

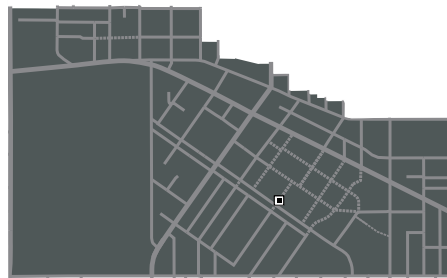
The character of each public open space will be determined through redevelopment processes, but will be required to meet the key directions. Their various roles and functions will depend on: location (is it a gateway, or a central gathering space?); the degree to which it gets access to natural sunlight (is it a good location for an outdoor “living room”?); the adjacent land uses (is it a vibrant commercial plaza with outdoor patios, a busy transit plaza, or is it a place for calm, serene, or even contemplative reflection in an otherwise hectic urban environment?); and, size (is it capable of large celebrations, or is it intended for intimate gatherings?).

While some of these spaces will be publicly owned, many of them will be obtained through the development process, and thus be privately owned and maintained. Unrestricted public access would be secured through various legal instruments, including statutory rights-of-way, covenants, and easements. It is important to note that these public spaces are to be indistinguishable from those that are publicly owned and maintained.





Proposed Central Boulevard Square



The proposed Central Boulevard Square is intended to be a prominent and significant public open space located on the north side of Central Boulevard. Benefiting from excellent solar exposure, the square is envisioned as a major urban space that is activated by a variety of adjacent retail and entertainment uses, as well as transit users accessing the Metrotown SkyTrain Station and Bus Loop. The square is to be primarily hardscaped in order to be a flexible urban space that can be utilized throughout the year. It would include space for movable tables and chairs for everyday use and informal gatherings, but also be flexible to host larger civic events and celebrations.

The key directions for the proposed Central Boulevard Square are to:

- a. design for multi-seasonal programming and use;
- b. provide high quality street furniture such as movable tables and chairs with umbrellas, waste receptacles and lighting;
- c. use high quality paving materials to encourage and enable multi-use of the square;
- d. provide some permanent benches or seating areas;
- e. provide landscaping and trees.
- f. provide a multitude of lighting options for both passive uses and programmed events; and,
- g. provide utility connections (power, water, sanitary) to enable the accommodation of larger entertainment and mobile food vender events.



5.4

Parks

Parks form an essential part of good city-building and place-making that is integral to the vibrancy of the downtown. Metrotown is served by a variety of parks that aim to meet community recreation needs, protect environmental attributes, provide opportunities for social gathering and civic events, and contribute to the beautification of the Downtown. This Plan aims to enhance the variety and quality of park spaces within Metrotown, as well as their accessibility to Burnaby residents and visitors.

The following subsections provide an inventory of the existing and proposed parks in Metrotown and the key directions for their intended use and continued enhancement. The parks are categorized based on the type of park:



- **Major City Parks** are larger parks with regional significance and unique natural features that are maintained for permanent public use and enjoyment.
- **District Parks** are places for active recreation and often designed in combination with a community centre or other park amenities.
- **Neighbourhood and School Parks** generally include playgrounds for preschoolers and older children, open grass areas for informal sports, and an area for passive recreation by people of all ages.
- **Urban Trails** form a major network of multi-use trails serving all areas of Burnaby.



Metrotown

PARKS

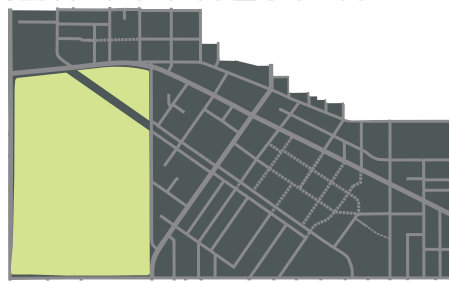
LEGEND

	
Park/ Open Space/ Green Space	Proposed Open Space



5.4.1

MAJOR PARK - CENTRAL PARK



Central Park is a 220 acre park located along the western boundary of Metrotown and is known for its 150 acre naturalized forest. As a 'Major City Park', Central Park is intended to retain its general forest nature, while accommodating more active recreational uses on its periphery.

The key directions for the Central Park are to:

- a. ensure future development of the park and park facilities enhance its regional importance in a manner that is integrated with the natural amenities and character of the park;
- b. develop the triangular portion of the park bounded by Kingsway, Patterson, and the SkyTrain for higher intensity urban park uses, in alignment with the Central Park Management Plan;

- c. develop neighbourhoods adjacent to Central Park in a manner that further supports and enhances the use of the park, including but not limited to, improved neighbourhood connectivity to the park and appropriate design and built form along the parks' edges;
- d. develop new facilities or amenities, as required, in a manner that takes advantage of the natural features and character of the park; and,
- e. provide higher density residential development opposite the Park, near the Patterson SkyTrain Station to better define the park with a streetwall, create natural surveillance, and connect residents to the Park.



5.4.2

DISTRICT PARK - BONSOR PARK



Bonsor Park is a 14.3 acre park within the southeast area of Metrotown. It offers active recreational uses and accommodates the existing Bonsor Recreation Complex, which includes a community centre and an indoor swimming pool. As a 'District Park', Bonsor Park is intended to provide a full range of indoor social and recreational facilities, as well as appropriate outdoor facilities. Development of the park and park facilities will continue based on community needs.

The key directions for Bonsor Park are to:

- a. maintain and upgrade the recreation facilities in concert with community needs;
- b. ensure that parking is underground for any future development to effectively and efficiently preserve park space;
- c. consolidate lands between Nelson Avenue and Jubilee Avenue with the larger park to improve outdoor recreation facilities; and,
- d. reflect the diversity and age range of users in Bonsor to better meet the needs of the community.





5.4.3

NEIGHBOURHOOD AND SCHOOL PARKS



Metrotown is supported by five neighbourhood and school parks which include George McLean Park, Kinnee Park, Maywood Park, Lobley Park, and Marlborough School Park. Neighbourhood parks are intended to provide for a range of active and passive recreational uses for local residents within walking distance of their homes. Maywood and the Marlborough School Parks are adjacent to elementary schools allowing for joint use and enjoyment of community facilities and grounds.

Management and development of these existing neighbourhood and school parks continue in alignment with community needs. New neighbourhood-oriented parks, parkettes, and parkway linkages are envisioned to be developed throughout the residential neighbourhoods, in conjunction with new development.

The key directions for the Neighbourhood and School Parks are to:

- manage, develop, and enhance existing park spaces in alignment with community needs;
- new neighbourhood and school parks, parkettes, and parkway linkages are to be developed throughout the residential neighbourhoods, in conjunction with new development;
- place emphasis on the character and quality of smaller neighbourhood spaces to further enhance the variety and accessibility of green spaces within Metrotown;
- incorporate smaller neighbourhood parks, parkettes, and parkway linkages within larger developments, where possible, such that these space are available within a 5 minute walk of residents; and,
- expand Maywood Park to the south to provide greater park space and public exposure on three of four sides (McKay Avenue, Silver Avenue and Maywood Street) to increase permeability and visibility, and to increase the natural surveillance of the park by surrounding development and passers-by.

5.4.4

BC PARKWAY URBAN TRAIL



The BC Parkway is a linear park corridor and urban trail, owned by the Provincial government, that provides an east-west connection through Metrotown with linkages to major civic facilities, parks, shopping centres, and transit within Metrotown, as well as other parts of the City and neighbouring municipalities.

The key directions for the BC Parkway are to:

- a. work with the Provincial Government to enhance the linear park space;
- b. integrate the BC Parkway with the Metrotown and Patterson SkyTrain Stations;
- c. improve the existing urban trail under a unified urban design approach that encourages citizens to walk, cycle, and use transit;
- d. develop a unified urban design approach to address both the aesthetic and functional requirements of integrating the BC Parkway with Beresford Street, Central Boulevard, and both the Patterson and Metrotown SkyTrain Stations;
- e. improve linkages to adjacent neighbourhoods;
- f. create a significant urban plaza as a public gathering space below the Metrotown SkyTrain Station; and,
- g. consider creating different experiences along the urban trail that are linked to adjacent land uses.





5.4.5

PROPOSED NEW METRO DOWNTOWN OPEN SPACE



A new neighbourhood open space is proposed for the Metro Downtown neighbourhood. The future development of the Metropolis (Metrotown Mall) site would result in the dedication of a significant open space site for the City. The intended character of the new open space is to be highly urban, but offering green “oasis” in the downtown. Surrounded by public roads and adjacent to high density mixed-use development with highly active commercial frontages, this new open space will have excellent exposure and is sure to be very well used. It is intended to accommodate the expected diverse population that makes up the Metrotown. Play spaces for children of all ages, hard surface play areas for active recreation (such as basketball courts), and central gathering spaces and lawn areas for passive recreation, are all components that would make this urban open space a place for the community and its visitors.

Recognizing the complexities around securing such an open space site while balancing the future development needs of the Metropolis site itself; specific details around the open space's location, size, and delivery to the City are intended to be determined as part of a master planning process for the Metropolis (Metrotown Mall) site.





5.5

Gateways

Gateways are significant entry points to a neighbourhood or community that play a key role in identifying an area's character and can positively contribute to the public realm network. Gateways are typically characterized by:

- special landscape treatment;
- lighting, upgraded sidewalk treatment, and special street furniture;
- landmark plazas and open spaces;
- public art and other features; and
- distinct architectural designs, with the use of high quality materials and façades.

In Metrotown, there are two types of gateways:

1. Gateways into Metrotown

The gateways into Metrotown are intended to announce one's arrival into Burnaby's downtown area and are not intended to be subtle. Introduction of the *Town Centre Standards* for the downtown's streets and the scale of development are perhaps the most obvious components of the entry gateways.

The four gateways into Metrotown are:

1. Boundary Road and Kingsway
2. Willingdon Avenue and Grange Street
3. Kingsway and Royal Oak Avenue
4. Willingdon Avenue and Imperial Street

2. Gateways into the Metro Downtown Neighbourhood

The gateways into the Metro Downtown neighbourhood are intended to signify entry into the commercial centre of the City. Signature buildings and the public realm around them are intended to act as those gateways. Taller buildings express that visual role from a distance, whereas tower podiums and the public realm signify to the pedestrian, cyclist, and motorist that they have arrived in the Metro Downtown neighbourhood.

The four gateways into the Metro Downtown neighbourhood are:

1. Kingsway and Wilson Avenue
2. Kingsway and Nelson Avenue
3. Central Boulevard and Dow/McMurray Avenue
4. Central Boulevard and Willingdon Avenue

The key directions are to:

- a. continue to implement the *Town Centre Standards* as method of defining Metrotown and the Metro Downtown neighbourhood;
- b. incorporate public art and other features, pedestrian lighting, street furniture, banners, and other public realm elements to signify the gateways; and,
- c. consider treating the intersections where the gateways occur as locations for unique or iconic architecture.



Metrotown

GATEWAYS

LEGEND



Gateway to
Town Centre



Gateway to Core

5.6

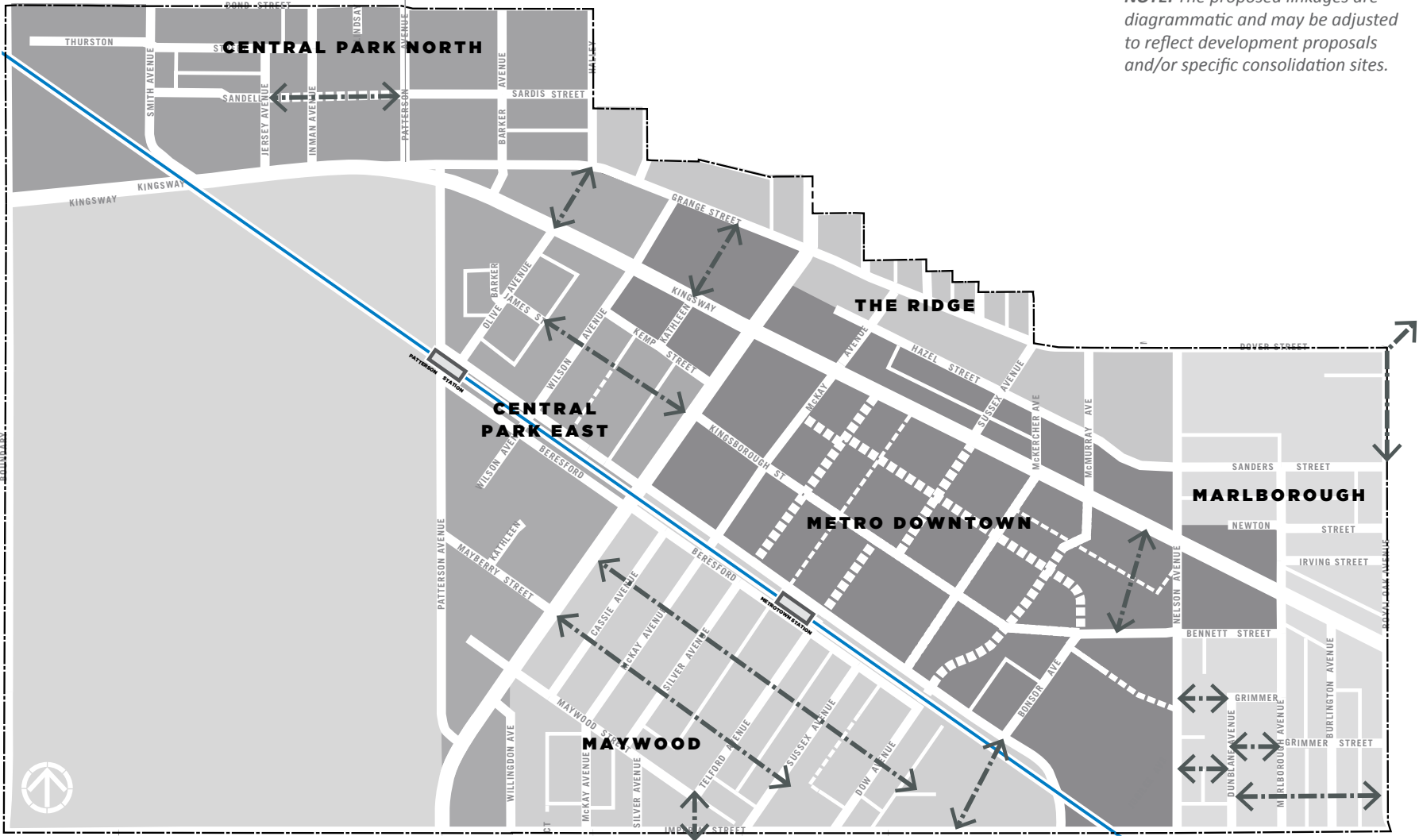
Linkages

One of the major goals of this Plan is to improve Metrotown's connectivity. Metrotown has many long blocks that are impenetrable to pedestrians, cyclists, transit, or cars. The street network within Metrotown is proposed to be more finely grained, which benefits all modes of transportation. However, for the downtown to be truly walkable, pedestrians need to be able to traverse those long blocks. This Plan identifies through-block pedestrian connections intended to help make the overall pedestrian and cycling networks more permeable. While some such connections and linkages occur on publicly dedicated roads, many of them will be achieved through private development sites, and secured by statutory right-of-way. In either case, these connections will be completely publicly accessible.

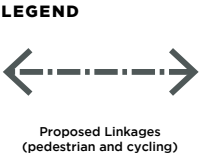
The key directions are to:

- a. secure mid-block pedestrian and cycling connections through development of sites;
- b. develop linkages to complement the publicly dedicated road network in scale and character;
- c. ensure linkages are safe (well-lit with good sightlines), accessible (as barrier free as possible), and comfortable (places to rest) ; and,
- d. ensure adjacent developments have a direct relationship to the linkages (such as having residential entries onto linkages).

NOTE: The proposed linkages are diagrammatic and may be adjusted to reflect development proposals and/or specific consolidation sites.



Metrotown
LINKAGES





“It would be great if the Metrotown area created an environment that encouraged people to leave their cars at home when they didn’t absolutely need to take one.”

~ Public Input Process 2016.



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 major 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. This Plan supports an accessible, safe and efficient transportation network in Metrotown that gives priority to pedestrians, cyclists, transit users, and goods movement.

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 a Community 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.



A balanced transportation system in the downtown requires that the space within the road rights-of-way, which is approximately 20% of Metrotown's land area, is used in an equitable way. The City's 'Public Realm Design Standards for Town Centre Streets' will help to achieve this.



6.1

Built Environment and Transportation

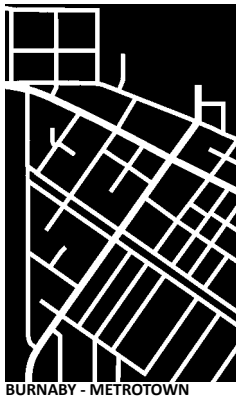
The form, density, and land uses of the built environment directly influence the efficiency and enjoyment of those using the transportation network. The higher residential densities in Metrotown create a focused demand for public transit, cycling facilities, and walking facilities. The mix of commercial, office, and residential land uses in close proximity results in reduced trip distances to access common destinations, such as grocery stores, schools, and places of employment. Higher densities and mixed-uses are major factors that contribute to a higher proportion of walking and cycling trips.

The urban design of the streetscape also impacts transportation behaviour. The pedestrian experience is more enjoyable when the streetscape is designed and oriented for people at a human-scale, including appropriate street wall heights, sunlight exposure, natural features, and weather protection. Well-designed streetscapes also provide smaller and more frequent commercial units fronting the street to create interest and foster an engaging and welcoming public realm. A finer grid network with public passages, mid-block linkages, and active transportation connections through cul-de-sacs helps to enhance the connectivity of the area.

The connection between the built environment and transportation demonstrates that higher-density, mixed-use developments and a finer grained, small block, human-scale streetscape can help to create active, enjoyable, and welcoming experiences for all people in Metrotown.

The key directions are to:

- a. use the land use framework to support sustainable transportation modes and shorter trips;
- b. encourage architectural forms that offer a finer grained and human scaled streetwall and block pattern;
- c. enhance the downtown as a “place for people” by prioritizing walking, cycling, transit, and goods movement; and,
- d. consider the proposed streets and lanes illustrated on all maps within this Plan as guidelines, as specific locations and classifications would be determined through individual rezoning applications and consolidation boundaries.



6.2

Streetscape Design

The City's *Public Realm Design Standards for Town Centre Streets (Town Centre Standards)*, adopted by Council in 2015, provide a consistent approach to streetscape design throughout Metrotown. The standards will be applied to convert existing auto-dominated streets into places for pedestrians, cyclists and patrons to enjoy, as well as to guide the creation of a finer-grained road network. The standards provide specific dimensions for public realm elements including sidewalks, rain gardens, cycle tracks, landscaping, and roadways.

The key directions are to:

- a. use the *Public Realm Design Standards for Town Centre Streets* to maintain a consistent approach to streetscape design throughout Metrotown, any alternatives to these standards must achieve an equal or greater amenity for users of the street;
- b. where possible, commercial streets should include facilities for food trucks and other small enterprises deemed appropriate for a vibrant public realm;
- c. consider the provision of flexible public space to allow for temporary seating, entertainment, public events, block parties, seasonal markets, and other small enterprises or activities deemed appropriate for a vibrant public realm;
- d. provide safe pedestrian and cycling access during construction with contractors establishing temporary bicycle lanes or temporary covered walkways or sidewalks; and,
- e. convey information on local destinations by providing clear wayfinding and signage that is located in highly-visible areas and that is specifically designed for the different forms of transport.



6.3

Transportation Network

The transportation network works best when all the modes work together to create an interesting, enjoyable, and functional system.

The transportation network includes the following modes of travel:

- Walking
- Cycling
- Transit
- Goods Movement
- Vehicles

The following sections provide key directions for each mode to enhance the user experience within the downtown.

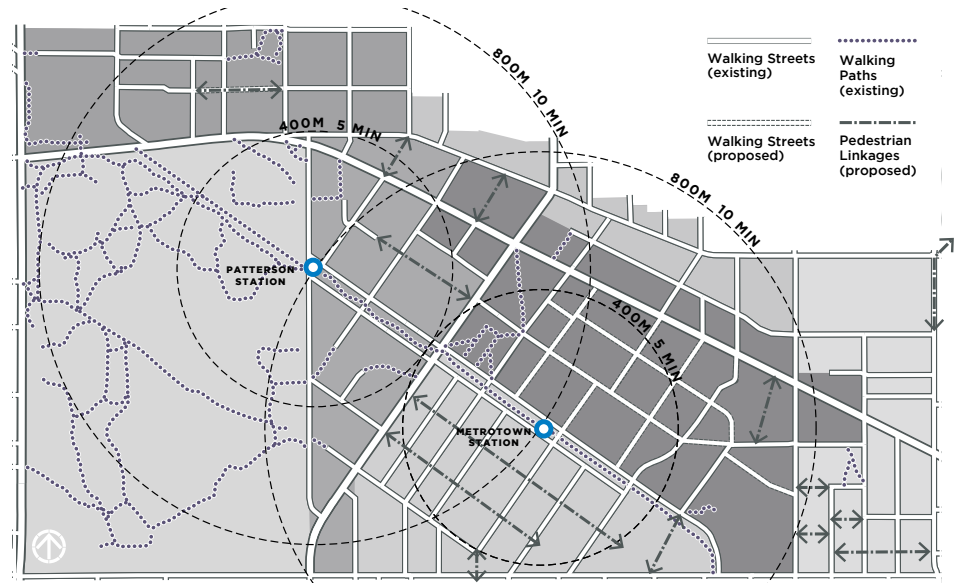


Metrotown

TRANSPORTATION NETWORK

LEGEND

- Vehicular Streets (existing)
- Vehicular Streets (proposed)
- Walking Streets (Sidewalks)
- Cycling Streets / Paths
- Laneway (existing)
- Laneway (proposed)
- Bus Route (existing)
- Walking Paths (existing)
- Pedestrian and Cycling Linkage (proposed)
- Goods Movement
- SkyTrain
- SkyTrain Station



NOTE: The proposed linkages are diagrammatic and may be adjusted to reflect development proposals and/or specific consolidation sites.

6.3.1

WALKING

Being a pedestrian is a primary means of human mobility. It is an activity that the largest segment of the population can participate in. It is also the most space-efficient mode of travel and typically enables the widest variety of routes for people to go places.

The key directions to improve walkability in Metrotown are to:

- a. pursue ways to create streets that are safer for walking, including mid-block accesses, spacious and unobstructed sidewalks, reduced crossing distances at intersections, traffic calming measures, and weather protection;
- b. design crosswalks to include directional wheelchair ramps, appropriate lighting, high-visibility pavement markings, curb extensions and clear sightlines;
- c. design rear lanes to be welcoming to pedestrians with lighting, walkways and landscaping, where possible;
- d. enhance the walking experience by creating a high-quality public realm that can intermittently provide space for entertainment and public events; and,
- e. provide pedestrian amenities such as seating, lighting, waste and recycling receptacles, wayfinding signage, landscaping, and weather protection, to make the pedestrian realm more attractive and comfortable.



NOTE: The proposed linkages are diagrammatic and may be adjusted to reflect development proposals and/or specific consolidation sites.

6.3.2

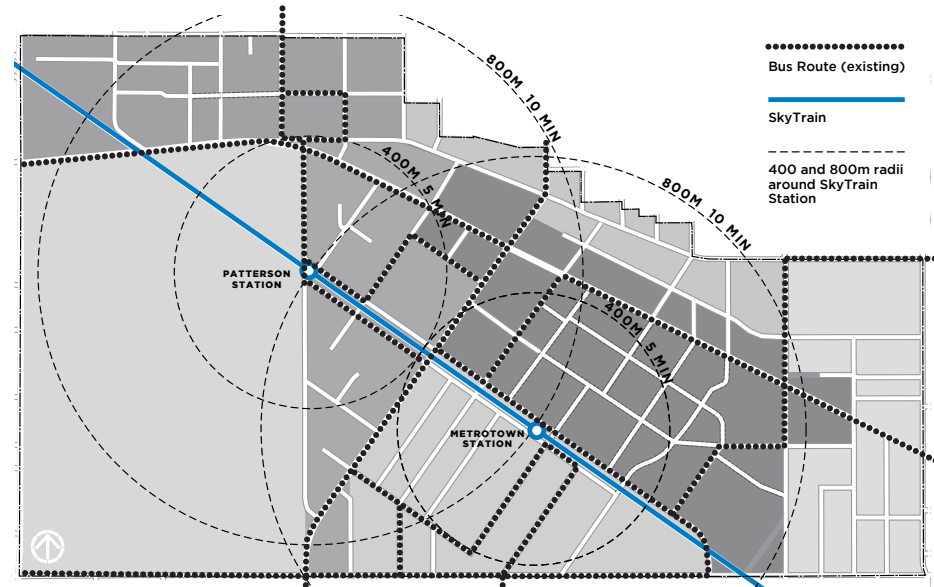
CYCLING

Cycling has many of the same benefits as walking, including health and happiness, environmentally friendly, cost effective, and generally inclusive to a wide range of users.

The key directions to guide the development of the cycling network in Metrotown are to:

- a. develop a cohesive and integrated cycling network to connect destinations within Metrotown, the rest of the City, and the Region through the City's adopted *Town Centre Standards* (for sites wholly within the town centre);
- b. improve all streets and intersections to be safer and more comfortable for all ages and abilities through design measures that include bicycle facilities, pavement markings, cyclist signal actuation, limited driveway interruptions, mid-block accesses, and improved visibility; and,
- c. support the provision of bicycle storage facilities and related amenities such as bike parking, bike repair shops, and change room facilities in shopping centers, major office developments and transit hubs.



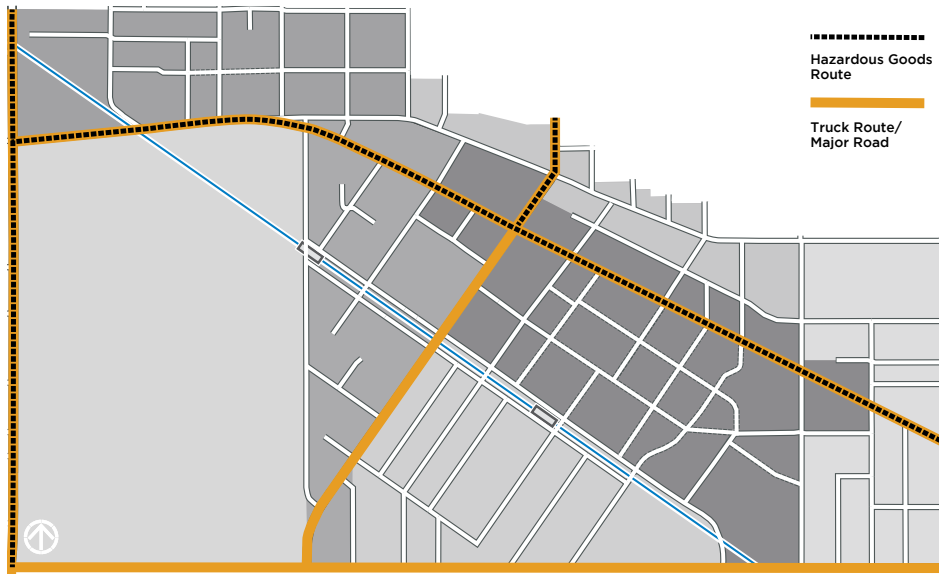


6.3.3 PUBLIC TRANSIT

Public transit is an effective, affordable way for people to travel. Metrotown is well served by a public transit network that includes bus and SkyTrain service.

The key directions to continue to support and enhance transit use as a safe, enjoyable, convenient, sustainable, and accessible mode of transportation are to:

- provide accessible complete bus stops that include a passenger area, bench, shelter, waste receptacle, and lighting;
- develop the SkyTrain stations in accordance with the land use, transportation, urban design and public realm policies of this Plan;
- enhance the safety and comfort of transit stations and stops for all users by adhering to Crime Prevention through Environmental Design (CPTED) principles;
- incorporate Transportation Demand Management strategies for new developments, such as transit passes for residents, reduced parking requirements for developments within 400 m of frequent transit, and the provision of car co-op or car-share parking stalls;
- work with TransLink to improve bus route coverage and service throughout Metrotown; and,
- make it easy to combine transit and other transportation modes by providing safe, convenient, and legible connections between the pedestrian, bicycle, and transit networks.



6.3.4

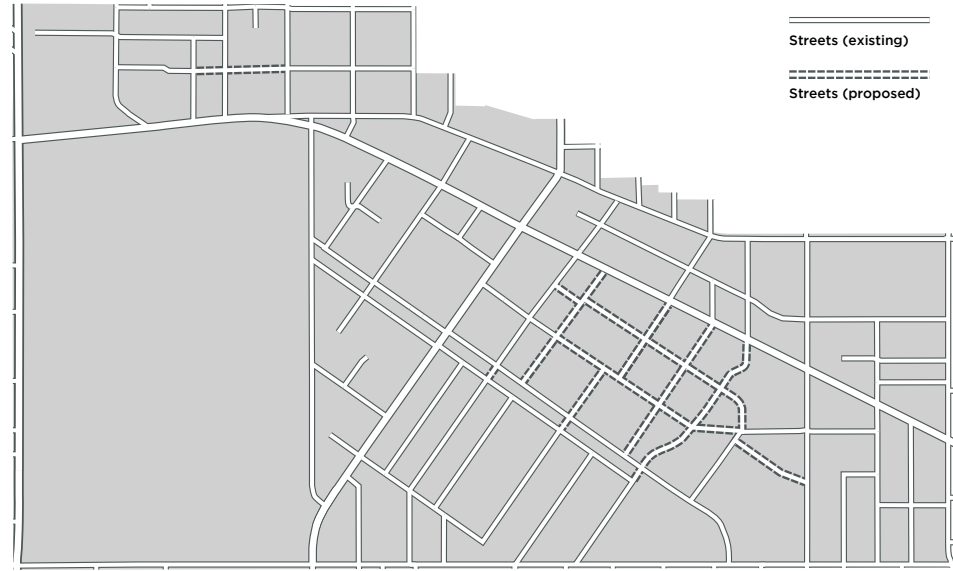
GOODS AND COMMERCIAL SERVICES MOVEMENT

Goods and commercial services movement is an essential element of transportation that supports retail and commercial needs of the downtown.

The key directions are to:

- a. provide access for loading and unloading off-street and from the lane or underground parking, where possible; and,
- b. keeps trucks on the designated truck network, except where necessary to access their destinations.





6.3.5

VEHICULAR MOVEMENT

By creating a finer grained street network, vehicular movement will be enhanced. The focus is on the efficient use of limited space and supporting community objectives. The key directions are to:

- a. continue to manage vehicular movement through the creation of a well connected, finer street grid;
- b. create smaller intersections without raised pedestrian islands; and,
- c. consider the proposed streets and lanes illustrated on all maps within this Plan as guidelines, as specific locations and classifications would be determined through individual rezoning applications and consolidation boundaries.



6.3.6

PARKING AND LOADING

Parking and loading facilities support the movement of people and goods to and from destinations. However, space for vehicles is limited and often competing with other public realm, community and sustainability objectives.

The key directions are to:

- a. provide metered on-street parking with the consideration of a physical or visual distinction of the parking area for all locations that have permanent on-street parking;
- b. encourage use of the existing payment-in lieu program for parking spaces in Metrotown, and apply the funds to infrastructure enhancements for active modes of transportation;
- c. consider appropriate places for the provision of car co-op or car-share parking stalls at public facilities and other on-street locations;
- d. encourage the provision of charging stations and priority parking for electric vehicles, and low or zero-emission vehicles within new private and public developments; and,
- e. encourage the provision of accessible parking on- and off-street.





“I like the attention to the mix of use and on sustainability. Setbacks, green space, and livability are key in my opinion. The balance of increased density with purpose and sustainability is important. Inclusiveness is also important on all levels (ability, cultures, economic/social factors).”

~ Public Input Process 2016.



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). This 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. The subsections below summarize the City's approach to social, economic, and environmental sustainability as they relate to Metrotown.



The visions of Burnaby's sustainability strategies:

EDS –

Smart, prosperous, sustainable... this is Burnaby's vision for the future of its local economy.

SSS –

An inclusive, livable and resilient community.

ESS –

Burnaby is a global leader in protecting and regenerating ecosystems, supporting a healthy and prosperous community.

7.1

Economic Development

**Economic Development Strategy**

The City's economic goals, 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.

The EDS also contains 11 overarching community-wide themes intended to make Burnaby a preferred location for business growth in all of desired sectors. This section of the EDS helps to improve the platform on which economic development occurs. Of particular relevance to the *Metrotown Downtown Plan* are:

- G1: Building a Strong, Liveable, Healthy Community
- G2: Making Efficient Use of Land
- G3: Creating Urban Character
- G4: Striving for a Greener Community

Metrotown Downtown Plan

This Plan collectively aims to advance these EDS themes by taking steps to build a strong, liveable, healthy community; make efficient use of land; and strive for a greener community. Section 5 of this Plan (Public Realm and Open Space) and Section 9 (Urban Design Guidelines) both focus specifically on creating urban character.

This Plan also aims to increase and strengthen the economic activity of larger businesses and employment generators in Metrotown as a downtown and Regional City Centre, as well as to increase and enhance local economic development which includes the goods, services, amenities, and job opportunities for local residents. In a competitive employment environment, such as the Metro Vancouver Region, employers attract the best and brightest employees by offering work environments that are attractive and close to amenities, green spaces, transportation links, and retail and personal services.

This Plan provides an important opportunity to advance the goals of EDS by focusing on creating the right environment to further cultivate a creative and innovative economy as a part of sustainable community.

This can be achieved by adhering to the EDS and the following key directions to

- a. provide a mix of residential, office, commercial, and entertainment uses that support Metrotown's function as the City's downtown;
- b. support the development and growth of a wide variety of local businesses to serve residents and visitors;
- c. encourage an economic climate conducive to new and continued investment; and,
- d. promote tourism-oriented business and services by encouraging new entertainment, retail, restaurants, cafes, cultural activities; installing wayfinding and information systems; providing efficient and direct walking, cycling and transit connections; and, designing a beautiful and welcoming public realm that allows for people to pause and enjoy.

7.2

Social Well-Being

**Social Sustainability Strategy**

Burnaby's *Social Sustainability Strategy* focuses on strategic priorities to achieve its vision of creating a more inclusive, livable and resilient community. Social sustainability is about people – individuals and the community working together to meet their needs, realize their potential, and prosper in a healthy environment. A community's happiness and prosperity depend on the social well-being of its people. Social well-being includes a sense of connection and community; place-making; housing; education; food security; safety; arts and culture; access to amenities and services; and access to public facilities.

Metrotown Downtown Plan

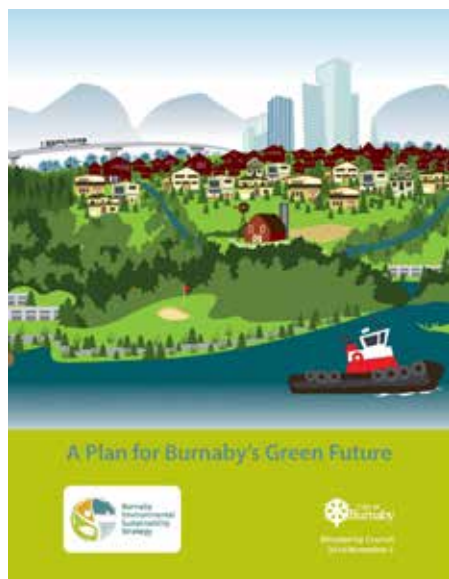
This Plan reinforces the need for social cohesion and community development in a manner that contributes to overall positive change, sense of place, and community health.

This can be achieved by adhering to the *Social Sustainability Strategy* and the following key directions to:

- a. meet basic needs with a strong, diverse and vibrant economy; affordable and suitable housing for residents of all income ranges, abilities, and stages in life; and convenient access to health services, recreation and the natural environment;
- b. celebrate diversity and culture by promoting ethno-cultural and religious harmony; reducing barriers to the full participation of all in the community; and fostering a vibrant arts, culture and entertainment scene;
- c. encourage community involvement by supporting the sharing of information through civic awareness, public engagement, partnerships, and a knowledge-based economy;
- d. support opportunities for lifelong learning through partnerships with educational institutions and improving access to learning services and resources;
- e. enhance neighbourhoods by supporting a mix of services within walking distance of residents, and designing spaces that create lively and distinct places with opportunities for neighbourly interaction;
- f. provide affordable, accessible, efficient, and safe transportation options and encourage the use of modes that support healthy living and the environment, such as walking, cycling and public transit; and,
- g. create a safe community through environmental design, emergency preparedness, and crisis response.

7.3

Environment

**Environmental Sustainability Strategy**

The *Environmental Sustainability Strategy* (ESS) is a plan for Burnaby's "green" future. Together with the *Economic and Social Sustainability Strategies*, it defines how the city can evolve and build on its strengths to become an even more vibrant, resilient and sustainable community, integrated with healthy ecosystems.

The ESS has a vision, 10 goals, 49 strategies and 155 suggested actions. The ESS 10 goals support the vision for the ESS:

- Green – Green Space and Habitat
- Flow – Water Management
- Breathe – Climate and Air Quality
- Live – Land Use Planning and Development
- Move – Transportation
- Build – Green Buildings and Energy
- Prosper – Green and Inclusive Economy
- Nourish – Food Systems
- Conserve – Waste Management
- Manage – Governance, Education and Partnerships

The *Community Energy and Emissions Plan* (CEEP) was developed as a complementary and supporting plan to the ESS. The CEEP is a more detailed plan focused on reducing community greenhouse gas (GHG) emissions and energy use, in order to address climate change, improve local air quality, save money, and improve livability and health.

The CEEP includes a framework that shares the ESS vision and five of its goals (Live, Move, Build, Conserve and Manage), some of its strategies, and has a number of unique strategies and suggested actions, as well as targets for GHG reduction.

Metrotown Downtown Plan

This Plan aims to advance the goals of the ESS and CEEP by adhering to both of them and by following the key directions within this plan to:

- a. protect and connect habitat and green spaces, restore and improve habitat, and encourage everyone to support healthy ecosystems;
- b. conserve and recycle water, protect and restore water quality and aquatic ecosystems, and manage rainwater to mimic nature;
- c. create diverse, vibrant, resilient, walkable neighbourhoods, create outstanding outdoor public spaces, and integrate nature into urban areas;
- d. support green development that features high densities, mixed-uses and green buildings to reduce energy use, GHG's, air pollution, water use and waste, while improving ecosystem health;
- e. support green transportation options that create vibrant streets, reduce pollution, and support healthier, more active lifestyles;
- f. support a prosperous economy that supports a healthy environment;
- g. provide places for residents and businesses to share and re-use resources, materials, and energy to reduce waste and emissions and the demand for new resources; and,
- h. encourage citizens to grow and process food by providing space for community gardens and urban agriculture.





“Expand the cultural component so that the residents and visitors alike feel this place is alive at the street level, has an identifiable arts flavour and therefore projecting a more visual sense of place and community.”

~ Public Input Process 2016.



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.

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.



Between 1997, when the Community Benefit Bonus Policy was adopted, and 2016, the City has achieved over \$100 million in Community Benefits from new development in Metrotown.

8.1

Community Benefit Bonus Policy

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.

A 'Community Benefit' is one or more of the following:

- **Community Amenities**, such as civic facilities, public open space, child care facilities, non-profit office and program space, park improvements, public realm improvements, or environmental enhancements;
- **Affordable and/or Special Needs Housing**, in the form of units, grants, and disbursements; and,
- **Cash Contributions-in-Lieu**, which are contributions that are collected and saved for the provision of future community benefits.

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 may be determined under the policy.

The key directions for the use of the *Community Benefit Bonus Policy* are to:

- a. continue to utilize and adhere to the *Community Benefit Bonus Policy* to achieve a variety of community benefits in Metrotown; and,
- b. facilitate the development of a Major Performance / Event Centre. The proposed centre 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. The establishment of a major performance/event centre should:
 1. Reinforce and bolster Metrotown as the City's downtown;
 2. Consider all possible locations in the Metro Downtown neighbourhood, with preference given to areas in the vicinity of Kingsway and Willingdon;
 3. Consider opportunities to develop the centre as a stand-alone project or as part of a development project;
 4. Play a prominent role in the streetscape and urban fabric through engaging and exciting architecture, urban design, and public realm treatments; and
 5. Provide a centralized place for people to gather and celebrate.



Metro Skate Park



George McLean Park



Bansor 55+ Centre



Variety Playground



Bansor Recreation Centre



Future Performance / Event Centre

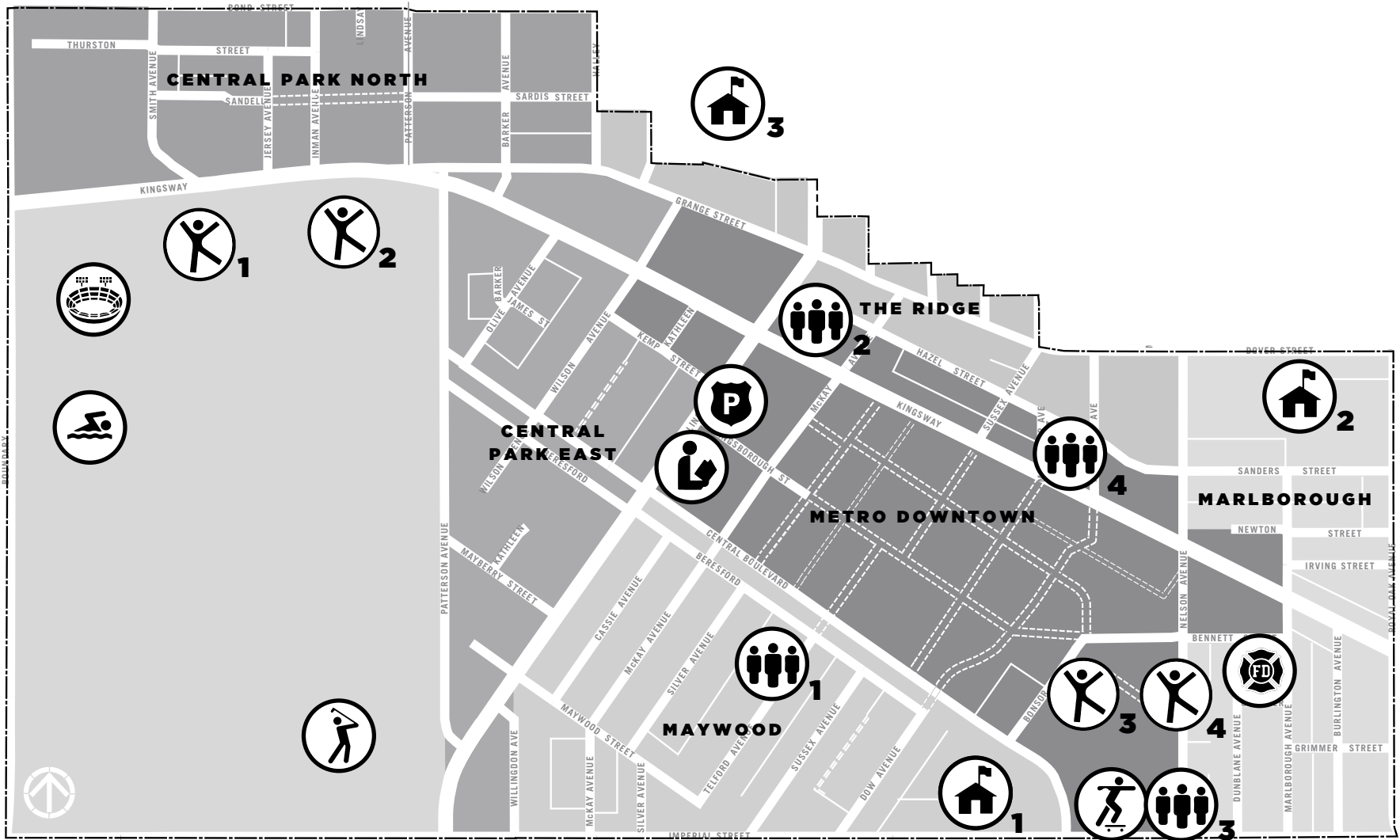
8.2

Civic Facilities and Community Amenities

Civic facilities and community amenities include recreation, cultural and entertainment centres, and community facilities (e.g. child care centres, non-profit office and program space) that are owned and/or operated by the City, or leased to Burnaby-based non-government agencies, provide a range of services to the citizens of Burnaby.

The general directions for the City's civic facilities and community amenities are to:

- a. expand, upgrade, or maintain civic facilities based on service level needs of current and future populations within Metrotown;
- b. continue to utilize and adhere to the *Community Benefit Bonus Policy* to achieve a variety of community facilities and amenities within Metrotown;
- c. continue to look for opportunities to co-locate and functionally integrate community facilities as well as other civic uses with new development and public transit; and,
- d. continue to provide, enhance, support, and increase the range of services available to residents such as low-cost or free community spaces and services, indoor and outdoor recreation facilities, library and other educational services, and cultural and entertainment centres.



Metrotown

CIVIC FACILITIES AND COMMUNITY AMENITIES



- 1** Metrotown Community Resource Centre
- 2** Pioneer Community Resource Centre
- 3** South Central Youth Centre
- 4** McKercher Community Resource Centre



- 1** Variety Club Playground
- 2** Central Park Lawn Bowling Club
- 3** Bonsor Recreation Complex
- 4** Bonsor 55+ Centre



- 1** Maywood Community School
- 2** Marlborough Elementary School
- 3** Chaffey-Burke Elementary School



8.2.1

RECREATION FACILITIES



Metrotown has a range of recreation facilities that support sports, fitness, walking, cycling, and other recreational activities that add to the vibrancy and enjoyment of the downtown.

The key directions for the continued provision of these amenities are to:

- a. review recreational infrastructure with consideration for the future needs of the Metrotown community;
- b. review the capacity of the Bonsor Recreation Complex to better meet the needs of the Metrotown community and broader City;
- c. encourage the creation of both public and private recreation facilities; and,
- d. continue to provide and enhance recreational space, programming, and services.

8.2.2

CULTURAL AND ENTERTAINMENT FACILITIES



A great downtown has a variety of cultural and entertainment facilities. Through this Plan, the aim is to further enhance and add to the available cultural and entertainment facilities in Metrotown.

The key directions are to:

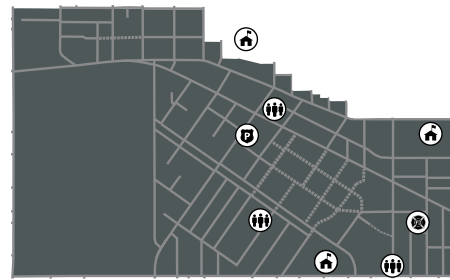
- a. develop a major performance/event centre in the Metro Downtown neighbourhood through the use of the *Community Benefit Bonus Policy*;
- b. encourage the creation of both private and public cultural and entertainment facilities;
- c. create indoor cultural facilities and spaces for public meetings and presentations, art gallery showings, artist studios, and rehearsals and performances;
- d. encourage the use of existing publicly accessible facilities and buildings, such as schools and recreation centres, as well as commercial spaces, such as cafes, for cultural activities;
- e. encourage the provision of multi-functional and flexible performance and cultural spaces to maximize their use and increase the availability of these spaces;
- f. provide and encourage the use of more public spaces for outdoor events and performances;
- g. continue to promote community engagement and diverse cultural programming for community events; and,
- h. continue to consider securing facilities and space related to 'Arts and Culture' through the development process.





8.2.3

INSTITUTIONAL FACILITIES



The key components of creating a great downtown include a variety of public and private institutional uses:

- Public institutional uses can include transit stations, daycares, places of worship, schools, higher education facilities, and other public agencies such as police, fire, and healthcare services.
- Private institutional uses can include daycares, places of worship, schools, higher education facilities, and healthcare services.

These institutional facilities form a foundation of spaces where people connect and get involved with their community.

Both public and private institutional uses would be reviewed on a site-by-site basis and would be appropriately accommodated within mixed-use developments.

The key directions for the enhancement or provision of institutional facilities in the downtown are to:

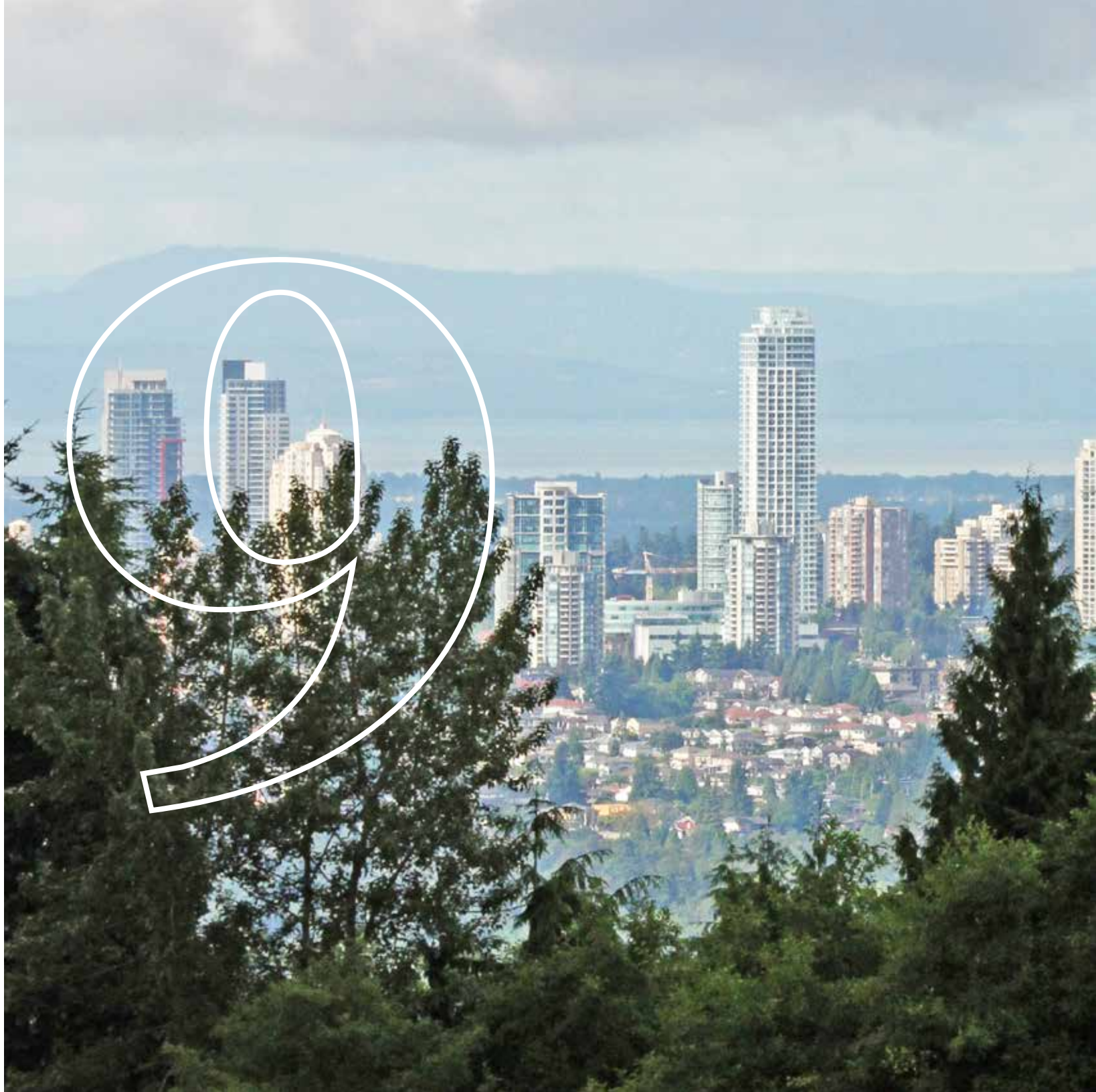
- a. continue to work with Burnaby School District #41 to determine and accommodate the future needs of students;
- b. encourage post-secondary or other large educational facilities to locate within the downtown;
- c. continue to work with the Burnaby Public Library to determine the future needs of Bob Prittie Library patrons;
- d. continue to support developments and organizations that are willing to provide child or afterschool care and other programs;
- e. continue to encourage and support community networks, organizations, non-profits, and other service providers to locate within the downtown; and,
- f. continue to work with other public agencies (police, fire, healthcare services) to enhance the safety and inclusiveness of Metrotown.






“Whatever is built for higher density must contribute to all its neighbours - for example, make the street level of these buildings beautiful, green and open for all to walk through and enjoy.”

~ Public Input Process 2016.



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. This section outlines the urban design guidelines for development in Metrotown.



“Intricate minglings of different uses in cities are not a form of chaos. On the contrary, they represent a complex and highly developed form of order.”

– Jane Jacobs

9.1

Urban Character

The character of a place refers to its 'look and feel'. Metrotown, as the City's downtown, is expected to have an 'urban' character. In this context, urban refers to both the physical built form being higher density, as well as having a higher intensity of social and economic functions.

Each of the six neighbourhoods within Metrotown will have their own 'look and feel' but as a whole, the downtown will have a consistent pattern of development, with a strong street orientation, creating its urban character. Animated and interactive street edges are critical to making Metrotown's neighbourhoods places that are active, attractive, safe, enjoyable, and interesting for everyone. Podium and tower building forms, with some allowance for variation to provide an occasional punctuation mark, will help to define and enclose the public realm at a human-scale to create a welcoming downtown. Vibrant, green streetscapes that entice people to linger along with a variety of public open spaces acting as outdoor 'living rooms' will add vitality and offer places for people to participate in civic life. In mixed-use areas, the streetscape is to be activated by a mix of commercial frontages that interact with the public realm.

Urban character is created with a mix of uses for people to live, work, play, shop, and learn within the downtown, which will add to the vibrancy, sense of place, and urban character of the community.

9.2

Relationship to the Street

Urban design is strongly influenced by the relationship between buildings and the street. Buildings, streets, and other public spaces should be scaled for human comfort and activity at the street level to create an engaging downtown.

9.2.1

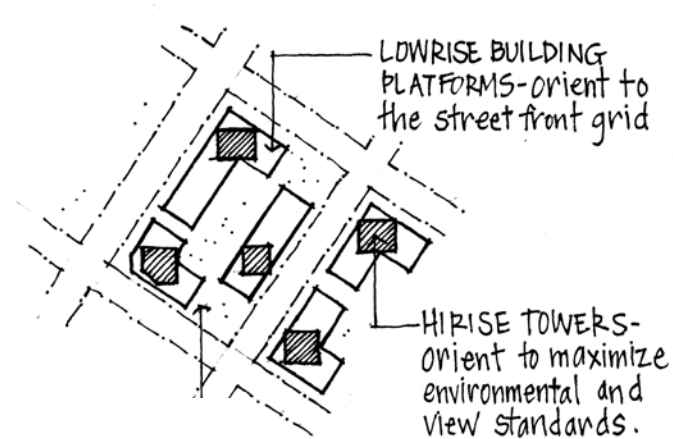
TOWN CENTRE STANDARDS

All developments should adhere to the City's *Town Centre Standards*, which establish the required public realm improvements for all Downtown streets. All downtown streets are to accommodate all modes of transportation.

9.2.2

ORIENTATION

Building podiums are to be orthogonally aligned to the prevailing or planned street grid. Towers are to be oriented to maximize solar exposure to open space areas and privacy between buildings.



9.2.3

STREET ENCLOSURE

Streets are to be framed by buildings that provide a well-defined continuous street wall or sense of enclosure.

This development pattern is to be achieved through the architecture of new developments, which include a low-rise podium component along its street frontage that is human-scaled, visually interesting, and respectful of the surrounding neighbourhood context.

9.2.4

PEDESTRIAN INTEREST

Buildings and their frontages should be designed in a manner that creates interest at the pedestrian level. Building facades should be attractive to the pedestrian by incorporating a variety of detailing and articulation, and avoiding blank, impersonal facades, especially at street-level. Pedestrian interest along all streets is encouraged:

- a. **Commercially-oriented Streets:** Provide active street-oriented uses, retail frontages, outdoor seating, display windows, attractive landscaping and screening, colourful signage, and a variety of durable, quality materials that animates the street or public space. Obscured glass or blank walls are discouraged.
- b. **Residential-oriented Streets:** Provide front doors and individual access to the street; front porches, patios, or stoops to enable 'eyes on the street' and a sense of separation between the public and private space; attractive landscaping and screening; and, a variety of durable, quality materials that will weather attractively over time.

9.2.5

PUBLIC ART

Integrate public art into each development through the project's architecture, landscape, and/or open space design. Public art should be accessible to the public by statutory right-of-way to enable people to interact with the installation.

9.3

Building Design

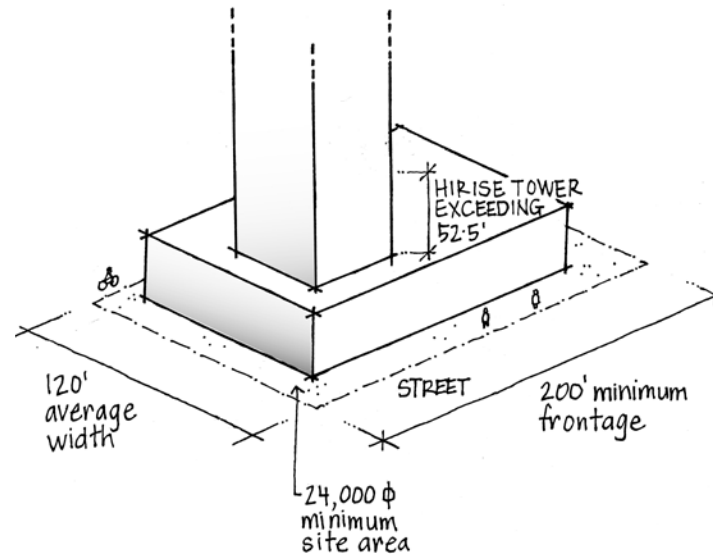
The urban character of the streetscape depends on the collective quality of each individual building. The manner in which a building relates to the public realm must be carefully considered as well as how the buildings reach the sky, and everything in between. The design of buildings should positively frame streets and other public spaces, and respond to specific site conditions and opportunities.

9.3.1

SITE AREA REQUIREMENTS

In addition to the requirements under the *Burnaby Zoning Bylaw*, the minimum site area requirements for new high rise development are as follows:

- a. **Single Tower:** Based on an average lot depth of 120 ft., the minimum frontage for any development consisting of a high-rise tower exceeding 52.5 ft. in height is 200 ft. and the minimum site area is 24,000 sq. ft.
- b. **Two Towers:** Based on an average lot depth of 120 ft., the minimum frontage for any development consisting of two or more towers exceeding 52.5 ft. in height is 400 ft. and the minimum site area is 48,000 sq. ft.. The portions of the towers which exceed 52.5 ft. should be at least 80 ft. apart.



9.3.2

SETBACKS

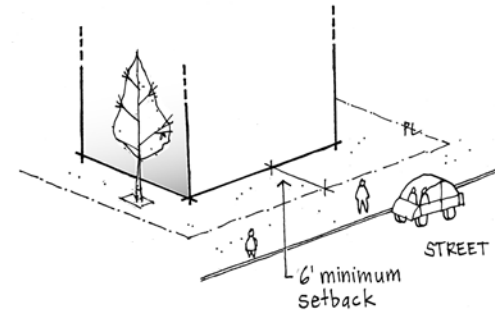
The spatial relationship of buildings to the street, adjacent land uses and buildings, and the surrounding public realm is an important component of establishing a safe, healthy, and comfortable environment for people. Building setbacks also contribute to neighbourhood character and can provide opportunities to create visual interest within the open spaces created by the setback. General guidelines for setbacks are as follows:

a. Front Yard Setbacks:

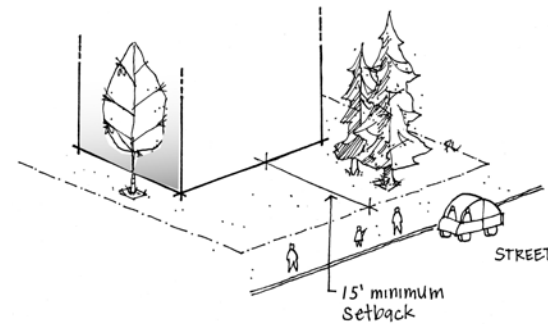
Commercial and mixed-use developments with a commercial podium shall generally provide a minimum setback of 1.83m (6 ft.) from the property line, except where such developments have a frontage onto Kingsway or Beresford Street. For high density commercial and mixed-use developments with a frontage on Kingsway or Beresford Street, the setback may be reduced to 0m from the property line (or statutory-right-of-way) with accommodations made for building entrances. On corner sites and double fronting lots, the flanking or double-fronting street will be treated with a front yard setback.

High-rise residential apartment buildings with a low-rise or townhouse component shall provide a minimum setback of 4.5m (15 ft.). Residential townhouses or low-rise apartment buildings should provide a minimum setback of 4.5m (15 ft.). On corner sites and double fronting lots, the flanking or double-fronting street will be treated with a front yard setback.

Under unique circumstances, setbacks could be varied with the approval of the Director of Planning.



Front Setback - Commercial Tower Podium



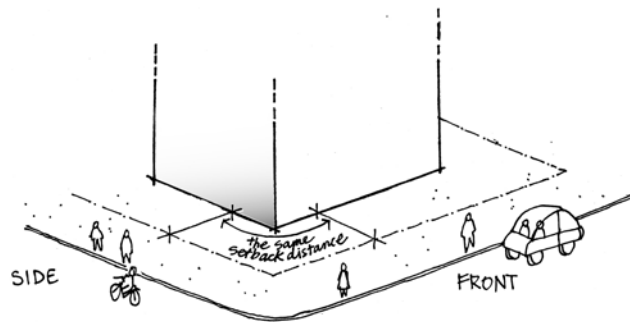
Front Setback - Residential Podium/Townhouses

b. Side Yard Setbacks:

Commercial and mixed-use developments with a commercial podium should provide a minimum setback of 2m (6 ft.).

Residential developments should provide a minimum setback of 4.5m (15 ft.)

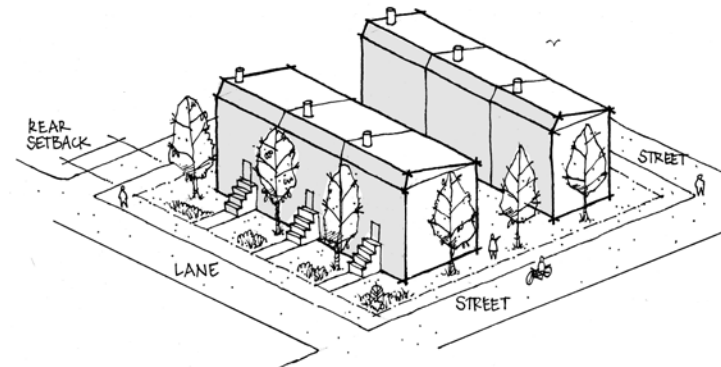
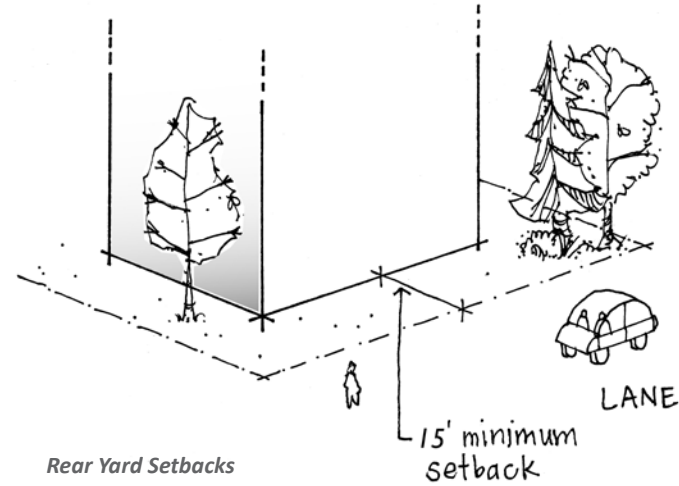
Under unique circumstances, setbacks could be varied with the approval of the Director of Planning.



Side Yard Setback - Corner lot

c. Rear Yard Setbacks:

Rear yard setbacks should be a minimum of 4.5m (15 ft.) for sites with rear lanes.



Rear Yard Setbacks - Exceptions for Townhouses

9.3.3

TOWER DESIGN

Under the Comprehensive Development (CD) District and 's' category zoning, there is an expectation and requirement of superior architectural design. This heightened level of design enables flexibility in the setbacks, height, and massing of high-rise building forms in order to appropriately respond to the site specific conditions of a development site and the surrounding neighbourhood context.

a. Tower Base

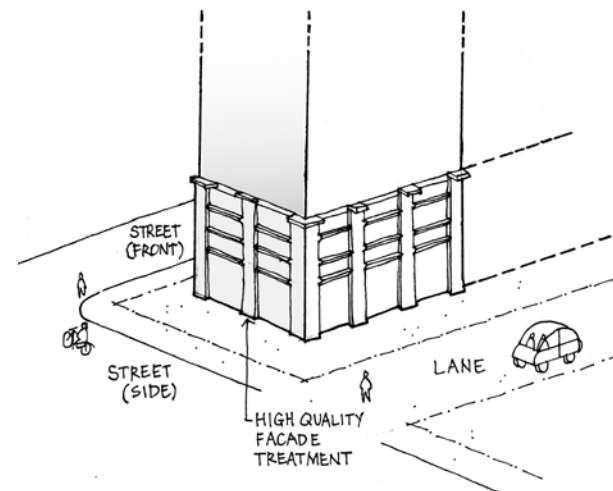
The tower base should frame the public realm, integrate with adjacent buildings and fenestration, and articulate a building's entry/frontage in a manner that is human-scaled, pedestrian-oriented, provides architectural interest, and enhances the adjacent public realm and broader neighbourhood context. 'Tower in the Park' or placement of towers on a development site that does not have a connecting ground-oriented form and thus no direct relationship to the street, are generally not appropriate. Entrances should be clearly marked and designed at an appropriate scale with the rest of the building. Podium decks should be suitably landscaped and provide common amenities accessible by residents.

b. Tower Middle

Encourage floor plate sizes and tower forms that maximize the distances between buildings to provide privacy, solar access to the public realm, and public view corridors. The middle of the tower should also provide architectural interest in its vertical and horizontal expressions, which may include projection of balconies, variety of building materials, colour, and other architectural elements.

c. Tower Top

The tower top should provide architectural interest to the downtown skyline and provide an aesthetic conclusion to the overall tower. From a technical perspective, treatment of the tower top should provide appropriate screening of elevator, mechanical, and ventilation equipment or penthouses, window washing appurtenance, and other rooftop installations.

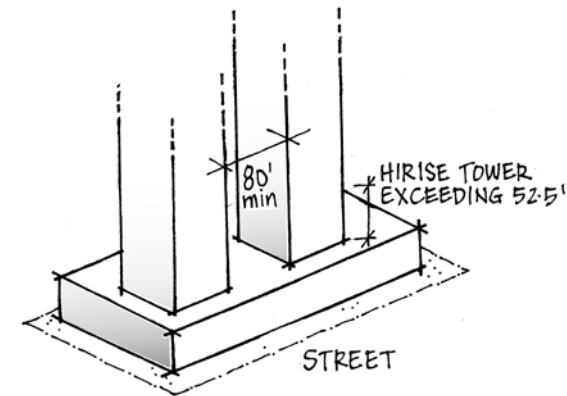


d. Tower Separation

Towers should be spaced to provide privacy, natural light and air, as well as to contribute to an attractive skyline. Towers on single or separate development sites are expected to be located at least 100 ft. apart, face to face, and 80 ft. apart, corner to corner.

e. Floor Plate Size

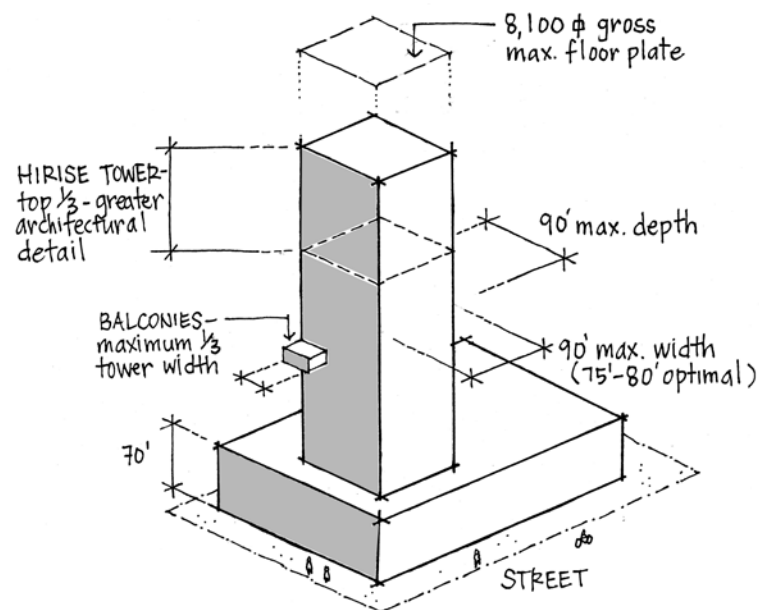
Floor plate sizes should be minimized to provide for slender tower forms, proportionate to tower height. Larger tower floorplates would only be considered for office buildings or residential buildings over 50 storeys in height.



Minimum Tower Separation

f. Tower Massing

Building massing and scale should respect its' context while also having architectural design that expresses the contemporary identity of the place. Typically, they should have a slender massing and clear proportions that reduce the overall bulk of the building. Development sites with more than one tower should be designed in a manner that each tower complements the other, with a similar, but not identical, architectural design approach.



Tower Width and Floor Plate Size

g. Balconies

Each residential unit should have direct access to a private outdoor space, where possible. Balconies should provide visual interest to a buildings facade through the use of solid and visual permeable forms, unique balcony railings and mullion details, and the use of ceramic frit or other elements to connect balconies to the building.

h. Vertical Variation

Variation in the vertical plane of a building should clarify the building's uses as well as visually differentiate ground floor uses from core functions and how the building "meets the sky". To achieve vertical variation, the design of buildings should consider:

- using different architectural treatments for the tower base, middle, and top;
- featuring high quality materials that add scale, texture, and variety;
- using balconies, fenestration, or other elements to create an interesting pattern of projections and recesses;
- providing terracing or stepped floors at upper levels to reduce overall scale of the building; and,
- providing an identifiable break between the building's lower and upper floors.

i. Horizontal Variation

The horizontal plane of a building should be varied to provide visual interest and enhance the pedestrian experience, while contributing to the quality and continuity of the streetwall. To achieve horizontal variation, the design of buildings should consider:

- avoiding extensive blank walls;
- featuring high quality materials that add scale, texture, and variety;
- providing variation that is of an appropriate scale and reflects changes in the structure or uses; and,
- providing well-marked entrances to all uses.

9.3.4

MATERIALS

The aim is for a “timeless design” that employs sustainable materials and careful detailing that have a proven longevity. The material palette should be high quality and provide variety, texture, and colour, as well as reinforce massing and changes in the horizontal and vertical plane, and relate to the neighbourhood context.

9.3.5

SUSTAINABILITY AND GREEN DESIGN

In order to achieve effective and measurable results, the design of the street, buildings, and landscape must work together. Incorporate ‘green building’ features that enhance the sustainability of the development. Opportunities relating to solar orientation, energy use and reduction, resource use and reduction, waste reduction, transportation demand management, open space opportunities, interior comfort, landscaping, and other sustainable opportunities should be considered.

9.3.6

VIEWS

Burnaby’s spectacular views are an asset to be shared between a proposed project and existing and future developments on surrounding sites. The orientation, massing and siting of buildings should be respectful of desirable public view corridors. New developments should be designed and landscaped to provide visual interest, and a visual terminus, where appropriate.

9.3.7

LIGHT AND VENTILATION

Natural light, sunlight, and ventilation are essential to residential livability and the success of public or semi-private open space. The orientation, massing and siting of buildings should minimize shadow impacts to adjacent developments. Appropriate tower separation would also ensure access to natural daylight and direct sunlight.

9.3.8**AMENITIES**

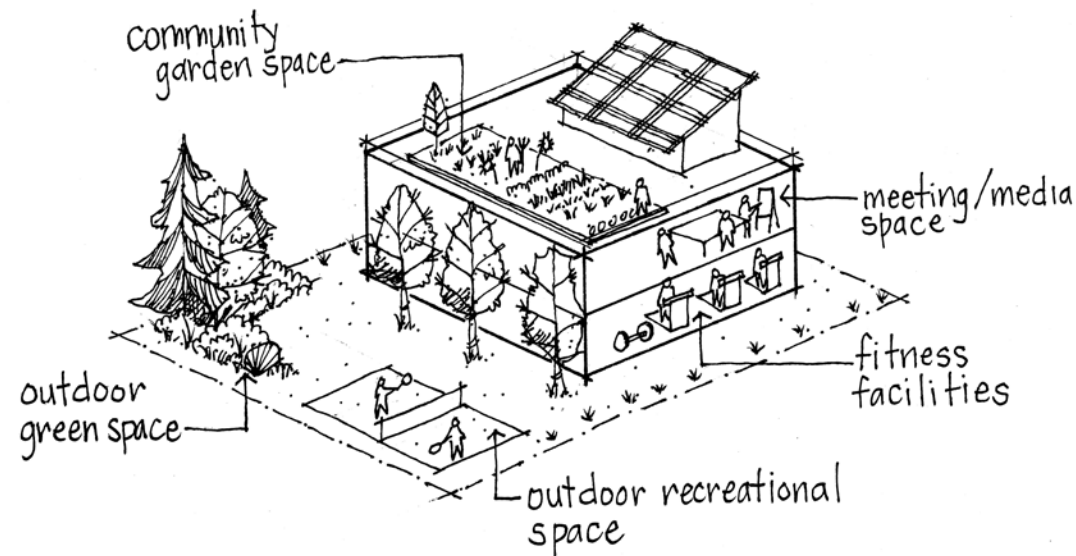
Each residential development should provide on-site amenities to its residents such as lounges and lobby spaces, meeting/media rooms, fitness facilities, outdoor recreational/green space, garden space, bike repair rooms, studio space, music rooms, and study/business spaces, where possible. In accordance with the Burnaby Zoning Bylaw, 5% of the residential gross floor area can be exempted for amenities.

9.3.9**ACCESS TO OUTDOOR SPACE**

Developments should provide outdoor space in two forms:

- a. Publicly accessible outdoor space at the street level, such as linkages, landscaped areas, entry forecourts, and courtyards.
- b. Occupant accessible outdoor space within the development, such as plazas, courtyards, landscaped areas, and rooftop terraces or gardens.

These outdoor spaces should incorporate trees and other plantings, weather protection, shade, benches and other furniture, and elements that provide interest to the space.



9.3.10**SAFETY AND SECURITY**

Buildings should be designed to allow for eyes and doors on the street. All public, semi-public, or semi-private space should enable good natural surveillance.

9.3.11**CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN**

The safety and security of residents should be considered as part of the urban design. Buildings and the public realm should be designed with consideration for Crime Prevention through Environmental Design (CPTED) guidelines.

9.3.12**VARIETY OF HOUSING TYPES**

Residential buildings should be designed to accommodate all stages of life, such as first time home buyers, families with small children, seniors, and persons with disabilities.

9.3.13**LIVABILITY**

Buildings should be designed in a manner that achieves a strong sense of livability. This includes consideration for privacy, views, amenities, interior design and layout, access to private outdoor space, acoustics, security, and the perception of spaciousness.

Developments should also be designed in a manner that contributes to the livability of the neighbourhood. This includes consideration for how the building meets the street, access to services and amenities, transportation, and public open space.

9.4

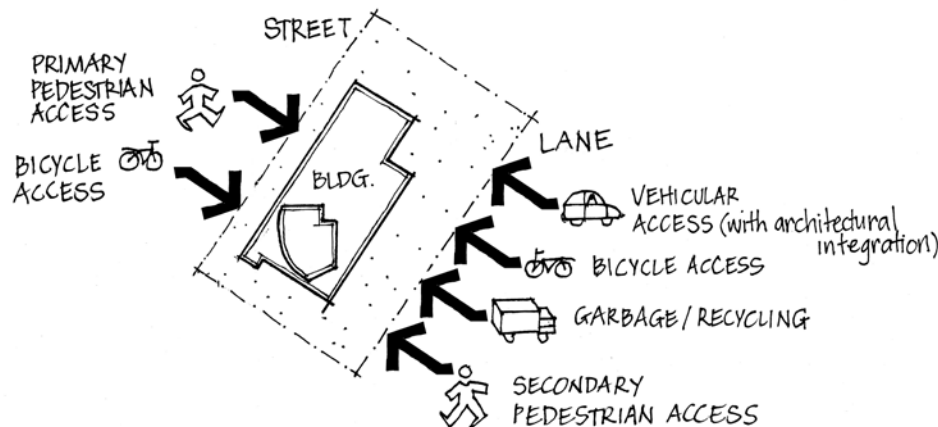
Access and Parking

Access and parking should respect the public realm and mitigate any impacts to the quality of the neighborhood.

9.4.1

SITE ACCESS

Access to properties should prioritize pedestrians and cyclists while minimizing the impacts of vehicular parking access and service access needs. Access to properties should be provided for all modes of transportation:



- a. **Pedestrian Access:** Primary pedestrian access should be from the street.
- b. **Bicycle Access:** Visitor, customer, and/or client bicycle access should be provided at the front of buildings, out of the way of pedestrian circulation, but where there is easy surveillance and weather protection. Resident and employee bicycle access may be provided from either the street or the lane, where possible or appropriate.
- c. **Vehicular Access:** Vehicular access should be provided from the lane, where possible. Single street access may be considered, provided that minimal interruption of the public realm and streetscape treatment can be provided. The vehicular entrance, whether from the street or lane, shall be architecturally integrated into the building so as to minimize its exposure. The number and width of curb-cuts and vehicular entries should be limited to promote street wall continuity.
- d. **Service Access:** Loading facilities should be provided from the lane and underground / under building, where possible.

9.4.2**DROP-OFF AND LOADING ZONES**

Locate drop-off zones along the curb or within parking facilities to promote sidewalk/street wall continuity and reduce conflicts with pedestrians.

9.4.3**GARBAGE AND RECYCLING**

Location and access to garbage and recycling facilities should be taken from laneways and private roads, where available. Garbage and recycling rooms should be enclosed within a building or located underground.

Compliance with the City's guidelines for solid waste and recycling is required.

9.4.4**LANEWAYS**

The primary purpose of laneways within the downtown is for access, loading, and services, however, laneways should be maintained and enhanced, where appropriate, for potential pedestrian use. Consideration should be given to the addition of pedestrian scaled lighting and building walls that face laneways should be designed to be attractive.

9.4.5**UTILITIES AND MECHANICAL EQUIPMENT**

Where possible, utilities and mechanical equipment should be accessed from laneways.



“Beyond making it a better people place to live, work and recreate, you need more risk taking design challenges for developers on their designs for our new city buildings.”

~ Public Input Process 2016.

10



Rezoning Requirements

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



On average, the City manages approximately 150 rezoning applications at various stages of process, at any given time.

10.1

Rezoning Requirements

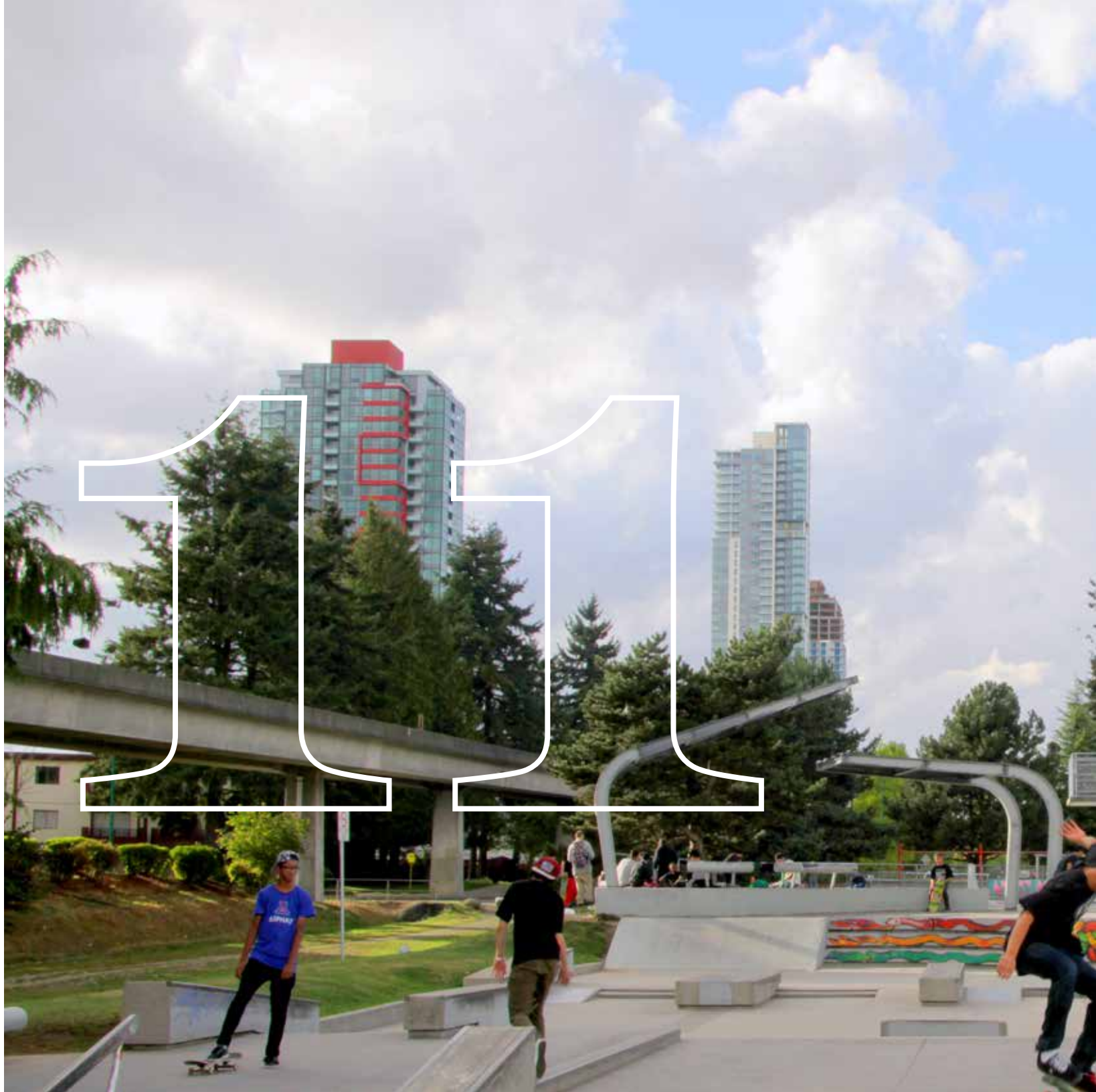
Given the many factors associated with rezoning applications in Town Centre areas and the requirements under 's' category zoning, potential applicants are advised to discuss submission requirements and rezoning process with staff in advance of a formal application being made in order to ensure that requirements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

In addition to the standard submission requirements for Comprehensive Development (CD) District rezoning applications, applicants should also provide the following:


- a. a design rationale for the proposed development and how it meets the policies and requirements of this Plan;
- b. a public realm and urban design analysis that illustrates how the proposed development fits into the neighbourhood and relates to the vision and principles of this Plan;
- c. a description of how the proposed development meets the City's social sustainability policy objectives;
- d. a description of how the proposed development meets the City's economic development policy objectives;

- e. a description of how the proposed development meets the City's environmental sustainability policy objectives, including:
 - a green building plan that includes energy, water, materials, waste, and indoor air quality with a focus on conservation; and,
 - an energy sharing pre-feasibility study may be required;
- f. a Transportation Demand Management (TDM) strategy and supporting traffic/parking/transportation study that will recommend the infrastructure and programs required to meet the intent of this Plan. The study should also provide an expected mode share (with a focus on walking, cycling and transit) generated by the proposed development;
- g. a description of the commercial floor area being developed and how it meets the City's policy objectives;
- h. a description of the residential unit mix and type provided and how it meets the City's policy objectives; and,
- i. a public art plan that outlines the location, theme, budget and process for procuring public art for the site. In addition, information should be provided to demonstrate how the public art meets the City's policy objectives.

Further information on rezoning application requirements can be found in the City's Guide: "Rezoning – A Guide to the City's Approval Process in Burnaby" which is available on-line on the City's website or at City Hall in the Planning Department.



Moving Forward



This Metrotown Downtown Plan establishes the long term vision for the future of Metrotown. The goal of this plan is to create a downtown for Burnaby, to complement and lead the other three Town Centres in accommodating the City's growth and change in a sustainable and positive manner. Burnaby, similar to many Canadian cities, is urbanizing; it is a destination for new residents, employment, services, amenities, and recreation. This Plan anticipates both the current and future demand by identifying appropriate land use designations, transportation infrastructure, park and open space elements, public realm enhancements, and community amenities. However,

a downtown is not solely defined by the places that are constructed; it is defined by the people who work, live, play, and spend time within the area. This Plan aims to continue building a place that celebrates its diversity, enhances social relationships, meets the day-to-day needs of its citizens, and supports people through all stages of their lives. To foster a distinct community identity for Metrotown, six neighbourhoods that are defined by their unique physical, social and environmental characteristics, will further enable citizens to take ownership of and pride in their community. Together, the intent is for the six neighbourhoods to form a cohesive downtown that is exciting, inclusive, and sustainable.

