



FEEDBACK ON BURNABY'S DRAFT OFFICIAL COMMUNITY PLAN

BURNABY COMMUNITY ASSEMBLY RECONVENING REPORT

SFU

MORRIS J. WOSK
CENTRE FOR DIALOGUE

BURNABY COMMUNITY ASSEMBLY

Join the conversation about Burnaby's future

About this Report

This document contains the Burnaby Community Assembly's feedback on the City of Burnaby's Draft Official Community Plan. Prior to giving this feedback, the Assembly developed 24 recommendations for the Official Community Plan, which it submitted to the Burnaby City Council in July 2024. City staff then developed a formal written response to show how the Assembly's recommendations had been integrated into the Draft Official Community Plan.

Any works referring to this material should cite:

Burnaby Community Assembly Reconvening Report. Simon Fraser University's Morris J. Wosk Centre for Dialogue, May 2025.

See also:

Burnaby Community Assembly Final Report. Simon Fraser University's Morris J. Wosk Centre for Dialogue, July 2024

Burnaby's Official Community Plan Explained: Learning Materials for the Burnaby Community Assembly. Simon Fraser University's Morris J. Wosk Centre for Dialogue, May 2024.

To access reports or learn more about the Assembly, visit burnabyassembly.ca

About SFU's Morris J. Wosk Centre for Dialogue

Simon Fraser University's Morris J. Wosk Centre for Dialogue fosters shared understanding and positive action through dialogue and engagement. Through processes such as Your Voice, Your Home: Meeting the Housing Needs of Burnaby Residents, Mitigating Wildfire, the Burnaby Economic Recovery Task Force, and the Citizen Dialogues on Canada's Energy Future, we have engaged hundreds of thousands of participants to create solutions for many of society's most pressing issues.

<https://www.sfu.ca/dialogue.html> | dialogue@sfu.ca | [@sfudialogue](https://twitter.com/sfudialogue)

The Ancestral and Unceded Homelands of the hən̓qəmin̓əm and Sḵwx̱wú7mesh sníchim Speaking Peoples

The organizers of the Burnaby Community Assembly acknowledge that the area now known as the City of Burnaby is situated on the ancestral and unceded territories of the hən̓qəmin̓əm and Sḵwx̱wú7mesh sníchim speaking peoples, including the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), səliłwətał (Tsleil-Waututh), and kʷikʷəłəm (Kwikwetlem) Nations.

Overview of the Burnaby Community Assembly

The Burnaby Community Assembly is a broadly representative group of 40 residents selected by civic lottery to create recommendations for the City of Burnaby's Official Community Plan under the guiding question: **How should Burnaby grow and change by 2050 to create a city where everyone can thrive?**

Assembly Members worked together over 7 full-day sessions between February 24 and June 15, 2024 to learn about their city, hear each other's perspectives and work through trade-offs. Issues tackled included density, livability, housing, climate change and transportation in the context of a growing city.

The Assembly process was designed and overseen by Simon Fraser University's Morris J. Wosk Centre for Dialogue in a collaborative but arm's-length partnership with the City of Burnaby. The City of Burnaby committed in advance to receive and respond to the Assembly's recommendations, ensuring the process is transparent and accountable. City Council remains responsible for final approval of the Official Community Plan.

Summary of the Burnaby Community Assembly's Feedback on the City of Burnaby's Draft Official Community Plan

In July 2024, the Burnaby Community Assembly submitted their [original 24 recommendations](#) for Burnaby's Official Community Plan. In April 2025, the City of Burnaby released its draft of the Official Community Plan, and their response to the Assembly's original 24 recommendations¹.



Burnaby Community Assembly Members then completed survey about the City's response, and across all recommendations:

- 86% of Assembly Members agreed or strongly agreed with the statement: *"The City understands the purpose and content of this recommendation";* and
- 81% of Assembly Members agreed or strongly agreed with the statement: *"I understand how this recommendation is reflected in the draft Official Community Plan and other policies."*

¹ The City of Burnaby's full response to the Assembly's Recommendations can be found in Appendix I of this document.

The Burnaby Community Assembly's Final Feedback

On April 26th, 2025, Burnaby Community Assembly Members gathered to provide feedback on the City's response to their original recommendations draft Official Community Plan. Below, is the Burnaby Community Assembly's final feedback²:

- Although it falls outside the scope of the Official Community Plan, we hope the Council will direct staff to maximize the use of tools, especially the Burnaby Housing Authority, to reduce dependency on private development (e.g., to produce non-market housing).
- In addition, the City should ensure quality public engagement on housing regulation and progress towards providing increased affordability and housing supply, and should communicate progress in these areas via accessible information and reports.
- We appreciated the City's interest to engage on accessibility needs for transit infrastructure and encourage the City to use its influence to the utmost extent to encourage TransLink to maximize accessibility measures.
- We generally support the City's approach on improving accessibility in housing and land use in the draft Official Community Plan, but request that the City take additional steps to make housing more accessible in zones that allow for buildings "up to 4 storeys" (townhomes, multiplex and low rise).
- We appreciate the City's use of various tools to finance community spaces, affordable housing, and childcare, and feel our recommendation was generally heard. Beyond this, we recommend that the City re-direct funding from amenity and development charges to support public / "third" spaces, in which people can gather, for free, year-round (e.g. B.C. Parkway).
- Although it falls outside the scope of the Official Community Plan, the Burnaby Community Assembly requests that Council direct staff to produce accessible communications that summarize the criteria and KPIs used to make City decisions (e.g., land-use decisions), and report back on KPI outcomes in an easy-to-access dashboard.
- We continue to request that Council action our Recommendation #2, that the City of Burnaby should adopt an intergenerational lens for decision-making, "requiring staff to report on potential impacts that will be felt by future generations for all major projects, plans, strategies, policies and budget decisions." For example, this could include providing information on who is being asked to fund City projects (e.g. current residents vs. future residents).

² Please note that these feedback statements have been edited for clarity without changing the original meaning and purpose of the Assembly's feedback.

Purpose of this Report

This report was independently prepared by Simon Fraser University's Morris J. Wosk Centre for Dialogue. It was funded in part by the City of Burnaby as a component of its Official Community Plan engagement process – [Burnaby 2050](#).

In July 2024, the Burnaby Community Assembly submitted [24 recommendations](#) for the Official Community Plan to Burnaby City Council. The City then considered these recommendations alongside input received from multiple phases of engagement with Host Nations, Indigenous people living in Burnaby, community partners and the public, as it developed a draft of its new Official Community Plan.

In April 2025, the City of Burnaby released its [draft Official Community Plan](#), and as part of its "Confirming" phase of engagement, the City invited public feedback on this draft. At the same time, the City of Burnaby also produced a response³ to the Assembly's recommendations, explaining the extent to which each of the Assembly's recommendations are reflected in the draft Official Community Plan and other policies.

On April 26th, 2025, SFU's Morris J. Wosk Centre for Dialogue reconvened Members of the Burnaby Community Assembly to provide feedback on the draft Official Community Plan and the City's response to their original recommendations. The purpose of this report is to share this final feedback from the Burnaby Community Assembly. This publication does not necessarily reflect the opinions of Simon Fraser University's Morris J. Wosk Centre for Dialogue or the City of Burnaby.

By commissioning the Burnaby Community Assembly for the Official Community Plan, receiving the Assembly's recommendations, and providing a detailed response to each recommendation from the Assembly, the City of Burnaby has demonstrated a noteworthy degree of accountability and transparency in its public participation and decision-making. We hope these processes will set a new benchmark for how local governments engage their communities on the decisions that matter most.

³ The City of Burnaby's full response to the Assembly's Recommendations can be found in Appendix I of this document.

Pre-Survey

On April 9, 2025, Members of the Burnaby Community Assembly were sent the City of Burnaby's draft Official Community Plan, along with the City of Burnaby's response to Assembly's original recommendations.

In addition to these materials, Assembly Members were also sent a survey, to provide feedback on the City's response, and to identify discussion priorities for the reconvening of the Assembly on April 26th, 2025. Considering the City's response, Assembly Members were asked the extent to which they agree with following statements for each of its recommendations:

- The City understands the purpose and content of this recommendation.
- I understand how this recommendation is reflected in the draft Official Community Plan and other policies.
- It is a high priority for me to discuss this particular recommendation at the April 26th 2025 reconvening of the Assembly (recognizing that discussion time will be limited).

Assembly Members were also given a list of all 24 recommendations and asked to select the four recommendations they would most like to discuss at the reconvening event.

Finally, respondents were asked if they had any clarifying questions or additional comments.

Pre-Survey Results

In the pre-survey, across all recommendations:

- 86% of Assembly Members agreed or strongly agreed with the statement: *"The City understands the purpose and content of this recommendation";* and
- 81% of Assembly Members agreed or strongly agreed with the statement: *"I understand how this recommendation is reflected in the draft Official Community Plan and other policies."*

Through the survey, the following topics were also identified as high priorities for further discussion at the April 26th reconvening:

- Housing Targets and Spending Priorities (Recommendations #5 & 6)
- Accessibility (Recommendation #11)
- Allocation of Development Revenues (Recommendation #21)
- Intergenerational Lens and Decision-Making Criteria (Recommendations #2 & 3)

Burnaby Community Assembly Reconvening Event

On April 26th, 2025, SFU's Morris J. Wosk Centre for Dialogue welcomed back 30 Members of the Burnaby Community Assembly to a gathering at Burnaby Neighbourhood House South with the purpose of considering the draft Official Community Plan as well as the City of Burnaby's response to the Assembly's original 24 recommendations.

Because the Assembly did not have time to discuss the entire Official Community Plan, it focussed discussion on the four topic areas it prioritized in the pre-survey:

- Housing Targets and Spending Priorities (Recommendations #5 & 6)
- Accessibility (Recommendation #11)
- Allocation of Development Revenues (Recommendation #21)
- Intergenerational Lens and Decision-Making Criteria (Recommendations #2 & 3)

Assembly Members gathered from 1:00pm-5:00pm, proceeding through the following agenda:

- 1:00 – Welcome and Themes from Pre-Survey
- 1:25 – Presentation from the City of Burnaby
- 1:45 – Small Group Discussions on Priority Topic Areas
- 2:40 – Break
- 2:50 – Greeting from Mike Hurley, Mayor of Burnaby
- 2:55 – Small Group Discussions on Priority Topic Areas
- 3:40 – Confirmation of Final Feedback for Draft OCP
- 4:45 – Closing
- 5:00 – Adjourn

Burnaby Community Assembly Feedback on the City of Burnaby's Draft Official Community Plan

In the following section, we present the following information for each topic area discussed by the Assembly:

- The Assembly's original recommendations presented to Council in July 2024;
- The City of Burnaby's formal response to the Assembly's recommendations;
- The Assembly's final feedback on the draft Official Community Plan, after reviewing the City's response to its original recommendations⁴.



⁴ Please note that these feedback statements have been edited for clarity without changing the original meaning and purpose of the Assembly's feedback.

Housing Targets and Spending Priorities

Original Recommendations from the Burnaby Community Assembly

Recommendation #5 - The Burnaby Community Assembly nearly unanimously recommends that the City of Burnaby create more affordable housing and set a target to achieve 20 percent non-market housing in the city by 2050.

The housing created should include a diverse range of non-market housing types throughout the city including rental, co-op, housing with supports, rent-to-own models, emergency shelters and transitional housing.

To finance non-market housing, the City should leverage funding partnerships with Provincial and Federal governments and nonprofits where possible to increase the amount of housing it can create with available resources. The City should also work with the Burnaby Housing Authority to purchase land prior to up-zoning to capture increased land value and should allow developers to add additional height that is consistent with the planning intentions of an area in order to fund more non-market housing. The City should avoid actions that would significantly reduce the percentage of development revenues spent on amenities and should also avoid actions that lead to the City borrowing money to pay for housing outside of any self-supported debt taken on by the City's Land Authority.

Recommendation #6 - The Burnaby Community Assembly recommends treating housing as a human right and prioritizing the housing needs of low-income families, those at risk of homelessness and groups listed under "key areas of local need" in Burnaby Housing Needs Report (e.g. accessible housing, seniors, Indigenous, etc.).

As it pursues this recommendation, the City should promote social mix among different income levels to avoid concentrating poverty in the same place, and should update its demographic data on current housing needs.

The City of Burnaby's formal response to the Assembly's recommendations

Recommendation 5: Housing Affordability

The Community Assembly nearly unanimously recommends that the City of Burnaby create more affordable housing and set a target to achieve 20 percent non-market housing in the city by 2050.



Key Ideas from Recommendation

A need for more non-market housing

How Is This Reflected in the OCP?

The City shares the goal of doing everything possible to increase affordable housing stock but feel it would be misleading for the City to set a target when it can't control key enabling factors, such as market conditions and funding from other levels of government.

While much of the housing in Burnaby is primarily driven by private development, the City has some important tools to shape the type of housing that gets built:

- Inclusionary rental requirements
- Rental replacement policy
- Enabling projects on city lands
- Establishment of the Burnaby Housing Authority
- Partnering with, or supporting, non-profit organizations and other government organizations

Metro Vancouver has an aspirational target of 15% of newly completed housing units being non-market in growth areas by 2050. However, between 2018 and 2023, the region achieved just 2.3% of new units meeting the threshold of affordable rental housing, significantly lower than its target. Between 2020 and 2024, Burnaby achieved almost 5,000 new units of non-market housing, a rate of 6.19% of all units built in that period. When considering the units in the works through rezonings reaching final adoption but not yet constructed, the rate is 11.17% of all new units in the city.

The City is updating its inclusionary zoning targets. Under new provincial legislation, all cities are required to undertake a financial feasibility study when setting targets for inclusionary rental. Burnaby recently completed a study to determine a rate that would make provision of rental financially viable. That rate is 10% in the west and 5% in the eastern portion of the city. The difference in rates between east and west reflects the lower land values in the eastern portion of the city. While the city wishes to achieve a much higher proportion of non-market units, it doesn't want to deter housing construction by requiring untenable restrictions.

Over time, as market conditions change, it may become financially viable to achieve a higher proportion of non-market rental units in new developments, and the required inclusionary rental proportion will be adjusted. The intention is to review the inclusionary zoning policy on a regular basis to ensure it is consistent with current market conditions.

In addition to inclusionary rental requirements, City staff are working on amendments to the Rental Use Zoning Policy as part of the Zoning Bylaw Rewrite project as well as a new Tenant Protection Bylaw and Development Permit Area for tenant protection. These changes will enable greater certainty for obtaining affordable housing and protecting existing rental housing in Burnaby.

While the City uses many tools to increase the amount of affordable housing and non-market housing, the participation of provincial and federal governments through funding of non-market housing is critical in advancing the goal of creating more affordable housing.

For more information, go to:

- [HOME: Burnaby's Housing and Homelessness Strategy](#)
- [Proposed Inclusionary Rental Requirements – Council Report \(March 2025\)](#)



Recommendation 6: Housing for Everyone

The Community Assembly recommends treating housing as a human right and prioritizing the housing needs of low-income families, those at risk of homelessness and groups listed under “key areas of local need” in Burnaby Housing Needs Report (e.g. accessible housing, seniors, Indigenous, etc.).



Key Ideas from Recommendation

Need for housing for all people

How Is This Reflected in the OCP?

The majority of housing in the city is market driven and built by the private sector. However, the City recognizes the importance of housing for people from all socioeconomic backgrounds and those experiencing housing challenges. The OCP sets out a series of policies to provide a range of housing choices to meet the needs of all residents. Policies encourage a variety of housing forms, tenures, sizes and at levels of affordability suitable for a range of incomes and needs, with an emphasis on rental housing. These overarching OCP objectives and policies are supported by other city strategies and policies including the Housing Needs Report (HNR) and HOME: Burnaby’s Housing and Homelessness Strategy which provide further details.

The City recently undertook an interim update to its Housing Needs Report as required under the Local Government Act. The update requires cities to update their housing needs estimates based on a standardised methodology provided by the province. Burnaby’s HNR indicated that there will be a need for over 22,000 units between 2021 and 2026, and approximately 74,000 new units between 2021 and 2041. Housing needed was further broken-down by the needs of specific groups such as persons experiencing homelessness and those in extreme core housing need (spending 50% or more of income on housing). The City prioritizes non-market funding for projects that meet the needs of groups identified in the Housing Needs Report.

The HNR identified recent policies and program actions the city took between 2021 and June 2024 to address housing needs, for example, leasing city-owned sites to non-profits and other levels of government at nominal rates for the development of non-market housing; providing over \$45M in capital grants from the Community Benefit Bonus Affordable Housing Reserve to support the development of non-market housing projects; and the implementation of Rental Use Zoning Policy resulting in new market and non-market rental units. The City has also worked towards addressing homelessness by opening a shelter on city-owned land and endorsing the 13 recommendations to address homelessness outlined in the final report of the Mayor’s Task Force on Unsheltered Community Members.

For more information, go to:

- [OCP Part C: Objective 1.2](#)
- [HOME: Burnaby’s Housing and Homelessness Strategy](#)
- [Housing Needs Report and Interim Housing Needs Report](#)
- [Mayor’s Task Force on Unsheltered Community Members](#)

The Assembly's final feedback on the draft Official Community Plan, after reviewing the City's response to its original recommendations

- Although it falls outside the scope of the Official Community Plan, we hope the Council will direct staff to maximize the use of tools, especially the Burnaby Housing Authority, to reduce dependency on private development (e.g., to produce non-market housing).
- In addition, the City should ensure quality public engagement on housing regulation and progress towards providing increased affordability and housing supply, and should communicate progress in these areas via accessible information and reports.

Accessibility

Original Recommendation from the Burnaby Community Assembly

Recommendation #11 - The Burnaby Community Assembly strongly recommends that the City also improve accessibility through the following actions:

- 11.1 Create a task force to ensure TransLink accessibility including during emergencies (for example, the ability to access public transportation, the ability for wheelchair users to exit the platform during elevator break downs, or the accessibility implications of power failures or other unexpected events)
- 11.2 Create more charging opportunities for powered means of travel (wheelchairs, mobile scooters and e-bikes) in common rest areas and on transit, including power outlets, dedicated spaces, clear signage and security (where appropriate).
- 11.3 Require all new buildings to be physically accessible for everyone, including people with wheelchairs and other mobility needs, which can help foster social connections and prevent isolation due to the accessibility barriers of a place.
- 11.4 Require all new housing to include units that are accessible and can be customized, recognizing that people's needs change over time. People should not be forced to leave their home because of a change in accessibility needs or prevented from having social connections due to the accessibility barriers of a home.

The City of Burnaby's formal response to the Assembly's recommendations

Recommendation 11: Accessibility

The Burnaby Community Assembly strongly recommends that the City also improve accessibility through the following actions:

- 11.1. Create a task force to ensure TransLink accessibility including during emergencies (for example, the ability to access public transportation, the ability for wheelchair users to exit the platform during elevator break downs, or the accessibility implications of power failures or other unexpected events).
- 11.2. Create more charging opportunities for powered means of travel (wheelchairs, mobile scooters and e-bikes) in common rest areas and on transit, including power outlets, dedicated spaces, clear signage and security (where appropriate).
- 11.3. Require all new buildings to be physically accessible for everyone, including people with wheelchairs and other mobility needs, which can help foster social connections and prevent isolation due to the accessibility barriers of a place.
- 11.4. Require all new housing to include units that are accessible and can be customized, recognizing that people's needs change over time. People should not be forced to leave their home because of a change in accessibility needs or prevented from having social connections due to the accessibility barriers of a home.



Key Ideas from Recommendation

Accessibility of transit infrastructure, charging for powered means of travel, accessible and adaptable building regulations

How Is This Reflected in the OCP?

Being able to move around in the community independently and travel where and when a person wishes are critical to health and well-being. The City is acting on almost all areas of the Assembly's recommendation within its jurisdiction, but has indicated a "yellow" traffic light because it cannot form a task force for TransLink. Instead, the City has an Access Advisory Committee which meets regularly to work on increasing accessibility for everyone in Burnaby and the city is currently working on an Accessibility Plan. While any disruptions to elevator or escalator access in Skytrain stations are addressed and managed directly by TransLink, the city will continue to work with TransLink to provide barrier-free access to the conventional transit system in order to accommodate users of all abilities.

Many people rely on battery-powered devices such as mobility scooters and electric wheelchairs to get around in the city. Having places where people can charge the batteries while out and about extends the time people can spend away from home and extends the distance people can travel. The City's Accessibility Plan will consider providing charging facilities for electric mobility devices in all civic buildings as well as other ways to improve access for everyone.

Policies in the OCP and the BC Building Code (BCBC) lay out accessibility requirements for all new buildings. The BCBC is updated frequently to include new requirements, for example, as of March 2025 all entrances to buildings and washrooms are required to have power operated doors, elevators are required for large two and three storey buildings, and there needs to be full-sized changing space in all universal washrooms.

Having the ability to remain in a person's home and be close to friends and neighbours despite changes in ability over time is critical in order to feel connected to the community. Adaptable housing is designed and built so that accessibility features can be added more easily and inexpensively if and when needed. Some of the required features, such as wider doorways and easy to use light switches and door handles, are the same as for accessible housing. Others, such as reinforced bathroom walls for grab bars, help residents achieve accessibility at a later date. The City has an Adaptable Housing Policy which lays out the percentage of adaptable units required for new multi-family housing. Right now, that requirement is for at least 20% of units in new multi-family developments and 100% of purpose-built seniors' housing be adaptable units. Further requirements for adaptable housing are outlined in the BC Building Code and are updated regularly.

For more information, go to:

- [OCP Part C: Objectives 1.2 and 2.1](#)
- [Burnaby Transportation Plan: Public Transit Policies 4.7.3 - 4.7.5](#)
- [Adaptable Housing Policy and Guidelines](#)



The Assembly's final feedback on the draft Official Community Plan, after reviewing the City's response to its original recommendations

- We appreciated the City's interest to engage on accessibility needs for transit infrastructure and encourage the City to use its influence to the utmost extent to encourage TransLink to maximize accessibility measures.
- We generally support the City's approach on improving accessibility in housing and land use in the draft Official Community Plan, but request that the City take additional steps to make housing more accessible in zones that allow for buildings "up to 4 storeys" (townhomes, multiplex and low rise).

Allocation of Development Revenues

Original Recommendation from the Burnaby Community Assembly

Recommendation #21 – The Burnaby Community Assembly nearly unanimously recommends the allocating the highest proportion of spending from development revenues to affordable housing, childcare, and community centres compared to other uses, placing the most time-sensitive priority on building childcare facilities and affordable housing.

The Assembly also supports moderate levels of spending on major parks and trails and/or indoor sports facilities. The Assembly also broadly supports responsible spending on community resource centres, as well as public libraries, neighbourhood parks and green spaces, outdoor public spaces and arts and culture facilities. Community centres often serve as hubs and the Assembly suggests co-locating them with childcare facilities, arts and culture facilities, public libraries, community resource centres and sports facilities. For outdoor public spaces, the Assembly prioritizes green spaces and trees, community event spaces, trails and bike paths, public plazas and lighting enhancements.

Important civic facilities to have within walking distance of all neighbourhoods include community centres, childcare centres, neighbourhood playgrounds, public libraries, and community resource centres.

The City of Burnaby's formal response to the Assembly's recommendations

Recommendation 21: Allocation of Development Revenues

The Burnaby Community Assembly nearly unanimously recommends allocating the highest proportion of spending from development revenues to affordable housing, childcare, and community centres compared to other uses, placing the most time-sensitive priority on building childcare facilities and affordable housing.



Key Ideas from Recommendation

Prioritize spending development revenues on community infrastructure and amenities, primarily affordable housing, child care, and community centres

How Is This Reflected in the OCP?

The draft OCP includes a number of policies that support the provision of affordable housing, child care, and community spaces, as well as the development of connected communities. The Land Use Framework supports connected, walkable and rollable communities that meet a range of daily needs, along with the provision of green spaces and public amenities for a growing population.

The Burnaby Child Care Action Plan supports increasing accessibility to child care facilities and includes policies to explore more provisions to secure child care, such as through an amenity in the development process and other proposed funding opportunities.

The City uses a combination of financing tools to ensure that infrastructure and amenities are available for future generations. Examples of these financing tools include amenity cost charges and development cost charges in alignment with new provincial housing legislation, and the Community Benefit Bonus Policy. Together, these tools help to finance the development of affordable housing, child care, community centres, and a variety of other community infrastructure assets, in alignment with City Council priorities.

The City is in the process of completing a Community and Social Infrastructure Needs Assessment in order to analyze existing infrastructure inventory, needs, gaps, challenges, and opportunities.

This work will help inform the creation of a Social Infrastructure Strategy for Burnaby, which will outline community infrastructure priorities in order to meet daily needs in a strategic, sustainable way. As well, the Social Infrastructure Strategy will consider the Assembly's recommendation.

The City is also in the process of developing a Parks, Recreation and Culture Long Range Plan which will identify infrastructure and service needs, and provide a framework to guide growth in alignment with community needs and demographic shifts. This will help to ensure the continued delivery of high-quality parks, recreational spaces, and cultural experiences that support the dynamic needs of a vibrant, livable community.

These policies, financing tools, strategies and plans all work together to help City Council make an informed decision on how best to spend development revenues in a way that meets local needs, considers site-specific development conditions, and reflects City Council priorities.

While the City continues to deliver on key community priorities, external factors impact the City's budget capacity, including new provincial rules on funding amenities and infrastructure projects, regional infrastructure pressures, and changing political and economic environments. Prior to the provincial legislative changes, projects like recreation and child care centres in Burnaby were funded entirely by money collected from developers in exchange for additional density in town centres. Due to the provincial changes, taxpayers are now required to contribute to the cost of new amenities and infrastructure projects. As such, City Council is working through budget constraints, competing priorities, and seeking efficiencies where possible, while ensuring residents receive core municipal services.

For more information, go to:

- [OCP Part B: Land Use Framework, OCP Part C: Objectives 1.1 – 1.4, 1.6](#)
- [Child Care Action Plan: 7.1 Increasing Accessibility Actions](#)
- [Community Benefit Bonus Policy](#)
- [Development Funding Program](#)
- [City of Burnaby Financial & Annual Reports](#)
- [Parks, Recreation and Culture Master Plan - Council Report \(November 2024\)](#)
- [Proposed Amendments to Community Benefit Bonus Policy – Council Report \(March 2025\)](#)



The Assembly's final feedback on the draft Official Community Plan, after reviewing the City's response to its original recommendations

We appreciate the City's use of various tools to finance community spaces, affordable housing, and childcare, and feel our recommendation was generally heard. Beyond this, we recommend that the City re-direct funding from amenity and development charges to support public / "third" spaces, in which people can gather, for free, year-round (e.g. B.C. Parkway)

Intergenerational Lens and Decision-Making Criteria

Original Recommendations from the Burnaby Community Assembly

Recommendation #2 - The Assembly strongly recommends that the City of Burnaby should adopt an intergenerational lens for decision-making, requiring staff to report on potential impacts that will be felt by future generations for all major projects, plans, strategies, policies and budget decisions.

Major decisions and projects in Burnaby should “do no harm” to future generations and should ideally have a positive impact. By capturing demographic data and applying a lens focussed on intergenerational and intersectional equity to its decisions, the City can make long-sighted decisions that ensure a sustainable future and can provide increased continuity beyond electoral terms or individual biases.

Recommendation #3 - The Burnaby Community Assembly strongly recommends that the City of Burnaby develop and implement a consistent set of measurable decision criteria that are used and made publicly available for land use decisions. These criteria should measure the “benefit per acre of land used” and should include livability, equitability, sustainability and economic viability, as well as other criteria developed through consultation with experts.

This approach will support consistency, transparency and accountability in decision-making, and will help to reduce biases or inequality in who is heard when making a decision. Making land-use decisions based on incomplete criteria could lead to decisions that don't serve the long-term interests of the community, such as large big boxed developments, development that displaces low income or racialized residents, unfair distribution of taxation, negative environmental impacts or dependency on development revenues for the City to be financially sustainable.

The City of Burnaby's formal response to the Assembly's recommendations

Recommendation 2: Intergenerational Lens

The Assembly strongly recommends that the City of Burnaby should adopt an intergenerational lens for decision-making, requiring staff to report on potential impacts that will be felt by future generations for all major projects, plans, strategies, policies and budget decisions.



Key Ideas from Recommendation

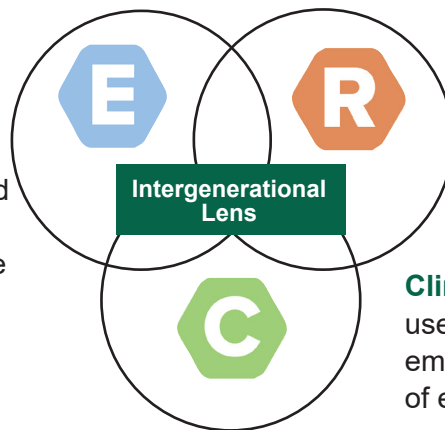
Ensures that decisions and projects have a positive impact on future generations

How Is This Reflected in the OCP?

In the OCP, a lens refers to a perspective and process through which policies and objectives are developed and examined. Each lens provides unique insights and collectively ensures holistic implementation throughout the plan. The lenses informed each stage of policy and land use map development. All policy actions in the OCP were written and reviewed through three lenses:

Equity, Diversity and

Inclusion: The OCP commits to integrating equity, diversity and inclusion through the policies that complement the land use framework to reduce barriers and disparities, create opportunities and improve access so everyone can participate and succeed in the community.



Reconciliation: The OCP strives to build meaningful relationships and respect with the host Nations by supporting their rights, needs and well-being. It honours the host Nations culture and values and supports collaboration.

Climate Action: Effective land use policies can help reduce GHG emissions and decrease the impact of extreme weather events on the population and infrastructure.

Each of these lenses contributes to an overarching intergenerational lens that ensures OCP policy actions result in a positive impact for future generations. Fully implementing an intergenerational lens for all City decision-making is outside the scope of the OCP. In addition to the lenses, the OCP value of stewardship speaks to the importance of good planning and management of public assets.

The impact of the OCP policy actions will be tracked as part of implementation to ensure that their outcomes have a positive impact on the community and the environment.

For more information, go to: [OCP Part A: Plan Lenses](#)

Recommendation 3: City Decision-Making

The Burnaby Community Assembly strongly recommends that the City of Burnaby develop and implement a consistent set of measurable decision criteria that are used and made publicly available for land use decisions. These criteria should measure the “benefit per acre of land used” and should include livability, equitability, sustainability and economic viability, as well as other criteria developed through consultation with experts.



Key Ideas from Recommendation

Transparency in decision-making, measurable key performance indicators

How Is This Reflected in the OCP?

The draft OCP incorporates the essence of the Assembly’s recommendation in the following ways:

- The draft OCP includes a detailed [Land Use Framework](#) which lays out the city’s urban structure, community plan areas, land use map and development permit areas and guidelines. The framework was developed using feedback from the community on two different land use scenarios seeking input on what is important to the community. The resulting Land Use Map and framework explain in detail what can and cannot be done on every land parcel in the city.
- Defined [Development Permit Areas and Guidelines](#) will be included as part of the Zoning Bylaw Rewrite project, which will lay out detailed regulations for development related to:
 - » [Format and Character](#)
 - » [Tenant Protection](#)
 - » [Streamside Protection and Enhancement](#)
- The [Zoning Bylaw](#) is currently currently being updated to make it clearer and easier for people to understand what is permitted on each parcel of land.
- As part of OCP [implementation](#), the City is developing publicly available key performance indicators which will be used to track progress on the OCP objectives, including the land use objectives.

For more information, go to: [OCP Part B: Land Use Framework](#), and [OCP Appendix B, C, D: Development Permit Areas](#)

The Assembly's final feedback on the draft Official Community Plan, after reviewing the City's response to its original recommendations

- Although it falls outside the scope of the Official Community Plan, the Burnaby Community Assembly requests that Council direct staff to produce accessible communications that summarize the criteria and KPIs used to make City decisions (e.g., land-use decisions), and report back on KPI outcomes in an easy-to-access dashboard.
- We continue to request that Council action our Recommendation #2, that the City of Burnaby should adopt an intergenerational lens for decision-making, "requiring staff to report on potential impacts that will be felt by future generations for all major projects, plans, strategies, policies and budget decisions." For example, this could include providing information on who is being asked to fund City projects (e.g. current residents vs. future residents).

Next Steps

Representatives from the Burnaby Community Assembly will submit the feedback contained in this report to Burnaby City Council in spring 2025. The City of Burnaby has committed to considering this feedback along with the other public feedback it receives on the draft Official Community Plan as part of the final “Confirming” phase of its multi-year process for the development of the Official Community Plan.



Appendix I

The City of Burnaby's full response to all 24 of the Burnaby Community Assembly's original recommendations appears on the following pages.

Burnaby's Official Community Plan: Response to Burnaby Community Assembly's Recommendations

City of Burnaby



INTRODUCTION

The Burnaby Community Assembly (The Assembly) is a group of 40 Burnaby residents who were brought together to provide input into Burnaby's draft Official Community Plan (OCP). The Assembly was chosen by a civic lottery process to broadly reflect the city's population. The Assembly met over a series of seven full-day sessions between February 24 and June 15, 2024.

Those sessions comprised learning, listening and considering different perspectives and working through trade-offs. Assembly members considered how the City would grow and growth's impacts on livability, housing, transportation and climate change. They listened and learned through a range of panel discussions, presentations, table conversations and a field trip to explore different communities in the city, as well as a range of background materials.

The Assembly presented its final report in July 2024 to Burnaby City Council, who is responsible for final approval of the OCP. This included 24 recommendations on topics ranging from housing, transportation, growth, density and land use to transparency in the City's decision-making processes. The following is a summary of the recommendations and how they have been incorporated into the draft OCP. In most cases, the Assembly's recommendations have been fully incorporated into the OCP or are covered by other standalone city strategies or processes. In other cases, however, the recommendation is not completely incorporated, either because it is outside the city's jurisdiction or the timeline or details are not feasible due to costs or capacity.

The Summary Response table summarizes each of the Assembly's recommendations and whether it is fully incorporated, partially incorporated, or not incorporated in the OCP.



OPPORTUNITIES AND CONSTRAINTS

The majority of the Assembly's recommendations have been fully incorporated into the draft Official Community Plan (OCP) or other City strategies or programs. Others have been partially incorporated whereby the overall intention aligns with the OCP's goals and objectives, but some details, such as specific wording, timelines or targets may vary. Some of the recommendations, such as those related to building sidewalks on every street, are subject to the availability of funding and City capacity.

While the City strives to work closely with other levels of government and key interested parties, some of the recommendations involve jurisdiction beyond the municipality. In these cases, the City will continue to collaborate with relevant partners and advocate for systemic changes, such as issues relating to child care, affordable housing, schools, and regional transportation.

It is also important to note that ultimately, it is City Council that determines decisions related to the City's priorities and budget. While the OCP aligns with the majority of the Assembly's recommendations, implementation will depend on financial feasibility, current workplans and priorities, and thus may occur in a phased approach.

Along with input received from the City's multiple phases of engagement with Host Nations, Indigenous people living in Burnaby, community partners and the public, the recommendations provided by the Assembly have offered valuable learnings and key insights which have helped to shape the OCP. Given the diversity of the Assembly members, a broadly representative group of 40 residents, the recommendations encompass a wide range of experiences and priorities. These perspectives have been invaluable in helping to ensure that the OCP reflects local needs and concerns.




We would like to thank the Assembly for their hard work and dedication to helping make Burnaby a city where everyone can grow and thrive. We would also like to recognize the work of the Simon Fraser University's Morris J. Wosk Centre for Dialogue for their guidance throughout the Assembly process.





SUMMARY RESPONSE

#	Assembly Recommendation	Fully Incorporated 	Partially Incorporated 	Not Incorporated 
Vision and Approach				
1	Vision Statement	X		
2	Intergenerational Lens		X	
3	City Decision-Making	X		
4	Reconciliation	X		
Housing Choices, Access and Affordability				
5	Housing Affordability		X	
6	Housing for Everyone	X		
Growth, Density and Land-Use Part 1: Neighbourhoods, Street Experiences and Accessibility				
7	Amenities in Public Spaces	X		
8	Sidewalks		X	
9	Amenities in Urban Villages	X		
10	The 15-Minute City	X		
11	Accessibility		X	

#	Assembly Recommendation	Fully Incorporated 	Partially Incorporated 	Not Incorporated 
Growth, Density and Land-Use Part 2: Zoning and Housing Forms				
12	Housing Diversity	X		
13	Transition Zones and Corridors	X		
14	New Urban Villages	X		
15	Housing Growth	X		
Transportation				
16	Public Transit	X		
17	Active Transportation Connectivity	X		
18	Pedestrian Safety	X		
19	Rapid Transit and Dedicated Bus Lanes		X	
Livability, Belonging and Well-Being				
20	Green Spaces		X	
21	Allocation of Development Revenues		X	
22	Child Care		X	
23	Nightlife	X		
24	Industrial and Manufacturing Uses	X		



VISION AND APPROACH

Summary of Assembly Recommendations

The first four Assembly recommendations relate to the overall vision for the future of Burnaby. They recommend an approach to achieving that vision that is measurable and transparent. The Assembly recognizes the importance of ensuring that Burnaby continues to grow in a way that doesn't negatively impact future generations, but should be beneficial to all people who live, work and play in the city.

The Assembly values reconciliation with Indigenous peoples and adopting an intergenerational lens when considering future major projects, plans, strategies, policies and budget decisions.

How Has This Shaped the OCP?

The draft Official Community Plan ("OCP") outlines a vision for the future of Burnaby and reflects the values expressed by the community through engagement. These values were the basis for the goals, objectives and policy actions in the OCP.



(Excerpt from draft OCP)

In addition to the vision and values, the OCP is guided by three lenses – 1. Reconciliation, 2. Equity, Diversity and Inclusion, and 3. Climate Action. Each lens is both a perspective and process through which the objectives and policies were developed and examined.

Recommendation 1: Vision Statement

The Burnaby Community Assembly nearly unanimously endorses a modified version of the following draft vision statement presented by the City of Burnaby: *“Burnaby is a safe, thriving, green city with a vibrant economy and connected neighbourhoods that people want to live in and be in for generations to come.”*

Requested modifications include:

- 1.1. Substitute “live, work and play in” rather than “live in and be in.”
- 1.2. Substitute “sustainable” rather than “thriving.”
- 1.3. Include the words “affordable” and “inclusive”.

An example of final wording: *“Burnaby is a safe, inclusive, affordable and sustainable city with a vibrant economy and connected neighbourhoods where people want to live, work and play for generations to come.”*



Key Ideas from Recommendation

Modifications to wording of vision statement

How Is This Reflected in the OCP?

The draft vision statement was reworded to reflect this recommendation, while also balancing feedback received from other community consultation:



(Excerpt from draft OCP)

The re-wording of the vision statement reflects the Assembly’s suggested substitution of the phrase “live work and play in”. The word “green” is intended to encompass the idea of “sustainable”, and the term “inclusive” incorporates the sentiment of being a place where people of all income levels, ages and abilities can live, work and play.

“Sustainability” has been integrated as a stand-alone value and the OCP highlights “Housing Affordability” as a key challenge on page 35, with 22 uses of the word “affordable” or “affordability” throughout the draft OCP.

For more information, go to: OCP Part A: Vision and Values

Recommendation 2: Intergenerational Lens

The Assembly strongly recommends that the City of Burnaby should adopt an intergenerational lens for decision-making, requiring staff to report on potential impacts that will be felt by future generations for all major projects, plans, strategies, policies and budget decisions.



Key Ideas from Recommendation

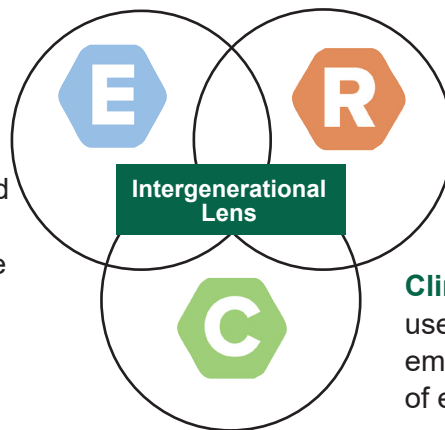
Ensures that decisions and projects have a positive impact on future generations

How Is This Reflected in the OCP?

In the OCP, a lens refers to a perspective and process through which policies and objectives are developed and examined. Each lens provides unique insights and collectively ensures holistic implementation throughout the plan. The lenses informed each stage of policy and land use map development. All policy actions in the OCP were written and reviewed through three lenses:

Equity, Diversity and Inclusion:

The OCP commits to integrating equity, diversity and inclusion through the policies that complement the land use framework to reduce barriers and disparities, create opportunities and improve access so everyone can participate and succeed in the community.



Reconciliation: The OCP strives to build meaningful relationships and respect with the host Nations by supporting their rights, needs and well-being. It honours the host Nations culture and values and supports collaboration.

Climate Action: Effective land use policies can help reduce GHG emissions and decrease the impact of extreme weather events on the population and infrastructure.

Each of these lenses contributes to an overarching intergenerational lens that ensures OCP policy actions result in a positive impact for future generations. Fully implementing an intergenerational lens for all City decision-making is outside the scope of the OCP. In addition to the lenses, the OCP value of stewardship speaks to the importance of good planning and management of public assets.

The impact of the OCP policy actions will be tracked as part of implementation to ensure that their outcomes have a positive impact on the community and the environment.

For more information, go to: [OCP Part A: Plan Lenses](#)

Recommendation 3: City Decision-Making

The Burnaby Community Assembly strongly recommends that the City of Burnaby develop and implement a consistent set of measurable decision criteria that are used and made publicly available for land use decisions. These criteria should measure the “benefit per acre of land used” and should include livability, equitability, sustainability and economic viability, as well as other criteria developed through consultation with experts.



Key Ideas from Recommendation

Transparency in decision-making, measurable key performance indicators

How Is This Reflected in the OCP?

The draft OCP incorporates the essence of the Assembly’s recommendation in the following ways:

- The draft OCP includes a detailed **Land Use Framework** which lays out the city’s urban structure, community plan areas, land use map and development permit areas and guidelines. The framework was developed using feedback from the community on two different land use scenarios seeking input on what is important to the community. The resulting Land Use Map and framework explain in detail what can and cannot be done on every land parcel in the city.
- Defined **Development Permit Areas and Guidelines** will be included as part of the Zoning Bylaw Rewrite project, which will lay out detailed regulations for development related to:
 - » **Format and Character**
 - » **Tenant Protection**
 - » **Streamside Protection and Enhancement**
- The **Zoning Bylaw** is currently currently being updated to make it clearer and easier for people to understand what is permitted on each parcel of land.
- As part of OCP **implementation**, the City is developing publicly available key performance indicators which will be used to track progress on the OCP objectives, including the land use objectives.

For more information, go to: OCP Part B: Land Use Framework, and OCP Appendix B, C, D: Development Permit Areas

Recommendation 4: Reconciliation

The Burnaby Community Assembly strongly recommends that the City add an additional passage within its vision statement and/or at an appropriate place near the start of the Official Community Plan that expresses the City's commitment to Reconciliation with Indigenous Peoples.



Key Ideas from Recommendation

Clear expression of City's commitment to Reconciliation in OCP

How Is This Reflected in the OCP?

The City is committed to strengthening its relationship and advancing reconciliation with the Host Nations and Indigenous people living in Burnaby. The introduction section in the draft OCP includes a chapter titled *Reconciliation with Indigenous Peoples*. The chapter includes statements from each of the host Nations which articulate their connection to their ancestral and unceded territories. The statements are shared to recognize and acknowledge the presence of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), səliwətaʔ (Tsleil-Waututh), and kʷikwəy̓əm (Kwikwetlem) Peoples on the lands where present-day Burnaby is located.

In addition to statements of connection to the land, there are sections outlining the relationship between the City of Burnaby and the Host Nations and specific actions that aim to strengthen that relationship to support and advance reconciliation.

All objectives and policy actions within the draft OCP have been developed and examined through the lens of Reconciliation. The lenses of Climate Action and Equity, Diversity and Inclusion also reflect the overarching idea of an intergenerational lens which ensures that all policies within the OCP work towards a positive outcome for future generations who live, work and play in Burnaby.

For more information, go to:

- [OCP Part A: Plan Lenses, Reconciliation with Indigenous Peoples, Pathway to the Present](#)
- [Interim Indigenous Relations and Reconciliation Framework and Strategy – Council Report \(August 2024\)](#)





HOUSING CHOICES, ACCESS AND AFFORDABILITY

Summary of Assembly Recommendations

The Assembly recognizes the challenge of housing affordability and wishes to speed up the provision of non-market housing by setting a target for 2050. It stresses the importance of housing for everybody and recommends that the City prioritize the needs of low-income people and those at risk of experiencing homelessness.

How Has This Shaped the OCP?

Goal 1 in the draft OCP reads, “Foster complete communities that are sustainable, equitable and accessible to everyone.” Supporting policy actions focus on providing a range of housing choices to meet the needs of all residents.

The OCP is supported by more detailed policies and strategies outlined in:

- HOME: Burnaby's Housing and Homelessness Strategy
- Burnaby's Housing Needs Report
- Tenant Assistance Policy
- Social Sustainability Strategy



Recommendation 5: Housing Affordability

The Community Assembly nearly unanimously recommends that the City of Burnaby create more affordable housing and set a target to achieve 20 percent non-market housing in the city by 2050.



Key Ideas from Recommendation

A need for more non-market housing

How Is This Reflected in the OCP?

The City shares the goal of doing everything possible to increase affordable housing stock but feel it would be misleading for the City to set a target when it can't control key enabling factors, such as market conditions and funding from other levels of government.

While much of the housing in Burnaby is primarily driven by private development, the City has some important tools to shape the type of housing that gets built:

- Inclusionary rental requirements
- Rental replacement policy
- Enabling projects on city lands
- Establishment of the Burnaby Housing Authority
- Partnering with, or supporting, non-profit organizations and other government organizations

Metro Vancouver has an aspirational target of 15% of newly completed housing units being non-market in growth areas by 2050. However, between 2018 and 2023, the region achieved just 2.3% of new units meeting the threshold of affordable rental housing, significantly lower than its target. Between 2020 and 2024, Burnaby achieved almost 5,000 new units of non-market housing, a rate of 6.19% of all units built in that period. When considering the units in the works through rezonings reaching final adoption but not yet constructed, the rate is 11.17% of all new units in the city.

The City is updating its inclusionary zoning targets. Under new provincial legislation, all cities are required to undertake a financial feasibility study when setting targets for inclusionary rental. Burnaby recently completed a study to determine a rate that would make provision of rental financially viable. That rate is 10% in the west and 5% in the eastern portion of the city. The difference in rates between east and west reflects the lower land values in the eastern portion of the city. While the city wishes to achieve a much higher proportion of non-market units, it doesn't want to deter housing construction by requiring untenable restrictions.

Over time, as market conditions change, it may become financially viable to achieve a higher proportion of non-market rental units in new developments, and the required inclusionary rental proportion will be adjusted. The intention is to review the inclusionary zoning policy on a regular basis to ensure it is consistent with current market conditions.

In addition to inclusionary rental requirements, City staff are working on amendments to the Rental Use Zoning Policy as part of the Zoning Bylaw Rewrite project as well as a new Tenant Protection Bylaw and Development Permit Area for tenant protection. These changes will enable greater certainty for obtaining affordable housing and protecting existing rental housing in Burnaby.

While the City uses many tools to increase the amount of affordable housing and non-market housing, the participation of provincial and federal governments through funding of non-market housing is critical in advancing the goal of creating more affordable housing.

For more information, go to:

- [HOME: Burnaby's Housing and Homelessness Strategy](#)
- [Proposed Inclusionary Rental Requirements – Council Report \(March 2025\)](#)



Recommendation 6: Housing for Everyone

The Community Assembly recommends treating housing as a human right and prioritizing the housing needs of low-income families, those at risk of homelessness and groups listed under “key areas of local need” in Burnaby Housing Needs Report (e.g. accessible housing, seniors, Indigenous, etc.).



Key Ideas from Recommendation

Need for housing for all people

How Is This Reflected in the OCP?

The majority of housing in the city is market driven and built by the private sector. However, the City recognizes the importance of housing for people from all socioeconomic backgrounds and those experiencing housing challenges. The OCP sets out a series of policies to provide a range of housing choices to meet the needs of all residents. Policies encourage a variety of housing forms, tenures, sizes and at levels of affordability suitable for a range of incomes and needs, with an emphasis on rental housing. These overarching OCP objectives and policies are supported by other city strategies and policies including the Housing Needs Report (HNR) and HOME: Burnaby’s Housing and Homelessness Strategy which provide further details.

The City recently undertook an interim update to its Housing Needs Report as required under the Local Government Act. The update requires cities to update their housing needs estimates based on a standardised methodology provided by the province. Burnaby’s HNR indicated that there will be a need for over 22,000 units between 2021 and 2026, and approximately 74,000 new units between 2021 and 2041. Housing needed was further broken-down by the needs of specific groups such as persons experiencing homelessness and those in extreme core housing need (spending 50% or more of income on housing). The City prioritizes non-market funding for projects that meet the needs of groups identified in the Housing Needs Report.

The HNR identified recent policies and program actions the city took between 2021 and June 2024 to address housing needs, for example, leasing city-owned sites to non-profits and other levels of government at nominal rates for the development of non-market housing; providing over \$45M in capital grants from the Community Benefit Bonus Affordable Housing Reserve to support the development of non-market housing projects; and the implementation of Rental Use Zoning Policy resulting in new market and non-market rental units. The City has also worked towards addressing homelessness by opening a shelter on city-owned land and endorsing the 13 recommendations to address homelessness outlined in the final report of the Mayor’s Task Force on Unsheltered Community Members.

For more information, go to:

- [OCP Part C: Objective 1.2](#)
- [HOME: Burnaby’s Housing and Homelessness Strategy](#)
- [Housing Needs Report and Interim Housing Needs Report](#)
- [Mayor’s Task Force on Unsheltered Community Members](#)



GROWTH, DENSITY AND LAND-USE PART 1: NEIGHBOURHOODS, STREET EXPERIENCES AND ACCESSIBILITY

Summary of Assembly Recommendations

The Assembly recognizes the important role accessible, walkable communities play in the health and well-being of the community. Having amenities within walking distance of where people live also enhances the sense of community by encouraging people to get out and socialize within their neighbourhoods whether those amenities be in urban villages or small commercial nodes within low density residential areas.

Well-designed public realm with amenities greatly influences how people feel when they are out and about in the city. Features such as benches, lighting and trees contribute to the accessibility of the environment and people's safety, security and comfort. Infrastructure such as wide accessible sidewalks and cycling facilities allows people to access those amenities without having to drive.

How Has This Shaped the OCP?

Both the Burnaby Transportation Plan and the OCP speak to the importance of the linkages between land use planning and transportation. Both land use and transportation decisions influence how growth is managed within a community. They influence how people access their daily needs and interact with each other.

Complete Communities



Permitting and encouraging diversity of businesses and amenities allows people to access their daily needs close to where they live. The City's Urban Structure as outlined in the OCP identifies mixed use nodes within all Community Plan Areas. These mixed-use nodes range from Town Centres and Urban Villages to smaller neighbourhood centres serving lower density neighbourhoods.



Recommendation 7: Amenities in Public Spaces

The Burnaby Community Assembly nearly unanimously recommends that the City provide more benches, lighting, waste receptacles, washrooms and trees in public spaces.



Key Ideas from Recommendation

Need for public amenities to enhance comfort and accessibility

How Is This Reflected in the OCP?

Enhancing the city's public realm by providing amenities such as benches, lighting, waste receptacles, washrooms, trees, and other features contribute to the enjoyment for everyone moving in or around the city.

Policies and actions in both the Burnaby Transportation Plan and OCP respond to the Assembly's recommendation and those of the wider community. Those policies aim to make the city more accessible and comfortable through the use of universal accessibility standards and the provision of shelters and street trees to meet the needs of diverse and multi-generational users in a range of weather conditions. The Burnaby Transportation Plan provides more detailed actions related to the provision of infrastructure and amenities, as well as a Big Move to provide benches and shelters at bus stops where feasible.

For more information, go to:

- OCP Part C: Objective 2.1
- [Burnaby Transportation Plan: Walking and Rolling Policy 4.5.4](#)



Recommendation 8: Sidewalks

The Burnaby Community Assembly strongly recommends that the City set a target to ensure every street has safe sidewalks in the next 10 years.



Key Ideas from Recommendation

Need sidewalks on all streets

How Is This Reflected in the OCP?

Currently, approximately 68% of streets have sidewalks on both sides, while some streets have no sidewalks at all. The Burnaby Transportation Plan includes a Big Move target to have accessible, safe, and comfortable walking and rolling infrastructure on 80% of the city's streets by 2030, and the Long Range Pedestrian network features sidewalks on both sides of every street. While the City recognizes and supports this target, the timing of sidewalk completion is based on available resources and project delivery capacities as well as right of way constraints.

To assist with ongoing work towards completion of the sidewalk network, Transportation Engineering recently refined the framework for prioritizing the construction of new sidewalks based on a data driven approach designed to enhance walkability while meeting the diverse needs of the community. As per the Assembly's recommendations, evaluation metrics included proximity to schools, seniors' care homes, daycares, transit, parks and civic facilities as well as population density and walking and transit mode share.

Approximately 22km of sidewalks are prioritized for completion in 2025. The Sidewalk Expansion Program is allocated \$7M in capital funding for the period 2024 - 2025. The cost of completing sidewalks is dependent on many factors including grades of adjacent land, location of trees and utilities, and the availability of right of way. In some cases, the land needed to build or upgrade a sidewalk would need to be acquired through adjacent redevelopment. The City will continue to work towards the completion of the pedestrian network; however, capital funding and capacity needs to be considered when prioritizing projects.

For more information, go to:

- [OCP Part C: Objectives 1.6, 2.1 and 4.1](#)
- [Burnaby Transportation Plan: Walking and Rolling Policy 4.5.4](#)
- [New Sidewalks Program Refinement: Priority Projects - Council Report \(February 2025\)](#)
- [Burnaby 2024 – 2028 Financial Plan](#)

Recommendation 9: Amenities in Urban Villages

The Burnaby Community Assembly strongly recommends that the City should use mixed-use zoning in new urban villages to allow and encourage amenities and small business within walking distance of all neighbourhoods across Burnaby.



Key Ideas from Recommendation

Importance of a diverse mix of land uses, amenities within walking distance of where people live

How Is This Reflected in the OCP?

Permitting and encouraging diversity of businesses and amenities allows people to access their daily needs close to where they live. The OCP Land Use Framework identifies two forms of Urban Villages: Rapid Transit Urban Village and Urban Village. The Rapid Transit Urban Villages are centred around SkyTrain stations and along future Bus Rapid Transit corridors. They generally feature medium to high density forms of development that are low to medium height and may include a “high street” style shopping with ground-level commercial units and residential apartments above. Public and private amenities located in Rapid Transit Urban Villages may be of a scale to serve multiple neighbourhoods. Urban Villages not located on rapid transit corridors have a lower level of density. These areas feature low to medium density with public and private amenities serving the local population. The draft OCP includes three new Urban Villages on Willingdon Avenue and Canada Way.

In addition to the mixed uses in the Urban Villages, the OCP’s Land Use Framework designates neighbourhood centres within lower density residential areas. These 23 new neighbourhood centres are intended to have a mix of commercial and residential uses and serve the local community.

The City has begun a full re-write of the Zoning Bylaw. The new Zoning Bylaw will reflect the land use designations of the OCP, and allow and encourage more diversity of uses within zoning districts. For example, under this new Zoning Bylaw, daycares will be permitted in all zones.

For more information, go to: [OCP Part B: Land Use Framework](#); [Part C: Objectives 1.1, 1.6 and 3.1](#)

Recommendation 10: The 15-Minute City

The Burnaby Community Assembly strongly recommends that the City design transportation infrastructure for walking, busing and biking that enables access to basic needs and services in trip times of 15 minutes or less without requiring a car.



Key Ideas from Recommendation

Accessing daily needs by sustainable transportation, importance of sustainable transportation infrastructure

How Is This Reflected in the OCP?

The Land Use Framework and supporting policies in the draft OCP encourage the creation of complete communities by permitting mixed uses in neighbourhood centres throughout the city where people can access their daily needs without having to own or drive a personal vehicle.

In the future, with the addition of Urban Villages and neighbourhood centres, all Burnaby residents will be able to access those daily needs within a 15-minute walk from their homes.

Policies in the OCP and the Burnaby Transportation Plan relate to building active transportation infrastructure such as sidewalks on all streets and a network of *All Ages and Abilities* cycle routes in order to make travelling around the city safer and more enjoyable for everyone

For more information, go to:

- OCP Part C: Objectives 1.6 and 4.1
- [Burnaby Transportation Plan](#): Walking and Rolling Policy 4.5.1, Cycling Policy 4.6.1, Public Transit Policy 4.7.1 and 4.7.2

Recommendation 11: Accessibility

The Burnaby Community Assembly strongly recommends that the City also improve accessibility through the following actions:

- 11.1. Create a task force to ensure TransLink accessibility including during emergencies (for example, the ability to access public transportation, the ability for wheelchair users to exit the platform during elevator break downs, or the accessibility implications of power failures or other unexpected events).
- 11.2. Create more charging opportunities for powered means of travel (wheelchairs, mobile scooters and e-bikes) in common rest areas and on transit, including power outlets, dedicated spaces, clear signage and security (where appropriate).
- 11.3. Require all new buildings to be physically accessible for everyone, including people with wheelchairs and other mobility needs, which can help foster social connections and prevent isolation due to the accessibility barriers of a place.
- 11.4. Require all new housing to include units that are accessible and can be customized, recognizing that people's needs change over time. People should not be forced to leave their home because of a change in accessibility needs or prevented from having social connections due to the accessibility barriers of a home.



Key Ideas from Recommendation

Accessibility of transit infrastructure, charging for powered means of travel, accessible and adaptable building regulations

How Is This Reflected in the OCP?

Being able to move around in the community independently and travel where and when a person wishes are critical to health and well-being. The City is acting on almost all areas of the Assembly's recommendation within its jurisdiction, but has indicated a "yellow" traffic light because it cannot form a task force for TransLink. Instead, the City has an Access Advisory Committee which meets regularly to work on increasing accessibility for everyone in Burnaby and the city is currently working on an Accessibility Plan. While any disruptions to elevator or escalator access in Skytrain stations are addressed and managed directly by TransLink, the city will continue to work with TransLink to provide barrier-free access to the conventional transit system in order to accommodate users of all abilities.

Many people rely on battery-powered devices such as mobility scooters and electric wheelchairs to get around in the city. Having places where people can charge the batteries while out and about extends the time people can spend away from home and extends the distance people can travel. The City's Accessibility Plan will consider providing charging facilities for electric mobility devices in all civic buildings as well as other ways to improve access for everyone.

Policies in the OCP and the BC Building Code (BCBC) lay out accessibility requirements for all new buildings. The BCBC is updated frequently to include new requirements, for example, as of March 2025 all entrances to buildings and washrooms are required to have power operated doors, elevators are required for large two and three storey buildings, and there needs to be full-sized changing space in all universal washrooms.

Having the ability to remain in a person's home and be close to friends and neighbours despite changes in ability over time is critical in order to feel connected to the community. Adaptable housing is designed and built so that accessibility features can be added more easily and inexpensively if and when needed. Some of the required features, such as wider doorways and easy to use light switches and door handles, are the same as for accessible housing. Others, such as reinforced bathroom walls for grab bars, help residents achieve accessibility at a later date. The City has an Adaptable Housing Policy which lays out the percentage of adaptable units required for new multi-family housing. Right now, that requirement is for at least 20% of units in new multi-family developments and 100% of purpose-built seniors' housing be adaptable units. Further requirements for adaptable housing are outlined in the BC Building Code and are updated regularly.

For more information, go to:

- [OCP Part C: Objectives 1.2 and 2.1](#)
- [Burnaby Transportation Plan: Public Transit Policies 4.7.3 - 4.7.5](#)
- [Adaptable Housing Policy and Guidelines](#)





GROWTH, DENSITY AND LAND-USE PART 2: ZONING AND HOUSING FORMS

Summary of Assembly Recommendations

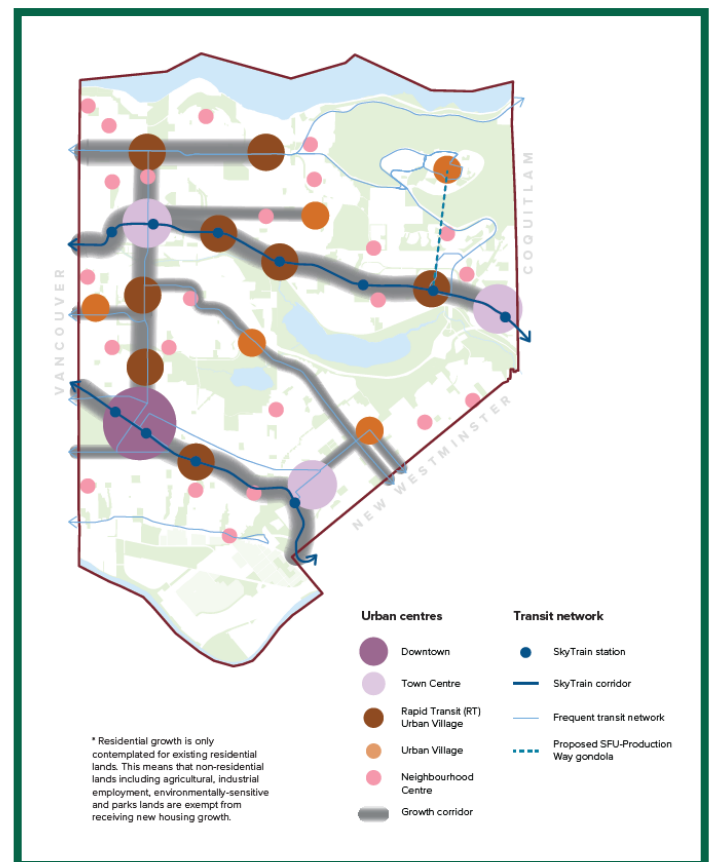
The Assembly recognizes the importance of providing enough housing to meet the needs of the growing community while understanding that people have different housing needs at different stages of their lives. In addition to the availability and affordability, it recognizes the importance of access to local services within neighbourhoods and values housing that is conveniently located within walking distance of transit and amenities to both improve convenience and reduce the need to own and drive a personal vehicle.

By creating Urban Villages on Canada Way and along Willingdon Avenue and in neighbourhood nodes throughout the Burnaby, more people will be able to access their daily needs within a short distance from where they live and work. The Assembly also supports gradual transitions between higher and lower density areas to reduce density “cliffs” and support more variety in building forms.

How Has This Shaped the OCP?

During Phase 3 OCP engagement, Assembly members were asked to choose between two different scenarios for growth in the city. One, the Baseline Growth Scenario which included the provincially mandated growth in Transit Oriented Areas and Small Scale Multi-Unit Housing in predominantly single and two-family areas, or two, a Corridor Growth Scenario which built on the baseline scenario to include growth along key transit corridors, a gradual transition of density between high- and low-density areas, and the creation of mixed-use neighbourhood centres spread throughout the city. The Assembly preferred the corridor growth scenario which reflected the opinion of the general population.

The resulting draft OCP urban structure focuses growth along key transportation corridors and within mixed-use nodes throughout the city. These mixed use nodes range in size from the city centre and town centres, to rapid transit urban villages and urban villages, to neighbourhood centres within lower density areas.



(Excerpt from draft OCP)

Recommendation 12: Housing Diversity

The Burnaby Community Assembly strongly recommends that the City update zoning to allow more townhouses, rowhouses and low-rise apartments.



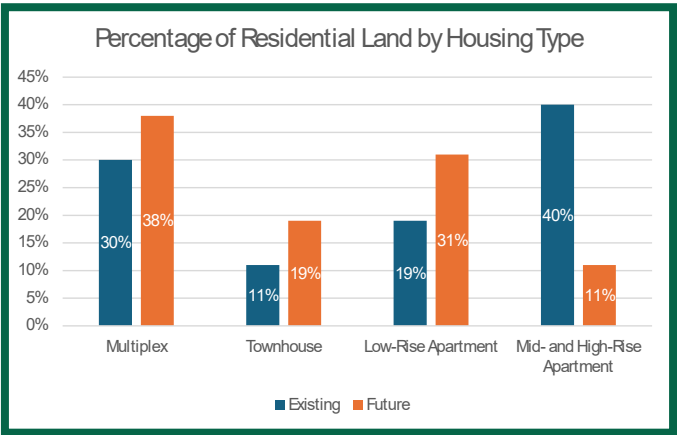
Key Ideas from Recommendation

Need for a range of housing options

How Is This Reflected in the OCP?

During public engagement, people expressed a desire for more diverse types of housing or “missing middle” housing in the city, including low rise apartments, town houses and row houses. That desire was reflected in the choice of the Corridor Growth scenario which set aside more land for low rise apartments and townhouses. The draft OCP reflects input from both the Assembly and the broader community. It lays out a land use framework and parcel-based land use map that supports a range of housing forms throughout the city. The Land Use Framework complements the OCP Objective *“Provide a range of housing choices to meet the needs of all residents”*.

Overall, under this new Land Use Framework the land designated for the various types of housing is:



For more information, go to: OCP Part B: Land Use Framework and Map, OCP Part C: Objectives 1.1 and 1.2

Recommendation 13: Transition Zones and Corridors

The Burnaby Community Assembly strongly recommends that the City create transition zones between Town Centres and lower-density neighbourhoods, as well as allow medium-scale growth along key transit corridors to help distribute future growth.



Key Ideas from Recommendation

Need for transitions between high-rise and low-rise housing forms, growth along key transit corridors

How Is This Reflected in the OCP?

The draft Land Use map harmonizes the city's urban form by defining transition areas between higher and lower densities such as between the Town Centres and Urban Villages and small-scale multi-unit housing areas. The framework also reflects the Assembly's recommendations by focusing growth close to transit stations, bus exchanges and along frequent transit routes.

For more information, go to: OCP Part B: Land Use Framework and Map, OCP Part C: Objective 1.1



Recommendation 14: New Urban Villages

The Burnaby Community Assembly strongly recommends the development of the Urban Villages proposed [by the City of Burnaby] on Canada Way and Willingdon, as well as nodes of amenities and services within a 15-minute walk of all areas in Burnaby.



Key Ideas from Recommendation

Urban Villages, access to amenities close to where people live and work

How Is This Reflected in the OCP?

The Land Use Framework identifies new Urban Villages on Willingdon Avenue and on Canada Way. Urban Villages include medium-high forms of density such as mid-rise and low-rise apartments and a mix of other uses. On Willingdon Avenue, these areas have been designated Rapid Transit Urban Villages to support higher-order transit-oriented density along that corridor.

By creating Urban Villages on Canada Way and along Willingdon Avenue and in neighbourhood nodes throughout the Burnaby, more people will be able to access their daily needs within a short distance from where they live and work.

For more information, go to: [OCP Part B: Land Use Framework and Map](#); [Part C: Objective 1.6](#)



Recommendation 15: Housing Growth

The Burnaby Community Assembly strongly recommends that the City of Burnaby should set a target to create 80,000 new housing units by 2050.



Key Ideas from Recommendation

Need housing to meet the growing population

How Is This Reflected in the OCP?

Metro Vancouver uses demographic shifts such as births, deaths, immigration and out migration to project the region's future population. Trends in immigration and migration between provinces can significantly impact the projected populations. For instance, Metro Vancouver recently updated its projections to account for the impact of federal immigration quotas.

Metro Vancouver uses its population projections to determine the number of housing units and jobs needed. Under its recent High Growth scenario, Metro Vancouver projected Burnaby's population to increase by over 146,000 residents by 2050 requiring approximately 68,000 new housing units.

The city is committed to providing capacity for needed housing and supports development by providing clarity on what can be built on every parcel in Burnaby through the development of the parcel-based Land Use Map. Furthermore, the City has recently simplified the development process through the new Development Approval Process (DAP) program which is improving the efficiency and speed of the application process.

For more information, go to:

- [OCP Part B: Land Use Framework and Map, OCP Part C: Objective 1.2](#)
- [Development Approval Process](#)



TRANSPORTATION

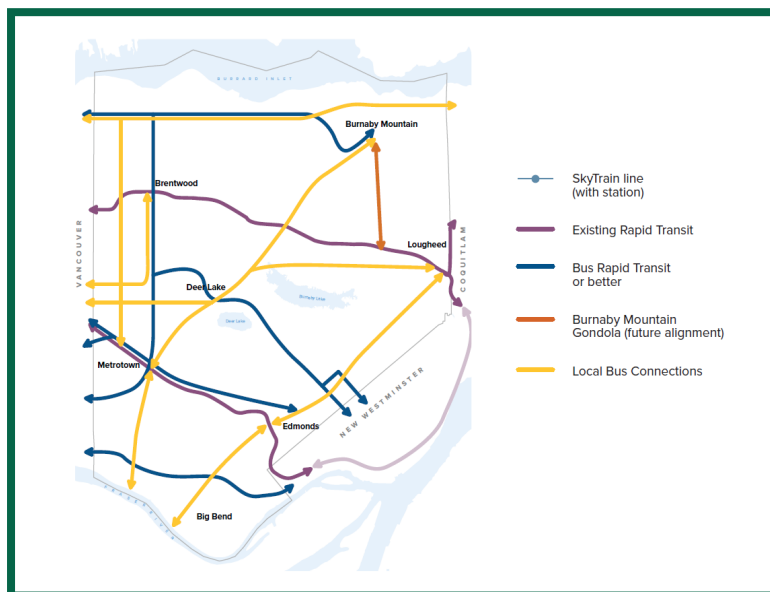
Summary of Assembly Recommendations

The Assembly recognizes the benefits of encouraging a shift away from driving to the use of more sustainable transportation modes in order to reduce traffic congestion, promote active lifestyles and meet the city's Climate Action goals.

Recommendations include improvements to the transit system, cycling and pedestrian networks, and the provision of amenities to make traveling within Burnaby safer, more comfortable and convenient.

How Has This Shaped the OCP?

The Assembly's recommendations reflect what was heard from the broader community through engagement on both the Burnaby Transportation Plan and the OCP. People wish to have transportation infrastructure and service expansion that will keep up with future growth. They wish to have amenities at transit stations that make traveling more comfortable and convenient, and they wish to be able to get around the city safely no matter which mode of travel they choose to use.



(Excerpt from draft OCP)

The draft OCP land use framework lays out an urban structure which focuses on increased density along major transportation corridors and around transit nodes such as SkyTrain stations.

Overall, Burnaby is very well served by transit with two SkyTrain lines serving 11 SkyTrain stations supported by a local bus service. The long-range transit concept includes further expansion of the transit system to include rapid bus or better on key streets such as Willingdon, Hastings, Marine Way/Marine Drive, and Canada Way.

Recommendation 16: Public Transit

The Burnaby Community Assembly nearly unanimously recommends that City of Burnaby should work with TransLink to improve service and increase ridership by:

- 16.1. Improving north / south transit service.
- 16.2. Adding more washrooms along transit lines and in SkyTrain stations, as well as measures to make these spaces safe for commuters.
- 16.3. Increasing frequency and coverage, especially during rush hour.
- 16.4. Better connecting town centres (for example, Brentwood to Metrotown and Lougheed to Edmonds).
- 16.5. Better connecting urban villages.

The Assembly strongly recommends against the expansion of “park and ride” in Burnaby.



Key Ideas from Recommendation

Improved public transit, better connectivity, safety and comfort

How Is This Reflected in the OCP?

Burnaby is well served by transit with SkyTrain connecting Brentwood Town Centre to Lougheed Town Centre, Lougheed Town Centre to Edmonds Town Centre, and Edmonds Town Centre to Metrotown. The “missing” north-south connection between Brentwood and Metrotown is identified in the Burnaby Transportation Plan and the OCP as a future “Rapidbus or better” connection. Planning for higher order transit on Willingdon Avenue is underway as part of the Metrotown-North Shore Bus Rapid Transit (BRT) project which focuses on connecting Park Royal to Metrotown.

Other north-south bus service improvements in Burnaby are being considered as part of the Burrard Peninsula Area Transport Plan (BPATP). This plan focuses on identifying necessary improvements to the bus route network and frequency to better serve the community. As part of the BPATP, TransLink is working with the city to improve transit connections to the Big Bend area, the Still Creek industrial area, southeast Burnaby and improve connections between Urban Villages north and south of Highway 1.

In addition to working on creating better transit services, the city is working with TransLink to enhance the comfort and safety for people using the system. Policies in both the Burnaby Transportation Plan and the OCP support making travelling by transit safer and more comfortable for all users. Transit-supportive policies include working with partners to make transit hubs more vibrant and convenient by adding shops, cafes, washrooms, and other amenities. The Burnaby Transportation Plan’s Transit Big Move has targets for the installation of bus shelters and benches at bus stops to make travelling by bus more comfortable.

For more information, go to:

- OCP Part C: Objectives 1.6, 4.1
- [Burnaby Transportation Plan: Public Transit Policies 4.7.1 – 4.7.4, Long Range Transit Map](#)

Recommendation 17: Active Transportation Connectivity

The Burnaby Community Assembly strongly recommends the City connect the Brentwood and Metrotown areas by expanding a corridor and mandating the development of a multi-modal path. This path will encourage e-mobility options such as e-bike and e-scooter, biking, walking, and rolling and should be safely separated in order of speed.



Key Ideas from Recommendation

Active transportation infrastructure, electric bicycles and other electric micromobility modes, separation of active transportation modes

How Is This Reflected in the OCP?

The Burnaby Transportation Plan prioritizes the completion of the Phase 1 Cycle Network by 2030, which includes key north-south and east-west cycling routes that connect town centres and major destinations. This network will be improved to accommodate users of all ages and abilities, including seniors, children, and new cyclists, by incorporating a range of comfortable and accessible cycling facilities that may vary depending on the surrounding context and available public right-of-way. Proposed cycling improvements reference the BC Active Transportation Design Guide and align with design standards set forth by the Transportation Association of Canada (TAC). The Phase 1 Cycle Network includes the Sea to River Bikeway, which connects Brentwood and Metrotown via Gilmore Avenue and Patterson Avenue. This corridor will be assessed for potential improvements to enhance cycling safety and comfort. Other north-south routes, such as Willingdon Avenue will be considered following the completion of the Phase 1 Cycle Network.

Electric bikes are regulated under the BC Motor Vehicle Act and are permitted to be operated wherever traditional bikes are allowed such as bike lanes, shared streets, and multi-use pathways. They must follow the same general road rules as drivers such as obeying traffic signs and signals or yielding to pedestrians. Right now, the city has no formal plans to separate e-mobility devices from traditional bikes on bike lanes, but it is continuing to monitor the dynamics between the two modes.

The City is developing an electric-bike share pilot program and will be bringing a report to Council for consideration in the near future. If the pilot program and implementation plan are endorsed, an operator will be selected, and the pilot program may launch in late 2025 or early 2026.

For more information, go to:

- OCP Part C: Objective 4.1
- [Burnaby Transportation Plan](#): Section 4.6 Cycling - Cycling Policies 4.6.1 and 4.6.5; Long Range Cycle Network; Phase 1 Burnaby Cycle Network

Recommendation 18: Pedestrian Safety

The Burnaby Community Assembly strongly recommends that the City review existing foot traffic routes to maximize safety (Vision Zero to eliminate road deaths) and identify “high-traffic” mixed-use routes for better road / sidewalk / lane separation.



Key Ideas from Recommendation

Protection of vulnerable users, Vision Zero

How Is This Reflected in the OCP?

Reaching the City’s Vision Zero target of no deaths or serious injuries on Burnaby’s transportation network requires a multi-disciplinary approach to safe mobility ranging from improvements in road design, to enforcement and education. Last year, the city completed a feasibility assessment focusing on pedestrian safety. The study identified what safety measures were needed and proposed an implementation plan that will be completed over several phases. The recommended short-term mitigation measures such as right turn on red restrictions, leading pedestrian interval signal timing plans, and accessible pedestrian signals are currently being implemented, and staff have begun detailed design for the medium- and long-term measures such as upgraded crosswalks, lighting improvements, and sidewalk upgrades.

Policies in both the Burnaby Transportation Plan and OCP recommend a continued focus on working towards the City’s Vision Zero target.

For more information, go to:

- [OCP Part C: Objective 4.1](#)
- [Burnaby Transportation Plan: Vision Zero Target](#)
- [Improving Traffic Safety – Transportation Committee Report \(October 2024\)](#)

Recommendation 19: Rapid Transit and Dedicated Bus Lanes

The Burnaby Community Assembly strongly recommends that the City should prioritize new rapid transit services with dedicated bus lanes on major roadways such as Canada Way, Hastings and Willingdon, and supports wider sidewalks for walking or rolling.



Key Ideas from Recommendation

Need for fast, reliable transit in dedicated lanes, wider sidewalks to support walking and rolling

How Is This Reflected in the OCP?

In the Burnaby Transportation Plan and the OCP Long Range Public Transit network, Willingdon Avenue, Canada Way and Hastings Street are identified as having “rapid bus or better”. Both plans support continued collaboration with TransLink to plan for future rapid transit and to improve speed and reliability of buses through transit priority measures. Transit priority measures may include dedicated bus lanes, transit priority signals, bus queue jumper lanes at intersections, transit-only linkages, and other technologies and infrastructure.

In places where it is not possible to achieve the space needed to accommodate additional bus lanes, there may need to be trade-offs in how the road right of way is used. The Burnaby Transportation Plan Section 3.4 Streets are for Everyone outlines the various uses of the street and lays out a hierarchy which prioritizes sustainable transportation. In some places, general purpose traffic lanes or parking lanes may need to be repurposed as bus lanes or space for rapid transit infrastructure.

In other places, such as along Canada Way, it may be difficult to achieve separated bus lanes, queue jumper lanes, or wider sidewalks without additional right of way which could be achieved through redevelopment of adjacent properties. As TransLink partners with cities to deliver sustainable transportation solutions, we continue to collaborate on projects that enhance transit services and improve mobility across the city.

For more information, go to:

- [OCP Part C: Objective 4.1](#)
- [Burnaby Transportation Plan: Vision Zero Target; Section 3.4 Streets are for Everyone](#)



LIVABILITY, BELONGING AND WELL-BEING

Summary of Assembly Recommendation

The Assembly recognizes that community amenities and services are key to supporting collective wellbeing and sustaining a thriving economy. Community facilities and public spaces, such as parks and community centres, facilitate spaces for people to gather, connect, and grow. Access to affordable housing and child care are also key factors that support livability and a sustainable economy by attracting and retaining people to participate in the local workforce.

The Assembly also recognizes that communities benefit from having access to diverse activities and businesses throughout the city, including a vibrant nightlife. Moreover, the Assembly acknowledges that industrial lands are a unique part of Burnaby's economy, and their environmental impacts can affect the liveability of adjacent neighbourhoods and climate adaptability. As such, the Assembly recommends environmentally friendly industrial and manufacturing uses to support the environmental, economic, and social sustainability of the city.

How Has This Shaped the OCP?

The draft Official Community Plan (OCP) has integrated policy actions regarding liveability and wellbeing throughout various goals, including Goal 1: Complete Communities, Goal 2: Welcoming Spaces, and Goal 3: Thriving Economy. The OCP recognizes that addressing livability requires a holistic approach and leveraging key partnerships. The OCP also works in tandem with several other City strategies and plans, such as the Child Care Action Plan, Economic Development Strategy, and Burnaby Food System Strategy, along with several financing tools that are available to the City. Given the wide scope of livability, it will be essential to consider City Council priorities, work with other levels of government and utilize a range of funding mechanisms to strengthen community wellbeing and the local economy.



Recommendation 20: Green Spaces

The Burnaby Community Assembly nearly unanimously recommends that the City protect green spaces and create more community gardens in public and private spaces, prioritizing the use of City-owned spaces, including schools and parks.



Key Ideas from Recommendation

Protection of green spaces, more community gardens

How Is This Reflected in the OCP?

The City is acting on almost all areas of this recommendation within its jurisdiction but has indicated a “yellow” traffic light because it cannot mandate actions on private property or schools, which are outside of its jurisdiction.

The draft OCP Land Use Framework supports the provision of parks, open spaces, and public amenities to align with changing demographics, recognizing the importance of accessible City-owned green spaces that meet daily needs. The OCP’s “Blue Green Network” includes the protection of existing parks and open spaces, sensitive ecosystems, habitat connectivity corridors, green streets, along with existing streams, watersheds, and potential restored waterways. Policy actions that help to strengthen food security and expand community gardens across the City have also been incorporated in the OCP.

The Burnaby Food System Strategy has a theme on Growing and Harvesting, highlighting the importance of food growing opportunities and its impact on food security. The Strategy includes several recommended actions relating to community gardens and food growing opportunities generally. The Strategy also discusses a number of other recommended actions relating to food economy, policy and regulation, community sector support, and structural change.

The draft Urban Forest Strategy details street tree planting priorities in the short, medium, and long term across the city. This Strategy also discusses various considerations regarding tree planting in detail, including resource allocation, maintenance, guidelines and standards, distribution equity, stewardship, partnership, and monitoring.

For more information, go to:

- [OCP Part B: Land Use Framework, OCP Part C: Objective 1.5](#)
- [Burnaby Food System Strategy: Actions and Implementation](#)
- [Draft Urban Forest Strategy: Strategy 3, 4, 5, 12 and 14](#)

Recommendation 21: Allocation of Development Revenues

The Burnaby Community Assembly nearly unanimously recommends allocating the highest proportion of spending from development revenues to affordable housing, childcare, and community centres compared to other uses, placing the most time-sensitive priority on building childcare facilities and affordable housing.



Key Ideas from Recommendation

Prioritize spending development revenues on community infrastructure and amenities, primarily affordable housing, child care, and community centres

How Is This Reflected in the OCP?

The draft OCP includes a number of policies that support the provision of affordable housing, child care, and community spaces, as well as the development of connected communities. The Land Use Framework supports connected, walkable and rollable communities that meet a range of daily needs, along with the provision of green spaces and public amenities for a growing population.

The Burnaby Child Care Action Plan supports increasing accessibility to child care facilities and includes policies to explore more provisions to secure child care, such as through an amenity in the development process and other proposed funding opportunities.

The City uses a combination of financing tools to ensure that infrastructure and amenities are available for future generations. Examples of these financing tools include amenity cost charges and development cost charges in alignment with new provincial housing legislation, and the Community Benefit Bonus Policy. Together, these tools help to finance the development of affordable housing, child care, community centres, and a variety of other community infrastructure assets, in alignment with City Council priorities.

The City is in the process of completing a Community and Social Infrastructure Needs Assessment in order to analyze existing infrastructure inventory, needs, gaps, challenges, and opportunities.

This work will help inform the creation of a Social Infrastructure Strategy for Burnaby, which will outline community infrastructure priorities in order to meet daily needs in a strategic, sustainable way. As well, the Social Infrastructure Strategy will consider the Assembly's recommendation.

The City is also in the process of developing a Parks, Recreation and Culture Long Range Plan which will identify infrastructure and service needs, and provide a framework to guide growth in alignment with community needs and demographic shifts. This will help to ensure the continued delivery of high-quality parks, recreational spaces, and cultural experiences that support the dynamic needs of a vibrant, livable community.

These policies, financing tools, strategies and plans all work together to help City Council make an informed decision on how best to spend development revenues in a way that meets local needs, considers site-specific development conditions, and reflects City Council priorities.

While the City continues to deliver on key community priorities, external factors impact the City's budget capacity, including new provincial rules on funding amenities and infrastructure projects, regional infrastructure pressures, and changing political and economic environments. Prior to the provincial legislative changes, projects like recreation and child care centres in Burnaby were funded entirely by money collected from developers in exchange for additional density in town centres. Due to the provincial changes, taxpayers are now required to contribute to the cost of new amenities and infrastructure projects. As such, City Council is working through budget constraints, competing priorities, and seeking efficiencies where possible, while ensuring residents receive core municipal services.

For more information, go to:

- [OCP Part B: Land Use Framework, OCP Part C: Objectives 1.1 – 1.4, 1.6](#)
- [Child Care Action Plan: 7.1 Increasing Accessibility Actions](#)
- [Community Benefit Bonus Policy](#)
- [Development Funding Program](#)
- [City of Burnaby Financial & Annual Reports](#)
- [Parks, Recreation and Culture Master Plan - Council Report \(November 2024\)](#)
- [Proposed Amendments to Community Benefit Bonus Policy – Council Report \(March 2025\)](#)



Recommendation 22: Child Care

The Burnaby Community Assembly strongly recommends that the City invest more to increase the affordability and availability of childcare and daycare, treating this as one of the City's immediate spending priorities for new amenities.



Key Ideas from Recommendation

Accessibility of child care

How Is This Reflected in the OCP?

The draft OCP recognizes the need for accessible child care spaces and supports the co-location of child care spaces near other compatible public amenities and employment lands. The OCP also seeks to continue collaboration with key child care partners to encourage the integration of complementary social-serving facilities and leverage incentives to deliver more child care facilities in convenient areas.

City Council recently approved zoning bylaw amendments to reduce barriers and increase opportunities for development of child care, while remaining in alignment with the provincial Child Care Licensing Regulation. For instance, greater child care opportunities are now available in a wider range of dwelling units in the small-scale multi-unit housing Zoning District, and child care facilities are excluded from gross floor area calculations in all multi-family housing Zoning Districts to remove conflicts between housing and child care priorities. As well, child care facilities have been added as a permitted use in a number of light Industrial and Business Centre Zoning Districts. These zoning bylaw amendments ultimately support greater availability of child care facilities across the city.

In 2018, the provincial government initiated a 10-year plan to create a universal child care system in B.C. A key element of the plan is the provision of capital grants to public and non-profit sector organizations towards the creation of new child care spaces. Burnaby has taken a strong leadership role in facilitating the provision of child care in our community and continues to partner with the Province to do so.

In June 2024, the City learned it was successful in receiving a total of \$7,490,000 in grant funding from the ChildcareBC New Spaces Fund for two new City child care centres: Rowan Avenue and the Christine Sinclair Community Centre (CSCC). The Rowan Avenue centre is due to open for families in May 2025 and the Christine Sinclair Community Centre facility has been open since February 2024.

Prior to the current Provincial government's 10-year child care plan, the City and School District signed a Child Care Facilities Memorandum of Agreement in 2014. The Agreement provides up to twelve child care centres to be built on school sites throughout the community. Under the Agreement, the City is responsible for capital contributions through the Community Benefit Bonus Reserve, the School District provides land and oversees the relationship with operators of the centres, and locally-based non-profit organizations operate the centres.

To date, the City has supported the development of 7 child care centres on or adjacent to school sites throughout the community that have created over 240 spaces for children aged 5 and under.

The Burnaby Child Care Action Plan recognizes that quality child care services are critical to the social and economic wellbeing of our communities, and the Plan is intended to help the City strategically and effectively address changing child care issues over time. In particular, the Plan includes a number of recommended actions according to four key child care challenges – accessibility, affordability, quality, and partnerships and collaboration.

The Plan also includes information on the level of access for child care in Burnaby, known as the child care access rate, and considers the access rate by age group and quadrant (northwest, northeast, southeast, and southwest Burnaby). These rates help inform the Plan's proposed child care targets for 2020 – 2030. The Plan identifies an overall child care space creation target of 38 spaces per 100 children ages 0 to 9 years old by 2030. An update on the progress of the Plan was recently provided to the Social Planning Committee on March 5, 2025, indicating that while we are on track for our targets for children under 3 years and 3 to 5 years old, there is still a significant gap in the number of child care spaces available to school age children ages 6 to 9. The Plan will continue to track and review the targets to ensure that they align with City priorities, changing demographics, and provincial legislation.



AGE GROUP	Existing Spaces 2020	SHORT & MEDIUM-TERM TARGETS 2020-2025			LONG-TERM TARGETS 2026-2030			TOTAL NEW SPACES 2020-2030
		New Spaces Needed 2020-2025	Total Spaces 2025	Number of Spaces per 100 Children	New spaces Needed 2026-2030	Total Spaces 2030	Number of Spaces per 100 Children	
0-2 years*	1,131	653	1,784	25	634	2,418	33	1,287
3-5 years	2,269	745	3,014	42	768	3,782	50	1,512
6-9 years	1,509	421	1,930	22	1,191	3,122	33	1,613
Total	4,909	1,819	6,728	29	2,593	9,322	38	4,412

* Under 3 years

(Excerpt from Child Care Action Plan)

It is important to note that the permitting of child care facilities falls under the jurisdiction of Fraser Health. However, the City recently developed the Burnaby Child Care Design Principles and Guidelines which will apply to all new City-related child care facilities and help set clear expectations for high-quality licensed child care spaces. These design principles and guidelines include considerations regarding location and safe access, indoor and outdoor play spaces, equity, resiliency, and staff-workplace environments. They also align with the provincial Design Guidelines for Child Care Centres.

For more information, go to:

- [OCP Part C: Objective 1.3](#)
- [Burnaby's Child Care Design Principles and Guidelines](#)
- [Burnaby Child Care Policy](#)
- [Child Care Action Plan: Burnaby Context, 7.1 Increasing Accessibility Actions and 7.2 Improving Affordability Actions](#)
- [Burnaby Child Resources Group Child Care Action Plan Update – Social Planning Committee presentation \(March 2025\)](#)
- [Child Care Facilities Memorandum of Agreement](#)
- [Child Care Grant Funding - Council Report \(September 2024\)](#)

Recommendation 23: Nightlife

The Burnaby Community Assembly recommends more night life! Incentivize nightlife business around town-centres to be able to socialize without the need to go to neighbouring municipalities.



Key Ideas from Recommendation

More nightlife activities and opportunities to socialize locally

How Is This Reflected in the OCP?

The draft OCP includes policy actions on supporting a variety of economic activities, including a vibrant nighttime economy. The OCP supports the creation of cultural and entertainment districts in Downtown, Town Centres and Rapid Transit Urban Villages, which can encourage the growth and availability of diverse night-time activities. As well, the OCP supports continued partnerships and collaboration with the business community and key partners to develop initiatives that address local needs and concerns, such as strengthening the nighttime economy.

The OCP also incorporates a number of objectives and policy actions that indirectly support nightlife, which include encouraging more accessible and connected communities, exploring opportunities to activate public spaces, and fostering a sense of safety for all. Improving transportation connectivity within and between neighbourhoods can help ensure that people can conveniently and safely access nightlife venues and activities. As well, exploring permanent and temporary public space activations during the day and night can enable opportunities to engage with diverse art and cultural activities while supporting nightlife. Moreover, prioritizing public safety for all is critical to sustaining the vitality of the nighttime economy long term as it helps to attract visitors to nightlife venues and protect workers in the nightlife sector, thereby supporting nightlife businesses.

The City is also in the process of updating the Zoning Bylaw and exploring opportunities to allow for a broader mix of commercial uses and business types permitted in more neighbourhoods across the city, which may reduce barriers to nighttime businesses and activities.

For more information, go to: OCP Part C: Objectives 1.6, 2.1, 2.2, 2.7, 3.3, 3.4



Recommendation 24: Industrial and Manufacturing Uses

The Burnaby Community Assembly recommends that Burnaby increase industrial and manufacturing uses that are environment friendly.



Key Ideas from Recommendation

Environmentally friendly industrial and manufacturing uses

How Is This Reflected in the OCP?

The draft OCP supports the protection of employment and industrial lands, in alignment with Metro Vancouver's Metro2050: Regional Growth Strategy, particularly given the increasing demand for industrial lands and ongoing market pressure to convert industrial lands to other uses. The OCP also encourages diverse economic activities, including creative industries that are expected to be environmentally friendly, such as small-batch manufacturers and flex-industrial spaces.

Additionally, the OCP supports continued collaboration with the Burnaby Board of Trade, including their Environmental Sustainability Committee, and other key interested parties to support local economic development. Related policy actions in the OCP include continued partnerships with post-secondary institutions to support innovation hubs and encourage emerging economic sectors. The Economic Development Strategy (EDS) includes strategies for a greener community, and the light and heavy industry sectors, such as considering reusing industrial or business byproducts, and working with heavy industries to reduce impacts on the environment and adjacent neighbourhoods. The EDS will be updated in the future and can explore environmentally friendly industrial and manufacturing uses in more detail.

The Civic Innovation Lab Society (CIL), co-founded in 2022 by the City and Simon Fraser University, serves as a long-term accelerator of Burnaby-focused research and community engagement, thereby contributing to the economic, social and environmental well-being of Burnaby's community members. Through the CIL, the City is involved in the Clean Hydrogen Hub, a new core research facility that brings together industry, community, academia and government partners to advance the clean energy transition locally and globally. This demonstrates the City's commitment to learning collaborations and environmentally friendly practices that can support the local economy.

The City is also in the process of updating the Zoning Bylaw and considering opportunities to include sustainable energy generation, such as solar panels and district energy systems, in commercial and industrial districts.

For more information, go to:

- [OCP Part C: Objective 3.2 and 3.3](#)
- [Civic Innovation Lab](#)
- [Economic Development Strategy: General Strategy 4, Sector Strategy 8 and 9](#)



NEXT STEPS

With the draft OCP complete, the fourth and final phase of public engagement on the OCP is proposed to take place from April 9 to May 11, 2025. The content to be presented for feedback in Phase 4 includes draft policies on the 5 goals, and the land use framework. The community will have different ways to engage on this material, including a survey and a series of in-person and online open houses.

Feedback from the Phase 4 engagement program will then be considered and integrated into the draft OCP. It is anticipated that the final draft OCP will be brought to Council for first reading in September.

Following the adoption of the OCP, the City will be embarking on an action plan to implement the policies in the OCP. Implementation will include prioritizing those actions that are of greatest importance to the community and establishing key performance indicators to track and report out on progress.

Appendix: Key Policy Documents

The City plans for additional population growth while balancing other priorities, such as housing needs, transportation needs, and climate action and environmental protection. City planning is informed by past experiences and learnings, enabling decisions that will positively influence the future of Burnaby. Since the Official Community Plan (OCP) is a long-range policy document, it strives to align with other key policy documents in the City of Burnaby. Key policy documents referenced in responses to the Community Assembly recommendations have been included below for convenience.

Policy Document	Year	Document Overview
Burnaby Economic Development Strategy (EDS)	2007	Recognizing the interrelated relationship between social, physical and economic sustainability, the EDS functions in tandem with the City's Environmental Sustainability Strategy and Social Sustainability Strategy by focusing on ensuring economic sustainability. The strategy sets out a series of action plans that aim to positively influence Burnaby's economic future.
Burnaby Child Care Action Plan	2021	The Burnaby Child Care Action Plan is intended to help the City strategically and effectively address child care issues in the community over the next ten years. The Plan identifies recommended actions to address child care, organized by four strategic directions: <ul style="list-style-type: none"> • increasing accessibility • improving affordability • enhancing quality • strengthening partnerships
Connecting Burnaby: Burnaby Transportation Plan (BTP)	2021	The Burnaby Transportation Plan sets out targets and policies intended to shape transportation in the city by: <ul style="list-style-type: none"> • providing access to transport options and choices • emphasizing sustainable modes such as walking and rolling, cycling and public transit • creating opportunities for people to participate in city life through design of streets for people • encouraging safety, health and well-being of people travelling around the city • supporting the local economy through efficient and reliable movement of goods and services • supporting the City's climate action initiatives targeting zero emissions

Policy Document	Year	Document Overview
Home: Burnaby's Housing and Homelessness Strategy ("the HOME Strategy")	2021	<p>Burnaby's Housing and Homelessness Strategy is a 10-year plan of action to achieve a place where everyone can find a home, afford a home and feel at home. The strategy sets specific goals, strategies and actions to achieve the right supply of housing and diverse needs of our community.</p> <p>Policies in the strategy address the entire housing system, including homelessness by establishing the following goals:</p> <ul style="list-style-type: none"> • inclusive and livable neighbourhoods • options for secure housing tenure • a renter-friendly community • a healthy supply of non-market housing • a place where homelessness is rare, brief and one time
Burnaby Food System Strategy (BFSS)	2024	<p>The strategy recognizes the vital role that food plays in our lives, central to the health and wellbeing of individuals, families, and the larger community. It outlines the ways which the City can act and support community efforts towards sustainable food systems and food security for all people in Burnaby. Actions recommended in the BFSS grow from the strategy's five core themes:</p> <ul style="list-style-type: none"> • growing and harvesting • food economy • policy and regulation • community sector support • structural change
Draft Urban Forest Strategy	2024	<p>The strategy is a science-based, practical and unifying vision to align and foster a shared commitment to tree protection and management citywide. It is built on five core goals:</p> <ul style="list-style-type: none"> • Plan: Integrate the urban forest into citywide planning effort • Grow: Expand the tree canopy across public and private spaces. • Protect: Strengthen policies to preserve existing trees. • Manage: Ensure long-term health and sustainability through proactive care. • Engage: Foster community involvement and stewardship.

Policy Document	Year	Document Overview
Interim Indigenous Relations and Reconciliation Framework and Strategy	2024	<p>An interim framework while the City of Burnaby engages with host Nations and Indigenous Peoples living in Burnaby to co-develop a final framework to guide the City in advancing reconciliation. The interim framework considers:</p> <ul style="list-style-type: none"> • building relationships with Indigenous Peoples, including government-to-government relationships with host Nations • respecting cultural protocols of the host Nations and other Indigenous Peoples living in Burnaby as appropriate • committing to advancing reconciliation with Indigenous Peoples in the context of principles, such as those found in the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), the Declaration on the Rights of Indigenous Peoples Act (DRIPA), the Truth and Reconciliation Commission (TRC) Calls to Action, and the Missing and Murdered Indigenous Women and Girls: Calls to Justice • coming to terms with events of the past and to proactively develop respectful and mutually beneficial relationships based on truth, justice and reconciliation between Indigenous Peoples and non-Indigenous Peoples that will support a prosperous and just future for all





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For more questions on this report:

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