

ITEM	11
MANAGER'S REPORT NO.	13
COUNCIL MEETING	1980 02 18

RE: 1980 MUNICIPAL PLANNING GRANTS

Following is a proposal from the Director of Planning to apply to the Provincial Government for planning grants.

RECOMMENDATION:

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

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TO:	MUNICIPAL MANAGER	PLANNING DEPARTMENT
		1980 February 12
FROM:	DIRECTOR OF PLANNING	
		Our File: 05.400
SUBJECT:	<u>1980 MUNICIPAL PLANNING GRANTS</u>	

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.

REPORT

1.0 INTRODUCTION:

Through the Ministry of Municipal Affairs, 1980 Planning Grants are available to municipalities whereby the Ministry provides a two-thirds share to a maximum of \$75,000 of the cost of Planning Programs approved by the Ministry of Municipal Affairs and which have been successfully completed in the calendar year. These grants are provided under Part VI, Section 16, of the Revenue Sharing Act Regulations. These grants must be applied for on a project-by-project basis for specific studies and cannot be merely included in the overall Planning budget.

Council will recall that in 1978 the Municipality applied for three grants under this Program and received financial support from the Province for two of them. Subsequently, in 1979, the Municipality applied for a grant of \$70,000 which was to constitute two-thirds of the cost for three proposed studies. The Ministry of Municipal Affairs apparently because of financial constraints approved a grant to cover two-thirds of the \$25,000 estimated total cost of one of the studies. The Origin-Destination Travel Pattern Study (1979), the project approved by the Ministry of Municipal Affairs, has now been completed and will be the subject of a forthcoming Council report.

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It is proposed that the Municipality apply for the 1980 Planning Grants in order to undertake three specific Programs discussed below. These projects were chosen on the basis of their importance to the Municipal Planning program and their eligibility relative to the guidelines laid down by the Ministry of Municipal Affairs. Due to the quickly approaching 1980 limit for applications, it is particularly important that Council pass the required resolutions to authorize the application to the Ministry of Municipal Affairs at this time.

2.0 FINANCIAL AND OPERATIONAL CONSIDERATIONS:

The total estimated 1980 budget for the three studies is \$70,000 of which we would expect the Ministry to pay two-thirds; i.e. \$46,667. The Municipal share of the total cost of the studies is currently in the Planning Department budget in terms of staff salaries which will be charged against the respective projects. However, as the actual payment of a Planning grant will only be made upon successful completion of the work, accounting arrangements will have to be made to budget for the consulting component cost of the studies pending the two-third recovery from the Ministry of Municipal Affairs which would be received early in 1981.

The Planning Department's 1980 Provisional Budget includes \$15,000 for transportation consulting which may be allocated to one or both of the transportation-related studies. An amount sufficient for the consulting costs of the third study and the corresponding recoveries for the three projects under the Planning Grant formula will be accounted for in the 1980 Annual Budget and will result in no net increase beyond the Provisional Budget estimates.

- 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 staff salary. This study would be carried out by Municipal staff in conjunction with the Greater Vancouver Regional District who would act for the Municipality in a consultant capacity. The remaining half of the total cost is budgeted for the G.V.R.D.'s cost recovery on computer and related services. However, a greater involvement by Burnaby staff may be required, because the G.V.R.D. has recently taken on the transit function, and it is not certain what level of commitment the G.V.R.D. would be able to offer to this project.
- 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. As discussed in the terms of reference, this study fulfills a number of major objectives and, therefore, it is considered to be a high priority project.
- C. RESIDENTIAL ENVIRONMENT STUDY - The total cost of this study is estimated to be \$30,000 of which \$20,000 constitutes specialist consulting work. Some preliminary work on this project has been carried out in house but without grant support for requisite consulting work progress on the study will have to be deferred. A Planning Grant for a more extensive version of this study was applied for, unsuccessfully, last year.

A. BURNABY TRANSPORTATION STUDY - BROAD TERMS OF REFERENCE

INTRODUCTION:

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.

B. HASTINGS CORRIDOR STUDY - TERMS OF REFERENCE

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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:

"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.

C. Residential Environment Study - Terms of Reference - cont'd.

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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

PL:lf

cc: Municipal Treasurer
Municipal Engineer