

Attachment 5:

*Benefits of Integration with 22nd Station Bold
Vision Process*

Attachment 5: Benefits to integration with 22nd Street Station Area Bold Vision

The Official Community Plan Comprehensive Development Land Use Designation (Attachment A) identifies the need for, prior to redevelopment applications being considered by the City, a master plan process to explore servicing necessities; transportation, circulation and access impacts; amenity needs and financing growth programs; design guidelines; and SkyTrain station and transit facility integration would need to be completed. The Bold Vision process has now been initiated and would explore these elements and also explore 'big moves' which could transform the area into a climate friendly neighbourhood to align with the City's climate action initiatives. This process is anticipated to start with high level visioning through to 2023 prior to focusing on the more specific implementation process.

The 2342 – 2346 Marine Drive proposal is located in close proximity to the station area, and is closely linked in a number of key areas. The following list provides some key advantages to engaging with the applicant through the neighbourhood planning process:

1. *Infrastructure and Servicing Costs* – Significant infrastructure and servicing costs are anticipated for this area to bring them to a level which would support the anticipated growth, including site servicing, transportation, and basic off-sites such as boulevards, street lights and street trees. The scope and cost of the needed work will be determined as part of the 22nd Street Master Plan process. Development in advance of this will require applicants to identify, model and construct a significant portion of this work on their own, at a scale beyond the typical scope required for development applications. This could have a meaningful impact on the ability to fund the level of amenities proposed, including affordable housing. This work would also require coordination with TransLink, Coast Mountain Bus Company, Ministry of Transportation and Infrastructure and the City of Burnaby, which would require significant staff resources much earlier than anticipated for the 22nd Street Master Plan process, and not accounted for in the 2022 work plan. Further exploration of required servicing needs of the station area and how the cost burden can be equitably distributed is work which would be part of the neighbourhood planning process.
2. *Alignment with Climate Action Bold Vision* - Engaging with the applicant through the visioning process would allow the applicant to align a proposal with 'big moves' developed through this process. This could include ideas to address the climate emergency and develop a climate friendly neighbourhood. Currently, the application has not provided any significant commitments on how the development might contribute in addressing the climate emergency and engaging with the applicant through the visioning process would allow the City to provide more guidance to the applicant to align the site with bold City climate objectives. Examples which could be explored and benefit both the subject site and the neighbourhood include: a car-free neighbourhood; a zero-emissions

vehicle neighbourhood; a renewable energy neighbourhood; or other ideas that come forward through the process.

3. *Transportation 'Big Moves'* - related to climate action initiatives, there may be transportation related 'big moves' needed to improve and integrate access to all modes of transportation, manage transportation demand, help improve ingress and egress from the neighbourhood and create better connections with the rest of the City. This could relate to street realignment, connectivity to the Queensborough Bridge interchange or transit infrastructure. Of possible particular importance to this project is how access to Burnaby might be handled via Marine Drive for all modes and what dedications and off-site improvements may be necessary as part of this development and how the building should be designed in response.
4. *Community Amenities* - a key component of the master plan process is to consider and consult on the needed amenities for the neighbourhood as well as the financing growth tools to fund them. In addition to affordable housing, there may be an opportunity for this project to contribute to the amenities identified as needs or priorities through this process which may or may not be similar to the child care or community use space currently proposed (Attachment 4).
5. *Consistent Messaging with Development and Vision Process* – the need (and requirement in the OCP) for a master plan in advance of development within the station area has been consistently communicated to both the community and those interested in land acquisition and development which has helped avoid pre-mature land speculation; neighbourhood confusion with applications running in advance of receiving community feedback and a completed vision; and applications 'leap frogging' the master plan process. Although the subject sites are not located within the station area, the proposed building form is consistent with that anticipated within the station area and may form part of the station area following the master plan process. As such it would benefit from messaging consistent with what has been provided within the station area requiring that the development proceed following completion of visioning and implementation work.