



Appendix

Appendix A.

Glossary



Glossary

Amenities	<p>Services or facilities that improve a person’s experience of a space. This could include public and private facilities such as health clinics, libraries and convenience stores, and services such as parcel lockers, washrooms and bicycle racks.</p> <p>See “public amenities” for a related definition.</p>
Archaeological site	<p>A location that contains the physical remains of past human activity, such as artifacts/belongings, culturally modified trees, features or ancestral remains. In British Columbia, archaeological sites on provincial or private lands are protected under the <i>Heritage Conservation Act (HCA)</i> and managed by the provincial government’s Archaeology Branch, which is responsible for maintaining and distributing archaeological information and deciding if permits can be issued to allow development to take place within protected sites. The <i>HCA</i> protects all archaeological sites that pre-date 1846 regardless of their status or condition (including whether or not they have been recorded, and whether they are intact or disturbed). Certain types of archaeological sites are protected under the <i>HCA</i> regardless of age, including burials, Indigenous rock art, and shipwrecks and plane wrecks over two years old.</p>
Agricultural lands	<p>Property that is designated “Agriculture” in the OCP Land Use Framework. Agricultural lands include lots within the Provincial Agricultural Land Reserve (ALR) and lots outside of the ALR.</p>
Agricultural Land Commission (ALC)	<p>The administrative tribunal that adjudicates applications in the ALR while prioritizing and protecting the ALR land base for agriculture.</p>
Agricultural Land Reserve (ALR)	<p>A provincial designation in which agriculture is recognized as the priority use. Farming is encouraged and non-agricultural uses are restricted.</p>
Blue green network	<p>An integrated network of parks, trails, greenways, natural forested areas, streams, riparian habitats, watercourses and other green or blue spaces that support biodiversity, enhance the public realm, improve urban water systems, increase access to nature and address various climate action goals.</p>
Built heritage resources	<p>Buildings, structures, monuments or human-made landscape features that are associated with architectural, cultural or social history. These resources may be intact or may be remains of a feature (such as a foundation of a structure that was previously demolished).</p>

Bus Rapid Transit (BRT)	A form of bus-based rapid transit operating in dedicated lanes with traffic signal priority that provides fast, frequent and reliable service.
Bus Rapid Transit Corridors	Corridors in which there is Bus Rapid Transit. See “Bus Rapid Transit (BRT)” for a related definition.
Carbon emissions	Carbon emissions result from the burning of fossil fuels and the manufacture of cement. They are the largest contributor to climate change.
Carbon sequestering	The process of capturing and storing atmospheric carbon dioxide, thereby reducing the amount of carbon dioxide in the atmosphere with the goal of reducing global climate change.
City-serving commercial	A scale and intensity of commercial uses that meets the needs of multiple neighbourhoods, such as larger format retail, major office space, entertainment venues and limited vehicle-oriented uses.
Climate resilience	Describes the capacity of ecosystems, economies, infrastructure and communities to absorb the impacts of climate change while maintaining essential services and functions needed to support health and well-being. In some cases, climate resilience involves changing services and functions so they are more sustainable. <i>Source: Metro Vancouver Climate 2050 Roadmap</i>
Co-operative housing	Housing where residents become members of a co-operative and own the building or buildings they live in together. This is often more affordable than owning a home individually and has more security than renting a home.
Community facilities	Community facilities have spaces, services or programs that ensure community members prosper and thrive by meeting their basic social, emotional, cultural, health and recreational needs. These facilities could be City or non-City owned and range from: schools; community & recreation centres; libraries; childcare facilities; arts & cultural facilities; nonprofit offices; primary care facilities; and more.
Community resource centres	Non-profit offices owned by the City and leased out to community and social non-profit organizations at nominal rates. These facilities are key to helping non-profits to stay in Burnaby and continue providing essential social programs, services and resources.

Complete communities	<p>A broad concept and can be thought of as an overall goal. Complete communities are communities - or areas within a community - which provide a diversity of housing to meet identified community needs and accommodate people at all stages of life, and provide a wider range of employment opportunities, public and private amenities, and services within a 15–20-minute walk.</p> <p><i>Source: British Columbia Complete Communities Guide</i></p>
Conservation covenant	<p>Conservation covenants are applied to properties that have or are adjacent to natural features such as watercourses, wetlands and significant trees. Development is restricted in areas protected under conservation covenants, although some may have publicly accessible paths for the purpose of recreation or maintenance.</p>
Core housing need	<p>The Canadian Mortgage and Housing Corporation defines core housing need as the condition of a household whose housing fails to meet adequacy, affordability, or suitability standards and who would have to spend 30% or more of its before-tax income to afford the median rent of an acceptable unit.</p>
Creative economy	<p>Refers to a broad range of industries that are related to the use of human creativity to generate knowledge, information and products.</p>
Creative industries	<p>Creative industries include arts and craft studios, workshops, galleries, small-batch manufacturers and flex-industrial spaces. Unlike more traditional industrial or manufacturing uses, these uses are expected to be environmentally friendly and non-disruptive to surrounding land uses, including residential uses.</p>
Cultural and entertainment districts	<p>Cultural and entertainment districts include facilities that provide cultural, entertainment, and/or recreational services, including but not limited to: theatres, performing arts centres, museums, play facilities, dance studios, health clubs and physical fitness facilities.</p>
Cultural sector	<p>Cultural sectors include all sectors that have activities based on cultural values, artistic expression, food or other creative expressions.</p>
Cultural heritage areas (CHAs)	<p>Areas that contain a concentration of heritage buildings or other built heritage resources, where incentives and guidelines could be provided to encourage retention. New development in these areas is encouraged to be sympathetic to nearby heritage resources.</p>

Cultural safety	<p>An outcome of respectful engagement based on recognition of the power imbalances inherent to service systems, and the work to address these imbalances. A culturally safe environment for Indigenous Peoples is one that is physically, socially, emotionally and spiritually safe without challenge, ignorance or denial of an individual's identity. Practicing cultural safety requires having knowledge of the colonial, sociopolitical and historical events that trigger disparities encountered by Indigenous Peoples and perpetuate and maintain ongoing racism and unequal treatment.</p> <p><i>Source: Community Living BC</i></p>
Curbside management strategy	<p>Curbside management seeks to inventory, optimize, allocate and manage the curb space to maximize mobility, safety and access for the wide variety of curb demands and users.</p>
Development Permit Areas (DPAs) and guidelines	<p>Geographic areas in which specific development permit requirements and guidelines apply. The <i>Local Government Act</i> allows municipalities to create development permit areas and guidelines for a variety of purposes, such as to address hazardous conditions, protect the natural environment and regulate the form and character of development.</p>
Destination facilities or places	<p>Spaces that typically provide distinct services, programming or functions. These facilities or places will usually, but not necessarily, accommodate a large volume of user groups and visitors. Examples include sports arenas, convention centres, hospitals, large parks, museums and art galleries.</p>
District energy	<p>District energy systems centralize the production of heating or cooling for a neighbourhood or community. Energy is distributed to customers through an underground piping network to heat exchangers located in each connected building. This allows the system to share energy across a network of buildings efficiently and eliminates the need for separate space heating and hot water systems and, in some cases, cooling systems.</p>
Economies of scale	<p>Refers to the decrease in unit cost of producing or providing a service when the quantity produced or provided increases. This primarily happens when fixed costs are spread across a larger number of units in order to reduce the average unit cost.</p>
Ecosystem services	<p>The benefits people obtain from ecosystems. Ecosystem services provided by farmland include nutrient and organic matter recycling, food for pollinators, wildlife habitat, flood control and carbon sequestration.</p>

Emergency preparedness	Planning and intervention activities that allow communities to prevent, respond to, and recover from incidents and emergencies.
Employment lands	Lands that are mainly used for employment and economic activities. These lands are designated for industrial, commercial, office, agricultural and/or institutional uses.
Environmentally Sensitive Areas	Areas that achieve, or with remedial action could achieve, desirable environmental attributes. These attributes contribute to the retention and/or creation of wildlife habitat, soils stability, water retention or recharge, vegetative cover, and similar vital ecological functions. ESAs range in size from small patches to extensive landscape features. They can include rare or common habitats, plants and animals. Taken together, a well-defined protected network of ESAs performs necessary ecological functions within urban and rural landscapes. The City of Burnaby identifies ESAs through the Environmentally Sensitive Areas Strategy (1992) and the Metro Vancouver Sensitive Ecosystem Inventory (2020).
Fee simple	A form of land ownership where the property owner is entitled to full enjoyment of the property, limited only by zoning laws, deed or subdivision restrictions or covenants. The duration of this ownership is not limited and can be passed along in a will to the owner's heirs. <i>Source: Government of British Columbia</i>
Flood storage	Flood storage capacity is the amount of water that can be stored in a basin, reservoir, or floodplain to control the flow of floodwaters.
Food assets	The tangible and intangible resources, facilities, services, spaces or ways of knowing that are available to Burnaby residents and visitors, and which are used to support the local food system. Examples of food assets include farms, community gardens, neighbourhood houses, social services and food security programs, farmers markets, food processing infrastructure, community composting facilities, local food knowledge, local food policies, relationship networks, cultural food districts and local food businesses.
Food infrastructure	Refers to tangible food assets like facilities, spaces and resources that support any part of a healthy food system, including food harvesting, processing, distribution, consumption and waste management.
Frequent transit	Transit that is scheduled at a frequency of 15 minutes or less in both directions throughout the day and into the evening, every day of the week.

Frequent transit network	A network of corridors where frequent transit is provided.
Greenhouse gas (GHG) emissions	Gases that contribute to climate change by creating a “greenhouse effect” in the Earth’s atmosphere by trapping heat and pollutants. Greenhouse gases include carbon dioxide, methane and water vapour, as well as some surface-level ozone, nitrous oxides and fluorinated gases.
Green infrastructure	The natural, enhanced, and engineered assets that collectively provide society with ecosystem services required for healthy living. <i>Source: Metro Vancouver</i>
Healthy built environment	Healthy built environment refers to how population health is influenced by the design of neighbourhoods, housing, transportation systems, natural environments and food systems. <i>Source: BC Centre for Disease Control</i>
Housing First	The Housing First approach involves moving people experiencing homelessness rapidly from the street or emergency shelters into stable and long-term housing, with supports. Stable housing provides a platform to deliver services to address issues frequently faced among the chronically and episodically homeless. The goal is to encourage housing stability and improved quality of life, and to the extent possible, foster self-sufficiency. <i>Source: Government of Canada</i>
Housing forms	The physical forms of housing, such as single- and two-family housing, apartments, townhouses, rowhouses or laneway homes.
Impermeable surface	Surfaces such as pavements that are covered by water-resistant materials such as asphalt, concrete or brick.
Indigenous cultural sites	Locations with significance to the Host Nations that contain intangible cultural heritage rather than physical remains of past activity. These can include sites used for harvesting, places of spiritual significance, trails and transportation routes, or sites with traditional uses or features like culturally modified trees.
Industrial lands	Lands that are intended for light and heavy industrial activities, including distribution, warehousing, repair, construction yards, infrastructure, outdoor storage, wholesale, manufacturing, trade, e-commerce, emerging technology-driven forms of industry, and appropriately related and scaled accessory uses.

Industrial lands density	The amount of building on a given amount of industrial land. This can be measured as floor area ratio, site coverage, building heights, etc.
Industrial lands intensity	The amount of activity on a given amount of industrial land. This can be measured as jobs per acre/hectare of land, and volume of goods produced/processed/stored per unit.
Invasive species	<p>Invasive species are plants or animals that are not native to the province or are outside of their natural distribution. Invasive species negatively impact British Columbia's environment, people and economy.</p> <p><i>Source: Government of British Columbia</i></p>
Local-serving commercial	A scale and intensity of commercial uses that meets the day-to-day needs of the surrounding neighbourhood and is pedestrian-oriented in nature, such as corner stores, small grocers and coffee shops.
Major corridors	Major transportation corridors.
Major Transit Growth Corridor (MTGC)	<p>Areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas (FTDAs). These corridors are intended to extend approximately one kilometre from the roadway centreline in both directions. The intent of these corridors is to provide an overall structure for the region in an effort to support the regional planning principle of directing portions of growth towards Urban Centres and areas around transit.</p> <p><i>Source: Transport2050: Regional Transportation Strategy</i></p>
Maker spaces	Public spaces located in schools, public libraries and other community locations where people can meet to share creative interests, experiment with new technologies and learn as they go.
Micro mobility	A range of small, human or electric-powered lightweight vehicles with typical operating speeds of less than 25 km/h. Examples include scooters, skateboards and bicycles.
Mobility hubs	Dedicated places where a variety of transportation modes (e.g., transit, walkways, bikeways, shared micromobility, taxi pickup and drop-off, car-sharing, ferry) are co-located, allowing for seamless connections between different modes

Native plants	<p>A native plant species is indigenous to a given region or ecosystem. A native plant species has coevolved over time with other plant and animal species.</p> <p><i>Source: Invasive Species Council of Metro Vancouver</i></p>
Natural hazards	<p>Earth processes with the potential to harm people, property or infrastructure. Regions in BC are particularly vulnerable to the following natural hazards: earthquakes, tsunamis, volcanoes, landslides, seasonal floods and storm surges.</p>
Natural area	<p>An area of public or private land that is undeveloped and predominantly characterized by naturally occurring vegetation, water and landforms.</p>
Nature-based solutions	<p>Actions to protect, conserve, restore, sustainably use and manage natural or modified terrestrial, freshwater, coastal and marine ecosystems, which address social, economic and environmental challenges effectively and adaptively, while simultaneously providing human well-being, ecosystem services and resilience and biodiversity benefits.</p> <p><i>Source: United Nations Environmental Assembly, 2021</i></p>
Nighttime economy	<p>A wide range of activities that take place commonly after 6 pm and until 6 am, including theatre, restaurants, pubs, clubs and other entertainment activities.</p>
Non-market housing	<p>Refers to rental housing secured at specific below-market rental rates through a Housing Agreement or a lease agreement with the City.</p>
Open space	<p>Outdoor areas with pedestrian public access. An open space has “public access” if it is intended for public use and if the physical conditions permit foot traffic. Open spaces include community gardens, green space, green connectors, plazas, trail corridors, stream corridors with public access and other protected areas with public access.</p>
Park	<p>An area of natural or semi-natural public space set aside for human recreation and leisure activities, or for the protection of ecosystems and natural habitats.</p>
Permeable surfaces	<p>Surfaces that are made of either a porous material that enables stormwater to flow through it or nonporous blocks spaced so that water can flow between the gaps. These are meant to help water absorb into the ground, recharging ground water and to filter out pollutants from storm water before it enters into creeks.</p>

Public amenities	<p>Community facilities and spaces that are City-owned or City-facilitated (such as when the City contributes major capital funds or is a key partner on a project). Public amenities are either publicly accessible or provide public benefits (social, cultural, heritage, recreational or environmental) to the community. The types of public amenities typically funded or supported by municipalities include, but are not limited to, community centres, child care centres, libraries, cultural facilities, recreation facilities, parks and plazas.</p> <p>See “amenities” for a related definition.</p>
Public art	<p>Artworks in public areas on City lands (such as in parks, trails, and outside of civic facilities), and those in publicly accessible private sector spaces. Examples include free-standing works (such as sculptures), work integrated into the architecture or landscape of a building during its construction, other independent artistic expressions in public space (such as a multi-media installation), or monuments.</p>
Public realm	<p>An area that is publicly-accessible, such as streets, squares, parks and open spaces, and that enables the public’s interaction and connection with each other and their city.</p>
Rainwater management	<p>Rainwater or stormwater management is the process of controlling the quantity and quality of rainwater runoff before it is recharged back into watercourses and groundwater. This may be accomplished by using a variety of strategies, in order to manage flooding of land and to improve the quality of water entering into the environment.</p>
Renewable energy	<p>Energy derived from natural sources that are replenished at a higher rate than they are consumed. Sunlight and wind, for example, are such sources that are constantly being replenished.</p> <p><i>Source: United Nations Climate Action</i></p>
Sendai Framework for Disaster Risk Reduction	<p>The Sendai Framework was adopted in 2015 by the United Nations member states with a goal to prevent new, and reduce existing, disaster risk. The framework includes: understanding risk; strengthening risk governance to manage risk; investing in disaster reduction for resilience; enhancing preparedness for effective response; and striving to "Build Back Better" in recovery, rehabilitation and reconstruction.</p> <p>The Province of BC and BC municipalities are aligned with the Sendai Framework through the <i>Emergency and Disaster Management Act (EDMA)</i>.</p>

Sensitive ecosystem	Ecologically significant and relatively unmodified sensitive ecosystems such as wetlands, older forests and riparian areas. It also includes some human-modified ecosystems with high ecological value such as old fields and young forests.
Special places	Places of historical or cultural significance where a built heritage resource may not be present. These could be places where a significant historical event took place, or places that are valued by community members as a site of important activities or traditional practices. A special place could also include cultural heritage resources.
Species at risk	Species that have been defined as "at risk" of local extinction, by either the federal or provincial government.
Sustainable transportation	Modes and/or systems of transport that have a low impact on climate and the environment, while supporting the social and economic needs of the communities they serve. Walking and rolling, cycling and transit are accepted sustainable modes within Burnaby's transportation system. In addition, some vehicle-based transport options are acknowledged as more sustainable than conventional options, such as car-share and zero-emission vehicles.
Transit Oriented Area	A lot that is located within 800 m (2,624.67 ft.) of a passenger rail station, as defined in the <i>Local Government Act</i> and regulations thereto, or 400 m (1,312.34 ft.) of a bus exchange, as defined in the <i>Local Government Act</i> and regulations thereto. (Refer to Burnaby Bylaw No. 14636-24-03-11)
Transportation Demand Management (TDM)	A range of strategies and policies to increase the efficiency of transportation systems by maximizing sustainable transportation choices to reduce travel demand for private vehicles.
Unceded	<p>Unceded means that the land was never legally ceded, or given up to the Crown, through a treaty or other agreement.</p> <p><i>Source: City of Vancouver</i></p>
Universal accessibility	Buildings, streets, services, transportation systems and public spaces that are usable by all people, to the greatest extent possible. This is accomplished by removing barriers for those with mobility or visual and hearing impairments, and accounting for other special needs.

Urban centres	<p>Focal points for concentrated growth and transit service that are intended as priority locations for employment and services, higher density forms, mixed residential tenures, affordable housing options, and commercial, cultural, entertainment, institutional and mixed uses.</p> <p><i>Source: Metro Vancouver: Metro 2050</i></p>
Vision Zero	<p>A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all.</p> <p><i>Source: Vision Zero Network</i></p>
Walking and rolling	<p>The mode of transportation for a pedestrian. It includes people travelling by foot and people using mobility devices such as wheelchairs or walkers, and people using strollers.</p>
Wastewater	<p>Used water from homes, businesses and industrial operations. Wastewater is collected and treated before it can be released back into the environment.</p>
Zero carbon emissions	<p>Emissions that generate no net greenhouse gas emissions at the point of use. A zero-carbon fuel source either produces no greenhouse gas emissions or any greenhouse gas emissions produced are offset by renewable energy (either generated on-site or purchased).</p> <p><i>Source: Metro Vancouver Climate 2050 Roadmap</i></p>
Zero emission	<p>Zero emission means no greenhouse gas or other air contaminants are generated at the point of use. Zero emission includes zero carbon (see above), and also eliminates emissions of health-harming air contaminants (e.g., fine particulate matter and nitrogen oxides).</p> <p><i>Source: Metro Vancouver Climate 2050 Roadmap</i></p>
Zero-emission vehicles	<p>Zero-emission vehicles (ZEVs) release no air contaminants from their tailpipes. Electric vehicles are the most common type of zero emission vehicle. Others include hydrogen fuel cell vehicles.</p> <p><i>Source: Metro Vancouver Climate 2050 Roadmap</i></p>

Appendix B. Form and Character Development Permit Area



Category

Pursuant to the *Local Government Act*, the City of Burnaby hereby designates a Development Permit Area for the following purposes:

- » Establishment of objectives for the form and character of intensive residential development. Section 488 (1)(e)
- » Establishment of objectives for the form and character of commercial, industrial or multi-family residential development. Section 488 (1)(f)

Properties affected

The entire City of Burnaby is designated as a Form and Character DPA for all multiple family residential, intensive residential, commercial or industrial development.

Justification

The form and character of multiple family residential, intensive residential, commercial and industrial development may have significant impacts related to the provision of housing, employment, amenities and services; compatibility with surrounding uses and appropriate transitions; protection of the environment; economic development; and, health, safety and equity of the community.

In particular, areas designated as Town Centres, Urban Villages and Rapid Transit Urban Villages are anticipated to accommodate a significant portion of the city's future population and their development requires close review and careful consideration and coordination to support orderly, efficient, sustainable and functional growth that meets the needs of the community. A family friendly and social connection lens is also applied to new developments within these areas to enable the creation of socially connected neighbourhoods where residents of all ages can enjoy good quality of life while providing opportunities for people to age in place.

Objectives and special conditions

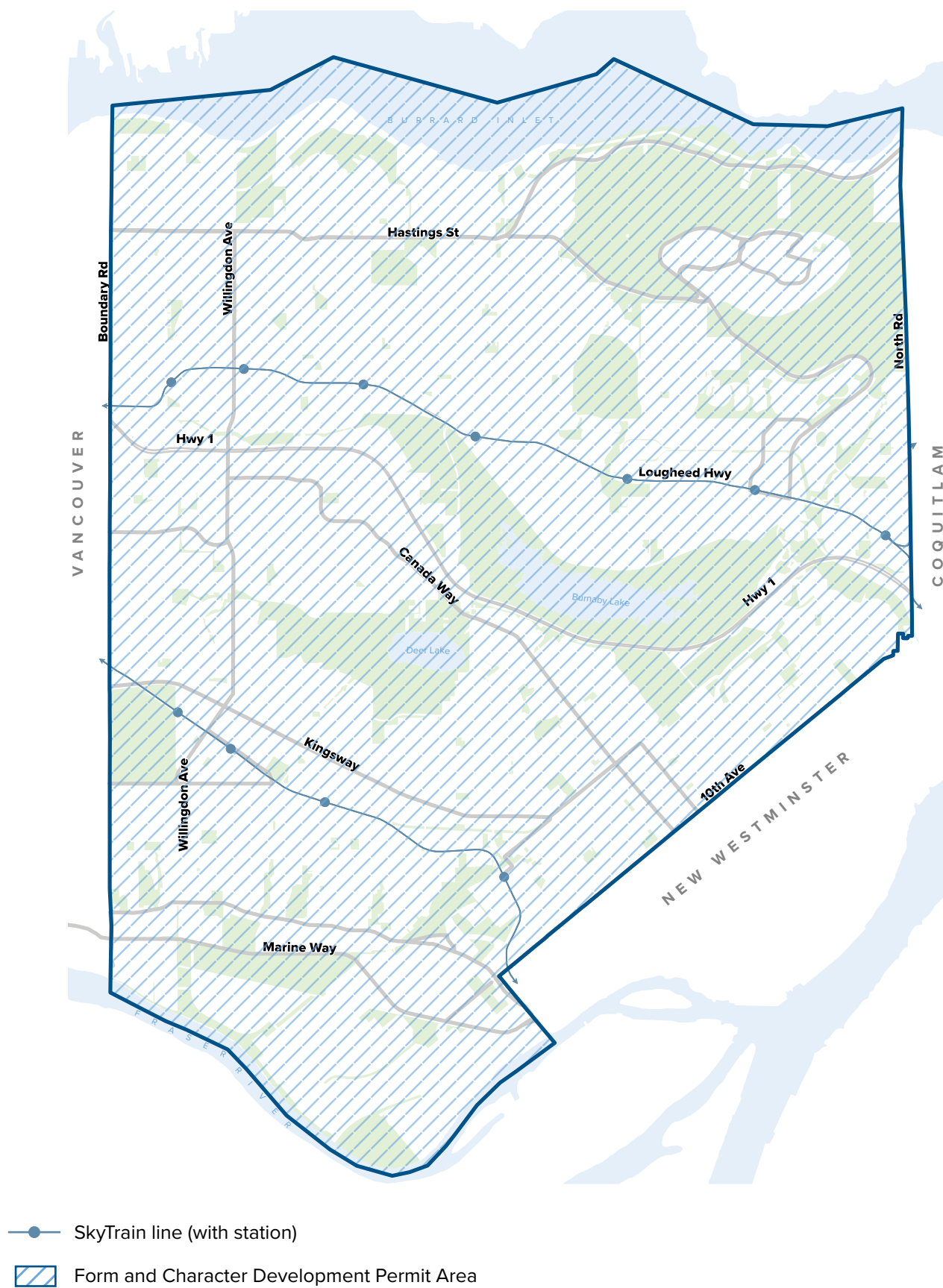
The Guidelines provide development and design standards to be applied to applicable land uses across the city. The objective of the Guidelines is to support the goals, objectives and policies of the OCP and to support the continued sustainable and equitable growth of the city.

Prior to the subdivision of land, or the construction, addition to or alteration of a building or other structure within the Development Permit Area, the owner must first obtain a Form and Character Development Permit.

All development required to obtain a Development Permit must demonstrate conformity, to the satisfaction of the City, with the principles, intent, and guidance of the Form and Character Guidelines.

The applicable guidelines for the Form and Character Development Permit area is provided in the City's Zoning Bylaw, including conditions under which the Development Permit would not be required.

Form and Character Development Permit Area Map



Appendix C. Streamside Protection and Enhancement Development Permit Area



Category

Pursuant to the *Local Government Act (LGA)*, the City of Burnaby hereby designates a Development Permit Area for the following purposes:

- » Protection of the natural environment, its ecosystems and biological diversity. Section 488(1)(a).

Properties affected

All parcels shaded on the Streamside Protection and Enhancement DPA map and any other parcel in the City of Burnaby that contains a stream, or is partly or entirely located: a) within 30 metres of the top of bank of a stream; or b) within 30 metres of the top of a ravine bank for ravines that are less than or equal to 60 metres in width, or c) within 10 metres of the top of ravine bank for ravines that are greater than 60 metres in width, are collectively designated as the streamside protection and enhancement development permit area (the “Streamside Protection and Enhancement DPA”). For greater certainty, the Streamside Protection and Enhancement DPA applies to all parcels that meet the above criteria, whether or not shaded on the Streamside Protection and Enhancement DPA map.

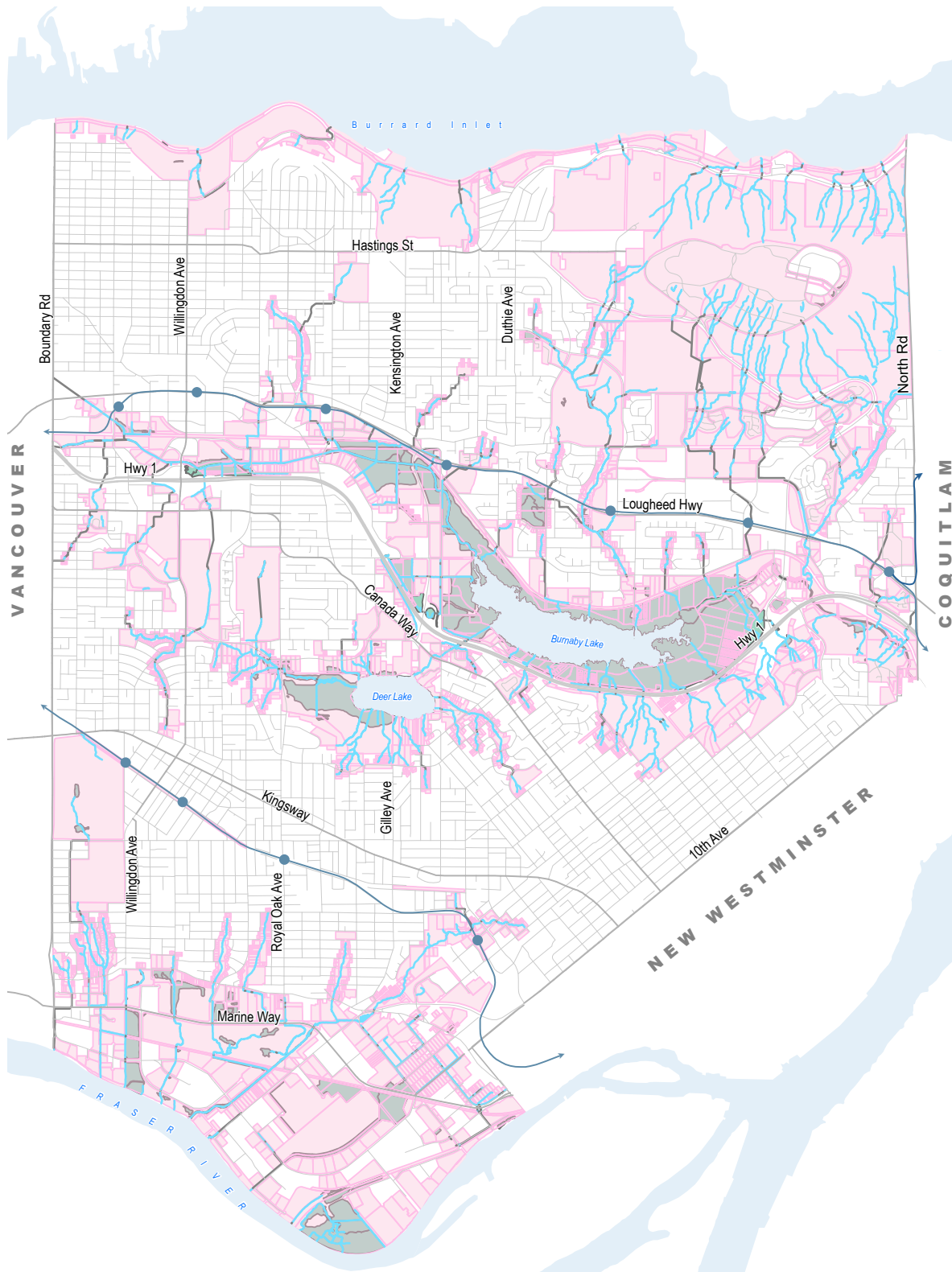
By definition, a “stream” includes a watercourse or source of water supply, whether usually containing water or not, a pond, lake, river, creek, brook, ditch and a spring or wetland that is integral to a stream and provides fish habitat.

Justification

Designating Streamside Protection and Enhancement Development Permit areas builds on the successful outcomes of Burnaby’s policy, regulation and guidelines that have been in place since the late 1990s to protect and enhance streamside riparian areas when land is redeveloped. Local governments are directed by the Province of BC to use their land use planning and regulatory powers to meet or exceed the streamside riparian protection requirements of Provincial legislation and regulation. Protecting and enhancing streamside riparian areas not only protects streams and fish habitat; it also provides habitat for wildlife, creates corridors that enhance biodiversity and conserves green space that makes our community more livable.



Streamside Protection and Enhancement Development Permit Area Map



- SkyTrain line (with station)
- Wetlands
- Enclosed stream
- Open stream
- Streamside Protection and Enhancement Development Permit Area

Objectives and special conditions

The Streamside Protection and Enhancement Development Permit Area and its associated guidelines are designed to protect and enhance Burnaby's rich aquatic habitats and riparian areas. By regulating development within and near streams, the City of Burnaby seeks to foster healthy aquatic ecosystems through conservation, restoration, and enhancement. Through the Streamside Protection and Enhancement Development Permit Area, Burnaby seeks to ensure the long-term ecosystem health and viability of these important habitats for terrestrial and aquatic species as well as residents. This will be accomplished through the following objectives:

1. Protect and enhance Burnaby's rich aquatic habitat and riparian areas
2. Regulate development near streams
3. Foster healthy aquatic ecosystems through conservation, restoration, and enhancement
4. Ensure the long-term ecosystem health and viability of these habitats

Unless exempted, a development permit addressing Streamside Protection and Enhancement must be approved before:

- » Subdivision of land
- » Construction of, addition to, or alteration of a building or structure
- » Alteration of land, including but not limited to clearing of vegetation, grading, changes to landscaping, preparation or construction of services and trails

The applicable guidelines for the Streamside Protection and Enhancement Development Permit Area is provided in the City's Zoning Bylaw, including exemptions for which a Development Permit would not be required. *LGA* Section 488(3)(4).

Appendix D. Tenant Protection Development Permit Area



Category

Pursuant to the *Local Government Act*, the City of Burnaby hereby designates a Development Permit Area for the following purposes:

- » Mitigation of the effects of displacement on tenants who will be or have been displaced from their rental units in relation to a redevelopment or proposed redevelopment, as those terms are defined under section 63.1 of the *Community Charter*

Sections 63.1-63.3 of the *Community Charter* provide authority for local governments to adopt tenant protection bylaws as a tool to minimize negative impacts on tenants facing displacement due to redevelopment.

Section 491(11) of the *Local Government Act* states that a development permit issued by a municipality can include requirements to comply with all or part of a tenant protection bylaw.

Properties affected

The entire City of Burnaby is designated as a Tenant Protection DPA. Properties affected include any property required to comply with the City of Burnaby's Tenant Protection Bylaw, including:

- » Purpose-built market rental buildings with five or more dwelling units that are being redeveloped
- » Secondary market rental buildings with less than five units that are also being consolidated into a larger redevelopment project that includes a building that meets the above criteria

Justification

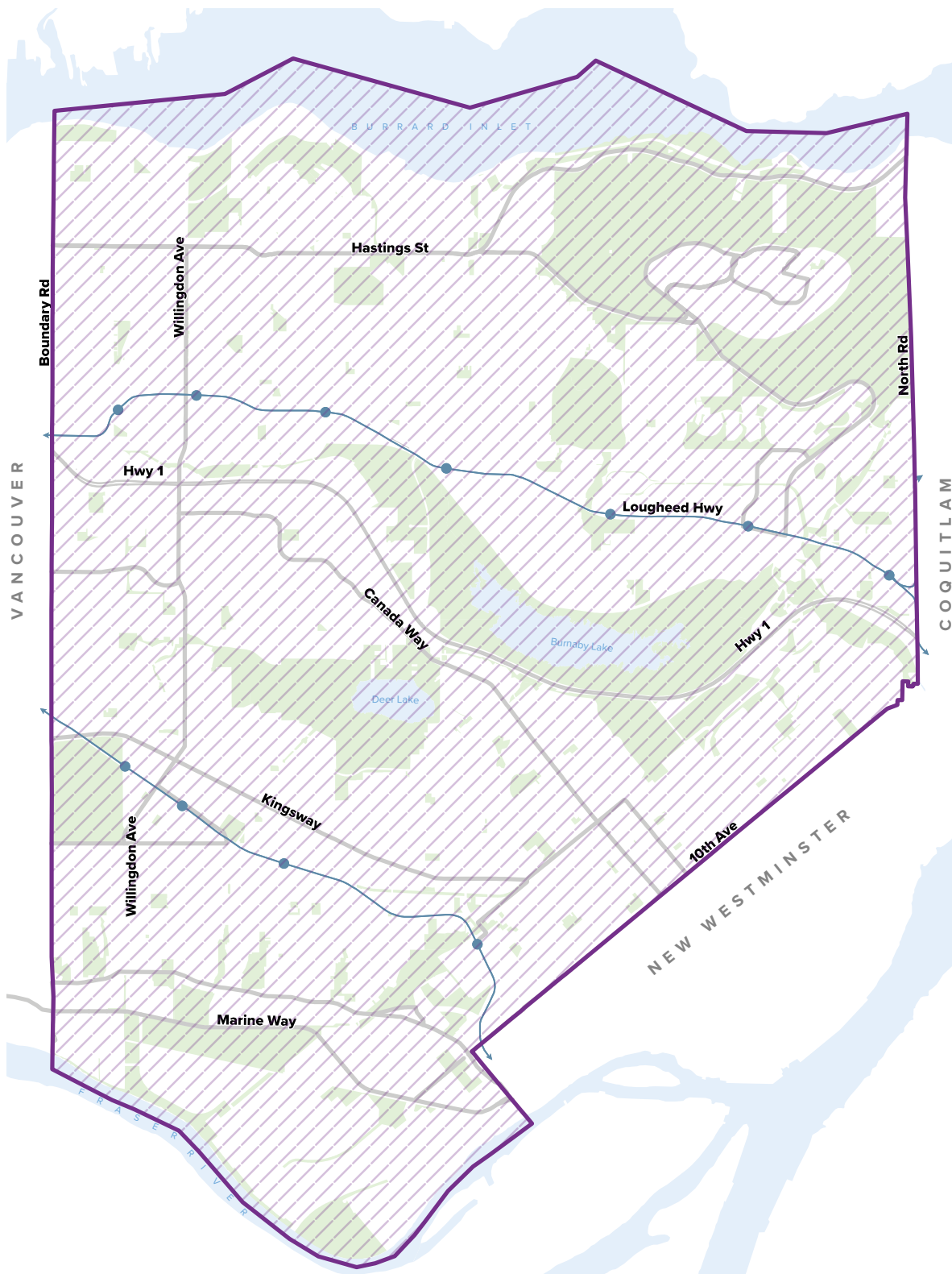
While there is a need for construction of more housing, redevelopment of purpose-built rental buildings can have significant financial and emotional impacts on tenants facing eviction. The Tenant Protection Bylaw and Tenant Protection Development Permit Area seek to reduce the financial impacts on tenants facing displacement by requiring advance communications with tenants, financial compensation, support to find new housing and provision of a replacement unit.



Objectives and special conditions

The objective of this DPA is to ensure that redevelopment of all affected purpose-built rental units includes full protections for tenants, consistent with the DP guidelines and in compliance with the provisions of the Tenant Protection Bylaw. More broadly, this DPA seeks to mitigate the impacts of redevelopment on tenants and contribute to Burnaby's goal of being a renter-friendly community.

The applicable guidelines for the Tenant Protection Development Permit Area is provided in the City's Zoning Bylaw.

Tenant Assistance Development Permit Area Map



-  SkyTrain line (with station)
-  Tenant Assistance Development Permit Area

Appendix E. Plan Process and Engagement



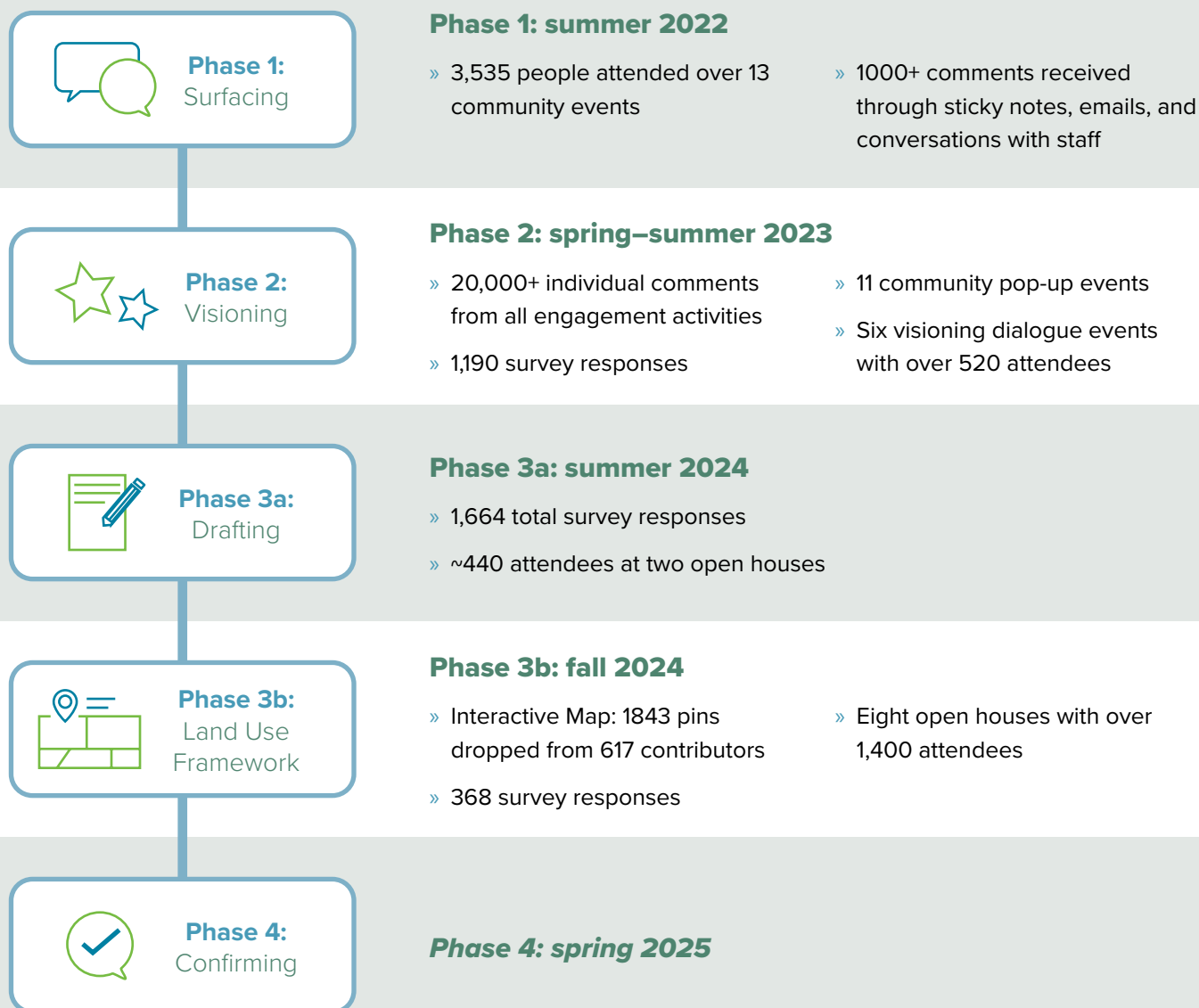
General Public Engagement

The Official Community Plan (OCP) is a multi-year, multi-phased project shaped by thousands of contributions. Its development involved engagement with Host Nations, community partners, and the public across four consultation phases. Input provided over the different phases helped define, craft and confirm the city's priorities through a wide range of policies and a comprehensive land use map.

The City prioritized inclusive participation by piloting diverse engagement strategies, such as providing transit vouchers, hosting virtual sessions, using online surveys and interactive maps, and translating materials into ten languages. Public interest was high, with additional input gathered through additional channels like emails, meetings, petitions, and City Council delegations.

To reach as many people as possible, communications included a dedicated project webpage, news releases through local media, digital and social media campaigns, and city-wide postcard mailouts. In addition, engagement events were held in accessible locations across the city.

Below is a summary of public engagement efforts through all four phases:



Land Use Framework Engagement

Engagement findings from Phases 1 and 2 helped develop policy objectives that guided the development of the Land Use Framework. The policy objectives include:

1. Respond to community input
2. Transit oriented development
3. Housing choices
4. Climate action
5. Access to parks and natural areas
6. Access to amenities
7. Complete communities
8. Support a sustainable economy and create jobs
9. Improved built form and urban design
10. Advance reconciliation

In Phase 3, the City shared an initial draft of the Land Use Framework, and gathered feedback both online and in person.

In Phase 4, the revised Land Use Framework will be shared with the community as a part of the draft OCP, to confirm that it reflects their values and priorities for the future.

Targeted Engagement

Community partner workshops

Community partners were invited to attend virtual engagement sessions and provide written feedback to inform the various phases of the OCP that relate to their organizational mandates. Separate meetings were scheduled with individual organizations upon request.

Participating community partners included non-profit organizations, government agencies, local businesses, organizations serving equity-deserving groups, advocacy groups, faith-based organizations and neighbouring municipalities.

Workshop for Indigenous Peoples living in Burnaby

Different in-person and virtual gatherings were organized for Indigenous Peoples living and working in Burnaby. These workshops provided a platform for discussion, sharing and community building. By working together to develop the OCP, we hope to advance reconciliation, strengthen City's relationships with Host Nations and Indigenous Peoples in Burnaby, and to ensure that the OCP reflects Indigenous interests, priorities and perspectives.

Youth Advisory Council

Recognizing the importance of youth perspectives, which are often missing from general public engagement, a Youth Advisory Council (YAC) was established to engage with young residents.

YAC members participated in three workshops, providing feedback on the draft OCP vision, values, growth scenarios and policy directions, while also learning about community planning and local government.

Beyond these workshops, YAC members were encouraged to hold their own engagement sessions with family and friends. Their feedback was recorded and helped shape the vision, values and policies in the OCP.



Community Assembly

The Community Assembly is a representative group of 40 Burnaby residents who met in seven full-day sessions between February and June 2024 to learn, hear from experts and community voices, work through trade-offs, and develop recommendations for Burnaby's OCP.

City Council received and responded to the recommendations submitted by the Assembly. Recommendations from the Community Assembly spoke to topics such as housing choices, access and affordability, growth, density, land use and transportation. The City committed to report back publicly on how the recommendations were incorporated into the OCP.

Upon the completion of the draft Official Community Plan, representatives from the Community Assembly will reconvene to review and provide feedback.

To learn more about the process, please visit [Burnaby Community Assembly](#).



