
TO: CITY MANAGER **DATE:** 2010 August 19

FROM: DIRECTOR OF PLANNING AND BUILDING **FILE:** 70500 01
Reference: Official Community Plan

SUBJECT: RESUBMISSION OF BURNABY'S REGIONAL CONTEXT STATEMENT

PURPOSE: To recommend resubmission of Burnaby's Regional Context Statement to the Metro Vancouver Board of Directors

RECOMMENDATION:

1. **THAT** the Mayor, on behalf of Council, write to the Metro Vancouver Board of Directors to request continued acceptance of Burnaby's existing Regional Context Statement, as presented in Appendix 1.

REPORT

Burnaby's Official Community Plan (OCP), and its associated Regional Context Statement (RCS), were adopted by Council in 1998 June. Also in 1998, in accordance with requirements of the *Local Government Act*, the City submitted its RCS to the GVRD Board of Directors (now Metro Vancouver) for acceptance.

Section 866(4)(c) of the *Local Government Act* specifies that a municipal council must review its Regional Context Statement at least once every 5 years after its latest acceptance by the (regional district) board and, if no amendment is proposed, submit the statement to the board for its continued acceptance. Burnaby resubmitted its existing RCS for approval by Metro Vancouver in 2003.

In consideration of Council's recent amendment of the OCP, to include an interim Greenhouse Gas reduction target; and that it has been over five years since the City of Burnaby has submitted its RCS for acceptance; it is now appropriate to request the Metro Vancouver Board of Directors to receive and accept Burnaby's existing RCS in order to meet the requirements of the Local Government Act.

Burnaby's existing RCS, adopted as part of Burnaby's OCP as Appendix 1 (*attached*) describes the relationship between policies in the OCP and the four fundamental strategies of the Livable Region Strategic Plan (LRSP):

- Protect the Green Zone;
- Build Complete Communities;

To: City Manager
From: Director Planning & Building
Re: Resubmission of Burnaby's Regional Context
Statement

2010 August 19..... Page 2

- Achieve a Compact Metropolitan Region; and
- Increase Transportation Choice.

The RCS continues to reflect the City's general planning direction under the prevailing Regional Growth Strategy. Metro Vancouver is currently in the process of preparing a new Regional Growth Strategy (RGS) to replace the existing LRSP. Once a new RGS is concluded and adopted by the Metro Vancouver Board of Directors, the City would subsequently be required to update the RCS for resubmission to the Board in response to the new RGS.

It is recommended that the Mayor, on behalf of Council, write to the Metro Vancouver Board of Directors to request continued acceptance of Burnaby's existing Regional Context Statement, as presented in Appendix 1.



Basil Luksun, Director
PLANNING AND BUILDING

JW:sa

Attachment

Copied to: City Solicitor

Regional Context Statement

1.0 Purpose

The Livable Region Strategic Plan (LRSP) was adopted by the GVRD Board on 1996 January 26 following consideration of comments by member municipalities. On 1996 February 10, the LRSP was deemed a regional growth strategy by the Minister of Municipal Affairs and Housing in accordance with the Municipal Act. Under Section 866 of the Act, a Regional Context Statement (RCS) must be included within an Official Community Plan (OCP) 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. All municipalities are required to forward a proposed RCS to the GVRD Board for consideration.

The LRSP incorporates four fundamental strategies:

- Protect the Green Zone;
- Build Complete Communities;
- Achieve a Compact Metropolitan Region; and
- Increase Transportation Choice.

This Regional Context Statement describes the relationship between the OCP and the four fundamental strategies of the LRSP.

2.0 Relationship Between the OCP and LRSP

The proposed OCP for Burnaby is a comprehensive document which provides a contemporary statement of directions for the management of growth in the City to the year 2006 and beyond. The OCP contains goals, directions and policy frameworks which directly support the four fundamental strategies of the LRSP. A discussion of those particular elements that bear a direct relationship to each of the four fundamental regional strategies in the LRSP is as follows.

2.1 Protect the Green Zone

The Green Zone is intended to protect Greater Vancouver's natural assets, including major parks, watersheds, ecologically important areas and farmland. The OCP conforms to this Strategy through:

2.1.1 The Protection of Regionally Significant Open Space Areas in the City as Identified in the LRSP

The Green Zone designations in the OCP (section 7.2) are consistent with the boundaries as contained in the LRSP, with one minor boundary adjustment reflecting a recent conditional decision of the Agricultural Land Commission. The OCP is also consistent with the elements of the Park and Outdoor Recreation System as depicted for Burnaby.

In 1997, Burnaby had over 150 parks and public open space areas covering an area of about 5,500 acres, equating to about 24 percent of the area of the City. At the same time, it is recognized that a variety of envi-

ronmentally sensitive and unique areas are associated with the City's Green Zone areas and that planning and land use decisions need to be approached from an ecosystem perspective. The City was the 1996 recipient of the Communities in Bloom Award for Canadian communities with populations between 100,000 and 300,000. It was also the 1992 and 1996 recipient of the Provincial Minister's Environmental Award for Municipalities in British Columbia. These awards are testimony to the value the City places on management of its open space and park network and its environmentally sensitive areas.

The City is the principal owner of the Green Zone lands outside of the Agricultural Land Reserve. This ownership pattern 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 sections 7.2 and 10.4 of the OCP. Land use designations along the Fraser River are consistent with the Area Designations of the Fraser River Estuary Management Program to which the City is a signatory.

The protection of open spaces is also addressed in the OCP through the following:

- the pursuit of an ecologically sustainable environment based on a recognition that there are inextricable linkages between the long term health of our natural environment, 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 greenway 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; 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.

2.1.2 Providing 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

The OCP incorporates a comprehensive pedestrian/cycle system linking housing, shopping, businesses, parks and other community facilities.

The City's trail system, as outlined in Section 7.2 of the OCP, is consistent with those outlined in the LRSP's Park and Outdoor Recreation system.

2.1.3 The Permanent Preservation of Major Park and Public Open Space Areas under City Ownership through Public Referenda Dedication

The OCP recognizes that the preservation of the City's natural assets will become increasingly important as the City's and the Region's population increases. The Park Dedication Policy is well underway with over 2,849 acres of parks and public open space areas already dedicated through the public referenda process since 1976.

2.1.4 The Protection and Enhancement of Agricultural Uses within the Designated Agricultural Areas in the Big Bend

The OCP reinforces the existing Council policy to support the Agricultural Land Reserve and the objective of preserving agricultural land for farm use. Specific initiatives include:

- the leasing of appropriate City lands for farming/community allotment garden purposes;
- ensuring conformity between lands in the Agricultural Land Reserve and supporting City zoning;

- the provision of a planned and supported land use framework in the Big Bend area that promotes the long term co-existence of agricultural uses with other adjacent uses, with specific mitigative measures as required;
- supporting and encouraging the expansion of actual agricultural production and related services;
- ensuring that the location and construction of new roads and utility corridors will have minimal impact on farm holdings and operating activities;
- encouraging the retention and creation of larger units of agricultural land and discouraging the creation of any further smaller agricultural parcels;
- helping to facilitate the improvement of agricultural infrastructure and service and marketing activities that support agriculture; and
- in conjunction with the Agricultural Land Commission, defining and maintaining Agricultural Land Reserve boundaries that are supportable and defensible in the long term.

2.2 Build Complete Communities

Complete communities are intended to provide communities with a wide range of opportunities for day-to-day life. More complete communities would result in a better balance in the distribution of jobs and housing, a wider range of affordable housing types, a better distribution of public services, and more effective transportation service. The OCP conforms to this strategy through:

2.2.1 Range of Opportunities

The updated OCP builds upon the development of four Town Centres, within their respective quadrants of the City, with Metrotown, a designated Regional Town Centre in the LRSP, also serving the City as a whole. Each of these centres contributes to the City's increasing overall diversity and self-sufficiency. The Edmonds, Loughheed and Brentwood Town Centres are designated as Municipal Town Centres in the LRSP, and have all undergone updated plan reviews in the past three years. Each of the contemporary plans for these centres encourages a high intensity mixed use character, with a greater sense of community place and Town Centre function. In conjunction with these plans, several other initiatives contribute to the more

complete community concept: proposed transportation improvements (including LRT to each of the Town Centres), the revised transit area plans, the open space and 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.

2.2.2 Jobs to Labour Force Balance

In 1991, the City's job to labour force ratio was 1.16 (i.e., 1.16 jobs in Burnaby for every Burnaby resident in the labour force). Through the allocation of employment and residential opportunities as provided for in this OCP, the estimated ratio in 2006 will be 1.10 and by 2021 it will decrease to 1.05. These figures reflect an estimated growth in jobs from 88,800 in 1991 to 119,700 in 2006 and about 152,000 in 2021. They further reflect a growth in population from 158,000 in 1991 and 179,200 in 1996 to about 217,000 in 2006 and in the order of 270,000 in 2021.

The OCP provides for:

- 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 to be within Metrotown in keeping with its Regional Town Centre status;
- the accommodation of a number of strategically located, high amenity and high employment business centres in proximity to the Loughheed Corridor and other areas with planned transit improvements;
- a greater provision of locally scaled convenience retail outlets in suitable locations close to residential neighbourhoods;
- guided 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;
- the accommodation of private sector partnership

links with the City's two advanced education facilities (SFU and BCIT); and

- the encouragement of more intense forms of industrial development through Zoning Bylaw amendments, comprehensive industrial area guide plans and the use of area and site specific Comprehensive Development (CD) zoning.

2.2.3 A Diversity of Housing Types

Within each quadrant of the City, there is a 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.

The OCP provides for:

- a variety of predominately urban and suburban neighbourhood types that offer a choice of residential environment and location, while recognizing the progressive urbanization of the City;
- broadened housing options within the City and within neighbourhoods to allow more residents to stay in familiar neighbourhoods as they age and their housing needs change;
- further amendments of regulations affecting single and two family dwellings and lots in the Zoning Bylaw to better reflect existing development and contemporary standards;
- organizing multi-family development around designated Town Centres, Urban Villages and suburban multi-family communities;
- new housing opportunities above ground floor commercial outlets as part of the expansion of Urban Villages in the City;
- increased residential opportunities in appropriate locations along the Lougheed and SkyTrain transit corridors;
- encouraging a beneficial relationship between residential opportunities and the range of nodal centres in the City;
- the promotion of new opportunities for ground-oriented housing in developing and redeveloping areas by:

- ensuring the first level of three storey and high-rise apartments is designed to have a better orientation to the ground level
- the greater use of the urban medium density townhouse form in the City, either on individual sites or integrated within higher density Town Centres
- expanding of opportunities for single family houses on small lots and increasing the potential to build two family dwellings in those neighbourhoods where such development is appropriate, subject to a neighbourhood area review process
- consideration of the role of secondary suites in the provision of affordable, additional ground-oriented opportunities
- wherever possible, reinforcing neighbourhoods at a level at which social, recreational, institutional and area improvements and facilities are provided;
- encouraging the development of affordable housing through a significant degree of creativity, flexibility and the forging of partnerships amongst the City, non-profit housing groups and potential funding agencies;
- securing of new non-market housing through agreements and/or covenants to ensure its long term protection; and
- the encouragement of a range of unit sizes in addressing affordable housing needs, with provision for a greater opportunity for smaller units in Town Centre areas and larger units for families in other areas.

2.2.4 Provision of Accessible Mixed Use Activity Centres With Supporting Transit and Services and Facilities

The OCP provides for the ongoing development of a network of mixed use activity centres. These include the four Town Centres, thirteen Urban Village areas and a series of local neighbourhood convenience centres. Each of the Town Centres is designated as a transit focal point in the transportation plan, while the Urban Village areas are located at strategic locations with transit access. In addition, the developing Urban Trail and cycle way network for the City reinforce the general accessibility of these areas, in ways other than private automobile.

In terms of employment centres, the OCP provides for the ongoing development of eight mixed

use business centre areas in the City. Five of these are either on, or highly accessible to, the Lougheed Transit Corridor. Others like the Central Administrative Area and the Big Bend, are already recipients of transit service. Expanded service to these and other areas will be pursued as part of future transit area plan improvements.

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: public 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 LRSP, 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 RCS assume that an appropriate level and variety of services and facilities can be developed to sustain the growth anticipated. As outlined in the Growth Strategy section of the OCP, 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.

2.3 Achieve a Compact Metropolitan Region

The Strategic Plan calls for a larger share of residential growth to be accommodated in the Burrard Peninsula municipalities, the Northeast Sector, northern Surrey and North Delta. Concentrating growth would allow more people to live closer to their jobs, and would make better use of public transit and community services. The OCP conforms to this strategy through:

2.3.1 Growth Distribution

The concept of a more complete community is closely linked to that of a more compact community. In bringing people, jobs, housing, amenities and services closer together, communities become more compact. These directions and policies, as outlined in the OCP, will lead to a somewhat denser and compact community over time. They include the following:

- **Town Centres**

The OCP designates four mixed use Town Centres that provide for the highest 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 ground-oriented units as conditions permit.

Between 1991 and 2006, it is estimated that an additional 12,000 units will be developed within the four Town Centres, accounting for about 53 percent of the total growth projected for the City as a whole.

- **Urban Villages**

The Residential Framework provides for 13 Urban Village areas which provide for non-Town Centre multi-family development associated with a commercial service area. Housing forms can range from small lot development, urban townhousing and housing over stores, to higher density multiple-family forms.

Between 1991 and 2006, about 3,300 additional units can be anticipated within the Urban Village areas.

- **Suburban Multiple-Family Communities**

The residential framework includes eight comprehensively planned townhouse and garden apartment development areas. These areas differ

from the Urban Villages by their lower density multi-family character, and by their provision for only a minor associated convenience store. All eight are the subject of already adopted plans and have provided a greater opportunity for ground-oriented housing. Between 1991 and 2006, it is estimated that some 3,200 additional units will be accommodated within these areas.

- **Single and Two Family Residential Neighbourhoods**

The City's single and two family neighbourhoods can be categorized into two types - single family suburban and single and two family urban. The single family suburban neighbourhoods are more homogeneous in character and do not permit two family dwellings. Single and two family areas allow for single family, duplexes and semi-detached family dwellings, depending on lot size. Provision exists in the OCP for small lot development, including single and two family dwellings, where a neighbourhood area rezoning process has been approved. 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.

2.3.2 Housing Composition

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% of the total number of dwelling units, apartments accounted for 42%, and townhouses accounted for 8%. By 2006, single and two family dwellings will represent 43% of the housing stock, apartments will represent 44% and town houses will account for 13%. Projections indicate townhouse and apartment units will account for about 86% of the new housing built in Burnaby between 1996 and 2006.

2.3.3 Dwelling Units 1991-2006

The City of Burnaby had a population of 158,858 accommodated within 62,755 dwelling units in 1991. By 1996, this population had increased to 179,209 within 69,000 units, and reflected a number of incremental policy changes since 1991.

Within the OCP, it is estimated that 22,700 new units could be built between 1991 and 2006, for a total of about 85,500 dwelling units in Burnaby. This represents an addition of about 16,400 units between 1996 and 2006. By 2006, 57.9 percent of the estimated

total of 85,500 units will be ground-oriented. 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 a fifteen year period.

In the period between 1991 to 2006, the number of new ground-oriented units is estimated to be about 12,850 or 57 percent of the total units projected for this period. This is a reversal of the projection in the 1987 OCP which had forecast that apartment growth was anticipated to account for about 74 percent of the dwelling unit growth in the period from 1981 to 2001.

Between 1991 and 2006, it is estimated that within the Lougheed Corridor service 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 service area.

2.3.4 Beyond 2006

The Livable Region Strategic Plan contains a target for the Growth Concentration Area to the year 2021. Therefore, the Regional Context Statement provided to the Region by each municipality is also expected 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 figure represents an additional 32,500 residential units beyond 2006, or a 38 percent increase. This dwelling unit development would correspond to a population of between 260,000 and 280,000, depending on occupancy assumptions.

In 1996, the average population density in relation to Burnaby's total land area was 8.3 persons per acre. By the year 2006, the OCP estimates this figure will increase to approximately 10 persons per acre. Future directions identified suggest the figure could be approximately 12.4 persons by the year 2021.

Of the estimated total of 118,000 units anticipated by 2021, 103,950 (88 percent) of the units are already built or are within adopted community plans. Of the 103,950 units, 52.6 percent are ground-oriented. The remaining 12 percent of the expected units are related to the new opportunities identified in the Residential Framework.

These new opportunities are subject to the completion of more detailed local area planning processes. They are also based on the recognition that the City's Official Community Plan will be subject to successive reviews prior to 2021, with the first being in three years time.

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.

Between 2006 to 2021, approximately 16,900 new ground-oriented units are anticipated, accounting for about 52 percent of the 32,400 total new units. By 2021, 56.4 percent of the projected total of 118,000 units are to be ground-oriented.

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.

Complementing this residential growth, employment figures also reflect an overall densification of employment in the City. The OCP projects an estimated growth in jobs from 88,800 in 1991 to 119,700 in 2006 and about 152,000 in 2021.

2.4 Increase Transportation Choice

The Strategic Plan encourages the use of public transit and discourages dependence on single-occupant automobile travel. It contains initiatives that place a priority on walking, cycling, public transit, goods movement and then, the automobile.

The directions and policies as set out in the Burnaby Transportation Plan are clear and consistent with those established for the Livable Region Strategic Plan. 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.

More specifically, the OCP conforms to the LRSP through the following:

- **Reducing the Need for Travel**

The OCP recognizes that land use and transportation must be planned and developed together with the intent of providing opportunities for people to live close to work, shopping and recreational facilities, with linkages to efficient transportation, especially rapid transit.

- **Promoting Alternative Modes**

The OCP recognizes that we have to make more efficient use of road space to carry more people in fewer vehicles by providing expanded opportunities and encouragement for alternative modes including transit, carpools, bicycles and pedestrians.

- **Informing and Educating the Community**

The OCP recognizes that transportation is a product of scores of individual choices about transportation. The Transportation Plan includes measures to inform the community about the benefits of using alternative modes as a way of encouraging public acceptance and changes in individual travel behaviour.

- **High Occupancy Vehicle Lanes**

The OCP identifies a high occupancy vehicle network for the City to promote transit use and encourage commuters to carry more people in private vehicles during peak periods.

The LRSP designates Hastings/Barnet and Highway 1 for HOV improvements. The Burnaby Transportation Plan and the OCP (Section 8.4.1.1) designate additional roads for HOVs. Establishment of HOV roadways will require resolution and coordination with the appropriate agencies.

- **Transit Concept**

The OCP presents an overall transit concept for Burnaby (Section 8.4.2) based on a family of fixed route transit services performing different functions in carrying people within Burnaby and to other parts of the Region. It includes major transit foci, secondary transit foci, rapid transit, West Coast Express, express

bus service and local bus service components.

As such, the OCP incorporates all elements of the LRSP Regional Transit System included for Burnaby. It also designates additional rapid and express bus linkages within Burnaby and to neighbouring communities. Work on these transit initiatives will require consultation and coordination with the appropriate jurisdictions and agencies.

- **Light Rail Transit Route and Stations**

The OCP presents a preliminary alignment and station plan as a basis for initial consideration of land use relationships, to be subject to more detailed alignment and station area planning processes.

- **Cycling**

The OCP identifies two types of cycling facilities for the City - Cycle Roads and Urban Trails. Each has an associated concept plan and is intended to meet the needs of both the regular cyclist, for whom cycling is a regular transportation mode, and for those who enjoy short trip or recreational cycling. Access amongst activity centres in the City is an identified priority in the conceptual networks.

- **Pedestrians**

The OCP also makes provision for pedestrians. In Town Centres, where the density and diversity of activities support short distance trips, walking is viewed in the OCP as a viable primary mode of travel for short trips between home and the workplace and shopping or recreation. The Urban Trail system provides a separate network of pedestrian ways shared with cyclists. Separated sidewalks and safe pedestrian crossings are to be provided as needed.

3.0

A Community Within a Livable Region

This OCP recognizes that the City can and should play a role in the more orderly growth of the Region, for without some form of coordinated growth management approach, 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 have an influence on the required responses from individual municipalities to the GVRD regarding the adopted Livable Region Strategic Plan. In light of these factors, a number of underlying assumptions had to be made in this OCP, as follows:

- that there will be continued broad support for the Livable Region Strategic Plan across the Region;
- that the overall targets for the Growth Concentration Area are found to be realistic and achievable following the response of the respective member municipalities;
- that the projected dwelling unit and employment figures for 2006 and 2021 are reflective of directions and will, in some cases, be subject to specific area plan preparation processes involving the local community;
- that development of the Light Rail Transit along the Lougheed Corridor will be a continued first priority with completion by 2005, with a recognition that a delay beyond that time will have a corresponding effect on the provision of additional development along the Corridor;
- that the issue of infrastructure and service provision support for higher growth areas is adequately addressed within three years of the passage of this OCP; and
- that this OCP will be considered for updating in about three years time in reflection of the validity of the assumptions outlined above.

This response to the GVRD on the Livable Region Strategic Plan, as contained in the Regional Context Statement, is a product of the strategic directions outlined in the OCP.