

ITEM	2
MANAGER'S REPORT NO.	29
COUNCIL MEETING	1980 04 14

RE: 1980 MUNICIPAL PLANNING GRANT APPLICATION
(ITEM 11, REPORT NO. 13, 1980 FEBRUARY 18)

The following report from the Director of Planning pertains to an application that has been made for a grant.

RECOMMENDATION:

1. THAT the recommendation of the Director of Planning be adopted.

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TO:	MUNICIPAL MANAGER	PLANNING DEPARTMENT
		1980 April 09
FROM:	DIRECTOR OF PLANNING	
		Our File: 05.400
SUBJECT:	1980 MUNICIPAL PLANNING GRANT APPLICATION	

RECOMMENDATION:

1. THAT Council advise the Ministry of Municipal Affairs that it is their intention that the studies to be carried out with the aid of Planning Grant Funds will lead towards the preparation and adoption of Official Community Plans, as a means of implementing the findings of the various studies.

REPORT

Council, on 1980 February 18, adopted the following recommendations:

- "1. THAT Council resolve to make application under the 1980 Municipal Planning Grant Program for a grant for the studies outlined in this report, viz.
 - A. Burnaby Transportation Study
 - B. Hastings Corridor Study
 - C. Residential Environment Study
2. THAT Council authorize the Planning Department to pursue the submission of the required application to the Ministry of Municipal Affairs."

The Director of Planning subsequently made application to the Ministry of Municipal Affairs. A copy of the application is attached.

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The Ministry of Municipal Affairs in considering our application has requested an indication of Council's intention to adopt the results of the three studies.

In order to qualify for 1980 Municipal Planning Grants, Council must approve a resolution stating that the proposed Municipal studies will contribute to the preparation of community plans which, if appropriate, will be adopted by Council as official.

It is the opinion of staff that such a resolution would be consistent with the Municipal procedure for generating and considering policies and plans, which are normally implemented through subdivision, rezoning, land acquisition programs, capital budgets, etc.


A. L. PARR
DIRECTOR OF PLANNING

RE:lf

Attachment

cc: Municipal Treasurer

THE CORPORATION OF THE DISTRICT OF BURNABY

1980 MUNICIPAL PLANNING GRANT APPLICATION

1.0 INTRODUCTION

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The following material is in support of a request for 1980 Provincial Grants to enable the Municipality of Burnaby to carry out the following three (3) studies:

A. Burnaby Transportation Study

It is proposed to undertake an analysis of present day projected transportation patterns in the Municipality in order to gauge the effectiveness of particular proposed regional and municipal transportation improvements, as well as to quantify the effects of population and employment growths on Burnaby. The primary analysis tool in this land-use transportation study will be the transportation model developed by the Region which will be refined for Burnaby's purposes using origin-destination data that has been obtained in previous years with the assistance of Planning Grant funding.

B. Hastings Corridor Study

The purpose of this study is to develop the Comprehensive Transportation Management Strategy for the Hastings Corridor Area of Burnaby. The study would meet the needs of and deal with specific reference to the Community Plan Area Three and Apartment Study "A" Review now in progress and be integrated with the Burnaby Heights Neighbourhood Study. The strategy development would include the efficient operation of major roads and would be the basis for implementation of traffic management measures. This corridor at both a municipal and regional level is expected to be critical in terms of projected transportation capacity shortfalls.

C. Residential Environment Study

This study will identify the various forces which effect residential environments in Burnaby and establish criteria upon which evaluation of future planning process for specific residential areas would be based. Neighbourhood profiles which outline local Municipal problems and issues would be created for the purpose of directing appropriate local overall Municipal actions. The study results will aid in preparing Community Plans and actions throughout each residential area.

The detailed terms of reference for the above studies are presented in Section 5.0 of this report, and the following sections deal with the financial considerations relative to this application, as well as the Planning Department program.

2.0 FINANCIAL CONSIDERATIONS

The total estimated 1980 Budget for the three studies is \$70,000 and, therefore, the proposed Provincial contribution in the Planning Grant Program would amount to two-thirds (i.e. \$46,667). Under the guidelines established by the Ministry of Municipal Affairs, the maximum grant available for the Municipality of Burnaby will be \$75,000. The total budget is tabulated as follows:

PROJECT	PLANNING GRANT	MUNICIPAL SHARE	TOTAL
A. Burnaby Transportation Study	\$ 13,333	\$ 6,667	\$ 20,000
B. Hastings Corridor Study	13,333	6,667	20,000
C. Residential Environment Study	20,000	10,000	30,000
TOTALS	\$ 46,667	\$ 23,333	\$ 70,000

The three studies will be carried out by consultants in conjunction with Municipal staff as detailed below:

- A. Burnaby Transportation Study - The total cost of this Study is estimated to be \$20,000, and approximately half of this amount is comprised of computer and related services. This study will be carried out by Municipal staff working with the Greater Vancouver Regional District which would act for the Municipality in a consulting capacity.
- B. Hastings Corridor Study - The total cost of this study is estimated to be \$20,000, of which \$15,000 is allocated to consulting fees. The residual is to cover Municipal expenses and salaries.
- C. Residential Environment Study - The total cost of this study is estimated to be \$30,000 of which \$20,000 constitutes specialist consulting work and the remainder is budgeted for Municipal expenses and salaries.

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3.0 COUNCIL RESOLUTION

Council, at its meeting of 1980 February 18, received the report on the 1980 Municipal Planning Grants and adopted the following recommendations with regard to this report:

- "1. THAT Council resolve to make application under the 1980 Municipal Planning Grant Program for a grant for the studies outlined in this report, viz.
 - A. Burnaby Transportation Study
 - B. Hastings Corridor Study
 - C. Residential Environment Study
2. THAT Council authorize the Planning Department to pursue the submission of the required application to the Ministry of Municipal Affairs."

4.0 1980 LONG RANGE PLANNING DIVISION PROGRAM

4.1 Budget and Staffing

The Planning Grant projects would be the responsibility of the Long Range Division of the Planning Department which has a 1980 Budget of \$455,000 exclusive of unallocated administration and technical support services. This figure includes the projected 1980 expenditures for the three projects for which a Planning Grant support is being sought, and represents approximately 40% of the overall planning budget.

The Long Range Planning and Research Division is comprised of 17 staff and includes the following professional personnel:

- a. Assistant Director - Long Range Planning and Research (1)
- b. Transportation Planning (2)
- c. Policy and Research (3)
- d. Concepts and Implementation Strategies (3)

4.2 Long Range Planning Division Program

The work of the Long Range Planning Division is carried out in the context of the Burnaby Zoning Bylaw, Council adopted Community Area Plans and the established Council policies. Considerable portion of the work is ongoing with a strong emphasis on the implementation of Council policies as well as review and monitoring of implementation programs. Further details regarding the 1980 Long Range Planning Division program are to be found in Appendix 'A' attached.

5.0 TERMS OF REFERENCE

The following are the Terms of Reference for the three projects that the Municipality proposes to undertake in 1980 with assistance under the Provincial Planning Grant Program:

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A. BURNABY TRANSPORTATION STUDY - BROAD TERMS OF REFERENCEINTRODUCTION:

The Municipality of Burnaby has recently developed and adopted A Comprehensive Transportation Plan for the Municipality. Whilst the Burnaby Transportation Committee has developed an Implementation Strategy for this Plan, further objective data is required with respect to precise scheduling of longer term projects. Accordingly, it is proposed to undertake analysis of present day and projected transportation patterns in the Municipality in order to gauge the effectiveness of particular proposed transportation improvements as well as to quantify the effects of regional growth and regional transportation infrastructure improvements on Burnaby. This study will be carried out by Municipal staff working closely with staff from the Greater Vancouver Regional District. The primary analysis tool will be the Transportation Model developed by the Regional District.

SCOPE OF STUDY:

The proposed study's major components are listed below:

1. DEFINITION OF PROCEDURE - In the initial stage of the study, the precise methodology will have to be developed for the application of the G.V.R.D. Regional Transportation Model to the "Municipal" scale.
2. MODEL CALIBRATION - The calibration of the G.V.R.D. Model will be carried out using origin-destination data acquired by the Municipality in surveys conducted in 1978 and 1979, and origin-destination data available from other sources will also be incorporated into the model calibration process. Additional traffic counts will also be carried out if necessary by the Municipality.
3. PROJECTION OF LAND-USE DATA - The LRT Study has used the G.V.R.D. model to estimate the effect of two growth scenarios on travel in the region relative to a 1986 forecast year. It would be desirable to reassess trends in population and employment growth and, perhaps, consider a forecast horizon further in the future, say 1991.
4. INFRASTRUCTURE OPTIONS - In addition to testing the overall Conceptual Transportation Plan, it would be desirable to test transportation network configurations with selected components deleted. The model would be used to help define the effects on Burnaby of major regional transportation improvements that have been proposed (such as Annacis crossing) on Burnaby.
5. MODEL TESTS - A number of transportation model runs will be made in order to evaluate the effects of population and employment forecasts on various transportation network options.
6. FINAL REPORT - A final report will be produced evaluating, analysing and interpreting the results produced by computer simulation. The report will quantify the anticipated impact on Burnaby of the proposed Municipal transportation improvements as well as the effect of regional growth and transportation improvements. A technical appendix detailing the study process will be included.

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B. HASTINGS CORRIDOR STUDY - TERMS OF REFERENCE

INTRODUCTION:

The purpose of this study is to develop a transportation management strategy for the Hastings Corridor Area of Burnaby in accordance with the transportation policies and the transportation plan of the Municipality as adopted by Council. The study would meet the needs of and deal with specific reference to the Community Plan Area 3, Apartment Study Area "A" review now in progress and the Burnaby Heights Neighbourhood Study. Municipal staff have recently met with staff from the Ministry of Transportation and Highways to initiate a program of traffic management on roads in the Municipality in accordance with the implementation strategy for the Comprehensive Transportation Plan. Improvements to Hastings Street were agreed to be the first priority and this study will provide an integrated basis for implementation of traffic management measures.

The strategy developed would include the efficient operation of major roads and incorporate the objectives and meet the needs of both the Community Plan Three area as well as provide direction for limiting the impact of traffic on the residential neighbourhoods north and south of Hastings Street. The Study Area is broadly defined by the Burrard Inlet to the north and includes Boundary Road to the west, up to but not including Lougheed Highway to the south, and Burnaby Mountain to the east.

SCOPE OF CONSULTANT STUDY

The consultant to be retained would be expected to work in close cooperation with the Municipal Planning and Engineering staff during the course of the study as well as to liaise with other agencies, including the G.V.R.D., B.C. Hydro Transit and the Ministry of Highways. From time-to-time, the consultant may be required to communicate with neighbourhood groups in the Study Area. The consultant also should be prepared to present the results of the study verbally to Council if called upon to do so. The consultant would be required to adopt a comprehensive approach to the transportation management in the Hastings Corridor and specifically would be required to:

1. Define a traffic management strategy which will optimize the efficiency of the Hastings arterial.
2. Examine various means to minimize the adverse impact on traffic flows on the residential areas adjacent to the Hastings Corridor.
3. Consider the operational requirements of both public transit and commercial vehicles.
4. Define options with respect to parking and circulation in the Hastings commercial core areas.
5. Carry out such research and surveys as are required to define problems in the Study Area and substantiate the means by which the resolution of these problems may be achieved.
6. Provide a succinctly written final report outlining the background data, study process, priorities assumed, analysis and implementation strategy recommended.

C. RESIDENTIAL ENVIRONMENT STUDY - TERMS OF REFERENCE

The study of Burnaby's residential environments stems in this instance from the Council approved recommendation:

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"THAT the Planning Department undertake a review of those single family areas where the residential character should be preserved and densities remain unchanged."

(Public Meetings: Phase I - March 1974)

Since Council's approval of work to preserve Burnaby's single family areas, two neighbourhoods have been enhanced through the Neighbourhood Improvement (NIP) and Residential Rehabilitation Assistance (RRAP) Programs. Several other local areas of the Municipality have been studied through ongoing special area planning work. There remains, however, a large proportion of the Municipality's residential areas which have not yet been reviewed. It is the overall study of these areas and the influences which affect them which forms the basis for this proposal.

This study would assist the Municipality in the preparation of applications to the Provincial Government for grants under the new Community Services Program which in part replaces the Neighbourhood Improvement Program.

There are two parts to this proposal:

PART ONE - To identify and study the various forces affecting residential environments in Burnaby.

This would include consideration of such influences as:

- tenure, age, condition and affordability of the existing housing stock;
- demand for housing of existing as well as future residents with changing needs and expectations;
- declining family size and in select areas declining population;
- effect of private and public agencies on the supply of housing;
- impact of existing regulations and policies on the supply of housing;
- the availability of and requirements for Government assistance; and
- the capacity of water and sewer lines, parks, roads, schools and other Municipal services.

Completion of Part One would result in a better understanding of the forces which affect Burnaby's residential areas, and a set of criteria upon which evaluation of future directions for specific residential areas would be based. These evaluation criteria would be applied in Part Two of the study.

PART TWO - To identify residential areas for which stabilization and enhancement is the appropriate residential action and those areas where residential redevelopment or a change in land-use is most realistic and desirable.

This would involve the definition and analysis of Burnaby's residential areas for the purpose of identifying boundaries, neighbourhood characteristics and issues. "Neighbourhood profiles" would result from this work. Such profiles would identify problems or issues which are local in nature and which require local solutions and those which are overall Municipal issues requiring broader Municipal action.

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C. Residential Environment Study - Cont'd.

The needs of the residential areas could then be prioritized so as to direct Municipal action to those areas demonstrating the most need. The Planning Department has undertaken a study of Residential Neighbourhoods which will result in a list of priority areas for Municipal planning and/or action. The neighbourhood work effectively sets the groundwork for this part of the Residential Environment Study.

It is anticipated that approximately two-thirds of the total estimated \$30,000 budget for this study would be comprised of consultants' fees. The need for consultants will be assessed in relation to the staff resources available at the time of the study and what skills are required. Any consultants used would be responsible for gathering the relevant data, analysing and summarizing it, and transmitting it to the Planning Department in written report form.



A. L. PARR
DIRECTOR OF PLANNING

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Attachments

1980 March

LONG RANGE PLANNING DIVISION PROGRAM

The following is an illustrative list of research studies with parts of programs which are to be pursued during 1980 by the Long Range Planning Division. This list is not intended to be all inclusive.

1. Growth Management Study, including -
 - a. population growth and residential development
 - b. review of areas and change rising from the transportation study
 - c. methodology for review of Community Plans
 - d. review of apartment areas and associated commercial facilities
 - e. high rise apartment height and density review
2. Transportation Policies and Plan for Burnaby, including -
 - a. development of implementation strategy and schedule
 - b. transportation and land-use data basis
 - c. computer-based transportation study
 - d. light rapid transit in Burnaby
 - e. Hastings Corridor Study
3. Review of Community Plan Area Three
4. Metrotown Regional Centre, including -
 - a. land assembly
 - b. interim development controls
 - c. road network development program
 - d. core area LRT station concept
5. Big Bend Area Plan, including -
 - a. Byrne Road upgrading
 - b. Boundary Road/Marine Way industrial area
6. Fire Hall Study
7. Residential Environment Study
8. Neighbourhood Improvement Program (N.I.P.) and Residential Rehabilitation Assistance Program (R.R.A.P.)
9. Detailed Studies relating to Specific Subjects or Resulting from Council Directives, such as -
 - a. Stride Avenue redevelopment plan
 - b. Burrard Inlet waterfront plan
 - c. Review of bus routing and improved bus service
 - d. George Derby Lands study
 - e. Royal Oak Avenue alignment review
 - f. B.C. Hydro maintenance centre
 - g. Review of alternative uses for "Loftus" and "Riley" houses
 - h. Burnaby Lake Sports Complex
 - i. Safety Village
 - j. Central Area accessibility and parking
10. Implementation Programs relating to
 Burnaby Lake Sports Complex, Burnaby Lake Regional Park, Heritage Village, Burrard Inlet Foreshore Park, Big Bend Industrial Area, Stride Avenue Development Park, Deer Lake Regional Park, Access to Burrard Inlet, Barnet Marine Park, Boundary Road Arterial, environmental protection measures, etc.

1980 MUNICIPAL PLANNING GRANT APPLICATION

SUPPORTING DOCUMENTS

1. Transportation Policies for Burnaby
 - as adopted by Burnaby Municipal Council 1979 April 09
 - attached

2. Burnaby Origin-Destination Travel Pattern Study (1979)
 - Report submitted to Ministry of Municipal Affairs in compliance with 1979 Planning Grant Program.

3. A Comprehensive Transportation Plan for Burnaby
 - as adopted by Council 1979 August 20
 - attached

4. Community Plans
 - Report under review
 - attached

5. Public Meetings Phase One
 - Report outlining major planning issues and concerns in Burnaby
 - attached

Burnaby Planning Department
1980 March

