



# OFFICIAL COMMUNITY PLAN BURNABY BRITISH COLUMBIA







**Official Community Plan  
for Burnaby, British Columbia**

**Bylaw Number 10709**

**Adopted by the City Council 1998 June 15**

**Updated and Revised 2023 September 11**







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# 1.0 Introduction

## 1.1 The Challenge

The Greater Vancouver region has earned national and international recognition due to its bountiful advantages: a spectacular natural setting, a mild west coast climate, strategic location on the Pacific Rim, a prosperous economy and an increasing stature as a “world class” city. Burnaby occupies an inner, central location in this region and is recognized for its major park spaces, vibrant economy, diversity of neighbourhoods and overall quality of life.

The Greater Vancouver Regional District (GVRD) has projected another one million residents and 600,000 jobs for the Region area by 2021. Where will these

people live and work? How will their transportation and other service needs be met? Can livability be maintained while growth continues?

These regional questions, to a large extent, require a regional solution. This proposed solution has come in the form of the Livable Region Strategic Plan (LRSP), which outlines a policy plan for managing future growth in the Region. The local context for this regional plan is the fact that the Region is made up of twenty municipalities and two electoral areas. In many ways, this plurality of jurisdictions adds to the diversity and attractiveness of the GVRD as local attitudes and community values shape the respective areas. At the same time, it adds to the complexity as communities blend broad regional goals and directions with more specific local objectives and values.

The principal challenge of this Official Community Plan (OCP), which comes at a time when new legislation requires a formal inclusion into the OCP of a Regional Context Statement for approval by the GVRD Board, is clear. It needs to provide direction for the growth management role that this City should play over the next ten years (and to some extent beyond). The goal will be to create a more complete and livable community that reflects local needs, aspirations and values, and at the same time define Burnaby’s contribution to helping shape a livable region for the next decade and beyond.

## 1.2 Role and Purpose of the OCP

This OCP is about defining directions. These directions will guide Burnaby’s development and meet its anticipated needs over the next decade and beyond. They will also help ensure that Burnaby is an even more desirable place to live, work and invest in the future. As part of this process, it is also the intent of the OCP to meet the requirements of Sections 876, 877 and 878 of the Municipal Act with regard to the preparation of an OCP.



Greater Vancouver

Under the terms of the Municipal Act, a local government may adopt an OCP for the whole area under its jurisdiction or for specific areas. This OCP is for the whole of Burnaby. The Act stipulates that an OCP is to be a general statement of the broad objectives and policies with respect to the form and character of existing and proposed land use.

This OCP is therefore a City-wide document providing policy direction. It intentionally is not a zoning bylaw or a site specific land use plan for the City. The OCP is concerned not only with the use of land, but also with other influences which are important to the planning of the community. In particular, the OCP provides for the integration of land use, transportation, the environment, heritage, community facilities and services, and social and economic planning into a broad strategy to direct the growth and development of the City.

Therefore, the principal functions of this OCP are to update the City's existing OCP adopted in 1987 and:

- establish contemporary goals, directions and broad development strategies to guide the future growth of the City;
- provide a framework for the subsequent preparation of area and sub-area plans in conjunction with local community involvement;
- provide a Regional Context Statement that demonstrates the consistency between the OCP and the adopted regional growth strategy;
- provide policy guidance for development, programs, actions and services;
- provide a basis for coordinating decisions;

- provide a general policy basis for assessing proposals for change or development not currently anticipated; and
- provide a degree of certainty for the public, the development community and the regional municipalities with respect to an updated development strategy that best meets the anticipated needs of both the City and the Region.

## 1.3 Regional Context Statement

Under recent amendments to the Municipal Act, the City must now include a Regional Context Statement within its OCP if a regional growth strategy applies to all, or part of, the same area of a municipality as an Official Community Plan. This Regional Context Statement needs to identify the consistency between the OCP and the regional strategy and be accepted by the GVRD Regional Board. The City of Burnaby's Regional Context Statement is included as Appendix 1 in this OCP.

The preparation of this Official Community Plan update relates to two basic assumptions concerning the Livable Region Strategic Plan. The first is that the targets for the Strategy are realistic and achievable and that the cumulative totals as submitted by the member municipalities confirm that the Growth Concentration Area targets can be met. The second is that solutions to unresolved funding issues associated with the provision of required infrastructure such as schools, social services and other community facilities for communities within the Growth Concentration Area will be found.

## 1.4 OCP Timeframe

The OCP for Burnaby is primarily concerned with policy direction for the next 10 to 15 years. However, in keeping with the Regional Context Statement requirements, it also presents a general scenario and preliminary directions for the year 2021.

This Official Community Plan is intended to be reviewed for updating in approximately three years. At that time, a specific review will be conducted on the status of the Livable Region Strategic Plan implementation and resolution of infrastructure issues. The review will help to determine what adjustments may be necessary to the City's OCP.

## 1.5 The Vision

This OCP envisions a more complete community, an environmentally aware community, a community of economic opportunity, a community with increased transportation choice, an involved community and a community within a livable region.

To a large degree, the growth management approach outlined in this document is already well underway. It will continue to protect Burnaby's major open space and other amenity areas, and at the same time, offer economic opportunities in relation to existing and emerging needs. It will pursue the development of a more complete community that brings people, jobs, services and amenities together in more accessible ways. It will also continue to involve the citizens of Burnaby in the ongoing planning of the City that adds to its livability, as well as that of the Region as a whole.





# 2.0 Context

## 2.1 A Growing and Changing Region

As the third largest metropolitan area in Canada, the Greater Vancouver area plays a dominant role in the economic, social and cultural life of the Province. It has also experienced substantial population growth.

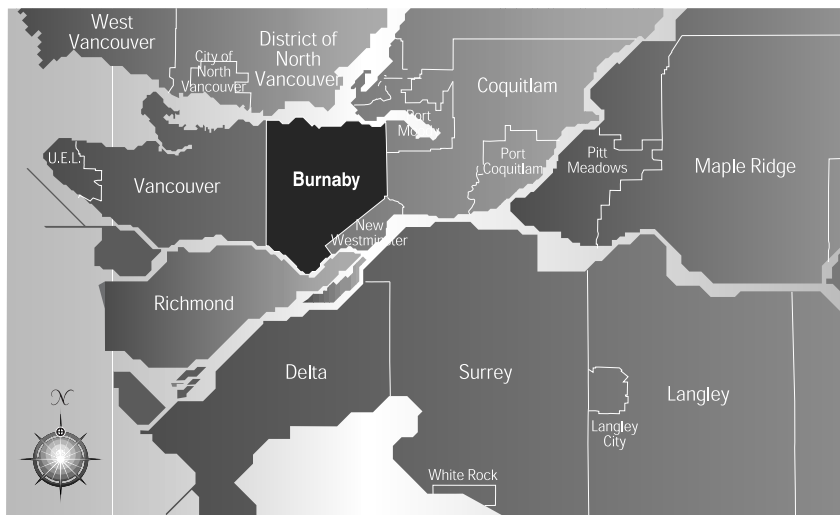
At present, there are about 1.85 million residents in the Greater Vancouver Regional District, with projections of growth up to 2.7 million by 2021. As such, the Vancouver Region represents one of the fastest growing areas in North America.

The population characteristics within the Region are also changing. The average age has risen from 33 to 36 years since 1961 and is expected to rise to 41 by the year 2021. The number of smaller households and women in the workforce is on the increase, as is the diversity of the Region's ethnic character. A major influence on the Region over the next 30 years will be the aging of the large "baby boom" generation. This middle-aged group has the highest preference for ground-oriented housing (single-family, townhouse and duplex dwellings) and automobile use. Also, this group will have a significant impact on services within the Region as it ages over the next two decades.

## 2.2 The Local Setting

In 1996, Burnaby was the third most populated urban centre in British Columbia with a population of 179,209. It occupies 36 square miles (92 square kilometres) and is located at the geographic centre of the Greater Vancouver Regional District. Situated between the City of Vancouver on the west and Port Moody, Coquitlam and New Westminster on the east, the City is further bounded by Burrard Inlet and the Fraser River on the north and south respectively.

Burnaby occupies about 4 percent of the land area of the Greater Vancouver Regional District, yet it accounted for about 10 percent of the Region's population in 1996. Burnaby, Vancouver, and New Westminster collectively occupy the major portion of the Burrard Peninsula. The three communities accommodate about 41 percent of the Region's population, while accounting for under 8 percent of its land area.

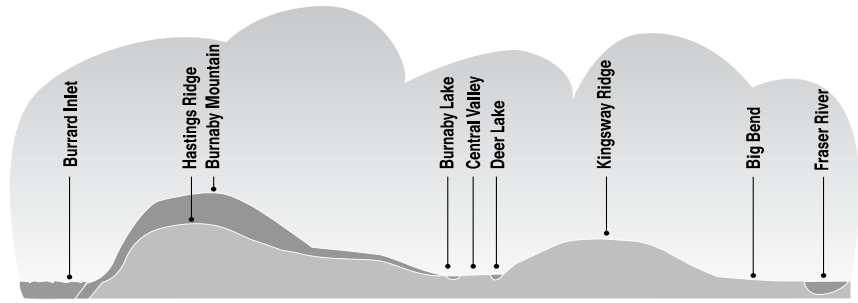


Burnaby within the Greater Vancouver Regional District

## 2.3 Physiography

The elevation of Burnaby ranges from sea level to a maximum of 1,200 feet atop Burnaby Mountain. Overall, the physical landscape of Burnaby is one of hills, ridges, valleys and an alluvial plain. The land features and their relative locations have had an influence on the location, type and form of development in the City.

The northern half of the City is dominated by Hastings Ridge, an east-west feature rising steeply from Burrard Inlet and merging into Burnaby Mountain east of Duthie Avenue. Historically, Hastings Ridge has been the recipient of both suburban and more urban forms of development, where the best views, foundations and transportation facilities have been situated. The unusually attractive setting at the top of Burnaby Mountain, coupled with good regional accessibility, resulted in its selection as the site for Simon Fraser University. In addition, given its traditional natural landmark image in Burnaby, the undeveloped portion of the mountain outside of the Simon Fraser University ring road has been mostly acquired by the City, designated as a Conservation Area and dedicated as parkland in recent City referenda.



South of Hastings Ridge is the Central Valley which traverses the width of the City. The Central Valley accommodates Deer Lake and Burnaby Lake, as well as Still Creek and the Brunette River system which is tributary to the Fraser River. This wide, shallow valley is a historic, major transportation corridor with a railway and two provincial highways. This low lying area requires special construction consideration due to poorer drainage and underlying peat deposits. The Central Valley is more sparsely populated and is now a location of industrial and business park development. Burnaby and Deer Lakes and their surrounding areas have been designated and protected as major open space elements.

South of the Central Valley, the land rises up to Kingsway Ridge, which traverses the south-central portion of the City. The top portion of this feature is the location for Metrotown and the Edmonds Town Centre, both of which are served by SkyTrain which passes through the

City along the ridge. The southern slopes associated with the ridge are primarily residential, interrupted by a series of north-south ravines, designated and dedicated as parkland.

The final topographic feature is the Big Bend area, a low lying alluvial area within the Fraser River floodplain. It occupies some 2,270 acres or approximately 10 percent of the total land area of the City. The land is underlaid with peat soils and contains significant agricultural and recreational lands, the majority of which are in the Agricultural Land Reserve. The area also contains some 835 acres either used or designated for industrial development.

Overall, the various topographic zones of the City have had a shaping influence on the pattern of development in the community. The ridges and their slopes are generally associated with residential and commercial development, while the valleys and low lying areas, with their poorer foundation and drainage conditions, are largely associated with lower intensity industrial, agricultural and recreational uses. Large open space features in the City including Burnaby Mountain, Deer Lake, Burnaby Lake and significant portions of the Burrard Inlet and Fraser River foreshores, have been protected as permanent parks and open space elements.



Fraser River and Foreshore Park

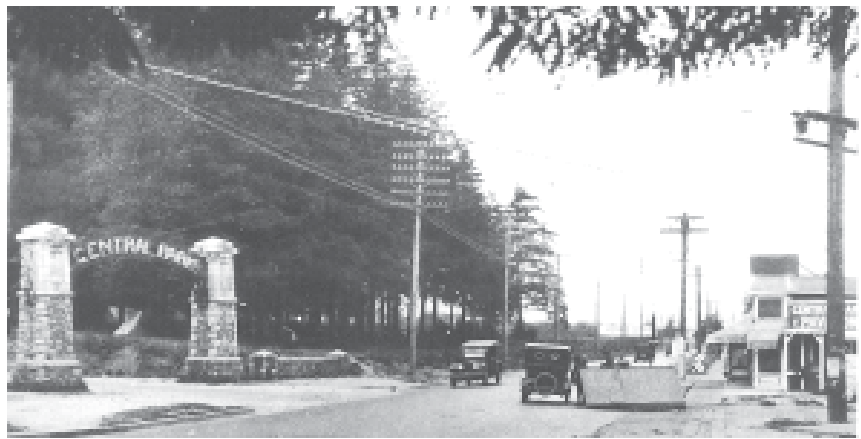


## 2.4 Community Development

In the first 30 to 40 years after its incorporation, the growth of Burnaby was influenced by its location between the expanding urban centres of Vancouver and New Westminster. It first served as a rural agricultural area supplying nearby markets. Later, it served as an important transportation corridor between Vancouver, the Fraser Valley and the interior of the Province.

As bus and tram lines expanded into the area, an increasing number of people began to settle in Burnaby while continuing to work elsewhere. In the 1940s and 1950s, public transportation ceased to be a limiting factor in urban development, as automobile ownership became more widespread. As real estate prices in Vancouver and New Westminster rose, more people were attracted to Burnaby where housing was more affordable and the location central. In the late 1940s and 1950s, the suburbanization of Burnaby was in full swing, with large tracts of pre-zoned lands being made available for single and two family residential development.

The City entered a third phase in its development with the commencement of major apartment construction in the late 1950s and 1960s. The rural character of the City gave way to accelerated suburbanization and increased urbanity. Throughout the 1960s and 1970s, Burnaby experienced rapid urban growth, with apartment development relating to a core areas concept for the City as a whole, providing opportunities for apartment development within 17 designated areas of the City. Apartments accounted for approximately 70 percent of the City's net dwelling unit increase between 1961 and 1981.



Kingsway, 1921

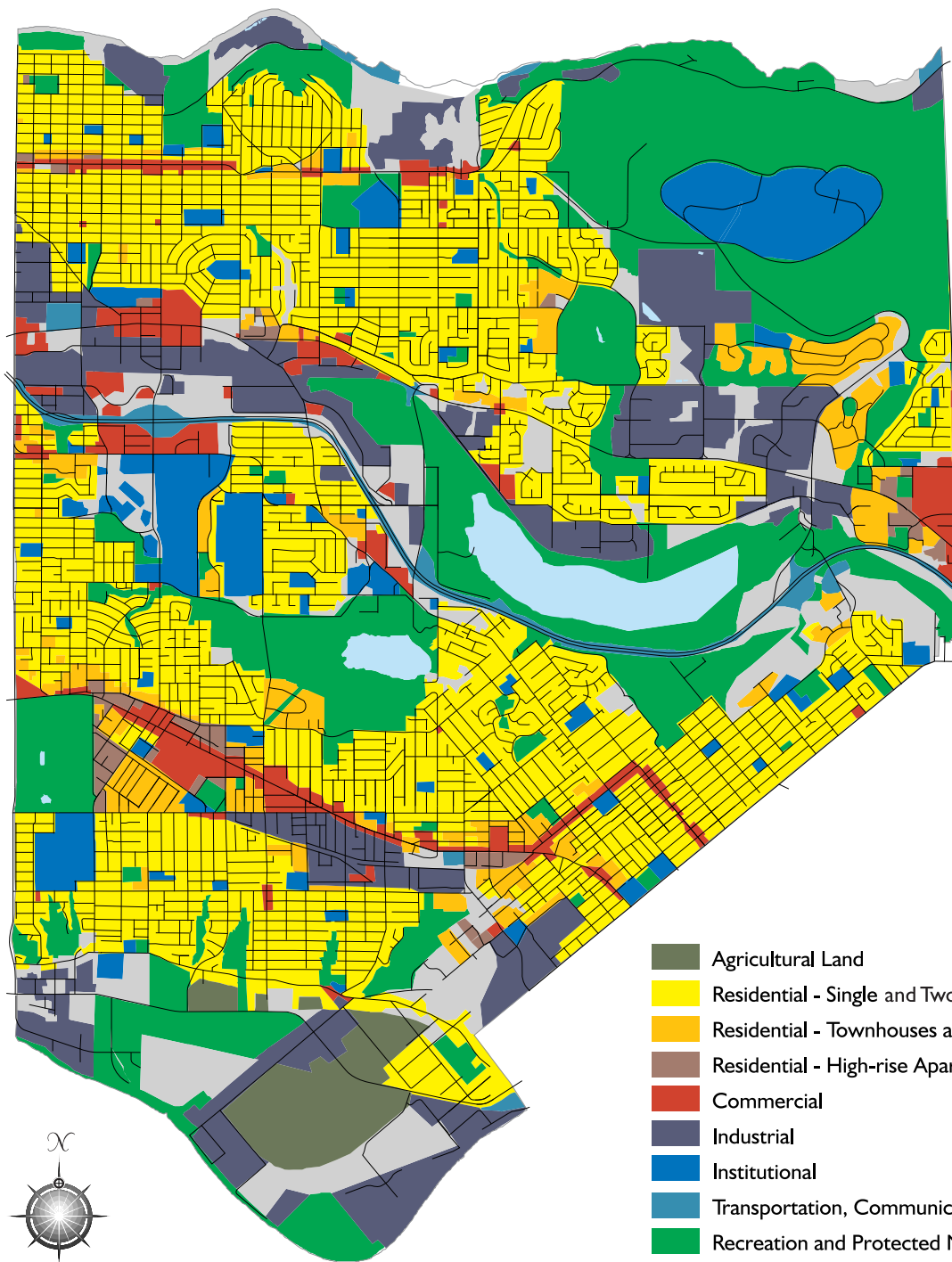
Development in the 1980s and 1990s has been characterized by the introduction of more sophisticated urban uses, particularly in the commercial and industrial sectors. The Metrotown area, designated as Burnaby's primary Town Centre, has been the recipient of a major component of this growth, particularly since the introduction of SkyTrain in 1986. Each of the City's other Town Centres, Brentwood, Lougheed and Edmonds is poised for redevelopment, moving away over time from their existing suburban shopping centre roles into more mixed-use core areas, with an emphasis on a greater sense of community focus. This is particularly the case for the Brentwood and Lougheed Town Centres where Light Rail Transit is planned to be operational along the Lougheed/Broadway Corridor by 2005.

Burnaby is now a maturing, increasingly integrated community that is centrally located within a rapidly growing metropolitan area. Its transition has been remarkable. Burnaby's character has shifted from rural to suburban to largely urban. The City now features higher density residential areas, major commercial town centre development, rapid transit, high technology research and business parks, comprehensive industrial estates and major post-secondary institutions. Burnaby achieved city status in 1992, one hundred years after its incorporation.

The following generalized land use map of the community portrays the manner in which the City has developed.

Deer Lake and Kingsway Ridge





- Agricultural Land
- Residential - Single and Two Family
- Residential - Townhouses and Low-rise Apartments
- Residential - High-rise Apartments
- Commercial
- Industrial
- Institutional
- Transportation, Communication, Utilities
- Recreation and Protected Natural Areas
- Lakes
- Open and Undeveloped Land (active and vacant)

## Existing Generalized Land Use

Land Use in Burnaby	Area (acres)	Percent	Portions
Residential - Single and Two Family	7,756	35.1	
Recreation and Protected Natural Areas	5,353	24.2	
Industrial	2,557	11.6	
Open and Undeveloped Land (active and vacant)	2,051	9.3	
Institutional	1,376	6.2	
Residential - Townhouses and Low-rise Apartments	1,071	4.8	
Commercial	913	4.1	
Agricultural Land (active and other)	482	2.2	
Transportation, Communication and Utilities	333	1.5	
Residential - High-rise Apartments	213	1.0	
<b>Total</b>	<b>22,105</b>	<b>100.0</b>	

Source: GVRD 1997





# 3.0 The Growth Strategy

## 3.1 Directions to 2006 and Beyond: An Overview

While it is accepted that communities are constantly evolving, there are periods in which their character and function change significantly. The previous section identified Burnaby's transition from a rural to suburban to a more integrated urban community.

Given Burnaby's central position within the Region, coupled with an increasing scarcity of undeveloped land and the desirability of

Burnaby as a place to work, invest and live, there will be continued pressures for change. This Official Community Plan provides a framework for responding to such pressures through the definition of a growth management approach for the City.

Choices have already been made about future directions for Burnaby. The previous Official Community Plan, combined with subsequently adopted area plans and policy changes, has charted a course that will see the City continue to evolve, but at the same time carefully respect local community values. Each of these changes has been associated with significant public involvement that assisted in defin-

ing the direction and content of the policy documents.

To a large degree, the growth management approach outlined in this document is already well underway and will see Burnaby continue to develop and have an increased cultural and social diversity. At the same time, the approach will continue to protect Burnaby's major open space and other amenity areas.

The growth management approach has been refined in recent years through a series of intensive public consultation processes. Examples include the Edmonds, Lougheed and Royal Oak Area Advisory Committees, as well as numerous neighbourhood transportation and area rezoning resident committees. These participative, community-driven approaches to planning are expected to continue in helping refine the policy directions outlined in this document. Implementation of the various components of the OCP will occur at varying speeds, often slowly and incrementally, but with a patient and methodical persistence. It will also occur at a rate that the market will bear, the City can afford and the dynamics of a City involved in an urban transformation will allow.



Lougheed Town Centre in the future



Additional choices have to be made in the preparation of this OCP. How do we respond to the Livable Region Strategic Plan? To what extent and in what way should future development be oriented to new Light Rail Transit (LRT) routes? How can we most appropriately accommodate anticipated residential growth pressures and demand? What land use policy initiatives are required to meet the changing needs of the marketplace and provide tax base and employment growth in the City? How can the City further protect and enhance its major open space areas and environmental resources? What should be the comprehensive policy direction for transportation planning and development in the City? What community facilities and services will be required by a growing and changing population and how will they be provided?

To assist the City in making choices and defining directions for inclusion in this OCP, a statistically representative survey was commissioned during 1997. The survey sampled general public opinion on some of the key growth issues facing Burnaby and sought to determine levels of support for potential key approaches to address regional and municipal growth management

needs. The survey generally substantiated opinions previously heard from the public that population growth should be managed and accommodated in a variety of ways (e.g., along transportation corridors, in and around Town Centres and existing apartment areas, over stores on commercial streets, more duplex and small lot opportunities, and in older transition industrial areas). However, while supporting some initiatives in responding to anticipated future growth, respondents expressed concern that steps need to be taken to protect the quality of life in the City, with priorities identified around public safety, transportation, the environment and other community well-being issues.

The OCP provides the framework for the orderly management of growth and development of a city in transition. Its overriding goal is a desire to preserve and enhance community well-being and livability. Towards this end, this OCP has incorporated six strategic directions that collectively provide choice and diversity of opportunity in relation to anticipated needs, while protecting and enhancing those community assets that make Burnaby a desirable place in which to live, work and invest. These strategic directions are discussed below.

## 3.2 Strategic Directions

### 3.2.1 A More Complete Community

The concept of "more complete communities" can be generally defined as compact settlements that contain what they need within their own boundaries. More specifically, a more complete community strives for the following:

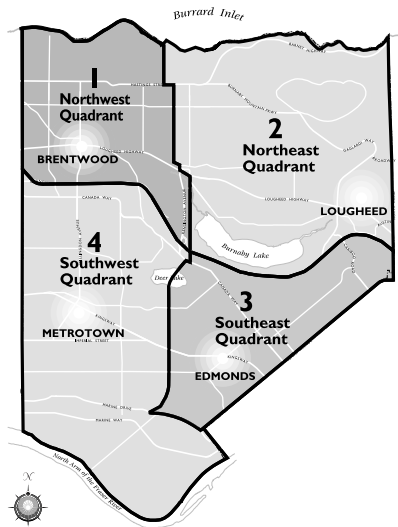
- a better balance between residents and jobs within a community, in support of more opportunities to work closer to home or live closer to work and with more affordable housing closer to job concentrations. A ratio of at least one job for every person in the labour force is a desirable community ratio;
- a greater mix of housing types to enable more diversity of age groups and household sizes;
- the provision of adequate and well located community services and facilities; and
- improved transportation services to commercial, educational and other activity centres, including local transit and more opportunities to cycle or walk to activities, as well as the introduction of additional community service uses in established and developing residential centres.

The "more complete communities" concept is an extension of the City's existing development framework. It builds upon the development of the four Town Centres



Burnaby from the south

within their respective quadrants of the City, with Metrotown also serving the City as a whole. Each of these centres contributes to Burnaby's increasing overall diversity and self-sufficiency. These centres, combined with proposed transportation improvements including LRT, the urban trail system, new residential and employment opportunities, the expansion of urban villages and neighbourhood service centres, and the continued provision of required facilities and services in the City's neighbourhoods, will all contribute to the more complete community concept.



Burnaby's Four Quadrants

### 3.2.2 An Environmentally Aware Community

The City recognizes the inextricable links between the long-term health of our natural environment, the economy, and community livability. The OCP seeks to ensure a sustainable environment through the following:

- incorporating environmental considerations as an integral part in assessing growth management options, land use plans, transportation plans and development proposals;

- preserving and enhancing the ecological systems and diversity of the City and, in turn, the Region;
- the City being proactive in addressing environmental issues and leading by example;
- encouraging environmental stewardship and protection of Burnaby's natural legacies, two-way sharing of environmental information with the community and active, meaningful community participation in environmental decision-making; and
- providing, maintaining and protecting a comprehensive mix of park and open space opportunities sufficient to meet the changing needs of the community.

Increasingly, planning and land use policy decisions in the City will need to be approached from an ecosystem perspective. Natural regions like watersheds and conservation and habitat areas will need to be satisfactorily incorporated into the planning process, with the aim of establishing appropriate relationships between the built environment and air, land and water quality.

Environmental stewardship should be viewed as a shared responsibility of senior and local governments, non-government organizations, the private sector and the general public. For its part, the City is committed to continue to show leadership in this area. It acknowledges the fact that environmental stewardship runs deeper than regulatory bylaws or individual initiatives. Such stewardship must reflect an attitude that extends both broadly and deeply within the City's organization, the community at large, the development industry and other levels of government.



Beecher Creek tree planting

Parks and open spaces serve an essential role in the preservation of our natural environment and ecosystems, meeting community needs for recreation and leisure activities, and supporting the quality of life in Burnaby. As Burnaby's population and urban areas continue to grow, parks and open spaces will become increasingly valuable community assets. As such, it is important that Burnaby continues to acquire and protect lands that contribute towards its parks and open space system. In addition, greater emphasis will need to be placed on the planning and management of parks and open spaces to protect environmental attributes, meet community recreational needs, and appropriately support projected urban development.

### 3.2.3

#### A Community of Economic Opportunity

The Greater Vancouver economy is expected to continue to grow and diversify. Burnaby is in an excellent position to keep capturing significant shares of new higher quality, intensive commercial and industrial development and other uses that generate employment and other economic benefits.

The City's strategic directions for economic development opportunities must include:

- adapting to changing business needs in a manner that is responsive to Burnaby's strategic advantages within the Region;
- ensuring an adequate supply of industrial and commercial development opportunities are available to meet anticipated needs over the next two decades;
- making effective and efficient use of available industrial lands, seeking to attract and accommodate high quality, employment-intensive industries and overall increases in floorspace densities;
- contributing to the overall growth of the tax base and employment in the City through more intensive use of available sites;
- encouraging the continued operation and enhancement of existing businesses that are viable and in locations that are to remain designated for general industrial use;
- defining new development opportunities along the Lougheed LRT Corridor linking the two Town Centres at Brentwood and Lougheed;



Willingdon Business Park at Slough Estates

- recognizing a general merging of commercial and industrial business interests and an associated demand for the expansion of business centre opportunities responsive to this need;
- ensuring that the provision of infrastructure can respond to emerging industrial and commercial requirements;
- a balancing of population and employment (to help reduce transportation demand) and concentrating higher density employment development at nodes that are, or could be, served by transit; and
- continued pursuit of attractive community amenities and features conducive to encouraging a growing economic and employment base and resident labour force.



Metrotown Transit Centre

### 3.2.4

#### A Community with Increased Transportation Choice

As Burnaby and its neighbouring municipalities head towards the next century, they clearly must reduce dependency on the automobile. Transit, high occupancy vehicles, cycling and pedestrian ways must play a more significant role. If this does not occur, then increased congestion and its negative effects will become even more pronounced and contribute to the deterioration of the City and the Region as a desirable place to live and work.

The directions for transportation choice are clear. They must promote a more accessible and convenient transit system, including the addition of Light Rail Transit along the Lougheed Corridor by 2005. They must also do the following:

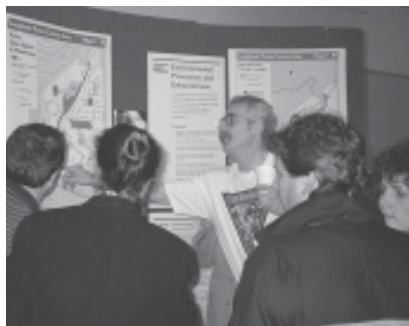
- seek a close integration of land use with the delivery of improved transit;
- promote an improved road system to move more people in fewer cars and make the most of existing roadways;
- promote alternate modes of travel to increase the choice of transportation available to people; and
- include a sensitivity to the environmental impacts of transportation and close involvement of the public in transportation decisions which affect people's lives.



### 3.2.5 An Involved Community

An involved community leads to better comprehension of local issues and values. The City recognizes the importance of this involvement and has sought citizen participation through its committee system and its extensive use of citizen based local area advisory committees dealing with land use and zoning issues, as previously described.

In the background public discussions relating to this document, a key theme that constantly emerged was the desire of the community to work with the City in preparing plans affecting change in their local neighbourhoods. This OCP provides a broad policy perspective that defines directions for the management of future growth in the City. In cases where adopted local area plans do not exist, the implementation of these directions will require the preparation of the more detailed guide plans that will merge policy objectives with local area influences. A key to the preparation of those plans will be the close involvement of the local area residents, and where applicable, businesses.



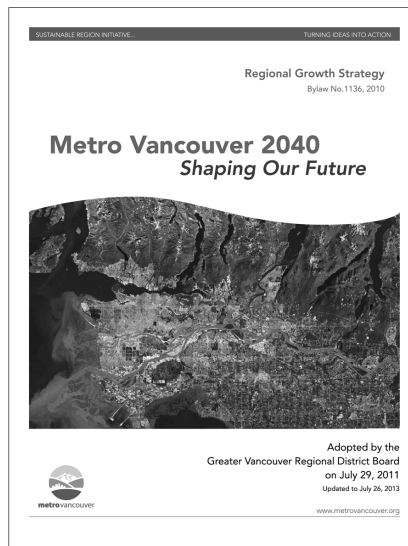
Lougheed Area public meeting

### 3.2.6 A Community within a Livable Region

This OCP recognizes that the City can and should play a role in facilitating the more orderly growth of the Metro Vancouver Region. Without some form of coordinated growth management, the Region as a whole, including Burnaby, will suffer negative consequences. This OCP also recognizes that urban growth and change are variables that should be influenced by local public policy to achieve a higher level of livability and certainty. There are, however, some regional factors at play that will influence the responses of individual municipalities to the adopted Regional Growth Strategy 'Metro Vancouver 2040 Shaping Our Future'. These factors have required a number of underlying assumptions to be made in this OCP and its Regional Context Statement as follows:

- there will be continued broad support for the Regional Growth Strategy 'Metro Vancouver 2040 Shaping Our Future' across the Region;
- the overall targets for the Regional Growth Strategy are found to be realistic and achievable following the responses of the respective member municipalities;
- the projected dwelling unit and employment figures for 2006-2041 in this OCP, as cited in the Regional Context Statement (Tables A, B, C), need to be regarded as general directions and targets only; and
- this OCP will be considered for updating in approximately three years' time in reflection of the validity of the assumptions of the Regional Growth Strategy.

The Regional Context Statement, developed in reference to the OCP are a product of the strategic directions contained in the evolving Regional Growth Strategy.









# 4.0 Residential

## 4.1 Context

In 1986, around the time of Burnaby's last Official Community Plan, the City had a population of 145,000 living in 58,300 residential units. By 1996, there were 179,000 people accommodated in 69,000 dwelling units in Burnaby. The magnitude, form and location of these units have established a distinctive pattern of neighbourhood development in the City. Most of the new residential units constructed during this period were built in the Town Centres of Metrotown, Lougheed and Edmonds. A significant number of units were also built in Cariboo Hill, the George Derby Lands and Oaklands.

Within each quadrant of the City there is a Town Centre and as-

sociated higher density development. As distance from the Town Centres increases, there is a generally progressive decrease of residential densities toward single and two family neighbourhoods. To correspond with this progression, a range of commercial development areas from Town Centres to Village Centres down to lower density neighbourhood centres has been established to serve residential areas. Through this broad pattern of development, each quadrant offers a range in residential choices and commercial services to allow people to stay in their general neighbourhood as their housing needs change.

To help meet regional objectives the Livable Region Strategic Plan has designated the inner areas of the Region as a "growth concentration area". This area includes Burnaby, Vancouver, New Westmin-

ster, the Tri-Cities area, Anmore, and the northern part of Surrey and North Delta. The Plan foresees an increase of about 800,000 residents within the growth concentration area between 1991 and 2021, for a total of 1.83 million people by 2021.

The Plan further emphasizes that in order to prevent urban sprawl and its associated costs (e.g., increased pollution, higher infrastructure costs and loss of farmland) appropriate housing will have to be provided in the right locations. In the next twenty years, this means that a greater emphasis should be placed on the construction of ground-oriented accommodation given the strong propensity of "baby boomers" to choose this type of housing. Therefore, the challenge facing municipalities within the growth concentration area will be to provide more opportunities for medium density ground-oriented housing rather than relying predominantly on the development of large pockets of high rise apartments.

In recent years, a number of new community plans have been either revised or adopted (e.g., Brentwood, Lougheed and Edmonds Town Centre Areas, Hastings Village and SFU). These plans are consistent with the directions of the regional plan. By focussing growth around its four Town Centres and in other designated areas, Burnaby



Brentwood Town Centre in the future

has been able to adopt a balanced approach to growth. This approach provides residential opportunities in designated areas of the City. At the same time, it ensures protection and preservation of parks and open space and other valued aspects of the community.

The City of Burnaby has indicated its qualified support for the Livable Region Strategic Plan, recognizing that without coordinated growth management, the Region as a whole will suffer negative consequences. The challenge facing Burnaby is to find new residential opportunities while preserving valued community assets. It will also be important to ensure that future residential development provides a range of housing types to meet the changing needs of residents. By building on the city's established residential framework, Burnaby is well equipped to meet housing challenges and guide development over the next ten years and beyond.

## 4.2 Residential Goals

### Goal 1: Residential Opportunities

To provide a varied range and choice of living opportunities within the City

The City, through its land use designation function, has the ability to influence the location of housing and provide for various types of neighbourhoods. These actions have encouraged a broad range of choice in residential environments including fairly homogenous single and two family areas and townhouse and apartment areas that meet the housing needs of differing households. The residential framework as outlined in this OCP builds upon the existing policies and is intended to accomplish the following:

- to accommodate, in proper balance with other land uses, anticipated residential growth and accompanying change to the year 2006 and provide direction for beyond;

- to make provision for a variety of predominantly urban and suburban neighbourhood types that offer a choice of residential environment and location, while recognizing the progressive urbanization of the City;
- to meet the housing needs of households through the changing lifecycle;
- to encourage a beneficial relationship between residential opportunities and the range of nodal centres in the City; and
- to continue to provide a full range of housing opportunities within each of the four quadrants of the City.

### Goal 2: Ground Orientation

To establish increased opportunities for ground-oriented housing



Varied living opportunities



New ground-oriented housing can be encouraged by ensuring the first levels of three storey apartments are designed to have a better orientation to the ground level. The use of the urban medium density townhouse form should also be further encouraged in the City. This could range from individual sites to ones integrated with higher density uses in Town Centres. As well, new ground-oriented housing can be encouraged by expanding opportunities for single family houses on small lots and increasing the potential to build two family dwellings in neighbourhoods where such development is appropriate and the subject of a neighbourhood area review process. Also, wherever possible, high rise residential developments should be designed to contain units with a ground orientation at grade level.

Secondary suites in houses are increasingly being viewed as a way to provide more affordable ground-oriented housing in existing neighbourhoods as well as a revenue source for homeowners. Recently, the Provincial Government adopted an amendment to the BC Building Code to recognize and create new standards for secondary suites in single family houses. These standards are intended to facilitate the construction of secondary suites in new dwellings or renovations of existing ones at a lower cost than under previous regulations.



Ground-Oriented Housing

### Goal 3: Residential Neighbourhoods

To maintain and improve neighbourhood livability and stability

Through public meetings, community surveys and other means, it is clear that Burnaby residents strongly relate to their neighbourhood as the base for evaluating their community and its livability. Residential neighbourhoods are important sub-units of the City. They serve as “building blocks” creating a community through their diverse and distinctive characteristics. They differ in their geography, architecture, character and range and nature of services available. Recognizing these unique characteristics of neighbourhoods and the City’s commitment to involving residents in planning initiatives, Burnaby has increasingly emphasized planning at the neighbourhood level.

Future plans for residential development, as they relate to residential neighbourhoods, need to recognize the following:

- residential neighbourhoods are considered to be a basic unit of planning;
- wherever possible, neighbourhoods should be reinforced as a level at which social, recreational, institutional and associated improvements and facilities are provided;
- new development, including single smaller lot subdivisions, should contribute to the improvement of the neighbourhood infrastructure;
- residential neighbourhoods go through a natural aging cycle with associated changes in conditions, influences and needs;
- where changes in neighbourhoods are contemplated, residents have expressed a desire to be closely involved in the planning process shaping the change; and
- new development should respect the character of the neighbourhood and protect those aspects that make each area unique.



Lakeview Avenue

#### Goal 4: Special and Affordable Housing Needs

To help ensure that the needs of people with special and affordable housing requirements are met

Burnaby contains a diverse range of housing types and tenures. The majority is market housing for people who can satisfy their housing requirements through the private market. A smaller proportion is intended to serve the needs of people who, due to financial, physical or social restrictions, cannot obtain housing through usual housing market mechanisms.

Approximately one half of Burnaby's housing stock is rented. Much of this constitutes Burnaby's affordable housing stock. Burnaby has encouraged the retention of apartment rental stock through a moratorium on conversions of rental units to condominiums. In addition, the City has developed a community density bonusing policy to, in part, seek new or partial replacement of rental housing in larger comprehensive developments. The City will also be reviewing the regulations affecting secondary suites in single family dwellings, recognizing the potential role that such suites can play in the supply of affordable housing. This could be of specific assistance to students attending Simon Fraser University and the British Columbia Institute of Technology. A specific public consultation phase would be associated with such a review.

In the past, the City has worked closely with senior levels of government to foster the development of co-operative, family rental and seniors' housing in Burnaby. Increasing the supply of government subsidized housing has become

more challenging due to the withdrawal of the Federal Government from the funding of housing and the resulting reduced funding by the Provincial Government. Encouraging the residential development of affordable housing will take a significant degree of creativity, flexibility and forging of partnerships between the City, non-profit housing groups and potential funding agencies.

Considering that it will become increasingly difficult to secure new non-market housing, it will become more important to protect any new stock developed. As new projects are developed, the City will seek ways to ensure that land remains secured for non-profit affordable housing. This could include Housing Agreements or covenants being registered against the property, or having the title deposited in a Community Land Trust for affordable housing.

The City will continue to facilitate the development of housing to meet specific identified needs. Housing for seniors that contains support services is an identified need. Also, the construction of housing units in townhouse and apartment projects that can be physically adapted to meet the needs of those with special requirements will be encouraged, as will a range of unit sizes, from additional smaller unit opportunities in Town Centre areas to larger units for families in other areas.



Ridgelawn Gardens

## 4.3 Directions

The framework provides directions concerning the future residential development of the City. These directions relate to the residential goals and focus on the following:

- to continue to provide for increased housing opportunities in the City with particular encouragement for ground-oriented housing forms;
- to broaden housing options within the City and its neighbourhoods to allow more residents to stay in familiar neighbourhoods as they age and their housing needs change;
- to amend Zoning Bylaw regulations in single and two family residential areas to better reflect contemporary and changing standards;
- to provide for new housing development above ground floor commercial outlets as part of the expansion of "Urban Villages" in the City;
- to organize multi-family development in the City around designated Town Centres, Urban Villages and suburban multi-family communities;
- to provide for increased residential opportunities in appropriate locations along the Lougheed and SkyTrain transit corridors;
- to continue to involve residents in planning the types and location of housing best suited to local areas within an overall City context; and
- to seek new methods, regulations and partnerships to encourage the development and protection of affordable and special needs housing in the City.



## 4.4 The Framework

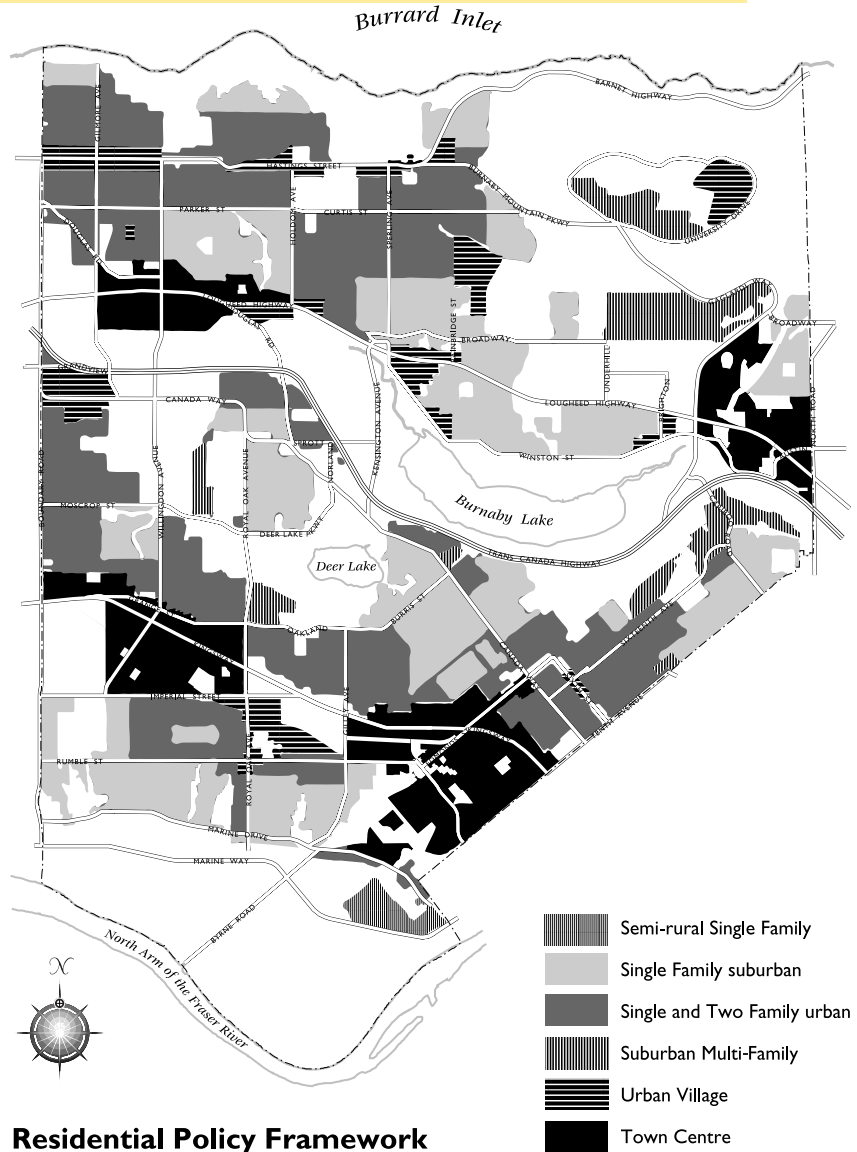
A description of the principal elements of the Residential Framework is as follows:

### 4.4.1 Town Centres

As noted, Burnaby has four Town Centres. Each of the four Town Centre areas has been the subject of recent planning reviews that define land use development guidelines for the designated centres of the City's four residential quadrants. The adopted land use frameworks for Metrotown, Lougheed Town Centre, Brentwood Town Centre and Edmonds Town Centre provide more detailed guidelines for the residential development of these areas.

Generally speaking, these areas provide for higher density forms of housing in the City's most urban settings. Typically, the housing forms are in an apartment and often mixed use form, with provision for some ground-oriented units as conditions permit.

In 1991, these Town Centre areas accommodated collectively some 22,000 units that housed about 41,000 persons. Between 1991 and 2006, it is estimated that an additional 12,000 units will be developed within the four Town Centre areas, accounting for about 53 percent of the total growth projected for the City as a whole.



**Residential Policy Framework**

### 4.4.2 Urban Villages

The Residential Framework provides for thirteen Urban Village areas. These accommodate non Town Centre multi-family development associated with a commercial service area. The intent of the commercial component of the Urban Village is to provide a focal point for convenient and "close to home" access to commercial facilities and services that can meet the day to day and occasional shopping needs of surrounding residential neighbourhood areas. These centres help respond to the complete community objectives of the Livable Region Strategic Plan.

Some existing centres relate to a locally oriented commercial base such as exists at Montecito or along Canada Way in the vicinity of Boundary Road. Others are to be provided in a mixed use form and be composed of shops and stores located on the streetfront level with multi-family residential development above. Example areas where existing adopted plans provide for this type of development include the Hastings Village area in Burnaby Heights, the proposed Simon Fraser University Village centre and along Hastings between Howard and Holdom Avenues. Other areas proposed for Urban Village development include the Holdom, Bainbridge and Brighton Avenue LRT station plan areas, portions of

# Residential Framework

(Updated 2023 March 27)

Neighbourhood Type		Range of Housing Opportunities						
		Rural	Single Family	Single and	Two Family	Multiple Low Density	Multiple Medium Density	Multiple High Density
General Characteristics	Typical Zoning	A2	R1, R2, R3, R10, R11	R4, R5, R9	R12	R6, R8, RM1, RM6, RM7, CD	RM2, RM3, CD	RM4, RM5, CD
	Typical Density (Units/Acre)	1	6	10	20	10-30	50-60	80-100
	Ground Orientation/Acre	Low	Medium	Medium	High	High	Medium	Low
Location Framework	Town Centres	No	No	No	No	Yes	Yes	Yes
	Urban Villages	No	No	No	Some* <sup>1</sup>	Yes	Yes	Some
	Suburban Multi-Family Community	No	No	No	No	Yes	Yes	No
	Suburban Single Family Neighbourhoods	Yes	Yes	No	Yes* <sup>2</sup>	Yes* <sup>2</sup>	Yes* <sup>2</sup>	No
	Urban Single and Two Family Neighbourhoods	No	No	Yes	Yes * <sup>1, 2</sup>	Yes* <sup>2</sup>	Yes* <sup>2</sup>	No
	Rural	Yes	No	No	No	No	No	No
<p>*<sup>1</sup> Designation through neighbourhood consultation</p> <p>*<sup>2</sup> Only on sites in the P1 Neighbourhood Institutional District, P2 Administration and Assembly District, or P5 Community Institutional District as of 2021 July 01, subject to rezoning approval following neighbourhood consultation and Public Hearing.</p>								

# Residential Policy Framework Locations

(Updated 2022 July 04)

Location		Implementation Action				
		Adopted Plan	Plan Amendment Required	New Plan Required	Plan Under Review	Development Complete
<b>Town Centres</b>	Metrotown	▲			Maywood Neighbourhood	
	Lougheed	▲				
	Edmonds	▲				
	Brentwood	▲				
<b>Urban Villages</b>	Montecito	▲	minor			
	Canada Way / Boundary Rd.	▲	minor			
	Hastings Village	▲				
	SFU E. Neighbourhood	▲				
	Hastings St./ Holdom Ave.	▲				
	Holdom/ Lougheed LRT Station Area			▲		
	Bainbridge / Lougheed LRT Station Area			▲		
	Brighton / Lougheed LRT Station Area			▲		
	Sixth St / ( 17 Ave. to 14th Ave)			▲		
	Royal Oak / Rumble				▲	
	Madison Ave. / William St.			▲		
	Sunset St. / Smith Ave.			▲		
	Hastings St. / Sperling Ave.			▲		
	Willingdon Lands				▲	
<b>Suburban Multi-Family Communities</b>	Oaklands	▲				
	Cariboo Heights	▲				
	George Derby	▲				
	SFU South Neighbourhood	▲				
	Forest Grove					▲
	One Harbour Lane					▲
	Newcombe St. and Tenth Ave.	▲				
	Greentree Village					▲

Sixth Street between Edmonds and Tenth Avenue and the Sperling/Hastings area. Of the thirteen areas designated, five have adopted plans which facilitate Urban Village development, with two of these requiring minor amendments; one is included within the Royal Oak Area Review presently underway; and the remaining seven are proposed for local area planning processes. Of the seven to be reviewed, three are associated with proposed LRT stations along the Lougheed Corridor.

Housing in Urban Village areas can include small lot development (e.g. back to front duplexes), urban townhouses, housing over stores, and higher density multiple family forms (e.g. Montecito). In those areas still requiring a local area planning process, the details of the housing type and mix will be articulated through that process and defined with reference to local conditions. As well, the precise boundaries of the urban village areas will be defined through the area planning process that will include consultation with the adjacent local area.

In 1991, Urban Village areas accounted for about 5,480 residential units. Between 1991 and 2006, about 3,300 additional units can be anticipated within Urban Village areas.

#### 4.4.3 Suburban Multi-Family Communities

Incorporated within the framework are eight comprehensively planned townhouse and garden apartment development areas. These areas differ from the Urban Villages by their singular low density multi-family residential character, with usually only a minor



Urban Village

associated convenience store. The areas included in this category are Oaklands, Cariboo Heights, George Derby lands, Simon Fraser University South Neighbourhood, Forest Grove, One Harbour Lane, Newcombe/Tenth Avenue and Greentree Village.

Each of these is the subject of already adopted plans. They have provided a greater opportunity for ground-oriented housing and typically are associated with the preservation of key natural features.

In 1991, these areas accounted for 2,775 units. Between 1991 and 2006, it estimated that some 3,350 additional units will be accommodated within these areas.

#### 4.4.4 Single and Two Family Residential Neighbourhoods

The single and two family residential neighbourhoods in the City occupy the largest land use of any category of Burnaby's developed land area. In 1991, 52.0 percent of private households in the City lived in single and two family dwellings. By 1996, it is estimated that this figure fell to 49.7 percent.

In order to meet differing housing needs of individuals, a broad range of single and two family housing types and unit sizes is also provided for in the residential framework. The City will continue to encourage a wide variety of unit types and sizes in the new housing stock.



Oaklands



Generally speaking, the City's single and two family neighbourhoods can be divided into two categories: single family suburban and single and two family urban. Single family suburban generally relates to the neighbourhoods with R1, R2 and R3 zoning designations. These zones do not permit two family dwellings such as duplexes, semi-detached units or small lot development. Also, single family suburban areas have often been associated with recent rezonings to the R10 and R11 categories, which provide for low-scale forms of development in mature single family areas consistent with the neighbourhood character.

A relatively minor component within the single family category is the semi-rural neighbourhood in the northeast portion of the Big Bend area. Properties in this neighbourhood are zoned A2 and are generally one acre in size.

The single and two family urban areas are associated with the neighbourhoods having R4 and R5 zoning. These zones allow for the development of single family dwellings, duplexes and semi-detached family dwellings depending on lot size. These zones also permit small lot development if an existing small lot character already exists. In addition, these areas have been the subject of rezonings to the R9 zoning category (small lot single family), and to the R12 zoning category, which provides for single and two family dwellings on small lots. The R12 rezoning processes are occurring in the more mature neighbourhoods that are generally experiencing a transition. These rezonings have been initiated by the local neighbourhood, are approved for consideration of a zoning change by Council, and always involve the use of a local area consultation process.

A recent community attitude

survey of Burnaby residents showed that 78 percent of residents surveyed supported legalization of secondary suites with controls such as provision of on-site parking, owner occupancy of the main unit or the secondary suite, and appropriate fees being charged. Considering this response and the recent amendments to the BC Building Code, the City will initiate a process to consider the advisability and conditions for legalizing or permitting new suites in all or some of the City's single family housing stock.

Between 1991 and 2006, it is estimated that about 4,000 additional units will be provided within the single family suburban and single and two family urban neighbourhood areas.

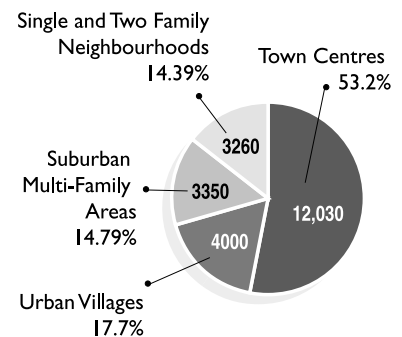
## 4.5 The Future: To 2006 and Beyond

### 4.5.1 1991 - 2006

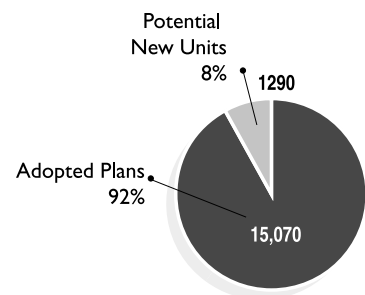
It is estimated that about 22,700 new units could be built between 1991 and 2006, for a total of about 85,500 dwelling units in Burnaby. Incremental changes in policy prior to 1996 reflect an awareness of the Livable Region Strategic Plan and the setting of new policy directions. Of the 22,700 estimated new units, about 16,400 are projected to be developed between 1996 and 2006.

About 92 percent of the growth anticipated between 1996 and 2006 is expected to occur within areas already having adopted plans. The projected population for Burnaby in 2006 would be roughly 217,000. These figures indicate an average annual net increase of 3,875 people and 1,510 dwelling units over the fifteen year period.

By 2006, the composition of the City's housing stock will be slightly different. In 1996, single and two family dwellings accounted for about 50 percent of the total number of dwelling units, apartments accounted for 42 percent, and townhouses accounted for 8 percent of the total. By 2006, single and two family dwellings will represent 43 percent of the housing stock, apartments will represent 44 percent and townhouses will account for 13 percent. About 58 percent of the total dwelling units in Burnaby will be ground-oriented. Projections indicate townhouse and apartment units will account for about 86 percent of the new housing built in Burnaby between 1996 and 2006.



**Additional units: 1991 - 2006**  
Total = 22,700

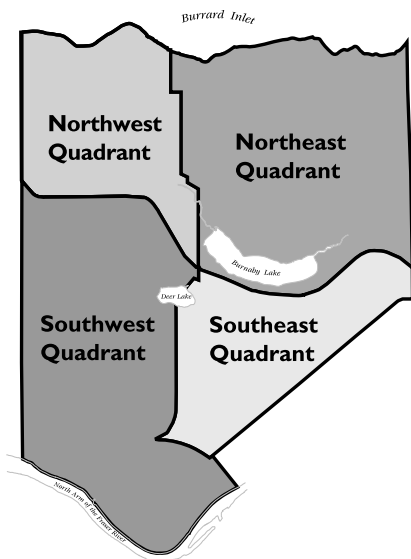


**Additional units: 2006**  
Adopted Plans versus Potential New Units

Between 1991 and 2006, it is estimated that within the Lougheed Corridor area, approximately 3,480 additional ground-oriented units will be developed, along with an additional 3,000 apartment units, for a combined total of 6,480 new units. By 2006, there will be approximately 25,450 units within the Lougheed Corridor.

Of the four quadrants in Burnaby, projections reveal that the southeast quadrant will gain the greatest number of new units by 2006. Forty-two percent of the new units built in Burnaby will be built there. Construction in the Edmonds Town Centre will account for most of the new units as development occurs according to the Edmonds Town Centre Plan. New units built in Cariboo Heights and on the George Derby lands will also contribute to the number of new units in the southeast quadrant. The northwest and southwest quadrants will each account for about 20 percent of the new units built between 1996 and 2006, while the northeast quadrant will account for 18 percent of the new units.

The actual and projected percentage share of the total population and dwelling units by the four quadrants in 1996 and 2006 are shown below:



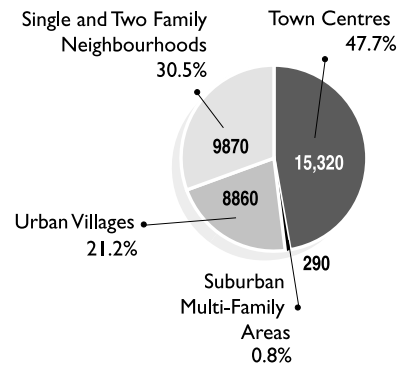
#### 4.5.2 Beyond 2006

The Livable Region Strategic Plan contains a target for the Growth Concentration Area to the year 2021. As such, the Regional Context Statement provided to the Region by each municipality is to provide a residential capacity figure to the year 2021.

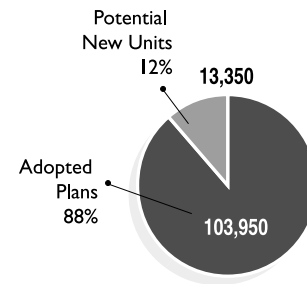
Based on the trends established in the period up to 2006 and on assumptions concerning the possible outcomes of public consultation processes, it is estimated that the City has a residential capacity of about 118,000 units. This represents an additional 32,350 residential units, or a 38 percent increase, beyond 2006. This dwelling unit development would correspond to a population of between 260,000 and 280,000, depending on occupancy assumptions.

The distribution of this total as graphically shown indicates that 103,950 (88 percent) of the units are within developed areas or already adopted community plans. The remaining 12 percent of the expected units are related to the new opportunities identified in the Residential Framework. This 88 percent

1996				
Quadrant	Population	%	Dwelling Units	%
Northwest	35,782	20	13,307	19
Northeast	39,787	22	15,151	22
Southeast	40,494	23	14,483	21
Southwest	63,146	35	26,114	38
<b>Total</b>	<b>179,209</b>	<b>100</b>	<b>69,055</b>	<b>100</b>
2006				
Northwest	44,500	21	16,600	20
Northeast	45,800	21	18,200	21
Southeast	56,100	26	21,300	25
Southwest	70,600	32	29,400	34
<b>Total</b>	<b>217,000</b>	<b>100</b>	<b>85,500</b>	<b>100</b>



**Additional units: 2006 - 2021**  
Total = 32,350



**Dwelling Units 2021**  
Total = 117,800

figure incorporates policy changes that have occurred in the City since the initiation of the Livable Region Strategic Plan process.

Growth assumptions associated with these figures are subject to the completion of more detailed local area planning processes involving community consultation, and the recognition that the City's Official Community Plan will be subject to successive reviews prior to 2021.

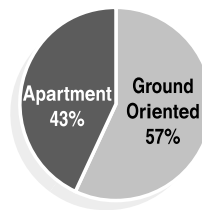
Of the total 2021 capacity figure, 59 percent is accounted for by existing development, 21 percent by new development in Town Centres, 11 percent in Urban Villages, 2 percent in suburban multi-family communities, and 8 percent in single and two family areas.

In terms of the Lougheed Corridor service area, it is anticipated that approximately 18,400 new

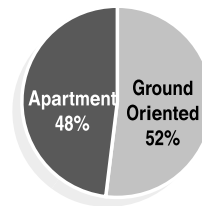
dwelling units will be developed between 2006 and 2021. Of these units, about 7,600 will be ground-oriented and 10,800 in an apartment form. By 2021, it is anticipated that there will be a total of about 43,900 units within the Lougheed Corridor service area. In the case of the estimates for the Lougheed and Brentwood Town Centres, this assumes the development of LRT along the Lougheed Corridor by 2005 and from New Westminster to the Lougheed Town Centre by 2008 as has been proposed.

### 4.5.3 Ground Orientation of Housing

The accompanying graph illustrates the estimated distribution of ground-oriented and apartment units for 2006 and 2021 that is reflective of the policies and directions in the OCP. In 1991, there were 36,685 ground-oriented units in the City, or about 58.5 percent of the total dwelling units. By 1996, this number had increased to 39,840 units (57.7 percent). Between 2006 and 2021, approximately 16,900 new ground-oriented units are anticipated, accounting for about 52 percent of the 32,400 total units. By 2021, 56.4 percent of the projected total of 118,000 units are to be ground-oriented.



**Ground Orientation of New Units  
1991 - 2006**



**Ground Orientation of New Units  
2006 - 2021**









# 5.0 Commercial

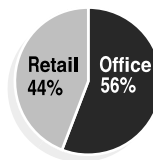
## 5.1 Context

In the period between 1971 and 1985, the amount of commercial floorspace in the Region doubled to about 100 million square feet. By 1991, the total grew to an estimated 115.5 million square feet. Of this amount, 62.2 million square feet, or 54 percent, was in retail, while the remaining 53.3 million square feet, or 46 percent, was in the form of office space.

The growth of Burnaby's commercial floorspace inventory has also been notable. In 1974, the City had a total of 2.25 million square feet of commercial floor space, or 3.0 percent of the regional total. By 1986, this figure had increased to approximately 9.7 million square

feet. This represented about 9.0 percent of the regional total and approximately 20 percent of the commercial floor space in GVRD municipalities located outside of the City of Vancouver.

As of June 1996, including accessory office and retail space in industrial and institutional areas, the City's total commercial floor space inventory was 17.34 million square feet. Of this amount, 9.72 million was classified as office and 7.62 million as retail. There were 1,532 properties included within the inventory, with 954 (62 percent) being under 5000 square feet in size.



**Commercial Floor Space - 1996**  
Total = 17,345,000 sq. ft.

The regional economy is undergoing changes with shifts in employment from traditional manufacturing to service and high technology uses. The expansion of the service sector and high technology production has blurred the traditional boundaries of land uses that accommodate employment. A clear division of uses into "retail", "office" and "industrial" is increasingly difficult when businesses involve differing combinations of research, warehousing/distribution, sales/service, light manufacturing and management/administration.

Many of these emerging uses are high technology operations. Such operations tend to locate in centrally located, high quality, relatively high density business centre locations and often near concentrations of similarly oriented businesses. As well, they are most often seeking fee simple ownership sites rather than rental accommodation in town centres or established industrial areas. Typically, these industries are more labour intensive and densely developed in comparison with more traditional industrial uses.

Traditionally, retail and office uses are classified as commercial. In this OCP, provision has been made to include these office/technology/research/manufacturing uses into both the commercial and industrial frameworks.



Eaton Centre Metrotown

## 5.2 Commercial Goal

### Goal: Commercial Opportunities

To provide within a structured framework a range of office and retail opportunities which:

- meets existing and changing market and service needs of the general and business communities
- increases the overall commercial self-sufficiency of the City and contributes to its employment and tax base growth
- contributes towards the achievement of a more complete community.

Lougheed Town Centre integrated with proposed L.R.T.



The City of Burnaby is playing an increasingly major role in the Greater Vancouver commercial sector. From a regional and local perspective, future increases in population will support and be supported by a continued increase in and a broadening of commercial development in the City.

Some of the more significant trends and influences underlying the commercial goal include:

- continuation of a service orientation of the regional economy providing an emphasis for commercially-related employment and development;
- a general linkage between the growth of the commercial sector and the rate of population in the City and the Region as a whole, with an anticipated growth in the local resident serving, convenience and personal service office and retail sectors;
- the continued development of four Town Centres in the City with each serving a major quadrant, including Metrotown which also provides a City-wide and regional serving function; the commercial components of the Brentwood and Lougheed Town Centres will be a particular

focus of growth once Light Rail Transit becomes a reality;

- a continued demand in the market place for a mix of corporate office locational and tenure opportunities from rental space within Town Centres to self-owned and freestanding facilities within designated business park areas, particularly for smaller, corporate headquarter facilities;



Glenlyon Business Centre

- a continued blurring of the traditional boundaries of land uses that accommodate employment, where the division of uses into "retail", "office" and "industrial" are increasingly difficult when businesses involve combinations of research, storage/distribution, sales/service, ancillary light manufacturing and management/administration;
- an expected healthy growth in the tourism and filming industries within the Region and the City, resulting in an increased demand for associated services and facilities within the City; and
- continued pressures for new emerging forms of quasi-commercial activities to locate in the City and an associated need for the City to develop appropriate policy responses.

## 5.3 Directions

The directions relating to the Commercial Framework include the following:

- accommodation of an expanded range of Region-serving retail and office uses to help increase services and facilities available locally and assist employment and tax base growth in the City;
- a focusing of the highest density office and other commercial developments within the City's four Town Centres, with the most comprehensive within Metrotown, in keeping with its intended role as the dominant commercial focus for the City;
- restricting regional shopping uses to the top end of the commercial hierarchy, namely the four Town Centres, with the most significant retail complex within Metrotown in keeping with its Regional Town Centre status;
- accommodation of a number of strategically located, high amenity business park centres oriented to smaller, corporate headquarter facilities and businesses involving combinations of research, sales/service, light manufacturing and management/administration in proximity to the Lougheed Corridor and other areas with planned transit improvements;
- the removal of business and professional offices as an outright permitted use in the M5 (Light Industrial) Zoning District to better help the focussing of office development within designated development areas;
- the continued provision for commercial facilities as an accessory to industrial uses, but within defined limits;
- the accommodation of stand alone "big box" retail uses to be restricted to designated service commercial areas of the City, with the exception of appropriately scaled and wholly integrated uses within Town Centre developments;
- a greater provision of locally scaled convenience retail outlets in suitable locations close to residential neighbourhoods;
- the continued use of established commercial arterials for the provision of office and retail opportunities, either in a streetfront form or within mixed use Village Centres; and
- provision for and encouragement of commercial tourist facilities and filming opportunities in the City.

The pursuit of these directions will support the development of a more complete community with commercial services and jobs in locations closer to home, and contribute towards achieving the desired balance between the levels of employment in the City and its resident labour force.



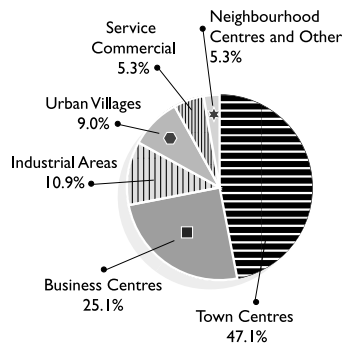
Eaton Centre Metrotown

WILLIAM R. JANS



## 5.4 The Framework

The Commercial Framework, as described below, is intended to meet the needs of the City over the next 10 to 15 years and beyond. The adjacent Commercial Policy Framework map shows the generalized location of the various types of commercial areas that comprise the framework.

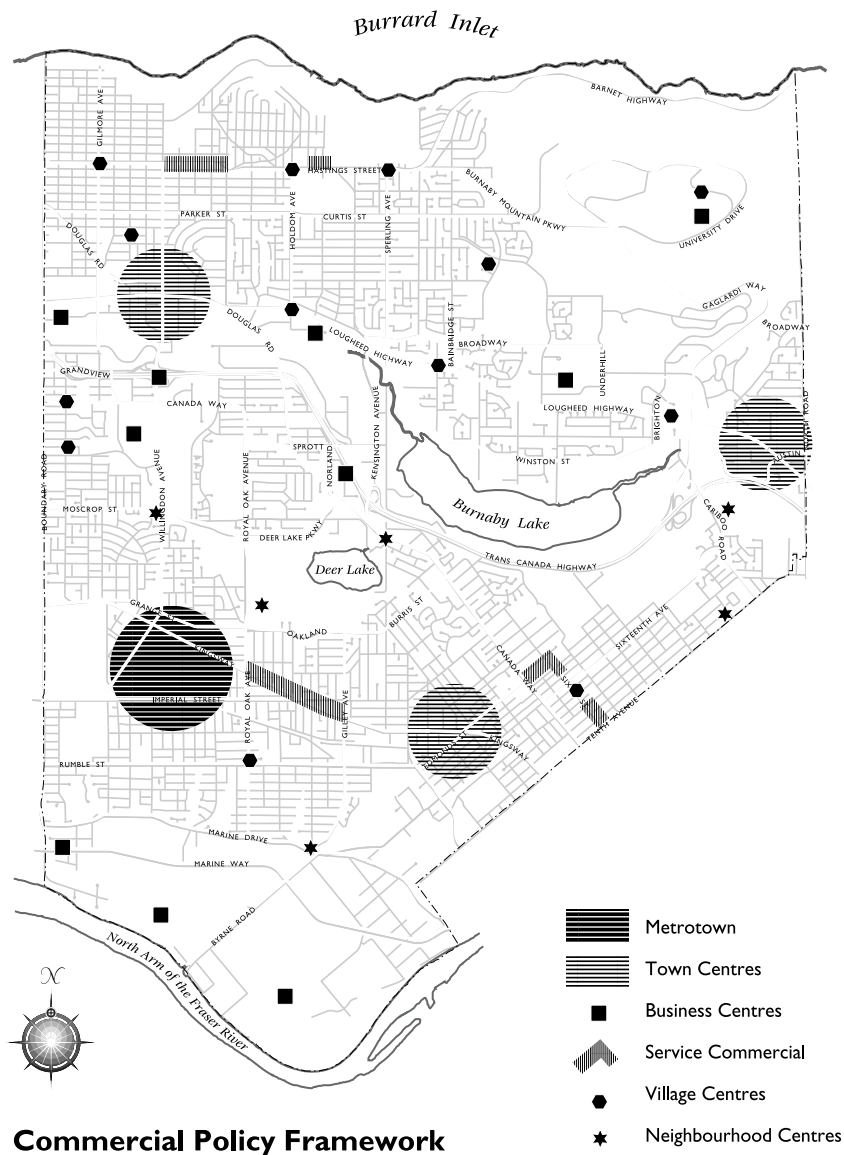


**Commercial floor space by location, 1996**

### 5.4.1 Town Centres

The Town Centres are the primary commercial focus for the City and for their respective quadrants. They are associated with higher density residential development and existing or planned Light Rail Transit and infrastructure improvements. Each Town Centre will thus have a significant role to play in the accommodation of future office, retail and other appropriate support and service commercial uses. Presently, these centres account for about 3.51 and 4.66 million square feet of office and retail development, respectively. Collectively, this amounts to about 47 percent of the city's total commercial floor space. Approximately 3.4 million square feet of additional square feet of commer-

Edmonds Town Centre in the future



**Commercial Policy Framework**





Ground Level Commercial in Urban Village

cial space is considered potentially developable within the Town Centres by 2006. By 2021, the potential increase is 8.9 million square feet.

#### 5.4.2 Urban Village Centres

The Residential Framework provides for thirteen Urban Village areas which provide for non-town centre multi-family development associated with a commercial service area. The intent of the commercial component of the Urban Village is to provide a focal point for convenient, "close to home" access to commercial facilities and services that can meet the day to day and occasional shopping needs of surrounding residential neighbourhood areas. These centres help respond to the "complete community" objectives of the Livable Region Strategic Plan.

As outlined in Section 4.4.2, the plans for eight of the Urban Village Centres will be the subject of local area planning processes.

At present, the thirteen areas designated for Urban Village centre status contain approximately 626,400 square feet of office space and 942,600 square feet of retail space. This equates to about 9.0 percent of the City's total commercial floorspace. Assuming full development in the future, these areas are expected to accommodate about

1.7 and 2.0 million square feet of commercial development by 2006 and 2021, respectively.

#### 5.4.3 Business Centres

As indicated previously, there is a strong market demand for the accommodation of a number of strategically located, high amenity business centre areas oriented to smaller, corporate headquarter facilities and businesses involving combinations of research, sales/service, light manufacturing and management/administration. These areas are seen as being complementary to the City's Town Centre locations. They offer an alternative that can help accomplish the City's economic base and employment growth objectives and provide an expanded base for the growth of service uses (e.g., lawyers, accountants, etc.) in the Town Centre areas. A conclusion of the City's industrial land strategy was that the City should add to the inventory of land available for business centre uses.

Burnaby has increasingly attracted business centre uses in locations such as Glenlyon in the Big Bend, Slough Estates and Willingdon Green at Canada Way/Willingdon, and the two Discovery Place locations adjacent to BCIT and SFU. It is projected that Burnaby will continue to attract these uses because

of its central location, access to a full range of supporting commercial services in the adjacent Town Centres, and accessibility advantages offered by increasing transit coverage and the existing major road network.

Based on a review of both anticipated future needs and the existing industrial inventory, there are three additional areas considered suitable for a business centre designation. These are the Lake City and the Holdom/Lougheed/Kingsland areas which are situated along the Lougheed LRT Corridor, as well as the existing mixed industrial area bounded by Gilmore, Canada Way, Willingdon and the Freeway.

The character and mix of the individual business centre areas will vary from location to location based on factors such as existing land use, proximity to existing or planned LRT, and relationship with land use policies for surrounding areas. Each of the designated eight business centre areas will be the subject of a comprehensive zoning approach to define specific development parameters. The range of uses will include solely suburban office uses in the Central Administrative Area, research and development in the two Discovery Place areas, and a more mixed industrial/research/office approach in the Lake City and Big Bend locations.

The business centres presently account for about 3.58 million square feet of office use and some 769,100 square feet of associated retail/service commercial uses. These amounts comprise about 25 percent of the City's total commercial square footage. Assuming full development in the future, these areas are expected to accommodate about 7.98 and 11.8 million square feet of commercial development by 2006 and 2021, respectively.

#### **5.4.4 Service Commercial**

The service commercial areas presently accommodate 322,300 square feet of office (3.3 percent of the City total) and 599,200 square feet of retail floor space (7.9 percent of the City total).

Some of the City's earliest service commercial uses were established on arterial routes such as Kingsway and Hastings Street. These uses are well established and play an important role in providing a range of service commercial opportunities in the City. In most instances, the individual facilities are at the smaller end of the commercial spectrum providing opportunities for those establishments which do not require or cannot afford space within a Town Centre location.

As a general objective, there is a desire to achieve a progressive quality improvement of these commercial arterials through the redevelopment and infill process. Particular emphasis will be placed on the interface with adjacent residential areas, off-street parking, consolidation of improved development sites, improved access and egress points and overall project design and aesthetics.

Associated with the service commercial areas are the generally smaller scale, lower density and auto-oriented form of development. Some specialized larger scale uses such as auto dealerships and smaller warehouse stores can also be anticipated. The more concentrated, high profile retail uses are to be focussed and properly integrated within Town Centre areas where supporting uses, parking, transit and traffic improvements can be focussed.

As part of the future refinement of the Big Bend Area Plan, consideration will be given to the designation of a comprehensive service commercial area that could include some "big box" type retail and other major auto oriented service commercial uses that are supportive of the overall goals of the OCP. Care should be taken that this does not displace key industrial/business centre lands designated for the Big Bend Area. It would more likely focus on appropriately sited lands considered in need of redevelopment.

#### **5.4.5 Industrial Areas**

The framework recognizes that retail uses accessory to an industrial activity should continue to be allowed.

#### **5.4.6 Neighbourhood Centres**

The fact that the development of the City is organized around the existence of four Town Centres has somewhat reduced the need for a large number of "closer to home" neighbourhood commercial centres. Nevertheless, there are a number of Village Centres and service commercial areas that meet the daily and occasional shopping needs of the adjacent area. There are also one or two convenience store outlets throughout the City that serve their immediate local areas. Being sensitive to adjacent land uses, opportunities for adding to the range of neighbourhood outlets should be pursued as market conditions permit. Pursuing these opportunities will assist in bringing local commercial services "closer to home".

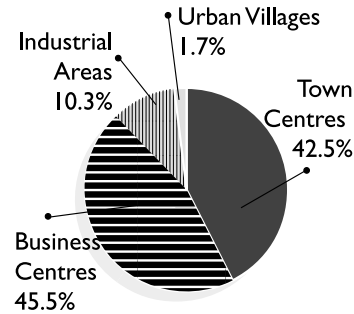
# Commercial Growth Distribution

General Characteristics						Commercial Policy Framework	
Convenience Retail / Office	Accessory Commercial	Vehicle Oriented	Office/ Research/ Industry	Community Office and Retail	Town Centre Office and Retail		
▲				▲	▲	Metrotown	Town Centres
▲				▲	▲	Lougheed	
▲				▲	▲	Brentwood	
▲				▲	▲	Edmonds	
▲				▲		Montecito	Village Centres
▲				▲		Canada Way / Boundary	
▲				▲		Hastings Village	
▲				▲		SFU E. Neighbourhood	
▲				▲		Hastings / Holdom	
▲				▲		Holdom / Lougheed Station Area	
▲				▲		Bainbridge / Lougheed Station Area	
▲				▲		Brighton / Lougheed Station Area	
▲				▲		Sixth St. (17th Ave. to 14th Ave.)	
▲				▲		Royal Oak / Rumble	
▲				▲		Madison / William	
▲				▲		Sunset / Smith	
▲				▲		Hastings / Sperling	
			▲			Discovery Place - B C I T	
			▲			Discovery Place - S F U	
			▲			Big Bend	
			▲			Bridge	
			▲			Kingsland	
			▲			Lake City	
			▲			Willingdon / Canada Way	
			▲			Canada Way / Norland	
▲	▲					Edmonds (Canada Way to Sixth St.)	Service Commercial
▲	▲					Hastings (Willingdon to Delta)	
▲	▲					Hastings (Warwick to Fell)	
▲	▲					Kingsway (Royal Oak to Gilley)	
▲	▲					Sixth Street (Edmonds to 17th Ave.; 14th to 10th Ave.)	
	▲					Big Bend	
	▲						Industrial Areas
▲							Neighbourhood Centres

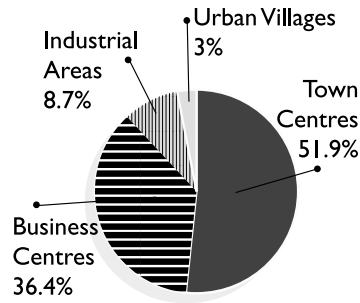


## 5.5 The Future

As a general rule, there is a correlation between the growth of commercial services and the growth of a community's population base. For the future, the growth of commercial services will continue in the four Town Centre areas consistent with the adopted plans for those areas. New office, hotel and retail opportunities have been identified for the Town Centres. The Brentwood and Lougheed Town Centres will be particular areas of focus, given their immediate proximity to the Lougheed/Broadway LRT facility proposed for completion by 2005.



**Additional commercial square footage 1996 -2006**



**Additional commercial square footage 2006 - 2021**

The City can also anticipate considerable office and related employment expansion within the designated business centre areas. It is expected that these will be attractive to smaller, corporate headquarters and occupants of multi-tenant office/research/manufacturing facilities.

The distribution of future additional commercial square footage between 1996-2006 and 2006-2021 is shown in the adjacent graphs.



Metrotown - Mixed Use Development







# 6.0 Industrial

## 6.1 Context

Burnaby has a well diversified industrial base that accounts for about 17 percent of the industrial floor space and 16 percent of industrial employment in the GVRD. This industrial activity is an essential component of Burnaby's economic base, contributing to a healthy and productive local economy.

The existing industrial base in both Burnaby and the Region is, however, undergoing change. This change is part of a general shift of employment and capital in industrialized metropolitan economies from basic manufacturing to services and advanced production. The growth of the service sector has

outpaced all other sectors of metropolitan economies. Many producer services (such as management consulting, financial services and engineering) are becoming economic drivers in their own right rather than simply providing support for the resource and manufacturing sectors in the Region.

As outlined in the commercial section, the expansion of the service and high-tech production sectors has tended to blur the traditional boundaries of land uses that accommodate employment.

The spatial distribution of industrial activity in the Region has also experienced change. Generally, production is moving away from core areas to the suburbs and fringe areas. There are several reasons for this, including increasing transportation congestion, rising

land values in higher density areas, and greater labour force access in areas with lower housing costs. However, industries still generally prefer locations within metropolitan areas to benefit from access to a large labour force, interactions with peers, linkages to suppliers and availability of urban infrastructure such as transportation facilities and access to markets.

Between 1990 and 1996, Burnaby added about 4.4 million square feet of industrial floor space, which accounted for about 16 percent of the Region's industrial floor space growth. Burnaby's average annual growth rate for its industrial floor space in that period was about 3.5 percent. An interesting aspect of Burnaby's existing floor space is that it is almost twice as dense as the regional average. In 1996, the average floor area ratio for industrial areas in the Region was 0.16. For the current occupied industrial inventory in Burnaby (about 2,600 acres), the corresponding figure was 0.25, while the City of Vancouver's was 0.29. It has been estimated that for the Region as a whole, the overall increase in the development density in industrial areas from 1992 to 1996 resulted in an increase in the floor space inventory of about 7.7 million square feet, or about 43 percent of the overall increase in the regional floor space inventory between 1992 and 1996.



Big Bend

In 1996, Burnaby accommodated an estimated 94,000 jobs. Of these, about 38,500, or 41 percent, were situated within designated industrial areas within the City. The component of actual industrial jobs (included within the manufacturing, transportation/commercial/utilities and wholesale trade sectors) within these areas was about 19,400 or about 50.3 percent of the 38,500 total.

The Greater Vancouver economy is expected to continue to grow and diversify. Burnaby is in an excellent position to continue to capture significant shares of new higher quality, intensive industrial development and other uses that generate employment and other economic benefits. At the same time, however, it can be anticipated that a proportion of the City's industrial lands will be under pressure for change from competing land uses associated with increased growth. As changes such as the introduction of the Lougheed Light Rail Transit and Town Centre development occur in the community, there will be choices to be made about the retention and conversion of industrial areas. This OCP outlines a revised contemporary industrial land strategy framework that will give guidance in making these choices over the next decade and beyond.

## 6.2 Industrial Goal

### Goal: Industrial Opportunities

**To provide for and facilitate a diverse range of development opportunities within designated industrial areas, adopting approaches that collectively:**

- **meet changing needs that are responsive to Burnaby's strategic advantages within the Region**
- **ensure an adequate supply of industrial land is available to meet anticipated needs over the next two decades**
- **make effective and efficient use of available industrial lands, seeking to attract and accommodate high quality employment-intensive industries and overall increases in floor space densities**
- **contribute to the overall growth of the tax base and employment in the City**
- **appropriately integrate industrial development with the surrounding natural and built environments**
- **encourage the continued operation and enhancement of existing industries that are viable and in locations that are to remain designated for industrial use**
- **encourage and guide the transition of identified industrial sites that are no longer conducive to continued industrial use and that offer compelling community benefits through their more intensive redevelopment for other purposes.**

This goal is multi-faceted. A brief explanation of its component parts is provided below.

### Meet changing needs:

As noted, the nature of industrial land development in Burnaby and the Region has been rapidly changing in recent years. Recognizing these changes, there is a need for the City to reassess its industrial strategy and adopt policies which accommodate emerging industrial needs and take advantage of the City's strategic location. In a contemporary strategy, Burnaby needs to address the spectrum of desired industrial opportunities from new high technology business centre uses to traditional "blue collar" industries. It also needs to focus on the retention and enhancement of industries that are still viable, appropriately located, and contributing to the local economy.

### Burnaby's strategic advantages:

Some of the City's advantages include:

- a central location, with good market and labour force access and transportation links to other parts of the Region;
- the planned development of a second Light Rail Transit service in the City along the Lougheed Corridor;
- the existence of the Lake City industrial area within the Lougheed Corridor, with its redevelopment potential, presents the opportunity to make a significant contribution to employment densification and tax base growth in the City;
- the emergence of the Big Bend area as a large, regionally significant comprehensively planned industrial estate within the Burrard Peninsula;

- two high quality advanced education facilities (SFU and BCIT) that not only train the workforce of tomorrow, but also have increasing partnership links with associated research and development firms;
- the existence of an increasingly sophisticated and well rounded economy and associated infrastructure that can respond to emerging industrial requirements; and
- a high quality of life in a mature, diverse and attractive community which features a broad range of commercial, service, natural, cultural and recreational amenities.



### **Ensure an adequate supply of land:**

For future decisions concerning the possible conversion of industrial lands to other uses, the City will need to ensure that the conversion will still enable an adequate supply of industrial lands to be maintained.

### **Make effective and efficient use of available lands:**

While the City has an adequate supply of developable industrial land, Burnaby recognizes the need to ensure that its industrial lands are developed effectively and efficiently in the future. Market forces will assist the City in this regard (i.e., Burnaby's relatively high industrial land costs will make it increasingly prohibitive for lower intensity traditional manufacturing or warehousing operations to locate here). Through such measures as Zoning Bylaw amendments, development of comprehensive industrial area guide plans, and use of area and site specific Comprehensive Development (CD) zoning, the City should encourage more intense forms of industrial development in the future, thereby enhancing Burnaby's employment and tax base growth.

### **Integrate with surrounding environment:**

The City is committed to ensuring that industrial development is appropriately integrated with the surrounding natural and built environments. With this in mind, the City will continue to ensure that satisfactory measures are in place to address environmental opportunities, impacts and design issues.

### **Encourage the continued operation and enhancement of existing industries:**

Given the desire to maintain a strong and diverse economic base, the City should provide stability and certainty to industries where no conversion is foreseen. The City should also provide opportunities and encouragement for the increased densification of such industries.

### **Guide transition of identified industrial sites:**

In some industrial areas, pressures can be anticipated for conversion of sites to non-industrial uses. This may result from proximity to current or planned rapid transit lines, rising land values, and growing traffic congestion. Candidate conversion areas will be assessed in the context of a revised industrial lands strategy and be subject to their own planning review process.

## **6.3 Directions**

With respect to an industrial framework for the City, there are some significant differences between the situation in 1997 and ten years ago when the last OCP was adopted. Some of these include:

- a slowing rate of industrial absorption in the City as a greater share of low density manufacturing, storage, and distribution uses seek locations in the outer suburban areas of the Region and densities of development on industrial lands in Burnaby increases;
- rising industrial land values leading to certain developed industrial areas in the City becoming simultaneously less attractive to traditional industrial users and more attractive for higher density residential and commercial development;
- the shift of recent industrial development away from traditional "blue collar" industries (e.g. heavy industry, manufacturing and distribution uses) towards technology oriented, mixed use, office, service and research activities;
- a blurring of activities in industrial areas, whereby many newer



developments involve combinations of uses (e.g., research, storage/ distribution, sales/ service, light manufacturing, and management/ administration uses) and do not fit into the distinct categories of more traditional industries (i.e., “distribution,” “warehouse,” or “manufacturing”);

- an overall reduction in the industrial inventory in the inner portions of the metropolitan area;
- an increased sensitivity to ensure that industrial development is respectful of the surrounding environment; and
- a changing role for the Burrard Inlet petro-chemical sector as it moves away from its historic crude oil processing function.

Burnaby’s approach towards industrial development needs to be adjusted to reflect these and other changes affecting this sector. As well, the approach cannot be viewed in isolation from other land use goals. Such an approach needs to be formulated within the context of broad community goals to maintain a strong and diverse economic base and to use land so as to achieve the optimum mix of population and employment growth (rather than simply maintaining the status quo on existing industrial lands). From the broader perspective, this OCP is endeavouring to contribute to the basic goals of the Livable Region Strategic Plan, including a balancing of population and employment (to help reduce transportation demand) and concentrating higher density residential and employment development at nodes that are, or could be, served by transit.

Willington Green Executive Park

The industrial goal as previously outlined reflects the new realities associated with the City’s industrial land inventory and points to a number of basic directions associated with a revised industrial land use policy and regulatory approach:

- **On a managed and planned basis, allow the conversion of some strategically located industrial lands for residential purposes.**

Burnaby has an industrial land inventory of roughly 3000 acres, with about 20 percent (600 acres) being vacant. In addition, it is estimated that about 10 percent of currently developed industrial properties will be ready for redevelopment within the next 10 years, bringing the total of vacant and redevelopable land to around 950 acres. Assuming a continuation of recent trends, the City can expect an average industrial land absorption of about 20 acres or less per year over the next 10 - 15 years. The land requirements and absorption rates will be even lower if the density of future industrial development rises (i.e. less land will be required per square foot of industrial floor space in the future). The City should thus have a more than adequate supply of developable

industrial land to meet its needs to the year 2021 and beyond.

This provides an opportunity for the City to incorporate within its overall growth management strategy a transition of some older or underutilized industrial lands for residential purposes, particularly along the Lougheed LRT Corridor and within and adjacent to the four Town Centre areas. This will assist the City in its efforts to provide additional strategically located residential opportunities in the City in keeping with the Livable Region Strategic Plan objectives. Such a transition has already occurred in the Metrotown and Edmonds Town Centre areas, with planned additional conversions to occur within the Brentwood and Edmonds Town Centre plans and likely the Royal Oak area.

Proposed conversions of industrial lands within already adopted plans for non-industrial purposes total 213 acres. Based on preparatory work undertaken for this OCP update, it is estimated that an additional 159 acres should be designated for future residential development purposes. The distribution of these areas is schematically portrayed in the adjacent sketch. For planning purposes, this OCP has assumed the conversion of



about 38 acres of industrial land by 2006. The remainder is viewed as components of the longer term residential inventory to 2021.

All of the proposed transition properties are associated with planning area reviews either proposed or underway. These include the Royal Oak Area Review (underway), the Holdom LRT Station Area Plan (proposed), the Bainbridge LRT Station Area Plan (proposed), and the Brighton LRT Station Area Plan (proposed). Completion of these plans with their associated public and property owner involvement will

more specifically define the transition land boundaries and future development guidelines.

Where practical and appropriate, the City will encourage and help industries moving from the transition areas to relocate to other industrial areas in the City.

- **In industrial areas, encourage industrial uses that achieve relatively high employment densities and tax base benefits through intensification of use in developing and redeveloping areas.**

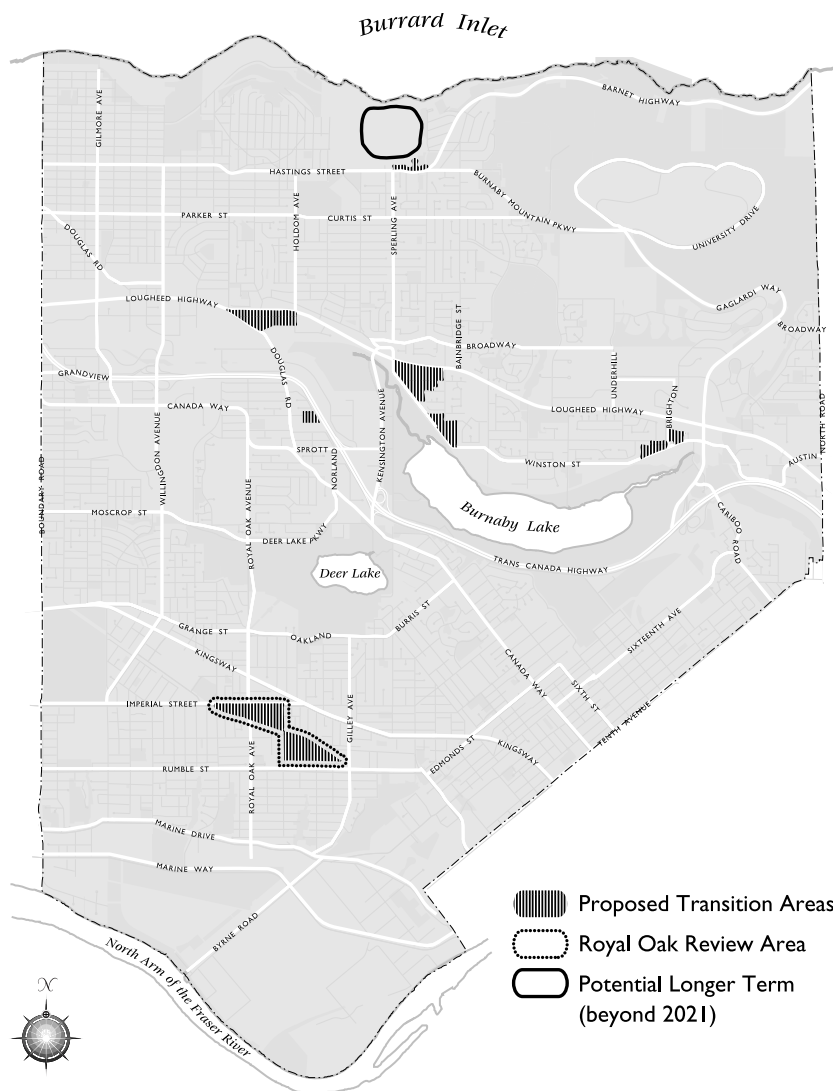
A concern with removing industrial lands from the existing inventory is the associated reduction in the City's overall and industrial employment base. Some of the jobs "lost" would be recaptured through the redevelopment of some of the lands in the Brentwood Town Centre, and possibly the Royal Oak area, for commercial office and retail purposes. To replace the loss of employment and to promote higher overall employment levels, a significant direction in the Industrial Lands Policy Framework is the intensification of employment and floor space on developing and redeveloping industrial sites.

If Burnaby's average industrial floor area ratio (F.A.R.) increases from its existing 0.25 to 0.27 over the next four to five years, then the amount of new industrial land required to accommodate new industrial development would drop to about 16 acres per year (from the 1996 rate of about 20 acres per year). This, coupled with attracting high employment generating industries, will help mitigate losses of industrial land to other, more suitable uses.

- **Add to the inventory of land available for business centres that incorporates a mix of research, light manufacturing and business office uses.**

As previously outlined in the Commercial section of the OCP, the proposed business centres will address changes in employment from traditional manufacturing to service and high technology industries.

- **Amend the Burnaby Zoning By-law to encourage intensification of the use of industrial lands, meet contemporary needs and promote higher employment levels.**



**Proposed Industrial Transition Areas**  
(outside of already Adopted Plan Areas)

In terms of the desired directions as outlined above, it is important that land use policies and zoning regulations are consistent. A comprehensive review of the Zoning Bylaw as it relates to industrial and commercial uses is proposed to be undertaken to reflect the directions indicated. Some of the amendments to be considered would include:

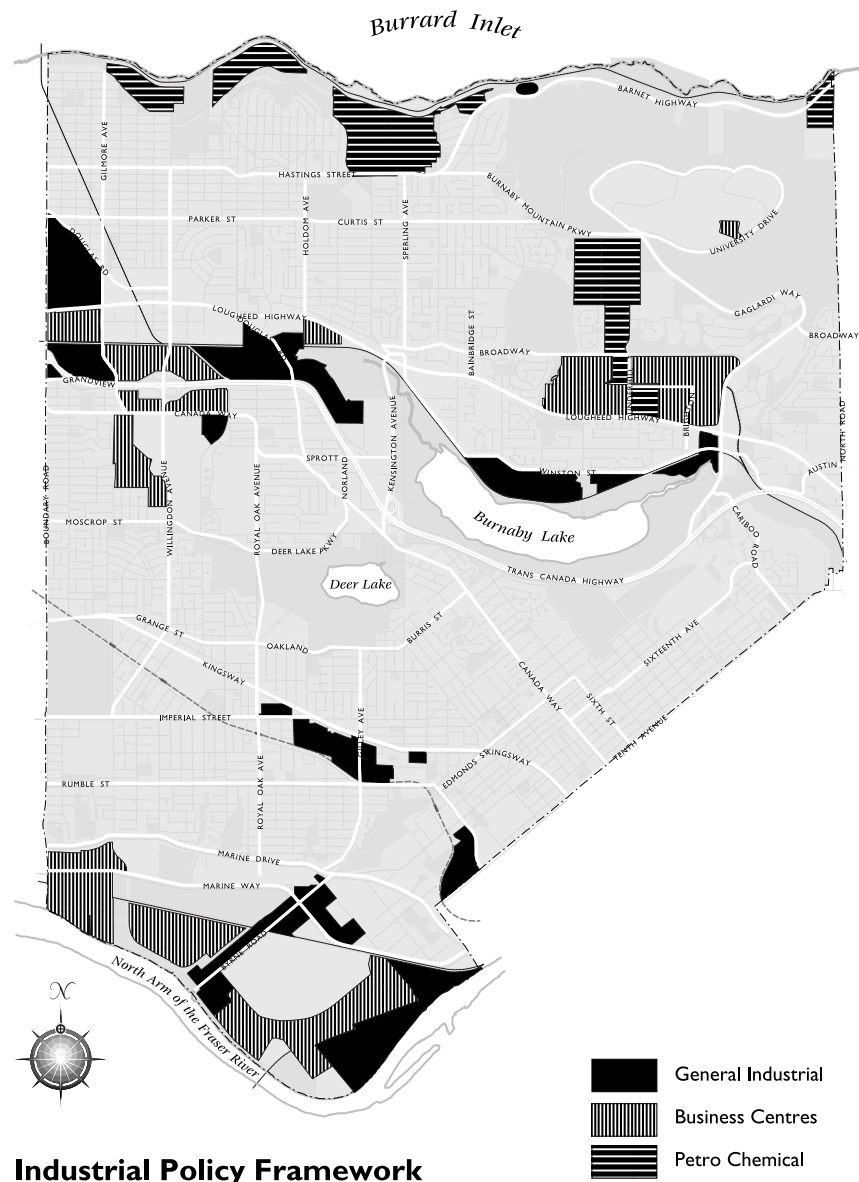
- deletion of certain currently permitted commercial-oriented uses in industrial zones that are no longer meeting contemporary needs or employment and tax-base objectives (e.g., drive-in theatres, car washes, automobile sales);
- review of allowable building heights and floor area ratios, particularly for research and office uses in designated business centres;
- refinement of existing industrial zoning regulations which would include defining an approach to accommodate mixed business uses within adopted plan areas;
- possible elimination of additional professional offices as an outright permitted use in industrial areas outside of designated business centre areas;
- the removal of “big box” retail developments as permitted “wholesale” industrial uses in applicable industrial zoning districts, coupled with a designation of specific criteria and locations for these uses; and
- the removal of large volumes of Liquefied Petroleum Gas (LPG) storage as a permitted use in the M3 and M7a zoning districts without negatively impacting the operational requirements of the City's existing LPG users and handlers.

## 6.4 The Framework

The Industrial Framework relates to three general categories of industrial character - general industrial, business centres and petrochemical. Each of these has defining characteristics and associated geographic areas as is outlined below.

### 6.4.1 General Industrial

The largest industrial component in the City is within those areas that are incorporated within the general industrial category. Generally, industries in this category are associated with the manufacturing, wholesale and transportation/communications/utilities sectors. The industries are diverse in nature and range from “light”, with character-



istically more indoor operations, to “heavy”, with outdoor storage and operations.

These areas are not considered suitable for conversion to other uses and can be expected to see infill, re-development and densification for continued industrial purposes.

At present, there is 1.55 million square feet of accessory office use and 335,500 square feet of accessory retail use within the general industrial areas. In 1996, there was an estimated 18,600 jobs within the general industrial areas. It is anticipated that this will increase to approximately 22,200 in 2006 and 26,400 by 2021.

## 6.4.2 Business Centres

This category relates to the accommodation of a limited number of strategically located, high amenity business centres oriented to businesses with differing combinations of research, sales/service, light manufacturing and management/administration that responds to changing needs and conditions in the marketplace. The character and mix of the individual business centre areas will vary from location to location based on factors such as existing land use, proximity to existing or planned LRT and relationship

to surrounding land use policies. Each of the seven business centre areas identified in the Industrial Policy Framework map has been, or will be, the subject of a plan preparation process involving a comprehensive zoning approach to define specific development parameters. These seven are the same as seven of the eight business centres designated in the Commercial Framework, given the merging of these two land use types within the business centre environment.

In 1996, approximately 19,900 people were employed within the business centres. This total is anticipated to increase to about 33,900 by 2006 and 48,400 by 2021.

### Location

		Beresford	Big Bend	Boundary Rd./ First Ave.	Burnaby Mountain Tank Farm	Burrard Inlet	Central Valley	Discovery Place		Lougheed Corridor		Myrtle St.	Willingdon/ Canada Way	Winston Government	Stride	
								BCIT	SFU	Bridge	Kingsland	Lake City				
<b>Industrial Character</b>	General Industrial	▲	▲	▲		▲	▲						▲		▲	▲
	Business Centres		▲					▲	▲	▲	▲	▲		▲		
	Petro Chemical				▲	▲						▲				
<b>Use Characteristics</b>	Manufacturing	▲	▲	▲			▲									▲
	Light Manufacturing / Internal Storage	▲	▲	▲			▲						▲		▲	▲
	Warehouse / Distribution	▲	▲	▲			▲						▲		▲	▲
	Technological Research/ Manufacturing / Office / Sales		▲					▲	▲	▲	▲	▲		▲		
	Petroleum Refining					▲										
	Petroleum Storage				▲	▲						▲				
	Industrial Redevelopment/ Intensification	▲	▲	▲			▲						▲		▲	▲
	"Big Box" Type Retail		▲													
	Accessory Office / Retail	▲	▲	▲			▲						▲		▲	▲
	Smaller Corporate Offices		▲						▲	▲	▲	▲		▲		
	Special Industrial Service	▲														

## Industrial Policy Framework



### 6.4.3

## Petro-Chemical Industries

Historically, a number of large petro-chemical based industries have been located within the City, particularly along the Burrard Inlet foreshore and the slope of Burnaby Mountain. The principal facilities in this category include the Chevron refinery, the Shell Oil facility, and the Petro-Canada and Trans-Mountain tank farms. Each of these also has a water-oriented trans-shipment facility on Burrard Inlet. Supplementing these are smaller, yet still significant, petro-chemical uses in Lake City utilized by Imperial Oil and Shell Oil.

The nature of the petro-chemical industry is changing as evidenced by the closure of the crude oil refining operations at the Esso and Petro-Canada facilities in Port Moody and the Shell refinery in Burnaby. The Shell facility is now only processing finished product from Alberta. The lands occupied by these large petro-chemical facilities cannot be considered for complete conversions to alternate uses unless a decision to decommission is made. Of the larger facilities in Burnaby, it is foreseen that in the longer term, the Shell Oil lands on Burrard Inlet would potentially be appropriate for residential development assuming that Contaminated Site Regulations can be met and should Shell Oil decide to voluntarily phase out its industrial operations.

For this industrial sector, it is expected that continued efforts will be made to:

- improve the quality of air emissions and water run-offs;
- ensure that contemporary safety and emergency response standards are met;
- ensure that improvements are made to increase “neighbourli-



Chevron Refinery

ness” with surrounding uses, particularly residential;

- be partners with the City and the community in undertaking environmental stewardship initiatives involving key environmental features (e.g., creeks, ravines and foreshore areas) within their lands;
- strive for public access provisions, either for trail continuity or focal point purposes, involving these lands without compromising safety or operational considerations; and
- reduce operational noise and spills.

## 6.5 The Future

The situation and prospects for Burnaby’s industrial areas has changed significantly over the past ten years. The City has recognized these changes and, through the strategies presented herein, has identified a contemporary and realistic approach for the future development and management of its industrial lands.

In the future, Burnaby will continue to attract significant shares of high quality industrial develop-

ment and other employment generating uses. Many of the City’s industrial areas will remain viable and attractive for industry for years to come. Development and employment densities in these areas will rise through infill, expansion, and redevelopment. While supporting the retention and enhancement of these areas, Burnaby recognizes that traditional “blue collar” industrial jobs will make up an increasingly smaller share of the city’s overall future employment.

By pursuing the foregoing industrial lands approach, Burnaby is poised to:

- accommodate a wide range of new employers and high quality jobs - with particular focus on high technology and business centre uses;
- maintain a large share of its existing traditional industrial base;
- increase the employment and tax base on existing industrial lands; and
- accommodate additional residential development and non-industrial jobs in identified conversion areas, thereby contributing to the population and employment goals of the Livable Region Strategic Plan.







# 70 Parks and Public Open Space

## 7.1 Context

Burnaby has an extensive and diverse range of parks and public open spaces that are key defining features of the City. Major natural landscapes and resources conserved within the established parks and open space system include river estuary, marine foreshore, mountain and ravine forest, and fresh water lakes and rivers. Other parks and open spaces include neighbourhood and district parks, school play grounds, sports fields, golf courses, bicycle and walking trails, urban plazas, and botanical gardens.

Open space can meet a neighbourhood need, provide contrast to the built environment, preserve environmentally sensitive areas, retain or create visual connections and be a means of circulation. The fact that the City was the 1996 recipient of the Communities in Bloom award for Canadian communities with populations between 100,000 to 300,000 is testimony to the importance of the City's open space and park network.

In 1997, Burnaby had over 150 parks and public open spaces covering an area of about 5,500 acres. This equates to about 24 percent of the total area of the City.



## 7.2 Parks and Public Open Space Goals

### **Goal: Parks and Public Open Space Opportunities**

**To provide and maintain a comprehensive mix of park and public open space opportunities sufficient to meet the changing needs of the community.**

The provision of parks and public open space opportunities needs to be responsive to a number of trends expected to affect the nature, form and extent of parks and open space plans into the future. These include:

- an increased emphasis on sound environmental management, preservation and enhancement of park and natural areas;
- continuing growth and overall gradual aging of the population;
- an increasing ethnic and cultural diversity within the population;
- an increasing demand for expanded leisure services from all age groups as a choice for healthy living;

Deer Lake

- the increasing complexity of social and recreational needs for families and youth arising from more diverse urban growth; and
- the fiscal challenge of providing for expected recreational facilities and services within the economic means of the City.

The provision of the comprehensive mix of parks and public open spaces is to be guided by:

- providing for the appropriate amount, type and location of open space, parks, and facilities to meet the existing and future requirements of the City's growth;
- protecting and enhancing the quality of Burnaby's environmentally sensitive areas;
- undertaking the design of park and recreational facilities in context with the special, natural and developed features of the City, and in response to local and Burnaby wide community needs;
- co-operating with the Burnaby School Board in the joint use of school/park sites; and
- striving for an equitable distribution of parks and open spaces throughout the community.

**Goal: Green Zone Protection**

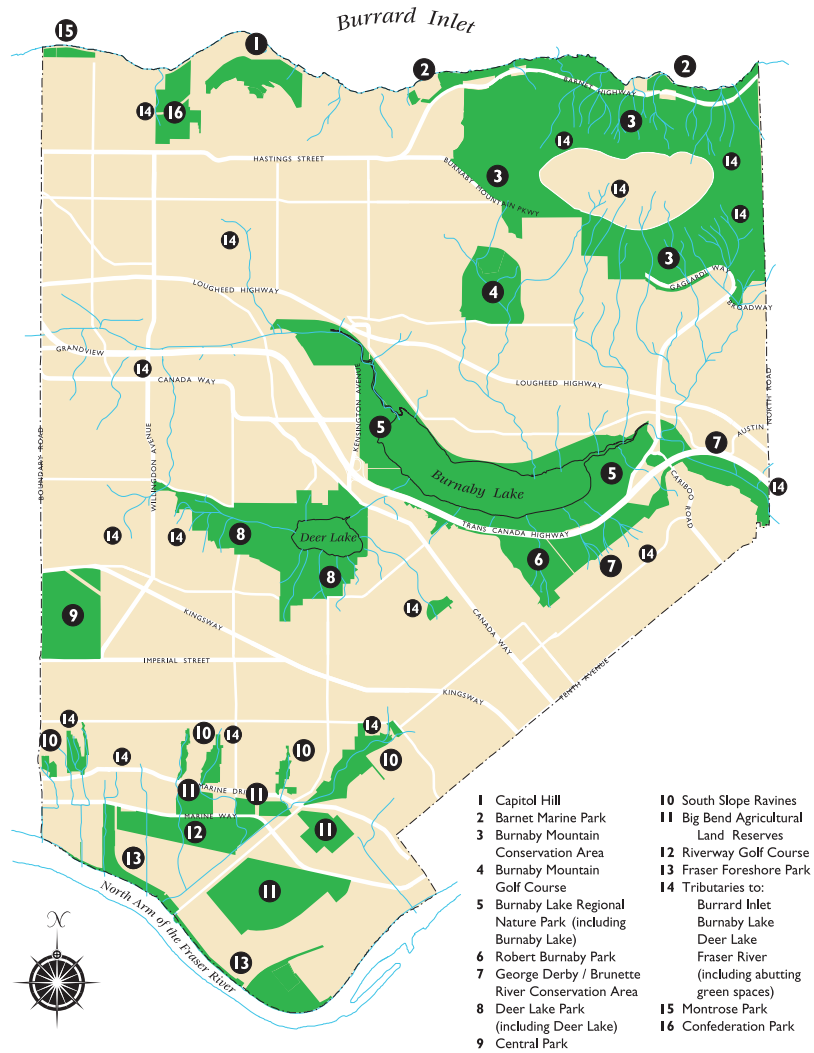
**To preserve City-wide and regionally significant open space areas.**

One of the fundamental strategies of the adopted Livable Region Strategic Plan is the designation and protection of Green Zone lands intended to protect Greater Vancouver's natural assets, including major parks, ecologically important areas and agricultural areas. The City has designated its Green Zone lands which are consistent with the adopted Livable Region Strategic

Plan, with the exception of one minor boundary adjustment reflecting a conditional decision of the Agricultural Land Commission.

As part of the City's initiatives to protect major open space elements, contemporary management plans are under preparation for the Burrard Inlet Foreshore Area, Burnaby Mountain, Deer Lake Park and Burnaby Lake Regional Nature Park.

The City, in partnership with other estuary managers (North Fraser Harbour Commission, Ministry of Environment, Lands and Parks, Department of Fisheries and Oceans, and Environment Canada) entered into an Agreement on 1993 May 10 establishing detailed Area



**Green Zone Lands**

Designations under the auspices of the Fraser River Estuary Management Program. These Area Designations establish categories of land and water uses for both upland and foreshore areas acceptable to all parties. They provide a guide to the "best use" of the Estuary, based on its natural attributes and suitability for human activities. The agreement provides a framework for development and conservation.

The City is the principal owner of the Green Zone lands outside of the Agricultural Land Reserve. This has occurred and continues through approved Park Acquisition Programs. Protection of watercourses will continue through ownership, easements and other regulatory tools as more specifically outlined in Section 10.4.

**Goal: Dedication of Major Parks and Public Open Space Areas**

**To ensure the permanent preservation of major park and public open space areas under City ownership through public referenda dedication.**

The preservation of natural assets, coupled with the development of park facilities and programs, has long been a City priority. As the Region's and the City's populations increase, the open space system will become even more important and is, therefore, incorporated as a permanent element of the Official Community Plan. Recognizing this fact, the City will ensure the permanent preservation of major parks and public open space areas under City ownership through public referenda dedication. Over the past twenty years, 2,849 acres of parks and public open space areas have already been dedicated through this process.

**Goal: Connectivity of Parks and Public Open Spaces**

**To provide a system of pedestrian/cycle trails and other greenways to connect the major park and open space areas of the City with each other and other strategic components of the City and adjacent municipalities.**

Major elements of the City's parks and open space system extend

from Burrard Inlet in the north to the Fraser River in the south. In between are Town Centres, residential neighbourhoods, community centres, industrial areas, ravines and other features. Their connection through a system of pedestrian/cycle ways and natural greenways is as proposed in the adopted Urban Trail Network (updated to 1997) and Trail Development Program (1986). Refinements are underway in the preparation of the Burrard Inlet Master Plan and the Burnaby Mountain, Deer Lake and Burnaby Lake Management Plans.



**Park and Open Space Connectivity Concept**



## 7.3 Directions

Basic directions underlying the Park and Open Space Framework include the recognition that:



Burnaby Lake Regional Nature Park

- the creation, preservation and development of parks and open space is a desirable and necessary function of City government for the overall health of individuals and the community as a whole;
- parks and open space play an essential role in the conservation, protection and enhancement of our natural environment;
- in addition to their conservation and recreational value, parks and open space are an important supportive element for the overall planning and development of the community;
- over time, the park and open space needs of the community will change as the general profile of the community changes;
- a range of neighbourhood, district, major parks and open spaces, trails and urban plazas are necessary to meet the needs of Burnaby residents;
- it is essential that appropriate portions of Burnaby's significant natural and heritage landscapes, features and ecosystems be protected and conserved as irreplaceable assets of the community;
- the size, location and nature of future parks and open space are more precisely determined by projected community needs, available opportunities, and existing and future active and passive recreational facility requirements in the community, rather than solely by general acreage standards based on population; and
- there is a need to ensure the use of proper urban design principles to preserve, enhance and reinforce the special natural and developed features of the City.

## 7.4 The Framework

The Parks and Open Space Framework for Burnaby is based on three inter-related elements:

### 7.4.1 Major City/Regional Parks

Burnaby has been blessed by nature with Burrard Inlet, Burnaby Mountain, Burnaby Lake, Deer Lake, the Fraser River and Central Park. These natural features are considered as major open space components in the City's overall land use concept. Park standards are generally used as the base from which a park system is developed. Irrespective of these standards, however, the City is committed to protecting unique regional and municipal natural features as heritage assets for permanent public use and enjoyment.

A number of major parks, each with a key natural element, are incorporated within the framework. These include the following:

- **Barnet Marine Park**

A 2 1/2 mile stretch along the City's eastern Burrard Inlet foreshore is being developed to provide salt water access for Burnaby citizens. This park is to be connected to the City's urban trail system.

- **Burnaby Mountain Park and Conservation Area**

The City's most prominent natural feature is Burnaby Mountain, situated in the northeast quadrant. The City has recently added to its consolidated holdings on the mountain and now has ownership of 1,423 acres of the 1,729 acres in the designated park and

conservation area. Gradual acquisition of the few remaining private holdings in the assembly program will continue as they become available.

- **Capitol Hill Conservation Area**

These lands are situated on the north face of Capitol Hill and are upland from the Burrard Inlet foreshore. This area occupies 105 acres, of which 100 acres are under City ownership. Gradual acquisition of the remaining 5 acres under private ownership will occur as the properties become available.

- **Still Creek - Brunette River Basin**

This area occupies the central area of the City and includes Still Creek, the Burnaby Lake Sports Complex and conservation lands, Deer Lake, Burnaby Lake Regional Nature Park and the Brunette River conservation lands. Collectively, these lands occupy about 1,717 acres, including 484 acres of lake area.

- **Central Park**

150 acres of this 220 acre park are retained in native forest and located within the eastern edge of Metrotown. Central Park is to retain its general forest nature while accommodating more active recreational uses on its periphery.

- **South Slope Ravines**

There are 13 ravine parks in the City, with the six largest generally between Rumble Street and Marine Drive. The parks are mostly under City ownership and are conservation area components of the parks and open space system. Collectively, these lands make up about 231 acres. The City has a policy of acquiring additional top of bank



Barnet Marine Park

property as it becomes available, consistent with Department of Fisheries and Oceans and Ministry of Environment, Lands and Parks guidelines.

- **Burnaby Fraser Foreshore Park**

The Burnaby Fraser Foreshore Park incorporates 2.8 miles of foreshore and will be connected to the urban trail system at three major points. A key component of the park is a 40 acre habitat expansion area designed to re-establish rearing habitats for fish and other wildlife. It is an objective to expand this habitat expansion area as conditions permit. As a longer term objective, it is also the intention to obtain public foreshore access along the Fraser River foreshore from Boundary Road through to the New Westminster boundary to the east.

The six largest key natural elements of the major parks system collectively cover an area of 3,763 acres. These areas and their elements are: Central Park (forest), Burnaby Mountain (mountain), Burnaby Fraser Foreshore Park (river), Burnaby and Deer Lake (lake), and Barnet Marine Park (marine).

## 7.4.2 Neighbourhood & District Parks

District and neighbourhood parks are provided in relation to the residential development they are intended to serve. For parks planning purposes, the City is divided into the 4 park district sectors and 37 neighbourhood planning areas. Presently there are 14 district parks and 84 neighbourhood parks encompassing about 955 acres.

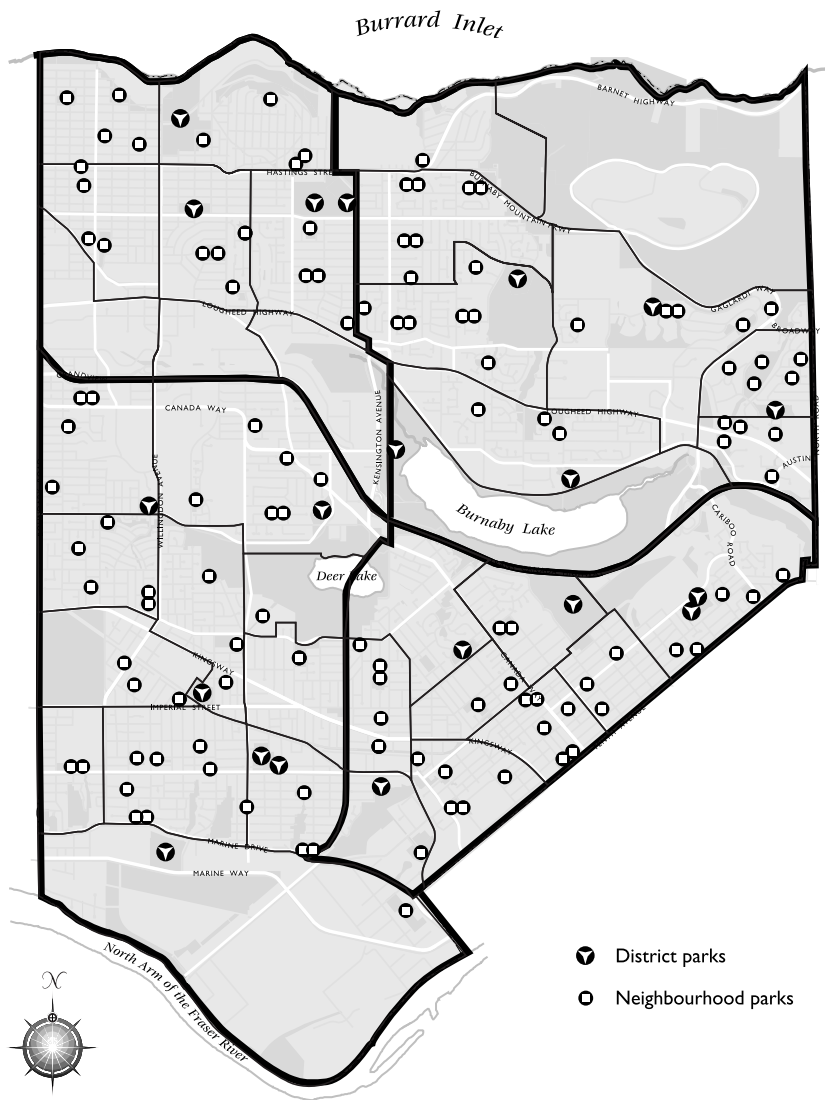
Burnaby traditionally has used the following acreage standards in assessing neighbourhood and district park requirements.

Type of Facility	Acres per 1000 persons
Neighbourhood	<b>2.25</b>
District	<b>1.50</b>



Confederation Park

### 7.4.2.1 Neighbourhood Parks



## District and Neighbourhood Parks

Wherever possible, parks and playgrounds should be located adjacent to elementary schools so facilities can be used jointly. Generally, a neighbourhood park includes playgrounds for preschoolers and older children, open grass areas for informal sports and an area for recreation by people of all ages.

### 7.4.2.2 District Parks

The City has four district park quadrants, each containing a grouping of neighbourhood park planning areas. District park needs are re-

lated to active recreation needs for play, sports and other participation activities, and passive recreation needs for amenity areas, walking, and picnicking. Thus, each quadrant provides for play fields and other facilities, as well as attractive settings and places for passive recreation to meet the needs of quadrant residents.

District parks incorporate both active and passive uses. The active areas include space for play, sports and other participation activities, while the passive areas provide amenity areas for general activities such as relaxation, walking

and picnicking. Each residential quadrant is provided with district play fields and district parks intended to meet the needs of quadrant residents. In some instances, the scale and/or use of the district park is such that it provides a city-wide function.

The district park also provides an attractive setting and a place for quiet passive recreation for people of all ages living in the quadrant. Generally at least 10 acres in size, district parks may range to 25 or even 50 acres. District parks are often developed in combination with community leisure centres.

Many advantages are obtained by locating district facilities, particularly play fields, near or adjacent to secondary school sites. This provides an opportunity for school use of these park facilities as part of regular school programs. At the same time, additional community benefits can be derived from having school facilities in close proximity which can be allocated for community use when not needed by the schools. Examples include fields, gyms, theatres or other venues. Cost sharing on such items as lighting and other support facilities can also be mutually advantageous. The total acreage for the existing 14 district parks is 557 acres.



Confederation Park



## 7.4.3 Special Purpose Park Areas

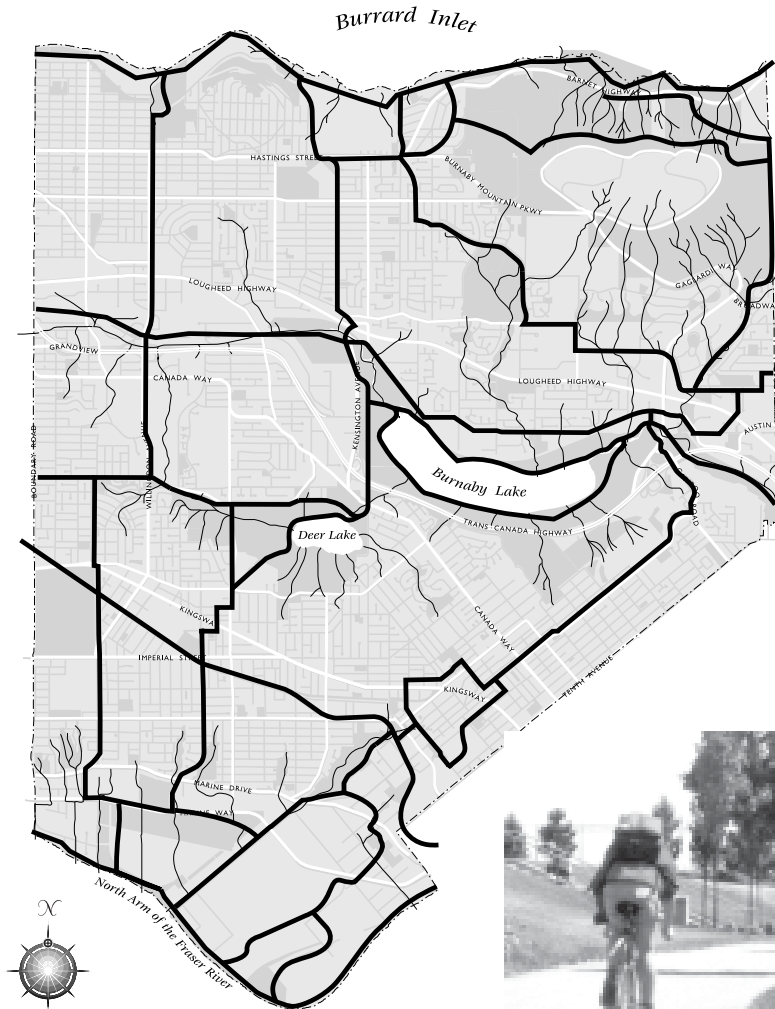
### 7.4.3.1 City Trail System

The provision of trails provides for the option of walking or cycling between housing, shopping, businesses, parks and other community facilities and amenities. Currently, the City has 215 km (134 miles) of trails and paths. Of these, 14.5 km are part of the Urban Trail System, and 14.5 km (9 miles) are provided for equestrian use.

A comprehensive description of Burnaby's trail development program can be found in the adopted Burnaby Trail Study (1980) and the Burnaby Trail Inventory and Development Program (1986). The Urban Trail System, adopted by Council in 1990 and updated to September 1997, is fully integrated with the previously approved trail system, providing for a comprehensive City-wide trail system for Burnaby.

The Urban Trail System provides for a major network of trails to serve all areas of Burnaby on a relatively equitable basis. The system consists of four major trails running in a west-east direction, and three major trails running north-south. The resulting network of urban trails provides for about 75 km of major trails to accommodate both walking and cycling for transportation and recreation purposes. The urban trails are to be developed to an 'arterial' standard relative to other trails in Burnaby, and ideally would be separated from vehicle traffic, have a paved or concrete surface, and provide for minimal and safe crossings of roadways.

The primary, secondary, and tertiary trails adopted by the City serve an important role in providing more local access from neigh-



### Conceptual Major Trail System

bourhood and district areas to local amenities and services, with connections to the City wide Urban Trail System. The trails are primarily for pedestrians, however, some areas are also geared towards cyclists and equestrians. Provision is also made for smaller scale nature trails and walking paths to link major natural features and focal points, which may also be environmentally sensitive, to the system of major urban trails.

Other feature trails form part of the overall planned City trail system. These trails may serve a particular function or have a unique identity within Burnaby. They also may continue across City boundaries to adjacent areas. The B.C. Parkway is part of an important regional east-west trail system provided along the SkyTrain

right-of-way in south Burnaby. The Parkway comprises 51 acres along its total length and accommodates pedestrians and cyclists. The Trans Canada Trail is intended to follow a route through north Burnaby and forms part of a national trail being pursued across Canada. The Rivers, Lakes and Mountain Trail will provide a single route for recreational walking and cycling that would link together Burnaby's significant natural features (i.e., the Fraser River, Central Park, Deer and Burnaby Lakes, Brunette River, Burnaby Mountain and Burrard Inlet). This trail will incorporate sections of Burnaby's trail system along with other extensions and linkages to form a continuous single feature trail. The conceptual trail links along the Burrard Inlet and Fraser River foreshores will need to reflect





the operational and safety needs of existing industries. The final trail alignments and specifications will need to be determined through detailed planning involving dialogue with the affected property owners.

### 7.4.3.2 Golf Courses

The City has developed two regulation public 18 hole golf courses - Burnaby Mountain Golf Course on the south slope of Burnaby Mountain and Riverway Golf Course in the Big Bend Area. The City has also developed two pitch and putt golf courses at Central Park and Kensington Park. The two regulation golf courses occupy approximately 302 acres. No additional golf courses are provided for in the OCP.



Riverway Golf Course



Metrotown Urban Plaza

### 7.4.3.3 Urban Plazas and Open Space

As the City continues to urbanize, the provision of strategically located and designed urban plazas and other public open spaces will become more important within the four designated Town Centres. These plazas will provide a focus for Town Centre activity and a sense of community place, a location of relative tranquillity and a contrast to the surrounding built environment. As such, these plazas will assume a greater role in the City's parks and open space system. Wherever possible, these should be under public ownership.

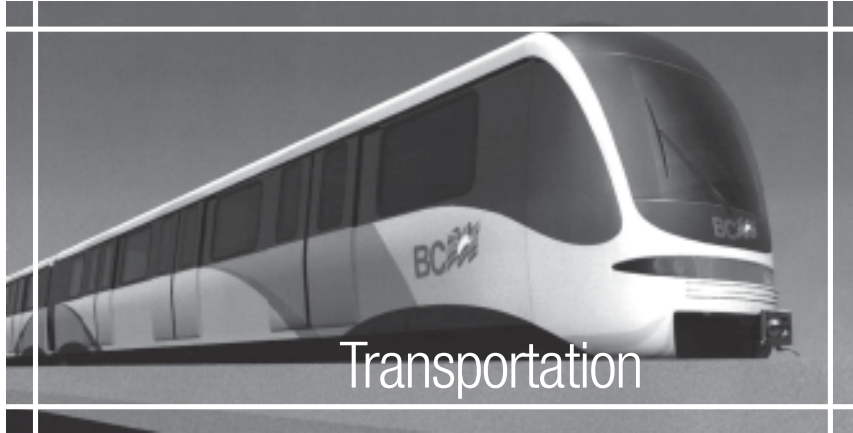
While the City has acquired lands for public use such as the Robert Prittie Library and Metrotown Civic Square, other lands have been acquired from private developers through the rezoning process. Plans associated with the development of the four Town Centres anticipate the application of this latter approach.

## 7.5 The Future

Park and open spaces serve an essential role in preserving our natural environment and ecosystems, meeting community needs for recreation and leisure activities, and supporting the quality of life in Burnaby. As Burnaby's population and urban areas continue to grow, parks and open spaces will become increasingly valuable community assets. As such, it is important that Burnaby continues to acquire and protect lands that contribute to its Parks and Open Space Framework. In addition, greater emphasis will need to be placed on the planning and management of parks and open spaces to protect environmental attributes, meet community recreation needs, and appropriately support projected urban development.

To date, the City has achieved considerable success in setting aside lands for parks and open space purposes. It is expected that expansion of our parks and open space system will be required to support the continued growth of the City. In particular, it is expected that acquisitions for park land will focus on 1) the protection and enhancement of natural features and ecosystems, and 2) the provision of neighbourhood and district parks and urban plazas to address the needs of our increasingly urban community. The specifics of these required changes are being developed in the context of an updated Parks Master Plan and Parks Acquisition Program. They will be incorporated within the next proposed review of this Official Community Plan.







# 8.0 Transportation

## 8.1 Context

Transportation is essential to the life of a community. Both residents and businesses in Burnaby depend on access to an efficient transportation system for the movement of people and goods. Burnaby is also a part of a growing Greater Vancouver Region. As such, it is affected by people from the more rapidly developing suburban areas to the east and south travelling through the community to employment, shopping, and other attractions in Burnaby and Vancouver. As automobile ownership continues to increase faster than population growth in the Region, the demand for travel will place increased stress not only on the transportation network, but also the livability of the community.

Against this background, the City of Burnaby faces significant challenges in maintaining a viable transportation system for the movement of people and goods. The transportation system in the City must not only serve the needs of its own residents, but also the growing demands of residents of surrounding communities who travel to work, shopping and recreation in Burnaby, and through Burnaby to other areas of the Region. Setting a future direction for transportation in the City requires a responsiveness to the expressed desires of Burnaby residents and an awareness of the future demands for transportation generated by growth in the Region.

The above considerations, coupled with the initiatives from the GVRD's Livable Region Strategic Plan, suggested the need for major renewal of the City's trans-

portation plan to meet the transportation challenges over the next fifteen to twenty years. The Burnaby Transportation Plan was developed over a two year period with extensive public consultation. It was adopted by Council in 1995 and updated in 1997.

The Burnaby Transportation Plan provides a comprehensive review of transportation needs in Burnaby and includes the following components:

- Perspective on Regional Growth
- Outlook for Transportation in Burnaby
- Strategy for Transportation
- Action Plan for Transportation
- Long Range Transportation Program
- Five Year Transportation Program

The Burnaby Transportation Plan, as summarized in this OCP, provides the comprehensive policy direction for transportation planning and development in the City. The Transportation Plan makes provision for updates on a regular basis.



Transit connection



## 8.2 Transportation Goals

### Goal: Transportation

**To strive to facilitate the efficient movement of people and goods in a cost effective manner which enhances the environment and livability of the entire community.**

The Burnaby Transportation Plan provides a strategy for transportation which sets a future course for transportation in the community and presents the following seven sub-goals to guide transportation in Burnaby:

- **Move People Efficiently by Road**

While rail transportation has a significant role in the movement of people, the road network will remain the workhorse of the transportation system. Roads will accommodate trips by private vehicles, buses, trucks, bicycles, and pedestrians. Dur-

ing a period of extended growth, however, it will not be possible or cost effective to maintain an efficient road system by simply constructing new roads or expanding existing ones solely to meet the escalating demand for travel by one person – one car. Improvements to the road system need to emphasize carrying more people in fewer vehicles and making optimal use of existing road facilities.

- **Move Goods Efficiently**

An efficient and reliable system for the transportation of goods by road and rail is necessary to support economic activities in the City. Trucking, as the predominant mode for the movement of goods, relies on the development of a continuous and evenly spaced network of arterial and major collector roads serving all areas of the City and providing access between industrial areas and regional highways. Developing a continuous arterial road network, therefore, not only provides for the movement of goods. It also protects residential neighbourhoods by ensuring that trucks are maintained on streets designed to accommodate them.

- **Reduce the Need for Travel**

As the Region and the City grow and commuter travel increases, it is increasingly important that development, and the transportation systems which support development, be planned together rather than as separate elements. Land use and transportation development must be based on a fundamental concept: providing opportunities for people to live close to work, shopping and recreational facilities, with linkages to efficient transportation, especially rapid transit. Expanded opportunities for work with similar linkages to transit should be encouraged.

- **Promote Alternative Modes**



The City recognizes that the capacity of the road network during peak periods may be unable to keep pace with the inevitable increase in demand for

travel from single occupant private vehicles. Therefore, greater efforts must be made to promote alternative modes of transportation which make more efficient use of road space to carry more people in fewer vehicles including transit, carpools, bicycles or pedestrians.

- **Protect the Livability and Environment of the Community**

While transportation can enhance the livability of a community by expanding opportunities for access to jobs, shopping and recreation, it can also have adverse effects on the environment. As continued development of the



Hastings Street with HOV lane

transportation system will be required to move people and goods efficiently, greater efforts will be required to reduce the undesirable impacts of transportation on those most closely affected by transportation improvements. Initiatives can include traffic calming measures in neighbourhoods, noise attenuation fencing, the promotion of low-emission vehicles and expansion of the transit system in the City.

- **Manage the Transportation System**

Implementing the transportation strategy will require new approaches to actively manage and direct the development of the transportation system. The City, along with other communities in the Region, will need to clearly define transportation programs to 1) modify travel behaviour, rather than react to it; 2) reduce the impact of transportation on the air and water rather than accept it; and 3) develop transportation modes which enhance rather than degrade neighbourhoods.

- **Inform and Educate the Community**

Transportation in a city is a product of scores of individual choices about personal movement. Changes to the transportation system to orient it towards the needs of people rather than vehicles will require public acceptance and changes in individual travel behaviour. For this reason, the Burnaby Transportation Plan Strategy includes measures to educate the community about the need to use alternative modes and to inform the public about the transportation decisions at the local, regional, and provincial level which will affect their lives.

## 8.3 Directions

The directions underlying the Transportation Framework include the following:

- regional transportation solutions consistent with the Livable Region Strategic Plan will be pursued and successfully implemented;
- demand for transportation will need to be managed in order to reduce travel by single occupant vehicles during peak periods;
- the City will encourage carpooling as a mode of travel during peak periods;
- Light Rail Transit along the Lougheed Corridor will be completed by 2005 and the City will have a direct involvement in its design and integration with station and transit plan areas and adjacent land uses;
- the City will support the continued development of its Town Centre areas with transit linkages to one another and to Town Centres in other parts of the Region;
- the City will work with other agencies to reserve rights-of-way for public transit, high occupancy vehicle lanes, cyclists, pedestrians and other transportation facilities;
- the City will encourage appropriate higher density residential and job related development along the existing and proposed rapid transit corridors;
- the arterial road system will be improved to emphasize the movement of more people in fewer vehicles during peak periods;
- the City's road network will continue to be developed reflecting a hierarchical classification of roads and appropriate design standards;
- the City will ensure that existing and future road facilities operate safely and at maximum efficiency through the application of traffic management and traffic safety measures;
- the City will continue to work closely with BC Transit, or any regionally sanctioned transportation authority, to ensure the provision of efficient and convenient public transit service;
- safe and convenient cycling and pedestrian facilities will continue to be provided;
- the City will continue to develop community transportation plans, in consultation with local residents, to reduce the effects of through traffic while maintaining access for the local neighbourhood;
- the City increasingly will need to seek the cooperation of other agencies in developing network plans for major roads, LRT, transit, truck and cycle routes; and
- the City will continue to ensure that its citizens are informed about transportation plans and programs on an ongoing basis.

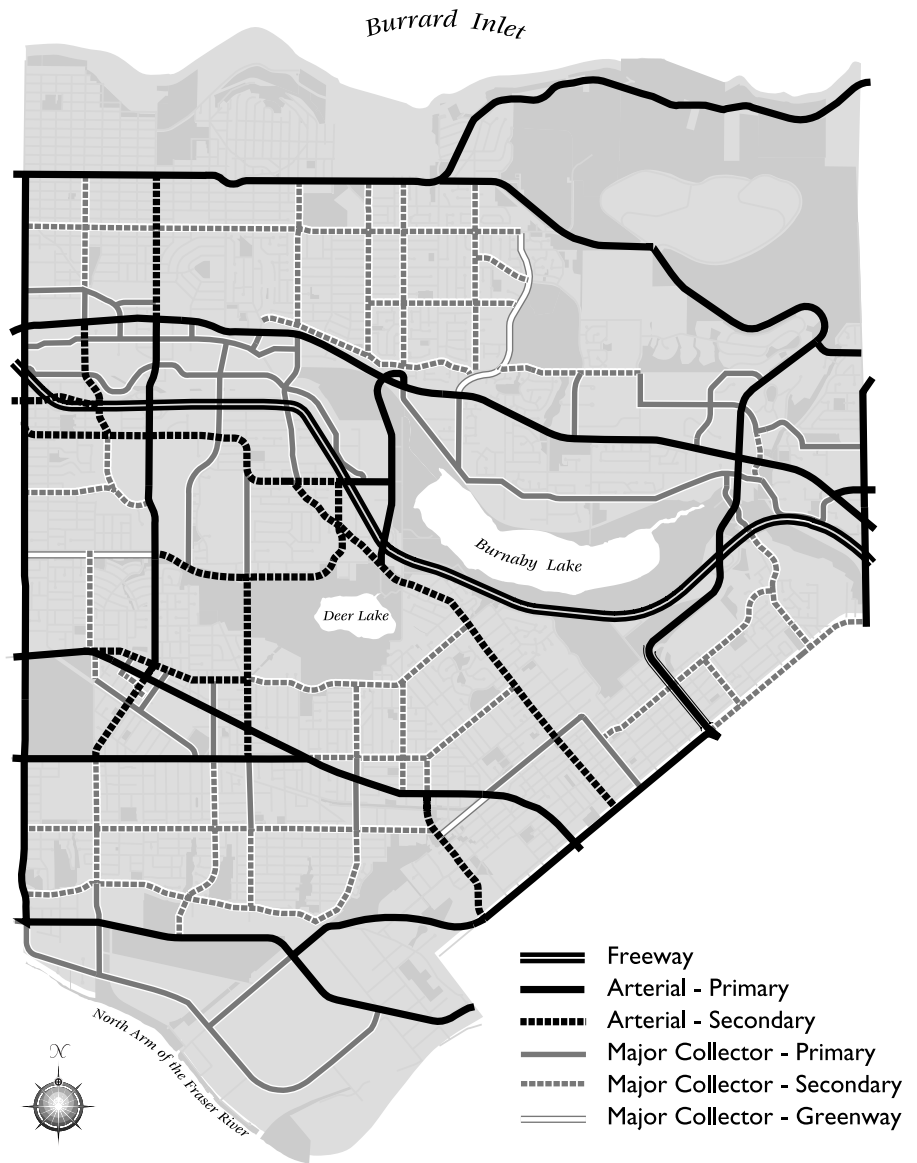
# 8.4 Transportation Framework

The adopted Burnaby Transportation Plan incorporates three key elements that are interrelated and provide the basic framework for transportation planning and development in the City. These elements include the road network, the public transportation system and non-vehicular modes.

## 8.4.1 Road Network

An efficiently functioning road system is essential to provide mobility for people in private vehicles, transit buses, trucks, bicycles and on foot. It is also essential to provide access to Town Centres, shopping, parks, and neighbourhoods throughout Burnaby. To meet these basic needs, the road network provides a range of different facilities emphasizing either mobility, or access to land uses. The road network hierarchy ranges from freeways and arterials (which emphasize mobility over providing access to adjacent land uses) to local residential and collector streets (which provide access to and within neighbourhoods in Burnaby). Reflecting the emphasis on roads which move people rather than vehicles, the road network will make provision for a multiplicity of modes including private vehicles, trucks, buses, bicycles, pedestrians and rapid transit when required.

The road network in Burnaby is based on a hierarchy of streets differing in function, traffic service, land access, traffic volumes and provision for on-street parking. The road network includes both major and minor roads, including the following classes:



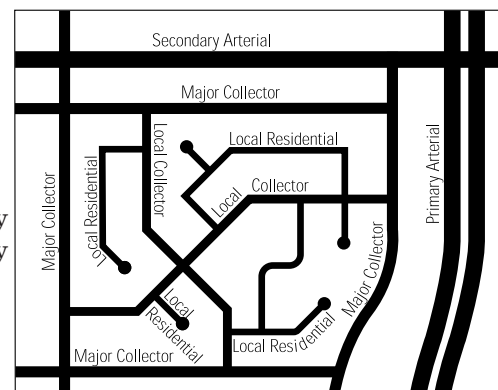
**Burnaby Major Roads Network**

### Major Roads

- Freeway
- Primary Arterial
- Secondary Arterial
- Major Collector - Primary
- Major Collector - Secondary
- Major Collector - Greenway

### Minor Roads

- Local Collector
- Local Residential



**Road Network Concept**

### 8.4.1.1 High Occupancy Vehicle Lanes

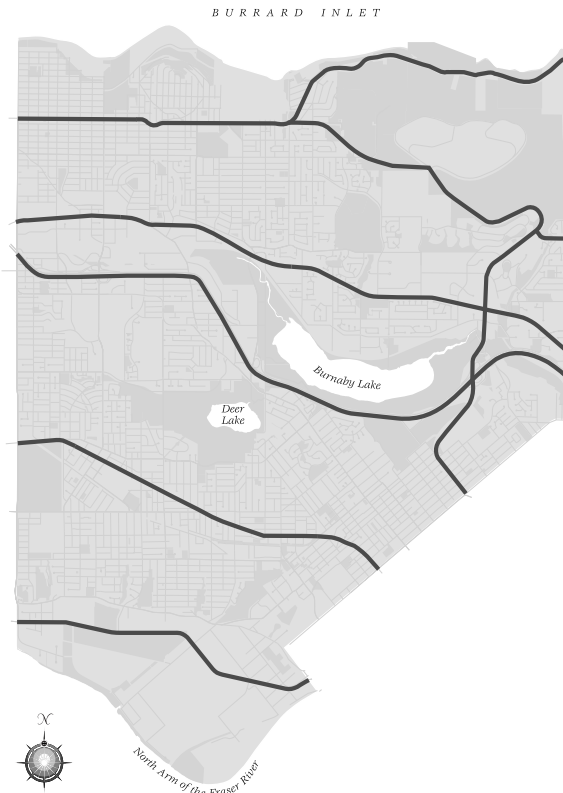
The provision of separate lanes on arterial roads in the City to accommodate High Occupancy Vehicles (HOV), including buses and carpools, is essential to promote transit use and encourage commuters to carry more people in private vehicles during peak periods. By reducing travel time for buses and carpools relative to the single occupant private vehicle, HOV lanes offer an additional incentive for commuters to use alternative modes during peak periods. High occupancy vehicle lanes also increase the speed and, therefore, the attractiveness of transit.

The Livable Region Strategic Plan designates Hastings/Barnet and Highway 1 for HOV improvements. The Burnaby Transportation Plan and the OCP designate additional roads for HOV. Establishment of HOV roadways will require resolution and coordination with the appropriate agencies.

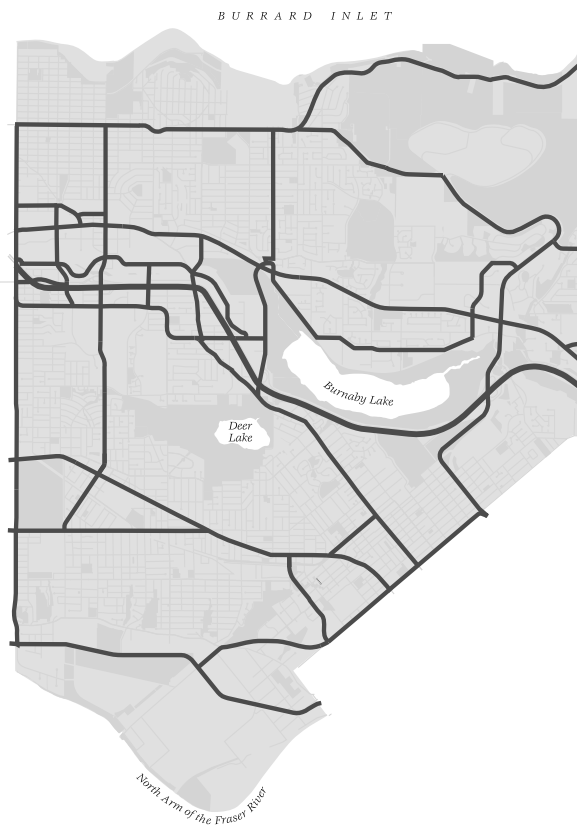
### 8.4.1.2 Truck Routes

The efficient movement of goods by truck is a key component of the effort to maintain a sound economy in both the Region and the City. With its central location and access to major provincial highways, Burnaby accommodates a large proportion of truck trips in the Region. In addition, the industrial areas of the City, including the Central Valley, southeast Burnaby, and the Big Bend, are major generators and attractors of both heavy and light truck trips.

The long range truck route network incorporates existing and future arterial and major collector roads to provide better connectivity across municipal boundaries and a more even spacing of routes within the City. The long range truck network would be implemented as new arterial roads are constructed in the future.



**High Occupancy Vehicle Network**



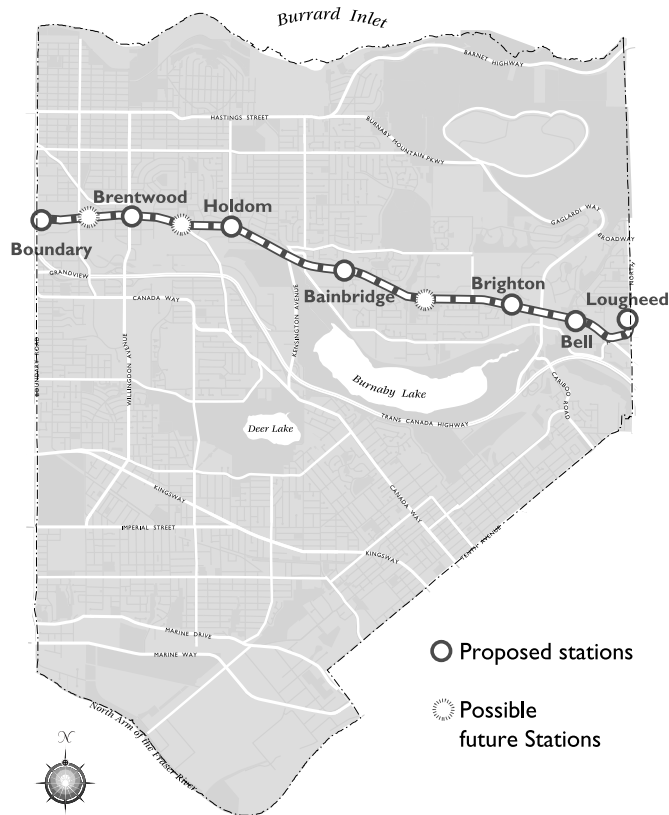
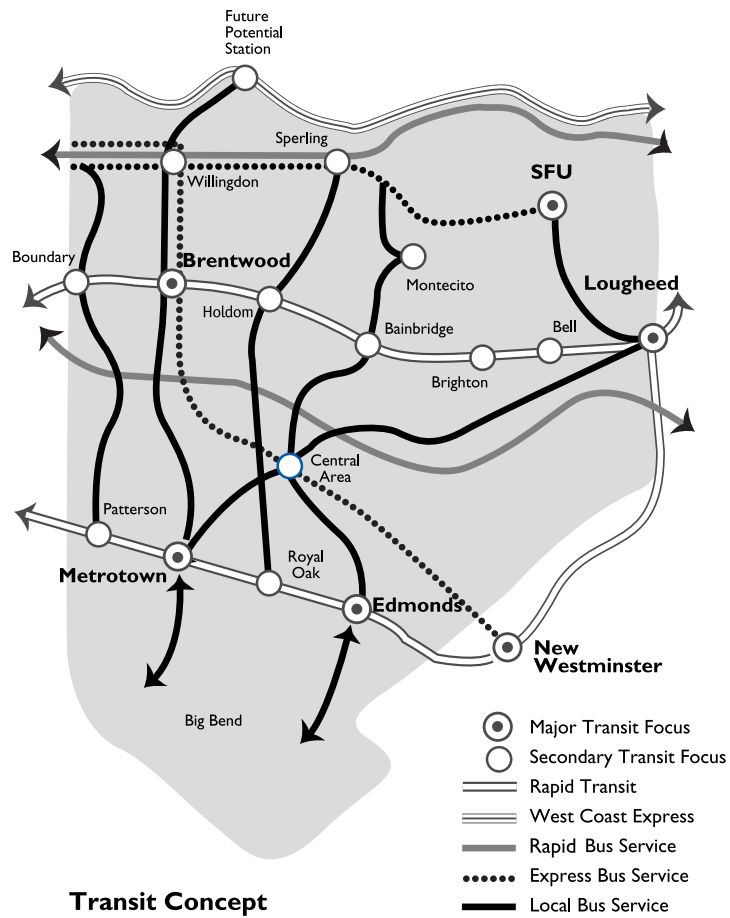
**Long Range Truck Routes**



## 8.4.2 Transit

The transit system is based on the concept of a family of fixed route transit services which perform different functions in carrying people within Burnaby and to other parts of the Region. Local bus services link neighbourhoods and activity centres within the City and provide transfer connections to Express, Rapid Bus, and Rapid Transit service. Transit facilities should be made more bicycle friendly and accessible, including bicycle parking at transit stations and interchanges to increase the catchment area of transit services and encourage cycling in the City.

In its preliminary planning for the Broadway LRT alignment, the City foresees up to ten stations between Boundary Road on the west to North Road on the east. Five of these stations are within the Brentwood and Lougheed Town Centres, while the remaining five would be the subject of detailed station area planning processes. The City intends to use this conceptual framework in its dialogue with the Province and other agencies during the planning and design phases of the LRT project.





### 8.4.3 Non-Motorized

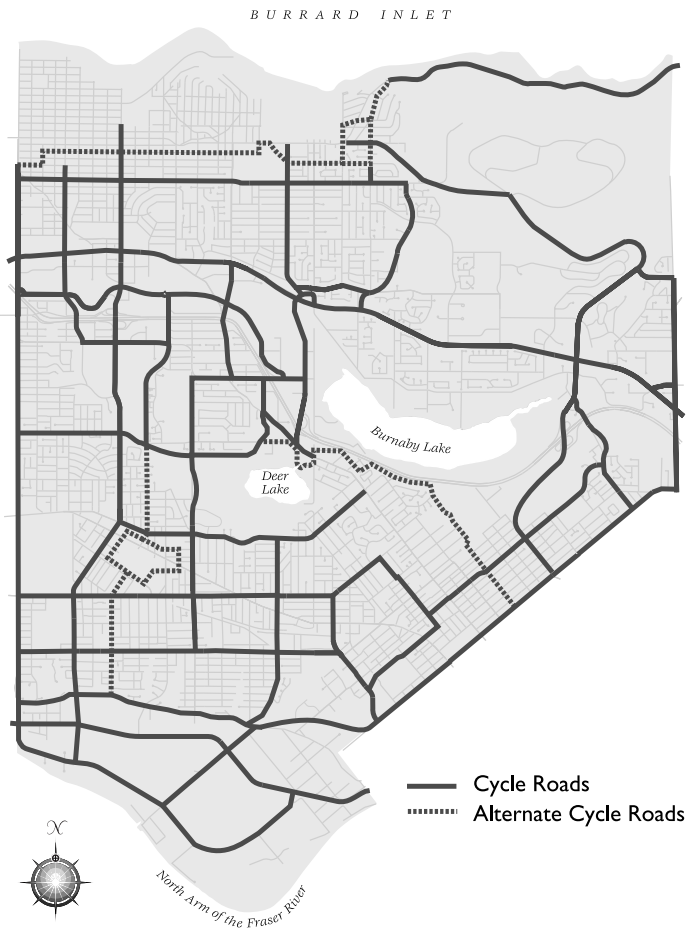
#### 8.4.3.1 Cycling

Cycling is accommodated through a range of cycling facilities to meet the various needs of the cyclist for mobility, access to land uses and recreation. Two types of cycling facilities are identified: Cycle Roads and Urban Trails. Cycle Roads accommodate the mobility needs of the regular cyclist, for whom cycling is a primary transportation mode. Urban Trails are a separate system of paths for primarily recreational cycling and walking. Both types of facilities provide linkages for non-motorized transportation among activity centres in Burnaby including Town Centres and parks.

The City will review the need for improvements to the cycle networks and actions that can be taken to better meet the needs of cyclists. Concurrently, the City should continue to coordinate the development of cycle routes with adjacent municipalities.

#### 8.4.3.2 Pedestrians

As the majority of transit users access the transit system as pedestrians, the attractiveness of transit as an alternative mode is largely dependent on the safety and convenience provided to pedestrians in the urban environment. In Town Centre areas, walking can also compete as a primary mode of travel for short distance trips between home and the workplace, shopping or recreation. In these areas, the density and diversity of activities supports short distance trips. A safe pedestrian environment is also required for the protection of those with reduced access to an automobile, in-



**Cycle Roads Network**

cluding schoolchildren, seniors, and the mobility impaired.

Based on these considerations, the provision of pedestrian facilities must be an integral part of the planning and design of street and highway improvements. The Urban Trail system provides a separate network of pedestrian walkways which are shared with cyclists. Separated sidewalks are also to be provided, where feasible, in conjunction with road improvements in the City while pedestrian crossings (signalized or grade separated) are to be provided as needed.

## 8.5 The Future

As Burnaby and its neighbouring municipalities head towards the next century, they clearly must do their share as regional partners to reduce dependency on the automobile. Transit, high occupancy vehicles, cycling and pedestrian ways must play a more significant role. If this does not occur, then increased congestion and its negative effects will become even more pronounced and contribute to the deterioration of the Region as a desirable place to live and work.

The directions and policies as set out in the Burnaby Transportation Plan are clear. They promote a more accessible and convenient transit system, including the addition of Light Rail Transit along the Lougheed Corridor by 2005. They seek a close integration of land use with the delivery of improved transit; an improved road system to move more people in fewer cars and make the most of existing roadways; promotion of alternate modes of travel to increase the choice of transportation available to people; a sensitivity to the environmental impacts of transportation and close involvement of the public in transportation decisions which affect their lives.

To a large degree, the Livable Region Strategic Plan is based upon the delivery of a vastly improved transit system and a commitment by the Region's member municipalities to the adoption of transporta-

tion demand measures. These measures are intended to reduce the role of the single occupant vehicle in the day to day transportation needs of the Region and provide a means to better integrate the land uses in the Region with the heavy capital investments associated with light rail transit and other transit investments.

There needs to be an unwavering commitment by all involved that the delivery of the Transport 2021 objectives embedded within the Livable Region Strategic Plan are achievable, as well as a willingness to change our travel behaviour for the benefit of each and all. If these are not forthcoming, then a more pragmatic, less ambitious course needs to be set, with adjustments being made to the regional plan accordingly. Unfortunately, this would result in the deterioration of the quality of life we have come to expect as future growth occurs.

The land use and transportation policies as established within this Official Community Plan are consistent with those established for the Livable Region Strategic Plan. Clearly, the development of Light Rail Transit along the Lougheed Corridor by 2005 is an assumption that has directly affected land use policy changes along the Corridor. One of the principal reasons underlying the proposed consideration of the need to review this document in about three years is to gauge the state of the transportation initiatives at that time. At that point, a judgment can be made as to whether the land use policies that are directly related to those transportation initiatives can be sustained.





# 9.0 Agriculture

## 9.1 Context

The City of Burnaby has approximately 620 acres of land within the Agricultural Land Reserve. These lands are located in the Big Bend area and have been set aside for agricultural and limited recreation purposes. These areas have also been included in the Green Zone lands as contained within the Livable Region Strategic Plan. They are zoned A1 (Agricultural District), A3 (Truck Gardening District) and P3 (Park and Public Use District) in accordance with the adopted Big Bend Development Plan.

Approximately 160 acres of these lands are in agricultural production and are highly productive. Farms in the Big Bend currently represent a significant percentage of the vegetable production in the Lower Mainland. Recent proposals will see the introduction of 174 acres of cranberry production concurrent with parcel consolidations in keeping with their long term agricultural use.

The long term protection of the lands within the Agricultural Land Reserve is an important objective in the City's overall planning framework and recognizes that:

- soils in the Big Bend area are highly suited for intensive agriculture as demonstrated by the range of products currently grown in the area;
- the potential remains for expansion and intensification of presently non-productive lands within the Agricultural Land Reserve;
- the Big Bend agricultural lands are an important source of agricultural products to supply a growing regional population; and
- the Big Bend represents the only area within Burnaby's urban development framework where intensive agricultural activities can occur.



Big Bend farmland



## 9.2 Agricultural Goal

### Goal: Agricultural Preservation

**To protect and enhance agricultural uses within the designated agricultural areas in the Big Bend.**

Council policy is to support the Agricultural Land Reserve and the objective of preserving agricultural land for farm use. To this end, Council has:

- rezoned City lands from P2 (Institutional) to A3 (Truck Gardening) and leased them for greenhouse use;
- relocated and enhanced a south flowing creek into the area and improved pumping station capability to eliminate flooding problems for operating farms;
- leased City lands at a nominal value for community allotment gardens;
- required construction of new drainage works in designated agricultural areas as part of approval of adjacent industrial development;
- consistently opposed proposals for non-agricultural uses for these lands and maintained the position that they stay in the Agricultural Land Reserve and be used for agriculture; and
- worked with the Agricultural Land Commission and the owner of the large remaining undeveloped agricultural area to bring the majority of the lands into actual agricultural production (this has been achieved through consideration of limited development of less suitable lands for appropriate comprehensive industrial development).

## 9.3 Directions

Directions provided in relation to the Agricultural Framework include:

- continuing to preserve lands within the Agricultural Land Reserve for agricultural and limited other permitted uses;
- provision of a planned and supported land use framework to provide for the long term co-existence of agricultural uses with other adjacent land uses, with specific mitigative measures as required;
- recognizing the designation of agricultural lands as part of the GVRD Green Zone and Burnaby's initial Environmentally Sensitive Areas (ESA) Strategy, while also acknowledging the importance of these lands to ecological processes;
- supporting and encouraging the expansion of actual agricultural production and related services in the area;
- encouraging expansion and diversification of agriculture and related activities such as the opening of new areas to agricultural production and the continued City involvement in the Allotment Gardens Program;
- ensuring that the location and construction of new roads and utility or communication corridors will have a minimal impact on farm holdings and operating activities;
- encouraging the retention of larger land holdings, discouraging the creation of any further smaller parcels, and encouraging the consolidation of smaller parcels into larger units of agricultural land;

- helping to facilitate the improvement of agricultural infrastructure (e.g., irrigation, drainage, and diking works), and service and marketing activities that support the agricultural sector;
- as the local authority, administering the provisions of the Soil Conservation Act to help maintain the long term agricultural capabilities of designated agricultural land; and
- in conjunction with the Agricultural Land Commission, defining and maintaining Agricultural Land Reserve boundaries that are realistic and defensible in the longer term.

## 9.4 The Framework

The extent of the Agricultural Land Reserve boundary in the City, as shown on the map on the following page, represents the organizing framework for agricultural uses in the City. The Riverway Golf Course, encompassing 158 acres, is included in the area for historical definitional purposes. Its inclusion is related to the original mandate of the Agricultural Land Commission. Other uses originally included within the terms of the Agricultural Land Commission Act in this area are parks and open space, and habitat preservation and restoration areas.

## 9.5 The Future

Land designated for agricultural uses in the OCP are also included in the Agricultural Land Reserve boundaries. By clearly defining present and future agricultural land, it is possible to support the viability of agricultural activities in Burnaby by 1) providing a stable environment for farmers and others in the agricultural sector, and by 2) protecting this land base from industrial or other land uses that would pre-empt agricultural uses. By recognizing agricultural land in the Big Bend area as both a desirable and permanent land use in the community, the City is able to help protect, enhance and expand agricultural activities in this area.

Through the Agricultural Land Commission Act, the Province is pursuing the objective of protecting agricultural land for present and future food production. Local government plans and bylaws are an important means to aid and support this objective. The Agricultural Framework set out in this OCP is intended to assist this objective and to enable the Province and the City to act as partners in protecting agricultural land and in supporting viable farm activities.



**Agricultural Land Reserve**









# 10.0 Environment

## 10.1 Context

Maintaining the health of Burnaby's and the Region's natural ecosystems is essential to the health of our communities. We are fortunate in Burnaby to have a wealth of natural features and variety of ecosystems associated with our watercourses, freshwater lakes, remnant bog areas, forested and mountain sites, wetlands, coastal and estuarine areas which occur in three watersheds linked to the Fraser River, the Central Valley and the Burrard Inlet. The City's extensive green areas and open spaces help moderate temperature and air and water quality. They also make Burnaby a more desirable place to live, work and play while contributing to

regional environmental quality. However, a century of urban development and population growth in the Region has been accompanied by a variety of often unanticipated environmental problems (e.g., air and water pollution, contaminated sites, dwindling wildlife populations, degraded natural areas and disposal).

For many years, Burnaby has recognized the need to anticipate and prevent environmental problems, protect the integrity of ecological systems, and find a sustainable balance between the natural environment, the economy and community livability. Major initiatives include an active and prioritized Park Acquisition Program, the designation and acquisition of key open space areas (e.g., Barnet Marine Park, Fraser Foreshore Park,

Burnaby Mountain Conservation Area, Deer Lake Park and Burnaby Lake Regional Nature Park), and adoption of an Open Streams Policy.

In 1993, following extensive community involvement, the City adopted the State of the Environment Report (SOER), an overall policy framework and approach to addressing environmental issues in Burnaby. The SOER:

- developed a set of environmental goals and objectives for the City;
- integrated an environmental action program into all City decisions and activities;
- provided for ecologically sustainable development and a balance between the environment and the economy;
- proposed to establish and maintain baseline environmental data for monitoring environmental quality; and
- ensured community participation in environmental decision-making and problem solving.

A number of environmental principles form the foundation of the SOER. These principles are identified to guide the City in meeting the challenges of making environmentally responsible decisions in all City operations and activities. The SOER addresses areas of Growth Management and Land Use



Burnaby Mountain

Planning, Environmental Quality, City Operations and Shared Stewardship, and defines broad vision statements and goals in each area along with a comprehensive listing of potential initiatives which work towards achieving the environmental goals.

The SOER, as summarized in this OCP, continues to serve as the comprehensive policy framework for environmental sustainability within the City. Through regular “State of the Environment” reporting, the City will continue to monitor its environment and adapt environmental programs and initiatives to meet current and future environmental challenges.

## 10.2 Environment Goal

### Goal: The Environment

To recognize the inextricable links between the long-term health of our natural environment, the economy and community livability, thereby promoting policies and programs that ensure the sustainable environment through:

- preserving and enhancing the ecological systems and diversity of the City and, in turn, the Region
- being proactive in addressing environmental issues and leading by example
- encouraging environmental stewardship and protection of Burnaby’s natural legacies, two-way sharing of environmental information with the community and active, meaningful community participation in environmental decision-making, and
- incorporating environmental considerations as an integral part in assessing growth management options, land use plans, transportation plans and development proposals.
- working towards an interim greenhouse gas emissions reduction target of five per cent (5%) from 2007 levels through the City’s environmental sustainability initiatives, community plans and corporate programs.

Burnaby is geographically diverse and centrally located in a rapidly growing region. A variety of environmentally sensitive and unique areas are associated with the City’s geographic features. Many of these special features are recognized as part of Burnaby’s natural heritage and have been protected as parks or conservation areas, with these accounting for about 24 percent of the City’s area.

The City accepts that growth in the Region needs to be better managed on a collective basis if we want its livability to be maintained. The increased congestion of our roads, declining air quality and increased costs of providing required infrastructure to the Region’s more outlying areas are warning signals that new directions are needed.

The definition of these new directions needs, however, to respect community values. Burnaby has a long history of carefully managing its land resources. It has, over the years, implemented through considerable community input, a balanced land use pattern that provides opportunities for growth and development, while still preserving and protecting the valued aspects of the community. These values are susceptible to change over time as conditions vary. Nonetheless, they cannot be taken lightly and must be respected when charting new directions.

The conservation and protection of green space is an important community value that is incorporated within the City’s OCP. Careful planning and design of urban structure and transportation systems have been critical in maintaining the appropriate balance between Burnaby’s natural and built environments as the City manages its anticipated growth.

Increasingly, planning and land use policy decisions in the City will need to be approached from an ecosystem perspective. Natural regions like watersheds and conservation and habitat areas will need to be incorporated into the planning process. Also, an appropriate relationship between the built environment and air, land and water quality will need to be considered.

Some of the initiatives taken by the City to protect, enhance and plan for the sustainability of our natural environment include:

- adoption of a State of the Environment Report that outlines an environmental policy framework;
- park land acquisition of 1,217 acres since 1991;
- dedication of 2,849 acres of park land by the electorate since 1976;
- planting of 5,800 trees on City owned land since 1989;
- undertaking planning from a watershed and ecosystem perspective;
- adoption of the Burnaby Watercourse Bylaw which focuses on reducing contamination of storm water and local waterways;
- adoption of an Open Creeks and Watercourse Policy;
- enhancement of fish and wildlife habitat along the Fraser River foreshore;
- completion of an Environmentally Sensitive Area strategy;
- adoption of an Integrated Pest Management Program which uses an ecological approach to vegetation and pest management on City properties;

- initiation of the Burnaby Lake Regional Nature Park, Deer Lake, Burnaby Mountain, and Burrard Inlet management plans;
- adoption of a Tree Protection and Replacement Bylaw;
- waste reduction programs through recycling, yard waste collection for composting, and residential white goods removal;
- use of environmentally responsible products and practices in City operations and facilities;
- working with community partners to protect and enhance Burnaby's ecosystem (e.g., the establishment of the Environmental Resource and Education Centre in partnership with the Burnaby School District); and
- stewardship arrangements with different groups and agencies as related to streams, planting, and habitat improvement.

For these and other programs and initiatives, the City has been the recipient in 1992 and 1996 of the Provincial Minister's Environmental Award for Municipalities in British Columbia. Burnaby also received the 1996 Communities in Bloom Award for Canadian cities with populations between 100,000 and 300,000. This award recognizes the quality of Burnaby's green spaces, the diversity and originality of its landscaping, general tidiness, environmental awareness, heritage and level of community involvement.

For the future, the City will need to continue to lead by example, ensure that its growth is managed with an ecosystem perspective and ensure that there is community involvement in the protection and enhancement of the environment.



Stoney Creek

## 10.3 Directions

The environmental challenges facing Burnaby will require commitment, innovative solutions and thoughtful decision making in all aspects of the City's operations and activities. The following directions which underlie the Environmental Framework include:

- the pursuit of an ecologically sustainable environment, based on a recognition that there are linkages and a balance between the long term health of our natural areas, the economy and community livability;
- recognition that the developing system of Green Zone and other park lands in the City are to be protected and, as such, will not be available for accommodating any non-park uses in the future;
- the inclusion of environmental considerations as an integral part of the assessment of land use and transportation plans, development proposals and maintenance programs;
- the continued recognition that environmental management should be addressed from both a watershed and ecosystem basis;
- the creation of an integrated green way system with linking green spaces that can enhance ecological health within the City;
- an expansion of partnerships in the community and in the public and private sectors to help protect and enhance Burnaby's ecosystems;
- an improvement of the City's internal environmental review coordination and the seeking of ways to create more efficient and effective linkages with external review agencies;
- the continued recognition by the

City of its responsibilities in managing its lands in an environmentally sensitive way, and an expectation that other government agencies and private property owners will do the same;

- an endeavour by the City to use energy wisely and improve the efficiency of our lighting, heating, ventilating systems, electrical equipment and vehicle fleets through energy conservation and the use of appropriate new technologies;
- the minimization of the production of waste, especially toxic waste, in all aspects of the City's operations and activities; also, the seeking and purchase of environmentally appropriate goods and services; and
- a continued striving to reduce risk to the community and environment through appropriate operational and land use planning and to ensure that emergency response plans are complete and up to date.

## 10.4 The Framework

The Environmental Framework is outlined in the two tables "Environmental Policy Framework" and "Environmental Regulatory Framework". These frameworks recognize that environmental stewardship cannot be created through City land use regulation alone. It will happen through a range of approaches that include an ecosystem and watershed planning perspective, investments in park and conservation areas and public works, partnerships and land use regulation.

The Environmental Policy Framework addresses the first four components under the subject headings of Growth Management, Environmental Quality, City Opera-

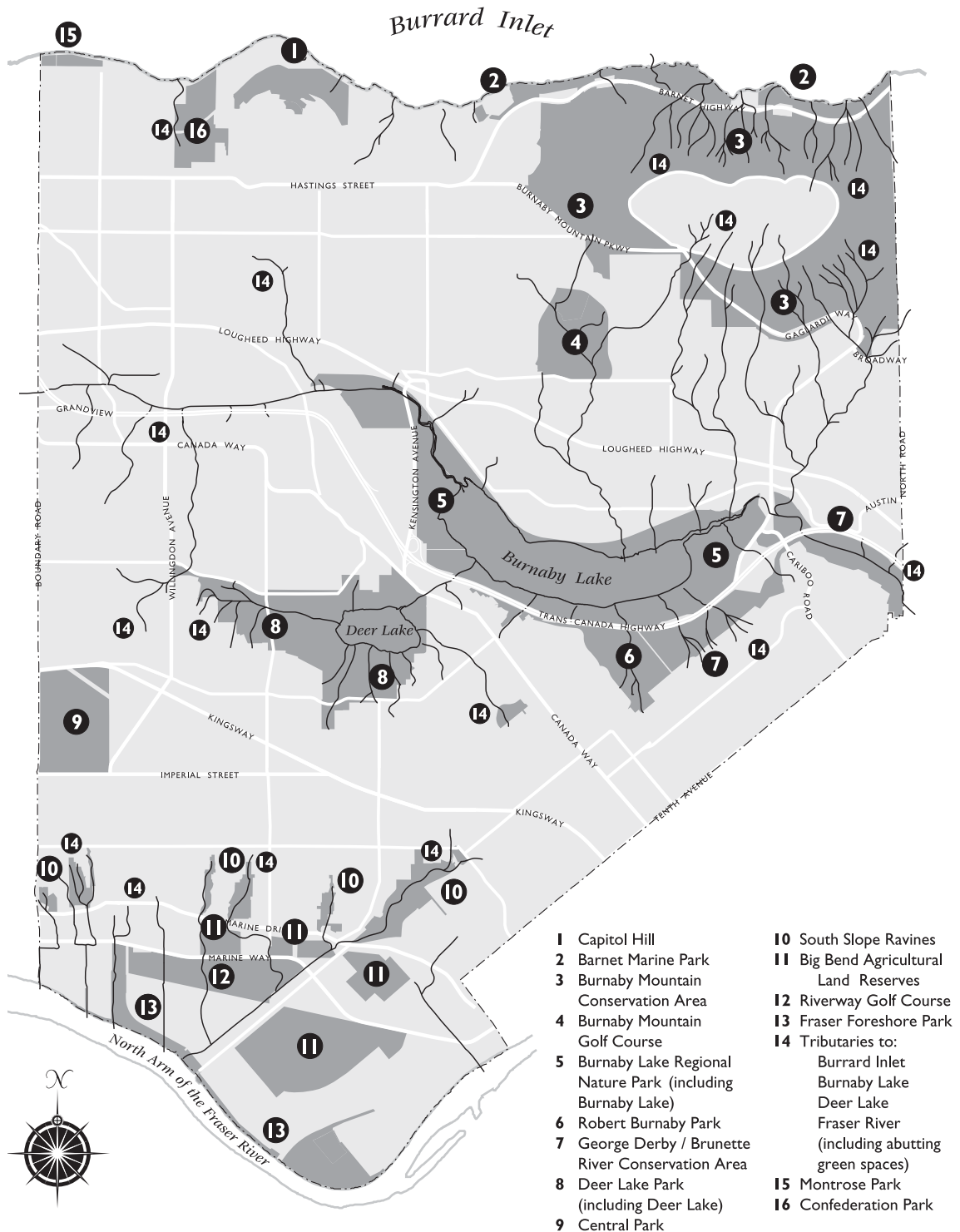
tions and Community Involvement. The Framework also specifies associated management objectives for each component, which are described more fully in the adopted SOER.

The City's Environmentally Sensitive Areas (ESA) are included in the designated Green Zone lands. Planning and design principles for ESAs include:

- linking ESAs and greenspace into a network;
- maintaining larger continuous public open spaces;
- preserving ecological continuity;
- encouraging protective zoning of parklands;
- achieving a zero net increase in run-off and avoiding degradation of water flowing into the City's three major watersheds;
- controlling construction damage to sites;
- planting of native materials;
- protecting micro habitats; and
- recognizing and preserving ecological functions.

The Environmental Regulatory Framework focuses on the role that the City and other agencies will assume reflecting legislation and Council adopted bylaws and policies. These will support environmental stewardship in areas such as aquatic habitat protection, erosion and sediment control, vegetative protection and management, air quality, noise, agricultural and contaminated sites management.

It should be recognized that new measures and directions are being incorporated on an ongoing basis. As such, the two frameworks will be the subject of updates and revisions.



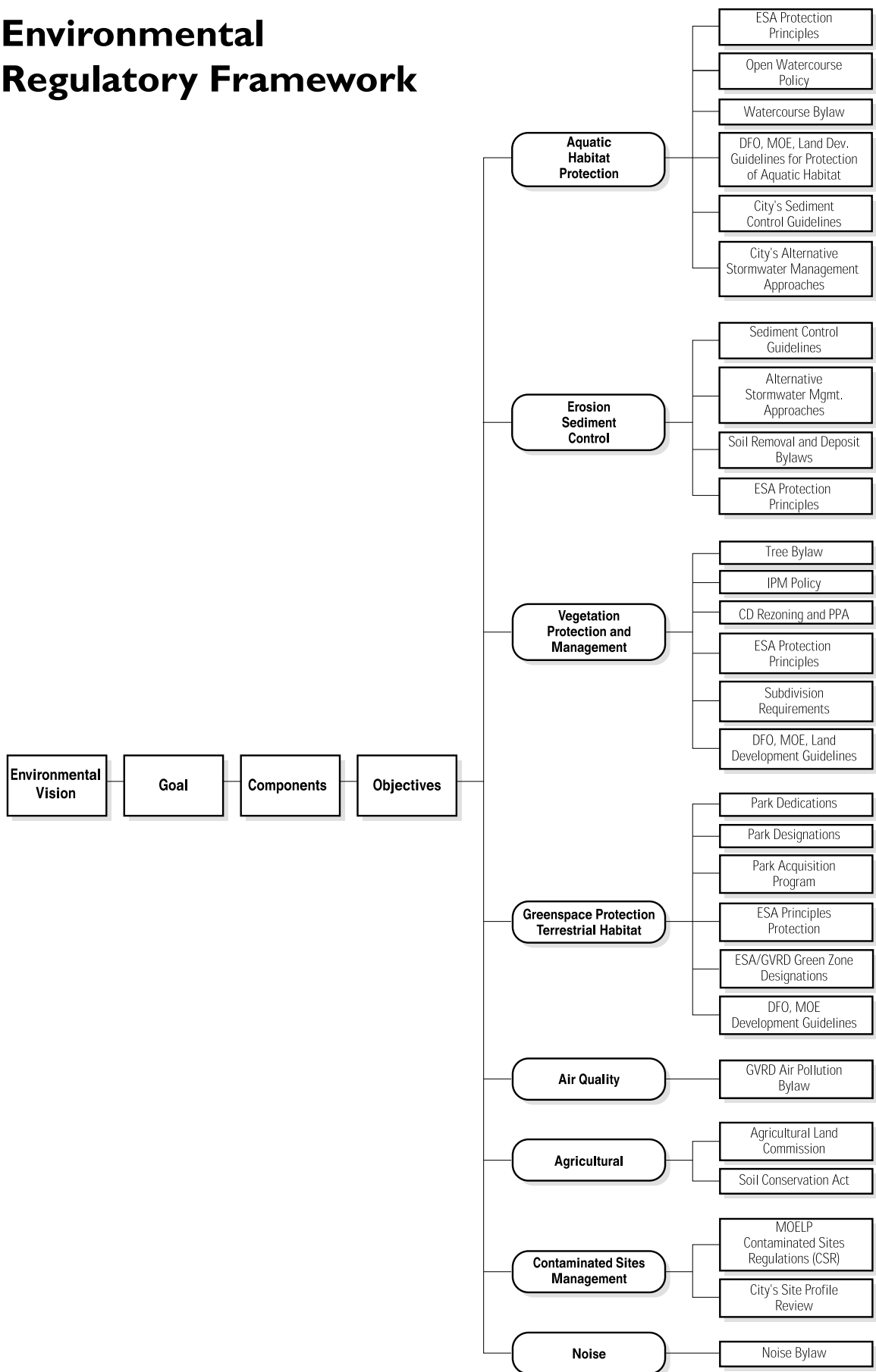
## Green Zone Lands



# Environmental Policy Framework

Component	Sub-Element	Objectives
<b>Growth Management</b>	<b>Conservation and Protection of Greenspace</b>	<ul style="list-style-type: none"> <li>• Protection of environmentally sensitive areas</li> <li>• Protection of ecosystem linkages</li> <li>• Protection of waterfront and conservation areas</li> <li>• Protection of watercourses</li> <li>• Protection of agricultural lands</li> <li>• Natural area rehabilitation and enhancement</li> </ul>
	<b>Urban Structure</b>	<ul style="list-style-type: none"> <li>• Understanding of ecological consequences of land use strategies</li> <li>• Environmental considerations of urban development</li> <li>• Environmental protection and rehabilitation of degraded sites</li> <li>• Ecologically appropriate landscaping</li> </ul>
	<b>Transportation</b>	<ul style="list-style-type: none"> <li>• Priority for transit, pedestrians and cyclists</li> <li>• Requirement for transportation project environmental impact assessment</li> <li>• Screening and landscaping of major road corridors</li> </ul>
<b>Environmental Quality</b>	<b>Air Quality and Global Warming</b>	<ul style="list-style-type: none"> <li>• Participation in regional airshed management plan</li> <li>• Reduce the production of greenhouse gases</li> <li>• Reduction of vehicular and industrial emissions</li> </ul>
	<b>Drinking Water Quality</b>	<ul style="list-style-type: none"> <li>• Ensure drinking water meets health standards</li> <li>• Provide properly maintained water supply system</li> <li>• Promotion of water conservation</li> <li>• Participation in Regional Secondary Disinfection Plan</li> </ul>
	<b>Liquid Waste</b>	<ul style="list-style-type: none"> <li>• Improve the quality of urban storm run-off on a watershed basis</li> <li>• Ensure adequate monitoring of and standards for waste water discharges</li> <li>• Work with the GVRD in improving regional sewage treatment system</li> </ul>
	<b>Solid Waste</b>	<ul style="list-style-type: none"> <li>• Promotion of waste management and reduction through community and industry cooperation</li> <li>• Encourage legislative standards for minimum recycled content in packaging materials</li> </ul>
	<b>Household Hazardous and Biomedical Waste</b>	<ul style="list-style-type: none"> <li>• Reduction in household and biomedical waste</li> <li>• Establishment of regional facilities for disposal of household hazardous and biomedical waste</li> </ul>
	<b>Storage, Handling and Transmission of Dangerous Goods</b>	<ul style="list-style-type: none"> <li>• Development of a city and regional strategy to minimize exposure of the community and environment to potential risks from dangerous goods</li> </ul>
	<b>Risk Management/ Emergency Response</b>	<ul style="list-style-type: none"> <li>• Preparation and maintenance of emergency preparedness plans</li> </ul>
<b>City Operations</b>	<b>Goods and Services</b>	<ul style="list-style-type: none"> <li>• Consideration of environmental appropriateness in procurement of goods and services</li> </ul>
	<b>Physical Plant, Buildings and Vehicle Fleets</b>	<ul style="list-style-type: none"> <li>• Promotion of energy conservation, waste minimization, toxics reduction, and environmental audits at City facilities; reduction of air emissions from the vehicle fleet</li> </ul>
	<b>City Works</b>	<ul style="list-style-type: none"> <li>• Integration of environmental considerations into planning and decision-making for all activities undertaken through City works program</li> <li>• Development of management plans for major conservation and environmentally sensitive areas</li> <li>• Implementation of an integrated pest management program for Burnaby</li> </ul>
<b>Community Involvement</b>	<b>Shared Stewardship</b>	<ul style="list-style-type: none"> <li>• Integration of environmental initiatives with other municipalities and senior levels of government</li> <li>• Encouragement for schools, community groups and individuals to participate in environmental projects in Burnaby</li> <li>• Increase public environmental awareness and responsibility through public information programs</li> </ul>

# Environmental Regulatory Framework



## 10.5 The Future

Environmental problems, ranging in scale from local to global, are challenging our values, the decisions we make and the way we use natural resources and extend our built environment. Much progress has been made by all in attempting to respond to the challenges in a responsible and innovative way. However, much more can and must be done.

Environmental stewardship should be viewed as a shared responsibility of senior and local governments, non-governmental organizations, the private sector and the general public. For its part, the City is committed to continue to show leadership in this area. It acknowledges the fact that environmental stewardship runs deeper than regulatory bylaws or individual initiatives. Such stewardship must reflect an attitude that extends both broadly and deeply within the City's organization, the community at large, the development industry and other levels of government.

In responding to the need for a heightened environmental perspective in the management of the community, the City has adopted a range of approaches that includes:

- an ecosystem and watershed planning perspective in the development of its land use and management plans; this perspective identifies issues to be addressed, actions needed and the most appropriate management practices to be used;
- clearer and more effective land use regulation that integrates senior and local requirements, recognizing that the federal, provincial and local governments have differing jurisdictional responsibilities and authorities for environmental management;
- investments in park and conservation areas, public works (including property acquisitions and public use designations for otherwise developable City property), and infrastructure (e.g., bridges rather than culvert crossing of waterways) that respect and promote stewardship; and
- partnerships with senior levels of governments, non-profit groups, the general public and private sector land owners and developers to improve both the existing and changing environment in which we live.

The City has embarked on a number of a major planning initiatives that will be charting the future course for some of the City's key natural areas. This list includes:

- Burnaby Lake Regional Nature Park Management Plan;
- Burrard Inlet Foreshore and Upland Management Plan;
- Burnaby Mountain Park Management Plan;
- Deer Lake Park Management Plan;
- Environmentally Sensitive Areas Strategy;
- Brunette Basin Watershed Management Plan; and
- Burnaby Streamkeepers Program.

As part of the next update of this OCP, the City intends to develop and incorporate a community energy planning strategy.

City Council continues to show commitment and leadership in the area of environmental stewardship and has demonstrated its sense of priority through the establishment of the Environment and Waste Management Committee. The Environment and Waste Management Committee will continue to seek new and creative solutions to address evolving environmental issues for Council's consideration and action. To assist Council in their considerations, the Committee will continue to provide Council with an annual State of the Environment Report for Burnaby.







# 11.0 Social Planning

## 11.1 Context

The 1987 OCP recognized the importance of incorporating social, economic and environmental considerations into its land use planning process. A fundamental premise of the OCP and, indeed, Burnaby's overall approach to planning, is that planning is a comprehensive and integrated process which links physical, economic, environmental and social factors.

Since the last OCP was prepared, the Provincial Government strengthened the legislative framework for social planning in BC municipalities, adding the following two sections to the Municipal Act in 1994:

- **Section 530:**

A Council may provide for social planning to be undertaken, including research, analysis, and coordination relating to social needs, social well-being and social development in the municipality; and

- **Section 878 (1)(a):**

A community plan may include . . . policies of the local government relating to social needs, social well-being and social development.

The City has also strengthened its social planning capacity in recent years through the establishment of the Community Issues & Social Planning Committee of

Council, adoption of various social planning policies, and pursuit of numerous social planning initiatives in accordance with the social planning framework set forth in the 1987 OCP.

While acknowledging that planning needs to occur in a comprehensive, integrated manner, it is important that the social component be explicitly articulated and understood. To this end, this section of the OCP outlines the directions for social planning in Burnaby.

## 11.2 Social Planning Goal

### Goal: Social Planning

**To facilitate the development and ongoing sustainability of a community which enhances the physical, social, psychological and cultural well-being of Burnaby residents.**



Community event

now than it was in the past given such trends as:

- overall anticipated growth of the population and the inherent planning challenges this poses;
- increasing urbanity, diversity, and complexity of society;
- decreasing senior government commitment to social program funding and related downloading of responsibilities to the local level;
- a continued total increase in the 65+ age population;
- changing family structures and roles (e.g., single parent and blended families);
- an increasingly mobile and transient population;
- an increasing growth in labour force participation of women with children;



- an increasingly multicultural, ethnically diverse population;
- continued integration of the mentally and physically disabled into the community; and
- rising and increasingly sophisticated expectations from the public within a “do more with less” environment.

Community Workshop

## 11.3 Directions

The 1987 OCP articulated a set of directions or underlying values for Burnaby’s social planning efforts. These directions have generally stood the test of time and, with minor adjustments, are reconfirmed for the updated OCP. They are as follows:

- **Accessibility and Inclusion:**

Services, programs, facilities, and neighbourhood environments should be accessible to all Burnaby residents irrespective of their physical, economic, social or cultural characteristics.

- **Appropriateness:**

Services, programs, and facilities should be of an appropriate type, scale, design, and location to serve individuals and the community.

- **Choice:**

To the extent practical and reasonable, Burnaby residents should have an opportunity to choose the types of services, programs, and facilities they wish to use.

- **Cooperation:**

The planning and provision of services, programs, and facilities should be done on a cooperative basis, involving

appropriate agencies, groups, and individuals in the process.

- **Efficiency and Effectiveness:**

Services, programs, and facilities should be delivered in an efficient, effective manner, with their outcomes being evaluated from both a social and economic perspective.

- **Equity and Fairness:**

The planning and distribution of services, programs, and facilities should occur in a fair and equitable manner.

- **Independence:**

Services, programs, facilities, and the built environment should be designed to enable people to function at their maximum level of independence.

- **Integration:**

Unless there is a compelling reason to do otherwise, providers of services, programs, and facilities should adopt a policy of integration in serving the public, with segregated service delivery only occurring in special cases, as warranted.

- **Interdependency:**

The City, other levels of government, agencies, groups, and individuals should be encouraged to acknowledge their important and interdependent roles in contributing to the community’s well being.



- **Participation:**

Residents should be given appropriate support and encouragement to participate in the planning of services, programs, facilities, neighbourhood environments, and other matters that affect their lives.

- **Prevention:**

Services, programs, and facilities should be planned in response to existing or anticipated community needs, with an aim of preventing or minimizing potential future problems.

- **Quality:**

Services, programs, and facilities should be of sufficient quality to promote an acceptable standard of physical, emotional, social and cultural well being for Burnaby residents.

- **Responsibility:**

The City has the responsibility, either statutory or assumed, to facilitate provision of human services, programs, and facilities to enhance the well being of Burnaby residents.

- **Responsiveness and Flexibility:**

Services, programs, and facilities should be planned and delivered in a manner which allows for flexibility and modification in order to respond to changing needs and circumstances.



## 11.4 The Framework

The framework for social planning activities in Burnaby is generally oriented around four broad objectives relating to social policy and advocacy, the physical environment, special needs housing, and human services planning.

### 11.4.1 Social Policy and Advocacy

The objective of the City's social policy and advocacy work is to develop policies and make recommendations to senior levels of government to address identified social needs in Burnaby. The City has adopted a number of social policies in recent years, such as the Burnaby Multiculturalism Policy, Civic Youth Strategy, Equity Policy, Child Care Policy, Healthy Community Policy, and Adaptable Housing and Group Home Policies. The City has been and will remain a strong advocate to senior levels of government for introductions of or improvements to various social programs and policies (e.g. introduction of a National Child Care Plan).

In performing its social policy and advocacy role, the City is committed to:

- monitoring social needs in Burnaby on an ongoing basis and, as appropriate, developing City policies or recommending actions by senior levels of government;
- maintaining liaison with the Burnaby Inter-Agency Council, community groups, and other appropriate parties to gather information on emerging social policy or advocacy needs; and
- developing implementation strategies for adopted City policies and ensuring that the policies are actively pursued.

### 11.4.2 Physical Environment

The objective of social planning for the physical environment is to ensure that social needs are recognized and, as appropriate, addressed in the planning of the built environment. Social needs are conceived of broadly. For example, they may include basic needs which can be addressed through provision of facilities and services (e.g., child care facilities and office or program space for non profit human service providers). They may also include such "quality of life" concerns as ensuring that developments are safe, sufficiently accessible, pedestrian-friendly and conducive to social interaction.

An emphasis will be placed on strengthening the integration of the City's social and land use planning processes. The recently established Crime Prevention Through Environmental Design (CPTED) review process for development plans and rezonings is an example of efforts to improve this integration. Priority will also be placed on preparing policy guidelines for obtaining facilities and other amenities through the rezoning process with reference to the geographic area and scale of development proposed.

### 11.4.3 Special Needs Housing

Special needs housing refers to housing for people who, for varying reasons, cannot have their housing needs met through the traditional housing market. A person may have a special need for such reasons as a physical disability, mental handicap, or family situation (e.g. spousal abuse). Examples of special needs housing include group homes, units that are accessible or adaptable for physically disabled occupants, and continuing care facilities. Planning



for special needs housing is part of the City's overall residential framework. It is discussed separately as a social planning matter, however, because of its distinctly social character. Specifically, the human service and shelter requirements of people with special needs are interrelated, and the line between the two is often blurred.

The objective of planning for special needs housing is to facilitate development of housing for Burnaby residents who have special needs. The City is committed to pursuing this objective by:

- preparing policies relating to development of various forms of special needs housing (e.g. the City currently has a Group Home Policy and Adaptable Housing Policy);
- encouraging private developers to include adaptable dwelling units and accessible designs in multi-family housing developments;
- working with the Continuing Care Division of the Simon Fraser Health Region in preparing plans for future continuing care facility developments in Burnaby;
- making adjustments to the Burnaby Zoning Bylaw and other regulations to accommodate new forms of housing for seniors in Burnaby's residential communities (e.g., Abbeyfield housing and other small scale group living options);
- designating sites for special needs housing in future community plans; and
- seeking special needs housing units from private developers through the development approval process (e.g., using bonus zoning arrangements or other mechanisms).

#### 11.4.4 Human Services Planning

Human services encompass a range of services intended to meet the distinctly social, as opposed to property, needs of the population. Examples include child care, education, counseling, and immigrant settlement. With the exception of services offered by the Parks and Recreation Department, the City is generally not a direct provider of human services. Rather, its role is usually that of advocate, funder, or partner.

The objective in planning for human services is to ensure that an appropriate level and variety of human services are available to meet the needs of the local population. The City seeks to meet this objective through such means as:

- advocating to senior levels of government for establishment of needed services and programs;
- working with government departments and non-profit agencies in needs identification and service planning;
- making space available to human service providers at the City's Community Resource Centres, recreation centres, and other venues;
- forming partnerships with other human service providers in the funding or delivery of services (e.g., cost-sharing the budget for Burnaby's Community School program with the School District);
- providing Community Grants to qualifying non-profit agencies; and
- addressing human service requirements in community plans (e.g., encouraging developers to include space for human service agencies in major new developments).

## 11.5 The Future

The next decade will present challenges. The population is projected to grow in size, as well as in diversity and complexity. Also, senior government funding is expected to become increasingly difficult to secure, causing uncertainty about necessary expansion of services and facilities to support the anticipated growth.

It is difficult to predict which social issues will require the greatest priority attention over the life of this OCP. Nonetheless, in the future, Burnaby's social planning activities will continue to focus on the four substantive areas identified above (i.e., social policy and advocacy, physical environment, special needs housing, and human services planning) in its efforts to improve the social environment in which we live, play and work.



Hanna Court Children's Centre







# 12.0 Heritage Planning

## 12.1 Context

What has become Burnaby was once an area frequented by First Nations people who came here to utilize the abundant natural environment which current residents still value today. The First Nations people hunted, gathered and settled along the Burrard Inlet shoreline, the North Arm of the Fraser River, along numerous creeks and streams and on the shores of Burnaby and Deer Lakes.

In the late nineteenth century, pioneer settlers began to move in. By 1910 the population had grown to 3,500. The nature of development since the arrival of these pioneers is highlighted in Section 2.0.

While many remnants of our past have been lost, there are heritage resources and features from the different periods in Burnaby's past that remain today. As Burnaby enters its second century as a City, there are many natural areas, sites and buildings that provide us with elements of continuity and connections to our past.

City Council, in 1988, established what is now called the Community Heritage Commission to advise Council on methods of maintaining some of the links with our past, improve management and conservation, and raise awareness of heritage issues in the life of the City. With involvement from the community, the Commission has developed many programs and activities in the field of heritage.

A key component of the Commission's work has been the development of a Heritage Policy Strategy for the City. This Strategy, which was adopted by Council, is the basis of this section of the OCP.

## 12.2 Heritage Goal

### Goal: Heritage

**To provide opportunities for increased awareness and the conservation of the City's unique natural, cultural, archeological and built heritage.**

The City has demonstrated its commitment to heritage preservation through the establishment of the Community Heritage Commission and the development of Burnaby Village Museum. Continued dedication to preserving park lands and heritage landmark features like Burnaby Mountain has also provided a legacy to future generations. Within many of these areas are outstanding heritage features worthy of retention. For example,



Seaforth School, 1922

within Deer Lake Park, most of the large country estates and cottages have been acquired, and together form a unique and valuable heritage precinct. In addition, many community awareness programs and projects have been undertaken such as the heritage awards program, heritage walking tour brochures, and the historic waterways map.

Burnaby's heritage buildings and sites help us understand the development of our municipality. They reflect the forces that shaped the community and, therefore, contribute significantly to its character and identity. The recognition of outstanding heritage resources is an important step to preserve these links to our past.

Good stewardship of our heritage resources needs to be responsive to:

- potential loss of natural and built heritage resources;
- increasing public awareness of the heritage resources in the community;
- increased public interest in the use and interpretation of heritage buildings, sites and landscapes; and
- continuing community involvement in the development of the City's heritage policies, programs and activities.

## 12.3 Directions

Burnaby, through its Community Heritage Commission, has been actively pursuing the management and conservation of its heritage. With input from the community, the Commission has developed programs, activities and community awareness about heritage issues.

The following directions underlie the Heritage Policy Framework:

- the continued promotion of conservation and stewardship of City-owned heritage properties;
- the continued recognition of the value of increasing public awareness about heritage issues;
- the promotion of a recognition and understanding of heritage resources within the community;
- the identification of opportunities to pursue heritage objectives offered by Provincial programs, legislation and financial incentives;
- the ongoing preparation of a detailed Heritage Register to identify and manage Burnaby's heritage resources; and
- the recognition that Burnaby's heritage resources should be managed in the context of the community planning process.

## 12.4 The Framework

The Heritage Policy Strategy report identified four goals that form the framework for the development of the heritage strategy. These four goals provide the context for the development of the Heritage Policy Framework for Burnaby.

### 12.4.1 Neighbourhood Heritage

The establishment of a neighbourhood heritage program has been identified as a cornerstone of Burnaby's heritage strategy. The program is intended to encourage the conservation of Burnaby's natural and cultural heritage resources based on local participation.

The use of neighbourhoods as an organizing principle for the heritage program is key to this strategy.

The compilation of an inventory of natural and cultural resources at the neighbourhood level, with the assistance of community groups, is important to help the City identify what is important to the residents.

### 12.4.2 Public Awareness

The success of a heritage policy is related to the degree of public awareness, interest and support for conservation of the heritage of Burnaby. The City has undertaken a number of activities to increase awareness and understanding about heritage buildings and sites. Activities have included publishing books, pamphlets and newspaper articles about heritage issues and sites, hosting heritage walking tours and placing plaques on sites of significance. Future

activities will continue to strive to achieve as wide an audience as possible, and will include the development of a registry of heritage resources.

### 12.4.3 Conservation Incentive Program

The need to establish a program of incentives to encourage the conservation of significant heritage buildings has been identified in the Heritage Strategy report as being important to the promotion of the conservation of heritage resources owned by private groups and individuals.

The ultimate goal of this action is to encourage and facilitate the retention of private sites for the benefit of the community and the owner. The City has already provided density bonuses to developers who have preserved heritage structures within larger developments (e.g., J.A. Thurston House and D.C. Patterson House). These initiatives have received support from Council and the community.

### 12.4.4 Stewardship of Civic Heritage Resources

Burnaby's civic heritage policy was developed because of the City's unique position of being the owner of a large number of significant heritage properties, especially those in Deer Lake Park. The Heritage Strategy report refers to the need for the City of Burnaby to promote heritage conservation through the stewardship of City-owned properties. This has involved reaching a consensus on the properties that have been recognized through designation. It has also involved development of a set of policies that further define the City's commitment to conserve existing and future acquisitions of heritage resources, including finding productive new uses for the sites. An important initiative is the integration of the designated City-owned buildings and other identified heritage resources into the public environments or parks in which they are located.

## 12.5 The Future

Heritage in Burnaby is a combination of resources, both natural and cultural, scattered across 35 square miles in unique neighbourhoods, open spaces and parks. Burnaby's heritage program has grown out of a genuine concern on behalf of citizens and Council to protect and enhance the City's unique qualities as reflected in our heritage resources. The Community Heritage Commission's activities have enhanced Burnaby's sense of place and helped build neighbourhood awareness. Through incremental actions and cooperation with other organizations and property owners, the Commission has gained wider support for heritage initiatives within the community.

By focusing on the thoughtful management and use of our heritage resources and a commitment to stewardship of publicly owned assets, the City will provide an example for others to follow. These public resources will inspire public interest about our history and help foster civic pride in the community.

Looking towards the future, the challenge will be to plan for the stewardship of our heritage resources in an environment of urban change. Management of these resources will not in all cases mean that everything will be preserved; rather, it implies we will make informed decisions about how heritage buildings, sites and landscapes will be incorporated into our changing urban fabric. We need to manage these resources as something that we will pass along to future generations so that they can discover, understand and enjoy some of the features that remain to tell the story of Burnaby.



Ceperley Mansion - Deer Lake Park









# 13.0 Community Services and Facilities

## 13.1 Context

Community services and facilities refer to a range of services and facilities required to meet the needs of Burnaby's population. The OCP uses a broad definition, encompassing both "hard" (e.g., sewer and water) and "soft" (e.g., education, library, and health) services and facilities.

The availability of appropriate, diverse, and high quality community services and facilities is integral to Burnaby's overall community well being. In addition to addressing social needs, community services and facilities help people identify with, take pride

in, and feel responsibility towards the community. Indeed, appropriate levels and types of community services and facilities are essential to making Burnaby the healthy community it strives to be.

Burnaby is currently recognized as being well provided with respect to community services and facilities. The challenge will be to ensure that, as the City continues to grow and develop, an appropriate range, type, and amount of services and facilities will be available to meet future needs. Some trends that will likely affect future planning for community services and facilities include:

- increasing diversity, complexity, and "urbanity" of the community;
- continuing high public expectation levels for services and facilities;
- continuing downloading of responsibility and diminishing resources from senior governments;
- continuing high levels of participation in the labour force by women with children;
- continuing integration of people with special needs into the "mainstream" of the community; and
- increasing expectations on citizens to participate in both the future planning and delivery of community services.

As indicated elsewhere in this document, it is expected that Burnaby will accommodate a share of future regional growth that is consistent with the City's overall development goals and its location within the Growth Concentration Area. However, as the City has stated previously in each of its submissions relating to the Livable Region Strategic Plan, this expectation is contingent, partly, on a demonstrated ability that an appropriate level and variety of services and facilities can be developed to serve our growing population. It is recognized that the City is only one of several providers of services and facilities and that others will have a



Eileen Dailly Leisure Pool and Fitness Centre

significant role to play in responding to additional growth in the community.

With the foregoing as context, this section discusses future requirements for various community facilities and services that are either provided by the City or are deemed most critical for purposes of the OCP. It is important that these required facilities and services are provided concurrent with the rate of future growth. Therefore, this OCP will be considered for review in approximately three years. A major point of reference will be a status review of the delivery and funding sufficiency for community facilities and services.

## 13.2 Community Services and Facilities Goal

### Goal: Community Services and Facilities

**To establish, facilitate and help coordinate within the City's fiscal and legislative abilities, a broad range and high standard of community facilities and services that will meet the diverse and changing needs of the community.**

The foregoing goal statement refers to Burnaby's overall approach to the planning and development of community services and facilities. The City has also established specific goals for particular categories of services and facilities, which are presented below.

### 13.2.1 Public Utilities

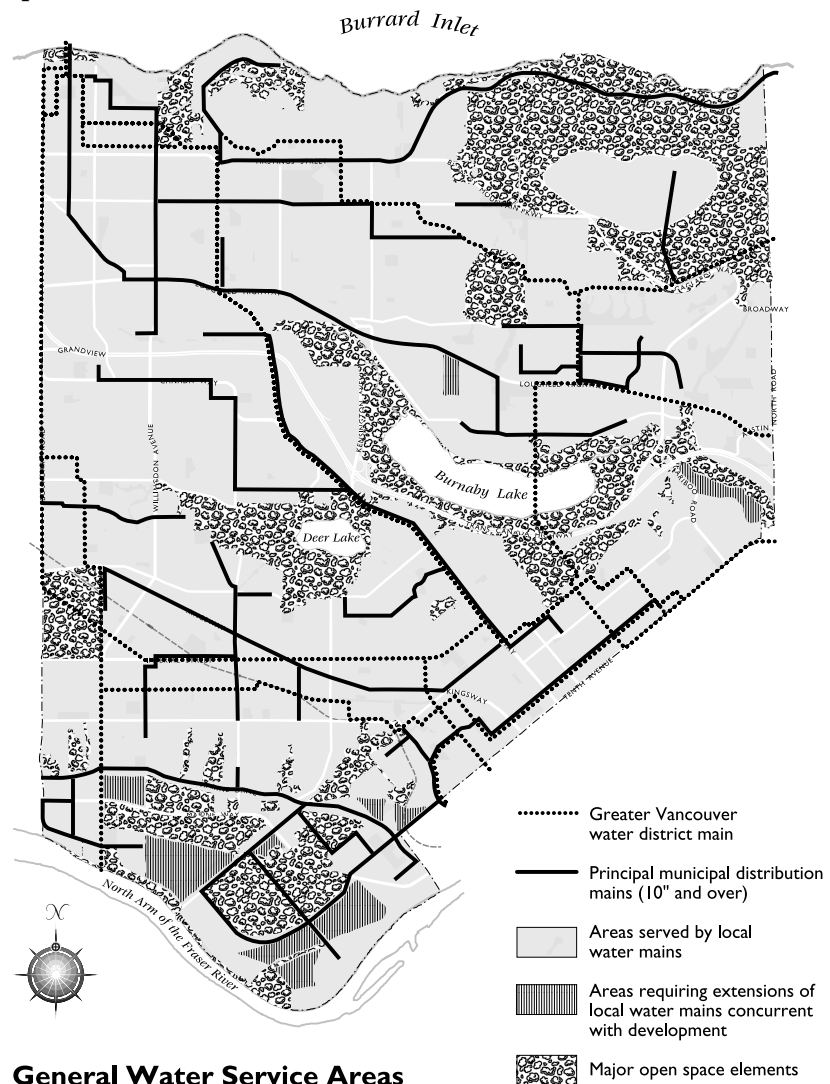
#### Goal: Public Utilities

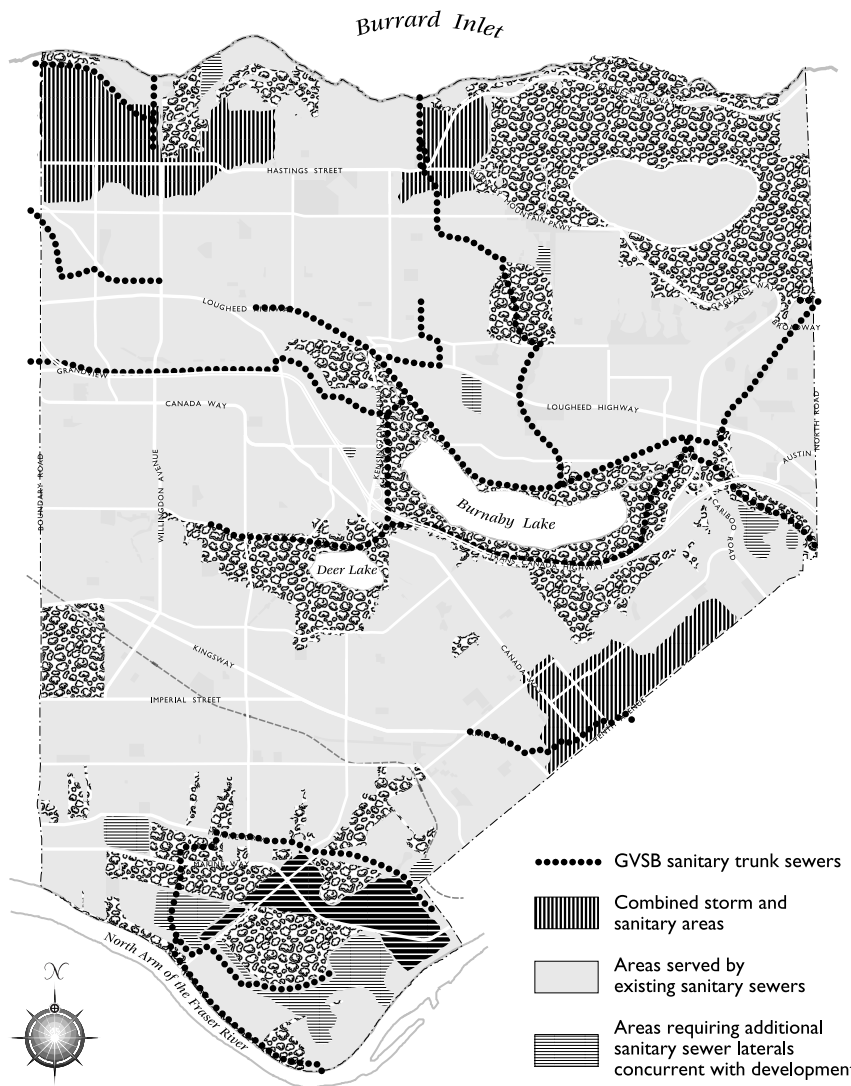
**To ensure that the required range of public utility services are provided to support current and future urban development.**

Since 1971, the City, by policy, has required that developers of land provide for all associated public utilities necessary to support new development. These utilities include roads, sidewalks, sewerage, water, drainage, underground wiring, street lighting and other related improvements.

The City has developed to the point whereby virtually all designated development areas are served by major trunk water and sanitary sewer utilities. The major exceptions are the central and eastern portion of the Big Bend area, which requires extensions to trunk sanitary sewer services. Future improvements to City trunk water and sewer systems are undertaken in accordance with the City's adopted five year Capital Budget program. The Capital Budget is updated on an annual basis to ensure that it is consistent with the City's land use framework and reflective of emerging priority needs.

A related public utility service is the management of solid waste.





### General Sanitary Sewer Service Areas

The City provides for a full range of recycling and waste reduction programs under its integrated solid waste management plan. Recycling collection services are provided to 36,000 residents in single and two family housing units by using the 'Blue Box' system. In addition, the City provides recycling collection services to residents in 20,000 multi-family dwelling units.

The City also provides for yard waste collection, using clear plastic bags. To further reduce waste at the source, the City sponsors a backyard composting program, which has resulted in the purchase of back

yard composters by over 20 percent of Burnaby residents. Additional drop-off services for a wide range of material, including yard waste, are available at the Burnaby Recycling Complex located on Still Creek Avenue in Burnaby.

Currently, in residential collection, just under 20 percent of Burnaby's residential waste is recycled. A further 15 percent is composted, with the remaining 65 percent directed to the solid waste incineration plant located in Burnaby's Big Bend area. The incinerator, constructed in 1987, is one component of the GVRD's Solid

Waste Management Plan. The purpose of the Plan is to reduce dependence on landfill disposal in conjunction with other programs for recycling, resource recovery and composting. As a member of the GVRD, the City is committed to playing its part in reducing per capita garbage disposal in the region. The target for the year 2000 is a 50 percent reduction from 1990 levels.

### 13.2.2 Fire Protection

#### Goal: Fire Protection

**To minimize loss of life and property through prevention measures and by responding efficiently to fire and safety related incidents.**

Burnaby is presently served by six fire stations. Since the 1987 OCP was adopted, the main changes that have occurred include the complete redevelopment of Firehall #3 (Metrotown) and seismic upgrading and various renovations to other stations.

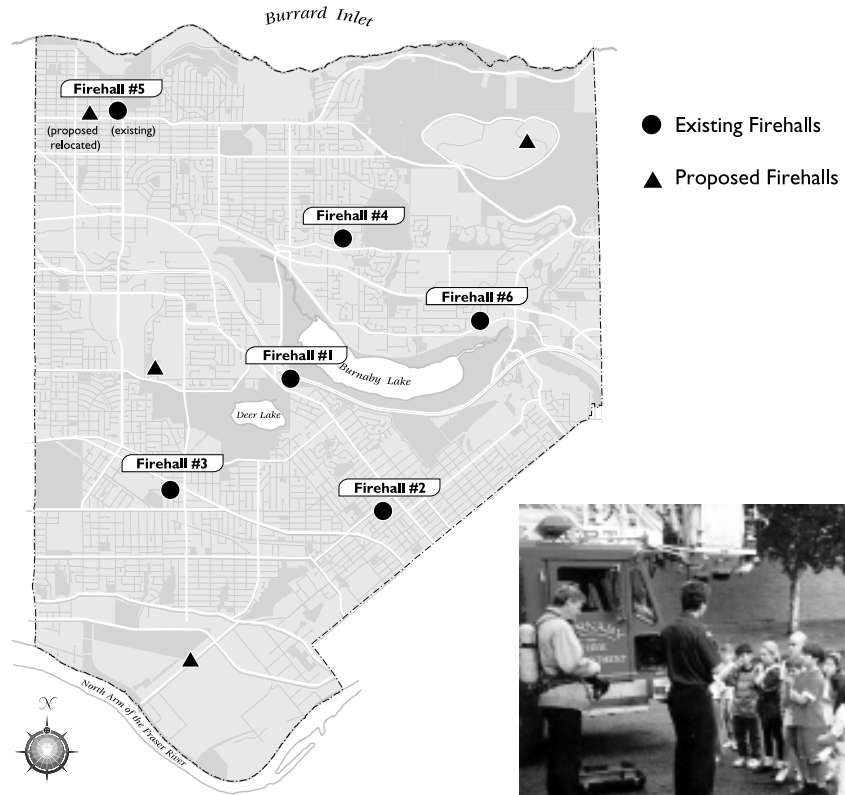
The Fire and Planning and Building Departments maintain ongoing communication regarding current and future fire station needs. A priority at present is the replacement and relocation of Firehall #5 (Willingdon/Hastings). Fire Department and City staff are currently considering concept proposals for improvements to Firehall #1 (Canada Way and Sperling) and Firehall #6 (Brighton and Winston). It is expected that improvements will also need to be considered for Firehall #2 (Edmonds/Canada Way) at some future date.

In terms of new stations, need has been identified for the south Brentwood, Big Bend, and SFU areas. Station sites have been earmarked in the context of the SFU and Big Bend development plans.



The Fire Department recently installed a computer assisted design (CAD) system which will help in assessing the most advantageous use and placement of stations and equipment. A review of existing and future fire hall sites and associated development and redevelopment priorities is to be completed prior to the next updating of the OCP. Recognizing the constraints on public resources, decisions about the timing, nature, and location of future fire services will have to reflect city-wide priorities and the availability of funding.

One option that will be explored concerning future station requirements will be the possible integration of a hall within appropriately located and oriented redevelopment sites. A partnership between the City and a redeveloping owner could provide the basis for mutually beneficial and cost effective solutions.



**Firehall Facilities**



Fire safety at Cameron Community Centre

### 13.2.3

#### Police and Public Safety

##### **Goal: Police and Public Safety**

**To work, in partnership with citizens, to ensure effective and efficient response to and protection from those conditions, elements and activities in the community which may endanger or be of a public safety concern to Burnaby citizens, visitors or property.**

Police services in Burnaby are provided through the Royal Canadian Mounted Police (RCMP) under the terms of a policing contract with the Federal Government. The current contract covers a twenty year period from 1991 to 2011.

The Burnaby Detachment is the second largest municipal detach-

ment in Canada. Its membership for 1997 includes 237 uniformed RCMP members and a support staff of 80 full-time and 5 part-time workers. The detachment is complemented by 35 auxiliary officers involved in Neighbourhood Watch and other crime prevention programs.

The Burnaby RCMP Detachment's main facilities are located, in conjunction with the Provincial Court services, in the Justice Complex adjacent to Burnaby City Hall. With the adoption of the Community Policing philosophy in 1995, the City has added a full-service Community Police Station in the Lougheed Town Centre. The RCMP's future facility needs are expected to be accommodated within the Justice Complex location and in Community Police Stations in Burnaby's other three Town Centre areas.



Lougheed Community Police Station

As the City continues to grow, police resources, programs and priorities will need to be evaluated and adjusted. The evaluation and adjustment should occur in relation to the annual budget process and in consultation with the community. The aim should be to ensure that effective and adequate police services are provided throughout the City.

To assist with implementation of the Community Policing model in Burnaby, City Council established a Community Policing Committee in 1995. Shortly after, citizen-based Community Policing Advisory Councils (CPACs) were set up in each of the City's four Community Policing Districts. The mandate of the Community Policing Committee is to:

- facilitate public involvement in the setting of policing priorities;
- promote citizen education about the Community Policing concept;
- play a coordinating and advisory role with respect to the CPACs; and
- serve as a link between the RCMP Council, the CPACs and the community-at-large.

Burnaby is home to one major adult detention centre: the 126 bed Women's Prison. The Women's Prison is located in the Big Bend, away from established residential areas. Two juvenile detention centres are located in the community: the Burnaby Youth Custody Centre on Willingdon Avenue and the New Haven Correctional Centre in south Burnaby. No additional detention facilities are proposed for the City, although there are plans for the Province to redevelop and modernize the Willingdon facility as budget conditions permit.

### 13.2.4 Recreation and Cultural Facilities

#### **Goal: Recreation and Cultural Facilities**

**To provide Burnaby citizens with access to a balanced range of recreation and cultural services, facilities and programs to meet community needs.**

Recreation services are intended to meet the needs of a range of age groups, be accessible to all Burnaby residents, and appeal to a range of individual and group interests.

Community views regarding the provision of parks, recreation and cultural services are obtained through various sources, including staff consultation with the community, special interest groups and community associations; youth committees and forums; public meetings and open houses on key topics; community advisory groups; public forums; and liaison with other service agencies. In 1997, a needs and preferences survey was completed, based on a representative sample of over 1,400 Burnaby residents. The results of this survey, along with the many other sources of community input, are being used to update the Parks and Recreation Master Plan, scheduled for completion in 1998.

The fundamental goal of the Parks and Recreation Commission and Parks and Recreation Department, established in the existing Master Plan (adopted in 1984), is to ensure that all citizens of Burnaby are provided with opportunities for personal growth through leisure time activities.

The specific goals underlying the development of the Master Plan are to:

- ensure that sufficient public land is reserved for active and passive park and recreational use;
- develop park and recreation facilities to meet the needs of the community;
- maintain park and recreation facilities for the enjoyment of the community;
- ensure that the community is provided with a balanced program of cultural, athletic, and other recreational services;
- encourage the provision of recreational opportunities by community organizations;
- cooperate with the Burnaby School Board, the Burnaby Public Library, and other publicly funded agencies in leisure program planning and in the joint use of facilities; and
- stimulate involvement of the private sector in developing and delivering appropriate recreational services.

Integral to the Master Plan update is a review of population and demographic projections at the neighbourhood, district and community wide level as they relate to the provision of recreational and cultural facilities and services. Preliminary dwelling unit and population projections at the planning study area level to 2006 are currently being assessed to assist in the Master Plan update process.

The Parks and Recreation Department recognizes the special challenges of effectively serving both the youth and older population. It has developed a Youth Services Model to guide the delivery of youth services and has initiated a review of services for the older adult in consultation with an older adult steering committee. The Burnaby Youth Services Model will be implemented, monitored, expanded, enhanced and adjusted, as required,

in cooperation with various youth committees and in partnership with local business and service clubs.

In addition to its attention to the needs of youth and older adults, the Parks and Recreation Commission adopted an Arts and Cultural Policy in 1990. Departmental staff are committed to implementing, monitoring, and enhancing the Policy, continually exploring opportunities to work in partnership with corporate sponsors and community arts groups to promote and foster arts and culture in the City.

For the purposes of the OCP, the provision and development of recreation and cultural services, programs and facilities will be guided by the specific proposals of the Parks and Recreation Master Plan. The Master Plan will contain a detailed inventory of existing neighbourhood, district, City and regional facilities. It will also outline the program of future recreation and cultural facility requirements. The City will continue to work with the Burnaby School Board towards better utilization, management and maintenance of existing indoor and outdoor facilities to maximize opportunities for community access.

The Recreation and Cultural Facilities Framework is outlined in the two maps "Existing Recreational and Cultural Facilities" and "Proposed Recreational and Cultural Facilities".



Confederation Park

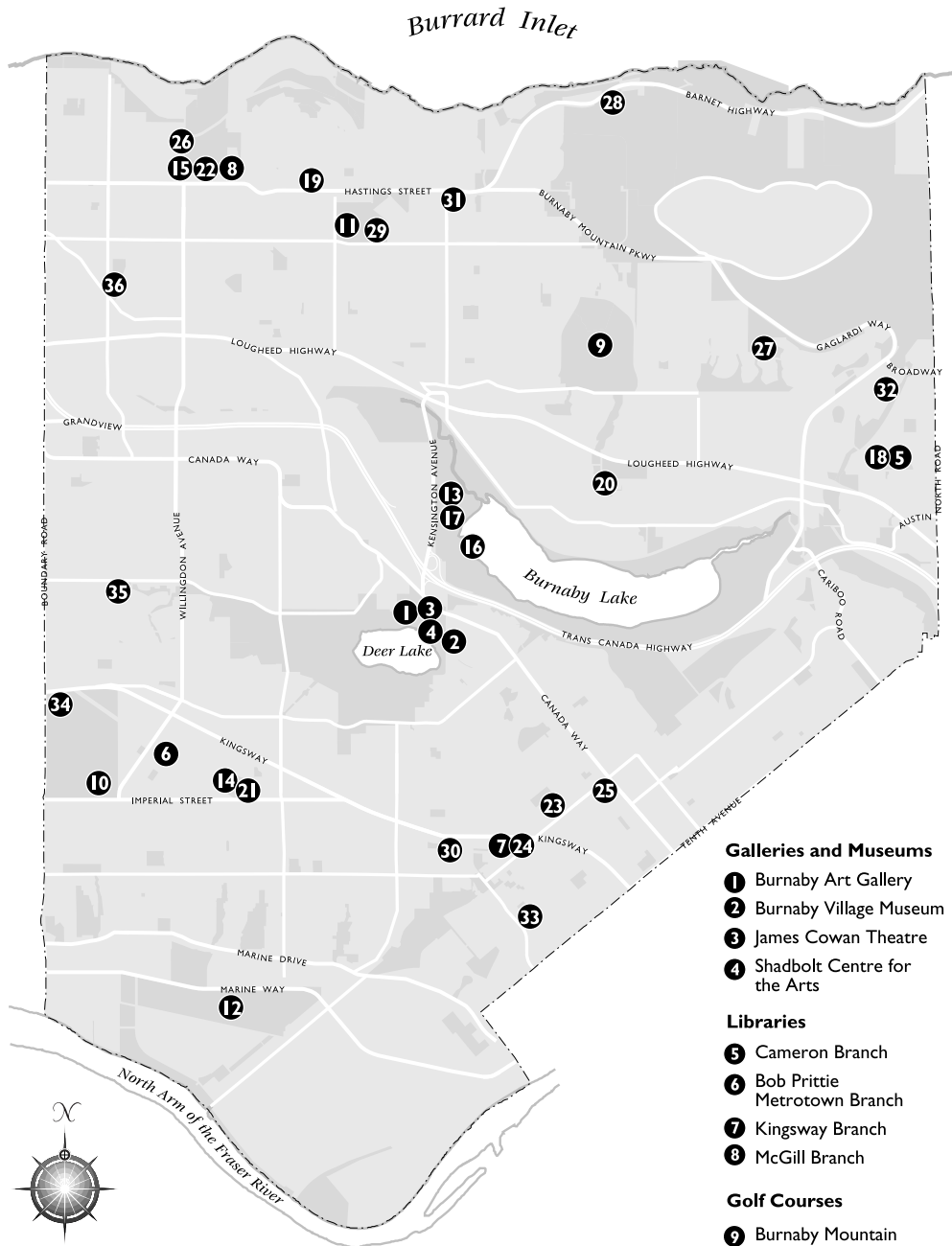
### 13.2.4.1 Neighbourhood and District Facilities

For parks and recreation purposes, the City is organized into four quadrants and 37 neighbourhood planning areas. District parks and facilities are intended to serve all the neighbourhoods within each quadrant, and are also associated with adjacent secondary school facilities and playing fields. District parks typically contain some of the following:

- ball diamonds - youth and adult
- sports fields - youth and adult
- practice fields
- tennis courts
- youth centres
- preschool and junior playgrounds
- fitness circuits
- picnic areas
- field house
- washrooms
- indoor district program facilities

At the neighbourhood level, facilities are intended to be provided within walking distance to meet the basic recreational needs of all age groups. Burnaby's elementary schools and playgrounds also complement neighbourhood parks and neighbourhood centres in meeting local recreation needs. Once again, the updated Parks and Recreation Master Plan will define facilities and services to meet local needs for each area. Neighbourhood parks may contain some of the following:

- preschool/junior playground
- youth softball diamonds
- youth soccer fields
- horticultural features
- grass area, paths, benches
- tennis courts
- casual outdoor social areas
- indoor neighbourhood program facilities



**Recreation and Community Centres**

- 13 Bill Copeland Centre and Burnaby Lake Arena
- 14 Bonsor Recreation Complex
- 15 Burnaby Heights Resource Centre
- 16 Burnaby Lake Pavilion
- 17 C. G. Brown Memorial Pool
- 18 Cameron Recreation Centre
- 19 Capitol Hill Hall
- 20 Charles Rummel Centre
- 21 Club Metro Youth Centre
- 22 Confederation Community Centre for the Retired
- 23 Eastburn Community Centre
- 24 Edmonds Community Centre for the Retired
- 25 Edmonds Neighbourhood Resource Centre
- 26 Eileen Daily Leisure Pool and Fitness Centre
- 27 Forest Grove Recreation Office
- 28 Harry Jerome Sports Centre
- 29 Kensington Park Arena
- 30 Kingsway East 1914 Building
- 31 Lochdale Hall
- 32 Stoney Creek Youth Centre
- 33 Stride Avenue Youth Centre
- 34 Swangard Stadium
- 35 Wesburn Community Centre
- 36 Willingdon Heights Community Centre

**Galleries and Museums**

- 1 Burnaby Art Gallery
- 2 Burnaby Village Museum
- 3 James Cowan Theatre
- 4 Shadbolt Centre for the Arts

**Libraries**

- 5 Cameron Branch
- 6 Bob Prittie Metrotown Branch
- 7 Kingsway Branch
- 8 McGill Branch

**Golf Courses**

- 9 Burnaby Mountain Golf Course
- 10 Central Park Pitch & Putt
- 11 Kensington Park Pitch & Putt
- 12 Riverway Golf Course

**Existing Recreational and Cultural Facilities**

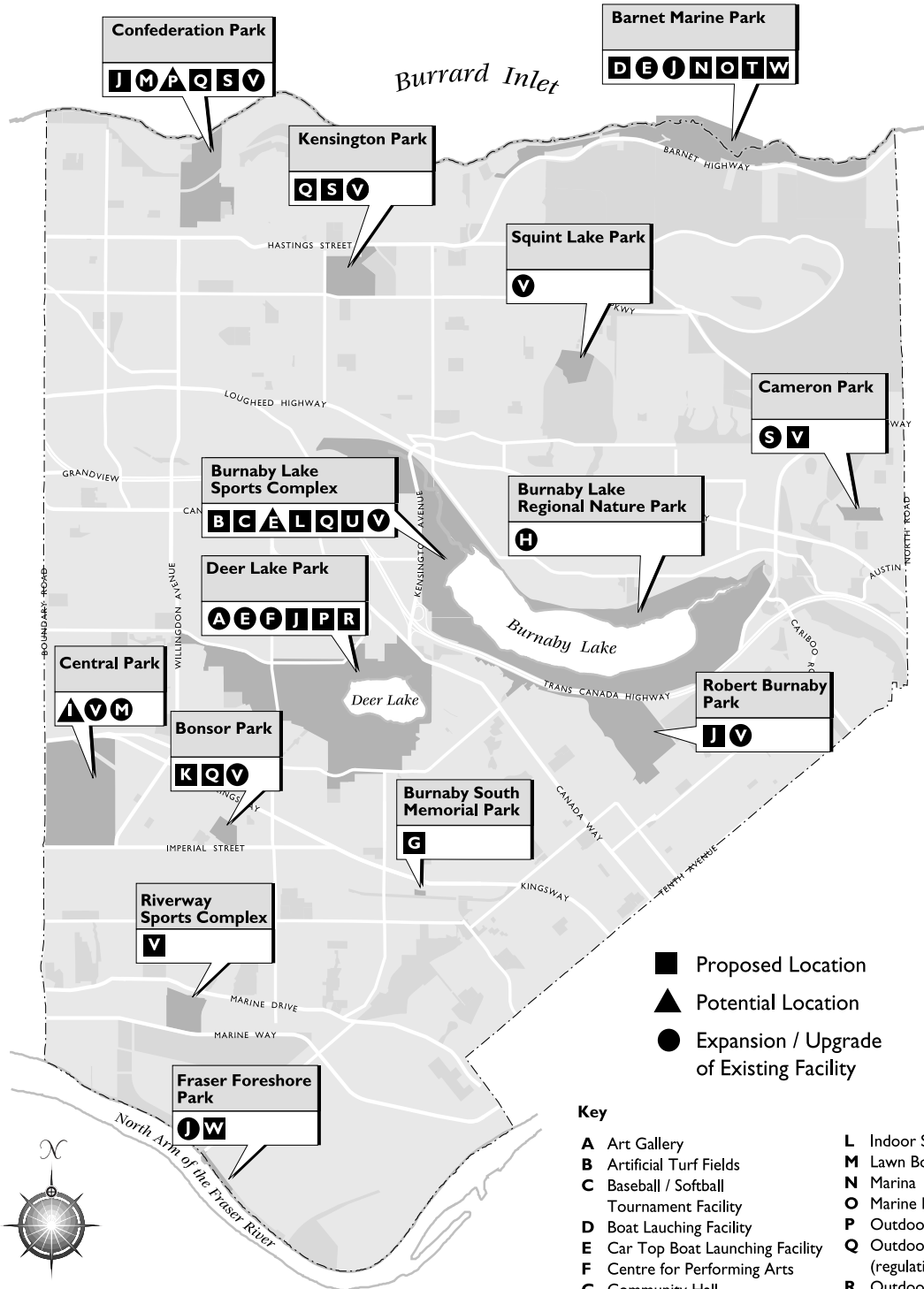
**13.2.4.2 City and Regional Facilities**

City and regional facilities are intended to serve the entire Burnaby community, and in the case of regional facilities, residents from adjacent communities. The updated Parks and Recreation Master Plan will contain an inventory of existing

City and regional facilities located within Burnaby, along with proposals for improvements and new developments. The proposals in the Parks and Recreation Master Plan will represent an initial prioritization of facility needs. Facility developments

will be pursued on a phased basis in accordance with available funding from City and other sources. As such, development of individual facilities will be subject to an ongoing process of evaluation given current priorities, costs and benefits.





- Proposed Location
- ▲ Potential Location
- Expansion / Upgrade of Existing Facility

**Key**

<b>A</b> Art Gallery	<b>L</b> Indoor Sport / Exhibition Centre
<b>B</b> Artificial Turf Fields	<b>M</b> Lawn Bowling Facility
<b>C</b> Baseball / Softball	<b>N</b> Marina
<b>D</b> Boat Launching Facility	<b>O</b> Marine Biology Centre
<b>E</b> Car Top Boat Launching Facility	<b>P</b> Outdoor Band Shell
<b>F</b> Centre for Performing Arts	<b>Q</b> Outdoor Basketball Court (regulation size)
<b>G</b> Community Hall (Kingsway East School Bldg.)	<b>R</b> Outdoor Concert Bowl
<b>H</b> Competitive Boating Facility	<b>S</b> Recreation Complex
<b>I</b> Conservatory	<b>T</b> Small Craft Centre
<b>J</b> Group Picnic Facilities	<b>U</b> Sports Training Centre
<b>K</b> Ice Arena	<b>V</b> Tennis Courts (outdoor)
	<b>W</b> Walking / Fishing Pier

## Proposed Recreational and Cultural Facilities



## 13.2.5 Education

### Goal: Education

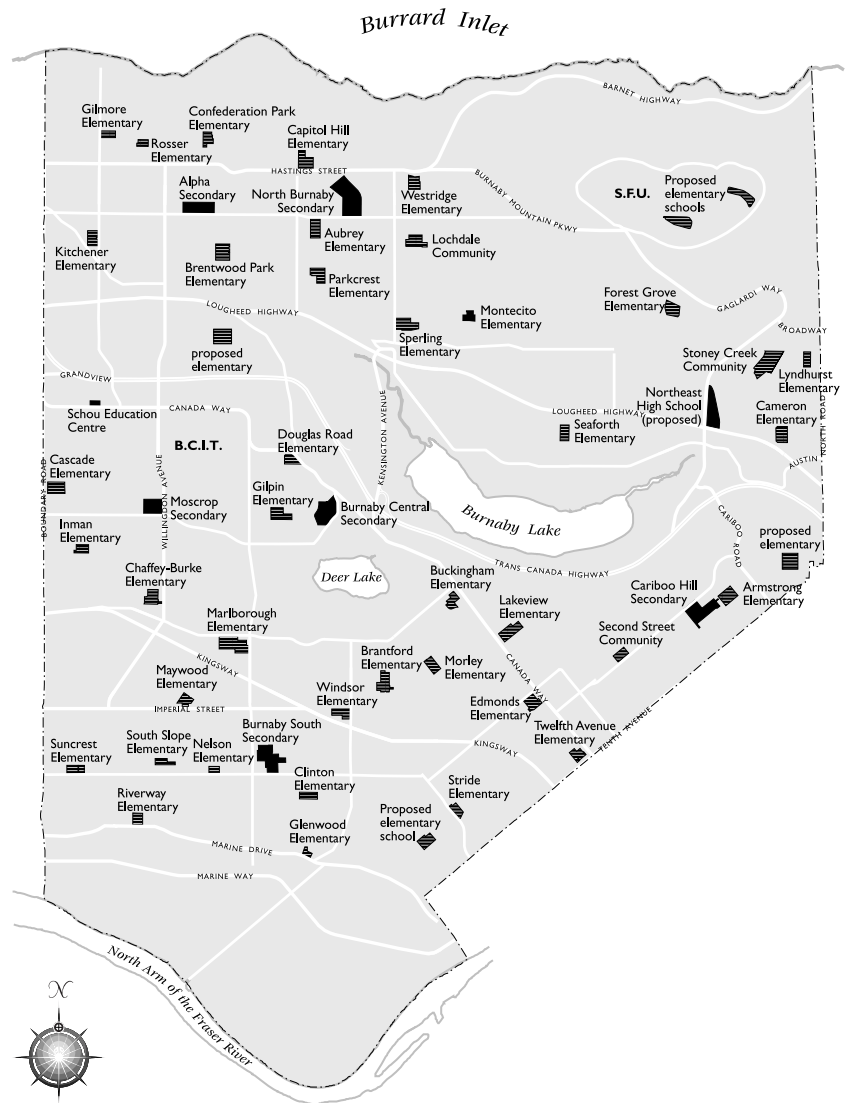
To work with the Burnaby School District and other appropriate parties to:

- ensure that public primary and secondary school facilities are provided in a proper and timely relationship with actual and projected requirements
- promote the community use of available school facilities in meeting the educational, cultural, leisure time and other needs of the population
- foster a close relationship between post-secondary facilities and the community in terms of maximizing educational and business opportunities and partnerships.

The component parts of this goal relate to 1) future provision of public school facilities, 2) community use of school facilities, and 3) the relationship between post secondary institutions and the community. These components are discussed in greater detail below.

### 13.2.5.1 Provision of Public School Facilities

Burnaby's public school enrolment has fluctuated dramatically over the past 30 years. In 1970, for example, about 29,700 students were enrolled in the public school system. Enrolments stood at 17,100 in 1986 - a 43 percent decrease from the 1970 figure. The Burnaby School District responded to this situation by closing eight public schools between 1979 and 1986.



### Public Education Facilities

Since the 1987 OCP was adopted, the enrolment trend has reversed. Enrolment rose by 1,900 students between 1986 and 1990. It increased by an additional 3,592 (19 percent) students between 1990 and 1996. The 1996 enrolment was 22,592 full time equivalent students.

Burnaby currently has 39 elementary schools and seven secondary schools (including the alternative program at the Canada Way Education Centre). Preliminary projections for the School District suggest that by 2006, school enrolments may be approaching

28,000 students.

Over the past ten years, the School District has addressed school facility needs by:

- opening the new Burnaby South Secondary School on Rumble (replacing the former Burnaby South, MacPherson Park Junior Secondary, and Edmonds Junior Secondary Schools);
- opening South Slope Elementary School (replacing Sussex Elementary School);
- re-opening Glenwood Elementary School;

- re-opening Maywood Elementary School under a community school designation;
- installing an additional 86 portable facilities on Burnaby school grounds for classroom use (44 elementary and 42 secondary); and
- reclaiming classroom space leased out to various community agencies for classroom use.

To prepare for anticipated future enrolment increases, the following initiatives are or will be pursued:

- proposed re-opening of Riverway West Elementary School;
- re-opening of the Royal Oak School facility;
- designation of a City-owned site in the Edmonds Town Centre South area north of Mission Avenue and adjacent to Taylor Park for elementary school purposes;
- proposed addition of 11.4 acres to the Stride Community School/Park site as a component of the redevelopment guidelines of the adjacent area, allowing the possible use of this expanded area as a future secondary school site;
- the dedication of two elementary school sites as part of the development of the Simon Fraser Official Community Plan;
- the proposed re-opening of the Marion School facilities;
- the proposed development of the Northeast Secondary School, which will enable some adjustments to high school catchment areas throughout the district; and
- the designation of an 8 acre elementary school site as a component of the Brentwood Town Plan.

Over the past several years, the School District's ability to respond

to enrolment pressures has been progressively reduced as available school facilities are used to capacity. While school facility needs are being identified, the lead times involved in receiving provincial funding and undertaking construction are lengthy. They only enable the School District to respond to existing and projected needs on a year to year basis, with limited certainty on the timing for capital funding.

City and School District staff meet on a regular basis to review development plans and provide estimated time frames for new development taking place in Burnaby. Generally, this involves discussing the status of various planning processes, as well as project by project descriptions of rezoning proposals that will likely involve future increases in school enrolments.

It has been recognized that, to meet future needs, a new approach to school facility planning and funding will likely be necessary. The new approach is necessitated by the dwindling capacity in the school system and the adoption of the Livable Region Strategic Plan, which calls for inner municipalities like Burnaby to accommodate increased levels of family housing. In addition, most future growth will result from the intensification of currently developed areas, rather than the creation of new subdivisions of undeveloped lands in the City. Recognizing these facts, the School District, Ministry of Education, GVRD, and the City are currently exploring possible innovative approaches to improve the ability to respond to future enrolment pressures. This comprehensive review is intended to address those requirements relating to Section 881 of the Municipal Act pertaining to the planning of school facilities.



Kitchener Elementary School



Burnaby South 2000 Secondary School



Burnaby South 2000 Secondary School

The issue of schools and other major infrastructure items has previously been raised with the GVRD as an area of specific concern to the City in responding to the Livable Region Strategic Plan. Burnaby is an active participant with the School District in assessing future school needs and preparing a long range development plan for school facilities based on the directions identified within the OCP. The results of this plan will assist in devising shorter and longer term approaches concerning the designation, acquisition and development of public school sites and facilities in Burnaby

### 13.2.5.2 Community Use of School Facilities

Areas of cooperation between the School District and the City include the establishment of community schools, joint school/park sites and the use of school facilities and school/park sites by the general community.

Through a joint agreement between the School District and the City, seven community schools have been established: Gilmore, Lochdale, Second Street, Stoney Creek, Stride, Edmonds and Maywood Community Schools. The general community use of these facilities has made them a central focus in the local areas and provides for the use of play fields and indoor space on an assigned basis. The concept also provides opportunities for community self-help or problem solving initiatives. Through the schools, area residents gain encouragement and support to work on a variety of initiatives, including focused needs assessments, community newsletters, community gardens, seminars, parent/tot and youth drop-in programs. Presently, the City and School District share 25 joint park and school sites which allow for the reciprocal use of play fields and playgrounds and general open space. Wherever possible, the City and District should continue to promote the concept of reciprocal use of school/park sites.

Burnaby recognizes the value of community schools and is committed to continuing its support of them. However, to ensure that resources continue to be allocated appropriately, addressing areas of greatest need, the City will collaborate with the School District in preparing a strategic plan for future community school development and operation. The strategic plan is targeted for completion in 1998.

Bob Prittie Library



Graduation at SFU

### 13.2.5.3 Relationship Between Post Secondary Institutions and the Community

The City accommodates two major post secondary institutions - Simon Fraser University and the British Columbia Institute of Technology (BCIT). These provincially-scaled and highly respected institutions offer a comprehensive range of post secondary education programs. They draw students from throughout the province, nation and abroad, while being particularly accessible to local residents. They also have significant linkages to the community that include adjacent research parks, partnerships and economic spin-offs. Burnaby recognizes the importance of these institutions and will continue to foster a close relationship amongst them, the City, and the community.



### 13.2.6 Library Services

#### Goal: Library Services

**To serve the Burnaby community by providing optimum access to library materials and services in support of equality of opportunity for people to pursue their self-defined goals.**

The Library system currently has four branches, with one in each of the City's four geographic quadrants. Burnaby's first permanent library building, the McGill Branch, was constructed in north Burnaby in 1961. The second, the Kingsway Branch, was constructed the following year in the Edmonds area. The Central Park Branch was established in southwest Burnaby in 1974, followed by the Cameron Branch in the northeast quadrant of the City

in 1980. In 1991, the Central Park Branch was closed, being replaced with the Bob Prittie Metrotown Branch. The Metrotown Branch functions both as Burnaby's main resource library and the local branch for the southwest quadrant.

Burnaby's Public Library System has a strong reputation for quality, both from within the City and beyond. Some noteworthy aspects of the system are as follows:

- in 1996, Burnaby's libraries had the highest circulation per capita and the third highest user visits per capita of the 38 large urban libraries in Canada;
- circulation per capita in Burnaby libraries was 63 percent higher than the provincial average for municipal libraries; and
- the Bob Prittie Metrotown Branch was the second most heavily used library location in BC in terms of items borrowed.

For several years, the Public Library Board has developed Strategic Plans which identify goals and objectives for addressing the community's future library service needs. These Strategic Plans, which are reviewed annually, help the Board in setting priorities and making decisions about resource allocation. The current Strategic Plan focuses on the period from 1998 to 2000. It addresses such matters as planning for library collections, facilities, management, organization, public awareness, services, and staffing. The goal statement cited at the beginning of this section was derived from the Library system's statement of purpose, adopted by the Burnaby Library Board in 1994 and reconfirmed in the Burnaby Public Library Strategic Plan 1998/2000.

The top building priority for the Burnaby Library System is re-

placement of the McGill Branch. The replacement facility is expected to be opened in the year 2000. Other priorities for the System include:

- expansion of the Bob Prittie Metrotown Branch;
- expansion of the Cameron Branch, contingent on plans to expand the Cameron Recreation Centre; and
- redevelopment or relocation of the Kingsway Branch - possibly dividing the operation into two smaller satellite facilities.

The Library System has explored the possibility of developing local storefront branches to serve localized neighbourhood populations in areas such as the Crest and Kensington. It has discounted this option, however, choosing instead to focus its resources on the larger branches. The rationale for this decision is that the Library System can achieve economies of scale, providing a more effective, efficient service through its current delivery model.

The Library System has undergone dramatic pressures for change in recent years and will continue to do so in the future. These pressures include:

- serving a growing population with increasingly diverse and multi-lingual characteristics;
- adjusting library collections and services in response to advances in technology (e.g., computerization, the Internet, videos); and
- fiscal restraint in the public sector.

The Library System will respond to these and other pressures through the 1998/2000 Strategic Plan and future strategic planning efforts.

## 13.2.7 Health Services

### Goal: Health Services

**To cooperate with the Regional Health Board, senior levels of government, community agencies and other appropriate parties to develop the range of health services to address the physical and psychological health needs of Burnaby residents.**

The planning, funding and delivery of health services is complex, involving all levels of government in the Province and many agencies.

In Burnaby, the Simon Fraser Regional Health Board is responsible for a major range of health related services, including:

- public health services (e.g., public health nursing, speech and language therapy and community care facilities licensing);
- mental health services (e.g., emergency and crisis intervention, telephone support and in-patient and outpatient care);
- continuing care services (e.g., home care nursing, physio and occupational therapy and home support services); and
- acute care service (i.e., hospital-based services).

As Burnaby is not in a position to directly control the planning and delivery of the above local health services, it needs to continue to adopt an advocacy and cooperative role in ensuring that needed health services are provided.

In 1984, the European Region of the World Health Organization (WHO) defined health as,



**... a resource for everyday life, not the objective of living; it is .... a positive concept emphasizing social and personal resources, as well as physical capacities.**

This broad definition of health is the cornerstone of the Province's New Directions in Health Initiative, introduced in 1993. It is also the foundation of Burnaby's Healthy Community Policy, which was adopted in 1991. Under the WHO's definition, health is seen to be more than merely an absence of disease. Rather, it is a broader concept that encompasses the physical, social, psychological, and spiritual health of individuals and the community. The determinants of health go beyond the availability of medical care services; they include such diverse elements as housing adequacy and quality, income levels, job opportunities, and people's sense of control over their lives. Under this broader definition of health, all areas of focus in the OCP have a bearing on the health of the community.

community service network in Burnaby. In addition to serving as places of worship, many also deliver or accommodate community-based programs such as child care, pre-natal classes, youth activities, and seniors programming.

In terms of function and location, Burnaby's religious facilities can be divided into two categories: local and regional serving. Local facilities are intended to serve their surrounding residential areas. They typically have smaller, less imposing structures which allow them to blend in with their surrounding residential areas. Regional serving facilities tend to be more substantial in size, more specialized in function, and more difficult to blend into surrounding residential neighbourhoods. They can serve the entire City and other municipalities in the region.

Burnaby regards local religious facilities as integral components of complete communities, and recognizes the valuable role they play with respect to enhancing community well being. Therefore, in the future, the City will continue to support development of local facilities in accordance with community needs, within appropriate neighbourhood locations, and at a scale consistent with the facilities' intended functions.

The City will also support some limited development of regional serving facilities. As these facilities are generally large in scale, generate increased traffic, and have high parking requirements, they are not considered suitable for many locations. Therefore, they will be accommodated in appropriate sites within designated institutional areas.

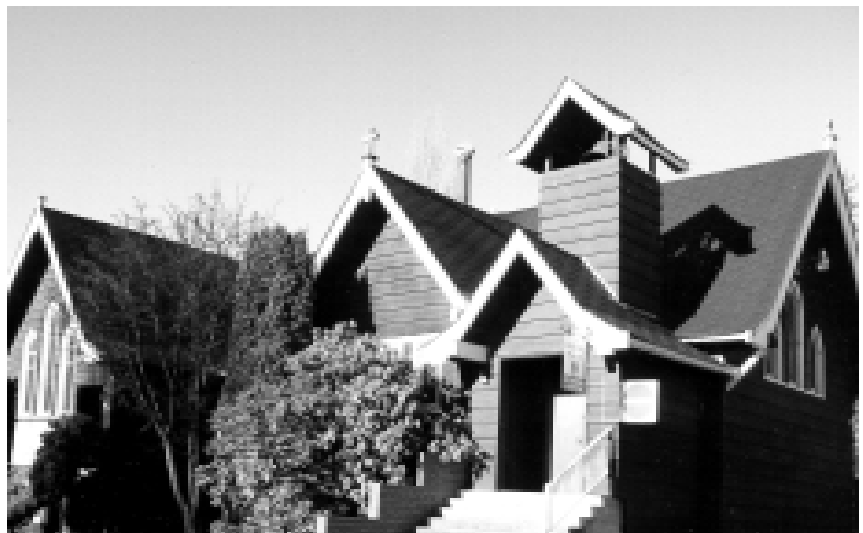
### 13.2.8 Religious Facilities

**Goal:  
Religious Facilities**

**To provide opportunities, as necessary and appropriate, for the development of religious facilities to meet the spiritual needs of Burnaby residents.**

Churches and other religious facilities comprise a significant portion of the City's institutional land base. According to City records, about 75 religious facilities existed in Burnaby in 1996. The facilities comprise an important part of the

St. Stephen's Anglican Church





## 13.3 The Future

The availability of appropriate, diverse and accessible social, cultural, institutional and recreational community services and facilities is integral to Burnaby's overall community well being. The challenge facing the City, as it continues to grow and develop, is to ensure that these services and facilities will be provided to meet future needs. It is recognized that this challenge will have to be met at a time when diminishing resources and a continuing downloading from senior governments is a reality.

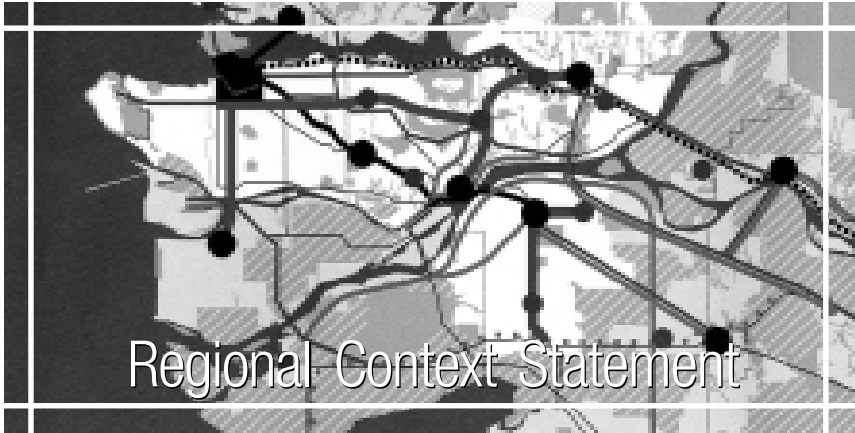
The OCP addresses the provision of the following types of community facilities and services: pub-

lic utilities, educational facilities, recreational and cultural facilities, fire protection, police and public safety, library services, and religious and health facilities.

There are a range of roles that the City can play in the provision of the required facilities and services. In many instances, the City is a **direct provider** and assumes the responsibility for planning and provision of the services and facilities. It can also be a **cooperator**, where it works cooperatively with other parties in the planning and delivery phases. It can be a **funder**, where the City, through its Community Grants process, provides funds to external agencies that deliver community services. Finally, the City can be an **advocate**, where it calls upon senior levels of government or other appropriate parties to

address, or help address, identified community service or facility needs.

From the outset of the City's responses concerning the Livable Region Strategic Plan, there has been a concern about the provision of required infrastructure and facilities and services in higher growth areas of the region. The general growth management target figures for Burnaby referred to in this OCP assume that an appropriate level and variety of services and facilities can be developed to sustain the growth anticipated. The OCP will be considered for updating in approximately three years. At that time, particular attention will be paid to assessing progress made on the implementation aspects related to the provision of facilities and services in anticipation of future growth.





# APPENDIX 1

## REGIONAL CONTEXT STATEMENT



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double-sided printing.



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double-sided printing.

## **Background**

Metro Vancouver’s Regional Growth Strategy: Metro Vancouver 2040 – Shaping our Future was adopted on July 29<sup>th</sup>, 2011, following its acceptance by all local governments, including the City of Burnaby on March 7<sup>th</sup>, 2011. The Regional Growth Strategy looks out to 2040 and provides a framework on how to accommodate the over 1 million people and 600,000 new jobs that are expected to come to Metro Vancouver in the next 30 years.

### ***Burnaby’s Regional Context Statement***

This Regional Context Statement (RCS) is the key document that identifies the relationship between the Regional Growth Strategy (RGS) and the City’s Official Community Plan (OCP).

In accordance with the Local Government Act (Section 866), a Regional Context Statement must be included within an Official Community Plan for any area to which a regional growth strategy applies. The purpose of an RCS is to identify the relationship between the OCP and the fundamental strategies of a regional growth management strategy. Additionally, the Act makes provision for an RCS to specify how the OCP is to be made consistent with the regional growth strategy over time.

Under the collaborative decision-making framework of the RGS all member municipalities are required to forward their proposed RCS to the Metro Vancouver Board for consideration and approval either before or after a public hearing.

### ***Relationship Between the Burnaby OCP and the Regional Growth Strategy***

The existing Official Community Plan (OCP) for Burnaby is a comprehensive document which provides directions for the management of growth in the City to 2006 and beyond to 2021. The OCP contains Goals, Directions and policy Frameworks which directly support the five fundamental goals of RGS and define the land use and growth management approach to be followed in accommodating the anticipated regional growth.

An overview of the five goals, their related strategies, and their general acceptability in relation to the City of Burnaby’s existing OCP is outlined in this document and constitutes the Burnaby Regional Context Statement.

### ***Challenges***

The key challenge is to accommodate growth in ways which both advance livability and sustainability. To accomplish this, the Regional Growth Strategy addresses the following issues:

- ***Accommodating Growth To Advance Livability and Sustainability***  
The region is expected to continue to grow by over 35,000 residents per year. Growth without sprawl implies greater density of development. Carefully structured, this can reduce congestion, improve the economics of transportation infrastructure and public services, increase the viability of

retail and service centres, foster the creation of vibrant centres of culture and community activities, and maintain an attractive and diverse urban environment.

- *Building Healthy, Complete Communities*

As the region's population both ages and grows in number, providing affordable and appropriate housing for residents at various stages of their lives is an ongoing challenge. Additionally, ensuring access to the key elements of a healthy social community – shops, personal services, community activities, recreation, employment, culture, entertainment and a safe and attractive public environment – requires careful planning primarily at the local scale, but also, to some extent, regionally.

- *Supporting Economic Prosperity*

Metro Vancouver has a diversified economic base, including trade and commerce, manufacturing, goods distribution, professional services, tourism, education and agriculture. The region connects with, and serves a resource-rich province and has strong gateway links to the North American and Asia-Pacific regions. The challenge for the Regional Growth Strategy is to ensure an adequate supply of space for industry and commerce throughout the region, located appropriately to their needs and in a manner that supports an efficient transportation system on which the economy depends.

- *Protecting the Natural Environment*

Many of Metro Vancouver's natural assets are of national and international significance. Managed properly, they also provide the basics of life – breathable air, potable water and nutritious food. The challenge is to protect these assets for the benefit of current and future generations in the face of a growing population and associated urban development and impacts which can threaten their integrity and quality.

- *Responding to Climate Change Impacts and Natural Hazard Risks*

The major natural hazard risks facing the Metro Vancouver region include earthquakes, floods, and slope instability. Many of these are exacerbated by the global threat of climate change. The challenge is to prepare for and mitigate regional natural hazards and reduce the greenhouse gas emissions which can increase many of these risks, not only through mitigation strategies, but also through land use and transportation patterns generally.

- *Protecting Agricultural Land to Support Food Production*

Comprising over 50,000 hectares of the region, agricultural lands are an important asset. The heightened importance of producing fresh, regionally grown food to meet economic, environmental, health and food security objectives reinforce the need to protect the region's rich agricultural lands. The challenge for the Regional Growth Strategy is to protect the agricultural land base and to encourage its active use for food production.

## ***Responses***

In an effort to respond to these challenges, the RGS provides a series of strategies and actions arranged under five key goals intended to achieve the desired outcomes. The five key goals are as follows:

GOAL 1 Create a Compact Urban Area

GOAL 2 Support a Sustainable Economy

GOAL 3 Protect the Environment and Respond to Climate Change Impacts

GOAL 4 Develop Complete Communities

GOAL 5 Support Sustainable Transportation Choices

## ***How to Read this Document***

Each of the following sections of Burnaby's RCS responds to the five overarching goals of the RGS. Within each chapter, the specific strategies and municipal actions are listed, followed by a description of how Burnaby's existing policies, plans, and bylaws contribute to achieving the RGS.





## GOAL 1: Create a Compact Urban Area

Metro Vancouver’s growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact transit oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.

**STRATEGY 1.1 Contain Urban Development within the Urban Containment Boundary**

<b>Role of Municipalities</b>	<b>City of Burnaby Policy, Actions, Strategies, and Regulations</b>
<b>1.1.3 Adopt Regional Context Statements which:</b>	
a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);	All of Burnaby is located within the UCB, as illustrated in <b>Map 1</b> , and is consistent with the Regional Land Use Designations map (Map 2) in the RGS.
b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	As outlined in Table A.1 in Appendix A of the RGS Burnaby’s growth projections are consistent and provided for within the framework of Burnaby’s OCP.  <b>See Table A.</b>

**TABLE A: Population, Dwelling Units, and Employment Growth Projections**

	2006	2011	2021	2031	2041
<b>Population</b>	202,799	223,218	270,000	314,000	345,000
<b>Dwelling Units</b>	82,950	91,383	117,800	136,000	149,300
<b>Employment</b>	136,000	143,000	152,000	189,000	203,000

**Notes:**

- The population, dwelling units, and employment growth projections were derived from the Statistics Canada Census 2006 and 2011. The projections for the years 2021, 2031, and 2041 were provided by ‘Table A.1: Population, Dwelling Unit and Employment Projections for Metro Vancouver Subregions and Municipalities’ in Appendix A of the RGS.
- These estimates are intended to assist in long range planning and serve as a guideline only.

**STRATEGY 1.2 Focus Growth in Urban Centres and Frequent Transit Development Areas**

<p><b>Role of Municipalities</b></p>	<p><b>City of Burnaby</b> <b>Policy, Actions, Strategies, and Regulations</b></p>
<p><b>1.2.6 Adopt Regional Context Statements which:</b></p>	
<p>a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);</p>	<p><i>See Tables B and C.</i></p>
<p>b) include policies for Urban Centres which:</p>	
<p>i. identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);</p>	<p><b>Map 2</b> identifies general location, boundaries and types of Urban Centres and is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2) in the RGS.</p>
<p>ii. focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP outlines the provision for Metrotown as the City Centre and three Municipal Town Centres, including Edmonds, Brentwood, and Lougheed based on their adopted community plans.</p> <p>The Regional City Centre and Municipal Town Centres are expected to receive close to 50% of the anticipated projected residential growth of the city. The Regional City Centre and Municipal Town Centres are expected to receive 52% of the anticipated projected commercial growth of the city.</p> <p>This focuses a majority of the growth to areas that are generally consistent with the Guidelines set out in Table 3 – Guidelines for Urban Centres and Frequent Transit Development Areas of the RGS.</p> <p>[OCP – Sections 4.0, 5.0, &amp; 6.0]</p>

	<p><u>Community Plans</u></p> <p>Burnaby’s Community Plans provide vision, guidance, direction on land use, transportation, parks and public spaces, environmental sustainability, social sustainability, housing, community facilities and amenities, economic sustainability, urban design and public realm character, heritage considerations and other applicable information.</p> <p>The Community Plans focus growth within each plan boundary. The plans typically fall under the following categories:</p> <ul style="list-style-type: none"> <li>• Regional City Centre (Metrotown)</li> <li>• Municipal Town Centres</li> <li>• Urban Villages</li> <li>• Suburban Multi-family Areas</li> <li>• Mixed Use Areas</li> </ul> <p>All of which are intended to focus growth and permit higher densities than the single- and two-family areas.</p>
<p>iii. encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The key policies / incentives identified in the OCP that encourage office development include:</p> <ul style="list-style-type: none"> <li>• accommodation of an expanded range of Region-serving retail and office uses to help increase services and facilities available locally and assist employment and tax base growth;</li> <li>• a focusing of the highest density office and other commercial developments within the City and Town Centres, with the most comprehensive within Metrotown, in keeping with its intended role as the dominant commercial focus for the City;</li> <li>• accommodation of a number of strategically located, high amenity business park centres oriented to smaller, corporate headquarter facilities and businesses involving combinations of research, sales/service, light manufacturing and management/ administration in proximity to planned transit improvements;</li> <li>• the continued use of established commercial arterials for the provision of office and retail opportunities, either in a street front form or within mixed use Village Centres;</li> </ul> <p>[OCP – Sections 5.2, 5.3, &amp; 5.4]</p>
<p>iv. in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;</p>	<p><u>Burnaby Zoning Bylaw</u></p> <p>Under specific high density residential land use districts created for the Regional City Centre and Municipal Town Centres, which include the RM3s, RM4s, and RM5s districts, the Parking Bylaw allows for the reduction of the number of required parking spaces based on the supplementary density bonus.</p> <p>[Burnaby Zoning Bylaw, Schedule No. VIII, 800.4 (2)(b1)]</p>

<p>c) include policies for Frequent Transit Development Areas which:</p>	
<p>i. identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with:</p> <ul style="list-style-type: none"> <li>• Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</li> <li>• TransLink’s Frequent Transit Network, which may be updated over time;</li> <li>• other applicable guidelines and policies of TransLink for the Frequent Transit Network;</li> </ul>	<p>The City has not designated Frequent Transit Development Areas (FTDA). However, Burnaby’s Community Plans are generally consistent with the Frequent Transit Network concept and intent.</p> <p><i>OCP Update – Achieving the Goals of the RGS</i></p> <p><i>The establishment of any FTDA would be pursued as a consideration with the development of an updated OCP process.</i></p>
<p>ii. focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p>	<p>See section <b>1.2.6.c.i</b> above.</p>
<p>iii. in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;</p>	<p>See section <b>1.2.6.c.i</b> above.</p>
<p>d) include policies for General Urban areas which:</p>	
<p>i. identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p><b>Map 1</b> illustrates the General Urban areas and their boundaries, consistent with the Regional Land Use Designations map (Map 2) in the RGS.</p>
<p>ii. ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Outside of the Urban Centres, the OCP defines Urban Villages as part of the General Urban area to provide a mix of housing types, local-serving commercial activities and good access to transit which are generally lower in density and form than Urban Centres. These Local Centres are identified on <b>Map 3</b> of this RCS and are consistent with Map 11 in the RGS.</p> <p>[OCP – Sections 4.2, 4.3, 4.4, 4.4.2, 5.2, 5.3, 5.4, &amp; 5.4.2]</p>



<p>iii. where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Outside of the Urban Centres, the OCP defines Urban Villages as part of the General Urban area to provide a mix of housing types, local-serving commercial activities and good access to transit which are generally lower in density and form than Urban Centres. These Local Centres are identified on <b>Map 3</b> of this RCS and are consistent with Map 11 in the RGS.</p> <p>[OCP – Sections 4.2, 4.3, 4.4, 4.4.2, 5.2, 5.3, 5.4, &amp; 5.4.2]</p>
<p>iv. exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Non-residential major trip-generating uses are limited to Burnaby’s Mixed Employment Areas and Special Employment Areas.</p> <p>[OCP – Sections 5.0, 6.0, &amp; 13.0]</p>
<p>v. encourage infill development by directing growth to established areas, where possible</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Infill and new development are encouraged within the City’s established General Urban Areas.</p> <p>[OCP – Sections 4.0, 5.0, &amp; 6.0]</p>
<p>e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP provides policies that ensure that the Residential, Commercial, Industrial, Parks and Open Space, and Environment Frameworks are overlaid to create a comprehensive and integrated land use Framework. The Community Plans and Zoning Bylaw further ensure that the intent of the Industrial, Mixed Employment and Conservation and Recreation policies prevail.</p> <p>[OCP – Sections 4.0, 5.0, 6.0, 7.0, &amp; 10.0]</p>
<p>f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:</p>	
<p>i. support continued industrial uses by minimizing the impacts of urban uses on industrial activities;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP clearly indicates that the protection and retention of the industrial land base is a high priority.</p> <p>The Industrial Framework aims to:</p> <ul style="list-style-type: none"> <li>• meet changing needs that are responsive to Burnaby’s strategic advantages within the Region.</li> </ul>

	<ul style="list-style-type: none"> <li>• ensure an adequate supply of industrial land is available to meet anticipated needs over the next two decades.</li> <li>• make effective and efficient use of available industrial lands, seeking to attract and accommodate high quality employment intensive industries and overall increases in floor space densities</li> <li>• contribute to the overall growth of the tax base and employment in the City.</li> <li>• appropriately integrate industrial development with the surrounding natural and built environments</li> <li>• encourage the continued operation and enhancement of existing industries that are viable and in locations that are to remain designated for industrial use.</li> <li>• encourage and guide the transition of identified industrial sites that are no longer conducive to continued industrial use and that offer compelling community benefits through their more intensive redevelopment for other purposes.</li> </ul> <p>[OCP – Sections 6.2, 6.3, &amp; 6.4]</p>
<p>ii. <b>encourage safe and efficient transit, cycling and walking;</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Safe and efficient transit, cycling, and walking are encouraged through the Transportation Directions and Framework. The key Directions state:</p> <ul style="list-style-type: none"> <li>• the City will continue to work closely with TransLink, or any regionally sanctioned transportation authority, to ensure the provision of efficient and convenient public transit service.</li> <li>• safe and convenient cycling and pedestrian facilities will continue to be provided.</li> </ul> <p>[OCP – Sections 8.3, 8.4.2, 8.4.3.1, &amp; 8.4.3.2]</p> <p>Under the Social Planning Framework outlines the need to ensure that social needs are through the physical environment. For example, this may include such “quality of life” concerns as ensuring that developments are safe, sufficiently accessible, pedestrian friendly and conducive to social interaction.</p> <p>[OCP – Section 11.4.2]</p>
<p>iii. <b>implement transit priority measures, where appropriate;</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The Transportation Framework includes Directions to implement transit priority measures:</p> <ul style="list-style-type: none"> <li>• regional transportation solutions consistent with the Regional Growth Strategy will be pursued and successfully implemented</li> <li>• demand for transportation will need to be managed in order to reduce travel by single occupant vehicles during peak periods</li> <li>• the City will work with other agencies to reserve rights-of-way for public transit, high occupancy vehicle lanes, cyclists, pedestrians and other transportation facilities</li> </ul>

	<ul style="list-style-type: none"> <li>the City will continue to work closely with TransLink, or any regionally sanctioned transportation authority, to ensure the provision of efficient and convenient public transit service</li> </ul> <p>[OCP – Sections 8.3 &amp; 8.4.2]</p>
<p>iv. support district energy systems and renewable energy generation, where appropriate.</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP was amended in 2010 to include the following paragraph under the section 10.2: “Goal: The Environment”:</p> <ul style="list-style-type: none"> <li>Working towards an interim greenhouse gas emissions reduction target of five percent (5%) from 2007 levels through the City’s environmental sustainability initiatives, community plans and corporate programs.</li> </ul> <p>[OCP – Section 10.2]</p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The City of Burnaby is working towards an Environmental Sustainability Strategy (ESS) which will include policies relating to how Burnaby will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets. This strategy will help to inform the development of an updated OCP.</i></p> <p><i>In addition, the City is working towards a Community Energy and Emissions Plan (CEEP) that will support multiple community objectives, including reducing GHG emissions, increasing energy efficiency, increasing community energy resilience, enhancing overall sustainability, reducing lifecycle costs, and creating local economic development opportunities. This plan will help to inform the development of an updated OCP.</i></p>

**TABLE B: Dwelling Unit Projections for Urban Centres**

	2006 <sup>1</sup>	2011 <sup>2</sup>	2021	2031	2041	Growth 2006-2041
<b>Regional City Centre</b>						
<b>Metrotown</b>	12,600	13,200	20,200	26,000	31,800	19,200
<b>Municipal Town Centres</b>						
<b>Brentwood</b>	2,800	5,400	13,700	19,400	26,300	23,500
<b>Edmonds</b>	8,700	11,300	13,200	17,300	20,200	11,500
<b>Lougheed</b>	6,000	7,200	7,400	9,400	10,200	4,200
<b>Total Dwelling Unit Projections for Urban Centres</b>						
	30,100	37,100	54,500	72,100	88,500	58,400

**Notes:**

- The dwelling unit projections were derived from the Federal Census for the years 2006 and 2011. The projections for the years 2021, 2031, and 2041 were derived from estimates prepared by the City of Burnaby and Metro Vancouver based on development capacity and projected growth.
- These estimates are intended to assist in long range planning and serve as a guideline only.

<sup>1</sup> Statistics Canada, Census 2006 (based on occupied dwelling units and rounded to nearest hundred)

<sup>2</sup> Statistics Canada, Census 2011 (based on total dwelling units and rounded to nearest hundred)

**TABLE C: Employment Projections for Urban Centres**

	2006 <sup>3</sup>	2021 <sup>4</sup>	2031	2041	Growth 2006-2041
<b>Regional City Centre</b>					
Metrotown	26,600	32,100	36,600	41,000	14,400
<b>Municipal Town Centres</b>					
Brentwood	6,400	14,300	15,800	17,400	11,000
Edmonds	8,600	9,900	11,500	12,200	3,600
Lougheed	4,000	6,000	10,500	12,600	8,600
<b>Total Employment Projections for Urban Centres</b>					
	45,600	62,300	74,400	83,200	37,600

**Notes:**

- The employment projections for Urban Centres were derived from estimates prepared by the City of Burnaby and Metro Vancouver based on development capacity, projected growth, and growth rates.
- These estimates are intended to assist in long range planning and serve as a guideline only.

<sup>3</sup> Estimates prepared by City of Burnaby (rounded to nearest hundred)

<sup>4</sup> Estimates prepared by City of Burnaby with assistance from Metro Vancouver (rounded to nearest hundred)

**STRATEGY 1.3** *Protect Rural areas from urban development*

**Role of Municipalities**

**City of Burnaby**  
**Policy, Actions, Strategies, and Regulations**

*Strategy 1.3 is not applicable to the City of Burnaby.*





## **GOAL 2: Support a Sustainable Economy**

The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural land is protected and commerce flourishes in Urban Centres throughout the region.

**STRATEGY 2.1** *Promote land development patterns that support a diverse regional economy and employment close to where people live*

<p><b>Role of Municipalities</b></p>	<p><b>City of Burnaby</b> <b>Policy, Actions, Strategies, and Regulations</b></p>
<p><b>2.1.4 Adopt Regional Context Statements which:</b></p>	
<p>a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP outlines the City’s policies and strategic directions for economic development opportunities, largely focused on adaptability, adequate supply of industrial and commercial land, efficient use of land, encouraging existing businesses to stay in Burnaby, locating near transit, supportive infrastructure, and residents living near job space.</p> <p>[OCP – Section 3.2.3]</p> <p>Under the Commercial and Industrial Goals, Directions, and Frameworks economic development is focused in the Regional City Centre, Municipal Town Centres, Industrial Areas, and Mixed Employment Areas.</p> <p>[OCP – Sections 5.2, 5.3, 5.4, 6.2, 6.3, &amp; 6.4]</p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The City of Burnaby is working towards further refinement of economic development policies as outlined in the Economic Development Strategy (EDS). This strategy will help to inform the development of an updated OCP.</i></p>
<p>b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Under the Commercial and Industrial policies of the OCP, economic development is focused in the Urban Centres.</p> <p>[OCP – Sections 5.2, 5.3, 5.4, 6.2, 6.3, &amp; 6.4]</p> <p><u>Burnaby Zoning Bylaw</u></p> <p>Office uses may also be permitted under the Comprehensive Development District (CD). Under a rezoning that includes a C3 District a minimum target of Office use is required.</p> <p>[Burnaby Zoning Bylaw – Schedule No. III, Schedule No. IV, Schedule No. VII]</p>

<p>c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP Commercial and Industrial policies support major commercial and institutional development within Urban Centres.</p> <p>[OCP – Sections 5.4 &amp; 6.4]</p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The establishment of any FTDA would be pursued as a consideration with the development of an updated OCP process.</i></p>
<p>d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The City of Burnaby has one hospital and two major post-secondary institutions:</p> <ul style="list-style-type: none"> <li>• Burnaby Hospital</li> <li>• Simon Fraser University (SFU)</li> <li>• British Columbia Institute of Technology (BCIT)</li> </ul> <p>These institutions are located along the Frequent Transit Network or adjacent to Urban Centres and are illustrated on <b>Map 3</b>. They are consistent with the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11) in the RGS.</p> <p>These institutions are all zoned for institutional uses and, through the OCP and Zoning Bylaw, the City has worked to provide supportive uses adjacent to these institutions such as multi-family residential, commercial office and retail uses.</p> <p>[OCP – Sections 4.0, 5.0, 6.0, 8.3, 8.4, 13.2.5.3, &amp; 13.2.7]  [Zoning Bylaw, Schedule No. V 506 (P6) &amp; 511 (P11)]</p> <p>The Transportation Directions and Framework aim to develop the transportation network such that these Special Employment Areas are well serviced by all modes.</p> <p>[OCP – Sections 8.3 &amp; 8.4]</p>

**STRATEGY 2.2 Protect the supply of industrial land**

Role of Municipalities	City of Burnaby Policy, Actions, Strategies, and Regulations
2.2.4 Adopt Regional Context Statements which:	
a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	<b>Map 1</b> illustrates Burnaby’s Industrial Areas, which are consistent with the Regional Land Use Designations map (Map 2) in the RGS.
b) include policies for Industrial areas which:	
i. support and protect industrial uses;	<p><u>The Burnaby Official Community Plan</u></p> <p>The Industrial Goals include policy supporting the protection and retention of the industrial land base.</p> <p>[OCP – Section 6.2]</p>
ii. support appropriate accessory uses, including commercial space and caretaker units;	<p><u>The Burnaby Official Community Plan</u></p> <p>The Industrial Framework supports appropriate accessory uses, including commercial space.</p> <p>[OCP – Section 6.4]</p>
iii. exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;	<p><u>The Burnaby Official Community Plan</u></p> <p>The Industrial Framework excludes uses which are inconsistent with the intent of Industrial Areas or are not supportive of industrial activities.</p> <p>[OCP – Section 6.4]</p>
iv. encourage better utilization and intensification of industrial areas for industrial activities;	<p><u>The Burnaby Official Community Plan</u></p> <p>The Industrial Framework encourages better utilization and intensification of industrial areas for industrial activities by working to:</p> <ul style="list-style-type: none"> <li>• ensure an adequate supply of industrial land is available to meet anticipated needs over the next two decades;</li> <li>• make effective and efficient use of available industrial lands, seeking to attract and accommodate high quality employment intensive industries</li> </ul>

	<p>and overall increases in floor space densities; and,</p> <ul style="list-style-type: none"> <li>encourage the continued operation and enhancement of existing industries that are viable and in locations that are to remain designated for industrial use.</li> </ul> <p>[OCP – Sections 6.2 &amp; 6.4]</p>
c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	<b>Map 1</b> illustrates Burnaby’s Mixed Employment Areas, which are consistent with the Regional Land Use Designations map (Map 2) in the RGS.
d) include policies for Mixed Employment areas which:	
i. support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;	<p><u>The Burnaby Official Community Plan</u></p> <p>Burnaby’s Mixed Employment Areas (Business Centres) are provided for within the OCP and include research, sales/service, light manufacturing and management/administration. The mix varies depending on location, land use, transit, and surrounding land uses. These Business Centres align with Industrial policies and the use characteristics outlined for each area.</p> <p>[OCP – Sections 5.4.3 &amp; 6.4.2]</p> <p>Under the Industrial Directions, the OCP encourages the intensification of the industrial activities and employment densities through opportunities to develop and redevelop areas and adjust the zoning bylaw to meet contemporary needs and promote higher employment levels.</p> <p>[OCP – Section 6.3]</p>
ii. allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;	<p><u>The Burnaby Official Community Plan</u></p> <p>Under the Industrial Framework, the City of Burnaby will allow large and medium format retail, where appropriate, and following specific guidelines and regulations. The following Directions are provided:</p> <ul style="list-style-type: none"> <li>refinement of existing industrial zoning regulations which would include defining an approach to accommodate mixed business uses within adopted plan areas.</li> <li>the removal of “big box” retail developments as permitted “wholesale” industrial uses in applicable industrial zoning districts, coupled with a designation of specific criteria and locations for these uses.</li> </ul> <p>[OCP – Section 6.3]</p>
iii. support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;	Burnaby’s commercial and other major trip-generating uses are located in Urban Centres and/or near rapid transit stations and/or the Frequent Transit Network. <b>See Map 1.</b>

<p>iv. where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Burnaby’s Business Centres are strategically located and oriented to smaller, corporate headquarter facilities and businesses involving combinations of research, sales/service, light manufacturing and management/administration. These areas are seen as being complementary to the City’s Regional City Centre and Municipal Town Centre locations.</p> <p>The character and mix of the individual business centre areas will vary from location to location based on factors such as existing land use, proximity to existing or planned LRT, and relationship with land use policies for surrounding areas.</p> <p>The Business Centres encompass approximately 25% of the City’s total commercial square footage.</p> <p>The Mixed Employment areas allow for uses and activities that are consistent with the intent of Burnaby’s Regional City Centre, Municipal Town Centres, Urban Villages, and Business Centres.</p> <p>[OCP – Section 5.4.3]</p>
<p>v. allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink’s strategic transportation plans for the planned densities;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Burnaby’s OCP includes Mixed Employment Areas (Business Centres) that provide for infill/expansion based on the Industrial and Commercial Frameworks. These areas support increases in density based on their locations and proximity to transit. Generally, these areas are located on the Frequent Transit Network.</p> <p>[OCP – Sections 5.4.3 &amp; 6.4]</p>
<p>vi. exclude residential uses, except for an accessory caretaker unit;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Burnaby’s OCP designation for Mixed Employment Areas excludes residential uses, except for accessory caretaker units which are provided for under the Zoning Bylaw.</p> <p>[OCP – Section 5.4.3]</p>
<p>e) include policies which help reduce environmental impacts and promote energy efficiency.</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP was amended in 2010 to include the following paragraph under the section 10.2: “Goal: The Environment”:</p> <ul style="list-style-type: none"> <li>Working towards an interim greenhouse gas emissions reduction target of five percent (5%) from 2007 levels through the City’s environmental sustainability initiatives, community plans and corporate programs.</li> </ul> <p>[OCP – Section 10.2]</p>



In addition, the OCP has set a Goal to recognize the inextricable links between the long-term health of our natural environment, the economy and community livability, thereby promoting policies and programs that ensure the sustainable environment. In addition to this, it outlines Directions and a framework to achieve the goal.

[OCP – Section 10.2, 10.3, & 10.4]

#### Zoning Bylaw

The Comprehensive Development districts require a higher level of green design such that a development “shall be compatible with abutting land uses and provide a desirable and stable environment in harmony with that of the surrounding area.”

[Zoning Bylaw, Schedule VII]

#### OCP Update – Achieving the Goals of the RGS

*The City of Burnaby is working towards an Environmental Sustainability Strategy (ESS) which will include policies relating to how Burnaby will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets. This strategy will help to inform the development of an updated OCP.*

*In addition, the City is working towards a Community Energy and Emissions Plan (CEEP) that will support multiple community objectives, including reducing GHG emissions, increasing energy efficiency, increasing community energy resilience, enhancing overall sustainability, reducing lifecycle costs, and creating local economic development opportunities. This plan will help to inform the development of an updated OCP.*

**STRATEGY 2.3** *Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production*

<p><b>Role of Municipalities</b></p>	<p><b>City of Burnaby</b> <b>Policy, Actions, Strategies, and Regulations</b></p>
<p><b>2.3.6 Adopt Regional Context Statements which:</b></p>	
<p>a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p><b>Map 1</b> illustrates Burnaby’s Agricultural areas, which are consistent with the Regional Land Use Designations map (Map 2) in the RGS.</p>
<p>b) include policies to support agricultural viability including those which:</p>	
<p>i. assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;</p>	<p><u>The Burnaby Official Community Plan</u> Burnaby’s designated agricultural land reserve is consistent with the Regional Land Use Designations map (Map 2) in the RGS. <b>See Map 1.</b> [OCP – Section 9.2]</p>
<p>ii. discourage subdivision of agricultural land leading to farm fragmentation;</p>	<p><u>The Burnaby Official Community Plan</u> Burnaby’s Agricultural Framework provides the following policy direction:</p> <ul style="list-style-type: none"> <li>encourage the retention of larger land holdings, discourage the creation of any further smaller parcels, and encourage the consolidation of smaller parcels;</li> </ul> <p>[OCP – Section 9.3]</p>
<p>iii. where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;</p>	<p><u>The Burnaby Official Community Plan</u> Burnaby’s Agricultural Framework provides the following policy direction:</p> <ul style="list-style-type: none"> <li>help to facilitate the improvement of agricultural infrastructure (e.g., irrigation, drainage, and dyking works), and service and marketing activities;</li> </ul> <p>[OCP – Section 9.3]</p>

<p>iv. manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g. buffers between agricultural and urban areas or edge planning);</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Burnaby’s Agricultural Framework provides the following policy direction:</p> <ul style="list-style-type: none"> <li>• provision of a planned and supported land use framework to provide for the long term coexistence of agricultural uses with other adjacent land uses;</li> </ul> <p>[OCP – Section 9.3]</p>
<p>v. demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers’ markets and urban agriculture);</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Burnaby’s Agricultural Framework provides the following policy direction:</p> <ul style="list-style-type: none"> <li>• supporting and encouraging the expansion of actual agricultural production and related services in the area;</li> <li>• encouraging expansion and diversification of agriculture and related activities;</li> </ul> <p>[OCP – Section 9.3]</p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>Burnaby’s Social Sustainability Strategy includes policy on community food gardening locations, creating a community-based food strategy, recognising the economic implications, and partnerships, which will help to inform the development of an updated OCP.</i></p> <p>[SSS – Policies 25, 26, 59, 18]</p>
<p>vi. encourage the use of agricultural land, with an emphasis on food production;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Burnaby’s designated agricultural land is located in the Big Bend area. The OCP has set a Goal to protect and enhance agricultural uses within the designated agricultural areas in the Big Bend.</p> <p>[OCP – Section 9.2]</p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>Burnaby’s Economic Development Strategy includes policies relating to agricultural viability including organic farming, goods movement, ALR protection, farmers markets, retention of agricultural land, and management of adjacent uses, which will help to inform the development of an updated OCP.</i></p> <p>[EDS – G4: Action 5, G11: Action 3, &amp; S10]</p>

vii. support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.

The Burnaby Official Community Plan

Burnaby’s Agricultural Framework provides the following policy direction:

- help to facilitate the improvement of agricultural infrastructure (e.g., irrigation, drainage, and dyking works), and service and marketing activities;

[OCP – Section 9.3]

OCP Update – Achieving the Goals of the RGS

*Burnaby’s Social Sustainability Strategy includes policy on community food gardening locations, creating a community-based food strategy, recognising the economic implications, and partnerships, which will help to inform the development of an updated OCP.*

[SSS – Policies 25, 26, 59, 18]



### **GOAL 3: Protect the Environment and Respond to Climate Change Impacts**

Metro Vancouver’s vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from, climate change and natural hazards.

**STRATEGY 3.1 Protect Conservation and Recreation lands**

<p><b>Role of Municipalities</b></p>	<p><b>City of Burnaby</b> <b>Policy, Actions, Strategies, and Regulations</b></p>
<p><b>3.1.4 Adopt Regional Context Statements which:</b></p>	
<p>a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p><b>Map 1</b> illustrates Burnaby’s Conservation and Receptions Areas, which are consistent with the Regional Land Use Designations map (Map 2) in the RGS.</p> <p><i>Note: The OCP designated ‘Green Zone’ properties, which are City Park and Open Space lands, have been re-designated ‘Conservation and Recreation Areas’ in the RGS.</i></p>
<p>b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:</p>	
<p>i. public service infrastructure, including the supply of high quality drinking water;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP, through its policy directions, provides for land use policies for Conservation and Recreation Areas that include public service infrastructure.</p> <p>[OCP – Section 13.2.1]</p>
<p>ii. environmental conservation;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The Environment section of the OCP has set the following Goal:</p> <ul style="list-style-type: none"> <li>• To recognize the inextricable links between the long-term health of our natural environment, the economy and community livability, thereby promoting policies and programs that ensure the sustainable environment through: <ul style="list-style-type: none"> <li>○ preserving and enhancing the ecological systems and diversity of the City and, in turn, the Region</li> <li>○ being proactive in addressing environmental issues and leading by example</li> <li>○ encouraging environmental stewardship and protection of Burnaby’s natural legacies, two-way sharing of environmental information with the community and active, meaningful community participation in environmental decision-making, and</li> <li>○ incorporating environmental considerations as an integral part in assessing growth management options, land use plans, transportation plans and development proposals.</li> </ul> </li> </ul>



	<p>The Directions and Framework further illustrate Burnaby’s efforts in Environmental Conservation.</p> <p><b>[OCP – Sections 10.2, 10.3, &amp; 10.4]</b></p> <p><i><u>OCP Update – Achieving the Goals of the RGS</u></i></p> <p><i>The City of Burnaby is working towards an Environmental Sustainability Strategy (ESS) which will include policies relating to how Burnaby will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets. This strategy will help to inform the development of an updated OCP.</i></p>
<p>iii. recreation, primarily outdoor;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Under the Community Services and Facilities section of the OCP, the Recreation and Cultural Facilities Goal states:</p> <ul style="list-style-type: none"> <li>• To provide Burnaby citizens with access to a balanced range of recreation and cultural services, facilities and programs to meet community needs.</li> </ul> <p>The aim is to:</p> <ul style="list-style-type: none"> <li>• ensure that sufficient public land is reserved for active and passive park and recreational us.</li> <li>• develop park and recreation facilities to meet the needs of the community.</li> <li>• maintain park and recreation facilities for the enjoyment of the community.</li> </ul> <p>The facilities are separated into two types:</p> <ul style="list-style-type: none"> <li>• Neighbourhood and District Facilities</li> <li>• City and Regional Facilities</li> </ul> <p><b>[OCP – Section 13.2.4]</b></p> <p>The Parks and Public Open Space section of the OCP provides four Goals with regards the provision and preservation of parks and open spaces. In addition, the Directions and Framework clearly articulate the land use policies for outdoor recreation space.</p> <p>There are numerous references to providing adequate recreation spaces throughout the OCP as these spaces tie into the liveability aspects of other land uses.</p> <p><b>[OCP – Sections 7.2, 7.3, &amp; 7.4]</b></p>

<p>iv. <b>education, research and training facilities and uses that serve conservation and/or recreation users;</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The Recreation and Cultural Facilities portion of the Community Services and Facilities section in the OCP includes education, research and training facilities and uses that serve conservation and/or recreation users. The Existing and Proposed Recreation and Cultural Facilities maps outline the locations of these facilities.</p> <p>[OCP – Section 13.2.4]</p>
<p>v. <b>commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The Recreation and Cultural Facilities portion of the Community Services and Facilities section in the OCP includes commercial uses, tourism activities, and public, cultural or community amenities. The Existing and Proposed Recreation and Cultural Facilities maps outline the locations of these facilities.</p> <p>[OCP – Section 13.2.4]</p>
<p>vi. <b>limited agriculture use, primarily soil-based;</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The Agriculture section of the OCP includes policies relation to the preservation of Agricultural land (the ALR).</p> <p>[OCP – Section 9.0]</p>
<p>c) <b>include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas;</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Both the Parks and Public Open Space and the Environment sections of the OCP provide direction on “buffering” conservation and recreation areas from adjacent activities.</p> <p>[OCP – Section 7.0 &amp; 10.0]</p>

**STRATEGY 3.2 Protect and enhance natural features and their connectivity**

Role of Municipalities	City of Burnaby Policy, Actions, Strategies, and Regulations
<p><b>3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Under the Environmental Framework, the City’s Environmentally Sensitive Areas (ESA) identify ecologically important areas and natural features which are managed by the following principals:</p> <ul style="list-style-type: none"> <li>• linking ESAs and green space into a network;</li> <li>• maintaining larger continuous public open spaces;</li> <li>• preserving ecological continuity;</li> <li>• encouraging protective zoning of parklands;</li> <li>• achieving a zero net increase in run-off and avoiding degradation of water flowing into the City’s three major watersheds;</li> <li>• controlling construction damage to sites;</li> <li>• planting of native materials;</li> <li>• protecting micro habitats; and</li> <li>• recognizing and preserving ecological functions.</li> </ul> <p>The OCP provides an Environmental Policy Framework in the form of a chart, which includes ‘Conservation and Protection of Green Space’. The objectives include the following:</p> <ul style="list-style-type: none"> <li>• Protection of environmentally sensitive areas</li> <li>• Protection of ecosystem linkages</li> <li>• Protection of waterfront and conservation areas</li> <li>• Protection of watercourses</li> <li>• Protection of agricultural lands</li> <li>• Natural area rehabilitation and enhancement</li> </ul> <p>[OCP – Section 10.4]</p> <p>The Parks and Public Open Space section of the OCP also has Goals, Directions and a Framework that have references to how ecologically important areas and natural features will be managed.</p> <p>[OCP – Sections 7.2 &amp; 7.3]</p> <p><i>Note: The OCP designated ‘Green Zone’ properties, which are City Park and Open Space lands, have been re-designated ‘Conservation and Recreation Areas’ in the RGS.</i></p>

**3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.**

The Burnaby Official Community Plan

The OCP includes a Goal for connectivity:

- Goal: Connectivity of Parks and Public Open Spaces
  - To provide a system of pedestrian/ cycle trails and other greenways to connect the major park and open space areas of the City with each other and other strategic components of the City and adjacent municipalities.

In addition, the OCP includes a section on the City's Urban Trail system with the intent to provide a major network of trails to serve all areas of Burnaby on a relatively equitable basis. The system consists of four major trails running in a west-east direction, and three major trails running north-south.

The trails accommodate both walking and cycling for transportation and recreation purposes. The urban trails are to be developed to an 'arterial' standard, and ideally would be separated from vehicle traffic, have a paved or concrete surface, and provide for minimal and safe crossings of roadways.

The primary, secondary, and tertiary trails adopted by the City serve an important role in providing more local access from neighbourhood and district areas to local amenities and services, with connections to the City wide Urban Trail System.

Other feature trails form part of the overall planned City trail system. These trails may serve a particular function or have a unique identity within Burnaby. They also may continue across City boundaries to adjacent areas.

[OCP – Sections 7.2 & 7.4.3.1]

As a part of the Transportation section the OCP, cycling and pedestrians are further discussed:

- Two types of cycling facilities are identified:
  - Cycle Roads accommodate the mobility needs of the regular cyclist, for whom cycling is a primary transportation mode.
  - Urban Trails are a separate system of paths for primarily recreational cycling and walking.
- Concurrently, the City intends to continue to coordinate the development of cycle routes with adjacent municipalities.
- The Urban Trail system provides a separate network of pedestrian walkways which are shared with cyclists. Separated sidewalks are also to be provided, where feasible, in conjunction with road improvements.

[OCP – Section 8.4.3]

**Map 6** identifies the Urban Trail Network in relation to the Metro Vancouver Regional Recreation Greenway Network (map 9) as illustrated in the RGS. It is noted that Council has adopted the Metro Vancouver Regional Recreation Greenway Network. There are five regional greenways that traverse Burnaby:

- Trans Canada Trail
- Central Valley Greenway
- Burnaby Mountain
- BC Parkway
- Fraser Foreshore Trail

**3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g. conservation covenants, land trusts, tax exemptions and ecogifting).**

#### The Burnaby Official Community Plan

Under the Environmental Framework, the City's Environmentally Sensitive Areas (ESA) identify ecologically important areas and natural features which are managed by the following principals:

- linking ESAs and green space into a network;
- maintaining larger continuous public open spaces;
- preserving ecological continuity;
- encouraging protective zoning of parklands;
- achieving a zero net increase in run-off and avoiding degradation of water flowing into the City's three major watersheds;
- controlling construction damage to sites;
- planting of native materials;
- protecting micro habitats; and
- recognizing and preserving ecological functions.

The OCP provides an Environmental Policy Framework in the form of a chart, which includes Conservation and Protection of Green Space. The objectives include the following:

- Protection of environmentally sensitive areas
- Protection of ecosystem linkages
- Protection of waterfront and conservation areas
- Protection of watercourses
- Protection of agricultural lands
- Natural area rehabilitation and enhancement

[OCP – Section 10.4]

#### Burnaby Zoning Bylaw

Section 6.23 of the Zoning Bylaw outlines the requirements for Streamside Protection and Enhancement areas.

[Burnaby Zoning Bylaw – Section 6.23]

*Note: The OCP designated 'Green Zone' properties, which are City Park and Open Space lands, have been re-designated 'Conservation and Recreation Areas' in the RGS.*

**3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.**

The Burnaby Official Community Plan

The Environmental Framework includes policies on watershed and ecosystem planning. The Directions recognise the need for the inclusion of environmental consideration as an integral part of the assessment of land uses and transportation plans, development proposals and maintenance programs.

These policies include:

- undertaking planning from a watershed and ecosystem perspective;
- adoption of the Burnaby Watercourse Bylaw which focuses on reducing contamination of storm water and local waterways;

[OCP – Sections 10.2, 10.3, & 10.4]



**STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption greenhouse gas emissions, and improve air quality**

<p><b>Role of Municipalities</b></p>	<p><b>City of Burnaby</b> <b>Policy, Actions, Strategies, and Regulations</b></p>
<p><b>3.3.4 Adopt Regional Context Statements which:</b></p>	
<p>a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP was amended in 2010 to include the following paragraph under the section 10.2: “Goal: The Environment”:</p> <ul style="list-style-type: none"> <li>Working towards an interim greenhouse gas emissions reduction target of five percent (5%) from 2007 levels through the City’s environmental sustainability initiatives, community plans and corporate programs.</li> </ul> <p>[OCP – Section 10.2]</p> <p>In addition, the Environment section of the OCP provides Directions that recognise the need for the inclusion of environmental consideration as an integral part of the assessment of land uses and transportation plans, development proposals and maintenance programs.</p> <p>[OCP – Section 10.3]</p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The City of Burnaby is working towards an Environmental Sustainability Strategy (ESS) which will include policies relating to how Burnaby will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets. This strategy will help to inform the development of an updated OCP.</i></p> <p><i>In addition, the City is working towards a Community Energy and Emissions Plan (CEEP) that will support multiple community objectives, including reducing GHG emissions, increasing energy efficiency, increasing community energy resilience, enhancing overall sustainability, reducing lifecycle costs, and creating local economic development opportunities. This plan will help to inform the development of an updated OCP.</i></p>

<p>b) <b>identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:</b></p> <ul style="list-style-type: none"> <li>• existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geexchange systems, and electric vehicle charging infrastructure;</li> <li>• community design and facility provision that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system);</li> </ul>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP was amended in 2010 to include the following paragraph under the section 10.2: “Goal: The Environment”:</p> <ul style="list-style-type: none"> <li>• Working towards an interim greenhouse gas emissions reduction target of five percent (5%) from 2007 levels through the City’s environmental sustainability initiatives, community plans and corporate programs.</li> </ul> <p>[OCP – Section 10.2]</p> <p>The OCP provides an Environmental Policy Framework in the form of a chart, which includes Air Quality and Global Warming. The objectives include the following:</p> <ul style="list-style-type: none"> <li>• Participation in regional airshed management plan</li> <li>• Reduce the production of greenhouse gases</li> <li>• Reduction of vehicular and industrial emissions</li> </ul> <p>[OCP – Section 10.4]</p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The City of Burnaby is working towards an Environmental Sustainability Strategy (ESS) which will include policies relating to how Burnaby will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets. This strategy will help to inform the development of an updated OCP.</i></p> <p><i>The City of Burnaby is working towards a Community Energy and Emissions Plan (CEEP) that will support multiple community objectives, including reducing GHG emissions, increasing energy efficiency, increasing community energy resilience, enhancing overall sustainability, reducing lifecycle costs, and creating local economic development opportunities. This plan will help to inform the development of an updated OCP.</i></p>
<p>c) <b>focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink’s Frequent Transit Network;</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Under the Social Planning Framework, the OCP stipulates the following Directions that are related to the location and focus of infrastructure and amenity investments:</p> <ul style="list-style-type: none"> <li>• Appropriateness – Services, programs, and facilities should be of an appropriate type, scale, design, and location to serve individuals and the community.</li> <li>• Equity and Fairness – The planning and distribution of services, programs, and facilities should occur in a fair and equitable manner.</li> </ul> <p>[OCP – Section 11.3]</p> <p>Under the Community Services and Facilities section, the OCP stipulates key Goals and Directions that are related to the location and focus of infrastructure and amenity investments under the Public Utilities and the Recreation and Cultural Facilities sections.</p>

	<ul style="list-style-type: none"> <li>• Public Utilities - To ensure that the required range of public utility services are provided to support current and future urban development.</li> <li>• Recreation and Cultural Facilities – To provide Burnaby citizens with access to a balanced range of recreation and cultural services, facilities and programs to meet community needs.</li> </ul> <p>The City requires that developers provide for all associated public utilities necessary to support new development. These utilities or public service infrastructure include roads, sidewalks, sewerage, water, drainage, underground wiring, street lighting and other related improvements.</p> <p>Other community amenities and infrastructure such as fire halls, police stations, libraries, health services, and education facilities are largely found in the Regional City Centre, Municipal Town Centres, Urban Villages, and at appropriate locations along TransLink’s Frequent Transit Network.</p> <p><b>[OCP – Sections 13.2, 13.2.1, &amp; 13.2.4]</b></p> <p><u>Community Benefit Bonus Policy for Affordable Housing and Amenities in Town Centre Areas</u></p> <p>The Community Benefit Bonus Policy provides a framework through which developers can achieve extra development density in return for providing a community benefit within the Regional City Centre and Municipal Town Centres, which meets the social, cultural, recreational, or environmental needs of people living and working in Burnaby.</p> <p><b>[Community Benefit Bonus Policy for Affordable Housing and Amenities in Town Centre Areas]</b></p>
<p>d) <b>implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Under the Environmental Framework, the City’s Environmentally Sensitive Areas (ESA) identify ecologically important areas and natural features which are managed by the following principals:</p> <ul style="list-style-type: none"> <li>• linking ESAs and green space into a network;</li> <li>• maintaining larger continuous public open spaces;</li> <li>• preserving ecological continuity;</li> <li>• encouraging protective zoning of parklands;</li> <li>• achieving a zero net increase in run-off and avoiding degradation of water flowing into the City’s three major watersheds;</li> <li>• controlling construction damage to sites;</li> <li>• planting of native materials;</li> <li>• protecting micro habitats; and</li> <li>• recognizing and preserving ecological functions.</li> </ul> <p><b>[OCP – Section 10.4]</b></p> <p><i>Note: The OCP designated ‘Green Zone’ properties, which are City Park and Open Space lands, have been re-designated ‘Conservation and Recreation Areas’ in the RGS.</i></p>

**STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks**

Role of Municipalities	City of Burnaby Policy, Actions, Strategies, and Regulations
<p><b>3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires).</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP provides an Environmental Policy Framework in the form of a chart, which includes Conservation and Protection of Green Space. The objectives include the following:</p> <ul style="list-style-type: none"> <li>• Protection of environmentally sensitive areas</li> <li>• Protection of ecosystem linkages</li> <li>• Protection of waterfront and conservation areas</li> <li>• Protection of watercourses</li> <li>• Protection of agricultural lands</li> <li>• Natural area rehabilitation and enhancement</li> </ul> <p>Under the Environmental Framework, the City’s Environmentally Sensitive Areas (ESA) are included in the designated Green Zone lands. Planning and design principles for ESAs include:</p> <ul style="list-style-type: none"> <li>• linking ESAs and greenspace into a network;</li> <li>• maintaining larger continuous public open spaces;</li> <li>• preserving ecological continuity;</li> <li>• encouraging protective zoning of parklands;</li> <li>• achieving a zero net increase in run-off and avoiding degradation of water flowing into the City’s three major watersheds;</li> <li>• controlling construction damage to sites;</li> <li>• planting of native materials;</li> <li>• protecting micro habitats; and</li> <li>• recognizing and preserving ecological functions.</li> </ul> <p>Some of the key conservation areas in the City that discourage the development of risk areas associated with natural hazards, (eg. flooding, landslides, etc.) include:</p> <ul style="list-style-type: none"> <li>• Capitol Hill Conservation Area</li> <li>• Burnaby Mountain Conservation Area</li> <li>• Burnaby Lake Regional Nature Park</li> <li>• Still Creek / Brunette River Conservation Areas</li> <li>• South Slope ravines</li> <li>• Fraser Foreshore Park</li> </ul> <p>[OCP – Sections 10.2, 10.3, &amp; 10.4]</p> <p><i>Note: The OCP designated ‘Green Zone’ properties, which are City Park and Open Space lands, have been re-designated ‘Conservation and Recreation Areas’ in the RGS.</i></p>

	<p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The City of Burnaby is working towards an Environmental Sustainability Strategy (ESS) which will include policies relating to how Burnaby will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets. This work will include identifying mitigation opportunities for risks associated with climate change and natural hazards. This strategy will help to inform the development of an updated OCP.</i></p>
<p><b>3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The protection of open spaces is addressed in the OCP through a continued striving to reduce risk to the community and environment through appropriate operational and land use planning, and to ensure that emergency response plans are complete and up to date.</p> <p>[OCP – Section 10.3]</p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The City of Burnaby is working towards an Environmental Sustainability Strategy (ESS) which will include policies relating to how Burnaby will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets. This work will include identifying mitigation opportunities for risks associated with climate change and natural hazards. This strategy will help to inform the development of an updated OCP.</i></p>



## GOAL 4: Develop Complete Communities

Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles.



**STRATEGY 4.1 Provide diverse and affordable housing choices**

<p><b>Role of Municipalities</b></p>	<p><b>City of Burnaby</b> <b>Policy, Actions, Strategies, and Regulations</b></p>
<p><b>4.1.7 Adopt Regional Context Statements which:</b></p>	
<p>a) include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:</p>	
<p>i. ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Within each quadrant of the City, there is a Municipal Town Centre and associated higher density development. As distance from the Town Centre increases, there is a generally progressive decrease of residential densities towards single and two family neighbourhoods. Through this broad pattern of development, each quadrant offers a range in residential choices and associated services to allow people to stay in their area as their housing needs change. The Residential Framework as outlined in the OCP builds on this general approach.</p> <p>[OCP – Section 2.2.3]</p> <p>The Residential section of the OCP includes the following Goal:</p> <ul style="list-style-type: none"> <li>• To provide a varied range and choices of living opportunities within the City.</li> </ul> <p>Throughout the Residential Framework, there are references to the provision of variety and choices of living opportunities. These references are also articulated in the City’s Community Plans.</p> <p>[OCP – Sections 4.2 &amp; 4.4]</p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The Social Sustainability Strategy includes policies and strategies related to housing demand, which will help to inform the development of an updated OCP.</i></p> <p>[SSS – Policies 11 - 19]</p>
<p>ii. increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP includes the following key Directions for residential development:</p> <ul style="list-style-type: none"> <li>• to continue to provide for increased housing opportunities in the City with particular encouragement for ground oriented housing forms;</li> </ul>

	<ul style="list-style-type: none"> <li>• to broaden housing options within the City and its neighbourhoods to allow more residents to stay in familiar neighbourhoods as they age and their housing needs change;</li> <li>• to amend Zoning Bylaw regulations in single and two family residential areas to better reflect contemporary and changing standards;</li> <li>• to provide for new housing development above ground floor commercial outlets as part of the expansion of “Urban Villages” in the City;</li> <li>• to organize multi-family development in the City around designated Regional City Centre, Municipal Town Centres, Urban Villages and suburban multifamily communities;</li> <li>• to provide for increased residential opportunities in appropriate locations along the SkyTrain transit corridors;</li> <li>• to continue to involve residents in planning the types and location of housing best suited to local areas within an overall City context; and</li> <li>• to seek new methods, regulations and partnerships to encourage the development and protection of affordable and special needs housing in the City.</li> </ul> <p>In addition to these Directions the Residential Framework provides projections for population and dwelling units to the year 2021.</p> <p>[OCP – Sections 4.3 &amp; 4.5]</p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>Changes to the Zoning Bylaw that the City is either working towards or have been implemented to increase the supply and diversity of the housing stock include:</i></p> <ul style="list-style-type: none"> <li>• <i>working towards the adoption of a new Secondary Suites Program and Zoning Bylaw amendment to provide for suites in all one-family dwellings.</i></li> <li>• <i>Infill housing and densification is provided in the City’s R12 area Rezoning Program is allowed in most one-family and two-family.</i></li> <li>• <i>Other forms of housing, including rowhouse, townhouse, or stacked townhouse, are allowed in various multi- family and mixed use districts and communities.</i></li> </ul> <p>[Burnaby Zoning Bylaw – Schedule No. I, Schedule No. II]</p>
<p>iii. <b>in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP includes the following under Goal 4: Special and Affordable Housing Needs:</p> <ul style="list-style-type: none"> <li>• To help ensure that the needs of people with special and affordable housing requirements are met.</li> </ul> <p>The key Direction towards achieving this Goal is:</p> <ul style="list-style-type: none"> <li>• to seek new methods, regulations and partnerships to encourage the development and protection of affordable and special needs housing in the City.</li> </ul> <p>[OCP – Sections 4.2 &amp; 4.3]</p>

	<p><u>Community Benefit Bonus Policy for Affordable Housing and Amenities in Town Centre Areas</u></p> <p>The Community Benefit Bonus Policy for the Regional City Centre and Municipal Town Centres provides a framework through which developers can achieve extra development density in return for providing a community benefit which meets the social, cultural, recreational, or environmental needs of people living and working in Burnaby.</p> <p>A Community Benefit is defined as:</p> <ol style="list-style-type: none"> <li>1. A community amenity</li> <li>2. <b>Affordable or special needs housing</b></li> <li>3. Cash contribution-in-lieu</li> </ol> <p>Affordable or special needs housing is housing which is affordable to low or moderate income households or which has features that the private market generally does not or cannot provide, and can include:</p> <ol style="list-style-type: none"> <li>a) units developed under senior government non-profit housing programs;</li> <li>b) price controlled limited-equity market units;</li> <li>c) units controlled or managed or owned by non-profit housing groups providing affordable housing;</li> <li>d) guaranteed rental units; and</li> <li>e) housing for people with special needs such as those with physical or mental disabilities, or victims of violence.</li> </ol> <p>[Community Benefit Bonus Policy for Affordable Housing and Amenities in Town Centre Areas]</p>
<p>iv. encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP includes the following under Goal 4: Special and Affordable Housing Needs:</p> <ul style="list-style-type: none"> <li>• To help ensure that the needs of people with special and affordable housing requirements are met.</li> </ul> <p>The key Direction towards achieving this Goal is:</p> <ul style="list-style-type: none"> <li>• to seek new methods, regulations and partnerships to encourage the development and protection of affordable and special needs housing in the City.</li> </ul> <p>[OCP – Sections 4.2 &amp; 4.3]</p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The City of Burnaby has created the “Affordable Housing and Homelessness – A Response to Issues and Proposals” report in an effort to facilitate affordable housing both in the Region and the City. The report provides an overview of Burnaby’s existing affordable housing initiatives and will help to inform the development of an updated OCP.</i></p> <p>[Affordable Housing and Homelessness – A Response to Issues and Proposals]</p>

<p><b>4.1.8 Prepare and implement Housing Action Plans which:</b></p>	
<p>a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;</p>	<p><i>See Tables D and E.</i></p>
<p>b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP includes the following under Goal 4: Special and Affordable Housing Needs:</p> <ul style="list-style-type: none"> <li>• To help ensure that the needs of people with special and affordable housing requirements are met.</li> </ul> <p>The key Direction towards achieving this Goal is:</p> <ul style="list-style-type: none"> <li>• to seek new methods, regulations and partnerships to encourage the development and protection of affordable and special needs housing in the City.</li> </ul> <p>[OCP – Sections 4.2 &amp; 4.3]</p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The City of Burnaby has created the “Affordable Housing and Homelessness – A Response to Issues and Proposals” report in an effort to facilitate affordable housing both in the Region and the City. The report provides an overview of the identified needs, issues, and program gaps, and notes that priority attention should be given to non-market housing units, homelessness, and market rental stock. This report will help to inform the development of an updated OCP.</i></p> <p><i>[Affordable Housing and Homelessness – A Response to Issues and Proposals]</i></p>
<p>c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP includes the following under Goal 4: Special and Affordable Housing Needs:</p> <ul style="list-style-type: none"> <li>• To help ensure that the needs of people with special and affordable housing requirements are met.</li> </ul> <p>The key Direction towards achieving this Goal is:</p> <ul style="list-style-type: none"> <li>• to seek new methods, regulations and partnerships to encourage the development and protection of affordable and special needs housing in the City.</li> </ul> <p>[OCP – Sections 4.2 &amp; 4.3]</p>

	<p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The City of Burnaby has created the “Affordable Housing and Homelessness – A Response to Issues and Proposals” report in an effort to facilitate affordable housing both in the Region and the City. The report provides an overview of the City’s role as a facilitator in the delivery of affordable housing initiatives in the City. These initiatives include:</i></p> <ul style="list-style-type: none"> <li>• Cooperate to make city lands available;</li> <li>• Manage development cost charges and property taxes;</li> <li>• Permit fees;</li> <li>• Build flexibility in development standards;</li> <li>• Facilitating approval processes;</li> <li>• Support innovations in affordable housing types and forms;</li> <li>• Increasing densities; and</li> <li>• Build innovations in housing policy.</li> </ul> <p><i>These initiatives are intended to enhance the City’s role as a facilitator and work towards achieving the affordable housing priorities. This report will help to inform the development of an updated OCP.</i></p> <p><b>[Affordable Housing and Homelessness – A Response to Issues and Proposals]</b></p>
<p>d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP includes the following key Directions for residential development, specifically rental housing:</p> <ul style="list-style-type: none"> <li>• to broaden housing options within the City and its neighbourhoods to allow more residents to stay in familiar neighbourhoods as they age and their housing needs change;</li> <li>• to seek new methods, regulations and partnerships to encourage the development and protection of affordable and special needs housing in the City.</li> </ul> <p>Historically, Burnaby has had a large portion of its housing stock as rental housing. Burnaby has encouraged the retention of apartment rental stock through a policy which limits conversions of rental units to condominiums.</p> <p><b>[OCP – Sections 4.2 &amp; 4.3]</b></p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>Changes to the Zoning Bylaw to allow a Secondary Suites Program in all one-family dwellings are being considered to increase the supply rental housing stock. Final policies will be implemented and included in the development of an updated OCP.</i></p> <p><u>Rental Conversion Control Policy</u></p> <p>The City of Burnaby maintains a policy to limit the conversion of existing rental apartment buildings to condominium ownership.</p> <p><b>[Rental Conversion Control Policy]</b></p>

<p>e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP includes the following under Goal 4: Special and Affordable Housing Needs:</p> <ul style="list-style-type: none"> <li>• To help ensure that the needs of people with special and affordable housing requirements are met.</li> </ul> <p>The key Direction towards achieving this Goal is:</p> <ul style="list-style-type: none"> <li>• to seek new methods, regulations and partnerships to encourage the development and protection of affordable and special needs housing in the City.</li> </ul> <p>[OCP – Sections 4.2 &amp; 4.3]</p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The City of Burnaby has created the “Affordable Housing and Homelessness – A Response to Issues and Proposals” report in an effort to facilitate affordable housing both in the Region and the City. The report provides an overview of the Federal and Provincial programs that residents and/or the City have participated in. This report will help to inform the development of an updated OCP.</i></p> <p><i>[Affordable Housing and Homelessness – A Response to Issues and Proposals]</i></p>
<p>f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.</p>	<p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The City of Burnaby has an ongoing partnership whereby the City cooperates with the Metro Vancouver Housing Corporation under Action 4.1.5 in the RGS. This Action will be further defined in the development of an updated OCP.</i></p>



**TABLE D: Burnaby's Existing Housing Supply**

	Non-Market Units	Assisted & Supportive Living Units	Rental Support for Seniors	Low Income Rental	Moderate Income Rental	Market Rental	Market Ownership	Total
<b>Burnaby</b>	5819	232	665	32,300			43,934	82,950 <sup>5</sup>

**Notes:**

- The existing housing supply inventory is from the City of Burnaby's 'Affordable Housing and Homelessness – A Response to Issues and Proposals' Report.
- The market ownership number was determined by taking the total number of units from the Statistics Canada, Census 2006 and subtracting the other housing supply categories.

**TABLE E: Burnaby's Housing Demand By Tenure and Income - 10 Year Estimate**

	Low Income Rental Units	Moderate Income Rental Units	Market Rental Units	Market Ownership	Total
<b>Burnaby (RGS estimates)</b>	2,400	2,900	2,200	13,800	21,300

**Notes:**

- The housing demand by tenure and income ten year estimates were provided by the 'Table A.4 Housing Demand Estimates by Tenure and Household Income for Metro Vancouver Subregions and Municipalities (10 Year Estimate)' in the RGS.
- These estimates are intended to assist in long range planning and serve as a guideline only.

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<sup>5</sup> Statistics Canada, Census 2006

**STRATEGY 4.2** *Develop healthy and complete communities with access to a range of services and amenities*

<p><b>Role of Municipalities</b></p>	<p><b>City of Burnaby</b> <b>Policy, Actions, Strategies, and Regulations</b></p>
<p><b>4.2.4</b> <i>Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:</i></p>	
<p>a) <b>support compact, mixed use, transit, cycling and walking oriented communities;</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP envisions a more complete community, an environmentally aware community, a community of economic opportunity, a community with increased transportation choice, an involved community and a community within a livable region.</p> <p>[OCP – Section 1.5]</p> <p>There are numerous policies that support compact, mixed use, transit, cycling and walking oriented communities throughout the OCP. The Residential, Commercial, Industrial, Parks and Open Space, Transportation, Environment, Social Planning, and Community Services and Facilities sections within the OCP provide Goals, Directions, and Frameworks that support this type of community building.</p> <p>[OCP – Sections 4.0 - 8.0, 10.0, 11.0, &amp; 13.0]</p>
<p>b) <b>locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Under the Social Planning Framework, the OCP stipulates the following Directions that are related to the location and focus of infrastructure and amenity investments:</p> <ul style="list-style-type: none"> <li>• Appropriateness – Services, programs, and facilities should be of an appropriate type, scale, design, and location to serve individuals and the community.</li> <li>• Equity and Fairness – The planning and distribution of services, programs, and facilities should occur in a fair and equitable manner.</li> </ul> <p>[OCP – Section 11.3]</p> <p>Under the Community Services and Facilities section, the OCP stipulates Goals, Directions, and Frameworks that are related to the location of infrastructure and amenity investments.</p> <p>Community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development are generally located in the Regional City Centre, Municipal Town Centres, Urban Villages, or areas with good access to transit.</p>

	<p>Other community amenities and infrastructure such as fire halls, police stations, libraries, health services, and education facilities are largely found in the Regional City Centre, Municipal Town Centres, Urban Villages, and at appropriate locations along TransLink’s Frequent Transit Network.</p> <p>[OCP – Section 13.2]</p>
<p>c) provide public spaces and other place-making amenities for increased social interaction and community engagement;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP articulates the provision of public spaces under the Parks and Public Open Spaces section while other place-making amenities can be found under the Social Planning section and the Community Services and Facilities section.</p> <p>[OCP – Sections 7.0, 11.0, &amp; 13.0]</p> <p><u>Community Benefit Bonus Policy for Affordable Housing and Amenities in Town Centre Areas</u></p> <p>The Community Benefit Bonus Policy provides a framework through which developers can achieve extra development density in return for providing a community benefit. Community amenities under this policy can include:</p> <ul style="list-style-type: none"> <li>a) a major public open space or plaza;</li> <li>b) public facilities, including a library, community or recreation centre, arts facility, youth centre;</li> <li>c) space for community or non-profit groups which serve the community;</li> <li>d) public art;</li> <li>e) extraordinary public realm improvements including landscaping treatment and special street furniture;</li> <li>f) improvements to parkland and other public facilities;</li> <li>g) extraordinary environmental enhancements; and</li> <li>h) child care facilities.</li> </ul> <p>[Community Benefit Bonus Policy for Affordable Housing and Amenities in Town Centre Areas]</p> <p>See <b>4.1.7.a.ii</b> for housing component.</p>
<p>d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>Under the Community Services and Facilities section, the OCP stipulates the following key Goal related to the provision of recreation facilities and parks:</p> <ul style="list-style-type: none"> <li>• Recreation and Cultural Facilities – To provide Burnaby citizens with access to a balanced range of recreation and cultural services, facilities and programs to meet community needs.</li> </ul> <p>The facilities are organized under two categories:</p> <ol style="list-style-type: none"> <li>1. Neighbourhood and District Facilities</li> <li>2. City and Regional Facilities</li> </ol> <p>[OCP – Section 13.2.4]</p>

	<p>Under the Parks and Public Open Space section, the OCP sets a framework organized into the following categories related to the provision of recreation facilities and parks:</p> <ul style="list-style-type: none"> <li>• Major City/Regional Parks</li> <li>• Neighbourhood &amp; District Parks</li> <li>• Special Purpose Park Areas</li> </ul> <p>[OCP – Sections 7.3, 7.4.1, 7.4.2, &amp; 7.4.3]</p> <p>The Transportation section of the OCP also includes provisions for safe and inviting pedestrian and cycling environments.</p> <p>[OCP – Sections 8.4.3.1 &amp; 8.4.3.2]</p>
<p>e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers’ markets near housing and transit services;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The Agriculture section of the OCP includes Goals and Directions relating to food production and distribution throughout the region. The key Direction states:</p> <ul style="list-style-type: none"> <li>• encouraging expansion and diversification of agriculture and related activities such as the opening of new areas to agricultural production and the continued City involvement in the Allotment Gardens Program.</li> </ul> <p>[OCP – Section 9.3]</p> <p>A number of other sections within the OCP, such as the residential section, provide direction to support community gardens or personal garden spaces within new developments.</p> <p><i>OCP Update – Achieving the Goals of the RGS</i></p> <p><i>The Social Sustainability Strategy includes policies and strategies on community food gardening locations in urban areas, creating a community-based food strategy, recognising the economic implications, and partnerships which will help to inform the development of an updated OCP.</i></p> <p>[SSS – Policies 25, 26, 59, 18]</p>
<p>f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP provides an Environmental Policy Framework in the form of a chart, which includes Air Quality and Global Warming. The objectives include the following:</p> <ul style="list-style-type: none"> <li>• Participation in Regional Airshed Management Plan</li> <li>• Reduce the production of greenhouse gases</li> <li>• Reduction of vehicular and industrial emissions</li> </ul> <p>[OCP – Section 10.4]</p>

	<p><u>Burnaby Noise or Sound Abatement Bylaw 1979</u></p> <p>The Burnaby Noise or Sound Abatement Bylaw 1979 regulates noise or sound within the Municipality of Burnaby consistent with Provincial and Regional Standards.</p> <p><b>[Burnaby Noise or Sound Abatement Bylaw 1979 – Bylaw 7332]</b></p>
<p><b>g) support universally accessible community design;</b></p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP envisions supports universally accessible community design in under the Social Planning Framework by including the following Directions:</p> <ul style="list-style-type: none"> <li>• Accessibility and Inclusion – Services, programs, facilities, and neighbourhood environments should be accessible to all Burnaby residents irrespective of their physical, economic, social or cultural characteristics.</li> <li>• Independence – Services, programs, facilities, and the built environment should be designed to enable people to function at their maximum level of independence.</li> </ul> <p>In addition to these Directions, the Social Planning Framework encourages the following:</p> <ul style="list-style-type: none"> <li>• private developers to include adaptable dwelling units and accessible designs in multifamily housing developments;</li> <li>• designating sites for special needs housing in future community plans; and</li> <li>• accessible design of the built environment.</li> </ul> <p><b>[OCP – Sections 11.3 &amp; 11.4.3]</b></p> <p><u>OCP Update – Achieving the Goals of the RGS</u></p> <p><i>The Social Sustainability Strategy includes policies relating to universally accessible community design which will help to inform the development of an updated OCP.</i></p> <p><b>[SSS – Policies 13 &amp; 102 - 104]</b></p>
<p><b>h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;</b></p>	<p><b>Map 3</b> identifies the smaller scale Local Centres within the General Urban areas, which are consistent with the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11) in the RGS.</p>

- i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transport activity due to employee, student, or passenger trips.

**Map 3** illustrates the locations of Special Employment Areas, which are consistent with the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11) in the RGS.





## **GOAL 5: Support Sustainable Transportation Choices**

Metro Vancouver’s compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region’s road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region’s communities and providing vital goods movement networks.

**STRATEGY 5.1** *Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking*

<p><b>Role of Municipalities</b></p>	<p><b>City of Burnaby</b> <b>Policy, Actions, Strategies, and Regulations</b></p>
<p><b>5.1.6 Adopt Regional Context Statements which:</b></p>	
<p>a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink’s Frequent Transit Network;</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The OCP provides Goals, Directions, and Frameworks to guide development and meet anticipated needs. It provides for the integration of land use, transportation, the environment, heritage, community facilities and services, and social and economic planning into a broad strategy to guide growth and development in the City.</p> <p>The key Directions underlying the Transportation Framework and its integration with land use include:</p> <ul style="list-style-type: none"> <li>• regional transportation solutions consistent with the Regional Growth Strategy will be pursued and successfully implemented</li> <li>• the City will support the continued development of its Town Centre areas with transit linkages to one another and to Town Centres in other parts of the Region</li> <li>• the City will work with other agencies to reserve rights-of-way for public transit, high occupancy vehicle lanes, cyclists, pedestrians and other transportation facilities</li> <li>• the City will encourage appropriate higher density residential and job related development along the existing and proposed rapid transit corridors</li> <li>• the City will continue to work closely with TransLink, or any regionally sanctioned transportation authority, to ensure the provision of efficient and convenient public transit service</li> <li>• safe and convenient cycling and pedestrian facilities will continue to be provided</li> <li>• the City will continue to develop community transportation plans, in consultation with local residents, to reduce the effects of through traffic while maintaining access for the local neighbourhood</li> <li>• the City increasingly will need to seek the cooperation of other agencies in developing network plans for major roads, LRT, transit, truck and cycle routes</li> </ul> <p>[OCP – Section 8.3]</p>

b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;

**The Burnaby Official Community Plan**

The Transportation Framework includes policy directions to support the development and implementation of municipal and regional transportation system and demand management strategies:

- regional transportation solutions consistent with the Regional Growth Strategy will be pursued and successfully implemented
- demand for transportation will need to be managed in order to reduce travel by single occupant vehicles during peak periods
- the City will encourage carpooling as a mode of travel during peak periods
- the City will work with other agencies to reserve rights-of-way for public transit, high occupancy vehicle lanes, cyclists, pedestrians and other transportation facilities
- the City will continue to work closely with TransLink, or any regionally sanctioned transportation authority, to ensure the provision of efficient and convenient public transit service

[OCP – Section 8.3]

**Burnaby Zoning Bylaw**

Under specific high density residential land use districts, including RM3s, RM4s, and RM5s, the Zoning Bylaw allows for the reduction of the number of required parking spaces based on the supplementary density bonus.

[Burnaby Zoning Bylaw – Schedule No. VIII, 800.4 (2)(b1)]

**OCP Update – Achieving the Goals of the RGS**

*The City of Burnaby is undertaking a Transportation Plan Update which will include policies and directions for additional regional transportation initiatives and demand management strategies. This will help to inform the development of an updated OCP.*

c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.

**The Burnaby Official Community Plan**

The Transportation Framework includes policy directions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking:

- the City will support the continued development of its Regional and Town Centre areas with transit linkages to one another and to Town Centres in other parts of the Region
- the City will work with other agencies to reserve rights-of-way for public transit, high occupancy vehicle lanes, cyclists, pedestrians and other transportation facilities
- the City will encourage appropriate higher density residential and job related development along the existing and proposed rapid transit corridors

- the City will continue to work closely with TransLink, or any regionally sanctioned transportation authority, to ensure the provision of efficient and convenient public transit service
- safe and convenient cycling and pedestrian facilities will continue to be provided
- the City increasingly will need to seek the cooperation of other agencies in developing network plans for major roads, LRT, transit, truck and cycle routes

[OCP – Section 8.3]

**STRATEGY 5.2** *Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services*

<p><b>Role of Municipalities</b></p>	<p><b>City of Burnaby</b> <b>Policy, Actions, Strategies, and Regulations</b></p>
<p><b>5.2.3 Adopt Regional Context Statements which:</b></p>	
<p>a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;</p>	<p>Routes for the safe and efficient movement of goods and service vehicles are illustrated on <b>Map 4</b>. TransLink’s Major Road Network (MRH) is illustrated on <b>Map 5</b>.</p>
<p>b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;</p>	<p><u>The Burnaby Official Community Plan</u> The OCP sets a transportation Goal: “To strive to facilitate the efficient movement of people and goods in a cost effective manner which enhances the environment and livability of the entire community.” The OCP provides a Framework for the Road Network, including HOV Lanes and Truck Routes that facilitates the efficient movement of vehicles. [OCP – Sections 8.2, 8.3, &amp; 8.4.1]</p>
<p>c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;</p>	<p><u>The Burnaby Official Community Plan</u> The Transportation Framework within the OCP supports the development of local and regional transportation system management strategies. Key policy directions include:</p> <ul style="list-style-type: none"> <li>• regional transportation solutions consistent with the Regional Growth Strategy will be pursued and successfully implemented</li> <li>• demand for transportation will need to be managed in order to reduce travel by single occupant vehicles during peak periods</li> <li>• the City will encourage carpooling as a mode of travel during peak periods</li> <li>• the City will support the continued development of its Regional and Town Centre areas with transit linkages to one another and to Town Centres in other parts of the Region</li> <li>• the City will work with other agencies to reserve rights-of-way for public transit, high occupancy vehicle lanes, cyclists, pedestrians and other transportation facilities</li> <li>• the arterial road system will be improved to emphasize the movement of more people in fewer vehicles during peak periods;</li> </ul>

	<ul style="list-style-type: none"> <li>• the City’s road network will continue to be developed reflecting a hierarchical classification of roads and appropriate design standards</li> <li>• the City will ensure that existing and future road facilities operate safely and at maximum efficiency through the application of traffic management and traffic safety measures</li> <li>• the City will continue to work closely with TransLink, or any regionally sanctioned transportation authority, to ensure the provision of efficient and convenient public transit service</li> <li>• the City will continue to develop community transportation plans, in consultation with local residents, to reduce the effects of through traffic while maintaining access for the local neighbourhood</li> <li>• the City increasingly will need to seek the cooperation of other agencies in developing network plans for major roads, LRT, transit, truck and cycle routes</li> </ul> <p>[OCP – Sections 8.3, 8.4.1, &amp; 8.4.2]</p>
<p>d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.</p>	<p><u>The Burnaby Official Community Plan</u></p> <p>The Transportation Framework within the OCP supports the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, and in consideration of the potential impacts on air quality, habitat and communities.</p> <p>Under the sub-goal of Move Goods Efficiently, the OCP states that:</p> <ul style="list-style-type: none"> <li>• An efficient and reliable system for the transportation of goods by road and rail is necessary to support economic activities in the city.</li> </ul> <p>The Industrial Framework provides a map that highlights the location of the railways in Burnaby.</p> <p>[OCP – Sections 8.2 &amp; 6.4]</p>



# Implementation

The following outlines Burnaby’s commitment to providing flexibility towards the implementation of the RGS.

<b>Role of Municipalities:</b> <b>Providing for Appropriate Municipal Flexibility</b>	<b>City of Burnaby</b>
<p><b>6.2.7</b> <i>A municipality may include language in its Regional Context Statement that permits amendments to the municipality’s Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that:</i></p> <ul style="list-style-type: none"> <li>a) the municipality may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare;</li> <li>b) notwithstanding section 6.2.7 (a), for sites that are three hectares or less, the municipality may re-designate land:               <ul style="list-style-type: none"> <li>○ from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink’s Frequent Transit Network; or</li> <li>○ from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink’s Frequent Transit Network,</li> </ul>               provided that:               <ul style="list-style-type: none"> <li>○ the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and</li> <li>○ the aggregate area of all proximate sites that are re-designated does not exceed three hectares;</li> </ul> </li> <li>c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the municipality’s total lands within each applicable regional land use designation.</li> </ul>	<p>The OCP hereby permits such amendments.</p>
<p><b>6.2.8</b> <i>A municipality may include language in its Regional Context Statement that permits amendments to the municipality’s Official Community Plan to adjust the boundaries of the municipality’s Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.</i></p>	<p>The OCP hereby permits such amendments.</p>

<p><b>6.2.9</b> <i>Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.</i></p>	<p>The City of Burnaby will implement RGS policy 6.2.9.</p>
<p><b>6.2.10</b> <i>If a municipality includes language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require an amendment to the municipality's Regional Context Statement. All other adjustments to regional land use designation boundaries will require an amendment to the municipality's Regional Context Statement, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.</i></p>	<p>The OCP hereby permits such amendments.</p>

## Maps

The following maps are provided to demonstrate Burnaby's consistency with the RGS:

Map 1 – Land Use Designations

Map 2 – Urban Centres

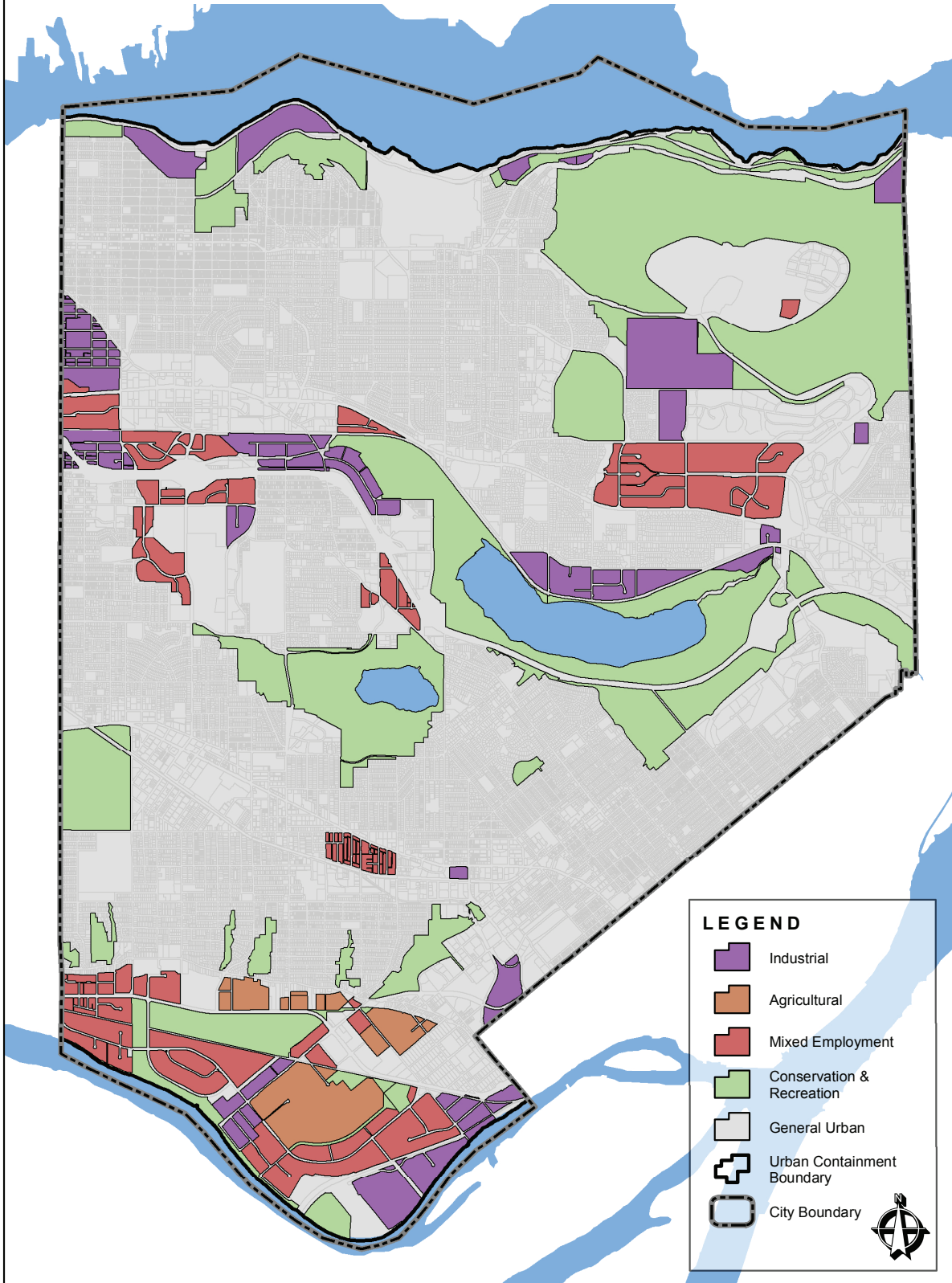
Map 3 – Local Centres and Special Employment Areas

Map 4 – Routes for Goods and Service Vehicles

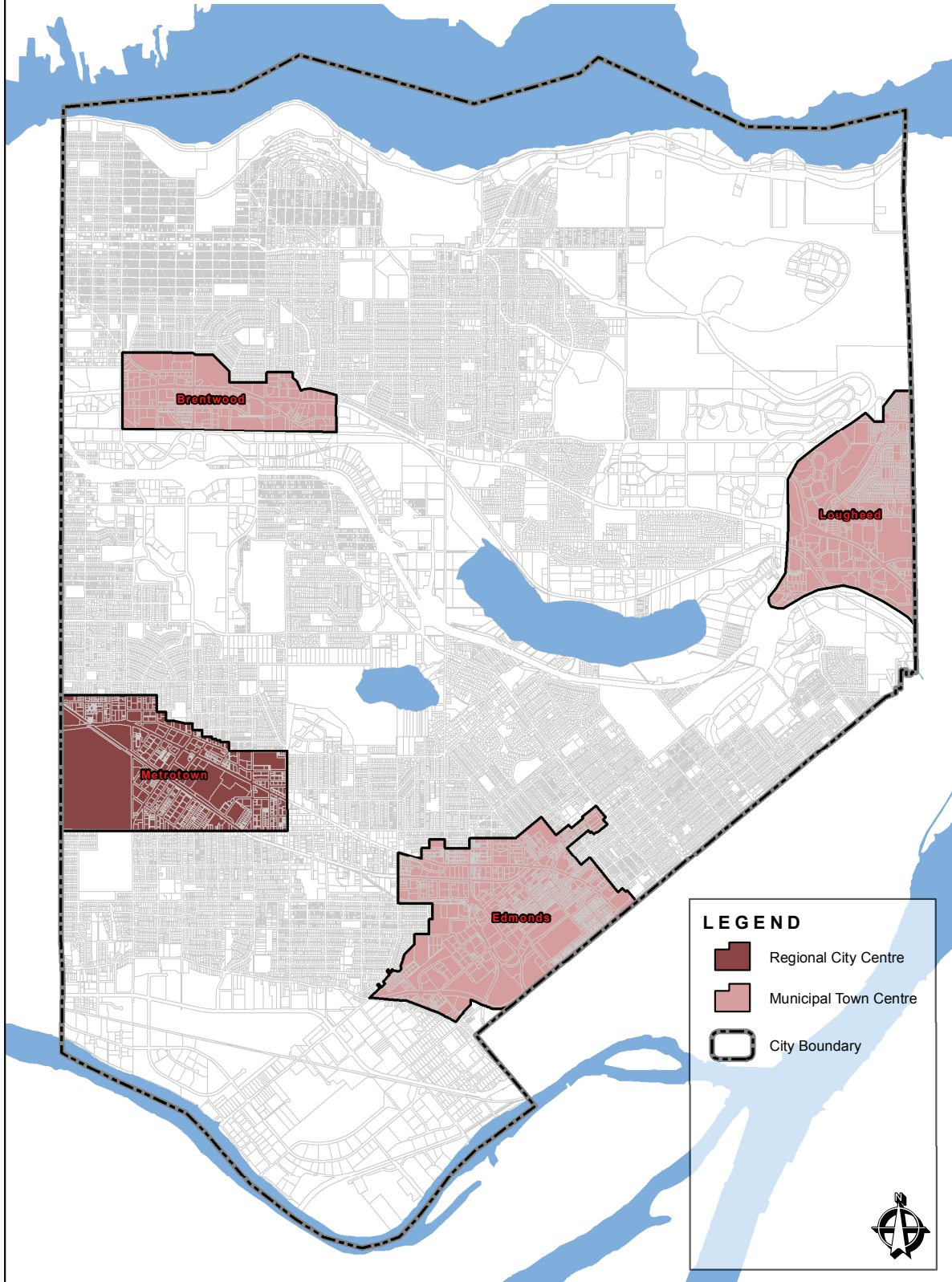
Map 5 – Major Roads Network (MRN), Highways

Map 6 – Regional Greenway Network

# MAP 1: LAND USE DESIGNATIONS

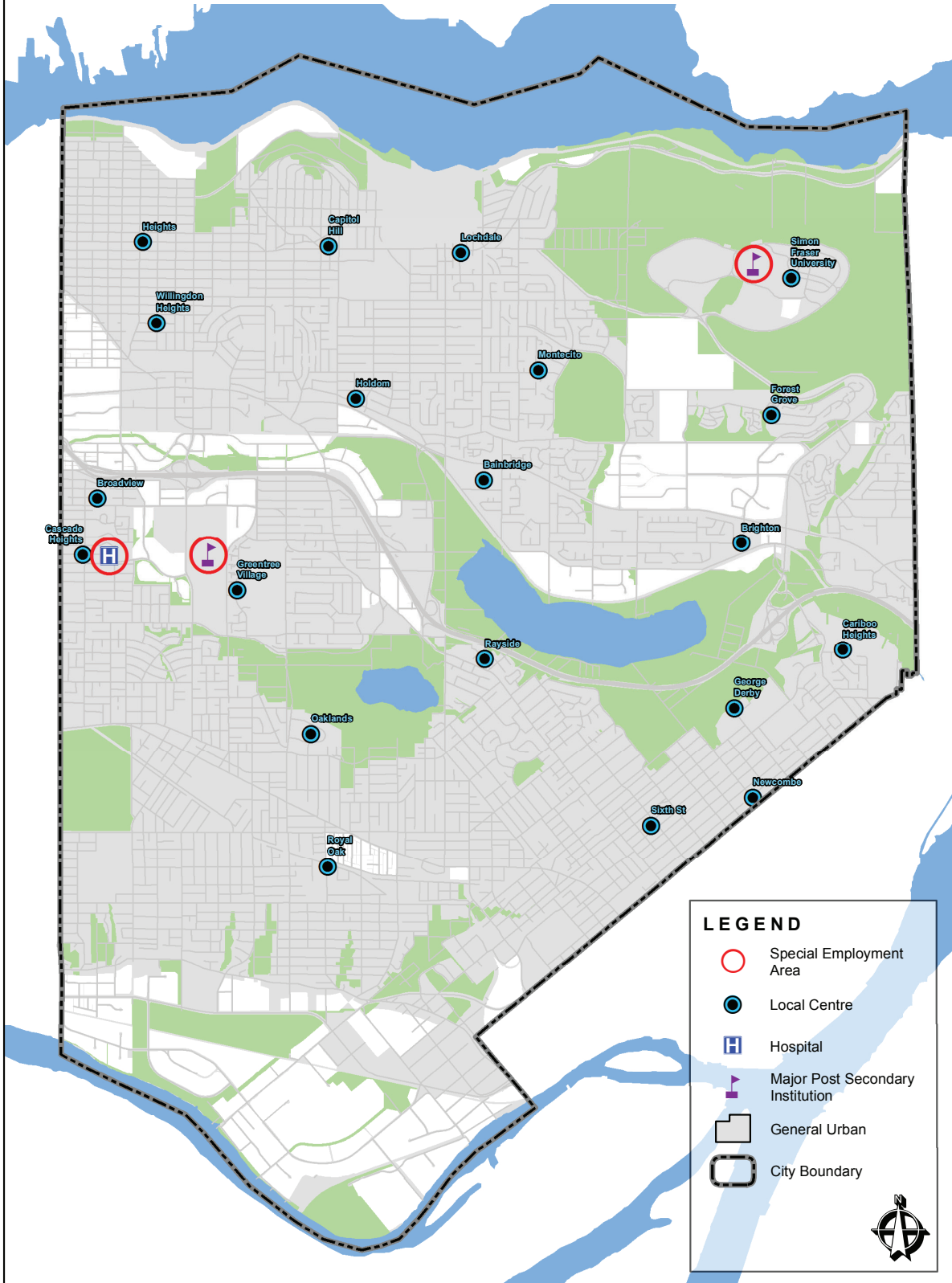


# MAP 2: URBAN CENTRES



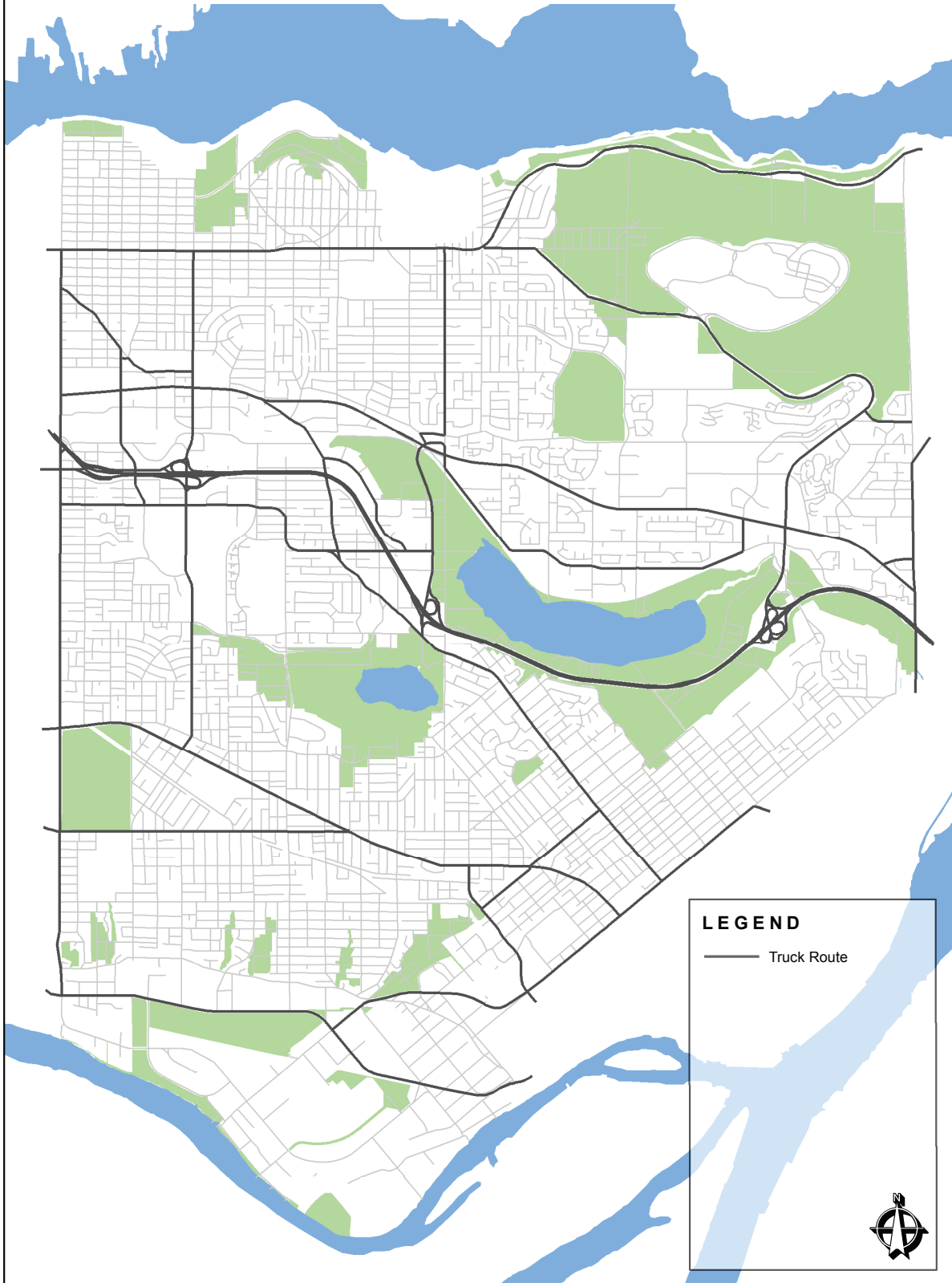


### MAP 3: LOCAL CENTRES AND SPECIAL EMPLOYMENT AREAS

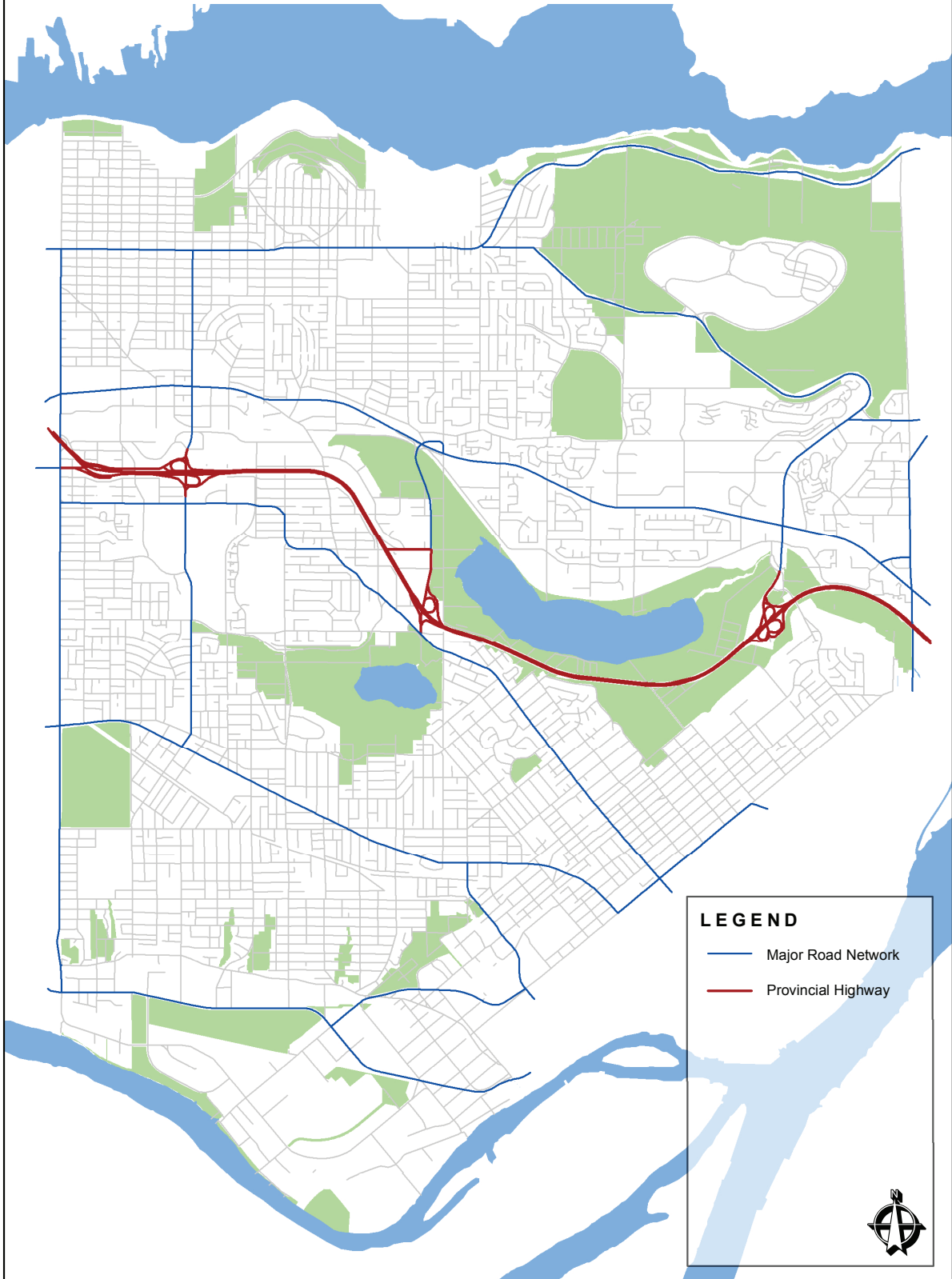




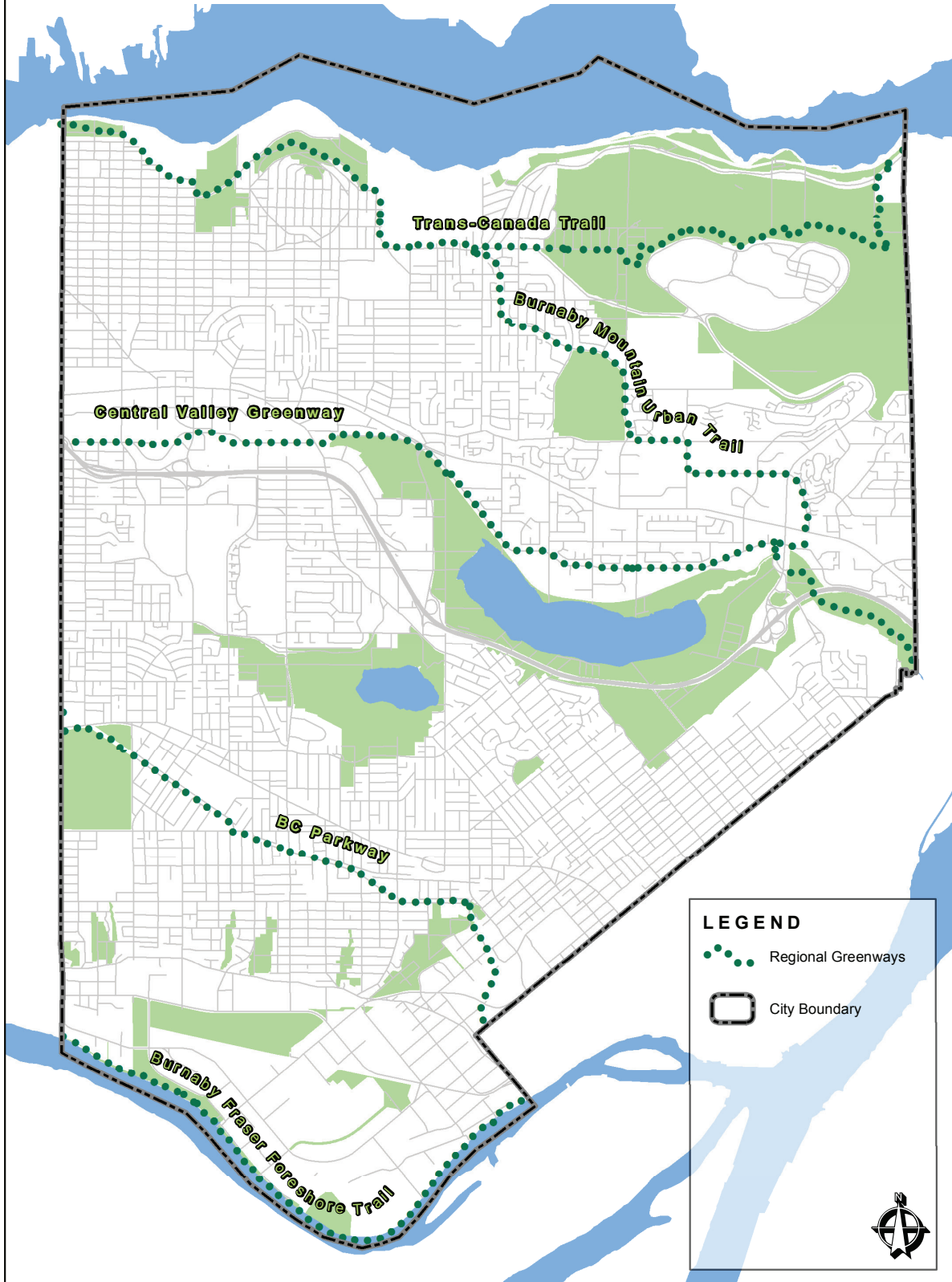
**MAP 4: ROUTES FOR GOODS AND SERVICE VEHICLES**



**MAP 5: MAJOR ROADS NETWORK (MRN), HIGHWAY**



**MAP 6: REGIONAL GREENWAY NETWORK**





# Appendix 2

## Official Community Plan Amendments

Burnaby's OCP has been the subject of nine amendment bylaws since its adoption in 1998.

These changes to the original OCP were adopted by Council and are reflected in the following documents:

- OCP Amendment Bylaw 2002 (Byrne Road/Marine Way Commercial Precinct Land Use Designations) (see attached Bylaw with Land Use Designation Maps)
- OCP Amendment Bylaw 2004 (New Haven Land Use Designations) (see attached Bylaw with Land Use Designation Maps)
- OCP Amendment Bylaw 2010 (Interim Greenhouse Gas Emissions Reduction Target) Text incorporated into Environmental Goal - Section 10.2
- OCP Amendment Bylaw 2013 (Regional Context Statement) Text incorporated into Appendix 1 and Section 3.2.6
- OCP Amendment Bylaw No. 1, 2021 (Residential Framework -Institutional Sites) (see attached Bylaw with updated Residential Policy Framework table)
- OCP Amendment Bylaw No. 1, 2022 (Willingdon Lands) (see attached Bylaw with Land Use Designation Maps and updated Residential Policy Framework Locations table)
- OCP Amendment Bylaw No. 2, 2022 (7271 Gilley Avenue) (see attached Bylaw with Land Use Designation Map)
- OCP Amendment Bylaw No. 1, 2023 (Bainbridge and Lochdale Community Plans) (see attached Bylaw with Land Use Designation Maps and updated Residential Framework, Residential Policy Framework Locations, and Commercial Growth Distribution tables)
- OCP Amendment Bylaw No. 2, 2023 (Housing Choices Program) (see attached Bylaw with updated Residential Framework table)





CITY OF BURNABY

BYLAW NO. 11381

A BYLAW to amend the Official Community Plan  
of the City of Burnaby

The Council of the City of Burnaby ENACTS as follows:

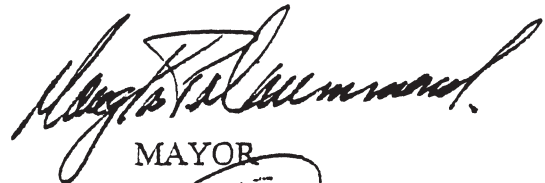
1. This Bylaw may be cited as **BURNABY OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW 2002**.
2. The Official Community Plan of the City of Burnaby as adopted under Bylaw No. 10709 (hereinafter called the "Official Community Plan") is amended according to the plan entitled "Byrne Road/Marine Way Commercial Precinct Land Use Designations" annexed to this Bylaw (hereinafter called the "Amendment Plan"), and in accordance with the legend, designations, notations, references and boundaries designated, described, delimited and specified in the Amendment Plan; and the various boundaries and designations shown upon the Amendment Plan are an amendment of and in addition to those in the Official Community Plan insofar as the same are changed, modified or varied thereby, and the Amendment Plan is hereby declared to be and shall form an part of the Official Community Plan as if originally incorporated therein.

Read a first time this 27<sup>th</sup> day of May 2002

Read a second time this 8<sup>th</sup> day of June 2002

Read a third time this 12<sup>th</sup> day of August 2002

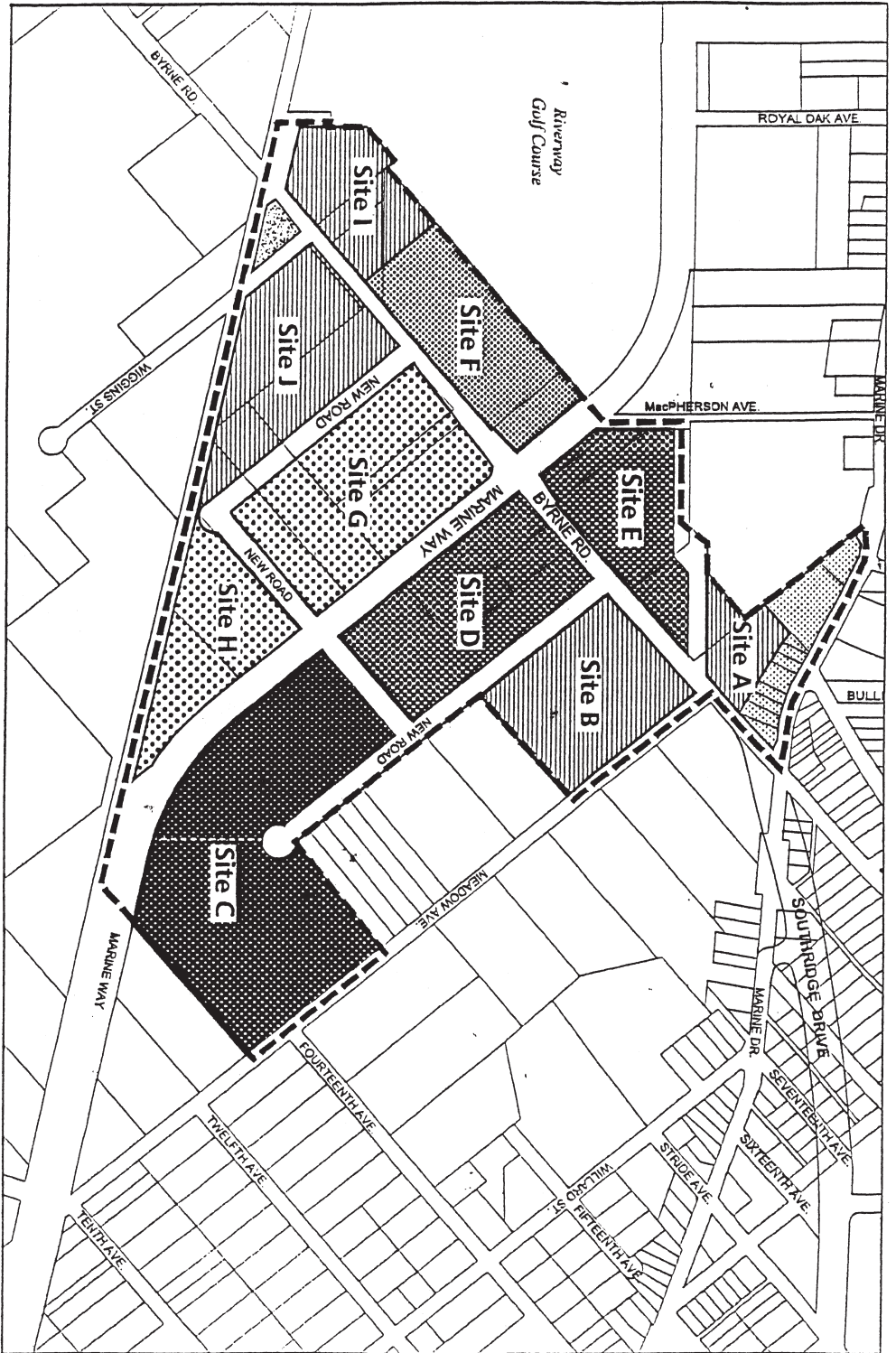
Reconsidered and adopted this 12<sup>th</sup> day of August 2002



MAYOR



CLERK



**Byrne Road/Marine Way Commercial Precinct Land Use Designations**

- Primary Mixed Use Commercial Centre
- Large Scale Retail
- Suburban Office/Compatible Light Industrial
- Local Commercial
- Mixed Large/Medium Scale Retail/Suburban Office
- Motor Hotel/Ancillary Uses/Suburban Office
- Civic Use (Potential Fire Hall)



CITY OF BURNABY

BYLAW NO. 11699

A BYLAW to amend the Official Community Plan of the City of Burnaby to include a Land Use Framework Plan for the New Haven property

The Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY OFFICIAL COMMUNITY PLAN, AMENDMENT BYLAW 2004.**
2. The Official Community Plan of the City of Burnaby as adopted under Bylaw No. 10709 (hereinafter called the "Official Community Plan") is amended according to the plan entitled "New Haven Land Use Designations" annexed to this Bylaw (hereinafter called the "Amendment Plan"), and in accordance with the legend, designations, notations, references and boundaries designated, described, delimited and specified in the Amendment Plan; and the various boundaries and designations shown upon the Amendment Plan are an amendment of and in addition to those in the Official Community Plan insofar as the same are changed, modified or varied thereby, and the Amendment Plan is hereby declared to be and shall form a part of the Official Community Plan as if originally incorporated therein.

Read a first time this 8<sup>TH</sup> day of MARCH 2004

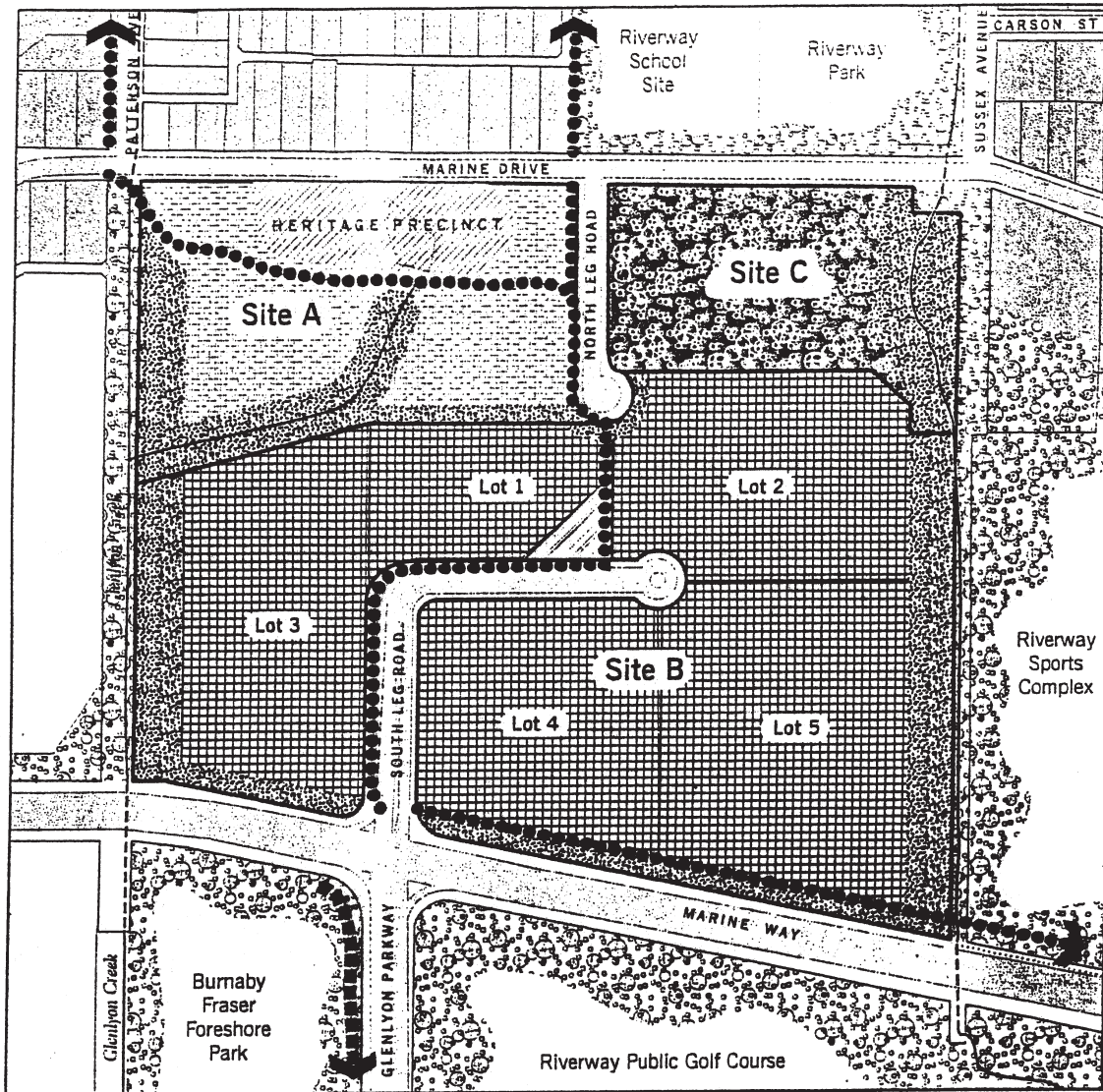
Read a second time this 5<sup>TH</sup> day of APRIL 2004

Read a third time this 19<sup>TH</sup> day of APRIL 2004

Reconsidered and adopted this 19<sup>TH</sup> day of APRIL 2004









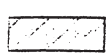



  
MAYOR

  
CLERK



## New Haven

### Land Use Designations

	Residential Use Townhousing) (Site A - 6.5 acres net)		Riparian / Landscaped Buffer Areas
	Heritage Precinct (2.3 acres)		Open watercourses
	Business Centre (Site B - 30.7 acres net)		Piped sections of watercourses
	Compatible Light Industrial and Office (CD based on M5 & B1 Districts)		Park / Open space
	Integrated Neighbourhood Commercial (CD based on C1 District)		Existing Urban Trail
	Ravine Conservation (Site C - 6.9 acres) (includes Riparian Area)		Proposed Urban Trail



2004 02 10



**CITY OF BURNABY**

**BYLAW NO. 14379**

A BYLAW to amend Bylaw No. 10709, being  
Burnaby Official Community Plan 1998

WHEREAS the Council has held a public hearing thereon after duly giving notice of the hearing as prescribed by sections 466 and 467 of the *Local Government Act*, R.S.B.C. 2015, c. 1

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY OFFICIAL COMMUNITY PLAN BYLAW 1998, AMENDMENT BYLAW NO. 1, 2021.**
2. Burnaby Official Community Plan Bylaw 1998, as amended, is further amended at Section 4.4 by deleting the table entitled “Residential Framework” in its entirety and substituting the table attached to this bylaw as Schedule “A”.

Read a first time this 4<sup>th</sup> day of October, 2021

Read a second time this 8<sup>th</sup> day of November, 2021

Read a third time this 8<sup>th</sup> day of November, 2021

Reconsidered and adopted by Council this 8<sup>th</sup> day of November, 2021

  
MAYOR

  
CLERK

**SCHEDULE “A”**

**Residential Framework**

Neighbourhood Type		Range of Housing Opportunities						
		Rural	Single Family	Single and	Two Family	Multiple Low Density	Multiple Medium Density	Multiple High Density
General Characteristics	Typical Zoning	A2	R1, R2, R3, R10, R11	R4, R5, R9	R12	R6, R8, RM1, RM6, RM7, CD	RM2, RM3, CD	RM4, RM5, CD
	Typical Density (Units/Acre)	1	6	10	20	10-30	50-60	80-100
	Ground Orientation/Acre	Low	Medium	Medium	High	High	Medium	Low
Location Framework	Town Centres	No	No	No	No	Yes	Yes	Yes
	Urban Villages	No	No	No	Some* <sup>1</sup>	Yes	Yes	Some
	Suburban Multi-Family Community	No	No	No	No	Yes	Yes	No
	Suburban Single Family Neighbourhoods	Yes	Yes	No	Yes* <sup>2</sup>	Yes* <sup>2</sup>	Yes* <sup>2</sup>	No
	Urban Single and Two Family Neighbourhoods	No	No	Yes	Yes * <sup>1, 2</sup>	Yes* <sup>2</sup>	Yes* <sup>2</sup>	No
	Rural	Yes	No	No	No	No	No	No

\*<sup>1</sup> Designation through neighbourhood consultation

\*<sup>2</sup> Only on sites in the P1 Neighbourhood Institutional District, P2 Administration and Assembly District, or P5 Community Institutional District as of 2021 July 01, subject to rezoning approval following neighbourhood consultation and Public Hearing.



**CITY OF BURNABY**

**BYLAW NO. 14451**

A BYLAW to amend the  
Burnaby Official Community Plan

WHEREAS the Council has held a public hearing thereon after duly giving notice of the hearing as prescribed by sections 466 and 467 of the *Local Government Act*, R.S.B.C. 2015, c. 1

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This bylaw may be cited as **BURNABY OFFICIAL COMMUNITY PLAN BYLAW 1998, AMENDMENT BYLAW NO. 1, 2022.**
  
2. Burnaby Official Community Plan Bylaw 1998, as amended, is further amended:
  - (a) at section 4.4, page 5, in respect to the Residential Policy Framework map, according to the plan entitled “Amendment to Section 4.4 of the OCP 3405 Willingdon Avenue” and attached to this bylaw as Schedule “A” (the “Amendment Plan”), and in accordance with the legend, designations, notations, references and boundaries designated, described, delimited and specified in the Amendment Plan, and the various boundaries and designations shown upon the Amendment Plan are an amendment of and in addition to those in the Official Community Plan insofar as the same are changed, modified or varied thereby, and the Amendment Plan is hereby declared to be and shall form a part of the Official Community Plan as if originally incorporated therein;
  
  - (b) at Section 4.4.2, by deleting the first sentence and substituting the following:  
“The Residential Framework provides for fourteen Urban Village areas.”;
  
  - (c) at Section 4.4, page 7, by deleting the table entitled “Residential Policy

Framework Locations” in its entirety and substituting the table attached to this bylaw as Schedule “B”;

- (d) at Section 5.4.2, by deleting the first sentence of the first paragraph and substituting the following: “The Residential Framework provides for fourteen Urban Village areas which provide for non-town centre multi-family development associated with a commercial service area.”;
- (e) at Section 5.4.2, by deleting the first sentence of the first paragraph and substituting the following: “At present, the fourteen areas designated for Urban Village centre status contain approximately 626,400 square feet of office space and 942,600 square feet of retail space.”;
- (f) at section 6.4, page 6, in respect to the Industrial Policy Framework map, according to the plan entitled “Amendment to Section 6.4 of the OCP 3405 Willingdon Avenue” and attached to this bylaw as Schedule “C” (the “Amendment Plan”), and in accordance with the legend, designations, notations, references and boundaries designated, described, delimited and specified in the Amendment Plan, and the various boundaries and designations shown upon the Amendment Plan are an amendment of and in addition to those in the Official Community Plan insofar as the same are changed, modified or varied thereby, and the Amendment Plan is hereby declared to be and shall form a part of the Official Community Plan as if originally incorporated therein; and
- (g) at Section 6.4.2, by deleting the last two sentences in the first paragraph and substituting the following: “Each of the eight business centre areas identified in the Industrial Policy Framework map has been, or will be, the subject of a plan preparation process involving a comprehensive zoning approach to define specific development parameters. These eight are the same as eight of the nine business centres designated in the Commercial Framework, given the merging of these two land use types within the business centre environment.”

Read a first time this 9<sup>th</sup> day of May, 2022

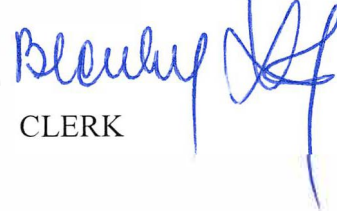
Read a second time this 20<sup>th</sup> day of June, 2022

Read a third time this 4<sup>th</sup> day of July, 2022

Reconsidered and adopted by Council this 4<sup>th</sup> day of July, 2022

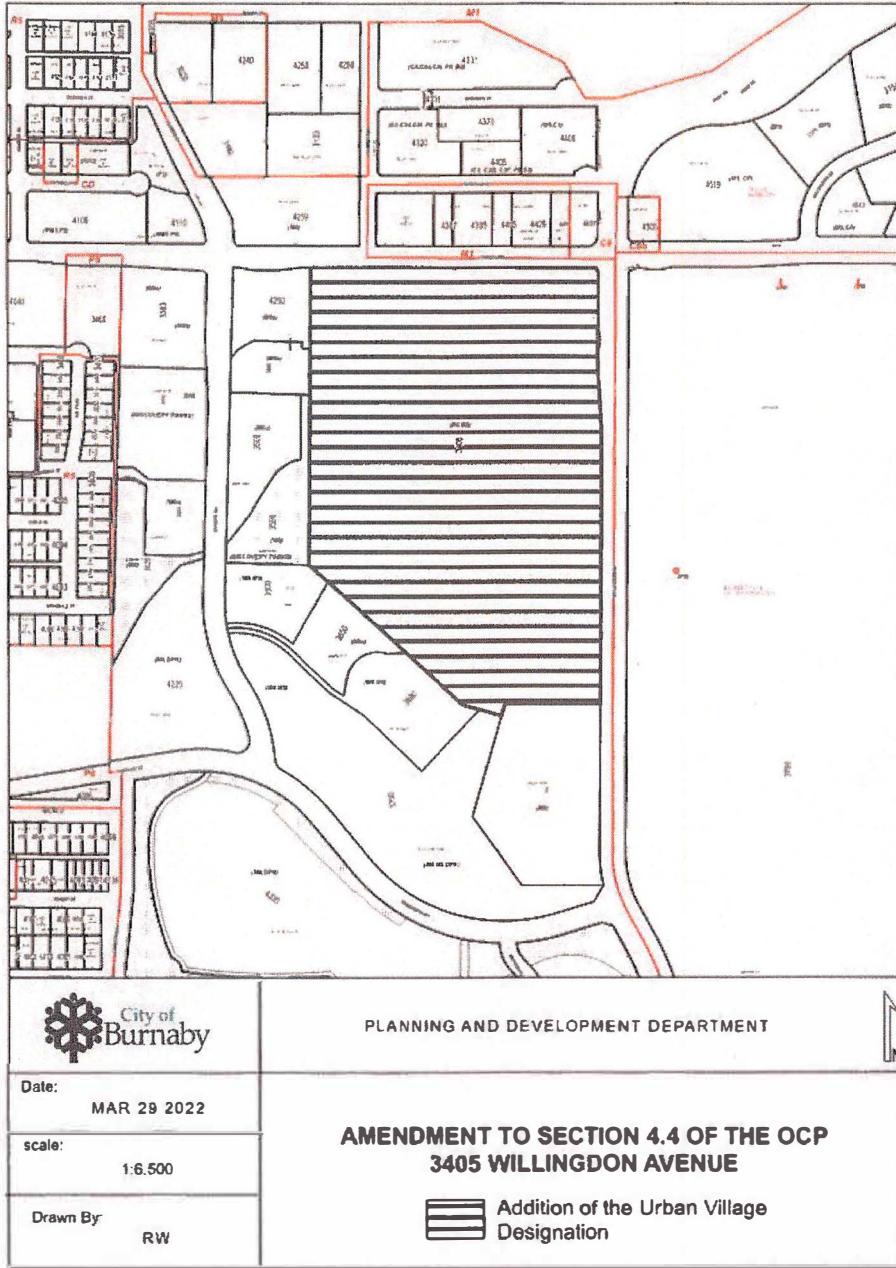


MAYOR



CLERK

### SCHEDULE "A"



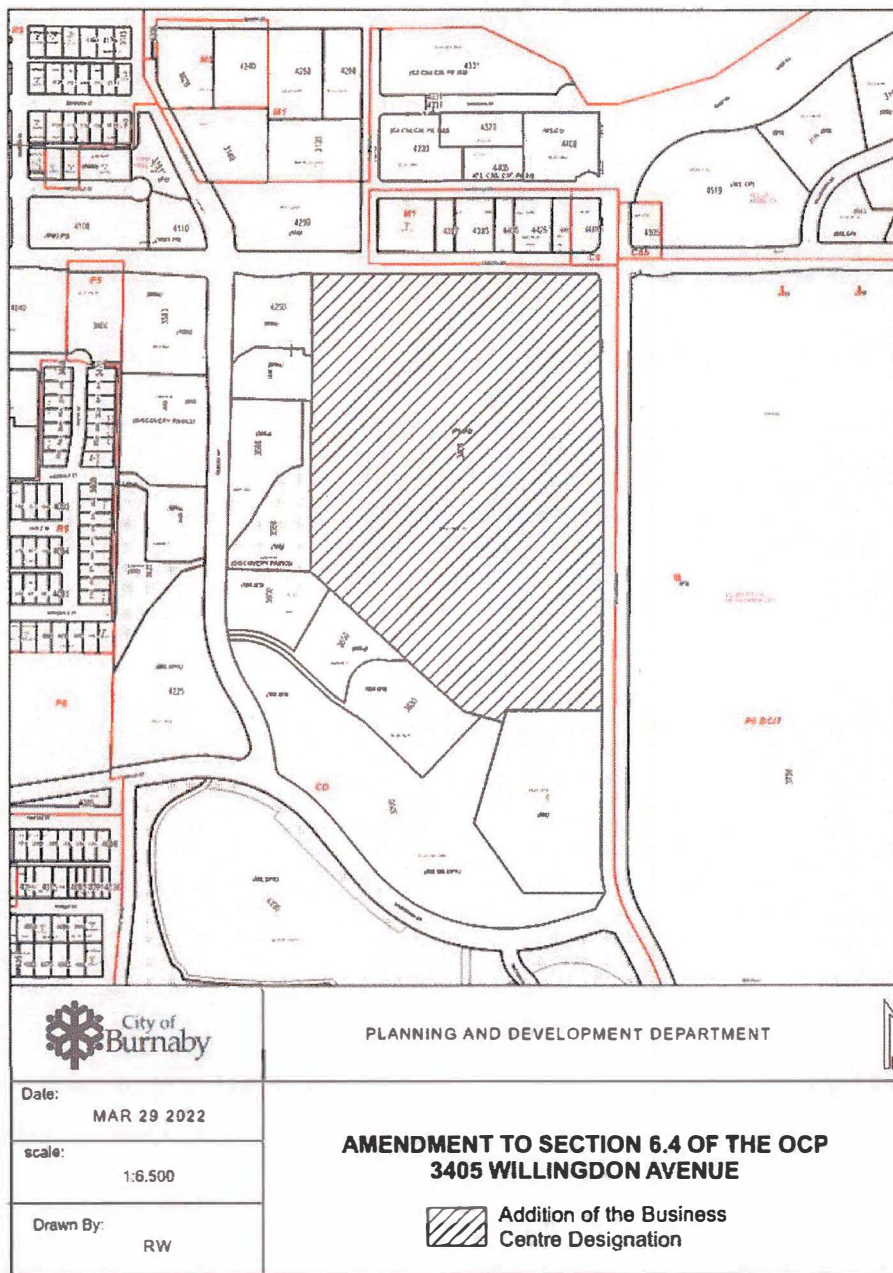
SCHEDULE "B"

**Residential Policy Framework Locations**

Location	Implementation Action				
	Adopted Plan	Plan Amendment Required	New Plan Required	Plan Under Review	Development Complete
<b>Town Centres</b>	Metrotown	▲			Maywood Neighbourhood
	Lougheed	▲			
	Edmonds	▲			
	Brentwood	▲			
<b>Urban Villages</b>	Montecito	▲	minor		
	Canada Way / Boundary Rd.	▲	minor		
	Hastings Village	▲			
	SFU E. Neighbourhood	▲			
	Hastings St./ Holdom Ave.	▲			
	Holdom/ Lougheed LRT Station Area			▲	
	Bainbridge / Lougheed LRT Station Area			▲	
	Brighton / Lougheed LRT Station Area			▲	
	Sixth St / ( 17 Ave. to 14th Ave)			▲	
	Royal Oak / Rumble				▲
	Madison Ave. / William St.			▲	
	Sunset St. / Smith Ave.			▲	
	Hastings St. / Sperling Ave.			▲	
Willingdon Lands				▲	
<b>Suburban Multi-Family Communities</b>	Oaklands	▲			
	Cariboo Heights	▲			
	George Derby	▲			
	SFU South Neighbourhood	▲			
	Forest Grove				▲
	One Harbour Lane				▲
	Newcombe St. and Tenth Ave.	▲			
	Greentree Village				▲



### SCHEDULE "C"





**CITY OF BURNABY**

**BYLAW NO. 14452**

A BYLAW to amend the  
Burnaby Official Community Plan

WHEREAS the Council has held a public hearing thereon after duly giving notice of the time and place of such hearing as prescribed by Sections 466 and 467 of the *Local Government Act*, R.S.B.C. 2015, c.1;

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW NO. 2, 2022.**
2. The Official Community Plan of the City of Burnaby as adopted under Bylaw No.10709 (hereinafter called the "Official Community Plan") is amended according to the plan entitled "Official Community Plan (OCP) Beresford Industrial Area" annexed to this Bylaw (hereinafter called the "Amendment Plan"), and in accordance with the legend, designations, notations, references and boundaries designated, described, delimited and specified in the Amendment Plan, and the various boundaries and designations shown upon the Amendment Plan are an amendment of and in addition to those in the Official Community Plan insofar as the same are changed, modified or varied thereby, and the Amendment Plan is hereby declared to be and shall form a part of the Official Community Plan as if originally incorporated therein.

Read a first time this 9<sup>th</sup> day of May, 2022

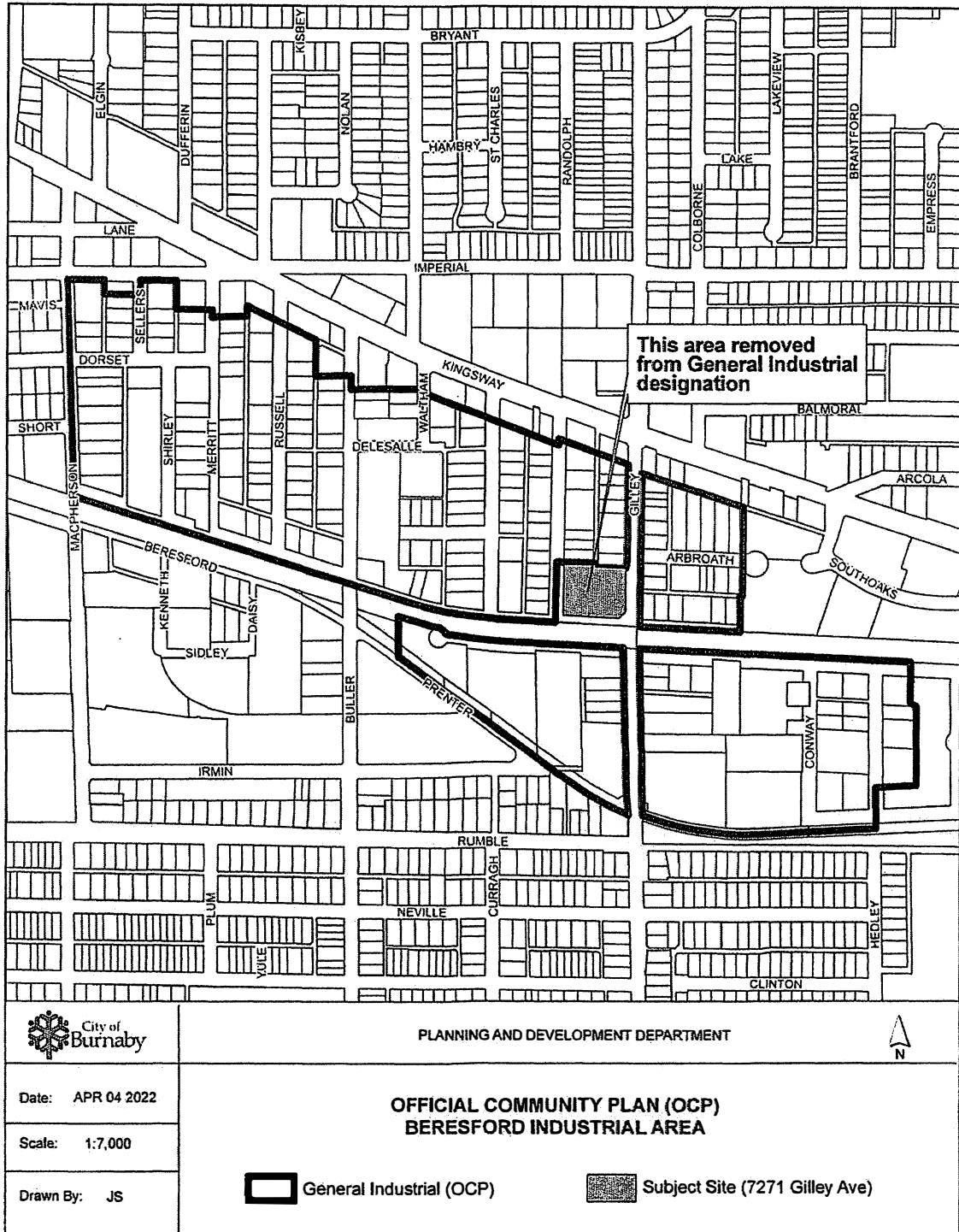
Read a second time this 20<sup>th</sup> day of June, 2022

Read a third time this 4<sup>th</sup> day of July, 2022

Reconsidered and adopted by Council this 4<sup>th</sup> day of July, 2022

  
MAYOR

  
CLERK



**CITY OF BURNABY**

**BYLAW NO. 14545**

A BYLAW to amend the Official Community Plan  
to achieve consistency with Bainbridge and Lochdale  
Urban Village Community Plans

The Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY OFFICIAL COMMUNITY PLAN BYLAW 1998, AMENDMENT BYLAW NO. 1, 2023.**
2. Burnaby Official Community Plan Bylaw 1998, as amended, is further amended:
  - (a) at Section 4.4, by amending the Residential Policy Framework map by applying:
    - (i) the Urban Village designation to the entirety of the Bainbridge Community Plan Area where residential and multiple family residential districts may be considered, and excluding those areas where residential uses are not considered, as shown in “Appendix A Figure 1” in Schedule “A” of this bylaw; and
    - (ii) the Urban Village designation to the entirety of the Lochdale Community Plan Area where residential uses may be considered and excluding those areas where residential uses are not considered, as shown in “Appendix A Figure 2” in Schedule “A” of this bylaw;
  - (b) at Section 4.4, by deleting the “Residential Framework” table and replacing it with the table in Schedule “B” of this bylaw;
  - (c) at Section 4.4, by deleting the “Residential Policy Framework Locations” map and replacing it with the table in Schedule “C” of this bylaw;

- (d) at Section 4.4.2, by deleting the words “Bainbridge and Brighton Avenue LRT station plan areas” and replacing them with “Bainbridge and Brighton plan areas”;
- (e) at Section 4.4.2, by deleting the words “Sperling/Hastings area” and replacing them with “Lochdale Urban Village area”;
- (f) at Section 5.4, by amending the “Commercial Framework” map:
  - (i) to move the location of the future mixed-use Village Centre in the Bainbridge Community Plan Area by deleting the Village Centre symbol from near Bainbridge Avenue and Lougheed Highway and relocating it to Sperling-Burnaby Lake SkyTrain Station area, as shown in “Appendix A Figure 5” in Schedule “D” of this bylaw; and
  - (ii) to move the location of the future mixed-use Village Centre in the Lochdale Community Plan Area by deleting the Village Centre symbol from near Hastings Street and Sperling Avenue and relocating it to Hastings Street east of Kensington Avenue, as shown in “Appendix A Figure 6” in Schedule “D” of this bylaw;
- (g) at Section 5.4, by deleting the “Commercial Growth Distribution” table and replacing it with the table in Schedule “E” of this bylaw;
- (h) at Section 6.3, by deleting the words “Bainbridge LRT Station Area Plan (proposed)” and replacing them with “Bainbridge Urban Village (update: adopted in July 2022)”;
- (i) at Section 6.4, by amending the “Industrial Policy Framework” map to remove the area north of Hastings Street within the Lochdale Community Plan Area to no longer be designated for future Petro Chemical use, as shown in Schedule “F” this bylaw; and

- (j) at Section 7.4.2 by amending the “District and Neighbourhood Parks” map to:
- (i) add the locations of proposed future Neighbourhood Parks identified in the Bainbridge Community Plan, as shown in “Appendix A Figure 9” in Schedule “G” of this bylaw; and
  - (ii) add the location of the proposed future Neighbourhood Park identified in the Lochdale Community Plan, as shown in “Appendix A Figure 10” in Schedule “G” of this bylaw.

Read a first time this 6<sup>th</sup> day of February, 2023

Read a second time this 13<sup>th</sup> day of March, 2023

Read a third time this 27<sup>th</sup> day of March, 2023

Reconsidered and adopted this 27<sup>th</sup> day of March, 2023

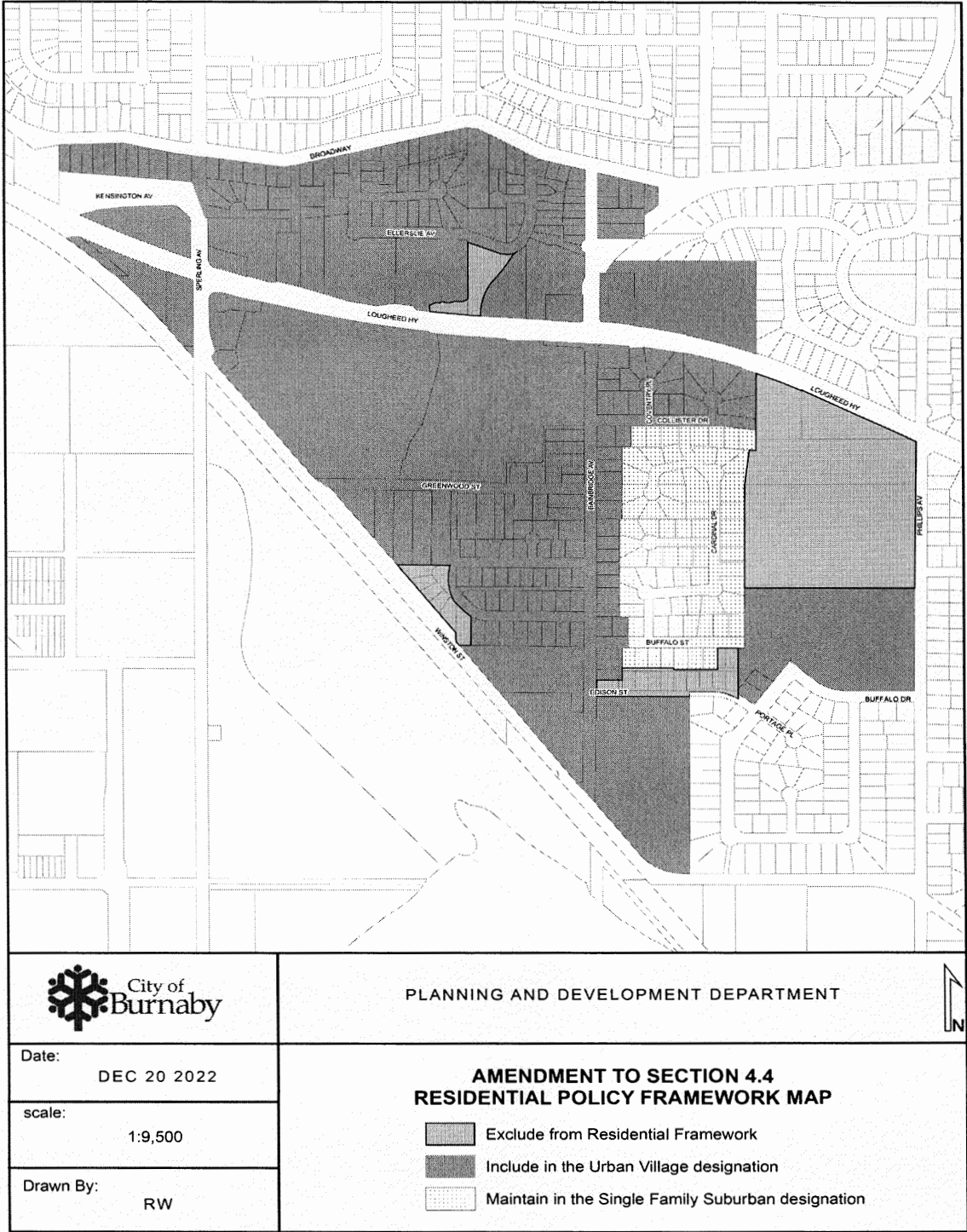
  
MAYOR

  
CORPORATE OFFICER



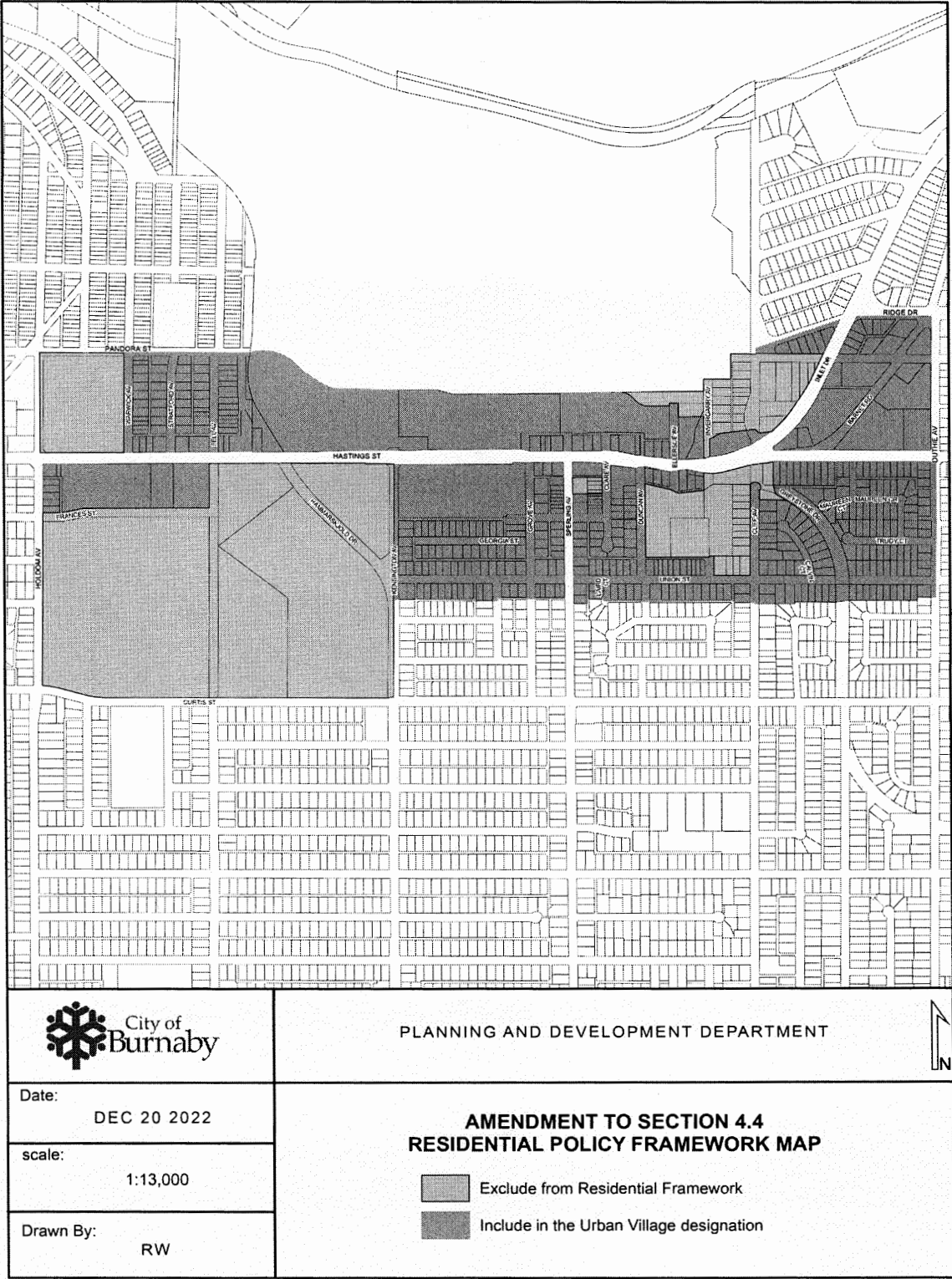
SCHEDULE "A"

APPENDIX A FIGURE 1:



SCHEDULE "A"

APPENDIX A FIGURE 2:





SCHEDULE "B"

## Residential Framework

Neighbourhood Type		Range of Housing Opportunities						
		Rural	Single Family	Single and	Two Family	Multiple Low Density	Multiple Medium Density	Multiple High Density
General Characteristics	Typical Zoning	A2	R1, R2, R3, R10, R11	R4, R5, R9	R12	R6, R8, RM1, RM6, RM7, CD	RM2, RM3, CD	RM4, RM5, CD
	Typical Density (Units/Acre)	1	6	10	20			
	Ground Orientation/Acre	Low	Medium	Medium	High			
Location Framework	Town Centres	No	No	No	No	Yes	Yes	Yes
	Urban Villages	No	No	No	Some*1	Yes	Yes	Some
	Suburban Multi-Family Community	No	No	No	No	Yes	Yes	No
	Suburban Single Family Neighbourhoods	Yes	Yes	No	Yes*2	Yes*2	Yes*2	No
	Urban Single and Two Family Neighbourhoods	No	No	Yes	Yes *1.2	Yes*2	Yes*2	No
	Rural	Yes	No	No	No	No	No	No
<p>*1 Designation through neighbourhood consultation                      *2 Only on sites in the P1 Neighbourhood Institutional District, P2 Administration and Assembly District, or P5 Community Institutional District as of 2021 July 01, subject to rezoning approval following neighbourhood consultation and Public Hearing.</p>								

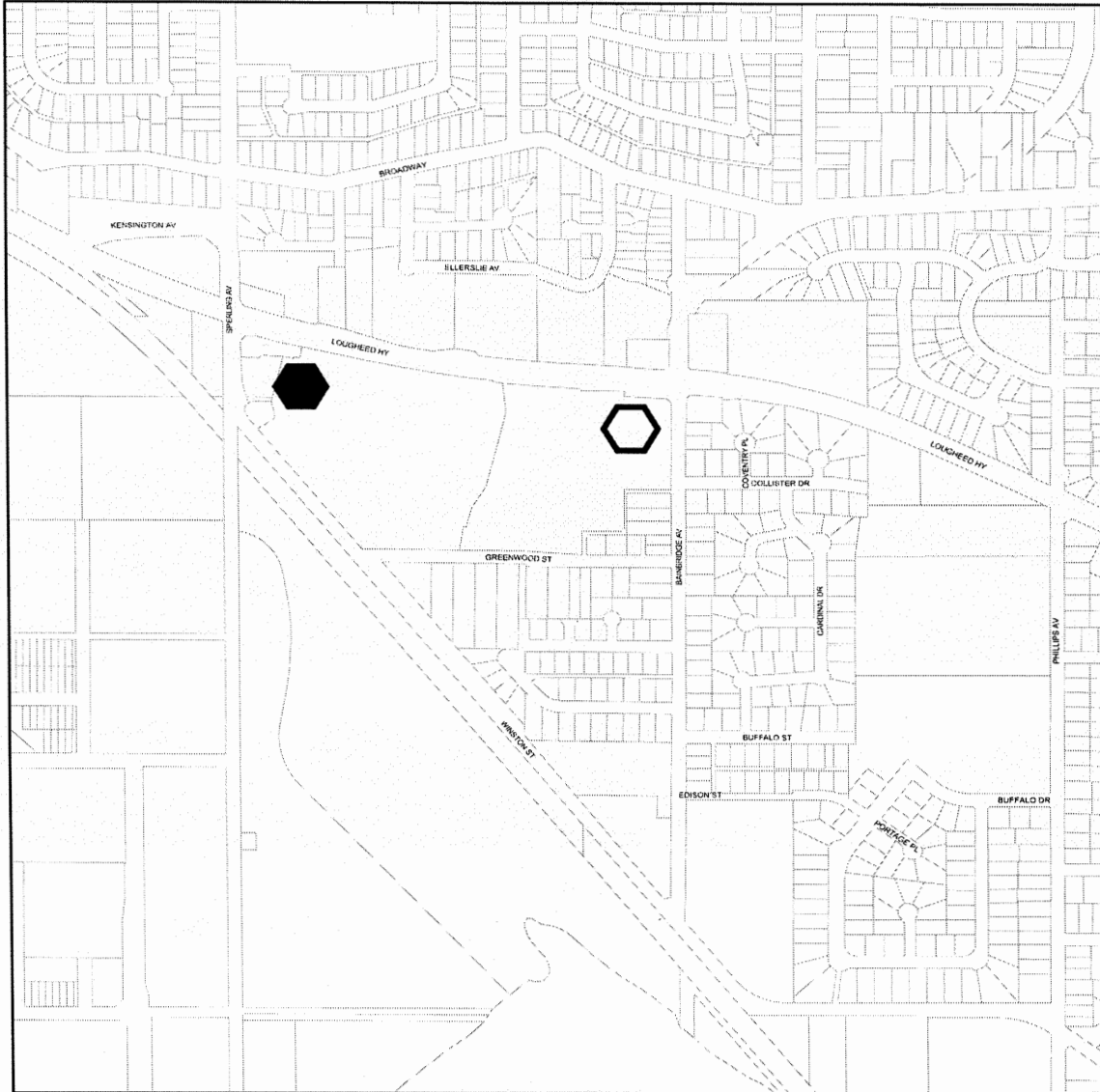
SCHEDULE "C"





## Residential Policy Framework Locations

Location	Implementation Action				
	Adopted Plan	Plan Amendment Required	New Plan Required	Plan Under Review	Development Complete
<b>Town Centres</b>	Metrotown	▲			Maywood Neighbourhood
	Lougheed	▲			
	Edmonds	▲			
	Brentwood	▲			
<b>Urban Villages</b>	Montecito	▲	minor		
	Canada Way / Boundary Rd.	▲	minor		
	Hastings Village	▲			
	SFU E. Neighbourhood	▲			
	Hastings St./ Holdom Ave.	▲			
	Holdom/ Lougheed LRT Station Area			▲	
	Bainbridge	▲			
	Brighton / Lougheed LRT Station Area			▲	
	Sixth St / ( 17 Ave. to 14th Ave)			▲	
	Royal Oak / Rumble				▲
	Madison Ave. / William St.			▲	
	Sunset St. / Smith Ave.			▲	
	Lochdale	▲			
Willingdon Lands				▲	
<b>Suburban Multi-Family Communities</b>	Oaklands	▲			
	Cariboo Heights	▲			
	George Derby	▲			
	SFU South Neighbourhood	▲			
	Forest Grove				▲
	One Harbour Lane				▲
	Newcombe St. and Tenth Ave.	▲			
	Greentree Village				▲

SCHEDULE "D"

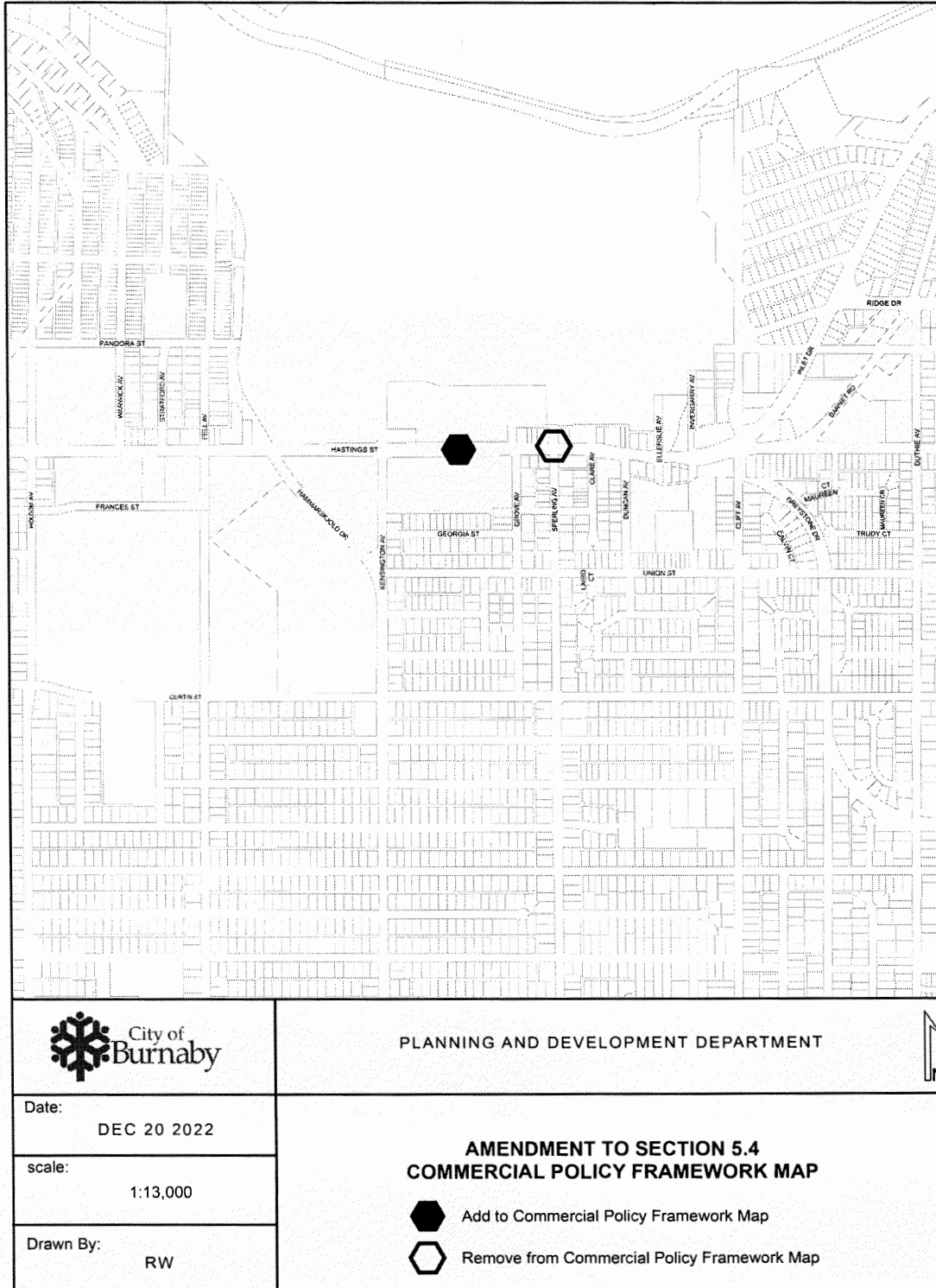
APPENDIX A FIGURE 5 :



	<p>PLANNING AND DEVELOPMENT DEPARTMENT</p> 
<p>Date: Jan 03 2023</p>	<p><b>AMENDMENT TO SECTION 5.4 COMMERCIAL POLICY FRAMEWORK MAP</b></p> <p> Add to Commercial Policy Framework Map</p> <p> Remove from Commercial Policy Framework Map</p>
<p>scale: 1:9,500</p>	
<p>Drawn By: RW</p>	

SCHEDULE "D"

APPENDIX A FIGURE 6:



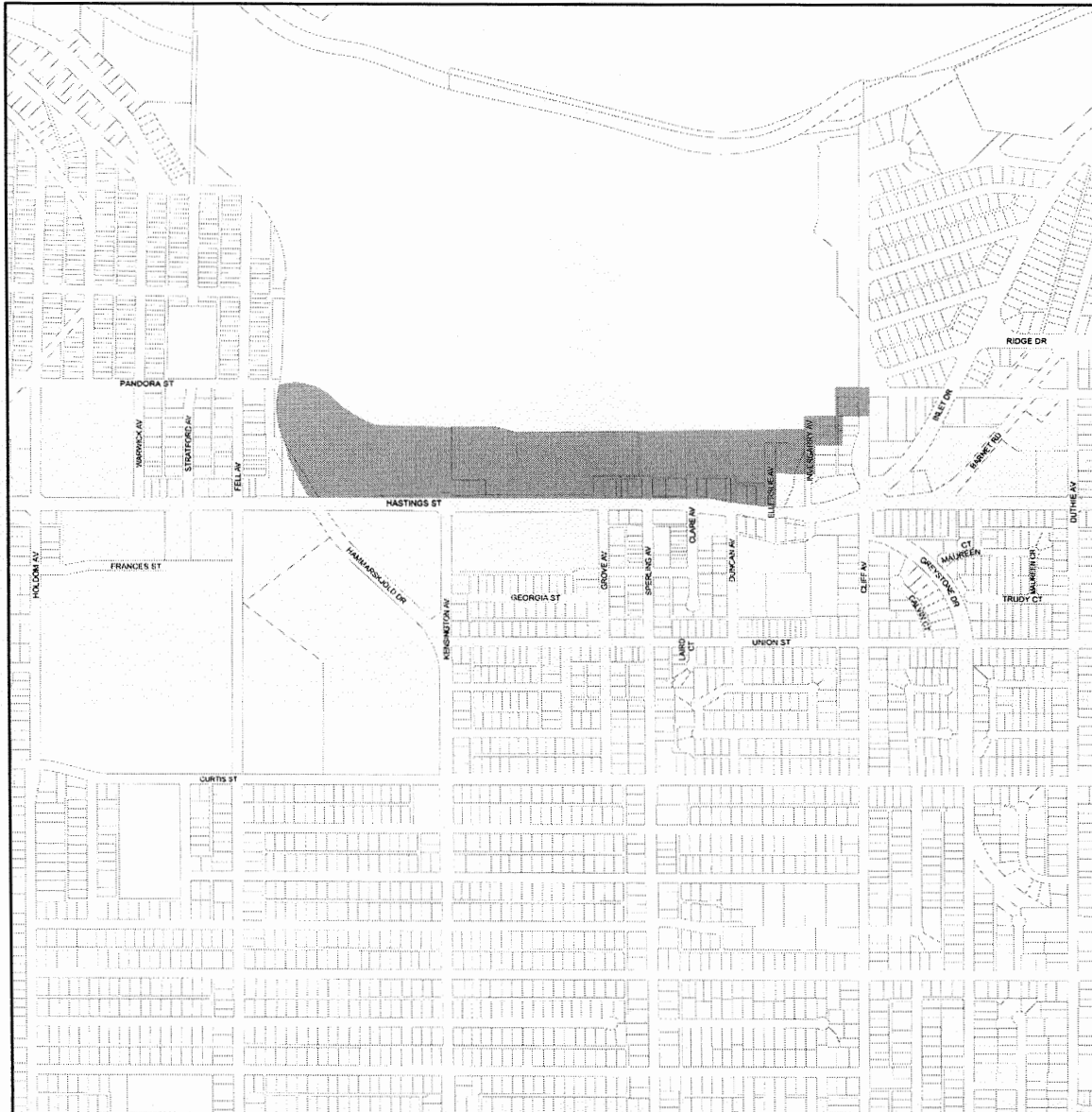





SCHEDULE "E"

# Commercial Growth Distribution

General Characteristics						Commercial Policy Framework	
Convenience Retail / Office	Accessory Commercial	Vehicle Oriented	Office/ Research/ Industry	Community Office and Retail	Town Centre Office and Retail		
▲				▲	▲	Metrotown	Town Centres
▲				▲	▲	Lougheed	
▲				▲	▲	Brentwood	
▲				▲	▲	Edmonds	
▲				▲		Montecito	Village Centres
▲				▲		Canada Way / Boundary	
▲				▲		Hastings Village	
▲				▲		SFU E. Neighbourhood	
▲				▲		Hastings / Holdom	
▲				▲		Holdom / Lougheed Station Area	
▲				▲		Bainbridge	
▲				▲		Brighton / Lougheed Station Area	
▲				▲		Sixth St. (17th Ave. to 14th Ave.)	
▲				▲		Royal Oak / Rumble	
▲				▲		Madison / William	
▲				▲		Sunset / Smith	
▲				▲		Lochdale	
			▲			Discovery Place - B C I T	Business Centres
			▲			Discovery Place - S F U	
			▲			Big Bend	
			▲			Bridge	
			▲			Kingsland	
			▲			Lake City	
			▲			Willingdon / Canada Way	
			▲			Canada Way / Norland	
▲	▲					Edmonds (Canada Way to Sixth St.)	Service Commercial
▲	▲					Hastings (Willingdon to Delta)	
▲	▲					Hastings (Warwick to Fell)	
▲	▲					Kingsway (Royal Oak to Gilley)	
▲	▲					Sixth Street (Edmonds to 17th Ave.; 14th to 10th Ave.) Big Bend	
	▲						Industrial Areas
▲							Neighbourhood Centres

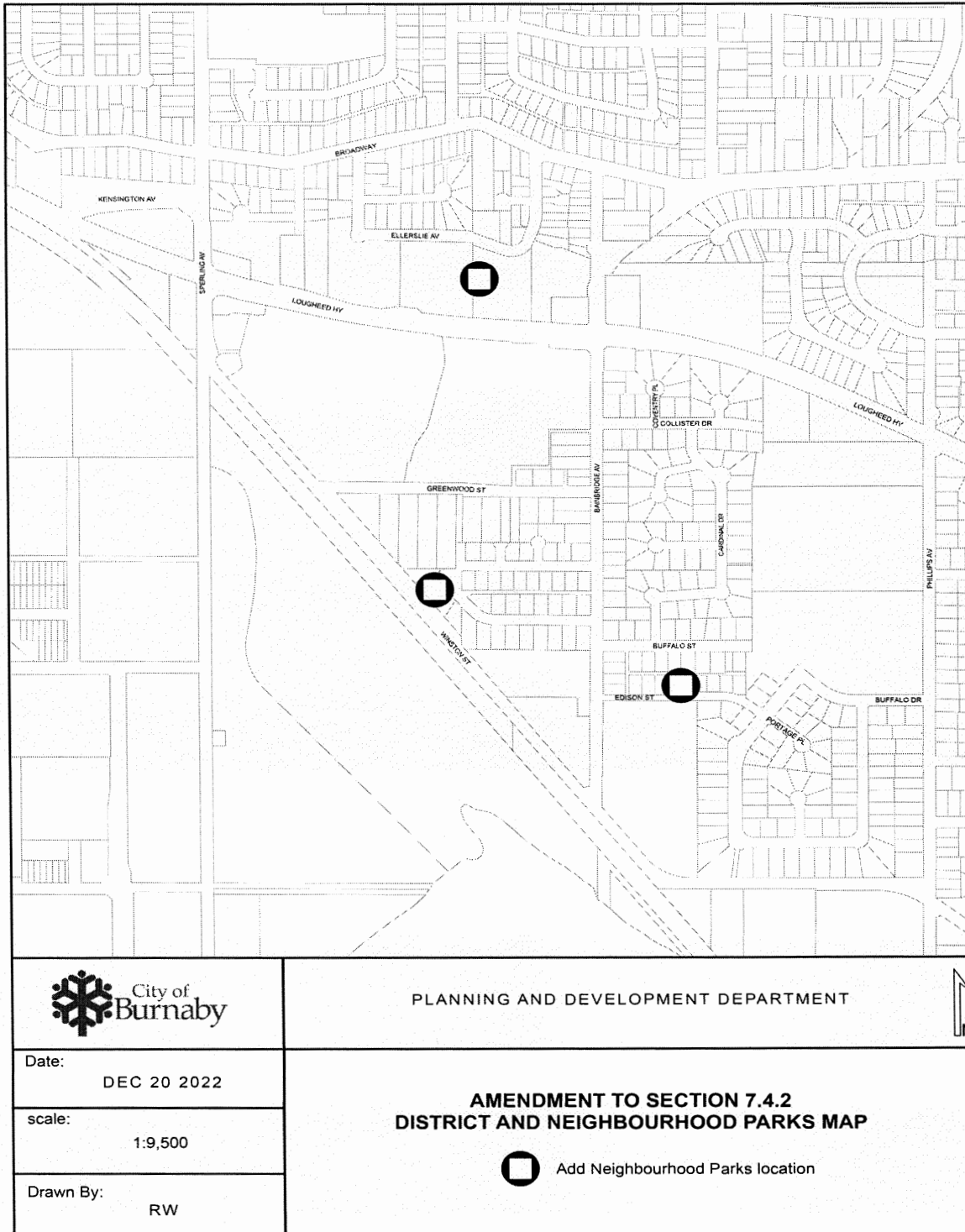
SCHEDULE "F"



	<p>PLANNING AND DEVELOPMENT DEPARTMENT</p> 
<p>Date: DEC 20 2022</p>	<p><b>AMENDMENT TO SECTION 6.4 INDUSTRIAL POLICY FRAMEWORK MAP</b></p> <p> Remove from the Petro Chemical designation</p>
<p>scale: 1:13,000</p>	
<p>Drawn By: RW</p>	

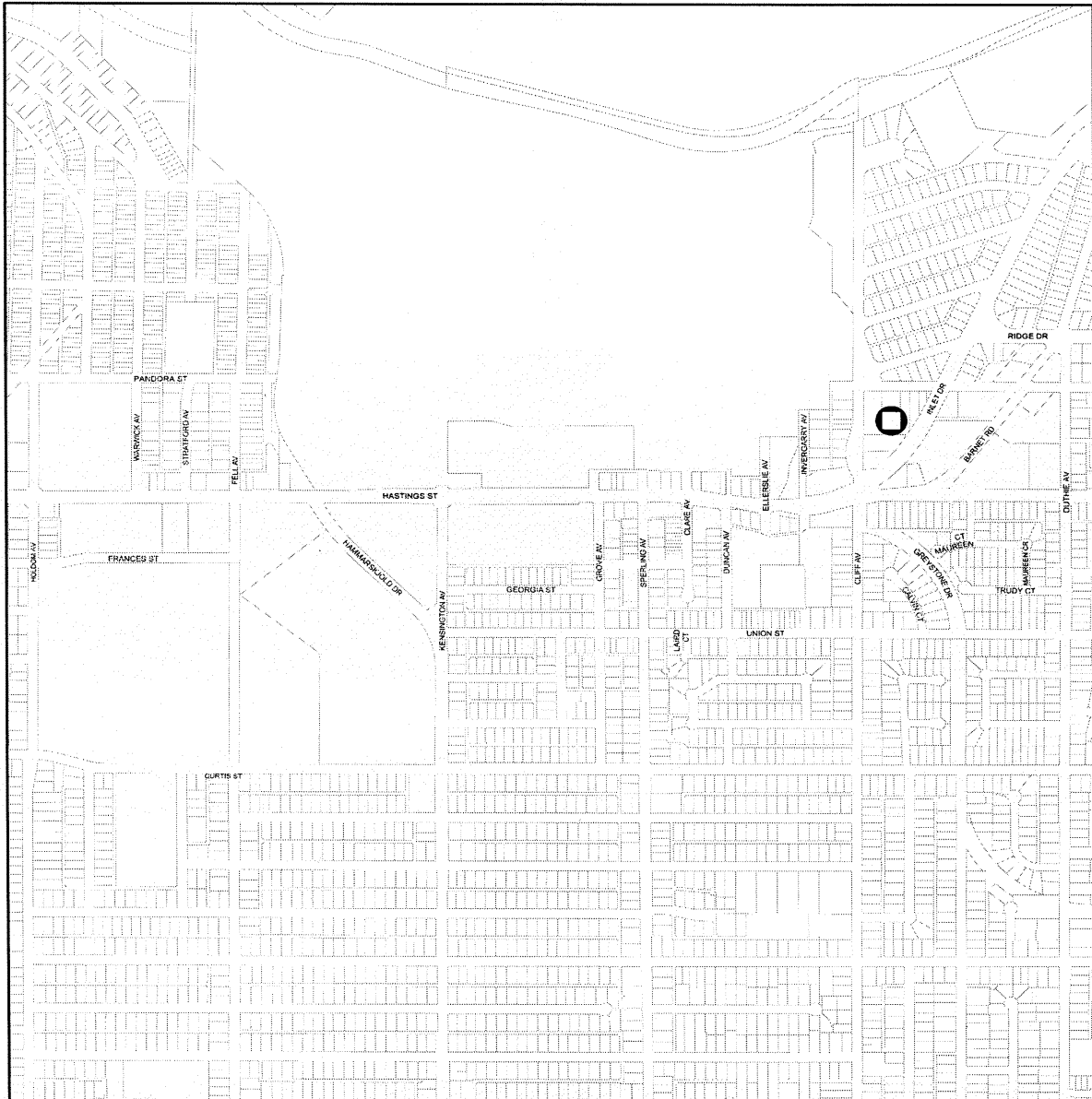
SCHEDULE "G"




APPENDIX A FIGURE 9:



SCHEDULE "G"

APPENDIX A FIGURE 10:



	<p>PLANNING AND DEVELOPMENT DEPARTMENT</p> 
<p>Date: DEC 20 2022</p>	<p><b>AMENDMENT TO SECTION 7.4.2 DISTRICT AND NEIGHBOURHOOD PARKS MAP</b></p> <p> Add Neighbourhood Parks location</p>
<p>scale: 1:13,000</p>	
<p>Drawn By: RW</p>	



**CITY OF BURNABY**

**BYLAW NO. 14587**

A BYLAW to amend the Official Community Plan  
to achieve consistency for the Housing Choices Phase 1a

The Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY OFFICIAL COMMUNITY PLAN BYLAW 1998, AMENDMENT BYLAW NO. 2, 2023.**

2. Burnaby Official Community Plan Bylaw 1998, as amended, is further amended:

(a) at Section 4.2, Goal 2, first paragraph on Page 3 by deleting the following:

“new ground-oriented housing can be encouraged by expanding opportunities for single family houses on small lots and increasing the potential to build two family dwellings in neighbourhoods where such development is appropriate and the subject of a neighbourhood area review process.”

and replacing it with the following:

“new ground-oriented housing can be encouraged in single and two family neighbourhoods by expanding opportunities for accessory dwelling units and “missing middle” housing types such as duplexes, triplexes, fourplexes, and cottage courts.”

(b) at Section 4.2, Goal 4, end of paragraph 2 on Page 4 by deleting the following:

“The City will also be reviewing the regulations affecting secondary suites in single family dwellings, recognizing the potential role that such suites can play in the supply of affordable housing. This could be of specific assistance to students attending Simon Fraser University and the British Columbia Institute of Technology. A specific public consultation phase would be associated with such a review.”

and replacing it with the following:

“Secondary suites and other forms of accessory dwelling units can also play a role in the supply of affordable housing.”

(c) at Section 4.4, by deleting the “Residential Framework” table and replacing it with the table in Schedule “A” of this bylaw;

(d) at Section 4.4.4, first paragraph on Page 8 by deleting the following:

“The single and two family residential neighbourhoods in the City occupy

the largest land use of any category of Burnaby's developed land area. In 1991, 52.0 percent of private households in the City lived in single and two family dwellings. By 1996, it is estimated that this figure fell to 49.7 percent.”

and replacing it with the following:

“Single and two family residential neighbourhoods occupy the largest land use of any category of Burnaby's developed land area. In 1991, 52.0 percent of private households in the City lived in single and two family dwellings. By 1996, it is estimated that this figure fell to 49.7 percent. In 2021, the federal census reported that 38 percent of private households lived in single and two family dwellings and or secondary suites.”

- (e) at Section 4.4.4, third paragraph on Page 9 by deleting the following:

“Single family suburban generally relates to the neighbourhoods with R1, R2 and R3 zoning designations. These zones permit two family dwellings such as duplexes, semi-detached units or small lot development. Also, single family suburban areas have often been associated with recent rezonings to the R10 and R11 categories, which provide for low-scale forms of development in mature single family areas consistent with the neighbourhood character.”

and replacing it with the following:

“Single family suburban generally relates to neighbourhoods with R1, R2 and R3 zoning designations. These zones ~~do~~ permit up to three dwelling units per lot, including the principal dwelling and accessory dwelling units, such as secondary suites and/or laneway homes. Also, single family suburban areas include the R10 and R11 categories, which provide for the same types of dwelling units in mature single family areas consistent with the neighbourhood character.”

- (f) at Section 4.4.4, fifth paragraph on Page 9 by deleting the following:

“The single and two family urban areas are associated with the neighbourhoods having R4 and R5 zoning. These zones allow for the development of single family dwellings, duplexes and semi-detached family dwellings depending on lot size. These zones also permit small lot development if an existing small lot character already exists. In addition, these areas have been the subject of rezonings to the R9 zoning category (small lot single family), and to the R12 zoning category, which provides for single and two family dwellings on small lots.”

and replacing it with the following:

“The single and two family urban areas are associated with neighbourhoods having R4, R5, and R12 zoning. These zones allow for the development of up to three dwelling units on a single family lot and up to four dwelling units on a two family lot. These zones also permit small lot development if an



existing small lot character already exists. In addition, these areas have been the subject of rezonings to the R9 zoning category (small lot single family).”

- (g) at Section 4.4.4, by deleting the following sixth and seventh paragraphs on Page 9 in their entirety:

“A recent community attitude survey of Burnaby residents showed that 78 percent of residents surveyed supported legalization of secondary suites with controls such as provision of on-site parking, owner occupancy of the main unit or the secondary suite, and appropriate fees being charged. Considering this response and the recent amendments to the BC Building Code, the City will initiate a process to consider the advisability and conditions for legalizing or permitting new suites in all or some of the City’s single family housing stock.

Between 1991 and 2006, it is estimated that about 4,000 additional units will be provided within the single family suburban and single and two family urban neighbourhood areas.”

Read a first time this 10<sup>th</sup> day of July, 2023

Public Hearing held this 29<sup>th</sup> day of August, 2023

Read a second time this 11<sup>th</sup> day of September, 2023

Read a third time this 11<sup>th</sup> day of September, 2023

Reconsidered and adopted this 11<sup>th</sup> day of September, 2023

  
MAYOR

  
CORPORATE OFFICER  
DEPUTY

## SCHEDULE "A"

## Residential Framework

Neighbourhood Type		Range of Housing Opportunities						
		Rural	Single Family	Single and	Two Family	Multiple Low Density	Multiple Medium Density	Multiple High Density
General Characteristics	Typical Zoning	A2	R1, R2, R3, R10, R11	R4, R5, R9	R12	R6, R8, RM1, RM6, RM7, CD	RM2, RM3, CD	RM4, RM5, CD
	Location Framework	Town Centres	No	No	No	No	Yes	Yes
	Urban Villages	No	No	No	Some* <sup>1</sup>	Yes	Yes	Some
	Suburban Multi-Family Community	No	No	No	No	Yes	Yes	No
	Suburban Single Family Neighbourhoods	Yes	Yes	No	Yes* <sup>2</sup>	Yes* <sup>2</sup>	Yes* <sup>2</sup>	No
	Urban Single and Two Family Neighbourhoods	No	No	Yes	Yes * <sup>1,2</sup>	Yes* <sup>2</sup>	Yes* <sup>2</sup>	No
	Rural	Yes	No	No	No	No	No	No
<p>*<sup>1</sup> Designation through neighbourhood consultation</p> <p>*<sup>2</sup> Only on sites in the P1 Neighbourhood Institutional District, P2 Administration and Assembly District, or P5 Community Institutional District as of 2021 July 01, subject to rezoning approval following neighbourhood consultation and Public Hearing.</p>								