

Burnaby 2050 – Growth Scenario Evaluation

Context: How will Burnaby accommodate projected growth?

Burnaby is forecast to grow by over 100,000 new residents, over 55,000 new homes, and over 50,000 new jobs by 2050. For the past 3 decades, Burnaby has chosen to focus new growth in the four Town Centres and in the Urban Villages. While Burnaby will continue with this strategy, it is considering complementing that strategy by allowing different types of housing growth in other parts of the city to support more housing choice for residents. Through engagement we have learned that the community is seeking more choice in the types of housing available, particularly more low-density ground-oriented forms (like townhouses and rowhouses). There is a desire to balance housing growth with the preservation of community character and to see more mixed-use development allowing for local shops and services within neighbourhoods. The community also values convenient and easy access to sustainable transportation and access to green spaces, parks and community facilities.

Provincially-Mandated Minimum Densities

In the Fall of 2023, the Province of British Columbia introduced regulations mandating minimum housing densities for all major cities in BC. The mandates are intended to make it easier and faster to build more housing units to meet the current and future demand of the growing population.

The regulations call for increased density close to transit stations and bus exchanges and “Small-Scale Multi-Unit Housing” within residential areas that meet the requirements. Find out more on the BC Government’s Website:

<https://www2.gov.bc.ca/gov/content/housing-tenancy/local-governments-and-housing/housing-initiatives>

Transit Oriented Areas (TOAs)		Small-Scale Multi-Unit Housing (SSMUH)
0-200m from SkyTrain Station	Minimum height up to 20 storeys	3-6 units per residential lot
200-400m from SkyTrain Station	Minimum height up to 12 storeys	
400-800m from SkyTrain Station	Minimum height up to 8 storeys	

Note: The new minimum housing densities mandated by the BC Government only apply to residential lands. These density minimums have no effect on employment, agricultural, conservation, or industrial lands.

The two proposed growth scenarios:

One of the goals of the OCP is to lay out the land use framework for the city. In order to assess different ways of distributing residential growth, the city undertook a GIS modelling exercise to evaluate two potential growth scenarios as outlined below. Both scenarios have the same provision of schools, parks and green spaces, employment centres and institutional uses.

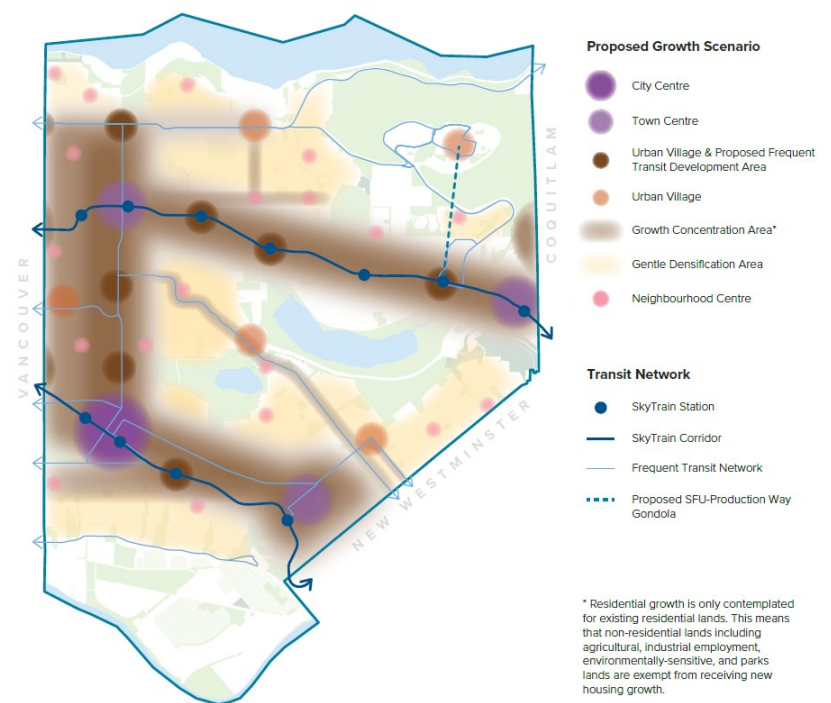
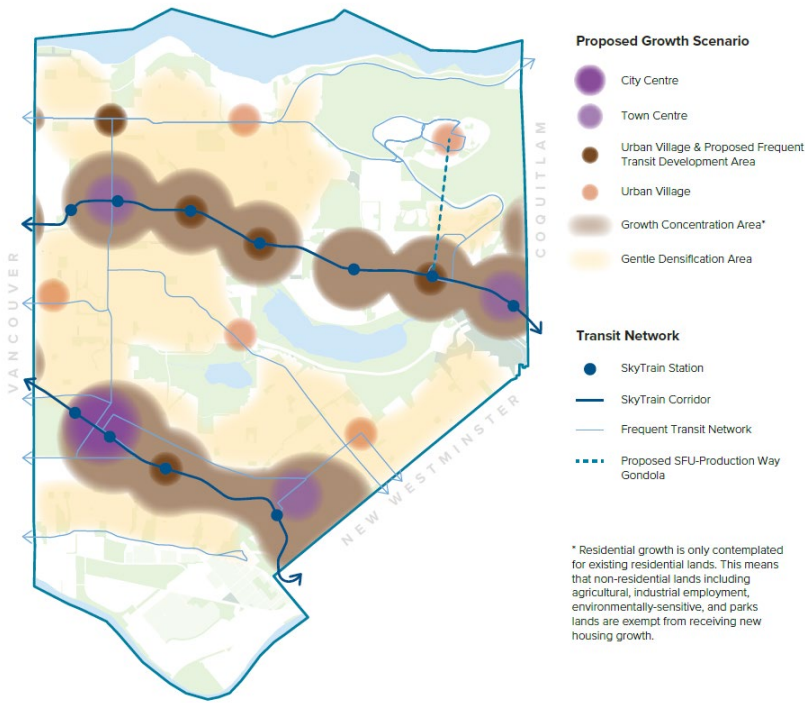
	<p>Baseline Growth Scenario: Nodal Growth</p> <ul style="list-style-type: none"> Continue to focus growth in Town Centres and Urban Villages, and add growth to new Provincially-mandated Transit Oriented Areas (TOAs) and Small-Scale Multi-Unit Housing (SSMUH) areas. <p>The Baseline Growth Scenario emphasizes higher density growth in established nodes and locations with high-capacity rapid transit. It also replaces existing single and two-family zoning with SSMUH.</p>
	<p>Corridor Growth Scenario: Corridors and Nodes</p> <ul style="list-style-type: none"> Continue to focus growth in Town Centres and Urban Villages, and focus new growth in Provincially-mandated TOAs; focus additional growth on transit corridors; add more townhouses and rowhouses and low-rise apartments; and add neighbourhood commercial nodes. <p>The Corridor Growth Scenario builds on the Baseline Scenario to include a greater mix of housing types, such as townhouses, rowhouses and low-rise apartment options and supports more gradual transitioning of density between higher density areas around SkyTrain stations and lower density small-scale multi-unit housing. The Corridor Growth Scenario also includes neighbourhood commercial centres with opportunities for local shops or corner stores, providing places where the community can access services close by.</p>

Baseline Growth Scenario Key Features:

- Nodal-based land use framework:
 - Provincially-legislated Transit Oriented Area growth around SkyTrain stations
 - Continued concentration of housing and employment growth in Town Centres and Urban Villages
- Provincially-legislated Small-Scale Multi-Unit housing permitted in all existing residential neighbourhoods.

Corridor Growth Scenario Key Features:

- Corridor-based land use framework:
 - Provincially-legislated Transit Oriented Area growth around SkyTrain stations and bus exchanges.
 - More gradual density and height transitions between Transit Oriented Areas and surrounding neighbourhoods.
 - Density to support increased transit on key corridors such as Willingdon Avenue.
- Provincially-legislated Small-Scale Multi-Unit housing permitted in all existing residential neighbourhoods.
- Neighbourhood commercial nodes with opportunities for local shops or corner stores.



City Centre & Town Centres

City Centre: This is Burnaby's downtown where there are the highest density forms of development. Destination for major institutional uses, community facilities, urban parks and plazas, and higher-order cultural and entertainment uses. Served by higher-order transit.

Town Centre: High to Medium-High density forms of development. Destination for district-level institutional and cultural facilities. Residential development in Town Centres is primarily multi-family and ranges from high-rise to mid-rise.

Residential forms include:

- Townhouses
- Mid-rise apartments
- High-rise apartments

Height range: 30-40+ Storeys

Urban Village & Proposed Frequent Transit Development Area

Medium-high density forms of development. These are generally located in areas with higher-order transit (SkyTrain or Bus Rapid Transit). May include special use districts (such as university, brewery district, hospital district, artist hubs, live work etc).

Residential forms include:

- Townhouses
- Low-rise apartments
- Mid-rise apartments
- High-rise apartments

Height range: 6-20+ Storeys

Urban Village

Medium to medium-high density forms of development. These will be similar to Urban Villages where a Frequent Transit Development Area (FTDA) is proposed but may not have access to higher-order rapid transit.

Residential forms include:

- Townhouses
- Low-rise apartments
- Mid-rise apartments
- High-rise apartments

Height range: 6-20+ Storeys

Growth Concentration Area

Areas designated for a moderate to high residential density include those around Town Centres, Frequent Transit Development Areas (FTDAs), and along the Frequent Transit Network (FTN) and other key transportation corridors. These areas support residential development in the form of townhouses and rowhouses, low- and mid-rise apartments and

mixed-use developments. They also allow for a transition between higher growth areas and those designated for gentle densification.

Residential forms include:

- Rowhouses
- Townhouses
- Low-rise apartments

Heights range: 4 to 8 storeys

Gentle Densification Area

Small-Scale Multi-Unit residential housing forms offer an opportunity to increase housing diversity within neighbourhoods with minimal change to neighbourhood character. Any qualifying residential lot can add secondary suites and laneway houses or can re-build to include between 3 and 6 residential units, depending on lot size and location.

Residential forms include:

- Secondary suites and accessory dwelling units (laneway homes)
- Single-detached houses
- Duplexes
- Small-Scale Multi-Unit Houses up to 6 units.

Heights range: up to 4 storeys

Neighbourhood Commercial Node

Neighbourhood-scale commercial uses provide opportunities to meet the daily needs of the surrounding neighbourhood.

Uses include:

- Convenience stores
- Grocery stores
- Health clinics
- Cafes and restaurants

Height range: up to 4 storeys

Summary of key differences between the scenarios

Baseline Growth Scenario

- Slightly higher proportion of population within 800m of SkyTrain stations
- Less diversity of housing options as more of the growth will either be in high-density TOAs or in Small-Scale Multi-Unit Housing forms.

Other potential advantages of Baseline Growth Scenario

- Potential for faster and easier development since no subdivision or land assembly is required to build Small-Scale Multi-Unit homes on existing residential lots.
- Potential for supply of privately-owned rental units in Small-Scale Multi-Unit housing

Corridor Growth Scenario

- Greater overall mix of housing types and forms
- Higher proportion of people living within walking distance of shopping areas
- More gradual transition between high density TOAs and Small-Scale Multi-Unit housing areas
- Transit-supportive growth area along Willingdon and other frequent transit corridors.
- More housing choices: more space is made available for different types of housing forms including townhouses, rowhouses, and low-rise apartments.

Other potential advantages of Corridor Growth Scenario

- Potential for non-market and purpose-built rental housing within low-rise and mid-rise multi-unit buildings.
- Potentially more plantable area to support urban tree canopy because townhouses and apartments generally have lower lot coverage than Small-Scale Multi-Unit Housing forms.