



METROTOWN DOWNTOWN PLAN



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“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.





Metrotown, c.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 successful cities are built.

“...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'

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 successful city where people want to live, work, shop, learn, and play.

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.**



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.*



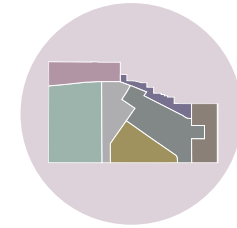
Plan Highlights

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.



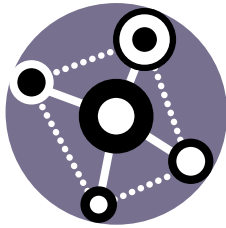
1. CREATING AN OFFICIAL DOWNTOWN

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 downtown identity is sought.



2. ESTABLISHING NEIGHBOURHOODS AND COMMUNITY

The 1977 Metrotown Plan was divided into fourteen "Sub-Areas", which were used as the building blocks for the neighbourhoods described within this Plan. The neighbourhood concept builds upon the land use framework and 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 areas. These identities are expected to grow and change over time.



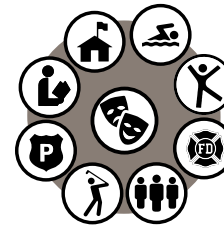
3. PROVIDING GREATER CONNECTIVITY

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 Public Realm Design Standards for Town Centre Streets (Public Realm Standards)*, providing greater choice and equity for how people move.



4. ENHANCING THE PUBLIC REALM

One of the primary assets in Metrotown are 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 and squares, pocket parks, and parkettes. These smaller open space areas provide opportunities for gathering, quiet reflection, engagement, interaction, and entertainment. These spaces are connected via streets as well as pedestrian and 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 network, Metrotown is fortunate to encompass several significant community amenities including Bonsor Recreation Centre, Bonsor 55+ Centre, Bob Prittie Library, Pioneer Community Resource Centre, and Metrotown Community Resource Centre. This Plan supports the improvement and expansion of existing amenities, as well as opportunities to achieve new community amenities and civic facilities, 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... Easy to get around. Great parks. Walking to shops. Great place to live. Great public transportation.”

~ Public Input Process 2016.





Civic Square

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“A community in its own right, rather than a semi-suburban/sleeper neighbourhood. This doesn’t mean make the mall bigger, but 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.





Station Square - Kingsway Frontage

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 sets 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 a 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

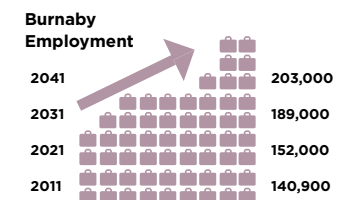
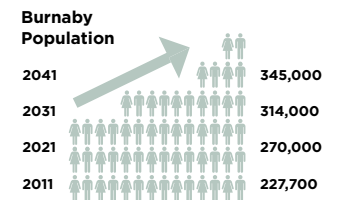
the new residential growth through redevelopment of lands that are near transit, commercial centres, amenities, and community services. The aim is to manage growth and development in a manner that supports the City's vision for a sustainable community with a high quality of life for all its citizens 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 official 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
2016:	27,713



1.1

The Importance of a Successful 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. Successful 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.

Successful 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. Successful 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 successful 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 SUCCESSFUL 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, offering connects 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, pocket 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. Successful 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 SUCCESSFUL DOWNTOWN



e. **Culture:** Downtowns are typically the most central location for a variety of cultural facilities that serve the city. Building on that infrastructure, successful 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:** Successful 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 SUCCESSFUL DOWNTOWN



- i. ***Sustainable and Healthy Living:*** Successful 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 environments and green space.



- 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

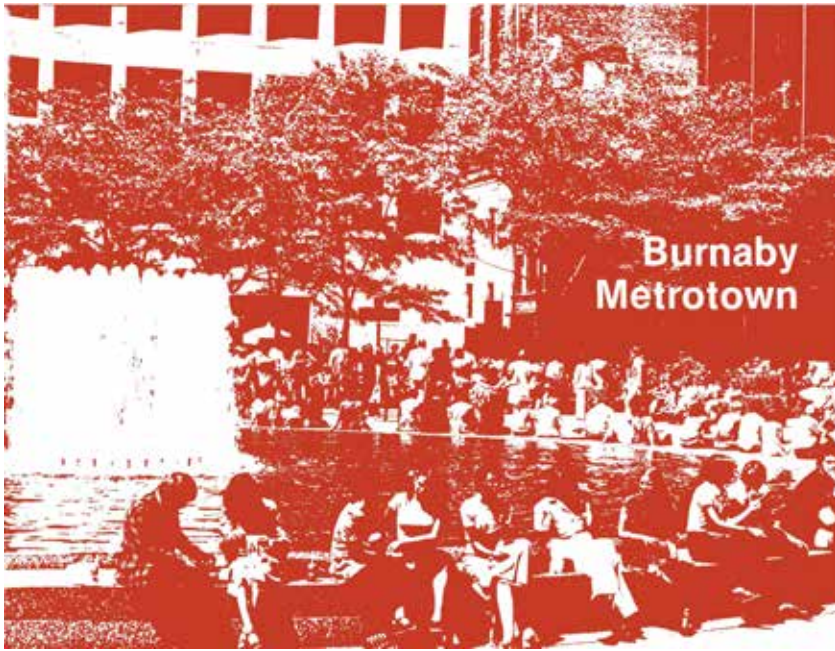
The purpose of this Plan is to establish a vision and a policy framework that envisions Metrotown as a great Downtown for Burnaby.

The vision and policy framework for Metrotown is intended to:

- Build on the legacy, successes, and policy framework within the first consolidated Community Plan: ***Burnaby Metrotown: A Development Plan (1977)***, referred to as the *1977 Plan*, and as pictured to the left;
- 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: *Economic Development Strategy (2007)*, *Social Sustainability Strategy (2011)*, and *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 improve access to services to enhance the livability and resiliency of Metrotown;
- Anticipate and provide for the needs of both existing and future residents, businesses, and visitors;
- Raise the standard of urban design, landscaping, public realm, and sustainability within Metrotown;
- Enhance the Downtown as a “place for people”; and,
- Support a range of housing types and tenures to accommodate the variety of needs of both existing and future residents.

The philosophy behind this Plan is that well-managed growth provides opportunities to strengthen and improve Metrotown from not only an economic, social and environmental perspective, 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***.



Burnaby Metrotown: A Development Plan (1977)

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 adopted by Council 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 directions 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 the 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; 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
 - Community Benefit Bonus Policy
 - 's' Category Zoning
 - Public Realm Design Standards for Town Centre Streets (Public Realm Standards)
 - Burnaby Housing Profile
 - Community Energy and Emissions Plan (CEEP)



“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 skyline from Deer Lake Park

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, shop, learn, 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 Metrotown over time.



The Geographic Centre of Metrotown:

In decimal degrees:

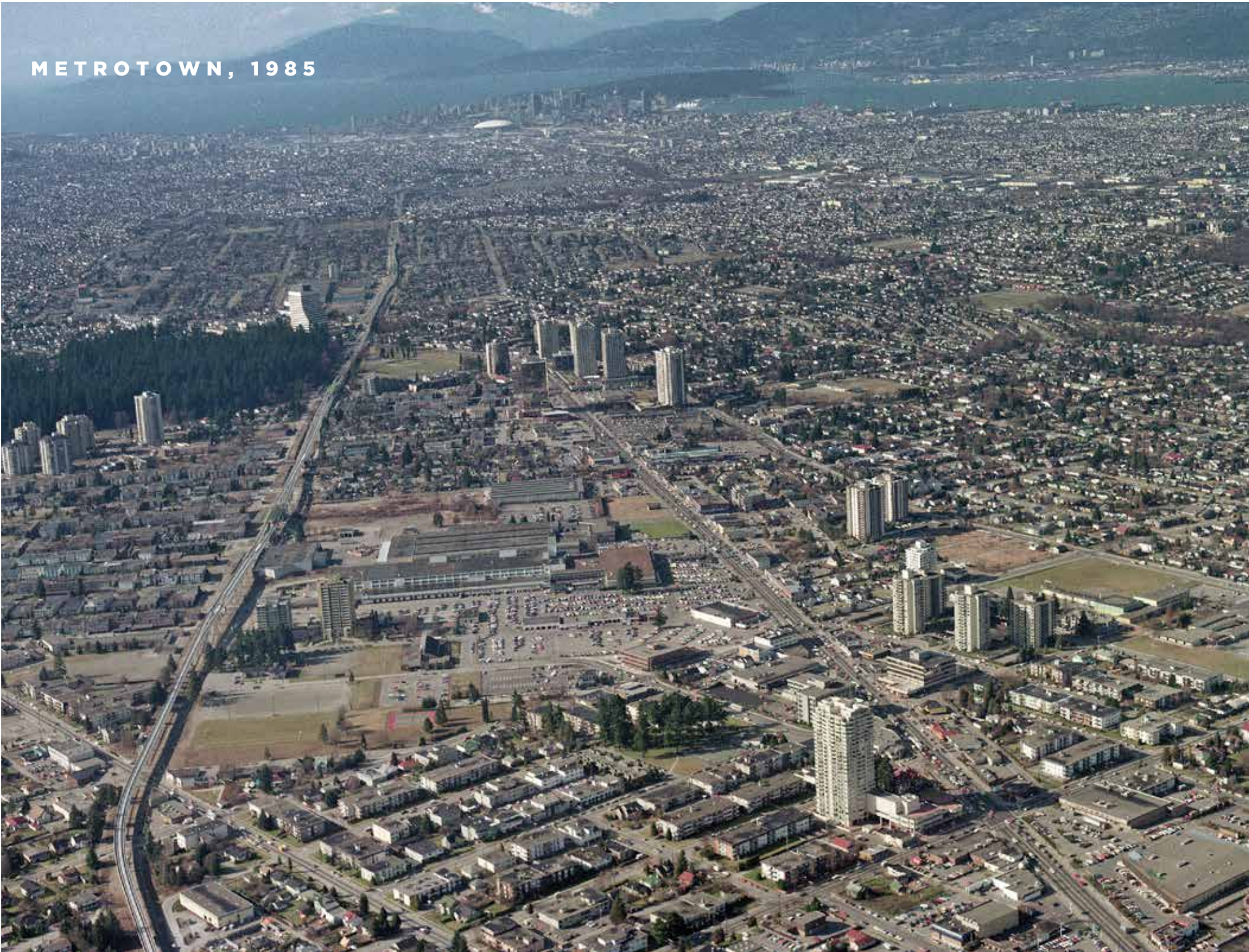
49.227744,
-123.008261

In degrees minutes seconds:

Latitude:
49 degrees 13'
39.8784" N

Longitude:
-123 degrees 0'
29.7396" W

METROTOWN, 1985



METROTOWN, 2016



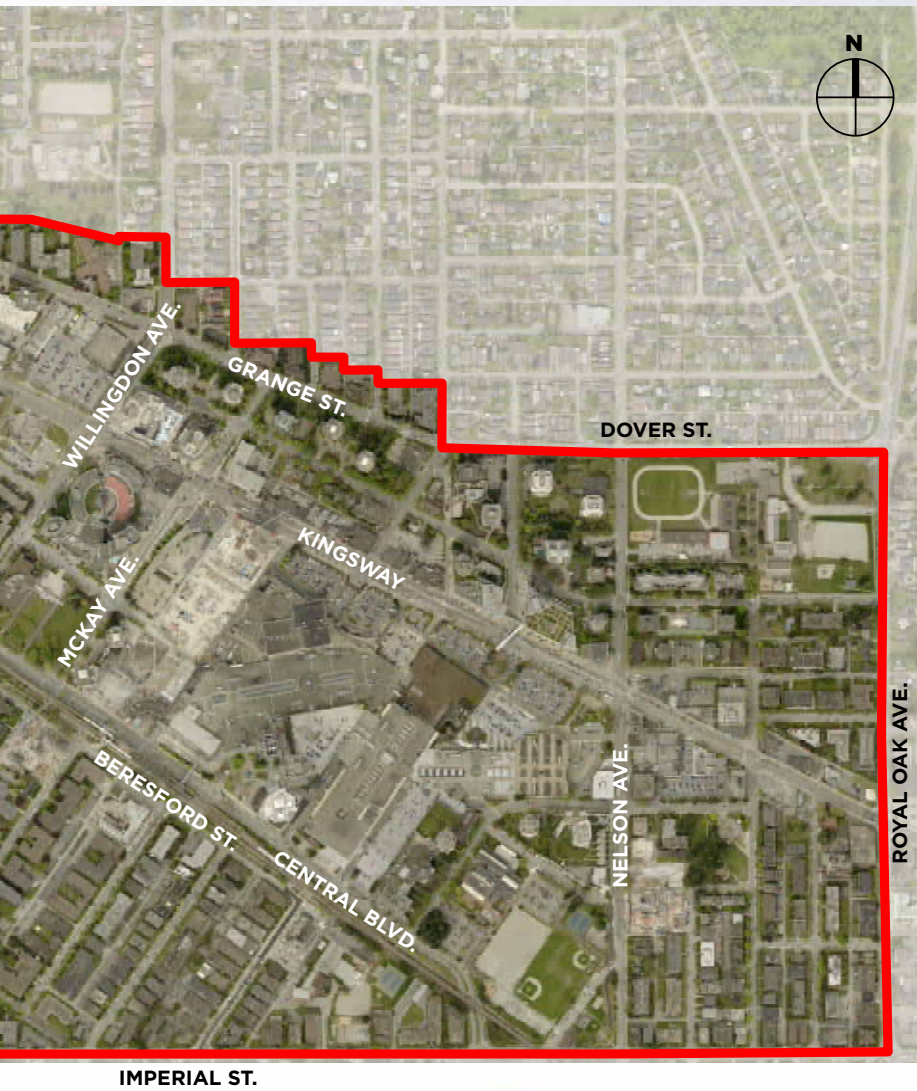
2.1

Metrotown Plan Area Boundary

Metrotown's boundaries are defined by Boundary Road 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 82 hectares (202 acres) for Central Park). The Plan Area is currently home to approximately 27,000 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 Metrotown boundary. The intent is to contain Metrotown's development within the established boundaries to achieve a compact Downtown, helping to ensure a respectful transition between Metrotown and adjacent community plan areas and single- and two-family neighbourhoods.





2.2

Physical Characteristics

Metrotown's defining features include Central Park and the Kingsway Ridge, as well as its urban skyline, transportation connections, and central location within the Metro Vancouver region.

The major transportation linkages, such as Kingsway, Boundary Road, Willingdon Avenue, Imperial Street, Dover Street, Grange Street, Royal Oak Avenue, the Expo SkyTrain, and the BC Parkway, are the foundation on which Metrotown has developed over time.

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

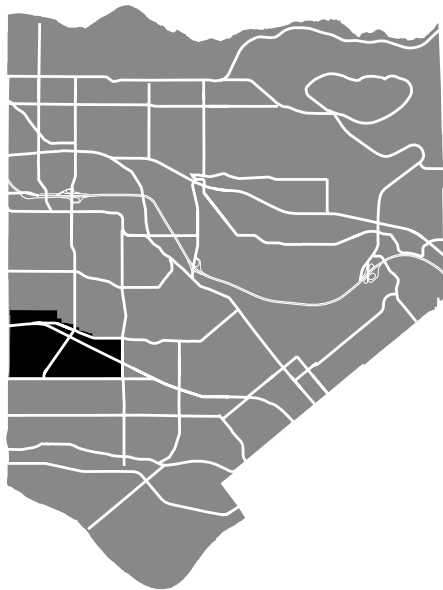
New development has resulted in the emergence of an urban skyline punctuated by towers that are visible throughout many parts of the City and region. Not only does the skyline provide a physical marker for Metrotown's location, but it symbolizes its emerging identity as Burnaby's Downtown.



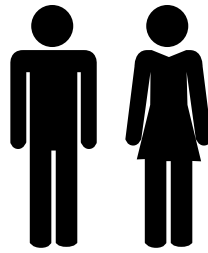
2.3 Demographics

NOTE: Statistics are based on the 2011 Census, 2015 School Enrollment 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



27,713*

People

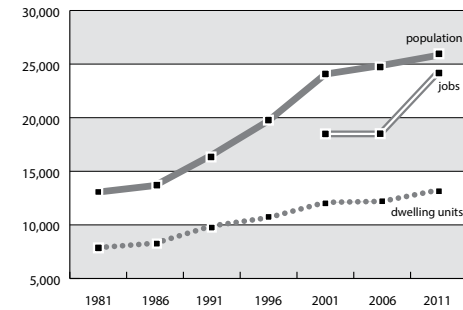
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12%

of Burnaby's
Population

*Based on the 2016 Census.

METROTOWN'S GROWTH

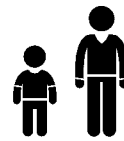


AGE



9%

Between the
Ages of 0-9



8%

Between the
Ages of 10-19



51%

Between the
Ages of 20-49



27%

Between the
Ages of 50-79



5%

Aged 80+

EDUCATION

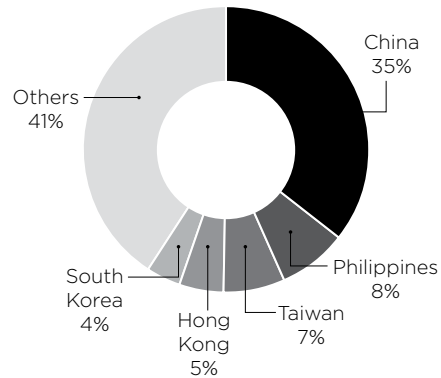


50%

of the population aged 25
and over in Metrotown have
a university degree

IMMIGRATION

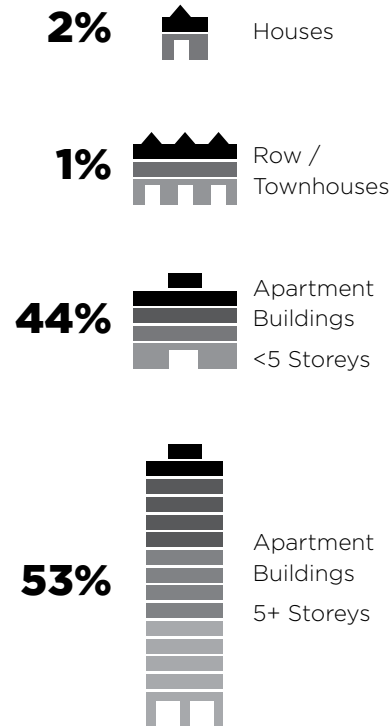
Top Places of Origin of Metrotown's Immigrant Population



62%

of Metrotown's population are immigrants

HOUSING TYPES



HOUSING COST



51% of tenant households spend 30% or more of household income on shelter

30% of owner households spend 30% or more of household income on shelter

CHANGE OF RESIDENCE



25% of residents have moved within the last 1 year

56% of residents have moved within the last 5 years

HOUSEHOLD STATISTICS



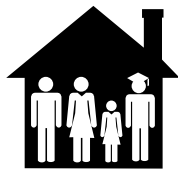
2.7

People / Family



38%

One Person Households



38%

of Children Living at Home are 18 Years +



45%

of Residents Speak English Most Often at Home



53%

of Households Earn Less Than \$40,000 / Year



\$47,900

Average Household Income



42%

Households Rent

EMPLOYMENT



24,000
Jobs
=
17%
of Burnaby's Jobs

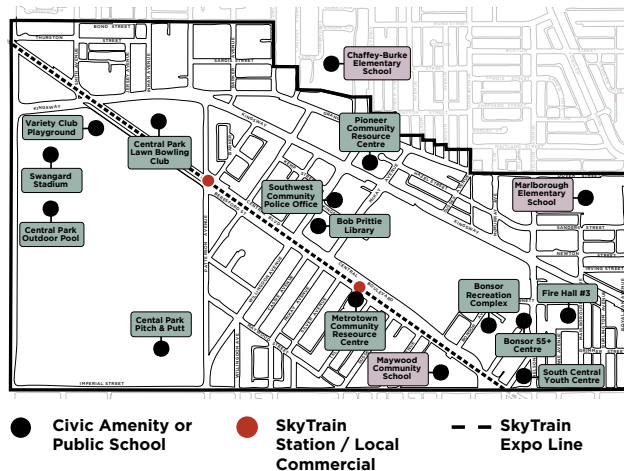
OCCUPATIONS

- 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

PUBLIC OPEN SPACES



AMENITIES AND SCHOOLS

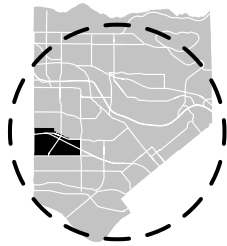


SCHOOLS

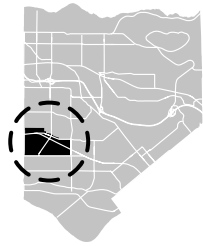
- 933** Students
Marlborough Elementary School
- 440** Students
Maywood Community School
- 515** Students
Chaffey-Burke Elementary School
(Located just outside of Town Centre boundary)

PARKS

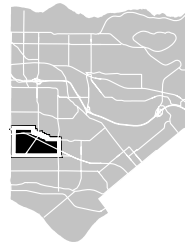
Metrotown has **235+ acres** of park space



MAJOR PARK
Central Park

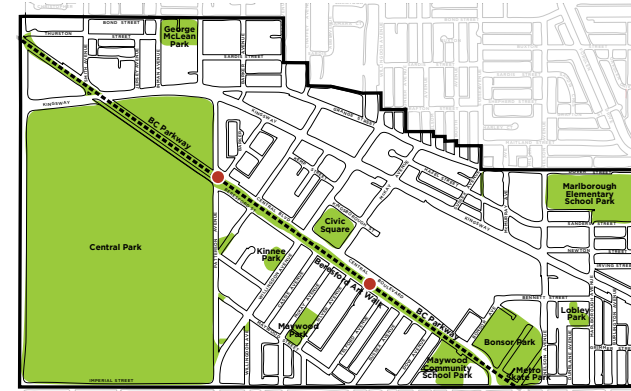


DISTRICT PARK
Bonsor Park



NEIGHBOURHOOD PARKS
George McLean Park
Kinnee Park
Lobley Park
Maywood Park

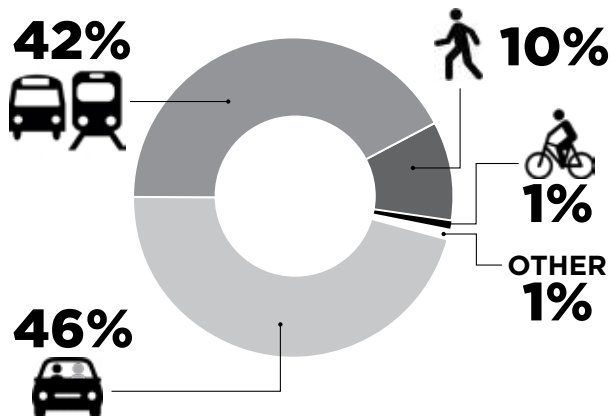
PARKS AND OPEN SPACES



Green Box: Park / Public School
Red Dot: SkyTrain Station / Local Commercial
Dashed Line: SkyTrain Expo Line

TRANSPORTATION

Journey to Work:
Mode of Travel



2 SkyTrain Stations

- Metrotown
- Patterson



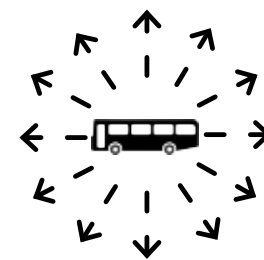
Metrotown SkyTrain Station serves

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

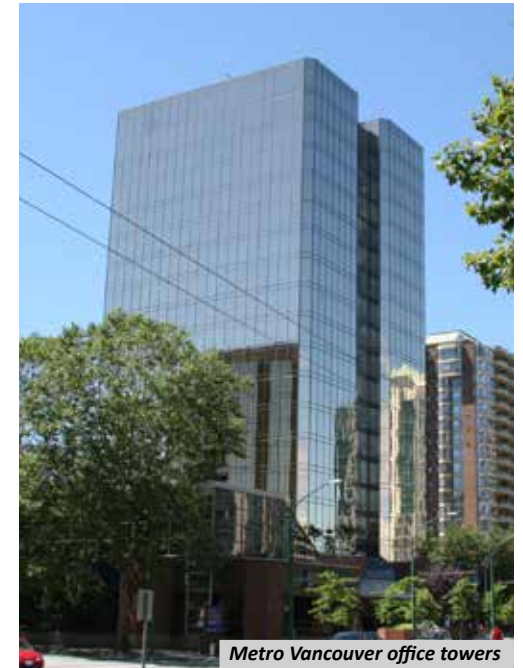
This section identifies the primary land use groups within Metrotown, as well as provides a high level inventory of these existing uses.

2.4.1

MAJOR COMMERCIAL DEVELOPMENTS (OFFICE, RETAIL, AND SERVICE USES)

Metrotown supports a significant proportion of the City's major commercial developments. 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; and,
- Major office developments include the TELUS office building at Boundary Road and Kingsway, the three Metro Tower office buildings at the Metropolis at Metrotown Shopping Centre, Plaza 5000 at Kingsway and Nelson Avenue, and the former Metro Vancouver offices at Kingsway and Wilson Avenue.





MetroTowers I, II, and III



Metro-Pointe



The Crystal Mall



The Sovereign

2.4.2

RESIDENTIAL USES

There are over 12,000 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 (13 storeys +) 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, Sovereign, and Station Square. Newer residential mixed-use developments have also been built along Beresford Street.
- Mid-rise residential development (5 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 existing 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 Metrotown with a majority located north of Kingsway and west of Halley Avenue.
- The remaining single- and two-family homes are primarily located north of Kingsway.
- A variety of non-market housing types are located in Metrotown, including: 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 apartments - Barkley Avenue



Low-rise apartments - McKay Avenue



Townhouses fronting Telford Avenue - Metroplace



High-rise apartments - Beresford Street



Tower forms framing Central Park



Towers along Patterson Avenue



Stacked townhouses - Sardis Street



Single-family dwelling - Bond Street



Low-Rise:

A structure between 1 and 4 storeys in height.

Mid-Rise:

A structure between 5 and 12 storeys in height.

High-Rise:

A structure of 13 storeys or more in height.



Swangard Stadium



Pioneer Community Resource Centre



Bonsor Recreation Centre



Bonsor 55+ Centre



Metrotown Community Police Office

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, seniors' centres, and more. Some of the notable City amenities and facilities that support Metrotown include:

- Bonsor Recreation Centre and Bonsor Park
- Bonsor 55+ Centre
- Bob Prittie Library
- Metrotown Community Resource Centre
- Pioneer Community Resource Centre
- McKercher Community Resource Centre
- Community space at the Metropolis at Metrotown Shopping Centre
- Beresford Street Art Walk
- Central Park and associated facilities and amenities, such as the Outdoor Pool, Lawn Bowling, Trails, Variety Club Playground, Pitch and Putt, and Swangard Stadium.
- Metrotown Community Police Office
- Fire Station #3
- Maywood Community School
- Marlborough Elementary School
- Chaffey-Burke Elementary School *(located just outside Town Centre Boundary)*
- South Central Youth Centre

2.4.4

PARK AND OPEN SPACE USES

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

- **Major City Park:** Central Park is 82 hectares (202 acres) in size and anchors Metrotown's western boundary. It is the most prominent park within the Town Centre and provides both active and passive recreation space.
- **District Park:** Bonsor Park, which forms part of the Bonsor Recreation Complex, serves the residents of the southwest quadrant of Burnaby.
- **Neighbourhood and School Parks:** Kinnee Park, Lobley Park, George McLean Park, Maywood Park, Marlborough Elementary School Park, and Maywood Community School Park. These neighbourhood-oriented parks provide space for active and passive recreation for Metrotown's residents.
- **Urban Trails:** 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. Urban trails are multi-use pathways that enhance the connectivity of neighbourhoods throughout the City.
- **Plazas and Squares:** These spaces provide gathering places for Burnaby residents and include Civic Square, South Burnaby Cenotaph, and a variety of other publicly accessible spaces such as the plazas at Metropolis at Metrotown Shopping Centre, Station Square, and Crystal Mall.
- **Watersheds:** Five watersheds originate in Metrotown including 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 the 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. Metrotown Station is one of the most highly used stations in the network. The Royal Oak Station is located just outside of the Town Centre boundary, but within close walking distance to Metrotown.

There is a well-defined pedestrian and cycling network. 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 *Public Realm Standards*, which accommodate wider sidewalks and separated cycling facilities, are being provided throughout the Town Centre as new development occurs. Over time, this will result in an improved pedestrian and cycling experience.

Goods movement within Metrotown uses the designated truck routes, which include Kingsway, Imperial Street, Willingdon Avenue north of Kingsway, and Boundary Road.

Vehicular movement is dominated by an east/west travel pattern using the existing street network. Kingsway, Willingdon Avenue, Central Boulevard, Imperial Street, Royal Oak Avenue, Grange Street, and Dover Street are the primary streets in the Town Centre.



Pedestrian crosswalk



Transit stop amenities

2.6

Existing Development Pattern

Given the predominant east-west orientation of Metrotown's transportation network and historic industrial land uses, the development pattern is predominantly characterized by large blocks that support suburban shopping centre uses (e.g., Metropolis at Metrotown Shopping Centre, Old Orchard Shopping Centre, and 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.





Street frontage along Kingsway

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 desire for the future state of Metrotown. The organizing principles, and more specific goals, provide a broad framework to achieve the vision. These principles and goals inform the policy directions outlined in each of the major thematic areas of this Plan.



The components of a successful 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 provide a broad framework to achieve the vision for Metrotown. They are intended to inform and guide the policies and directions 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.





Inclusive Downtown



Downtown accessible to all ages and abilities



Community and Civic Facilities



Community and Civic Facilities



Parks and Open Space

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;
- providing amenities and infrastructure that promote healthy living and social well-being by meeting people's basic needs; and,
- encouraging transportation options that support all modes, including walking, cycling, and transit.



Green Building



Transportation choice



Rainwater Management Amenities - Rain Gardens



Sustainable Downtown

3.3

What would make Metrotown a great downtown?

2016-2017 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 centered 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.

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

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.

PUBLIC INPUT PROCESS SUMMARY:



Directly Engaged **2,000+** People



Attended **20+** Public Events and Pop-up Displays



Met with **20+** Community Groups



Received **7,100+** Unique Visitors to the Website



Received **300+** Public Input Surveys



Delivered **188,000+** InfoBurnaby

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.

Having a unique identity from other 'downtowns'.

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, cinemas, 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.

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

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.





Metrotown, c. 2013

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:

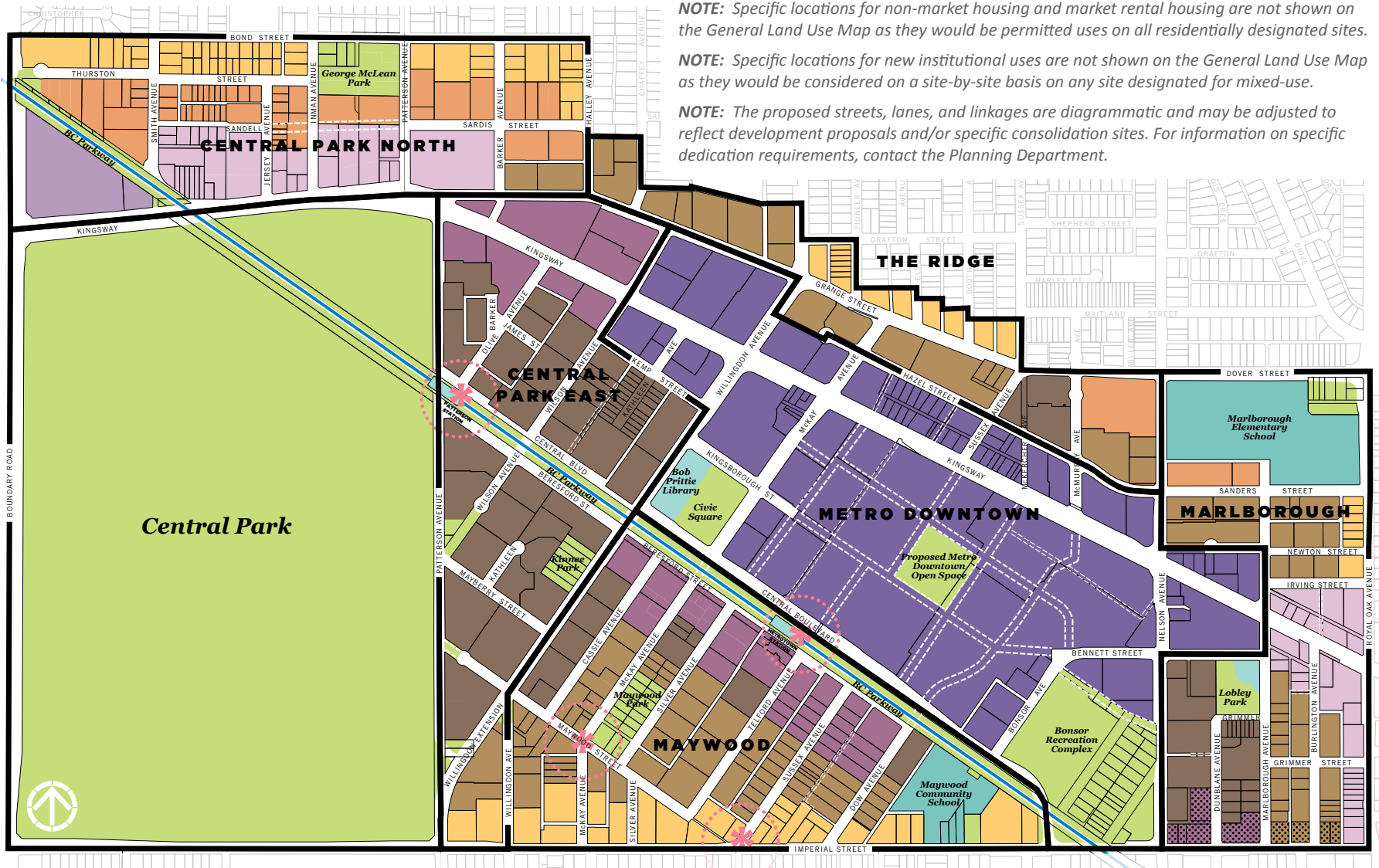
Refers to the process of managing land, resources, facilities, and services by determining the places where particular activities can occur. The focus is on the physical, economic, and social efficiency, as well as the health, and well-being of communities.

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.



Metrotown

GENERAL LAND USE





Gross Floor Area (GFA):

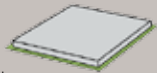
The total floor area contained within a building measured to the external face of the external walls.

Floor Area Ratio (FAR):

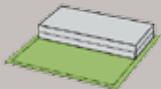
The ratio of a building's gross floor area to the area of the site upon which it is built.

GFA / Site Area = FAR

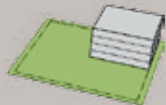
Example: 1 FAR



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 following Land Use Framework table.

LAND USE FRAMEWORK

LAND USE CATEGORIES	GENERAL LAND USE MAP DESIGNATIONS	MAXIMUM RESIDENTIAL FAR	MAXIMUM COMMERCIAL FAR	MAXIMUM TOTAL FAR	LAND USE AND BUILT FORM
High Density Mixed-Use	RM5s / C3	5.0	6.0	11.0	Commercial podiums (office, retail, and/or service uses) and high-rise office or residential building forms
	RM4s / C3	3.6	6.0	9.6	
	RM5s / C2	5.0	1.3	6.3	Commercial podiums (office, retail, and/or service uses) 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	Smaller 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.

* With the exception of additional density granted for non-market rental housing, consolidated sites with multiple residential designations have their densities calculated in a manner that is consistent with the relative proportions (areas) of the land use designations that comprise the consolidated site.

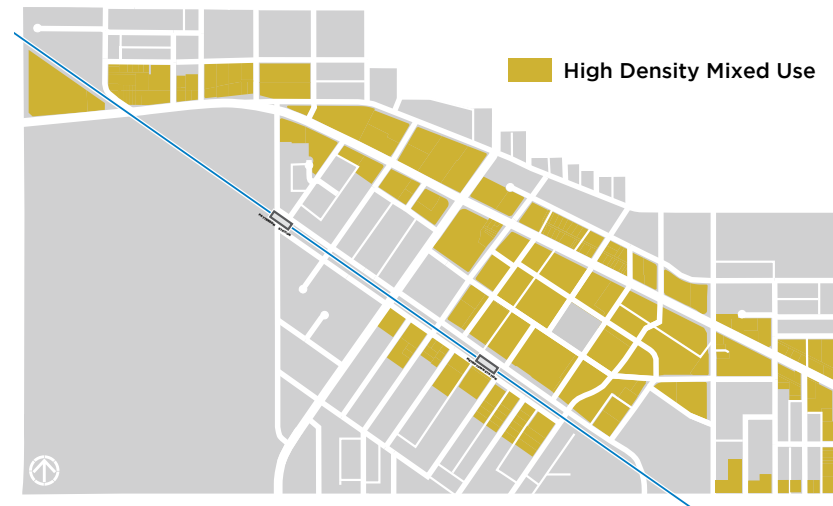
4.2.1

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 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 in the *2016 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.

Continued on next page.

HIGH DENSITY MIXED-USE (CONTINUED)

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 0.6 ha (1.5 acres), will provide a minimum ratio of commercial 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 development. 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 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 centres, tourist information centres, 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 license establishments are also encouraged.

Opportunities for live-work units are supported on Imperial Street, east of Nelson Avenue, and along Nelson Avenue immediately north of Imperial Street, whereby a street-oriented commercial component may be incorporated into a residential development. Live-work units would generally consist of a resident operating a business where clients can visit the premises.

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 to frame 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.

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, sunlight access, and clear sightlines. Three to four storey apartments or townhouses 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 in the *2016 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 nearby restaurant, retail, office, and entertainment uses. Residents in these areas will be within walking distance of major commercial areas and transit nodes, while also having the opportunity to access local retail and 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.

4.2.3

MEDIUM DENSITY RESIDENTIAL



Medium density residential is characterized by multiple-family residential buildings in ground-oriented and low-rise forms (generally three to four storeys), including row-houses, townhouses, and low-rise apartments. These forms provide direct entry from the street and tend to have larger unit types with 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 in the *2016 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

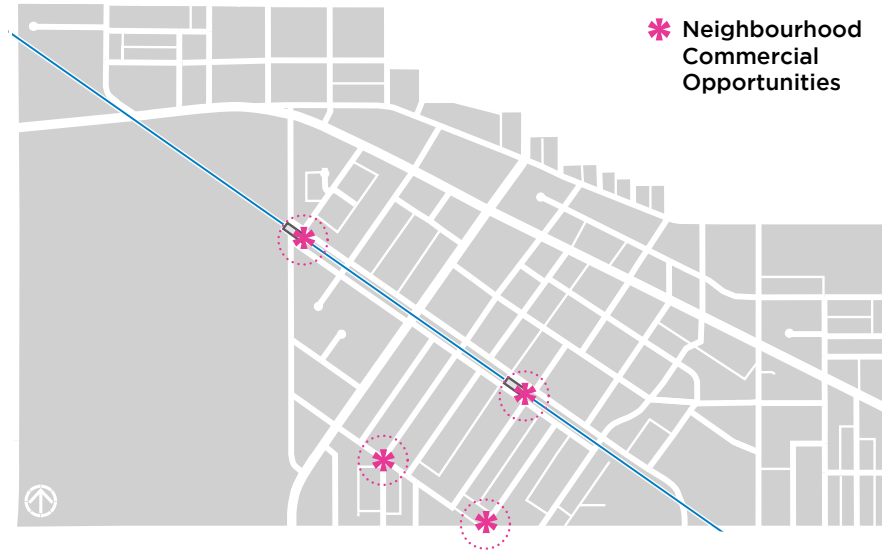
NEIGHBOURHOOD COMMERCIAL OPPORTUNITIES

Smaller neighbourhood commercial opportunities would be considered for sites at, adjacent to, or near Maywood Park, the north side of Imperial Street near Sussex Avenue, and the transit stations, with preference given to corner sites. Consideration would also be given to sites along Central Boulevard, between McKay and Patterson Avenues, as an extension of the commercial street east of McKay Avenue.

These smaller scale commercial uses are included to serve nearby residents and may include uses such as cafes, smaller grocery stores, and other small retailers or service providers. These uses are distinctly different from the destination commercial areas elsewhere in the Downtown.

Each business would have a maximum gross floor area of 186m² (2,000sq.ft.). A maximum of four businesses would be considered within each neighbourhood commercial opportunity area shown on the General Land Use Map.

Notwithstanding the designated areas on the map, the opportunity for locally-serving commercial uses that meet the foregoing criteria may be considered on any site within the Downtown as a part of a comprehensive development rezoning proposal.



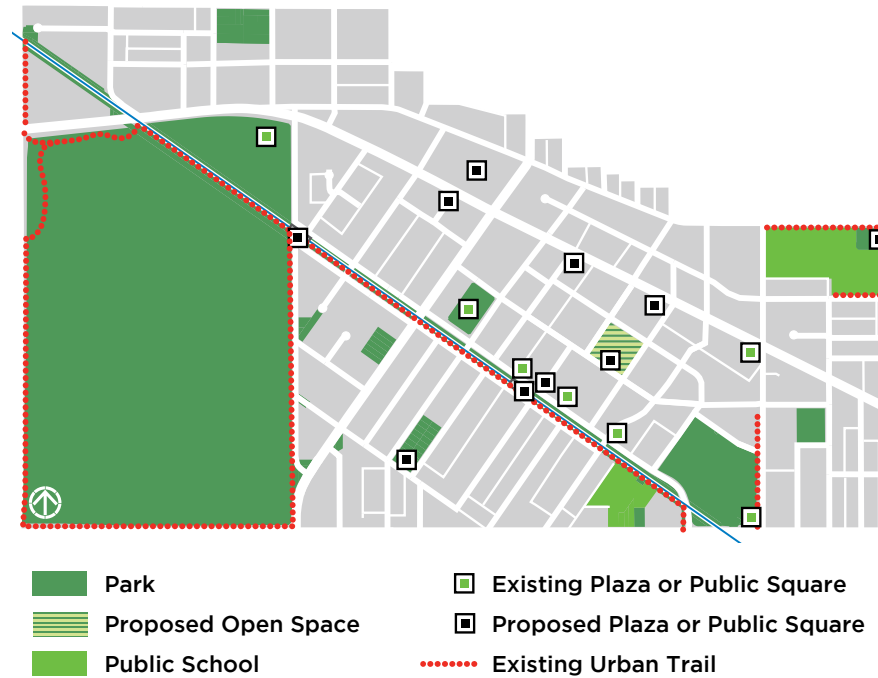
4.2.5

PARK AND OPEN SPACE

This Plan builds on Metrotown's existing park and open space network. The designated park and open spaces include:

- **Major City Park:** Central Park
- **District Park:** Bonsor Park
- **Neighbourhood and School Parks:** George McLean Park, Maywood Park, Kinnee Park, Lobley Park, Maywood Community School Park, and Marlborough Elementary School Park
- **Urban Trails:** BC Parkway
- **Plazas and Squares:** Civic Square and a variety of other plazas and squares located throughout the Downtown.
- **Proposed:** Metro Downtown Open Space

The above noted park and open space areas are further described in section 5 of this Plan.



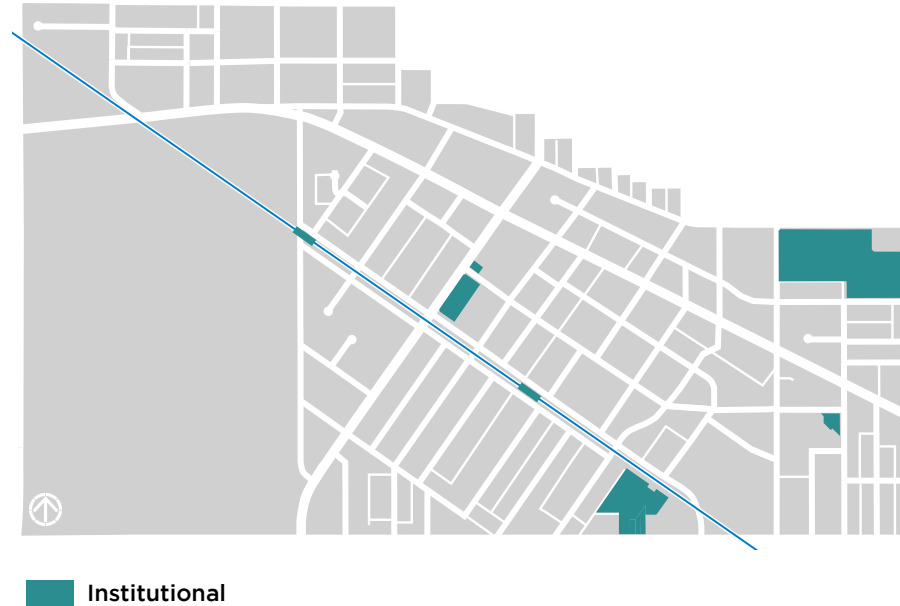
4.2.6

INSTITUTIONAL

Private institutional uses would be considered on a site-by-site basis on any mixed-use site within Metrotown. Private institutional uses could include child care centres, places of worship, schools, higher education facilities, seniors facilities, and supportive housing.

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 could include transit stations, hydro infrastructure, child care centres, schools, higher education facilities, seniors facilities, supportive housing and other public agencies such as police, and fire.

The City will work with BC Hydro in considering potential locations for a future electrical sub-station within the Plan area or surrounding areas.



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.



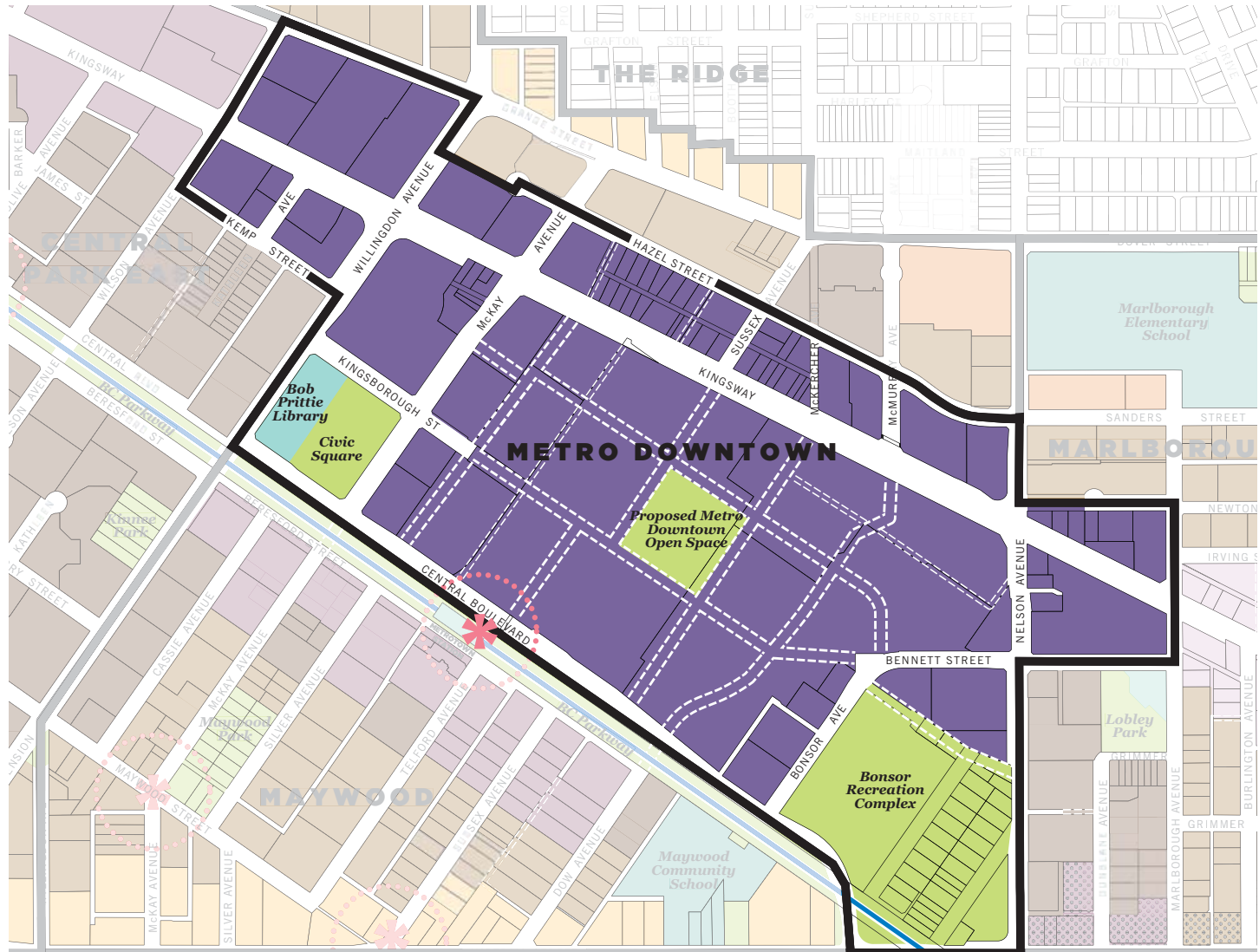
Metrotown

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

The Metro Downtown neighbourhood is generally bounded by Grange Street and Hazel Street to the north, Wilson Avenue and Willingdon Avenue to the west, Central Boulevard to the south, and Nelson Avenue and Marlborough Avenue to the east.

The neighbourhood is intended to be the primary centre for business, commerce, and employment within the City. It is also intended to be a place of urban activity and excitement - a destination for leisure, employment, retail, and entertainment uses that provide high levels of activity during both the day and night. 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 commercial (office, retail, and service uses), residential, civic, institutional, cultural, social, entertainment, park, and open space.

The future of the Metro Downtown neighbourhood depends in part upon the deliberate concentration of major commercial, entertainment, and hotel facilities. In addition, a fully integrated transportation system and a high-quality public realm will add to the functionality, 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 Recreation 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 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, shop, learn, and play.



Active downtown street



Inviting downtown where people want to linger

LAND USE AND BUILT FORM

Sites within the Metro Downtown neighbourhood 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 six storeys in height. Setbacks are to 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, workers, 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, solar access, and clear sightlines. Buildings

are to provide architectural interest through innovative architecture (including both vertical and horizontal expressions), use of colour, and high quality materials. 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 including Metropolis at Metrotown Shopping Centre, Sears, Old Orchard, and Plaza 5000. The redevelopment of these larger sites must work to incorporate a finer-grained network of public streets, lanes, pedestrian connections, plazas, squares, parks, and open spaces. The intent is to transform the more suburban shopping areas into vibrant, pedestrian and transit-oriented, mixed-use developments with diverse housing, employment, service, and recreation opportunities. These sites may require a comprehensive 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.



Varied skyline - Station Square



Vertical and horizontal expression



Human-scale podiums



Active street frontages

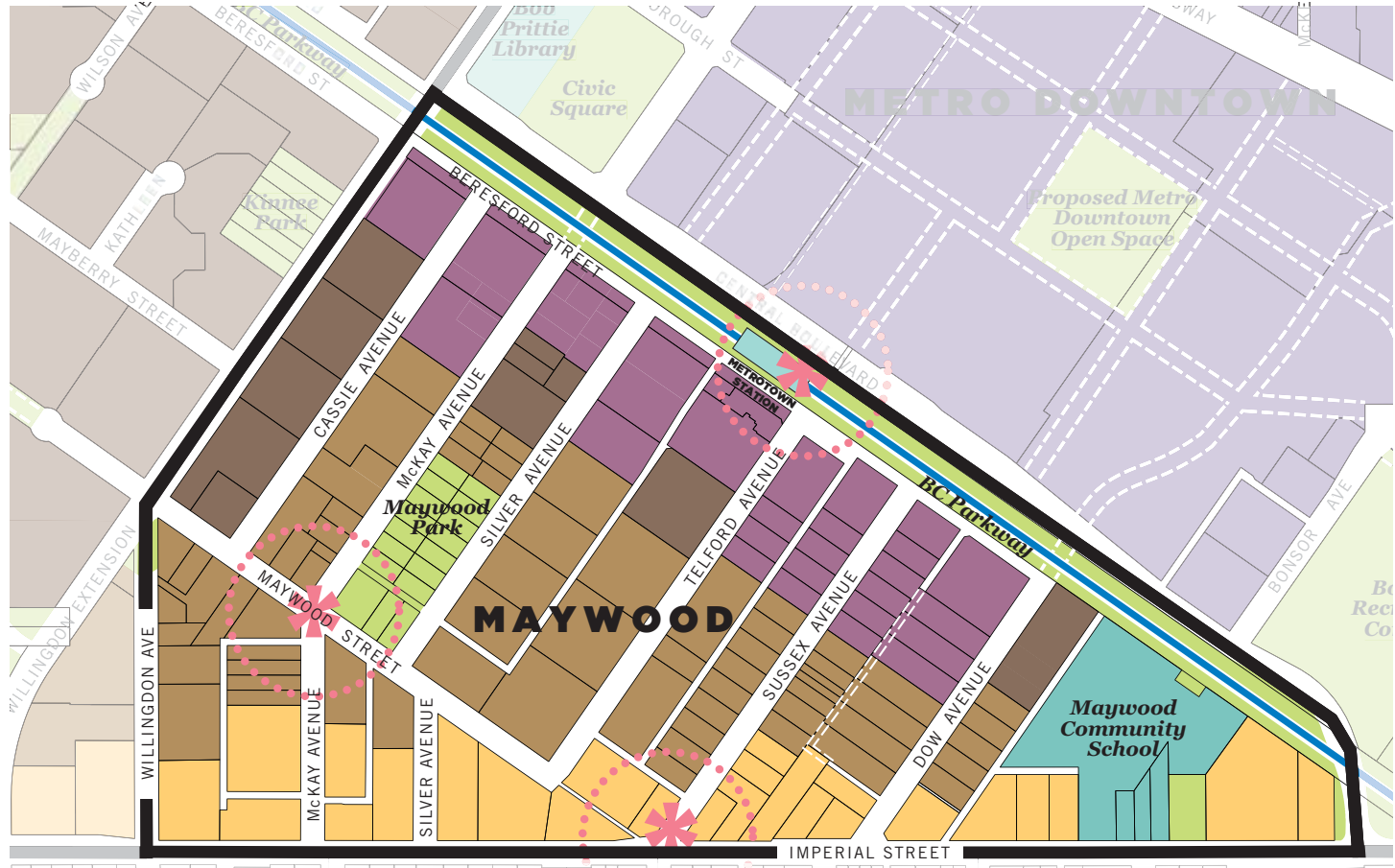


Engaging public realm

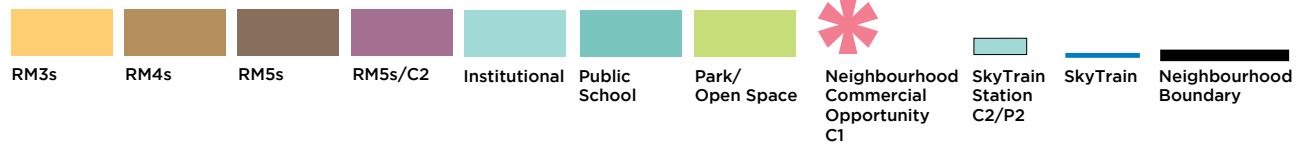
4.3.2

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, intended to give people a reason to stay and explore. Retail and commercial uses will further 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 floor plates in excess of 25,000 sq.ft.) are not considered appropriate.

South of Beresford Street, the neighbourhood is intended to be a pedestrian-oriented multiple-family residential neighbourhood, rich in park and open space amenities.

Mid-block pedestrian and cycling linkages through the neighbourhood, the expansion of Maywood Park south to Maywood Street, and the continued support for Maywood Community School will add to this identity.

Maywood should maintain a clear relationship to the adjacent Metrotown SkyTrain Station, the BC Parkway, the Metro Downtown neighbourhood to the north, and the single- and two-family neighbourhoods to the south.





Townhouses - Human-scale and 'Eyes-on-the-Street'



Generous sidewalks with amenities such as lighting, weather protection, and bike racks

LAND USE AND BUILT FORM

Sites which have a frontage on Beresford Street are designated for high density mixed-use development. The C2 District commercial density is only available for sites fronting Beresford Street. With the exception of additional density granted for non-market rental housing, consolidated sites with multiple residential designations have their densities calculated in a manner that is consistent with the relative proportions (areas) of the land use designations that comprise the consolidated site.

The desired built form for high density mixed-use developments fronting Beresford Street 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 low-rise apartments, townhousing, or row-housing.

The sites further south of Beresford Street are designated for high density multiple-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 up to 30 storeys in height (with the exception of taller building heights for sites designated RM5s) with a

street-oriented low-rise apartment, townhousing, or row-housing component fronting the street.

The southern edge of the Maywood neighbourhood, along Imperial Street, is designated for medium density multiple-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 smaller neighbourhood commercial opportunities would be considered within Maywood to create a local serving hub and gathering place. These smaller neighbourhood-oriented businesses may be considered for sites at, adjacent to, or near Maywood Park and the north side of Imperial Street near Sussex Avenue. A coffee shop or small business would reinforce Maywood Park as the focus of the neighbourhood. A smaller commercial use on the north side of Imperial Street near Sussex Avenue would enhance this intersection with an active use and create an entrance into the neighbourhood.

Lands adjacent to the Maywood Community School could be considered for acquisition by School District #41 to facilitate a future expansion or redevelopment of the school.



High quality and interesting design - Modello



Generous Amenity Space



Community space within podium - Silver



Residential character with high quality public realm

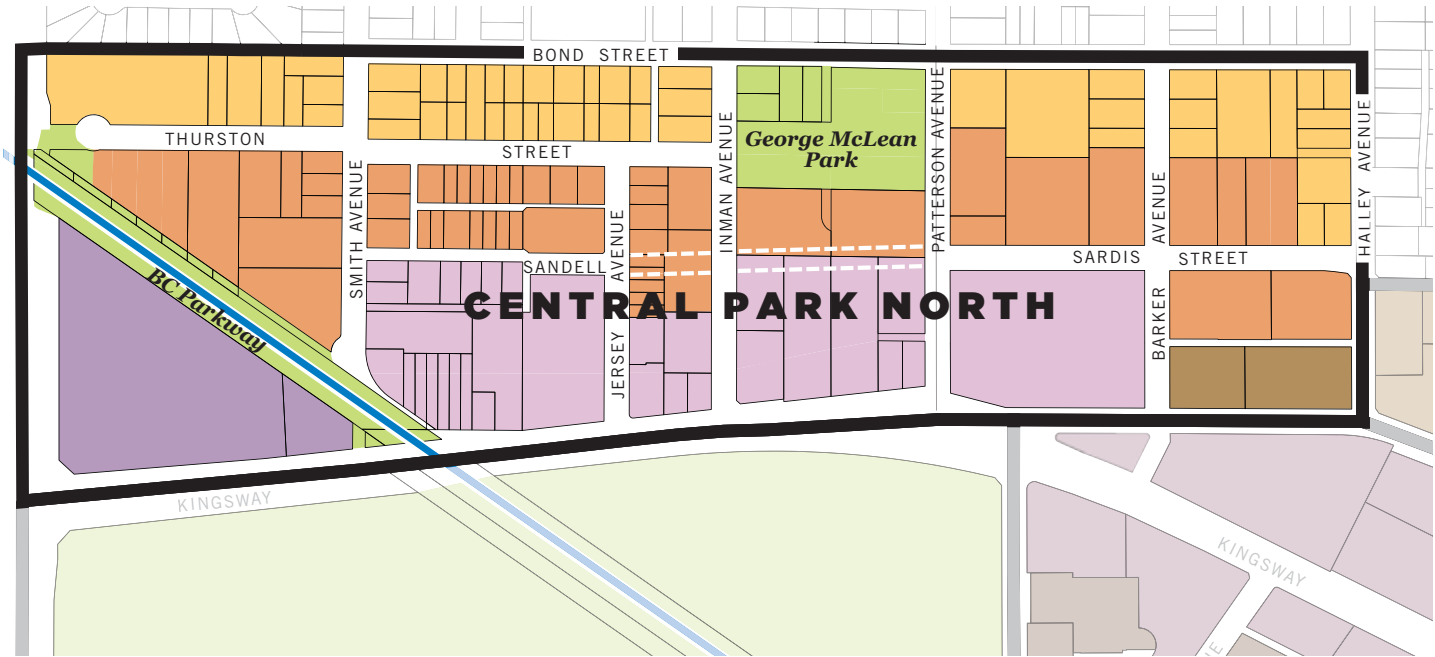


Public social spaces - Parklet

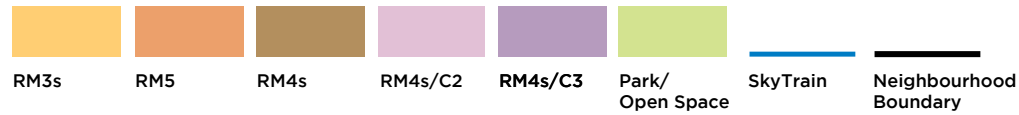
4.3.3

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, and the 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 is juxtaposed by Central Park's extensive green frontage on the south side of Kingsway, creating an interesting and dynamic gateway.

The Central Park North neighbourhood also offers a transition between the intensity of the Downtown core and the single- and two-family neighbourhoods to the north.

LAND USE AND BUILT FORM

Sites that front Kingsway are designated for high density mixed-use. The C2 District commercial density is only available for sites fronting Kingsway. With the exception of additional density granted for non-market rental housing, consolidated sites with multiple residential designations have their densities calculated in a manner that is consistent with the relative proportions (areas) of the land use designations that comprise the consolidated site.

The TELUS site at the northeast corner of Kingsway and Boundary Road is a key identifier and place-maker within the Central Park North neighbourhood, providing a sense of arrival into Metrotown and the City. 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 or adaptive reuse of this site would be for high density mixed-use. If redeveloped, 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 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/or residential podiums and high-rise residential apartment

buildings above that relate to Kingsway and Central Park. The mixed-use designations fronting the north side of Kingsway require a consolidated site that fronts Kingsway to access the commercial density. The commercial component of the development must be orientated towards Kingsway. Where possible, views from Central Park looking north should be considered.

North of Kingsway, for sites not fronting on Kingsway, residential densities are reduced from high density residential to medium density residential to scale development down towards the single- and two-family neighbourhoods to the north and east, creating a respectful transition. The desired built form is to be low- to mid-rise apartment buildings or townhouses. Development along Bond Street will consist of row-housing, townhousing, and low-rise apartments and will have a maximum height of four storeys.



Major commercial office - Telus



Patios and outdoor uses



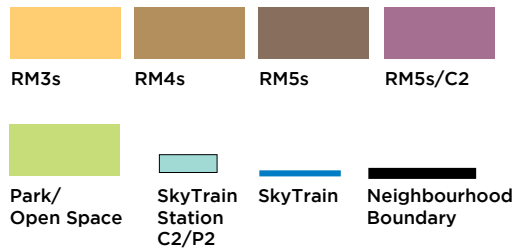
Low-rise building forms that relate to adjacent neighbourhoods

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 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 neighbourhood's park-side nature. In essence, development should create a transition between Central Park and the Metro Downtown neighbourhood.

Future high-density multiple-family residential 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 as well as pedestrian and cycling linkages, 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 in which to sit and enjoy the southern sun exposure.

As noted in Section 4.2.4, neighbourhood commercial opportunities may be considered along Central Boulevard to further enhance the street's character and provide local services.



LAND USE AND BUILT FORM

Sites along the Kingsway frontage are identified for high density mixed-use development with mid- to high-rise residential apartment buildings atop two storey commercial podiums. The commercial intensity along Kingsway is to be similar to the Central Park North neighbourhood, but lower in scale 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 apartments, townhousing, or row-housing podiums that do not exceed four storeys.

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

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





Mixed-use development



Pedestrian linkage



Development in park-like setting



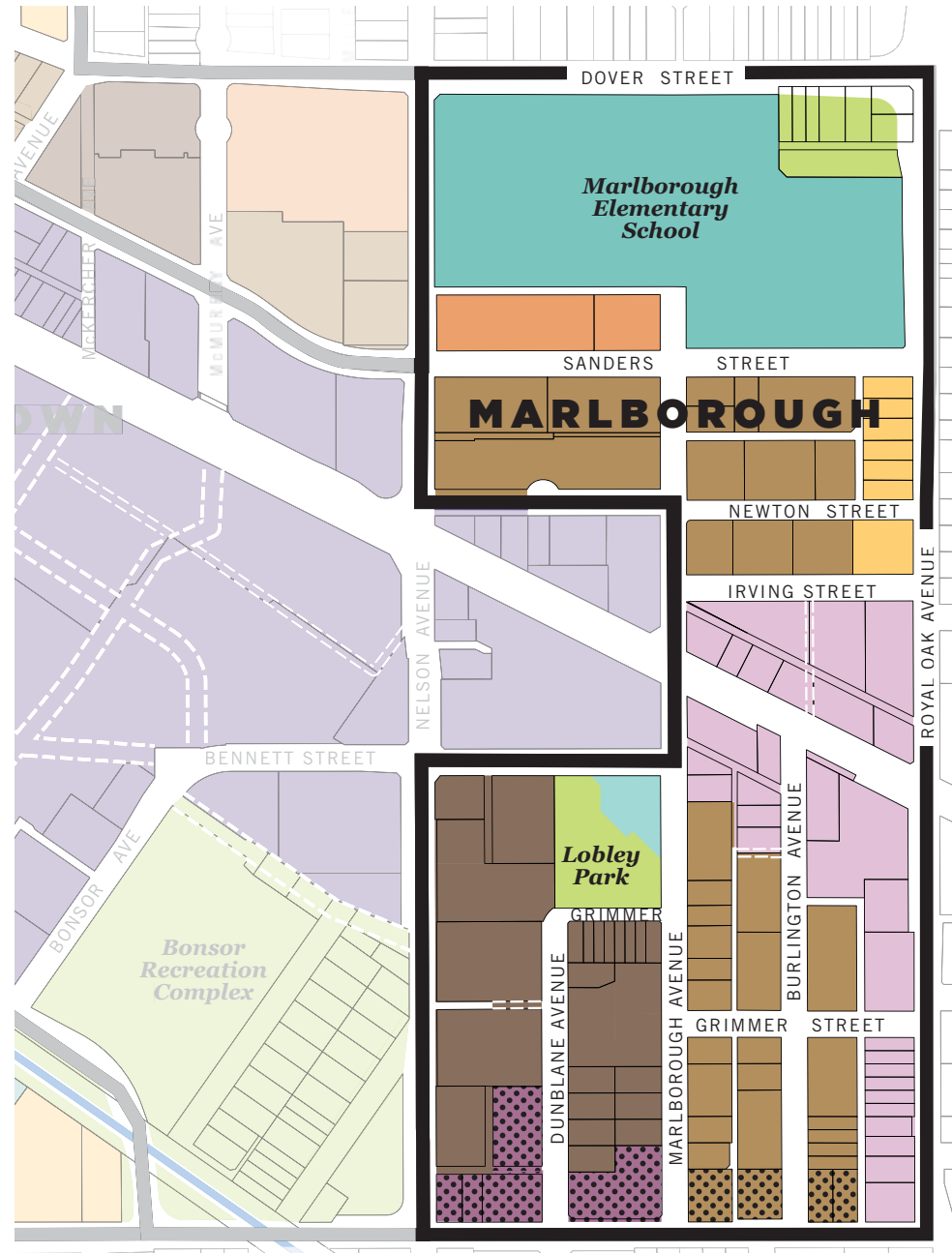
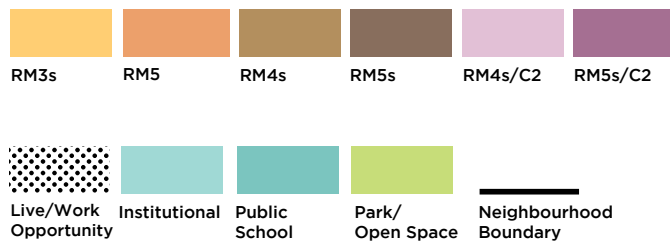
Mid-rise residential character

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 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 Kingsway and Nelson Avenue, and Kingsway and Royal Oak Avenue.

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 to frame Kingsway and the mixed-use area along 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. The desire is for signature high-rise apartment buildings with low-rise components that relate to the surrounding area, including the Bonsor Recreation Complex and Bonsor Park to the west, and the commercial and residential uses to the south, across Imperial Street.

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.

Building heights are restricted to a maximum of 12 storeys for sites north of Sanders Street between Nelson and Marlborough Avenues, to protect and enhance solar access to the Marlborough Elementary School and Park area to the north. Lands adjacent to the Marlborough Elementary School could be considered for acquisition by School District #41 to facilitate a future expansion or redevelopment of the school.

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.

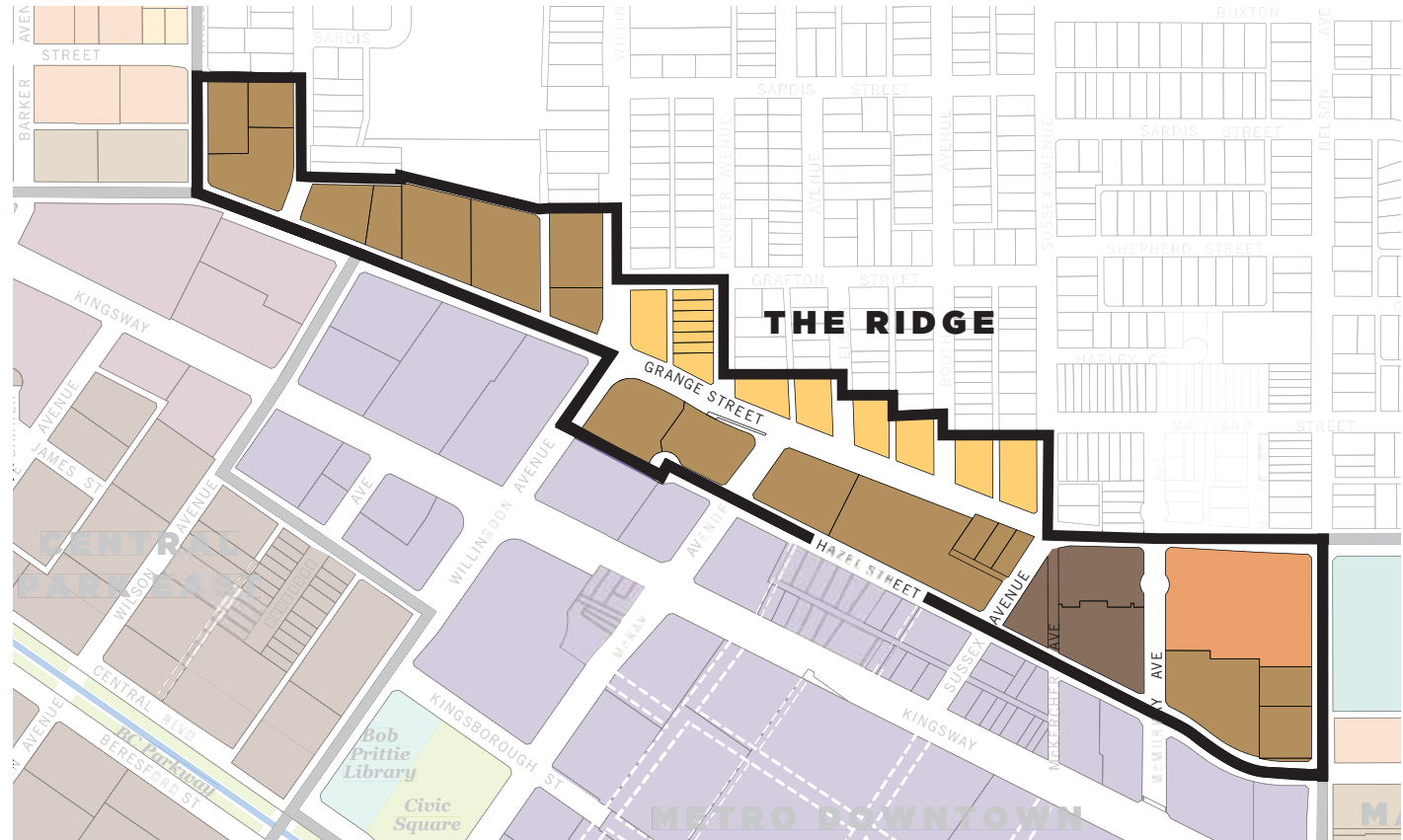


Tower and podium forms fronting Imperial Street - the Imperial

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 Grange Street and 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 virtue of being located between the intensity of the Metro Downtown neighbourhood to the south and the single- and two-family neighbourhoods to the north. The Ridge provides the respectful relationship and transition between the two.

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.

For sites located between Halley Avenue and Willingdon Avenue, taller buildings should be oriented to and located along Grange Street to respect the adjacent neighbourhoods.





“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

The public realm is an important component of creating a successful 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. These 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 distinct 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 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 the provision of public realm elements on publicly owned land, some will be provided on privately owned development sites and protected through statutory rights-of-way and/or covenant. In so doing, Metrotown becomes more publicly accessible to its residents, workers, and visitors. This will further provide 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 elements 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, workers, 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 by 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.

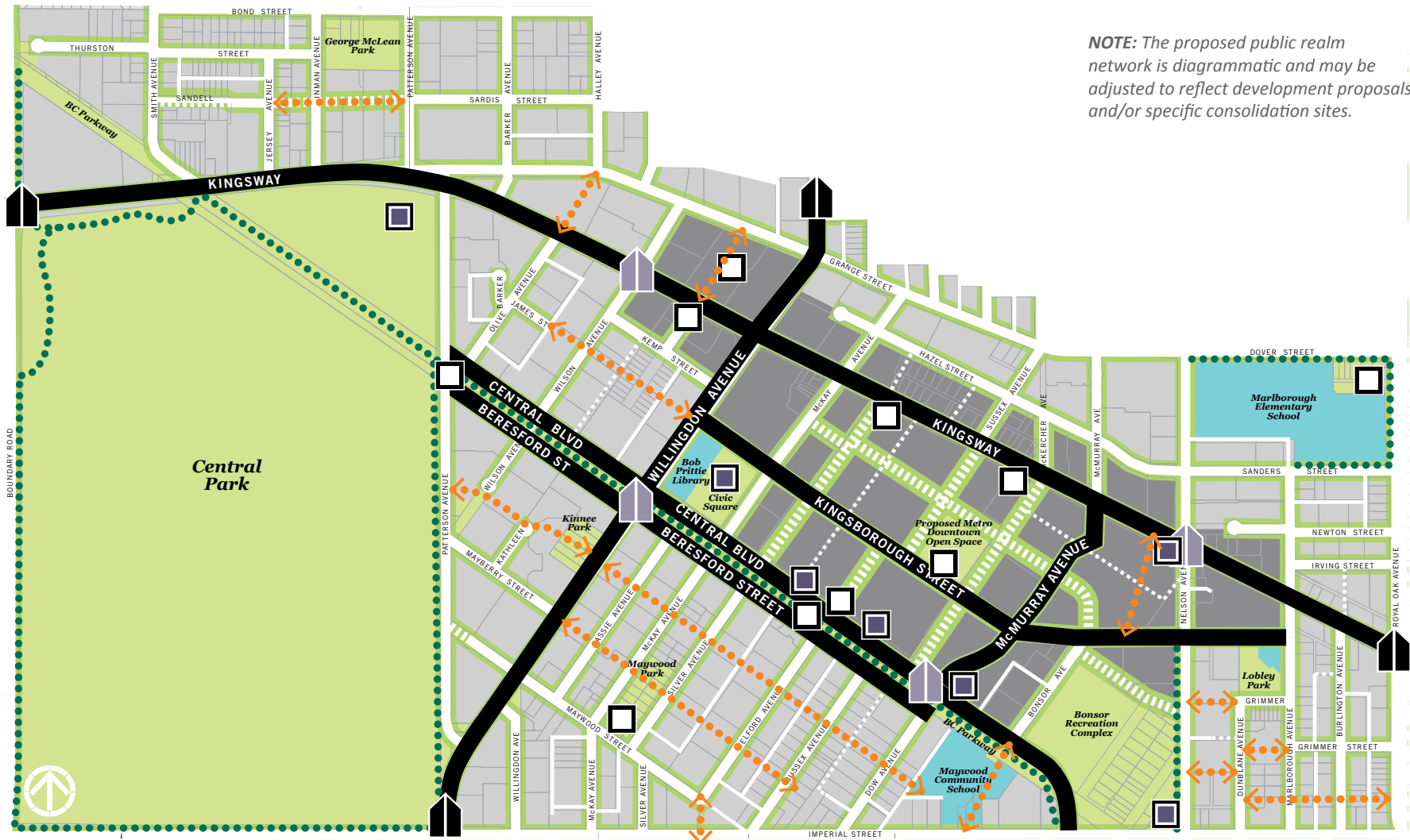
The main components of the public realm network include:

- Character Streets
- Plazas and Squares
- Parks and Open Spaces
- Gateways
- Neighbourhood Linkages

Common place-making elements such as landscaping (hard and soft), architecture, urban design, and wayfinding provide cues as to how the various components of the public realm fit together.

The key directions are to:

- a. enhance connectivity between major destinations within Metrotown and the broader City;
- b. ensure that public realm elements embody the character of the neighbourhood where they are located;
- c. provide mid-block mews or linkages as public rights-of-way to allow for greater permeability and access to and through larger development sites;
- d. where possible, create smaller block sizes to allow for better connectivity, traffic management, and shorter walking distances;
- e. provide clear wayfinding throughout Metrotown;
- f. encourage accessibility to accommodate a wide range of users including persons with disabilities, families with strollers, and seniors;
- g. promote neighbourhood safety by improving the pedestrian 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”;
- h. enhance the safety and comfort of the public realm for all users by adhering to Crime Prevention through Environmental Design (CPTED) principles;
- i. encourage and support the provision of a unified street furniture suite to enhance comfort and usability of the public realm including benches, garbage and recycling receptacles, bus shelters, bike racks, signage, and other street furniture;
- j. utilize the *Public Realm Standards* to create a cohesive public realm throughout the Downtown; and,
- k. foster greater public interactions by maintaining and enhancing existing public spaces, as well as providing new public spaces.



NOTE: The proposed public realm network is diagrammatic and may be adjusted to reflect development proposals and/or specific consolidation sites.

Metrotown

PUBLIC REALM NETWORK

LEGEND

- Park/ Open Space
- Institution/ Public School
- Gateway to Metrotown
- Gateway to Metro Downtown Neighbourhood
- Existing Plaza or Square
- Proposed Plaza or Square
- Character Street
- Existing Urban Trail
- Proposed Neighbourhood Linkage

5.2

Character Streets

Metrotown has a hierarchy of streets that function as part of the public realm and form the main connections between destinations. Character streets are those streets that are to have a specific personality, feel, or environment that make them unique compared to other streets within the Downtown.

The six character streets include:

- Kingsway - Great Urban Street
- Central Boulevard - Entertainment and Garden Street
- Beresford Street - Artwalk and Celebratory Street
- Willingdon Avenue - Gateway Street
- Kingsborough Street - Shopping Street
- McMurray Avenue - Shopping Street

The following subsections outline the role of each character street, as well as their intended character. Improvements to streets within Metrotown are to be designed using the Public Realm Design Standards for Town Centre Streets (Public Realm Standards), adopted by Council in 2015, to create a balanced network for all modes.



Metrotown

CHARACTER STREETS

LEGEND

- Character Street
- SkyTrain



Grand Boulevard



Outdoor restaurant seating

5.2.1

KINGSWAY - 'GREAT URBAN STREET'



Kingsway is a major east-west 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 intent is to create a generous and comfortable public realm component comprised of softening elements, such as wider sidewalks, rain gardens, street trees, and other pedestrian and cycling amenities, to make Kingsway a 'great urban street'.

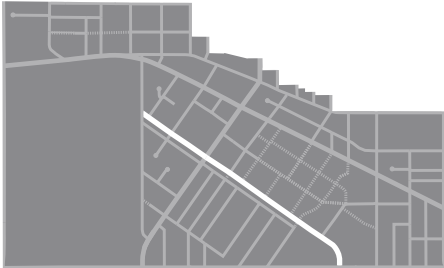
The key directions are to:

- 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, including pedestrian and cycling facilities;

- c. calm traffic by creating highly active pedestrian areas, providing wider spaces for bicycles and pedestrians, and encouraging more visual stimulation;
- d. encourage the development of smaller public open spaces and plazas that provide public seating, public art, or other design elements of interest to provide 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 a high quality pedestrian environment; and,
- h. encourage daytime and evening activities through outdoor cafe and dining areas, street events, meeting and resting places, plazas, squares, 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 Library, Civic Square, and Bonsor Recreation Centre to each other and to the Patterson and Metrotown SkyTrain Stations.

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 primarily service oriented – a corridor for commercial vehicle loading, public transit, and parking access.

West of Willingdon Avenue, Central Boulevard provides a frontage for the multiple-family developments in the Central Park East neighbourhood 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.

A transitional element is intended for the segment adjacent to Civic Square and the Bob Prittie Metrotown Library, where the civic frontage should relate strongly to the Garden Street concept to the west, with the exception that a greater number of street furniture installations and hardscaped gathering space is proposed.

The following two pages define Central Boulevard east of Willingdon Avenue as an entertainment street and west of Willingdon Avenue as a garden street.



Garden street character



Entertainment street character



Lively urban character



Interesting and active pedestrian environment

CENTRAL BOULEVARD - 'ENTERTAINMENT STREET'
East Of Willingdon Avenue



Central Boulevard, east of Willingdon Avenue, is identified as an entertainment street and is envisioned to be a highly urban and lively public space given its direct relationship to the Downtown core. The ground orientation along the street is especially important as large public plazas or squares are to be located adjacent to Central Boulevard enabling further public events and gatherings.

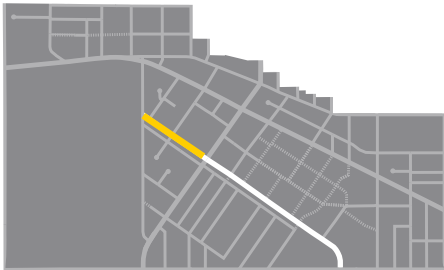
The key directions are to:

- 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 the solar exposure on the north side of the street when locating public spaces and active uses;

- c. provide active at-grade uses, such as restaurants, cafés, liquor license establishments, and/or storefronts to activate the public realm.
- d. establish a major public square, located on the north side of Central Boulevard, that is primarily hard-scaped with opportunities to hold major civic events and celebrations;
- e. design the streetscape with character elements such as an extension of commercial and retail uses onto the street (including outdoor seating for cafes and restaurants, and outdoor displays), parkettes, special treatment pavers, street furniture, pedestrian lighting, and illuminated and/or animated signage;
- f. provide continuous weather protection to help extend the “outdoor” season through the winter;
- g. 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; and,
- h. engage with public transit through highly animated building entrances and, where appropriate, transit-oriented commercial uses.

CENTRAL BOULEVARD - 'GARDEN STREET'

West of Willingdon Avenue



West of Willingdon Avenue, Central Boulevard is envisioned as a 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 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. take advantage of the solar exposure on the north side of the street when locating public spaces;

- l. provide a buffer from the SkyTrain guideway and vehicle traffic with broad canopy trees, shrubs, and ground planting, which also provide multi-seasonal interest;
- m. provide large canopy street trees and rain water management amenities (rain gardens) within the curb-side boulevards;
- n. create pocket parks and plaza areas ("outdoor living rooms") that include benches, hard and soft landscaping, drinking water fountains, street furniture, and other features to make each space unique;
- o. provide pedestrian lighting to enhance comfort and safety;
- 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;
- q. support the character of the garden street concept by restricting the roadway to two moving lanes of traffic with on-street parking; and,
- r. consider neighbourhood commercial opportunities to both provide local services and enhance the street's character.



Tranquil Park-like Corridors



Garden street character



Beresford Art Walk



Vibrant streetscape with rainwater management amenities

5.2.3

BERESFORD STREET - 'ART WALK AND CELEBRATORY STREET'



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

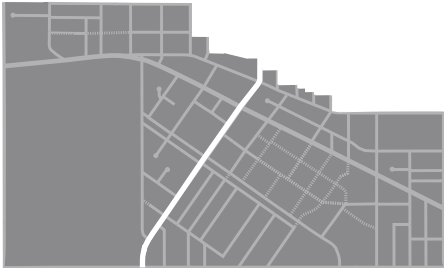
Beresford Street is to be an important pedestrian connection between major destinations such as the Metro Downtown neighbourhood, Central Park, Bonsor Recreation Complex, Civic Square, Bob Prittie Library, and both the Metrotown and Patterson SkyTrain stations. The success of this street is reliant on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

The key directions 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 year round; and,
- g. employ street and pedestrian lighting that encourages evening activity, including the use of holiday lighting and special event lighting.

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 a 'Gateway Street' that provides a sense of arrival into Metrotown and the Downtown core.

The key directions are to:

- a. manage traffic by creating highly active pedestrian areas, providing wider space for bicycles and pedestrians, and encouraging more visual stimulation;
- b. encourage building design where human scale, diversity of architectural expression, and authentic materials contribute to the pedestrian environment;

- c. encourage iconic building design where the diversity of architectural expression provides visual cues of arrival into the Downtown;
- 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, where appropriate, transit-oriented commercial uses.



Gateway feature



Diverse pedestrian environment



Lively pedestrian environment



Inviting storefronts

5.2.5

KINGSBOROUGH STREET - 'SHOPPING STREET'



Kingsborough is to be a new east-west street that would bisect the Metropolis at Metrotown Shopping Centre 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 shopping street with active retail storefronts, street side cafes, wide promenade-like sidewalks, complete with generous street furniture and opportunities for public art.

Although it is to accommodate vehicle and cycle traffic, the street will be designed with a focus on the pedestrian. High-rise buildings are to be set back from the street with pedestrian scaled podiums fronting the street. The public realm is to be framed by street trees, pedestrian lighting, and street furniture.

The key directions are to:

- a. establish a highly varied and finely grained commercial street by restricting 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. provide generous sidewalk and boulevard space;
- c. consider expanding the public realm by permitting parkettes, where appropriate;
- d. use street furniture such as bench seating, pedestrian lighting, and waste receptacles to provide cohesive character;
- e. provide continuous weather protection to help extend the "outdoor" season year round;
- f. calm traffic by creating highly active pedestrian areas, 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 urban street;
- i. focus public art at major public spaces, rather than having it compete with commercial storefronts; and,
- j. where storefront transparency is not possible, require display windows (does not include signage).

5.2.6

MCMURRAY/DOW AVENUE - 'SHOPPING STREET'



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

McMurray Avenue is to have provisions for separated cycle facilities and a high quality pedestrian environment. The podiums are to 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 public realm is to be framed by street trees, lighting, and street furniture.

The key directions are to:

- a. establish a highly varied and finely grained commercial street by restricting 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, and requiring architecturally distinct storefronts that define the street and entrances from alcoves;
- b. provide generous sidewalk and boulevard space;
- c. consider expanding the public realm by permitting parklettes, where appropriate;
- d. use street furniture such as bench seating, pedestrian lighting, and waste receptacles to provide cohesive character;
- e. provide continuous weather protection to help extend the "outdoor" season year round;
- f. encourage decorative lighting throughout the year;
- g. calm traffic by creating highly active pedestrian areas, providing wider space for pedestrians, and encouraging more visual stimulation;
- h. focus public art at major public spaces rather than having it compete with commercial storefronts; and,
- i. where storefront transparency is not possible, require display windows (does not include signage).



5.3

Plazas and Squares

Inviting urban plazas and squares are an integral component of 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 public 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.



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

Metrotown

PLAZAS AND SQUARES

LEGEND

- Existing Plaza or Square
- Proposed Plaza or Square



South Burnaby Cenotaph

**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 centre of Metrotown adjacent to the Bob Prittie Library. It includes both a hard-scape 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).



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 hard-scape plaza with planting beds for trees, shrubs and other plantings. It offers pedestrian connections to other parts of Bonsor Park and to Imperial Street and Nelson Avenue. At the heart of the plaza is a monument to Canadian veterans.

3. Metro Towers Plaza (Dolphin Plaza)

This important open space is located on Central Boulevard, in front of the three Metro Tower office buildings. In addition to providing lobby access to the three office buildings, its excellent solar exposure and multi-level nature provides residents, workers, and visitors to the area with the opportunity to meet and linger in the space. 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:

- a. continue to support and provide programming for events and activities;
- b. maintain and enhance the public space in a way that builds on their current successes;
- c. build on their prominence in the community as a way of improving the Metrotown’s sense of place; and,
- d. 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 indicates the creation of several new plazas and squares throughout the Downtown.

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

- a. obtain new plazas and squares that enhance the public realm through development applications;
- b. provide a community focus in the form of a central gathering space on Central Boulevard 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, and lighting;
- g. locate plazas and squares such that they are convenient and universally accessible;
- h. design building massing to create well-defined street, park, and public space edges;
- i. consider land use and zoning bylaw amendments that help activate public spaces (e.g., permitting food trucks); and,
- j. provide opportunities and amenities that enable public art, festivals, and weekend street markets.

NOTE: 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 right-of-way, covenants, and/or easements. It is important to note that these public spaces are to be indistinguishable from those that are publicly owned and maintained.

The character of each plaza or square is to be determined through the development process, but will be required to meet the key directions outlined here. Their various roles and functions will depend on the following:

- location (is it a central gathering space or a local neighbourhood space?);
- the degree to which it has 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, or a busy transit plaza, or a place for calm, serene, contemplative reflection in an otherwise hectic urban environment?); and,
- size (is it capable of large celebrations, or is it intended for intimate gatherings?).





Street furniture and public seating areas

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 Exchange. The Square is to be primarily hard-scaped 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 both permanent and movable 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, and sanitary) to enable the accommodation of larger entertainment and mobile food vendor events.



Activated for use during the day or night



Large square for a variety of activities



Moveable furniture



Fun and whimsical seating



Active night time activities



Parklette

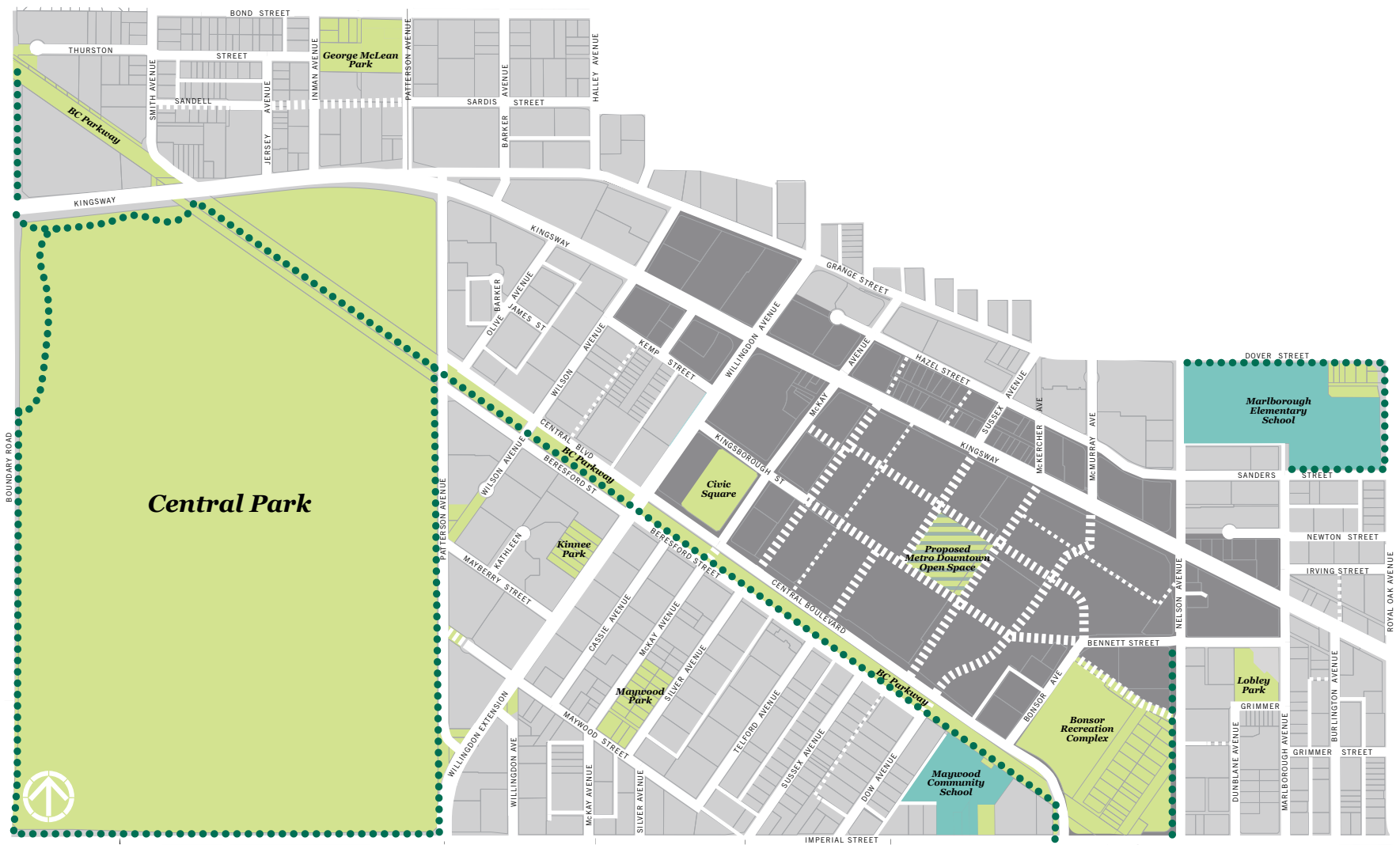
5.4

Parks and Open Spaces

Parks and open spaces form an essential part of good city-building and place-making that is integral to the vibrancy of a downtown. Metrotown is served by a variety of parks and open spaces 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 parks and open spaces within Metrotown, as well as their accessibility to Burnaby residents, workers, and visitors.

The following subsections provide an inventory of the existing and proposed parks and open spaces in Metrotown and the key directions for their intended use and continued enhancement. The parks and open spaces are categorized as follows:

- **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. They can also include smaller pocket parks, open spaces, and linkages.
- **Urban Trails** form a major network of multi-use trails serving all areas of Burnaby.



Metrotown

PARK AND OPEN SPACE

LEGEND

- Park/
Open Space
- Proposed
Open Space
- School
Park
- Existing
Urban Trail



Central Park



Central Park - pitch n' putt

5.4.1

MAJOR PARK - CENTRAL PARK



Central Park is an 82 hectare (220 acre) park located along the western boundary of Metrotown and is known for its 60 hectare (150 acre) naturalized forest. As a 'Major City Park', Central Park is of both City-wide and regional significance. It is intended to retain its general forest nature, while accommodating more active recreational uses on its periphery.



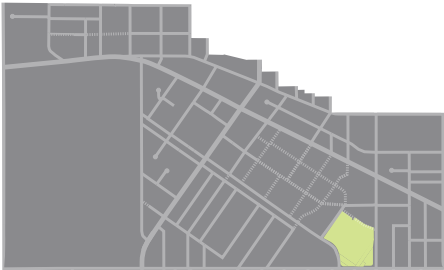
Central Park - tennis court

The key directions 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 park edges;
- d. develop new facilities or amenities, as required, in a manner that respects 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 6 hectare (14.3 acre) park within the southeast area of Metrotown. It offers outdoor active recreational uses and accommodates the existing Bonsor Recreation Centre, 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 is to continue based on community needs.

The key directions are to:

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



Metro Skate Park



Bonsor Park - recreation field



Bonsor Park - tennis courts



George McLean Park



Lobley Park



Maywood Park

5.4.3

NEIGHBOURHOOD AND SCHOOL PARKS



Metrotown's neighbourhood and school parks include George McLean Park, Kinnee Park, Maywood Park, Lobley Park, Maywood Community School Park and Marlborough Elementary School Park. These parks are intended to provide a range of active and passive recreational uses for local residents within walking distance of their homes. The school parks are adjacent to elementary schools allowing for joint use and enjoyment of community facilities and grounds.

The management and development of existing neighbourhood and school parks is to continue in alignment with community needs.

New neighbourhood-oriented parks and open spaces are envisioned to be developed throughout the residential neighbourhoods.

The key directions are to:

- a. manage, develop, and enhance existing park spaces in alignment with community needs;
- b. develop new neighbourhood and school parks, including pocket parks, open spaces, and linkages, throughout the residential neighbourhoods, in conjunction with new development;
- c. place emphasis on the character and quality of smaller neighbourhood spaces to further enhance the variety and accessibility of green spaces within Metrotown;
- d. incorporate smaller neighbourhood parks, open spaces, pocket parks, and linkages within larger developments, where possible, such that these spaces are available within a five minute walking distance of residents; and,
- e. 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 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 are to:

- a. work with the Provincial government, TransLink, and other agencies 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 and enables 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;
- 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 METRO DOWNTOWN OPEN SPACE



A new neighbourhood open space is proposed for the Metro Downtown neighbourhood. The future development of the Metropolis at Metrotown Shopping Centre site would result in the dedication of a significant open space for the City.

The intended character of this new open space is to be highly urban, but also offer a 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 is to have excellent exposure and is intended to accommodate a diverse population. Play spaces for children of all ages, hard surface play areas for active recreation (such as basketball courts), and gathering spaces and lawn areas for passive recreation, are all components that would make this urban open space a place for the community and visitors alike.

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



Large urban public open space



A place to celebrate



Comfortable linkages



A green oasis



Public open space with a variety of uses



Public open space framed by downtown buildings

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 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, squares, or open spaces;
- public art and/or other features; and
- distinct architectural designs, with 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. Introduction of the *Public Realm Standards* for the streets and the scale of development are perhaps the most obvious components of these gateways. The gateways are:

- Boundary Road and Kingsway
- Willingdon Avenue and Grange Street
- Kingsway and Royal Oak Avenue
- 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. Taller, signature buildings are intended to act as those gateways and visually express that role from a distance. The podiums and the public realm signify to the pedestrian, cyclist, and motorist that they have arrived in the Downtown core. The gateways are:

- Kingsway and Wilson Avenue
- Kingsway and Nelson Avenue
- Central Boulevard and Dow/McMurray Avenue
- Central Boulevard and Willingdon Avenue

The key directions are to:

- a. continue to implement the *Public Realm 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 Metrotown



Gateway to Metro Downtown Neighbourhood

5.6

Neighbourhood Linkages

One of the goals of this Plan is to improve Metrotown's connectivity. Metrotown has many long blocks that are impenetrable to pedestrians, cyclists, transit, or vehicles. 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 and cycling linkages 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 on private development sites, and secured by statutory rights-of-way, covenants, easements, and/or other legal means. While these linkages may be privately owned and maintained, they will be completely publicly accessible.

The key directions are to:

- a. secure formalized promenades and/or mid-block pedestrian and cycling linkages through development sites;
- b. develop linkages to complement the publicly dedicated road network;
- c. encourage the creation of linkages that lead to identifiable features, locations, or destinations;
- d. ensure linkages are safe, accessible, comfortable, and provide appropriate street furniture; and,
- e. ensure adjacent developments have a direct relationship to the linkages, such as having residential entrances onto linkages.



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

LEGEND



Proposed
Neighbourhood Linkage
(pedestrian and cycling)

Metrotown
NEIGHBOURHOOD 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.





Multi-modal transportation options

Transportation and Mobility

Transportation systems are comprised of modal networks that support the built environment and the movement of people and goods from one destination to the next. A successful transportation system is comprised of well-connected multi-modal networks that provide people with a choice to walk, cycle, use transit, drive, or any combination thereof, to reach their destination. In an urban environment, walking, cycling, and transit are attractive transportation modes to those seeking more affordable, sustainable, and healthy forms of movement. This Plan supports an accessible, safe, balanced, and efficient transportation network for all modes.

A downtown transportation system can be measured in terms of its quantity, quality, and efficiency. A desirable transportation network 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 fewer greenhouse gas emissions;
 - releases fewer 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 right-of-way, which is approximately 20% of Metrotown's land area, is used for all modes. The City's 'Public Realm Design Standards for Town Centre Streets' will help to achieve this balance in the transportation system.



Interesting streetscape

6.1

Built Environment and Transportation

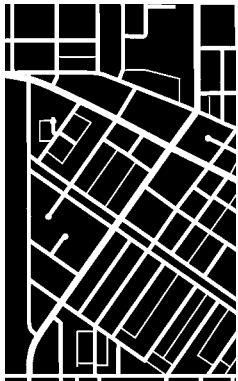
The form, density, and land uses of the built environment directly influence the efficiency and enjoyment of those using the transportation network. Higher residential densities in Metrotown, in close proximity to a mix of commercial office, retail, and services, institutional, recreational, and residential land uses, creates a focused demand for public transit, cycling, and walking infrastructure and amenities. This deliberate planning of the built environment for higher densities and mix of uses reduces trip distances to access common destinations, such as grocery stores, schools, and places of employment. It also contributes to a higher proportion of people walking, cycling, and using transit.

The urban design of the streetscape also impacts people's 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 grain network with public passages, mid-block linkages, and active transportation connections through cul-de-sacs helps to enhance the connectivity of the community.

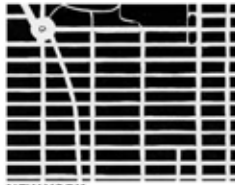
The connection between the built environment and transportation demonstrates that higher-density, mixed-use developments and a finer grained, small block, human-scale streetscape can help to create active, enjoyable, and welcoming experiences.

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”;
- d. incorporate Transportation Demand Management strategies for new developments, such as transit passes for residents, reduced parking requirements, the provision of cycling facilities and amenities, and the provision of car co-op or car-share parking stalls;
- e. consider the proposed streets and lanes illustrated on all maps within this Plan as guidelines as specific locations and classifications are to be determined through individual rezoning applications and consolidation boundaries.



BURNABY - METROTOWN



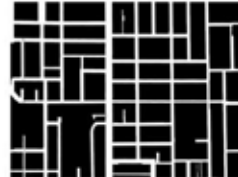
NEW YORK



PARIS



SAN FRANCISCO



TORONTO

Block patterns

6.2

Streetscape Design

The City's *Public Realm Design Standards for Town Centre Streets (Public Realm Standards)*, adopted by Council in 2015, provides a consistent approach to streetscape design throughout Metrotown. The intent of these standards is to reconstruct existing auto-oriented 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, include facilities for food trucks and other small enterprises deemed appropriate for a vibrant public realm along commercially oriented streets;
- 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. enhance safety and comfort by adhering to Crime Prevention Through Environmental Design (CPTED) principles;
- e. convey information on local destinations by providing clear wayfinding and signage that is located in highly-visible areas and that is designed for the different forms of transportation.



Public Realm Standards - wide sidewalks, rain gardens, lighting, etc.



Wayfinding signage



Public Realm Standards - well-designed streetscape

6.3

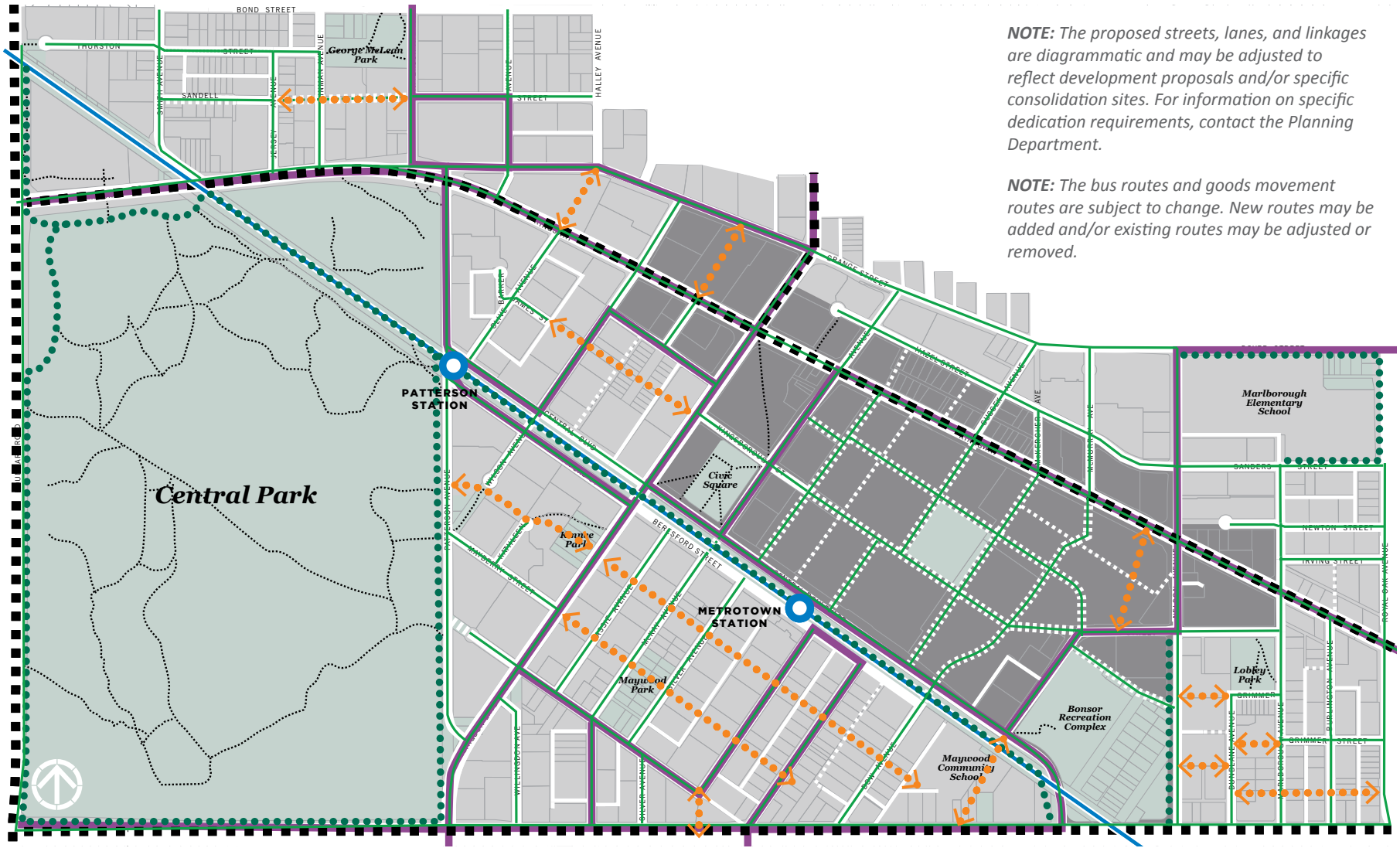
Transportation Network

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

The transportation network includes the following modes of travel:

- walking
- cycling
- transit
- goods and commercial services movement
- vehicles

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



NOTE: The proposed streets, lanes, and linkages are diagrammatic and may be adjusted to reflect development proposals and/or specific consolidation sites. For information on specific dedication requirements, contact the Planning Department.

NOTE: The bus routes and goods movement routes are subject to change. New routes may be added and/or existing routes may be adjusted or removed.

Metrotown

TRANSPORTATION NETWORK

LEGEND

-  Existing Street
-  Proposed Street
-  Existing Laneway
-  Proposed Laneway
-  Existing Bus Route
-  Existing Walking Path
-  Proposed Neighbourhood Linkage (Pedestrian and Cycling)
-  Existing Urban Trail
-  Proposed Cycling Facilities
-  Existing Goods Movement
-  SkyTrain
-  SkyTrain Station



People walking downtown



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

6.3.1 WALKING

Walking is a mode of transportation that is available to the largest segment of the population. 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 are to:

- a. create streets that are safer for walking by including or incorporating mid-block linkages, spacious and unobstructed sidewalks, reduced crossing distances at intersections, traffic calming measures, and weather protection;
- b. enhance the walking experience by creating a high-quality public realm that can intermittently provide space for entertainment and events;
- c. consider the merit and opportunity for grade separated pedestrian crossings supported by the Metrotown Development Cost Charge and other funding;
- d. where possible, design rear lanes to be welcoming to pedestrians with lighting, walkways, and landscaping;
- e. design crosswalks to include multi-directional wheelchair ramps, appropriate lighting, high-visibility pavement markings, curb extensions, and clear sightlines; and,
- f. provide pedestrian amenities such as seating, lighting, waste receptacles, wayfinding, landscaping, and weather protection to make walking more attractive and comfortable.



BC Parkway - multi-use path



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

6.3.2 CYCLING

Cycling has many benefits. It is cost effective, environmentally friendly, and is generally inclusive to a wide range of users. There are many health benefits including an increased fitness level, strengthening the heart, lowering the risk of disease, and improving emotional health (makes people happier).

The key directions 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 *Public Realm Standards* (for sites wholly within the Town Centre);
- b. improve 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 or linkages, and improved visibility; and,
- c. support the provision of bicycle storage facilities and related amenities such as bike parking, bike repair stations and shops, and change room facilities in shopping centers, major office developments, and transit hubs.



Bike racks near SkyTrain Station



Bike storage facilities



Public transit - Bus



NOTE: The proposed streets and lanes are diagrammatic and may be adjusted to reflect development proposals and/or specific consolidation sites. The bus routes are subject to change. New routes may be added and/or existing routes may be adjusted or removed.

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.

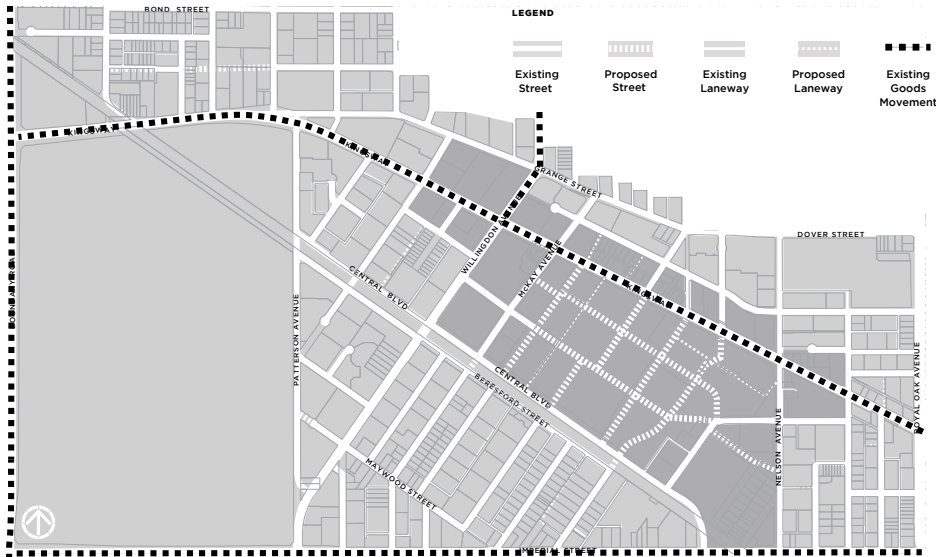
The key directions are to:

- a. provide accessible, complete bus stops that include a passenger area, bench, shelter, waste receptacles, and lighting;
- b. work with TransLink to upgrade SkyTrain stations in accordance with the land use, transportation, urban design and public realm policies of this Plan;

- c. continue to support and enhance transit use as a safe, enjoyable, convenient, sustainable, and accessible mode of transportation;
- d. continue to work with TransLink to improve bus routes, service, efficiency, and frequency throughout Metrotown; and,
- e. make it easy to combine transit and other transportation modes by providing safe, convenient, and legible connections between the pedestrian, bicycle, and transit networks.



Public transit - SkyTrain



NOTE: The proposed streets and lanes are diagrammatic and may be adjusted to reflect development proposals and/or specific consolidation sites. The goods movement routes are subject to change. New routes may be added and/or existing routes may be adjusted or removed.

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, where possible;
- b. keep trucks on the designated truck network, except where necessary to access their destinations; and,

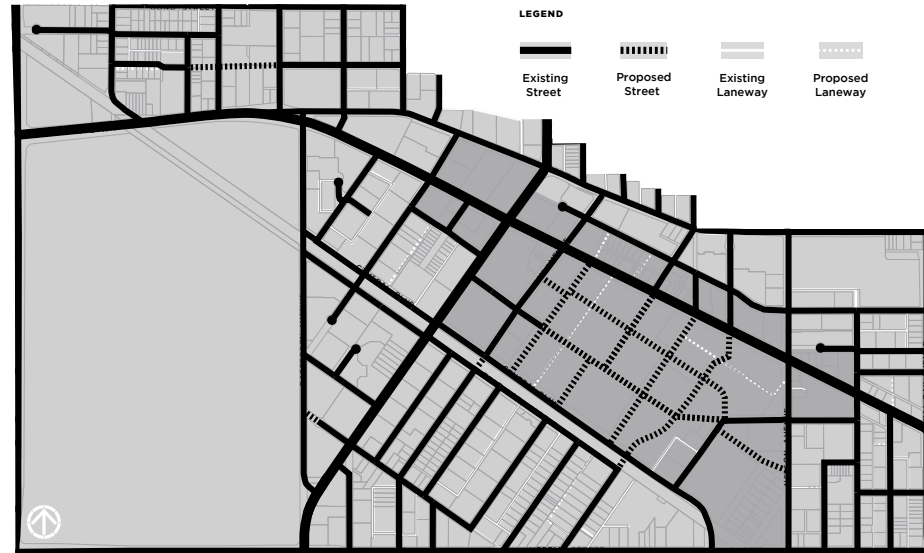
- c. encourage large vehicle deliveries in the evening or during off-peak periods.



Goods Movement along Kingsway



Goods delivery - loading bay



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

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 grain street grid;
- b. coordinate signal timing to promote through movement during peak periods to better manage traffic; and,
- c. manage on-street parking in peak flow directions to increase capacity without widening streets.



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 compete 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.



Car-share and EV charging stations



Priority parking for Car-share or Car Co-ops



“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.





View of Metrotown from Deer Lake Park

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, public realm, community amenities and civic facilities, and urban design. This section summarizes the City's approach to social, economic, and environmental sustainability as they relate to Metrotown.



Burnaby's sustainability strategies visions:

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

Social Sustainability Strategy -
An inclusive, livable and resilient community.

Environmental Sustainability Strategy -
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 desired sectors. The EDS is intended to help 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 is intended to advance the aforementioned EDS themes by focusing land uses and densities in a manner that creates efficient, complete, sustainable, and interesting neighbourhoods within Metrotown.

This Plan also aims to increase and strengthen the economic activity of larger businesses and employment generators in Metrotown. In addition, it aims to increase and enhance local economic development, which includes 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. Metrotown is envisioned as being the premiere location for employers and employees.

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 broad objectives of the *Economic Development Strategy* 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;
- 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; and,
- e. create an attractive work environment such that Metrotown is the premier location for employers and employees.

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.

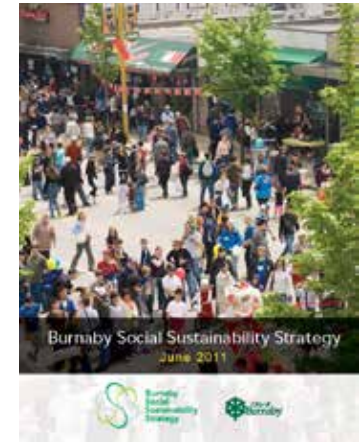
Metrotown Downtown Plan

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 broad objectives of the *Social Sustainability Strategy* and the following key directions to:

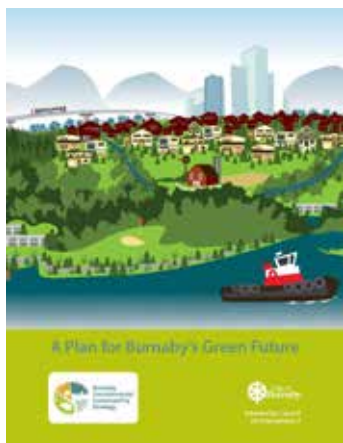
- a. meet basic needs with a strong, diverse and vibrant economy, affordable and suitable housing for residents of all income ranges, abilities, and stages in life, and convenient access to health services, recreation and the natural environment;
- b. celebrate diversity and culture by promoting ethno-cultural 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 lively and distinct spaces 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 actions. The themes highlighted in the ESS include:

- 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 under the themes of Live, Move, Build, Conserve and Manage. It also contains strategies and actions, as well as targets for GHG reduction.

Metrotown Downtown Plan

This Plan provides an important opportunity to advance the goals of the ESS and CEEP through sustainable community building practices.

This can be achieved by adhering to the broad objectives of the *Environmental Sustainability Strategy* and the following key directions 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, GHGs, 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, emissions, and demand for new resources; and,
- h. encourage citizens to grow and process food by providing space for community gardens and urban agriculture.



Public gathering



Park and stream clean-up



Community gardens



Community event



“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 projects a more visual sense of place and community.”

~ Public Input Process 2016.





Bob Prittie Library

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 many 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 is to be capable of hosting installations, performances, and significant gatherings, and is to 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:
 - i. Reinforce and bolster Metrotown as the City's Downtown;
 - ii. Consider all possible locations in the Metro Downtown neighbourhood, with preference given to areas in the vicinity of Kingsway and Willingdon;
 - iii. Consider opportunities to develop the centre as a stand-alone project or as part of a development project;
 - iv. Play a prominent role in the streetscape and urban fabric through engaging and exciting architecture, urban design, and public realm treatments; and
 - v. Provide a centralized place for people to gather and celebrate.



Metro Skate Park



George McLean Park



Bonsor 55+ Centre



Variety Playground



Bonsor 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 other community facilities such as child care centres or non-profit office and program spaces, that are owned and/or operated by the City, or leased to other Burnaby-based agencies who provide a range of services to Burnaby citizens.

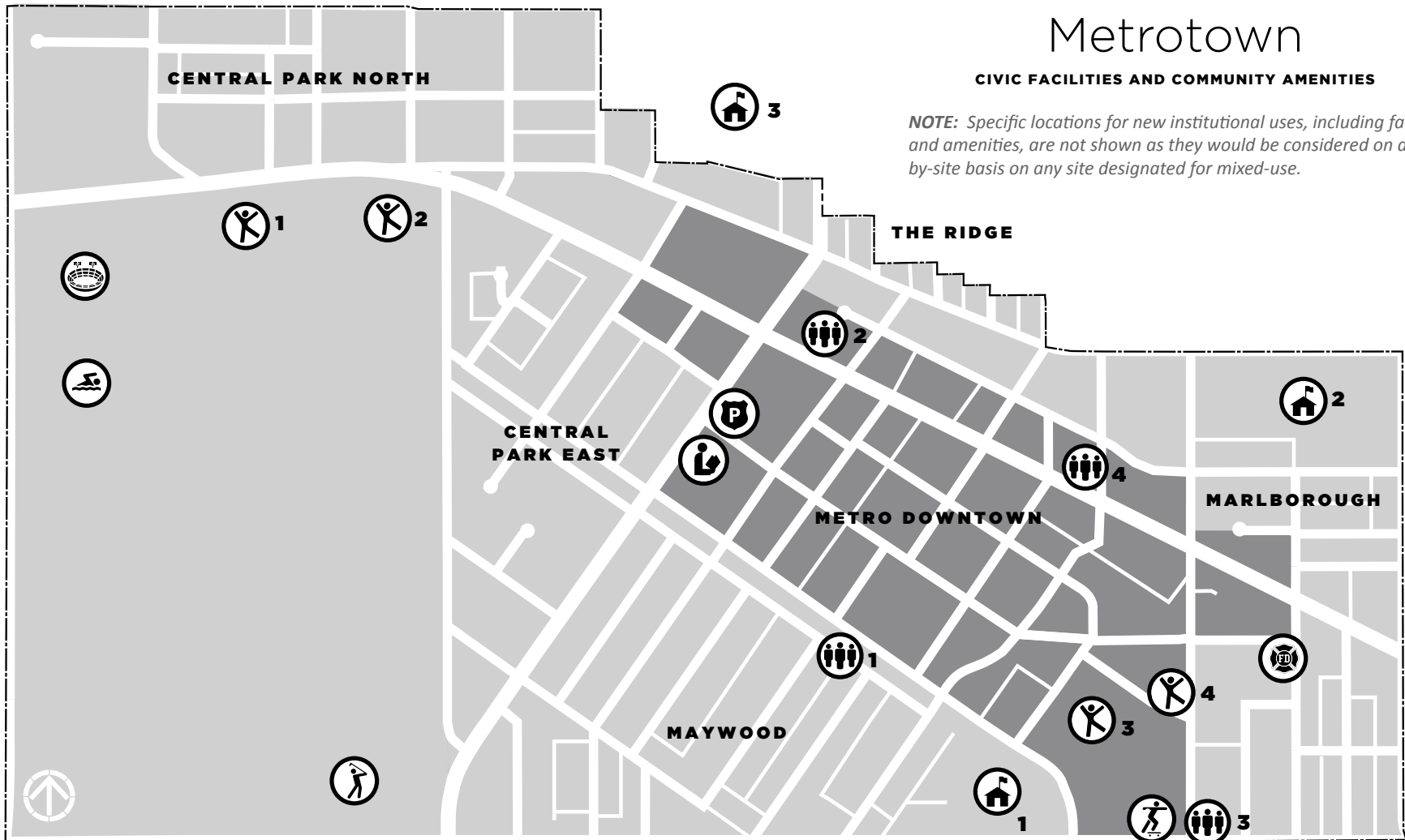
The key directions are to:

- a. expand, upgrade, or maintain facilities and amenities 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 facilities and amenities within Metrotown;
- c. continue to look for opportunities to co-locate and functionally integrate facilities and amenities, 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

NOTE: Specific locations for new institutional uses, including facilities and amenities, are not shown as they would be considered on a site-by-site basis on any site designated for mixed-use.



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



Bob Prittie Library



Fire Station #3



Southwest District Community Police Office



Swangard Stadium



Central Park Outdoor Pool



Central Park Pitch and Putt

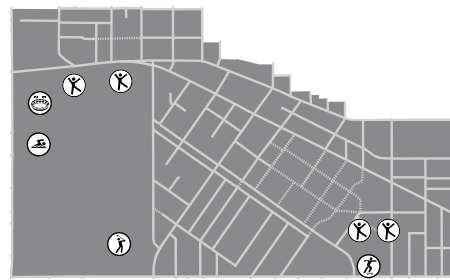


Metro Skate Park



Bonsor Recreation Centre

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 are to:

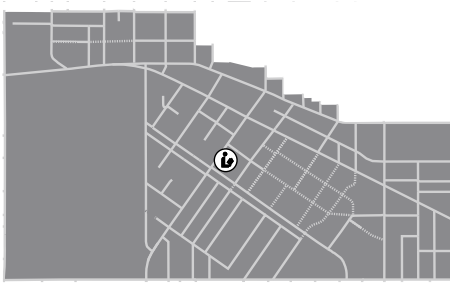
- a. review recreational infrastructure with consideration for the future needs of the Metrotown community;
- b. review the capacity of the Bonsor Recreation Complex to better meet the needs of the Metrotown community and broader City;
- c. encourage the creation of both public and private recreation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



Swangard Stadium

8.2.2

CULTURAL AND ENTERTAINMENT FACILITIES



A successful 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 *Community Benefit Bonus Policy*;
- b. encourage the creation of both private and public cultural and entertainment facilities;
- c. encourage the creation of 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; and,
- g. continue to promote community engagement and diverse cultural programming for community events.



Large Cultural and Entertainment Facility



Civic Facility



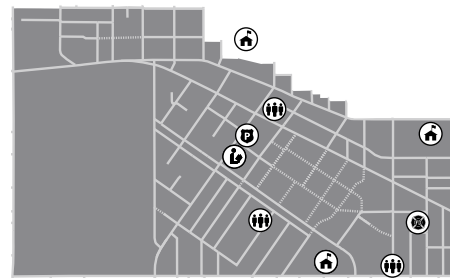
Bob Prittie Library



Fire Station #3

8.2.3

INSTITUTIONAL FACILITIES



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

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

These institutional facilities provide spaces for people to connect and get involved with their community.

Any new public or private institutional uses would be reviewed on a site-by-site basis and would be appropriately accommodated on mixed-use sites.

The key directions 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;
- d. continue to support developments and organizations that provide child or school-age care and other youth programs;
- e. continue to encourage and support community networks, non-profits, organizations, and other service providers to locate within the Downtown; and,
- f. continue to work with other public agencies such as police, fire, healthcare services, to enhance the safety and inclusiveness of Metrotown.



Child Care Facility



Metrotown Community Police Office



Metrotown Community Resource Centre



Pioneer Community Resource Centre



“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.





Public Realm Standards in front of Station Square

Urban Design Guidelines

The implementation of this Plan is premised on the application of high quality urban design and public realm enhancements, which are integral to the achieving the vision, as well as the establishment of 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 its own 'look and feel' but as a whole, the Downtown will have a complimentary pattern of development, with a strong street orientation, creating its urban character. The intent is to have the intensity of uses and densities scale down from the central Metro Downtown neighbourhood to the periphery of the Downtown and the adjacent single- and two-family neighbourhoods.

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.

Street definition is expected in all neighbourhoods. In mixed-use areas, the streetscape is to be activated by a mix of commercial frontages that interact with the public realm. In residential areas, the streetscape is to have broader and more substantially landscaped setbacks. Townhouse or low-rise apartment podiums are to frame the streets, parks, walkways, and other public open spaces to provide overlook and "eyes on the street".

Vibrant 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.

Urban character is created with a mix of uses for people to live, work, shop, learn, and play 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 streetscape.

9.2.1

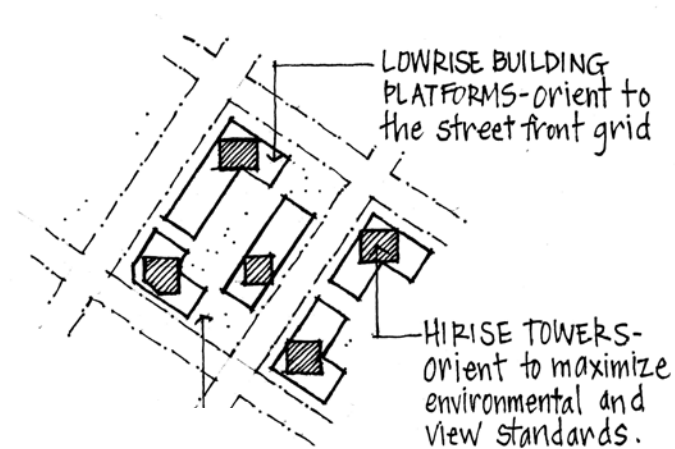
PUBLIC REALM STANDARDS

All developments should adhere to the City's *Public Realm 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 façades should be attractive to the pedestrian by incorporating a variety of detailing and articulation, and avoiding blank, impersonal façades, 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

Public art should be provided for all development sites within Metrotown. Opportunities to integrate public art into developments through the project's architecture, landscape, and/or open space design should be sought. Stand-alone 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

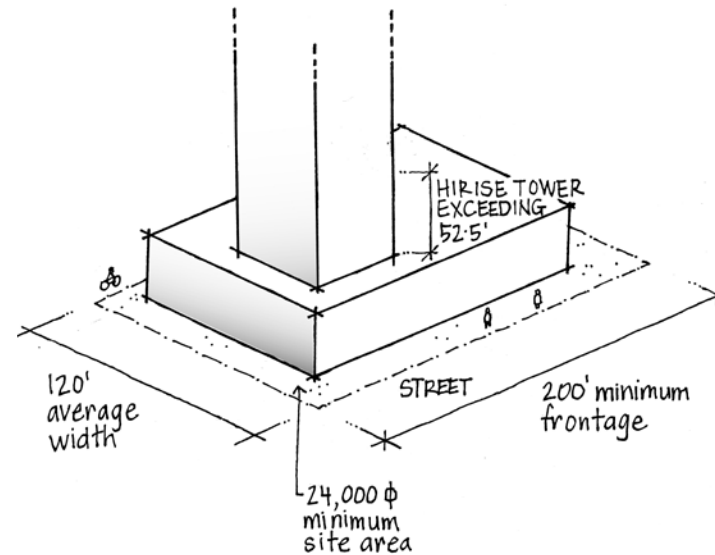
The urban character of the streetscape depends on the collective quality of each individual building. The manner in which a building relates to the public realm must be carefully considered as well as how the buildings reach the sky, and everything in between. The design of buildings should positively 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 36.5m (120 ft.), the minimum frontage for any development consisting of a high-rise tower exceeding 16m (52.5 ft.) in height is 61m (200 ft.) and the minimum site area is 2,230m (24,000 sq. ft.).
- b. **Two Towers:** Based on an average lot depth of 36.5m (120 ft.), the minimum frontage for any development consisting of two or more towers exceeding 16m (52.5 ft.) in height is 122m (400 ft.) and the minimum site area is 4,460m (48,000 sq. ft.).



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.

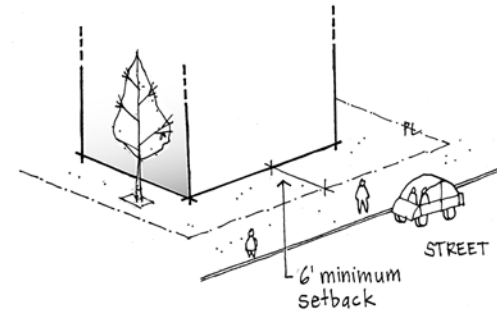
General guidelines for setbacks are outlined below:

a. Front Yard Setbacks:

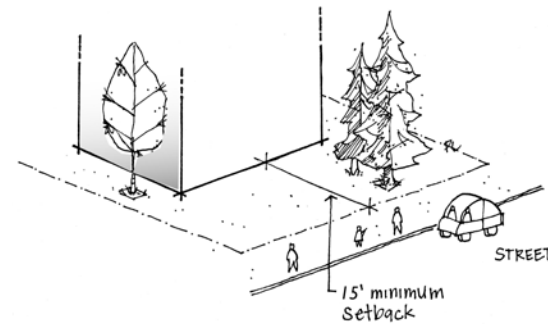
Commercial and mixed-use developments with a commercial podium shall generally provide a minimum setback of 1.83m (6 ft.) from the property line, except where such developments have a frontage onto Kingsway or Beresford Street. For high density commercial and mixed-use developments with a frontage on 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 should 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.

Note: Under unique circumstances, setbacks could be varied through the rezoning process, with the approval of the Director of Planning.



Front Setback - Commercial Tower Podium

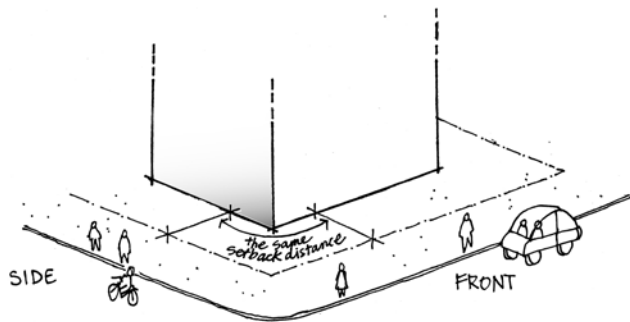


Front Setback - Residential Podium/Townhouses

b. Side Yard Setbacks:

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

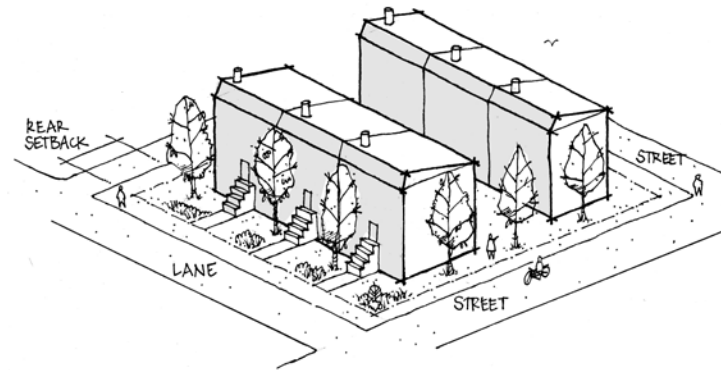
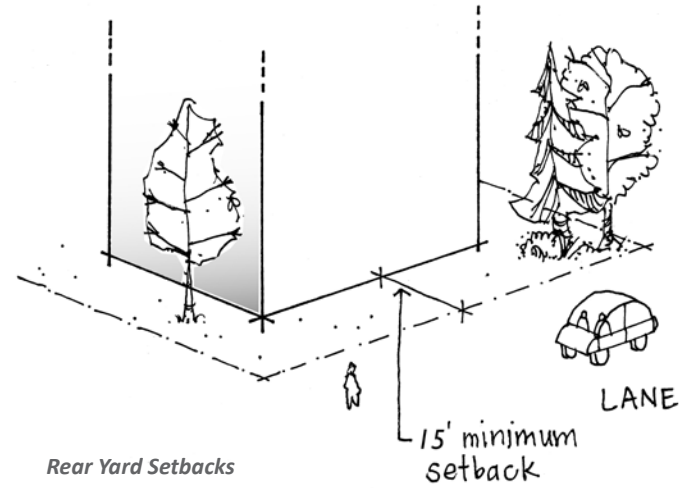
Residential developments should provide a minimum setback of 4.5m (15 ft.).



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

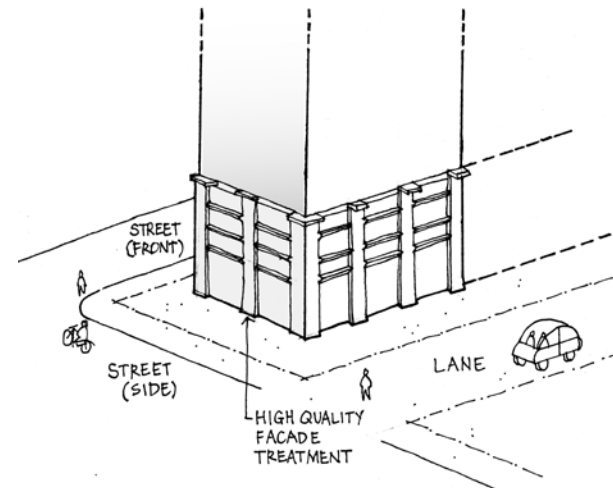
The tower base should frame the public realm, integrate with adjacent buildings and fenestration, and articulate a building's entry/frontage in a manner that is human-scaled, pedestrian-oriented, provides architectural interest, and enhances the adjacent public realm and broader neighbourhood context. '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

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 are encouraged. The middle of the tower should also provide architectural interest in its vertical and horizontal expressions, which may include projection of balconies, and a 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.

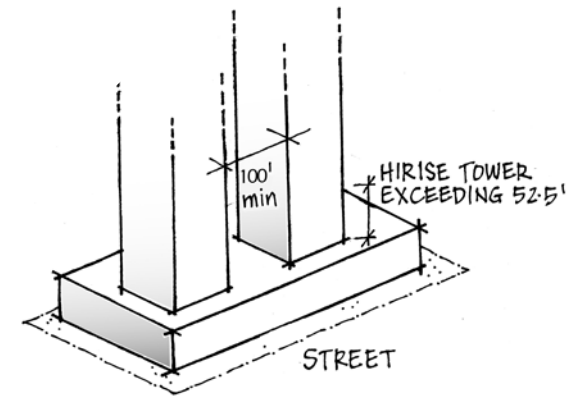


d. Tower Separation

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 30m (100 ft.) apart, face to face, and 24m (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 floor plates, above 750m² (8,100 sq.ft.), should only be considered for office buildings or residential buildings over 50 storeys in height.



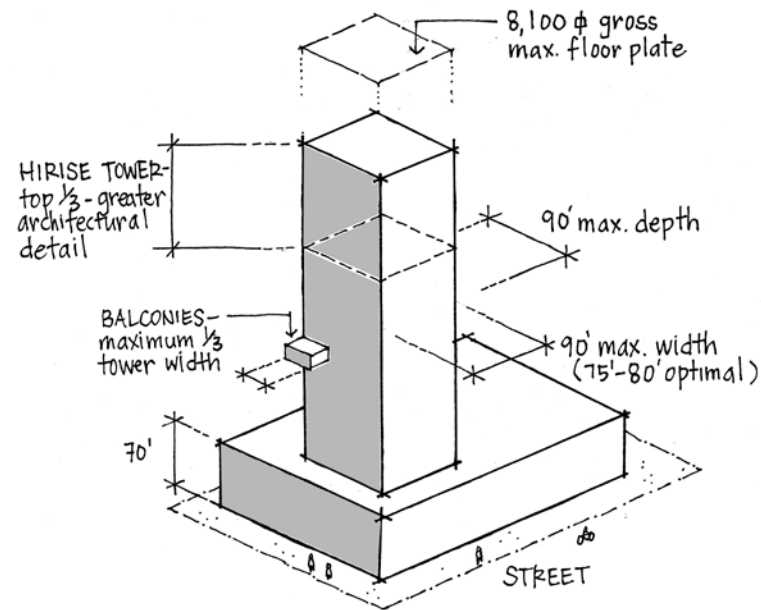
Minimum Tower Separation

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, towers 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 such that each tower complements the other, with a similar, but not identical, architectural design approach.

g. Balconies

Each residential unit should have direct access to a private outdoor space, where possible. Balconies should provide visual interest to a building's façade 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.



Tower Width and Floor Plate Size

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, reinforce massing and changes in the horizontal and vertical plane, and relate to the neighbourhood context.

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.

9.3.5

SUSTAINABILITY AND GREEN DESIGN

In order to achieve effective and measurable results, the design of the street, buildings, and landscape must work together. ‘Green building’ features that enhance the sustainability of the development should be incorporated. 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.

9.3.7

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, five percent 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:

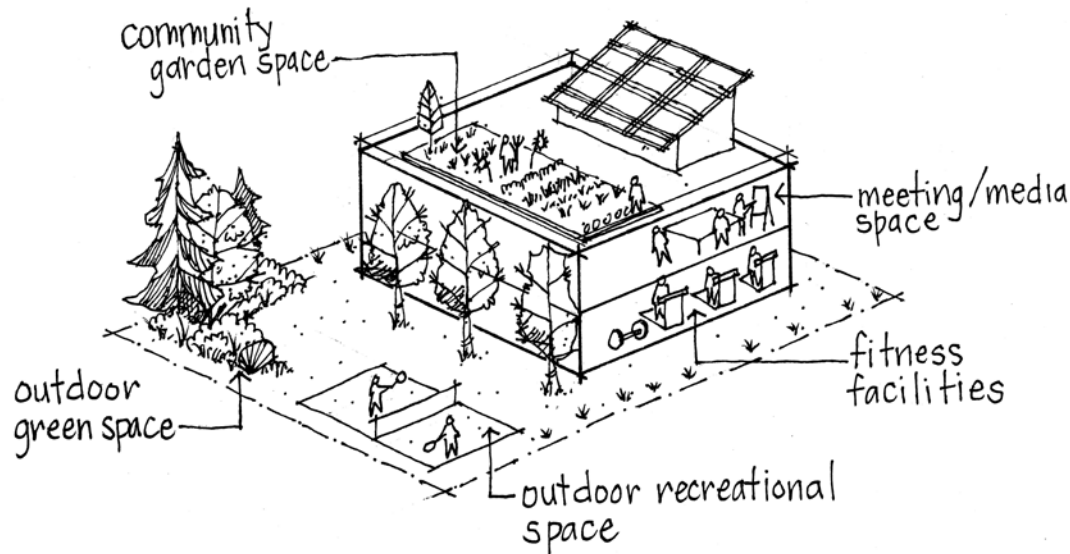
- a. publicly accessible outdoor space at the street level, such as linkages, landscaped areas, entry forecourts, and courtyards; and,
- b. occupant accessible outdoor space within the development, such as plazas, courtyards, landscaped areas, and rooftop terraces or gardens.

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

LANDSCAPING

Trees and other plantings should create interest and providing a varied colour palette as the seasons change throughout the year and over time.



9.3.11

SAFETY AND SECURITY

Buildings should be designed to allow for eyes on the street and adjacent parks, walkways, and other public open spaces. All public, semi-public, or semi-private space should enable good natural surveillance.

9.3.12

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.

9.3.13

VARIETY OF HOUSING TYPES

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

9.3.14

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

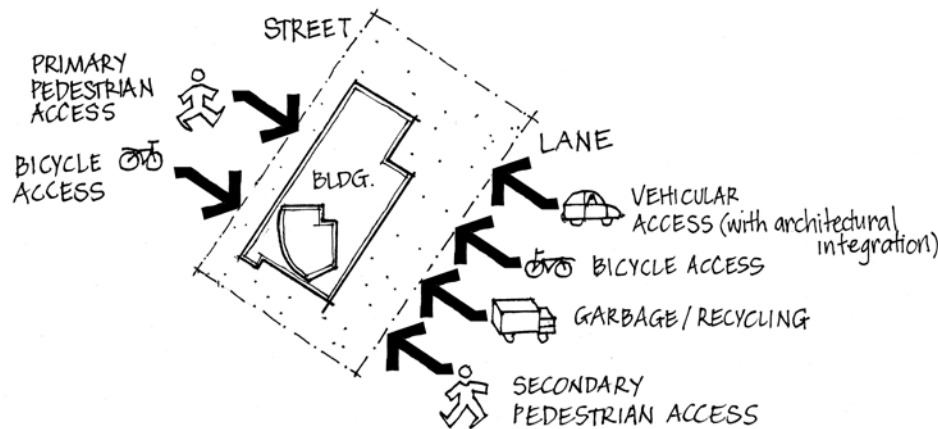
Access and Parking

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. Bicycle elevators directly accessible from the street or lane are also encouraged.
- c. **Vehicular Access:** Vehicular access should be provided from the lane, where possible. Single street access may be considered, provided there is minimal interruption of the public realm and streetscape treatment. The vehicular entrance, whether from the street or lane, should 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

Drop-off zones should be located along the curb or within parking facilities to promote sidewalk/street wall continuity and reduce conflict with pedestrians.

9.4.3

GARBAGE AND RECYCLING

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

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 scale 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.



Rezoning Requirements

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



Zoning Bylaw:

The bylaw regulates the development and use of land as well as the location and use of buildings and structures.

Rezoning:

The process of changing one zoning district to another zoning district. This requires four readings of a rezoning amendment bylaw by Council and a Public Hearing.

Comprehensive Development Zoning:

CD Zoning allows for the development of an area using one or more zoning districts based upon a comprehensive development plan.

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 description of the commercial floor area being developed and how it meets the City's policy objectives;
- c. a description of the residential unit mix and type provided and how it meets the City's policy objectives;
- d. 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;
- e. a description of how the proposed development meets the City's social sustainability policy objectives;
- f. a description of how the proposed development meets the City's economic development policy objectives;

- g. 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, if determined required by the Director of Planning;
- h. a Transportation Demand Management (TDM) strategy and supporting traffic/parking/transportation study that recommends 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; 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.

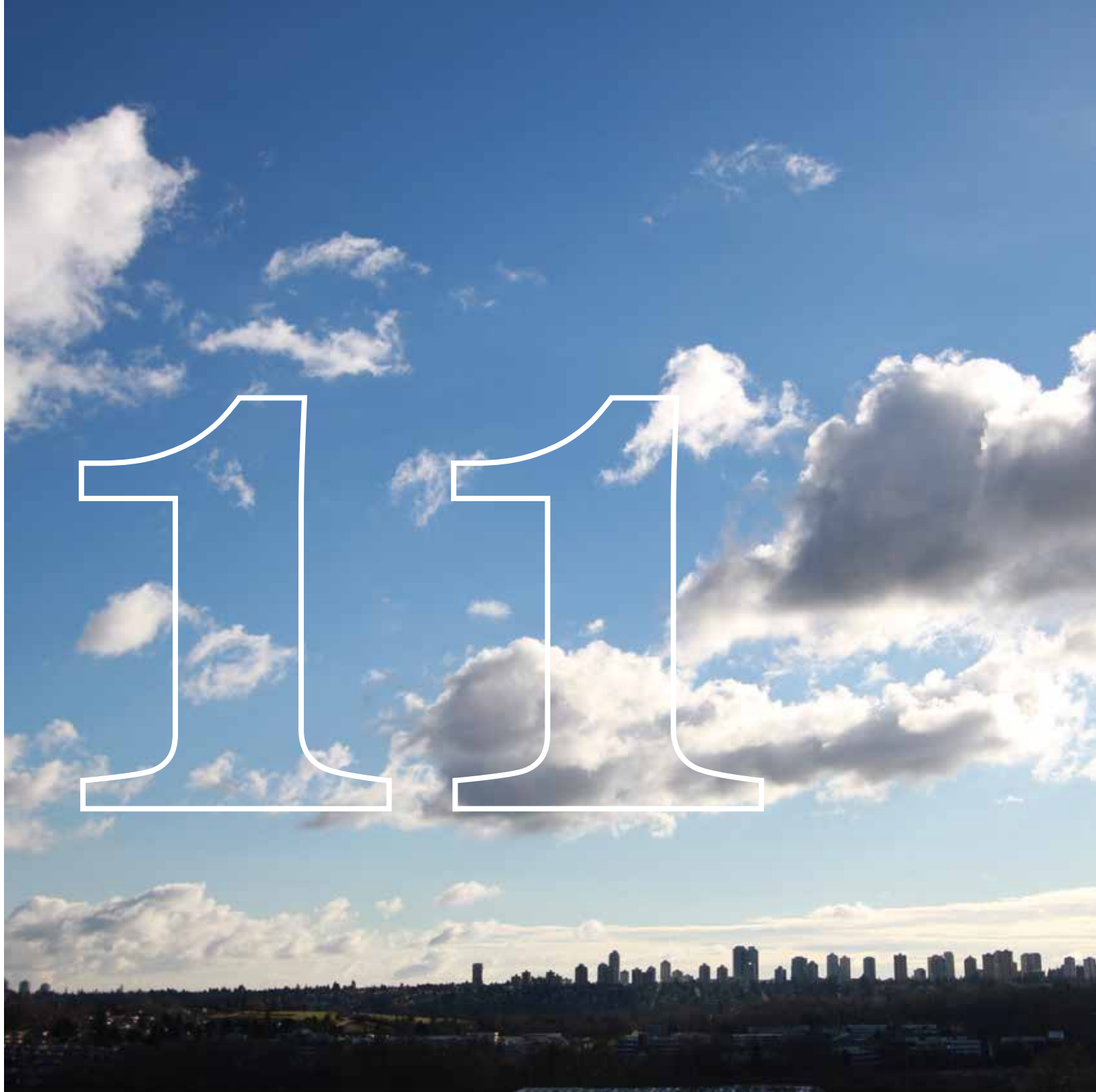
Further information on rezoning application requirements can be found in the City’s Guide: “Rezoning – A Guide to the City’s Approval Process in Burnaby” which is available online on the City’s website or at City Hall in the Planning Department.



*“We need to think 30
years ahead, Burnaby
has so much to offer...”*

~ Public Input Process 2016.

11





Metrotown skyline from Brentwood

Moving Forward

This *Metrotown Downtown Plan* establishes the long term policy vision for the future of Metrotown. The goal of this plan is to create a Downtown for Burnaby that complements and leads 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.





APPENDIX

Summary of the Public Input Process

The Public Input Process for the Metrotown Downtown Plan was undertaken in two phases:

- Phase 1: May 28, 2016 to August 31, 2016
- Phase 2: November 22, 2016 to February 1, 2017.

PUBLIC INPUT PROCESS SUMMARY:

-  Directly Engaged **2,000+** People
-  Attended **20+** Public Events and Pop-up Displays
-  Met with **20+** Community Groups
-  Received **7,100+** Unique Visitors to the Website
-  Received **300+** Public Input Surveys
-  Delivered **188,000+** InfoBurnaby

A majority of survey respondents and participants supported the Plan and its proposed land uses. Many respondents and participants also expressed common questions and concerns, which generally fall into the following five themes: Affordable Housing, Density and Built Form, Open Space and Amenities, Traffic and Mobility, and Local Commercial Opportunities. A summary of these themes and a brief description of the Plan context for addressing these concerns can be found in the Council report for the Final Metrotown Downtown Plan.

It is noted that neighbourhood consultation will be ongoing as each development application will require that the proposal be advanced to at least one Public Hearing.



Pop-up Display at Hats Off Day

PHASE 1:

On 2016 May 9, Council endorsed the Preliminary Vision, Principles, and Land Use Framework for the Plan update, as a basis for receiving public input. The first phase of the public input process included the following components:

- City Webpage
- Newspaper and Digital Notices
- Public Input Survey #1
- Consultation (meetings with stakeholder groups)
- InfoBurnaby Article (distribution to 94,000+ people)
- Pop-up Displays and Public Events (information displays at a variety of locations)

PHASE 1: PUBLIC INPUT PROCESS SUMMARY



Directly Engaged **1,800+** People



Attended **15** Public Events and Pop-up Displays



Met with **22** Community Groups



Received **3,300** Unique Visitors to the Website



Received **229** Public Input Surveys



Delivered **94,000+** InfoBurnaby

Table 1 provides a list of the public events, pop-up displays, and meetings where staff attended to present information and receive input on the preliminary concepts, vision and principles of the Plan update.

Table 1: Pop-up Displays, Public Events, and Meetings (Phase 1)

DATE	EVENT	LOCATION
May 28, 2016	Environment Festival	Burnaby City Hall
June 4, 2016	Hats Off Day	Hastings Street
June 8, 2016	Eastburn Interagency	Tommy Douglas Library
June 14, 2016	Homelessness Task Force	Pioneer Community Resource Centre
June 14, 2016	HUB	BCIT
June 21, 2016	Voices of Burnaby Seniors	Bill Copeland
June 22, 2016	Early Childhood Development	Burnaby Neighbourhood House
July 1, 2016	Canada Day Long Weekend	Burnaby Village Museum
July 1, 2016	Canada Day Long Weekend	Swangard Stadium
July 7, 2016	Stop Demovictions	Burnaby Neighbourhood House
July 11, 2016	Burnaby Access Advisory	Burnaby City Hall
July 12, 2016	Metro Vancouver	Metro Vancouver
July 14, 2016	Newcomers Centre for Children & Families	Kingsway
July 17, 2016	Edmonds City Fair	Edmonds Street - Canada Way to Kingsway
July 21, 2016	Public Library Board	Bob Prittie Library
July 23, 2016	Kensington Community Fair	Kensington Park
July 24, 2016	Civic Square Event	Civic Square
July 27, 2016	Burnaby Neighbourhood House	Burnaby Neighbourhood House
July 28, 2016	Immigrant Advisory Committee	Tommy Douglas Library
August 1, 2016	BC Day Long Weekend	Market Monday @ BVM
August 3, 2016	Bob Prittie Library Display	Bob Prittie Library
August 4, 2016	Burnaby Neighbourhood House	Burnaby Neighbourhood House
August 5, 2016	Fraser Health	Burnaby City Hall
August 8, 2016	Translink	Burnaby City Hall
August 9, 2016	Camray Gardens	Camray Gardens
August 10, 2016	Metrotown Planning Charrette	Perkins & Will Studio
August 10, 2016	Metrotown Residents Association	Bob Prittie Library
August 11, 2016	Burnaby Family Life	McKercher Location
August 11, 2016	Willingdon Community Fair	Willingdon Heights Park
August 16, 2016	BC Acorn	Tommy Douglas Library
August 17, 2016	Newcomers Centre for Children & Families	Kingsway
August 17, 2016	Bob Prittie Library Display	Bob Prittie Library
August 18, 2016	McGill Library Display	McGill Library
August 20, 2016	Bonsor Display	Bonsor Recreation Centre
August 23, 2016	Cameron Library Display	Cameron Library
August 24, 2016	Girl Makers Camp	SFU
August 25, 2016	Tommy Douglas Library Display	Tommy Douglas Library

PHASE 2:

On 2016 November 21, Council endorsed the Draft Metrotown Downtown Plan, as a basis for receiving public input. The second phase of the public input process included the following components:

- City Webpage
- Newspaper and Digital Notices
- Public Input Survey #2
- Special Edition InfoBurnaby Article (distribution to 94,000+ people)
- Public Events

PHASE 2: PUBLIC INPUT PROCESS SUMMARY



Directly Engaged **200+** People



Attended **7** Public Events



Received **1,700+** Unique Visitors to the Website



Received **74** Public Input Surveys



Delivered **94,000+** InfoBurnaby

Table 2 provides a list of the public events where staff attended to present information and receive input on the Draft Metrotown Downtown Plan.

Table 2: Public Events (Phase 2)

DATE	EVENT
December 1, 2016	Burnaby City Hall
December 6, 2016	Bob Prittie Metrotown Library
December 12, 2016	McGill Library
January 10, 2017	Cameron Library
January 12, 2017	Tommy Douglas Edmonds Library
January 16, 2017	Bob Prittie Metrotown Library
January 19, 2017	Burnaby City Hall

