

Attachment 1

Implementation Actions Chapter from the reGENERATE Vision

12.0 IMPLEMENTATION

The 22nd Street Station Area Vision is a long-range, multi-generational plan. Implementation is the process that moves this Vision from strategy to action. This chapter outlines what the City will do to advance the Vision.

12.1 Implementation Road Map

The pace of implementation and change will depend on many factors beyond of the City's control, including market conditions, developer uptake and capacity, and homeowners' interest. Senior government funding will also be necessary to achieve many of the goals. However, there are multiple City-led actions which can further unlock development potential and ensure public amenities and infrastructure are delivered. These are expected to contribute to the function and livability of the area in the short and long-term and attract private-sector investment in the area.

Through the visioning process, four categories of City-led implementation actions surfaced: integration of area-specific planning needs with City-wide strategies, creation of Development Concepts, regulatory and policy improvements or changes, and continued advocacy and collaboration with external agencies, First Nations and senior government who have been integral to the Vision process.

12.2 Integration with City-wide Strategies

12.2.1 Area-based **infrastructure** planning including items such as road cross-sections and public realm improvements, green infrastructure, water and sewer, electricity, and the possibility of district heating, is required. The goals of this work are to ensure future levels of service meet the needs of a growing population and stable, thoughtful long-term asset management. This technical analysis and planning will determine the need, based on the densities laid out in the Vision, as well as guide expectations for infrastructure (works and services) in private development as it occurs.

12.2.2 The Vision identifies high priority **amenities and public benefits**. Next steps include refining the scale of amenities required, the number of projects, and potential locations and timing of delivery, as well as determining the best tool to achieve them. This work will consider items such as a neighbourhood-scaled community centre, library space, plazas and parks, non-market and supportive housing, art, interpretation and way-finding, among others. It may also consider how development policies

could support other community amenities which are to be delivered by market developers or with support of senior government such as a grocery store, schools, rental and affordable housing, and child care facilities.

12.2.3 Further **parks and recreation** planning for the Vision Area will build off the levels of service identified in the updated Parks and Recreation Comprehensive Plan (expected in 2025). This work will refine expectations for future parks and recreation facilities including size, location, anticipated programming, and governance model.

12.2.4 Given the significant increase in density described in the Vision, area-specific land lift considerations must be integrated into updated city-wide **financing growth** strategies. This work will help ensure delivery of the public benefits and infrastructure needs identified in the Vision, and through the implementation work as described above. The tools to be considered for this include the City's Capital Plan and annual budget processes, development contributions through fees and charges, and/or through in-kind contributions provided on-site as part of a redevelopment.

12.3 Development Concepts

During the visioning process, it was identified that more detailed City-led technical analysis and planning is needed to help the City determine and resolve key development considerations for two key areas - the Transit Village and the BC Hydro Corridor. This work will reduce uncertainty and better support future investments and development applications on those sites. Expected outcomes include, but are not limited to, parcel consolidation and tower placement options, location and size of new connections (roads, lanes or walkways), vehicular circulation, public realm design, site servicing and emergency access, and SkyTrain Station pick-up drop-off. Development Concepts will be created for the following two areas:

12.3.1 Transit Village: The Transit Village is a focus area for high-densities, mixed-uses, and amenities. Creation of a Development Concept will support strategic phasing and achievement of the Vision.

12.3.2 BC Hydro Corridor: The BC Hydro right of way and adjacent parcels currently owned by BC Hydro constitutes a key potential corridor for green and community enhancements. A Development Concept would help ensure that if transmission lines are under-grounded and development occurs, public connectivity and recreational opportunities are strategically maintained and enhanced.

12.4 Updated Regulations and Policies

- 12.4.1** The Official Community Plan will be amended to apply **land use designations** that reflect the density, uses, and forms of the Vision.
- 12.4.2** New development permit area(s) and related **design guidelines** are also needed. These will advance priorities for building design identified in the Vision including but not limited to form and character, climate-friendly design and construction and social connectedness.
- 12.4.3** The potential to **pre-zone** some parts of the Vision Area will be explored. This work will proceed once the expectations of development in the Vision Area are identified and codified, as per other implementation actions, such as the creation of a financing growth framework and integration of building standards into policy and regulation. The goal of this work is to seek opportunities to streamline development processes, if feasible.
- 12.4.4** Creation of **public realm and streetscape design** guidelines or regulations will provide clear expectations to the development community and for City-led projects, as well as inform the infrastructure and financing growth planning detailed above. This work will support the creation of a walkable, transit-oriented community which aids in shifting transportation modes towards transit and active transportation, a key goal of the Vision and one which supports the densities within it. This work will also ensure streets provide opportunities for social connection and support biodiversity and climate adaptation.
- 12.4.5** As described in the Vision's strategies, new or revised **regulations, programs, and incentives for climate-friendly buildings** need to be created, implemented, or enforced. This will include but not be limited to requiring meeting top tiers of Step Codes, encouraging proper monitoring and optimization of building systems, encouraging measuring and reducing embodied emissions in construction, and going beyond the BC Building Code requirements for cooling.
- 12.4.6** As site-by-site redevelopment occurs, implementation of City regulations to **support existing residents** of the Vision Area, especially those related to construction impacts, tenant protection, and temporary traffic, access and circulation will continue.

12.5 Advocacy and Collaboration

- 12.5.1** Further relationship building with **local First Nations** is needed, particularly at the Council-to-Council level. This work includes clarifying and solidifying the City's and Nations' engagement expectations and confirming the priorities from the Vision. Following that, further collaboration could identify opportunities to advance those priorities in the implementation actions of the Vision described above, through future City-led programs and initiatives, and private or non-for-profit led redevelopment.
- 12.5.2** As described in the Vision, the City will continue to work with **New Westminster Schools** to support their long-term capacity planning and to jointly advocate to the Province to increase school capacity in the Vision Area.
- 12.5.3** Collaboration with **TransLink** was an important element of creating a Vision centred around the transit hub. TransLink will continue to be a key participant in implementation actions, specifically the Transit Village Development Concept, other transit improvements, and development integrated with or adjacent to transit facilities.
- 12.5.4** Provincial transportation infrastructure and provincially controlled roads, like the Queensborough Bridge and its on-off ramps or Marine Drive, shape the Vision Area and have a significant impact to it. Advocacy to the **BC Ministries of Transportation and Transit, and Infrastructure** will continue as the area grows and new circulation patterns emerge.
- 12.5.5** Continued advocacy to various levels of senior government will support delivery of **affordable housing as well as child care facilities** to meet community need, today and as it grows.
- 12.5.6** **BC Hydro** and the **City of Burnaby** will continue to be engaged on issues specific to those organizations, as required through the implementation actions described above or for implementation of strategies within the Vision.

