

TO: CITY MANAGER

1998 MAY 06

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: 16.100

**SUBJECT: DRAFT OFFICIAL COMMUNITY PLAN (OCP)
COMMUNITY CONSULTATION PROCESS**

PURPOSE: To convey the results of the community consultation process and resulting amendments to the draft OCP to Council for consideration prior to Second Reading and Public Hearing proposed for 1998 May 26.

RECOMMENDATIONS:

1. **THAT** Council endorse the proposed amendments to Bylaw No. 10709 (Burnaby Official Community Plan Bylaw 1998) as outlined in Section 4.0 of this report.
2. **THAT** Council affirm the consistency between the proposed Official Community Plan and the City's current capital expenditure program to satisfy the requirements of Section 882 (3)(a) (i) of the Municipal Act.
3. **THAT** following Second Reading of Bylaw No. 10709 as amended, Council forward it to a Public Hearing on 1998 May 26.

REPORT

1.0 BACKGROUND

On 1998 January 26, Council gave First Reading to the Burnaby Official Community Plan Bylaw 1998 - No. 10709 and approved a community consultation process to provide for further public review of the draft OCP.

This report conveys the results of the public consultation process and presents the amendments to the draft OCP to Council for consideration. With Council endorsement of the amendments presented in this report, it is proposed that Burnaby Official Community Plan Bylaw - No. 10709 be advanced for Second Reading and be forwarded to a Public Hearing on 1998 May 26.

2.0 COMMUNITY REVIEW PROCESS

The draft OCP was prepared under the direction of the Community Planning and Housing Committee of Council with considerable community input. The draft OCP builds on the directions established in the existing OCP and incorporates the results of recent area planning initiatives and other public processes that have taken place over the past several years. Some of these include citizen advisory committees associated with the Edmonds, Lougheed and Royal Oak Area planning processes, the preparation of the Burnaby Transportation Plan, the Burnaby State of the Environment Report, the Residential Growth Management Strategy, and a number of neighbourhood based planning initiatives. The preparation of the draft OCP also involved a number of previous public consultations and notices in *InfoBurnaby*.

Following First Reading of the draft OCP on 1998 January 26, additional opportunities for public review were approved by Council which included:

- ▶ the distribution of a *brochure* summarizing the draft OCP to all households and businesses in Burnaby in early March through Canada Post. In addition, the brochure provided the dates and times of the OCP mall displays and open house events.
- ▶ staffed *mall displays* at the Brentwood Mall, Eaton Centre, and Lougheed Mall from 1998 March 12 to 1998 March 18.
- ▶ *open house events* in each of the four quadrants of Burnaby at the Gilmore, Stride, and Stoney Creek Community Schools, and Nelson School during the week of 1998 March 31 to 1998 April 4. The Mayor and the Chair of the Community Planning and Housing Committee participated in each of the Open Houses.
- ▶ opportunities for the *review of the draft OCP document* at all Burnaby Library branches, the Planning Department, at the mall displays, open house events, and by request for loaned copies of the document.
- ▶ opportunities for the *submission of comments* on the draft OCP in person at the mall displays and open house events, by telephone and voice mail messages, and by mail and fax.
- ▶ *meetings with City planning staff* on request from interested community groups, organizations or individuals. Separate meetings were held with the Greater Vancouver Regional District, the National Association of Industrial Office Parks, the Vancouver Area Cycling Coalition, Better Environmentally Sound Transportation (B.E.S.T.) and Chevron Canada Ltd..

3.0 SUMMARY OF COMMENTS

3.1 The Response

The community consultation process outlined above has provided the opportunity for the broad review of the draft OCP by Burnaby residents and business representatives.

The brochure summarizing the draft OCP was directed to approximately 6,400 business and 70,000 household addresses in Burnaby. The displays at the Brentwood, Lougheed, and Eaton Centre Malls were visited by several hundred Burnaby residents and business operators. In the order of 100 Burnaby residents attended the four open house events to learn more about the draft OCP and present specific comments and questions. Direct responses to the draft OCP were also received by mail, fax and voice mail over a nine week review period from early 1998 March to 1998 May 05. Comments were also received from surrounding municipalities in response to our forwarding of the draft OCP to their respective Councils.

A copy of all the comments received on the draft OCP has been provided to Council under separate cover. Public comments received in response to the draft OCP covered a range of topics related directly and indirectly to the planning and development of the City. Appendix 1 *attached* provides a comprehensive sample of comments received under each of the major topic areas contained in the draft OCP document, with the exception of agency comments which are discussed under Section 3.3 of this report.

3.2 Community Comments

The process to solicit public comments on the draft OCP generated a number of direct inquiries and requests for more specific information on sub-area plans, City services and policies. In addition, inquiries were received seeking clarification of material presented in the household brochure, the mall displays and at the open house events.

In response to these requests, wherever possible, staff are in the process of acknowledging receipt of the submitted materials and providing responses to individual questions as required.

In general, where responses have commented on the overall direction of the draft OCP, they have been supportive. A principal conclusion of the consultation phase is that no change in direction to the draft OCP is necessary.

As can be seen from Appendix 1, a substantial proportion of the comments received related to more specific localized issues and topics. Many of these are addressed by previously adopted plans and policies, such as the Lougheed Town Centre Plans, the Burnaby Transportation Plan and the State of the Environment Report. Some are already addressed in the draft OCP, while others will be incorporated within more detailed area planning processes following the adoption of the OCP.

Many of the specific comments, suggestions and issues identified will be forwarded to the appropriate City department for their information and possible follow-up. Still others such as the specific comments received relating to the development of the North East Secondary School have been noted and will be addressed through the established development plan approval processes. However, given the role of the OCP as a City wide policy document, specific amendments to the OCP would not appropriately address many of these types of area and issue specific comments.

3.3 Agency Comments

The GVRD Board, on 1998 May 01, accepted the City of Burnaby Regional Context Statement and endorsed the draft Burnaby Official Community Plan as being consistent with the objectives of the Livable Region Strategic Plan.

In its response, the Provincial Agricultural Land Commission has commended the City on its past and continued supportive policies to protect and enhance agricultural land uses in the designated Agricultural Land Reserve. The Commission views the commitments for agriculture in the draft OCP as being comprehensive and specific in addressing such important issues as enhancing infrastructure, resisting parcelization (and encouraging consolidation), limiting the impact of new roads, developing mitigative measures between disparate land uses and developing allotment gardens.

The North Fraser Harbour Commission has recognized the consistency between the draft OCP and the goals of the Fraser River Estuary Management Plan (FREMP) and the fact that Burnaby is a signatory to a FREMP area designation agreement with the Harbour Commission. The Commission endorses the City's new industrial policy to strengthen and intensify its existing industrial base. It also endorses the longer term objective to obtain public foreshore access for a trail system along the Fraser River foreshore from Boundary Road through to the New Westminster civic boundary that, at the same time, will not impact or compromise the safety, transportation or operational considerations of industries in these areas. At the time of the proposed review of the City's industrial

zoning regulations, the Commission is encouraging the City to consider enacting a new zoning category for water dependent industries only that can be applied to certain waterfront lands along the Fraser River foreshore. Finally, the Commission is inviting the City to participate in a Harbour Commission sponsored land use planning process intended to start over the next year.

The Port of Vancouver in its response has indicated that there are several port facilities along Burrard inlet that have an important regional and national role in the distribution of petro-chemical products, and as such, will require the City's ongoing support to be successful. The Port also notes that the east-west trail system conceptually proposed along Burrard Inlet crosses four petro-chemical industries that all have shoreline infrastructure and marine facilities. To avoid conflicts between public access and port facilities, the Port feels that the trail system must respect the operational and safety issues of these existing industries. The Port has also suggested that the City pursue a sewer separation program with the GVRD that will result in the elimination of combined sewer outflows from Burrard Inlet.

Staff received comments on the draft OCP from the City of Vancouver, the City of Port Moody, the City of Coquitlam, and the City of Richmond. The City of Vancouver commented that they hope to see the tradition of cooperative planning between Vancouver and Burnaby continue as we plan together for new transit services and land uses along the Broadway/Lougheed Light Rail Transit Corridor. The City of Richmond noted that it had no objections to the direction being proposed in the draft OCP. The City of Port Moody indicates that it supports in general the Draft OCP. However, it notes that the development of an Urban Village and Suburban Multiple Family Community on Burnaby Mountain remains a concern due to the potential visual impact of the proposed development on the City of Port Moody which could detract from the natural viewscape of the east flank of Burnaby Mountain. The City requests that prior to development proceeding on Burnaby mountain, the City of Burnaby undertake a viewscape analysis to assess the visual impact of the proposed development on the City of Port Moody. The City of Coquitlam notes three concerns relating to the draft OCP as follows:

- ▶ the City of Burnaby should be aware that Como Lake Avenue, on the Coquitlam side of the boundary is not a truck route;
- ▶ the designation of Broadway/Como Lake Avenue as an "HOV route" be removed from the map accompanying Section 8.4.1.1 of the draft OCP;

- ▶ acknowledgment that the determination of the number of LRT stops proposed within Burnaby's boundaries will need to address a number of factors, particularly transit travel time implications, through the upcoming planning and design phase. The City of Coquitlam also notes that it would like to participate in the coordination and refinement of plans that impact both jurisdictions including plans for transportation and environmental protection.

The following comments are provided in response to the agency comments received:

- ▶ With respect to the concern raised by the North Fraser Harbour Commission and the Port of Vancouver concerning implementation of trailways adjacent to industrial areas, there is a recommended amendment in Section 4.3.1 of this report noting that such trails will need to reflect operational and safety needs of existing industries.
- ▶ With reference to the Port of Vancouver's request that the City pursue a sewer separation program with the GVRD, it is noted that Council has previously recognized the issue of combined sewers and has authorized the Engineering Department to review the subject and examine different options to address the matter.
- ▶ The City looks forward to continue to work with our surrounding municipalities in addressing boundary related matters and other issues of mutual interest.
- ▶ In terms of the visual impacts of the proposed SFU residential development as mentioned by the City of Port Moody, Council noted this issue prior to the adoption of the Simon Fraser University Official Community Plan. It was noted at that time, that the City had taken steps to acquire all university owned lands below the ring road, including those on the east and north flank of Burnaby Mountain. As a result, these lands which have now been dedicated for park use, are protected for conservation purposes in perpetuity for the enjoyment of all residents, including those having views from the City of Port Moody.
- ▶ It should be noted that the HOV map appearing in Section 8.4.1.1 of the draft OCP does not designate Como Lake Avenue in Coquitlam as an HOV route. It is recognized that the question of coordinated inter-municipal HOV routes will require dialogue at the regional level, including the involvement of the Greater Vancouver Transportation Authority (GVTA).

4.0 PROPOSED AMENDMENTS

In response to the suggestions and issues raised in Section 3.0 above and to improve or correct some minor wording and graphical items, the following amendments are presented. The proposed changes (shown in bold *italics* below) followed by a brief explanation for the change relate to the following sections of the draft OCP:

4.1 Residential (Section 4.0 of the draft OCP)

4.1.1 Section 4.0, page 5, 3rd paragraph, line 13

Add ...for the *residential* development ...

For clarification purposes.

4.1.2 Section 4.0, page 5, Residential Policy Framework Map

Revise map to show park areas within town centres. (See Appendix 2, Map1)

For clarification purposes.

4.1.3 Section 4.0, page 5, Residential Policy Framework Map

Revise map to amend Urban Village designation between Bainbridge Avenue and Phillips Avenue and south of Lougheed Highway to single family suburban in accordance with the existing subdivision guide plan.

(See Appendix 2, Map1)

As part of the consultation process, the department received input from many residents in the Phillips/Bainbridge/Lougheed Highway area expressing a desire to retain the existing single family suburban designation for the undeveloped lands west of Phillips Avenue and south of Lougheed. The Residential Framework Map in the draft OCP recognizes the establishment of a proposed LRT station in the vicinity of Bainbridge and Lougheed Highway, together with an associated Urban Village development area. The draft OCP explicitly outlines the need for a local area planning process to help define the mix and type of development, as well as the boundaries given existing development and other influences.

In view of the existing development in place, the intended local area planning process and the comments received, staff are recommending that the OCP be revised to reflect the existing subdivision guide plan providing for additional single family suburban development, with the clear understanding that a Bainbridge Station Area Plan will be developed, which in part will be examining the potential extension of the Urban Village concept into the undeveloped subject lands east of Bainbridge Avenue and south of the Lougheed Highway. Such a planning process will provide the opportunity for local resident and business consultation on the suitability of options such as low density townhousing and/or small lot development sited in proper relationship with adjacent land uses and park and school needs. If such an extension is found to be desirable, a subsequent OCP amendment can be made at that time.

4.1.4 Section 4.0, page 8, paragraph 2, line 12.

Add the sentence, *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.*

This is to further clarify the intended process associated with the preparation of the intended Urban Village plans.

4.2 Industrial (Section 6.0 of the draft OCP)

4.2.1 Section 6.0, page 5, Proposed Transition Area Map

Amend the legend to, *Potential* Longer Term (Beyond 2021)

This is to clarify that the possible transition of the Shell Oil lands from industrial to residential is a potential opportunity for consideration should Shell Oil decide to voluntarily phase out its industrial operations in the longer term.

4.2.2 Section 6.0, page 6, paragraph 7

Amend the paragraph to *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.*

This is to clarify that the intent of this initiative is to limit the storage of new, large volumes of LPG as a permitted use in the M3 and M7a zoning districts without impacting the legitimate requirements of existing industrial LPG users and handlers. This amendment is in response to a concern raised by Chevron.

4.2.3 Section 6.0, page 8, paragraph 7, line 17

Add ...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 clarification purposes in response to a concern raised by Shell Oil.

4.3 Parks and Open Space (Section 7.0 of the draft OCP)

4.3.1 Section 7.0, page 8, end of last paragraph

Add the following sentences, *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.*

This is to address concerns expressed by the Port of Vancouver, Chevron Canada and the North Fraser Harbour Commission.

4.4 Transportation (Section 8.0 of the draft OCP)

4.4.1 Section 8.0, page 3, 6th Direction

Amend to , 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.

This is in response to a suggestion from the Vancouver Area Cycling Coalition.

4.4.2 Section 8.0, page 6, end of paragraph 1

Add, *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.

This is in response to a suggestion from the Vancouver Area Cycling Coalition.

4.4.3 Section 8.0, page 6, Transit Concept map

Amend map to conceptually portray future potential Westcoast Express station at the foot of Penzance Drive rather than at the foot of Willingdon Avenue. (See Appendix 2, Map 2).

This is to provide clarification that a potential transit-oriented future Westcoast Express station as contained in the adopted Burnaby Transportation Plan should be shown at the foot of Penzance Drive, as opposed to the foot of Willingdon Avenue.

4.4.4 Section 8.0, page 7, title of section 8.4.3

Change from Non-Vehicular to *Non-Motorized*

For clarification and better definition purposes.

4.4.5 Section 8.0, page 7 end of paragraph 1

Add the new paragraph, *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.*

In response to a suggestion from the Vancouver Area Cycling Coalition.

4.4.6 Section 8.0, page 7, Cycle Roads Network Map

Replace the Cycle Roads Network Map to correct a misalignment shown for the Stormont/McBride Connector. (See Appendix 2, Map 3).

This is to correct a graphical error on the original map.

4.5 Community Services and Facilities (Section 13.0 of the draft OCP)

4.5.1 Section 13.0, page 2, Section 13.2.1, paragraph 3, line 3

Deletion of the word *disposal*.

This helps clarify that the management of solid waste includes recycling, which is not a form of disposal.

4.5.2 Section 13.0, page 4, Firehall Facilities map

Amend map to include existing #5 Fire Hall and provide identification numbers for existing halls. (See Appendix 2, Map 4).

For clarification purposes.

4.5.3 Section 13.0, page 7, Existing Recreational and Cultural Facilities map

Amend map to show corrected numbering for facilities shown. (See Appendix 2, Map 5).

For clarification purposes.

4.5.4 Section 13.0, page 9, Public Education Facilities map

Amend map to include proposed elementary schools in the Cariboo Heights area (former Marian School) and the Brentwood Town Centre area. (See Appendix 2, Map 6).

To correct omissions from the previous map.

4.5.5 Section 13.0, page 10, last paragraph, from line 6 on.

Change to ...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.

To provide clarification on the working relationship between the City and the School District in assessing future school needs in the City.

5.0 THE NEXT STEPS

Section 882 of the Municipal Act requires that after First Reading of a community plan bylaw, the Council examine the plan in conjunction with its most recent capital expenditure program to ensure consistency between them. The Director Finance and the Director Planning and Building have reviewed these documents and can advise that they are consistent. It would therefore be appropriate for Council to pass a resolution deeming the amended OCP to be consistent with the City's most recent capital expenditure program.

This report recommends that Council endorse the proposed amendments to Bylaw No. 10709 (Burnaby Official Community Plan Bylaw 1998) as outlined in Section 4.0 of this report. It further recommends that Council give Second Reading to Bylaw No. 10709 as amended and forward it to a Public Hearing on May 26, 1998.

6.0 CONCLUSION

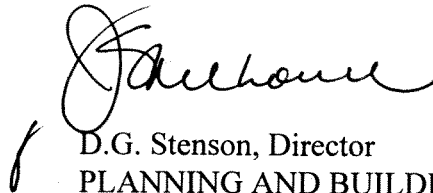
Over the past few years, the Council and its various committees have spent considerable time and effort with the assistance of the community in addressing contemporary issues and refining community growth management issues. As a result, the City has been well positioned to update its Official community Plan in accordance with the new Municipal Act requirements. Overall, the public and agency response to the draft OCP has been positive. The proposed amendments presented in this report respond to input received in the review process. Other ideas, comments and suggestions that have emanated from this process, but are not items for inclusion within the OCP will be forwarded to the appropriate City departments for their information and possible follow-up.

The City's OCP is about defining directions that will manage growth and development in Burnaby over the next ten years. Collectively, they will create a more complete and livable

community that reflects local needs, aspirations and values within the context of a growing region. Adoption of the plan will enable the City, with the continued assistance of the community, to embark on the directions contained in the OCP.



JSB:BLS\sa



D.G. Stenson, Director
PLANNING AND BUILDING

cc: City Clerk
Solicitor
Director Finance
Director Engineering
Director Parks and Recreational Services

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SUMMARY OF COMMUNITY COMMENTS ON THE DRAFT OCP

The following summarizes the comments received through the public review process on the draft Official Community Plan. The listed statements provide a comprehensive sample of the comments received by mail, fax, telephone, voice mail, on completed comment sheets, and through speakers at the public open houses. Members of Council have received unedited copies of all the responses received. The summary comments have been organized under the major topic headings contained in the draft OCP document.

The Overall Direction

General approval of the draft OCP.

Well done. Especially approve of the connected parks, bike routes and Urban Villages.

The draft OCP meets the needs of future growth in Burnaby in a coherent manner and make sense to a layman.

Support for the plan in principle and the public review process.

The plan paints a picture of an exciting Burnaby in the future.

The OCP looks satisfactory.

Many positive aspects to the OCP.

Should be a moratorium on growth as schools and roads are overcrowded, and that B.C. should close it borders to new residents.

Burnaby is being sacrificed for the sake of the region.

Ideas very good.

Burnaby's plans should provide higher density housing to help protect our regional green spaces and sensitive areas.

The province does not support locating people closer to where they work as evidenced by decisions on locations of government offices and work places.

Support general integrated planning approach in OCP.

Looks good to me. Great job.

Residential

New high rise development proposed within the Lougheed Town Centre Plan will block views from the existing Timberlea Towers development.

The plan should place greater emphasis on more compact/high density development rather than on ground oriented housing.

Support for the urban village concept to provide for a diverse range of housing for people of all ages in the community.

Limit the size (under 2,400 sq. ft.) and height (2 storeys) of houses to preserve affordability, neighbourhood character and protect some green space.

Support for urban villages around LRT stations.

A request for more ground oriented housing on a single level similar to rancher style houses.

Support development of an urban village at Brighton/Lougheed.

Support for the development of an urban village in and around the Royal Oak SkyTrain Station area.

Opposition to the designation of an urban village in the Phillips / Bainbridge area - in particular, the undeveloped R1 zoned area, along with specific conditions to guide any future development in this area (petition)

A request for the forested area to the west of Phillips Avenue be developed for R1 housing in place of the Urban Village

Noise and visual buffers should be established between single family areas and adjacent multi-family and commercial developments.

Opposition to proposed change of Phillips Avenue R1 property to urban village designation.

Disagreement with the Oaklands development.

General support for approach presented in the OCP of locating housing, jobs and services close together.

Support for higher density neighbourhoods to be closer to amenities and more interesting street life.

A request for the provision of more affordable housing, including affordable home ownership.

Support R10 zoning on Patterson/South Slope area.

Need more townhouse type development closer to schools.

Approval of the urban village concept connected to parks by bike routes.

Support the closer integration of residential development, commercial services and transit.

High-rise development should consider the needs of children.

New housing construction needs to be more closely monitored to protect the purchaser from poor building design and construction practices.

Handicapped parking spaces provided in multiple family developments should be more closely regulated to ensure that they are available for use by persons with disabilities.

Concern with possible noise from LRT in adjacent residential development near Bell Park.

Commercial

Strongly support the urban village concept as an important step in transforming Burnaby from a suburb to a whole City in its own right.

Office buildings should be integrated within the Urban Villages.

Amend the zoning regulations for churches to allow for the development of a motel use to accommodate church visitors and guest.

Concerns regarding noise impacts from the Brentwood Mall on the adjacent single family area, and a suggestion that commercial building plans be reviewed in context with adjacent residential areas.

Industrial

General support for the approach taken by Burnaby in establishing comprehensive industrial development areas in the Big Bend area.

Support for the progressive position taken in the draft OCP towards the expansion of business centres in the City.

Support for the proposed actions to update the Burnaby Zoning Bylaw to better meet contemporary business needs.

A concern that business parks would be difficult to access on bike routes and public transit along with a suggestion to incorporate some of these uses in urban village centres that are better served by transit.

Integrate business centres into residential neighbourhoods, or surround them with residential development for accessibility reasons.

An ongoing concern with the long term impact of Chevron Refinery on the surrounding residential neighbourhood.

A response from Shell Canada Ltd. indicating that the company has no short or long term intentions of terminating petroleum product handling type operations at its Shellburn Refinery site, and is seeking new compatible industrial based activities to use the locational assets of this site. As such, the company does not support the OCP direction for a potential longer term future change in land use to accommodate residential uses. In addition, the company would prefer to protect the Shell owned green spaces and natural areas by keeping the property in Shell's private ownership.

A general comment by Chevron supporting the draft OCP and the directions for the continued operation of existing industries to contribute to a strong and diverse economic base.

A request by Chevron to work with the City in the establishment of zoning regulations to limit size of LPG storage and distribution facilities in Burnaby, while not affecting the operational needs of large scale industrial users of LPG in Burnaby.

Parks and Open Space

Support for the emphasis in the OCP to link greens zones.

Support recommendations for preservation of parks and development of bike trails.

Support reference to proposed waterfront continuity on Burrard Inlet.

Support for designation of the Berry Point lands for conservation purposes.

Work with the mountain bike users groups in the long term stewardship of Burnaby Mountain.

Plans for Burrard Inlet should make beaches publicly accessible.

Disagreement with the park plans at the end of Byrne Road given the perceived impact on wildlife habitat.

Involve more environmentally oriented people in park planning.

Gun club needs to be vacated to make Barnet Marine Park more enjoyable.

Keep Burnaby as green as possible in the redevelopment process. Tree Bylaw is a start.

Protection of major parks and open space important.

Lack of protection of trees on Gilmore was a disappointment.

Preserve and enhance ecology and habitat when working on trail building projects.

George Derby lands should remain undeveloped.

The forested areas should be maintained to support wildlife.

Reduce speed limits in our parks and green spaces to protect wildlife.

Praise for Burnaby's approach in the establishment and protection of parks to serve residential areas and the needs of children for recreational services.

Concern regarding the protection of creeks from proposed and existing development, in particular Stoney Creek.

Increase the use of park acquisition funds to purchase properties that are adjacent to creeks in Burnaby.

A concern regarding the measures to be undertaken to protect Stoney Creek in relation to the proposed development of the high school site in the Lougheed Town Centre with reference to the anticipated regulatory changes in the Fish Protection Act.

A concern from Chevron regarding potential safety concerns with OCP directions for the development of a east-west trail system along the Burrard Inlet waterfront, and an offer to work with the City in the development of alternative routes on upland areas.

Transportation

Disagreement with the long term proposal in Lougheed Town Centre Plan for the eventual connection of Rochester Street to the Lougheed Highway.

Maintain left turn access to Bartlett Court from proposed new entrance road to Lougheed Mall south of Erickson Drive.

Advance the construction schedule for LRT, willing to see specific tax increase or separate assessment for this.

Question the effectiveness of an at-grade LRT system and a request for a SkyTrain ALRT approach for the Lougheed corridor.

A desire to see greater investment in public transit and other transportation infrastructure.

Support for the 16th Avenue Greenway as a way to improve livability of the area and improve community connections.

A need to maintain convenient access to Glenwood School in the design of the Marine Way/10th Avenue Connector.

Encourage greater use of cycling.

Support for LRT services, and encouraging greater use of LRT by limiting parking around station areas and in adjacent commercial areas.

Support for ALRT SkyTrain type rapid transit over ground level LRT due to safety concerns; would be willing to pay a small tax surcharge for SkyTrain technology.

General support for the major transportation goals of the OCP and the emphasis on cycling.

Suggestions for detailed text changes in the OCP document to clarify and highlight directions for improving cycling networks and supportive facilities.

General support for the transportation policies outlined in the OCP.

Support for cycling and walking improvements and a request for the inclusion of a pedestrian/cycle link across #1 Highway between Robert Burnaby Park and Burnaby Lake Park.

The OCP should include transportation demand management strategies to encourage use of alternate modes of travel.

Include traffic calming measures, time lines and implementation dates.

Strengthen the emphasis on walking and cycling.

Change the terminology of 'non-vehicular' to 'non-motorized'.

The OCP should prioritize improvements that would make public transit more convenient, comfortable, and attractive.

General support for the provision of a range of cycling facilities.

Burnaby should prohibit 'big box stores' as they are only accessible by automobile and discourage walking and cycling for shopping trips.

Left hand turning lane needed at Parker and Willingdon.

Major bus interchanges and LRT stations should be equipped with bike storage lockers.

A concern regarding pedestrian safety in relation to the proposed LRT line.

A concern with the volume of bus and commuter traffic on Brentlawn Drive, and the use of Brentlawn Drive street parking as a 'park and ride' base, together with a suggestion that traffic calming measures be installed and that the bus routes be redirected onto main streets.

Support for the transportation emphasis on LRT, bike trails and public transit.

Opposition to any future major road expansion.

General support for improvements to public transit, and a suggestion that transit vehicles should be built locally to contribute to industrial development.

A need for improvement to north south transit services in Burnaby.

A request to increase the response time for the pedestrian signal across Kingsway at Hall.

A request for improved left turn signalization at Edmonds and Kingsway.

A request for the provision of more sidewalks on neighbourhood streets.

Bus and SkyTrain users fees are too high - especially for families.

The proposed LRT system should be integrated with the existing bus routes and public transit services in the City.

Public transit has been unsuccessful in getting people out of their cars, and that the opposite approach should be taken with more emphasis placed on upgrading and improving the road system.

A concern regarding the safety and appearance of the concrete barriers on Eastlake used to create the urban trail route.

The HOV on Hastings Street has only been a partial success given the lack of pull-outs for buses.

A concern raised by Chevron regarding safety and emergency response requirements of the refinery in relationship to potential land uses at the foot of Penzance Drive, such as the longer term potential for a West Coast Express station noted in the draft OCP.

Environment

A suggestion for greater emphasis on reducing surface run-off from roadways and parking lots to protect streams and waterways in urban areas.

A concern with the amount of garbage in and around Byrne Creek and a suggestion for the placement of more garbage cans at bus stops and near the ravine.

A suggestion for the enforcement of recycling program in housing developments with private garbage contractors.

A request for greater emphasis on noise control in developing areas.

Availability of specific City staff resources to address fisheries/wildlife issues, and undertake geotechnical evaluation of development proposals.

Social Planning

A concern with the lack of available before and after school child care services for preschool and kindergarten aged children in the Suncrest area.

Heritage

Support for conservation of the unique heritage in the Heights community.

Community Services and Facilities

Identification of the need for a swimming pool in Lougheed Town Centre area.

A request for improvements to police services in the development of Urban Villages and Town Centres.

An identified need to respond to school facility needs as Burnaby continues to grow.

Need for integrated planning between the City and the School Board.

Support for a youth resource centre in the Edmonds area.

Concern with the ongoing issue of street prostitution on Kingsway.

Concern regarding prostitution activity in the Edmonds area and the need to protect children.

Brentwood Town Centre needs more amenities as it intensifies, especially a library and recreation centre.

Support for increased hours of operation for the Kingsway Branch Library.

Opposed to the proposed location for the new high school in the Lougheed area due to environmental concerns.

Proposed Northeast Secondary School is needed now.

Development of the Northeast Secondary School needs to be assessed and costed from a watershed management approach.

Support for establishment of neighbourhood house in south Burnaby area.

A request for additional public garbage cans in the Edmonds area.

A request for expanded library and community recreation services in the Edmonds area.

The need for a south Burnaby neighbourhood house building or location.

A request for a community police station in Edmonds area.

Identification of concerns with personal security in and around SkyTrain stations.

A need to have funding arrangements in place to provide for schools to accommodate the growth projected for Burnaby.

How will the City keep pace with community services to support the new residential and industrial growth outlined in the OCP?

Is the size of the Northeast Secondary School site adequate given anticipated enrolment of 1,500?

Would like to see Northeast Secondary School developed in the next two years.

Other

A request to list the French language first in the list of language translations.

A statement that the four planning quadrants are unnecessary as all areas belong to Burnaby.

The OCP fails to address the issue of costs such as resulting property tax increases, transit levies and utility charges.

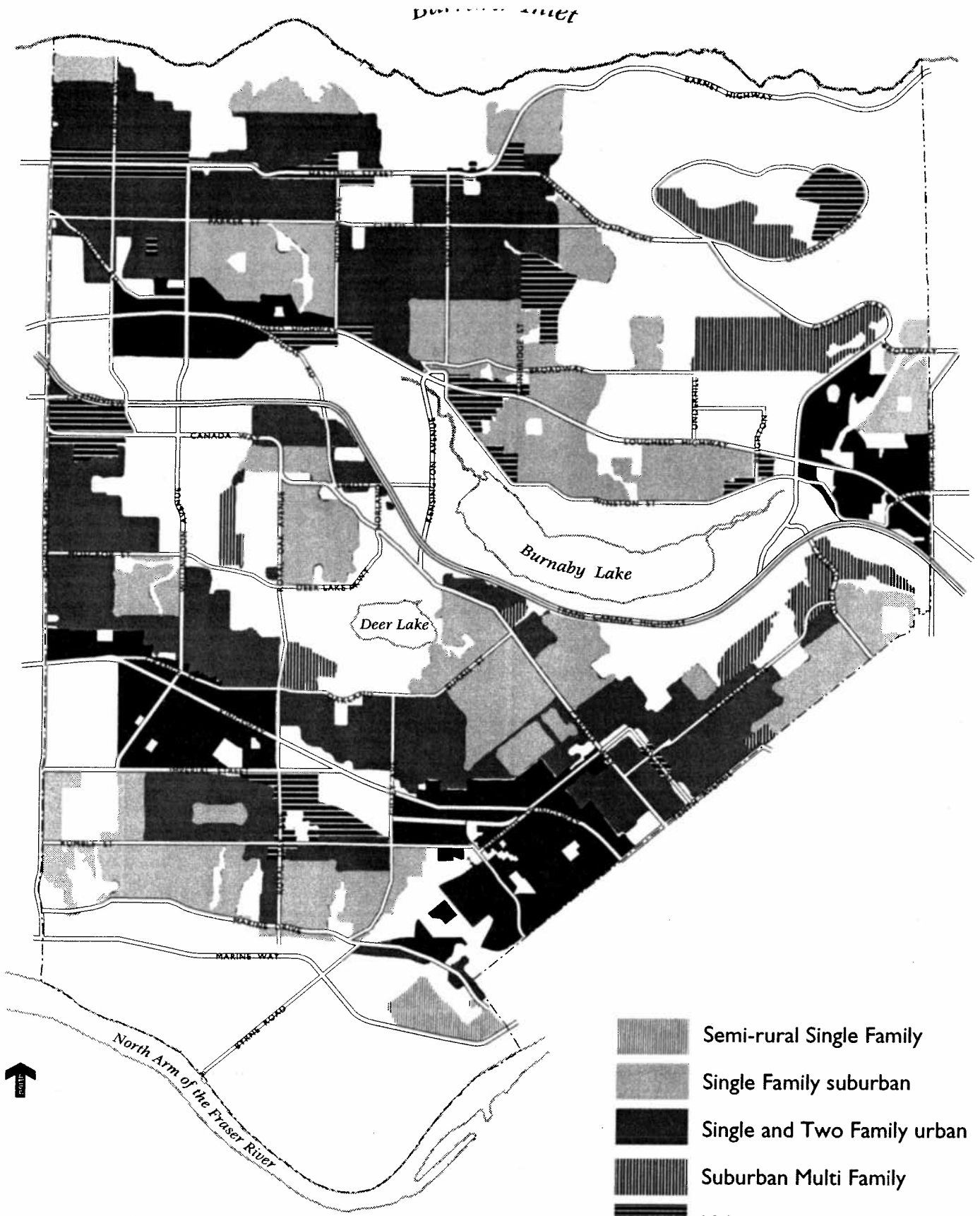
City should have an inventory of buildings that should be upgraded or retrofitted in the event of a seismic event.







JSB:LP\sk

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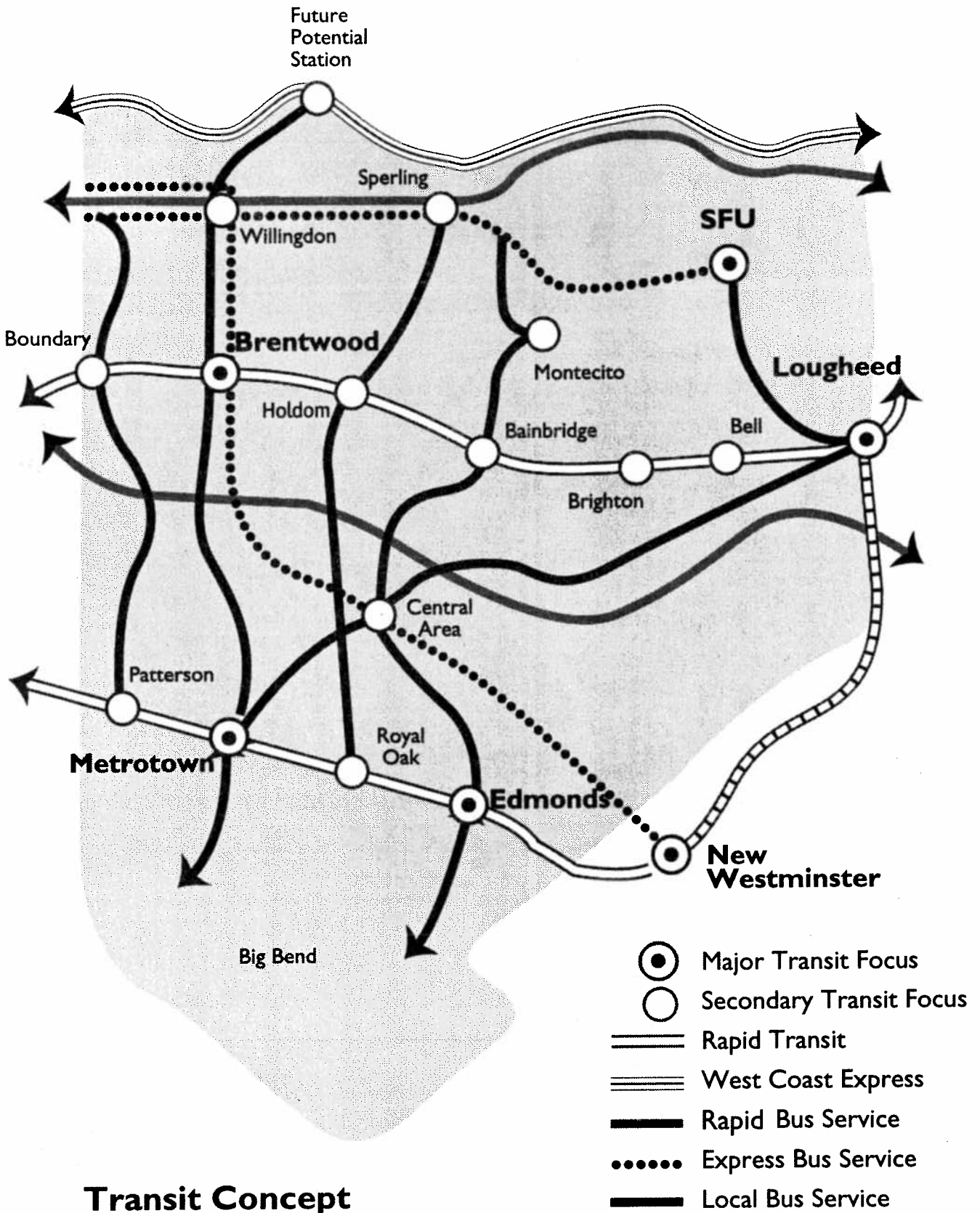
Appendix 2

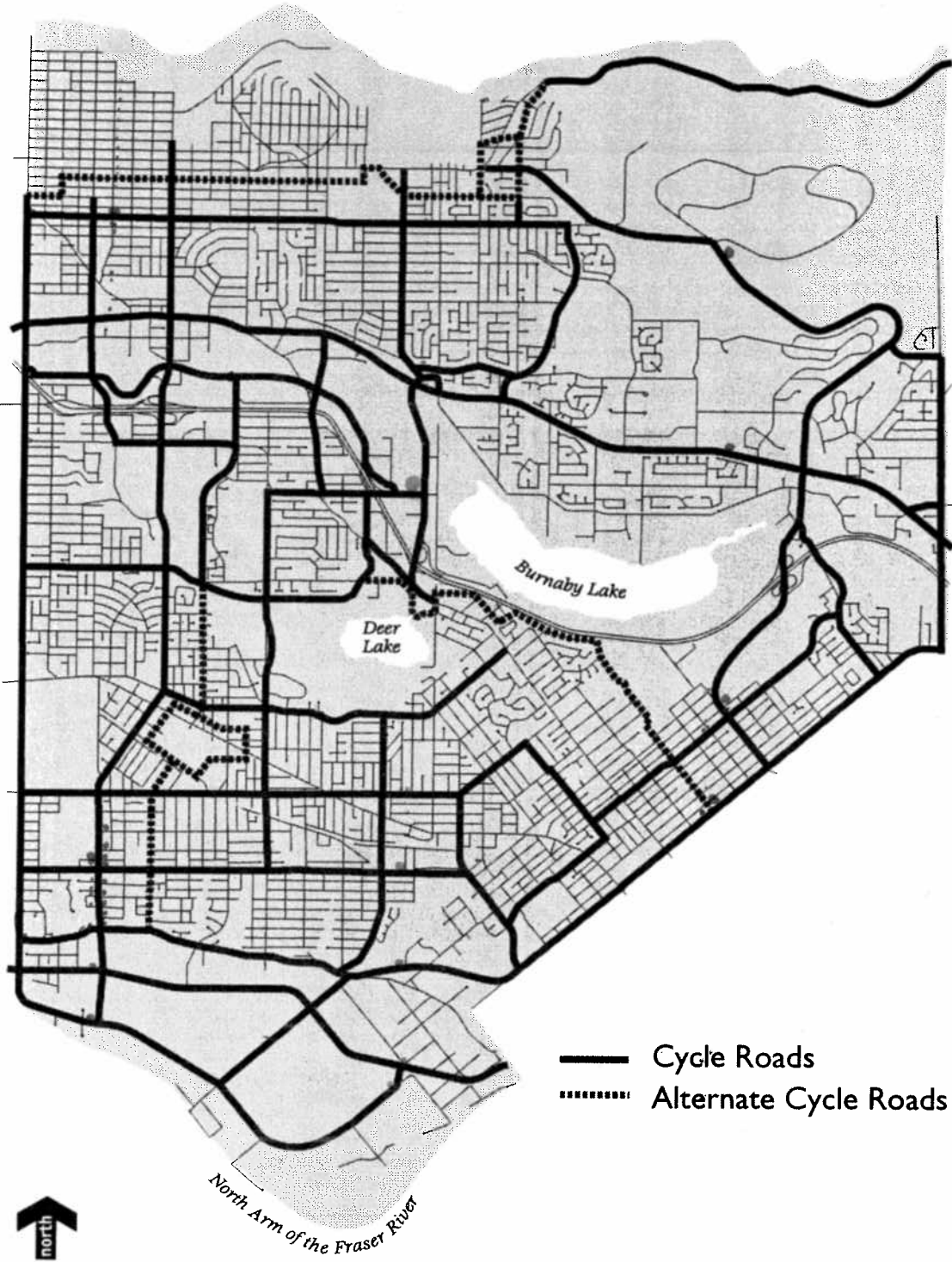
Maps with Revisions



-  Semi-rural Single Family
-  Single Family suburban
-  Single and Two Family urban
-  Suburban Multi Family
-  Urban Village
-  Town Centre

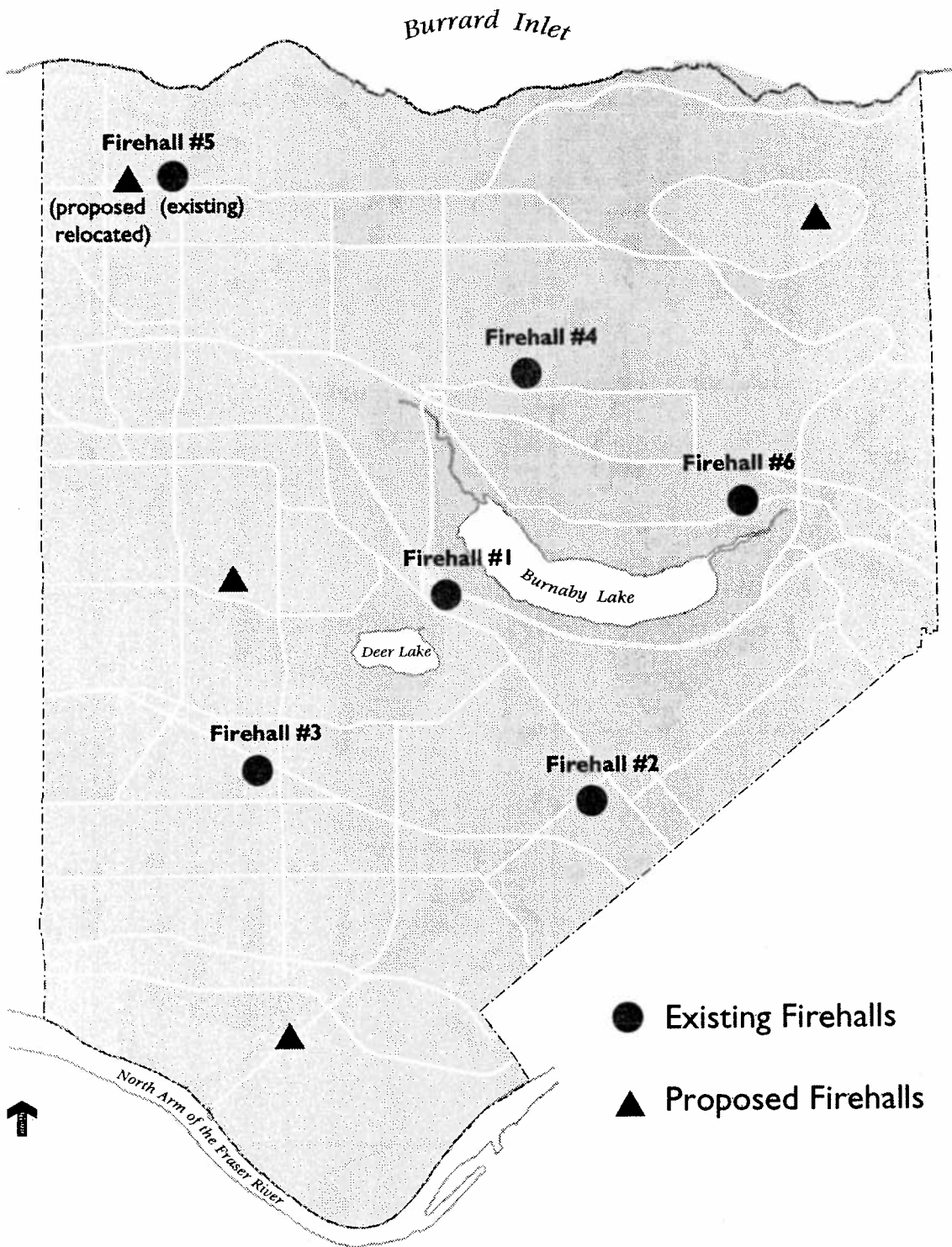
Residential Policy Framework





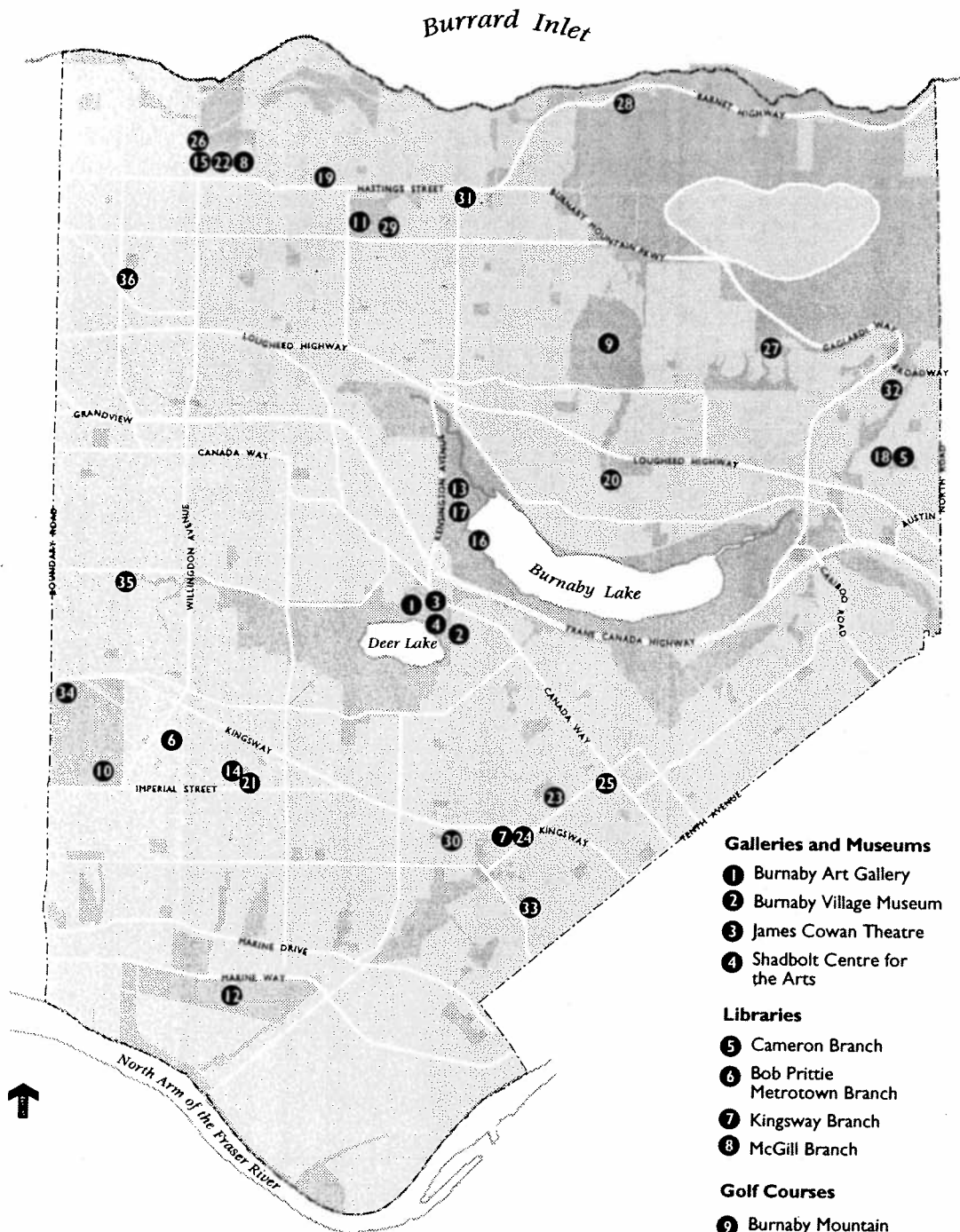
- Cycle Roads
- Alternate Cycle Roads

Cycle Roads Network



- Existing Firehalls
- ▲ Proposed Firehalls

Firehall Facilities



Existing Recreational and Cultural 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 Reception 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 Dailly 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

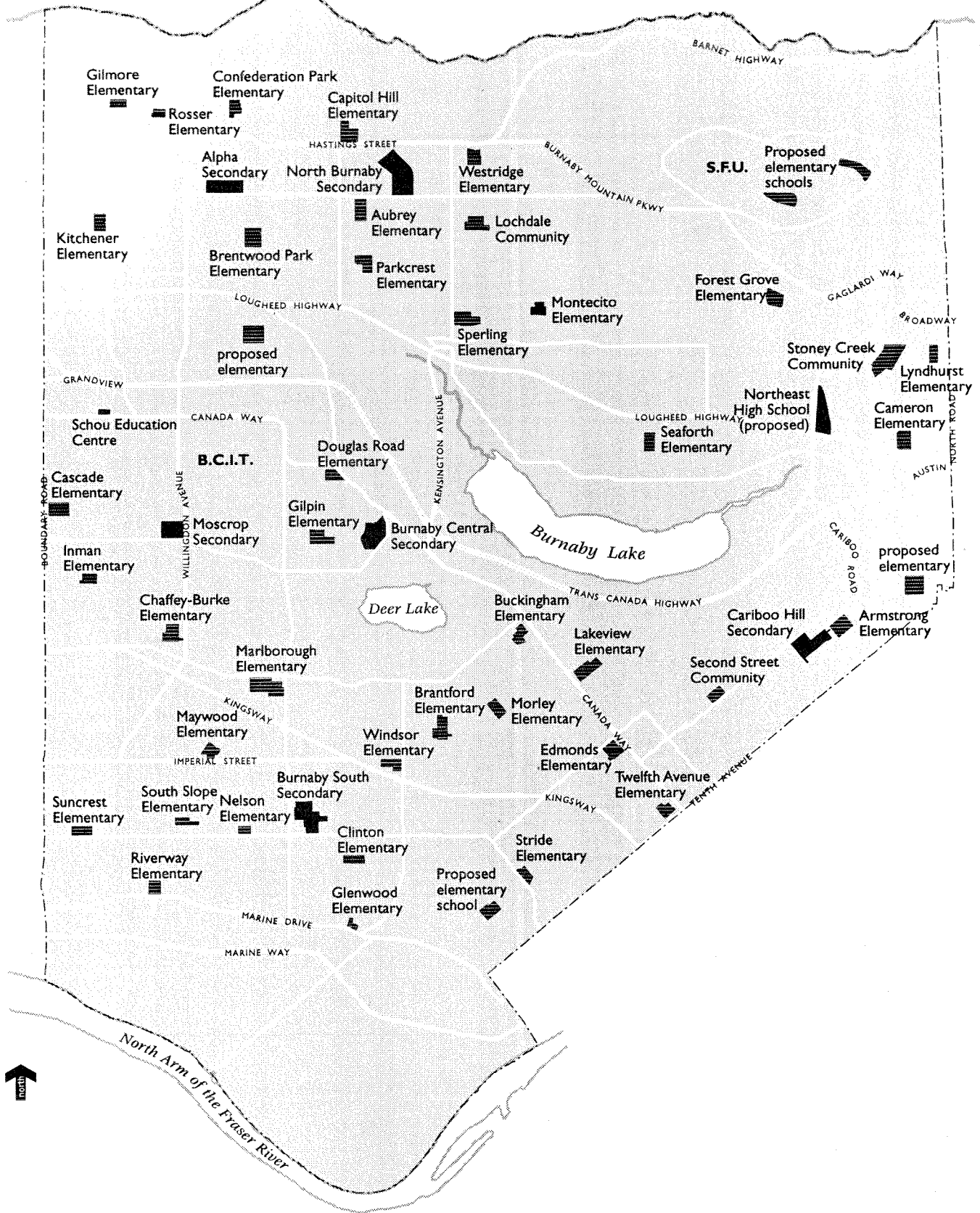
Libraries

- 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

Burrard Inlet



Public Education Facilities