PLANNING AND DEVELOPMENT COMMITTEE
A G E N D A

Tuesday, September 29, 2020, 2:00 p.m.
Council Chamber, City Hall
4949 Canada Way, Burnaby, BC

Pages

1. ROLL CALL

The Chair called the Open Committee meeting to order at 2:00 p.m. and conducted the roll call.

The Chair, Councillor Calendino, recognized the ancestral and unceded homelands of the hən̓q̓əmin̓əm̓ and Sḵwx̱wú7mesh speaking peoples, and extended appreciation for the opportunity to hold a meeting on this territory.

2. MINUTES

2.1 Minutes of the Planning and Development Committee Open meeting held on 2020 August 18 — 3

3. DELEGATION

3.1 Westcoast Facilitators Group - Re: Housing Development in Metro Vancouver — 6

Speaker: Angela Sealy, CEO

4. REPORTS

4.1 Report from the Director Planning and Building - Re: Stormont McBride Connector — 7

4.2 Report from the Director Planning and Building - Re: New Burnaby Transportation Plan - Phase 2 Consultation Update — 16

4.3 Report from the Director Planning and Building - Re: Rental Housing — 26

Summary - Updated to 2020 July 31

4.4 Report from the Director Planning and Building - Re: Siting Approval (Subdivision Application #20-11) 7791-19th Avenue Request for Subdivision Sixth Street Community Plan 43

5. NEW BUSINESS

6. INQUIRIES

7. CLOSED

Public excluded according to Sections 90 and 92 of the Community Charter to discuss matters concerning the acquisition, disposition or expropriation of land or improvements, if the Council considers that disclosure could reasonably be expected to harm the interests of the municipality; and to consider negotiations and related discussions respecting the proposed provision of a municipal service(s) that are at the their preliminary stages and that, in the view of the Council, could reasonably be expected to harm the interests of the municipality if they were held in public.

8. ADJOURNMENT

PLANNING AND DEVELOPMENT COMMITTEE

M I N U T E S

Tuesday, August 18, 2020, 1:00 p.m.
Council Chamber, City Hall
4949 Canada Way, Burnaby, BC

PRESENT: Councillor Pietro Calendino, Chair
Councillor Sav Dhaliwal, Vice Chair
His Worship, Mayor Mike Hurley, Member
Councillor Joe Keithley, Member
Councillor James Wang, Member

STAFF: Mr. Dipak Dattani, Director Corporate Services
Mr. Ed Kozak, Director Planning and Building
Ms. Lee-Ann Garnet, Assistant Director Long Range Planning
Mr. Jonathan Helmus, Assistant Director Engineering Infrastructure and Development
Ms. Elaine Wong, Executive Assistant to the Mayor
Ms. Monica Macdonald, Administrative Officer
Ms. Ginger Arriola, Council Support Assistant
Ms. Shelly Reinhart, Council Support Assistant
Ms. Samantha Thompson, Clerk Typist 2

1. CALL TO ORDER

The Chair called the Open Committee meeting to order at 1:05 p.m. and conducted the roll call.

The Chair, Councillor Pietro Calendino, recognized the ancestral and unceded homelands of the hən̓q̓əmin̓əm̓ and Sḵwx̱wú7mesh speaking peoples, and extended appreciation for the opportunity to hold a meeting on this shared territory.

2. MINUTES

2.1 Minutes of the Planning and Development Committee Open meeting held on 2020 July 23

MOVED BY COUNCILLOR KEITHLEY
SECONDED BY COUNCILLOR WANG

THAT the minutes of the Planning and Development Committee meeting held on 2020 July 23 be now adopted.

CARRIED UNANIMOUSLY

3. NEW BUSINESS

There was no new business brought before the Committee at this time.

4. INQUIRIES

There were no inquiries brought before the Committee at this time.

5. CLOSED

MOVED BY COUNCILLOR KEITHLEY
SECONDED BY COUNCILLOR WANG

THAT the Committee, in accordance with Sections 90 and 92 of the Community Charter, do now resolve itself into a Closed meeting from which the public is excluded to consider negotiations and related discussions respecting the proposed provision of a municipal services that are at the preliminary stages and that, in the view of the Council, could be expected to harm the interests of the municipality if they were held in public.

CARRIED UNANIMOUSLY

MOVED BY MAYOR HURLEY
SECONDED BY COUNCILLOR WANG

THAT the Open Committee meeting recess at 1:10 p.m.

CARRIED UNANIMOUSLY

MOVED BY MAYOR HURLEY
SECONDED BY COUNCILLOR WANG

THAT the Open Committee meeting reconvene at 2:58 p.m.

CARRIED UNANIMOUSLY

6. ADJOURNMENT

MOVED BY COUNCILLOR KEITHLEY
SECONDED BY COUNCILLOR WANG

THAT the Planning and Development Committee meeting adjourn at 2:58 p.m.

CARRIED UNANIMOUSLY

CHAIR

ADMINISTRATIVE OFFICER

From: Westcoast Facilitators Group <wfg@shaw.ca>
Sent: Wednesday, September 16, 2020 10:34 AM
To: Clerks <Clerks@burnaby.ca>
Subject: speaking request

Good morning, I hope this email finds you well and safe.

I have recently completed a research project on housing development in the Metro Vancouver area and I would like about 8 minutes to present it to a council meeting at your convenience. Although my presentation will take about 8 minutes, may I respectfully recommend you schedule in some time for questions.

The project was funded by the Law Foundation of BC, supervised by Atira Resource Society for Women and conducted by Westcoast Facilitators Group and Dialogue Centre. The complete report is 40 pages but I have a brief power point which touches on the salient points of the report. In addition, there is a copy of the full report in the mail which is addressed to His Worship Mayor Hurley.

I believe council members will find this information extremely valuable and timely. Please let me know which council meeting best fits your schedule.

Angela Sealy, B.A.; M.Ed
CEO
Westcoast Facilitators Group & Dialogue Centre

T: 604-522-1492
C: [redacted]
wfg@shaw.ca
www.westcoastfacilitators.ca

Mission: to create community centred organizations

City of Burnaby

Meeting 2020 Sept 29

COMMITTEE REPORT

TO:	CHAIR AND MEMBERS PLANNING AND DEVELOPMENT COMMITTEE	**DATE:**	2020 Sept 23
FROM:	DIRECTOR PLANNING AND BUILDING	**FILE:** *Reference:*	94000 20 *Stormont-McBride*

SUBJECT: STORMONT-MCBRIDE CONNECTOR

PURPOSE: To provide the Committee with an update on the Stormont-McBride Connector.

RECOMMENDATIONS:

1. **THAT** the Committee receive this report for information.

2. **THAT** a copy of this report be forwarded to N. Davidowicz.

REPORT

1.0 INTRODUCTION

On 2020 May 26, the Planning and Development Committee received an email from N. Davidowicz expressing concern that the new Pattullo Bridge would increase traffic in Burnaby, and the solution proposed by the writer was to construct the Stormont-McBride Connector, extending New Westminster's McBride Boulevard northward in Burnaby to the Trans-Canada Highway's Gaglardi interchange. ***Figure 1*** shows the relative positions of the existing Pattullo Bridge and the proposed Stormont-McBride Connector.

Staff advised the Committee that the Stormont-McBride Connector was not included in the proposals for the new *Burnaby Transportation Plan* that Council, on 2020 February 10, had approved in principle as a basis for public consultation. Arising from the Committee's discussion, staff were directed to provide background on the recommendation to omit the Stormont-McBride Connector from the proposals for the new *Burnaby Transportation Plan*. That is the purpose of this report.

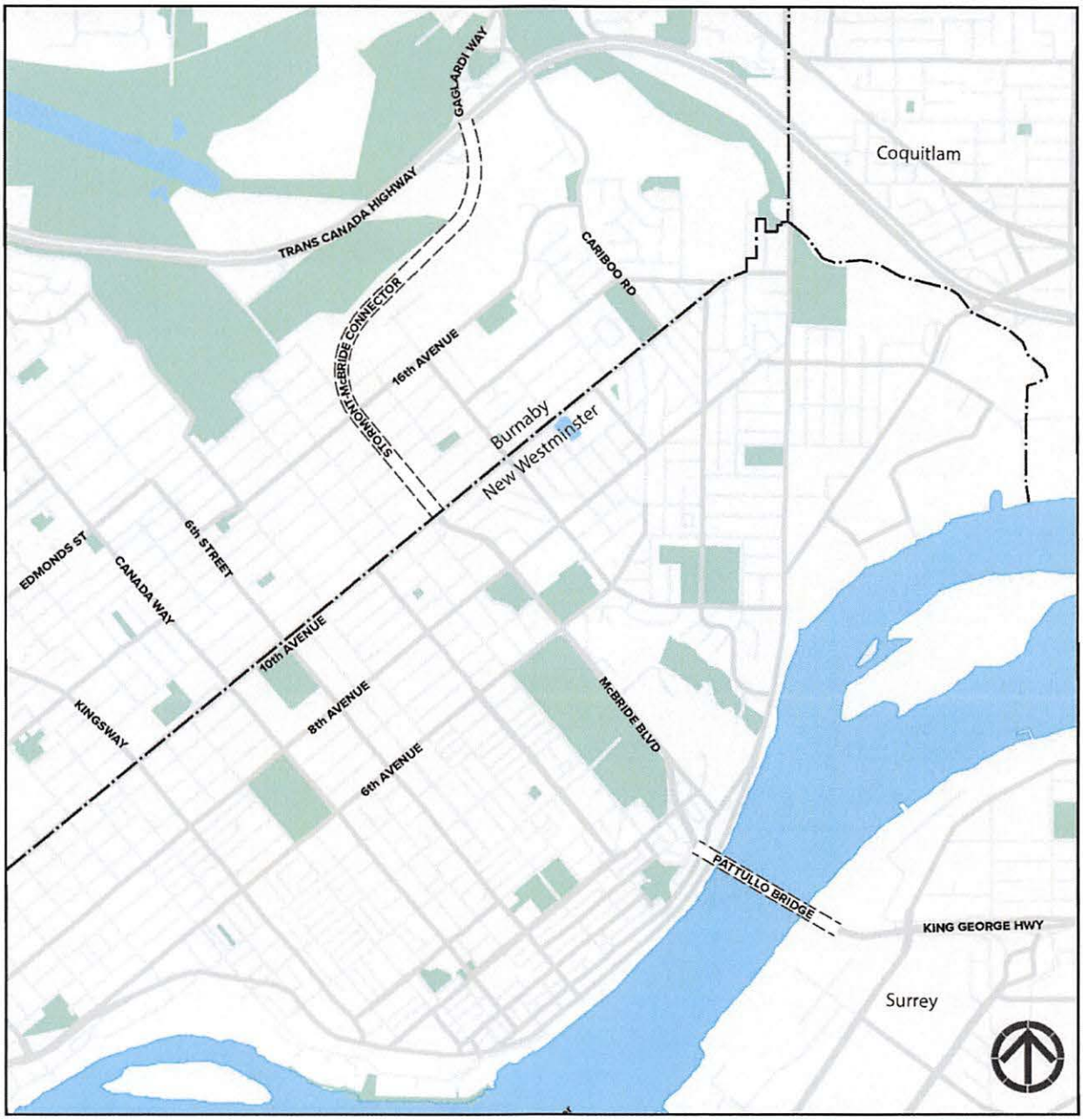
2.0 POLICY SECTION

This report aligns with the following goals and sub-goals of the *Corporate Strategic Plan*:

- A Safe Community
  - Transportation safety – make City streets, pathways, trails and sidewalks safer

- A Connected Community
  - Geographic connection – ensure that people can move easily through all areas of Burnaby, using any form of transportation

Figure 1: Locations of Pattullo Bridge and Proposed Stormont-McBride Connector



- A Healthy Community
  - Healthy environment – enhance our environmental health, resilience and sustainability

- A Thriving Organization
  - Financial viability – maintain a financially sustainable City for the provision, renewal and enhancement of City services, facilities and assets

3.0 PATTULLO BRIDGE

The need to replace the aging Pattullo Bridge, operating since 1937, has been evident for some time. "It is vulnerable to seismic events and high winds, marine collisions and river scour. The bridge does not meet current roadway design guidelines, including lane widths and road curvatures."[1] For over a decade, the replacement initiative was led by TransLink, the bridge's owner.

In 2014, TransLink's *Regional Transportation Investments – a Vision for Metro Vancouver* (commonly referred to as the *Mayors' Vision*) stated that the new structure would have four lanes. The design would "not foreclose the possibility of future expansion to six lanes" but any such expansion "would require all-party agreement and Mayors' Council approval."

In 2018, the Province announced replacement of the bridge was now a provincial initiative, and the Province would own the new structure. "The new bridge will be four lanes that will be built to modern safety standards, featuring a centre safety median barrier and wider lanes to accommodate both passenger and commercial vehicles. The bridge will also have walking and cycling lanes, separated from traffic, on both sides of the bridge."[2] The new structure would be located a short distance upstream (northeast of) the existing one. As with TransLink's plan, the new bridge would be designed to accommodate potential future widening to six lanes.

Design and construction will take place from late 2019 to the end of 2023, after which the existing structure will be demolished[3].

The project includes changes to the connections at either end of the bridge for all modes. However, the basic shape of the proposed interchange in New Westminster is quite similar to the existing one. The Province is not proposing to toll the new bridge.

Unlike other regional bridge projects such as Golden Ears or Port Mann, the primary objective for the Pattullo Bridge replacement is not to provide increased capacity. It is to replace an aging structure with one that meets current standards. The new bridge will have the same number of lanes as the existing one. However, those lanes will be slightly wider, to meet current roadway design standards. Aside from the safety benefits, this will mean that trucks will be able to remain in a single lane rather than straddling two. This, in turn, will slightly increase the bridge's capacity. The Province has forecast[4] daily traffic volumes of 78,000 on opening day, rising to 85,000 by 2045. These are increases of 1% and 10%, respectively, over the 77,000 trips at which bridge volumes had previously peaked.

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[1] Ministry of Transportation and Infrastructure; *Pattullo Bridge Replacement Project – Business Case*; 2018 January.
[2] British Columbia; *Pattullo Bridge replacement will improve safety and create jobs* (press release); 2018 February 16.
[3] BC Transportation Investment Corporation; *Pattullo Bridge Replacement Project – Spring 2020 Project Overview*; 2020 May 22.
[4] Ministry of Transportation and Infrastructure; *Pattullo Bridge Replacement Project – Strategic Options Analysis*; 2018 January.

However, bridge traffic destined to / from Burnaby relies on McBride Boulevard between the bridge and 10th Avenue. This road will remain a four-lane road[5], the capacity of which will be controlled by existing signals at 6th, 8th, and 10th Avenues. For this reason, any change to traffic volumes on 10th Avenue (and further into Burnaby) are expected to be minimal.

4.0 STORMONT-MCBRIDE CONNECTOR

The Stormont-McBride Connector was shown in Burnaby's first transportation plan in 1979, and the second one in 1995. The proposed alignment is shown in ***Figure 2***. South of 18th Avenue, the Connector would be constructed in a cut-and-cover tunnel beneath Newcombe Street. Since the early 1980s, the City has been acquiring residential properties along the east side of Newcombe Street to facilitate this proposed construction since the existing road allowance is not wide enough.

North of 18th Avenue, the Connector would run on the surface to the Gaglardi interchange, which was designed to accommodate this connection if needed. As shown in ***Figure 3***, this area is currently forested, largely undisturbed for over a hundred years[6]. The route is crossed by one tributary of Osprey Creek and multiple tributaries of Cedar and Coldicutt Creeks as they flow towards Burnaby Lake. About half the tributaries impacted by the alignment are Class "A" watercourses, with the rest being Class "B". The area is also popular for its walking trails.

Due to its regional function and high cost of the project, it has been Burnaby's position that the project would need to be constructed by either TransLink or the Province. To date, neither organization has shown interest in doing so. The project has never been included in TransLink's long-term strategy. The Province declined to include the Connector in the Port Mann / Highway 1 project, and has shown no other interest in the Connector.

5.0 BURNABY TRANSPORTATION PLAN

Burnaby's original 1979 transportation plan was almost entirely a "roads" plan, with minor consideration for transit and none for active modes. The 1995 plan sought a "balanced" approach with a larger role for transit and the introduction of active modes. The focus was on "efficient" movement of vehicles and goods.

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[5] City of New Westminster; *New Westminster Master Transportation Plan*; 2015 May.
[6] Based on historical ortho-photography.

Figure 2: Alignment of Proposed Stormont-McBride Connector

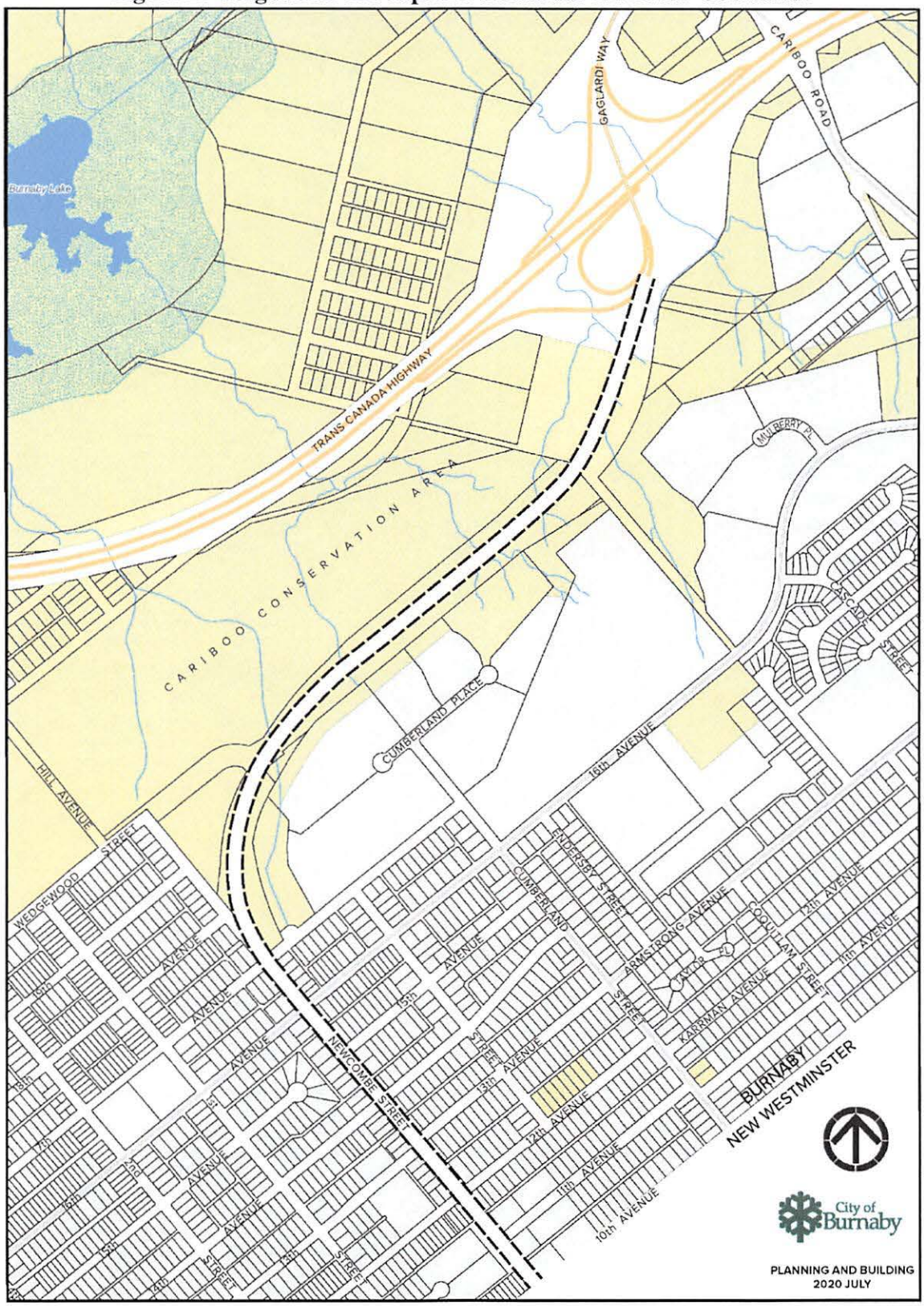


Figure 3: Existing Conditions



On 2018 February 27, Council adopted the Vision, Themes, and Goals for the third edition of the *Burnaby Transportation Plan*. This continues the trend of expanding how we view transportation in our community. The adopted Vision is:

> *In Burnaby, all travel choices are enjoyable and the transportation system is the foundation of our thriving public spaces and our quality of life. The transportation system not only moves people and goods between destinations but provides places for people to meet and participate in city life. It is a balanced and inclusive system that offers accessible and safe mobility in support of a healthy, green, prosperous, and connected community.*

The focus is no longer on mobility for its own sake, but on how transportation can help or hinder our progress on larger improvements to the community. Specific Goals were identified under six Themes: accessible, safe, healthy, green, prosperous, and connected.

On 2020 February 10, Council endorsed the draft Big Moves, Targets, Policies, and Networks as a basis for public consultation for Phase 2 of the new *Transportation Plan*. That consultation is now underway.

The intended direction of the new *Plan* is given added clarity by the draft Targets[7]:

- zero deaths or serious injuries on Burnaby's transportation network;
- three-quarters of all trips originating in Burnaby will be by transit or active transportation in 2050; and,
- zero emissions from transportation in 2050.

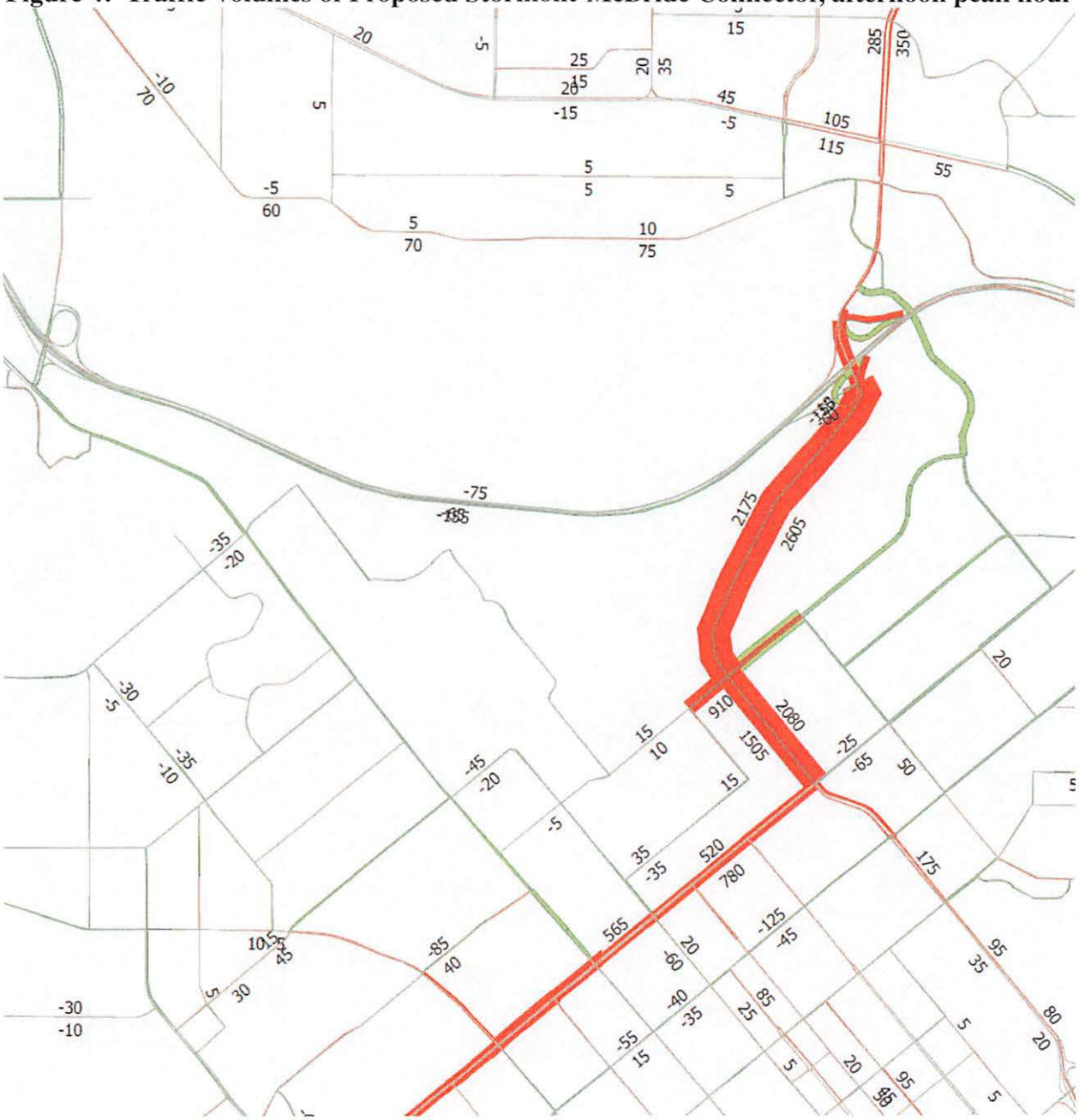
In keeping with the Vision and Targets, the current proposals for the *Plan* strengthen the walking, cycling, and transit networks. In contrast, proposed changes to the existing road network are much more limited. Only a handful of road widening or new roads are proposed, and these are typically targeted for specific purposes such as supporting the focus of new development into our Town Centres and Urban Villages.

The inclusion or exclusion of specific road projects from the proposals for the new *Transportation Plan* was based on transportation modelling, an evaluation of positive and negative impacts of the changes, and on discussions among City staff. With regards to the Stormont-McBride Connector if constructed, the analysis found that:

- the project would be an incentive for more driving, increasing vehicle-kilometres travelled;
- as a result, it would also produce more crashes and emissions;
- trips by transit and active transportation would be reduced because driving would be made more attractive;
- the predicted impacts on traffic volumes in the afternoon peak hour are illustrated in ***Figure 4***, where red indicates an increase and green a decrease. Alternative routes such as Canada Way and Cariboo Road are not expected to see a significant reduction in traffic. The primary impact is forecast to be creation of a stronger link between Marine Way and Highway 1, and onward to Coquitlam, with increased volumes on 10th Avenue. Rather than providing local relief, the Connector would draw in more regional traffic. (The figure also shows a slight volume reduction on Cariboo Road near Highway 1. This is only because the consultant's modelling of the Connector included an interchange at 16th Avenue, which was not included in any plans as it would be highly disruptive to the neighbourhood.);
- there would be impacts to the forest and watercourses where the road would traverse lands that have not been disturbed in over a century. The existing recreational uses would be eliminated; and,
- the project would be extremely expensive, due to the need to construct a tunnel for 800 metres under Newcombe Street.

[7] Only the long-term targets are shown here. There are also interim targets for 2030 and 2040.

Figure 4: Traffic Volumes of Proposed Stormont-McBride Connector, afternoon peak hour



6.0 RECOMMENDATION

This report responds to the Committee's interest in the Pattullo Bridge replacement, the new *Burnaby Transportation Plan*, and the previously-proposed Stormont-McBride Connector. Construction of a new Pattullo Bridge will result in modest increases in daily traffic volumes on the bridge, but impacts on Burnaby roads are anticipated to be minimal. Analysis has shown that the Connector would be counter to Council's position on climate change, would promote increased driving on Burnaby streets, and would have significant local impacts on the forest, watercourses, and recreation opportunities. It is thus contrary to the Vision, Goals, and draft Targets for the new

Transportation Plan. For these reasons, the Stormont-McBride Connector was not included in the proposals for Phase 2 of the *Plan* that Council endorsed on 2020 February 10 for public consultation.

It is recommended that the Committee receive this report for information and that a copy of this report be forwarded to N. Davidowicz.

E.W. Kozak, Director
PLANNING AND BUILDING

SR:tn

cc: City Manager
Director Engineering

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City of Burnaby

Meeting 2020 September 29

COMMITTEE REPORT

TO:	CHAIR AND MEMBERS PLANNING AND DEVELOPMENT COMMITTEE	**DATE:**	2020 September 22
FROM:	DIRECTOR PLANNING AND BUILDING	**FILE:** *Reference:*	PL 94000 - 20 *Transportation Plan Update*

SUBJECT: NEW BURNABY TRANSPORTATION PLAN – PHASE 2 CONSULTATION UPDATE

PURPOSE: To provide information on preliminary Phase 2 public consultation discussions on the new *Burnaby Transportation Plan.*

RECOMMENDATION:

1. **THAT** the Committee recommend that Council receive this report for information.

REPORT

1.0 INTRODUCTION

The *Burnaby Transportation Plan* is the City's guiding policy document for transportation. It establishes the long-term vision for moving people, goods, and services in the City, while integrating and achieving environmental, social, economic, and community development goals.

The City is part-way through the creation of a new *Plan* and is currently engaged in public consultation on Phase 2 of that work. This report provides an overview of preliminary Phase 2 public consultation discussions and responses, and the emerging issues and opportunities relating to the Phase 2 work.

2.0 POLICY

The *Burnaby Transportation Plan* supports a number of goals and sub-goals of the *Corporate Strategic Plan*:

- ***A Safe Community***
  - Transportation safety – Make City streets, pathways, trails and sidewalks safer
- ***A Connected Community***
  - Partnership – Work collaboratively with businesses, educational institutions, associations, other communities and governments
  - Geographic connection – Ensure that people can move easily through all areas of Burnaby, using any form of transportation

- ***An Inclusive Community***
  - Serve a diverse community – Ensure City services fully meet the needs of our dynamic community
  - Create a sense of community – Provide opportunities that encourage and welcome all community members and create a sense of belonging
- ***A Healthy Community***
  - Healthy life – Encourage opportunities for healthy living and wellbeing
  - Healthy environment – Enhance our environmental health, resilience and sustainability
- ***A Dynamic Community***
  - Community development – Manage change by balancing economic development with environmental protection and maintaining a sense of belonging
  - City facilities and infrastructure – Build and maintain infrastructure that meets the needs of our growing community
- ***A Thriving Organization***
  - Communication – Practice open and transparent communication among staff, Council and the community
  - Technology and innovation – Support technology development and innovation to empower staff and to advance community objectives

To learn more about the City of Burnaby's *Corporate Strategic Plan*, please visit www.burnaby.ca/CSP.

3.0 BACKGROUND

The new *Burnaby Transportation Plan* is being undertaken in three Phases, and Phase 2 is now underway. Phase 2 is titled "Building the Proposals" and includes the creation of proposals for draft Targets, Big Moves, Policies, and Networks for the new *Plan*.

On 10 February 2020, Council endorsed the draft Targets, Big Moves, Policies, and Networks and authorized staff to undertake the Phase 2 Public Consultation Program[1], which is now underway.

To date, a survey was launched in 2020 July and numerous meetings with stakeholders have been held. At this halfway point in the public consultation period, staff wish to provide a summary of the main themes arising from the consultation feedback and to identify key considerations. This information is inclusive of the discussions and responses up until 18 September 2020 and incorporates over 400 responses and more than 15 stakeholder meetings.

[1] The details of the Phase 2 work can be found on the website: www.burnaby.ca/transportationplan. The website provides access to the Council Reports, Survey, Discussion Guide, Information Sheets, Videos, and other information about the process and the project.

Numerous stakeholder meetings via phone and video have been held, and discussions with the public via phone, video, email, and other means have occurred. The online survey respondents and stakeholder groups have been providing thoughtful and detailed written and verbal feedback.

4.0 PRELIMINARY CONSULTATION FEEDBACK

While overall, the draft Targets, Big Moves, Policies, and Networks are receiving positive feedback, there are additional questions, suggestions, and comments being brought forward through the survey and stakeholder meetings that will help to improve the proposals.

The following sections provide a summary of where we are today in terms of public opinion, emerging issues and opportunities, and outline the key trade-offs associated with the various proposals.

4.1 Draft Targets

The three City-wide draft Targets are:

1. *Vision Zero:* *Zero deaths and serious injuries on Burnaby's transportation network.*

2. *Mode Shift:* *By 2030, half of all trips originating in the City will be by transit or active transportation.*
   By 2040, 2/3 of all trips originating in the City will be by transit or active transportation.
   By 2050, 3/4 of all trips originating in the City will be by transit or active transportation.

3. *Zero Emissions:* *By 2030, reduce emissions from transportation by 45%.*
   By 2040, reduce emissions from transportation by 75%.
   By 2050, zero emissions from transportation.

Over 75% of survey respondents either support or strongly support the three draft Targets thus far. When asked how they would prioritize the draft targets, respondents have indicated that all three are of equal importance.

The following is a summary of the themes emerging from the consultations to date:

- **Excitement:** There is significant excitement being expressed over the progressive, clear, and measurable nature of the draft Targets.
- **Achievable:** There have been many comments and questions on whether the targets are achievable.
- **Timeframes:** A key question being raised is whether to include a timeframe for the Vision Zero target; the Mode Shift and Zero Emissions Targets have time frames associated with them but Vision Zero does not.

- **Measuring and Monitoring:** There is a desire for public reporting on measuring progress towards the targets over the long term. The suggestion is that this would further encourage everyone to do their part to achieve the targets.

4.2 Draft Big Moves

The six draft Big Moves are:



1. *Land Use, Public Realm, and Transportation*
   Create and implement public realm and street standards for all areas of the City.



2. *Walking and Accessibility*
   Make walking and rolling the first choice for trips under one kilometre by building high quality pedestrian infrastructure and amenities.



3. *Cycling*
   Build the core of the cycling network by 2030.



4. *Public Transit*
   Increase public transit ridership by enhancing service, providing amenities and installing transit priority measures.



5. *Goods and Services Movement*
   Support green movement of goods and services by encouraging the use of sustainable modes for local deliveries.



6. *Driving*
   Achieve no increase in total Vehicle Kilometres Travelled (VKT) by Burnaby residents by 2050.

Survey respondents are very supportive of the Big Moves thus far, with each Big Move receiving over 70% support or strongly support to date. When asked about priorities, the *Transit, Walking and Accessibility*, and *Cycling* Big Moves were the top three priorities, followed by the *Public Realm, Land Use and Transportation, Goods and Services Movement*, and *Driving* Big Moves.

The following is a summary of the themes emerging from the consultations to date:

- **Eagerness and Excitement:** There is significant eagerness and excitement being expressed on enhancing the walking and cycling facilities in the City, as well as opportunities for enhanced transit and more sustainable modes of transport.
- **Timeframes:** There has been discussion on the timeframes and expectations of the Big Moves. In particular, for the walking and cycling Big Moves, there is a desire to have these completed faster than the 2050 and 2030 timeframes indicated in the draft proposal. In addition, comments have been received on the timing of the transit improvements, since this has not been specified in the draft.
- **Cost:** There have been a number of questions as to the funding and costs associated with achieving the Big Moves.

- **Lack of Clarity on Driving Big Move:** The Driving Big Move is generating comments because it is written as a target rather than an actionable move.

4.3 Draft Policies

There are 36 draft Policies, under the following major topic areas:



1. *Land Use, Public Realm, and Transportation*
2. *Walking and Accessibility*
3. *Cycling*
4. *Public Transit*
5. *Goods and Services Movement*
6. *Driving*

The draft Policies for each major topic area have received over 70% support or strongly support. When asked to prioritize, the draft Policies, respondents ranked *Transit*, *Cycling*, and *Walking and Accessibility* as being the most important, followed by *Land Use, Public Realm and Transportation.* Both *Goods and Services Movement* and *Driving* policies ranked well below the top three in level of importance.

The following is a summary of the themes emerging from the consultations to date:

Land Use, Public Realm, and Transportation

Overall, the *Land Use, Public Realm, and Transportation* policies have been receiving a high level of support. The trade-offs and emerging issues and opportunities in this section are largely focused on implementation options for how we achieve a high quality public realm.

- **Land Use:** There have been a number of discussions, comments, and questions relating to the creation of public realm standards for the rest of the City and whether or not they respond to or require land use changes.
- **Comfort:** There is general agreement that, as the population increases, the City needs to ensure there is a higher-quality public realm to serve that population. There is a strong desire for the creation of places for people to sit and meet neighbours, as well as enjoy being in a more urban environment. There have been many comments favouring the provision of public realm amenities including parklets, benches, wayfinding, waste receptacles, weather protection, and more.

- **Faster Implementation/Filling in Gaps:** There has been discussion and questions about whether "late-comer" fees or other policies could be created to help fund better public realm across the City in a shorter timeframe. This would enable the City to build amenities in advance of development and be reimbursed when that development subsequently occurs. Another option noted would be to build an interim standard to provide functionality, and then require the developer to upgrade to the full standard when the site develops.
- **Transportation Demand Management (TDM):** There have been a number of comments requesting a more robust or stronger approach to TDM. A review of the City's existing TDM measures was noted as a possible action item. There is a desire to see this work fast-tracked.

Walking and Accessibility

Overall, the *Walking and Accessibility* policies have been well received. There is a heavy focus on putting pedestrians first and ensuring comfortable and safe access within neighbourhoods.

- **Accessibility:** There were several comments on improving accessibility across the City, having more consideration for accessible needs, and to give consideration of choosing accessibility over esthetics. There was positive feedback in seeing accessibility acknowledged in the title of this section.
- **Priorities:** There is support for prioritizing sidewalks near civic facilities, schools, seniors, and transit, recognising that it cannot all be done at once.
- **Crossings:** There has been some discussion about considering mid-block crossings on long blocks or where there are bus stops mid-block, particularly in high-traffic pedestrian areas, to enable better pedestrian access and safety.
- **Enjoyable:** In order to encourage more people to walk, the facilities not only need to exist, they must be safe and comfortable. There is a recognition that people will not choose walking if the experience isn't enjoyable, safe, comfortable, and convenient.

Cycling

Overall, the *Cycling* policies have been well received. An over-arching theme in the comments and discussions is the space requirements for the cycling network, and the competition for space within the road right-of-way with other modes.

- **All Ages and Abilities:** There is strong support for making all bike routes in the City "Triple A" or "All Ages and Abilities" or "8-80". The intent of the latter is that if an 8-year old and 80-year old can use the facility comfortably and safely, it would be safe for almost everyone. There is an acknowledgement that this is key to achieving all three draft Targets. There were also a number of comments recognising that in order to increase cycling in the City, the facilities have to be designed for more than just commuters and cycling enthusiasts. A key component of this discussion is whether all cycling facilities will be physically separated from traffic and from pedestrians.
- **Width:** There were a number of comments and questions on the sizing of the cycling facilities. In addition to having the appropriate space or width for the number of users,

questions were asked in terms of the rising numbers of cargo bikes and e-bikes, and whether additional space should be provided.

- **Key Indicators:** For cycling, there is a desire to see a more specific list of key indicators to measure and monitor progress in growing cycling in the City.
- **Micro-Mobility:** A micro-mobility strategy has been suggested as an action item to consider and review all the different mobility devices (skateboards, scooters, e-devices, etc.) and the rules or guidelines for each on the various transportation facilities in the City. It was also suggested that a review of the supporting amenity requirements (bike parking, e-device charging, showers, and other end-of-trip facilities) be undertaken as an action item.
- **Implementation:** Many would like to see the Core Network completed earlier than 2030.

Public Transit

Overall, the *Public Transit* policies have received positive feedback. A key conversation has been on achieving the funding necessary to implement the new or enhanced transit services and achieving the space required to operate an efficient transit system, especially as funding is largely provided by TransLink, the Province and the Federal Government.

- **Higher-Order Transit:** There is strong support and demand for higher-order transit, particularly on Willingdon and for the gondola to SFU. There were questions about the details of implementation (location of stops, technology, etc.), however these would not be pre-determined by this *Plan*.
- **Washrooms:** The number one amenity requested is more access to washrooms at transit stations and key transit hubs.
- **Bus Priority Measures:** There has been largely positive input on the bus priority measures policy. The key questions relate to where the bus lanes will be located, how soon they will be implemented, and what other enhancements can be made to make bus service more reliable.

Goods and Services Movement

Overall, the *Goods and Services Movement* policies have received limited feedback. The policies are centred on the idea that goods and services movement is part of a healthy economy and necessary for daily life, therefore access to City streets and businesses is needed. Businesses are interested in efficiency and access, while the public is concerned with impacts to neighbourhoods.

- **Trucks:** There is a general understanding that the public wants and needs goods movement to occur efficiently. However, there have been a number of comments related to truck routes or issues with noise, pollution, etc.
- **Cargo Bikes:** There have been some discussions about how to encourage local deliveries by cargo bike, resulting in suggestions for action items to increase cycling facilities and cargo bike amenities (cargo bike parking, e-bike charging, etc.).
- **Loading:** There is a desire to see a curbside management strategy as an action item to better manage and facilitate parking, loading, and access to the curb.

- **Economic Development:** There is a need to ensure that goods and services movement in the City be considered from an economic perspective. The local and regional economy, as well as residents and business owners, rely on efficient goods and services movement. There have been few specific suggestions on how this could be better addressed in the *Plan*.

Driving

Overall, the *Driving* policies have received generally positive feedback. A key conversation has been about the space needs of each mode and how to create mode shift to make it better for everyone.

- **Parking:** There have been numerous comments on parking. There is a need to make sure that parking and vehicle access are provided for people with disabilities. There is a strong desire to see a review of the parking requirements in the *Zoning Bylaw* as an action item, with a focus on reducing or eliminating minimum parking requirements, as well as enhancing Transportation Demand Management.
- **Mobility Pricing:** There is a strong desire to see explicit support, or support in principle, for mobility pricing (also referred to as congestion pricing or tolling).
- **Curbside Management:** With the advent of Uber and Lyft as well as food delivery services, taxis, and more, access to curbside loading areas is becoming more challenging. A curbside management strategy was discussed as a possible action item to determine how the curbside can be more effectively managed, who should be using it, and when.
- **Traffic Calming:** The discussions on traffic calming have been relatively limited to individual locations in the City. There has been a request to consider the broader policy for traffic calming in tandem with the street classifications to evaluate the appropriate types of streets for traffic calming.
- **Congestion:** There have been numerous comments about congestion from the perspective of concern for the environment as well as for those who have to sit in congestion every day. However, there has been a greater emphasis from respondents on the impact of congestion and how important it is to reduce driving in relation to achieving the draft Targets.

4.4 Draft Networks

The level of support from respondents for each of the draft Network maps varied, with the highest support or strongly support (75%+) going to the *Walking and Accessibility*, *Public Transit*, and *Cycling* Networks. The *Land Use, Public Realm, and Transportation* networks received over 60% support. *Goods and Services Movement,* and the *Driving* Networks received almost 50% support or strongly support, but also had a higher percentage (~10%) of people who chose "Don't know" as their response. This, and the comments received to date, suggest that the latter three maps may need further edits for clarity as well as possible adjustments to the networks.

The following is a summary of the themes emerging from the consultations to date:

- **Amendments:** There have been a number of suggestions or comments for amendments or edits to the draft Networks.
- **Clarity:** There have been a few requests for additional information on lane widths and the amount of required space for each mode within the right-of-way to accompany the maps, particularly for the Driving Network.
- **Additions:** Other levels of government and agencies have been working on their long-range plans. There are several new components to these plans that could be referenced, acknowledged, or incorporated into the Networks.

4.5 Summary

Responses to date have indicated strong support for the draft proposals, but also have provided numerous suggestions for improvements. Inherent throughout all of the feedback and discussions on the draft Targets, Big Moves, Policies and Networks is the tension between achieving the *Plan's* goals while acknowledging that there is a finite amount of road space and financial resources in which to do so. For example, in order to shift to more sustainable modes as our draft Mode Split Target indicates, more space for active transportation and public transit will be required, meaning less space allocated to automobiles. In addition, this reallocation or reorganization of space will require a significant increase in funding for these modes to build the infrastructure required. To achieve our draft Zero Emissions and Vision Zero Target, the same trade-off exists: more space and funding must be provided to active transportation and public transit. The desired result is a shift to more sustainable modes and less severe or fatal accidents.

The conversations to date have also acknowledged that we cannot build our way out of congestion, and the provision of more capacity encourages more driving. Overtime, congestion will continue to occur, but providing more choice and "people moving capacity" via walking, cycling, and transit will provide greater improvements for everyone. The consequence of not reallocating and reorganising our space to alternate modes of transportation is that fewer people will be able to move as the City grows.

There is also an acknowledgement that the achievement of the draft Targets will be challenging and there are many unknowns that would affect success or failure. That said, it is important to set targets that will motivate change, enable the City to monitor and measure its progress, and clearly indicate whether we are moving in the right direction, or whether additional actions are necessary.

This report has identified the main themes emerging from the consultation process to date on each of the draft Targets, Big Moves, Policies and Networks. This report also identifies an emerging conversation about the trade-offs related to how we allocate space and funding between modes, and the pace at which improvements are implemented. These trade-offs are challenging. However, in order to achieve the draft Targets and work towards the Vision, Themes, and Goals, they are necessary. Space, funding, and pace are critical for the successful implementation of the *Plan*, as well as our Climate Action Strategy. Responses to these questions will also affect other equally important goals of the *Plan* such as the need for quality, comfort, accessibility, enjoyment, and

safety in our transportation system. The draft proposals are intended to address the many current and future challenges. The fundamental question this report, and the *Plan,* must answer is "how do we want to make use of our street space?"

More discussions, input, and feedback are to come as the Phase 2 Public Consultation Program continues until the end of October. Once all the responses are collected and reviewed, staff will provide a fulsome report to Committee and Council on the outcomes.

5.0 CONCLUSION

This report has provided an update on the preliminary Phase 2 public consultation discussions on the new *Burnaby Transportation Plan*. It is recommended that the Committee recommend that Council receive this report for information.

E.W. Kozak, Director
PLANNING AND BUILDING

RDSC/sa

cc: City Manager
Director Corporate Services
Director Public Safety and Community Services
Director Engineering
Director Parks, Recreation and Cultural Services
Director Finance
Acting City Clerk

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City of Burnaby

Meeting 2020 September 29

COMMITTEE REPORT

TO:	CHAIR AND MEMBERS PLANNING AND DEVELOPMENT COMMITTEE	**DATE:**	2020 September 22
FROM:	DIRECTOR PLANNING AND BUILDING	**FILE:**	16000 20
SUBJECT:	**RENTAL HOUSING SUMMARY – UPDATED TO 2020 JULY 31**		
PURPOSE:	To provide an update on recent non-market and market rental housing developments in Burnaby, including tracking of projects with inclusionary and replacement rental units, as required by the City's Rental Use Zoning Policy.		

RECOMMENDATION:

1. **THAT** Council receive this report for information.

REPORT

1.0 BACKGROUND

On 2019 July 29, Council unanimously adopted the *Mayor's Task Force on Community Housing Final Report*, which outlines 18 recommendations and 10 "Quick Starts" to increase the supply, diversity, and affordability of housing in Burnaby.

Since this time, efforts have been made to facilitate non-market and market rental projects in the City, including development of a Memorandum of Understanding (MOU) with BC Housing to establish a housing partnership to develop non-market rental housing on City sites and finalization of the Rental Use Zoning Policy (RUZP) to build upon the City's efforts to protect and increase the rental housing stock. The RUZP, adopted by Council on 2020 March 9, includes four policy streams – Rental Replacement, Inclusionary Rental, Voluntary Rental in Commercial Districts, and Protection of Existing Rental Sites – to enable the replacement, and increase, of rental housing at a variety of rent levels and affordability, as well as the protection of rental housing into the future.

2.0 POLICY CONTEXT

The provision of non-market and market rental housing is supported by a number of City policies, including the *Official Community Plan (OCP), Burnaby Economic Development Strategy,* and *Burnaby Social Sustainability Strategy*, as well as the following goal and sub-goals of the *Corporate Strategic Plan:*

- ***An Inclusive Community***
  - Create a sense of community – Provide opportunities that encourage and welcome all community members and create a sense of belonging
- ***A Healthy Community***
  - Healthy life – Encourage opportunities for healthy living and well-being
- ***A Dynamic Community***
  - Community development – Manage change by balancing economic development with environmental protection and maintaining a sense of belonging

3.0 NON-MARKET AND MARKET RENTAL PROJECTS

A list of non-market and market rental housing projects in the City, according to development status, up to 2020 July 31 is ***attached*** as ***Appendix A***. Non-market rental housing includes housing owned and/or operated by non-profit or government housing providers for the sole purpose of providing affordable rental housing. Purpose-built market rental housing is privately owned housing that is constructed for the purpose of renting, with rental rates determined by the market. As per the finalized RUZP, new developments are required to provide below-market units, known as inclusionary units, rented at 20% below Canada Mortgage and Housing Corporation (CMHC) market median rents. In the event of redevelopment of existing rental buildings, the RUZP requires replacement of existing rental units in the redeveloped building, with right of first refusal for the replacement units provided to displaced tenants. Rents for replacement units must be the same as the tenant's rent at the rezoning application site, plus any permitted *Residential Tenancy Act (RTA)* annual rent increases during the intervening period between when the tenant moved out and when they move into the replacement units.

As of 2020 July 31, 527 non-market rental units have been recently constructed in the City, with an additional 367 units currently under construction. In addition, over 1,730 non-market units are currently under review through the rezoning process. Of the 27 non-market rental projects constructed, under construction, and currently in process, 11 are facilitated by the provision of City-owned lands.

For market rental housing, 407 new units have been recently added to the City's rental stock, including 300 units in Brentwood Tower 1. An additional 496 market rental units are currently under construction. As for units under review, there are currently 40 rezoning applications representing over 2,826 market rental units. The majority of these applications are subject to the RUZP, with the minimum number of replacement units and inclusionary units noted, if known at this time. Since many of these applications are still early in the design process, the total number of units, including the required number of inclusionary units, are subject to change.

4.0 NEXT STEPS

Additional market rental units are further anticipated to be delivered through the City's various Master Plan projects, potentially adding thousands of new rental units, including below-market inclusionary units, to the City's rental housing inventory. Staff will continue to track both non-

market and market rental projects in the City, with future rental housing summaries anticipated to be provided to Council approximately every six months.

E.W. Kozak, Director
PLANNING AND BUILDING

WT:sa

Attachment

cc: City Manager
Acting City Clerk

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NON-MARKET HOUSING 2020 - NEW AND IN PROGRESS

Appendix A

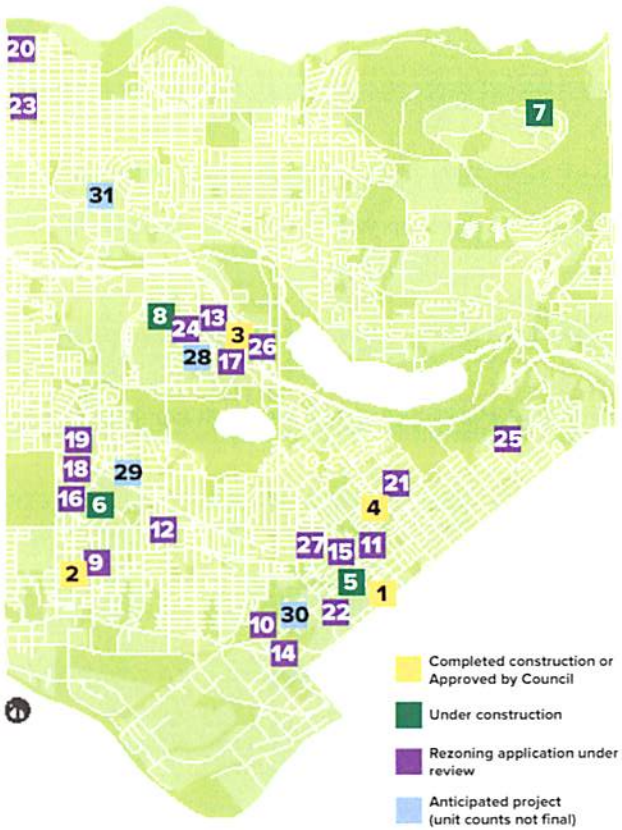
Non-market housing refers to housing that has ongoing government subsidy, or generates sufficient revenue through rents, grants, and donations that it is able to operate on a not-for-profit basis.

This housing supply provides an alternative to market rental housing that is more affordable and/or provides needed services and supports for populations with special housing needs.

The City has taken a proactive approach to utilizing its own lands to facilitate new non-market housing developments, in partnership with other levels of government, the community housing sector, and the private development industry.

KEY FACTS:

- There are over 6,000 non-market units in the City in a mix of apartments and townhouse developments in a range of unit sizes.
- There are 26 housing cooperatives containing 1,900 units.



527 units recently constructed

367 units under construction

1,730+ units under review

Completed Projects and Projects under Construction

1 Cedar Place (Phase 1)
7683 15th Avenue
90 units

2 Fair Haven United Church
4341 Rumble Avenue
145 units



3 Norland
3986 Norland Avenue
52 units



4 New Vista Complex Care Facility Replacement
7232 New Vista Place
240 units

5 Cedar Place (Phase 2)
7121 14th Avenue
128 units



6 Beresford & Sussex
6525 Sussex Avenue
125 units



7 UniverCity Passivhaus
8650 University Crescent
90 units



8 Burnaby Association for Community Inclusion
3755 Banff Avenue
15 units



For more information on the City of Burnaby's Housing programs and projects visit: www.burnaby.ca/Housing

City of Burnaby
PLANNING AND BUILDING DEPARTMENT

Information current to July 31, 2020

NON-MARKET HOUSING 2020 - NEW AND IN PROGRESS

Map Number	HOUSING PROJECT	LOCATION	# OF UNITS	DESCRIPTION
	COMPLETED CONSTRUCTION			
1	Cedar Place (Phase 1)	7683 15th Avenue	90	• Completed December 2018 • Partnership between City, BC Housing and Ledingham McAllister • 90 units of non-market family housing (replacement units) • City contribution for overall site: » ~$8.5 million through density bonus » ~$28.5 million indirect funding through value created by rezoning
2	Fair Haven United Church	4341 Rumble Avenue	145	• Completed April 2019 • 145 units of seniors housing (16 replacement units) • Received BC Housing *Provincial Investment in Affordable Housing* equity grant • City contribution: >~ $695,000 Community Benefit Bonus Housing Fund grant to offset application/permit fees and required off-site servicing costs
3	Norland ◆	3986 Norland Avenue	52	• Completed October 2019 • BC Housing modular supportive housing project under provincial *'Rapid Response to Homelessness Initiative'* • Operated by Progressive Housing Society • City contribution: » $3.96 million Community Benefit Bonus Housing Fund grant to offset land lease (five years) and permit fees
4	New Vista Complex Care Facility Replacement	7232 New Vista Place	240	• Final Occupancy expected for September 2020
	TOTAL UNITS COMPLETED CONSTRUCTION		**527**	
	UNDER CONSTRUCTION			
5	Cedar Place (Phase 2)	7121 14th Avenue	128	• Building Permit issued 2019 October 1 • Partnership between City, BC Housing and Ledingham McAllister • 128 units of seniors housing • City contribution for overall site: » ~$8.5 million through density bonus » ~$28.5 million indirect funding through value created by rezoning

• Project subject to City - BC Housing Memorandum of Understanding (MOU)
◆ Project facilitated by City-owned land

City of Burnaby
PLANNING AND BUILDING

For more information on the City of Burnaby's Housing programs and projects visit: www.burnaby.ca/Housing

Information current to July 31, 2020

NON-MARKET HOUSING 2020 - NEW AND IN PROGRESS

Map Number	HOUSING PROJECT	LOCATION	# OF UNITS	DESCRIPTION
	UNDER CONSTRUCTION			
6	Beresford & Sussex	6525 Sussex Avenue	125	• Building Permit issued 2019 December 30 • Partnership between City, BC Housing, New Vista Society, and Thind Properties • 125 unit of non-market rental • City contribution: » $7 million Community Benefit Bonus Housing Fund contribution to offset permit and servicing fees, and over costs associated with creation of a fee simple parcel for the non-market development
7	UniverCity Passivhaus	8650 University Crescent	90	• Building Permit issued 2020 April 30 • 90 units of below-market rental • Rigorous energy efficiency standards of *Passivhaus*
8	Burnaby Association for Community Inclusion (BACI) ◆	3755 Banff Avenue	24	• Building Permit issued 2020 May 21 • 24 non-market rental units for individuals with developmental disabilities (9 replacement units) • Renovated 37-space childcare • City contribution: » Renewal of City land lease » $1.7 million Community Benefit Bonus Housing Fund grant to offset land and servicing costs
	TOTAL UNITS COMPLETED		**367**	
	REZONING IN PROCESS			
9	L'Arche Greater Vancouver	7401 Sussex Avenue	61	• Third Reading received 2020 June 22 • Redeveloped multi-age care facility with 22 bedrooms and 10 semi-independent units for individuals with developmental disabilities • 29 units of non-market rental • BC Housing indicated high level of support
10	Byrnepark • ◆	6488 Byrnepark Drive	~204	• Third Reading for development guidelines received 2020 July 20 • Council selection of non-profit partner, M'akola Housing Society, on 2020 July 6 • ~204 units of non-market housing (20% shelter rate, 30% rent geared to income, 50% low and moderate income) • City site provided through City Lands Program • City secured $50,000 Canada Mortgage and Housing (CMHC) Seed Funding for pre-development activities • Site specific rezoning application for specific form of development to be initiated September 2020 • *Community Housing Fund (CHF)* application in January 2021

• Project subject to City - BC Housing Memorandum of Understanding (MOU) ◆ Project facilitated by City-owned land

For more information on the City of Burnaby's Housing programs and projects visit: www.burnaby.ca/Housing

City of Burnaby
PLANNING AND BUILDING

Information current to July 31, 2020

NON-MARKET HOUSING 2020 - NEW AND IN PROGRESS

Map Number	HOUSING PROJECT	LOCATION	# OF UNITS	DESCRIPTION
11	Kingsway •◆	7510-7536 Kingsway, 7390-7398 16th Avenue & 7411 15th Avenue	~163	• Third Reading for development guidelines received 2020 July 20 • Council selection of non-profit partner, Catalyst Community Development, on 2020 July 6 • ~163 units of non-market housing (20% shelter rate, 30% rent geared to income, 50% low and moderate income) • 20% of units for individuals with developmental disabilities (partnership with posAbilities) • City site provided through City Lands Program • City secured $50,000 Canada Mortgage and Housing (CMHC) Seed Funding for pre-development activities • Preliminary Plan Approval application for specific form of development to be initiated Fall 2020 • *CHF* application in January 2021
12	Royal Oak •◆	6857-6875 Royal Oak Avenue	~128	• Third Reading for development guidelines received 2020 July 20 • Council selection of non-profit partner, Catalyst Community Development, on 2020 July 6 • ~128 units of non-market housing (20% shelter rate, 30% rent geared to income, 50% low and moderate income) • 20% of units for individuals with developmental disabilities (partnership with PosAbiltiies) • City site provided through City Lands Program • City secured $50,000 Canada Mortgage and Housing (CMHC) Seed Funding for pre-development activities • Site specific rezoning application for specific form of development to be initiated September 2020 • *CHF* application in January 2021
13	Sunset / Kincaid •◆	5912-5988 Sunset Street & 5907-5989 Kincaid Street	~287	• Third Reading for development guidelines received 2020 July 20 • Council selection of non-profit partner, Vancouver Native Housing Society, on 2020 July 6 • ~287 units of seniors non-market housing (20% shelter rate, 30% rent geared to income, 50% low and moderate income) • City site provided through City Lands Program • City secured $50,000 Canada Mortgage and Housing (CMHC) Seed Funding for pre-development activities • Site specific rezoning application for specific form of development to be initiated September 2020 • *CHF* application in January 2021

• Project subject to City - BC Housing Memorandum of Understanding (MOU)
◆ Project facilitated by City-owned land

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City of Burnaby
PLANNING AND BUILDING

Information current to July 31, 2020

NON-MARKET HOUSING 2020 - NEW AND IN PROGRESS

Map Number	HOUSING PROJECT	LOCATION	# OF UNITS	DESCRIPTION
14	Portion of Bevan Lands • ◆	6365 Stride Avenue, portions of 6370-6448 Stride Avenue & 7514 Bevan Street	~118	• Third Reading for development guidelines received 2020 July 20 • ~118 units of non-market housing (20% shelter rate, 30% rent geared to income, 50% low and moderate income) • City site provided through City Lands Program • City secured $50,000 Canada Mortgage and Housing (CMHC) Seed Funding for pre-development activities • Site specific rezoning application for specific form of development to be initiated September 2020 • *CHF* application in January 2021
15	New Vista ◆	7898 18th Avenue	26	• Third Reading received 2020 July 27 • 26 non-market units for seniors • Funding from BC Housing *CHF* • City site provided through City Lands Program
16	Anthem / New Vista	6444 Willingdon Avenue & 4241 Maywood Street	92	• Second Reading received 2020 April 4 • Applicant requirements under Rental Use Zoning Policy (RUZP) advanced in partnership with New Vista and BC Housing (rents to comply with City, BC Housing, and New Vista objectives) • BC Housing has indicated support through financial resources and grants, development expertise, access to sector housing partners, and low cost financing
17	Dania	4279 Norland Avenue	150	• Second Reading received 2020 June 22 • Part of Dania Campus of Care • 150 seniors non-market rental units • Funding sought from BC Housing/CMHC
18	Anthem / New Vista	6075 Wilson Avenue	32	• Second Reading received 2020 July 6 • Applicant requirements under RUZP advanced in partnership with New Vista and BC Housing (rents to comply with City, BC Housing, and New Vista objectives) • BC Housing has indicated support through financial resources and grants, development expertise, access to sector housing partners, and low cost financing
19	Grange Street Apartments / YWCA	4275 Grange Street	32	• First Reading received 2020 July 6 • Public Hearing 2020 July 28; response to Public Hearing issues report required • Applicant requirements under RUZP advanced in partnership with YWCA • Original proposal of 40 non-market units amended to 32 larger family-sized (two and three-bedroom) units to meet client needs

• Project subject to City - BC Housing Memorandum of Understanding (MOU)
◆ Project facilitated by City-owned land

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City of Burnaby
PLANNING AND BUILDING

Information current to July 31, 2020

NON-MARKET HOUSING 2020 - NEW AND IN PROGRESS

Map Number	HOUSING PROJECT	LOCATION	# OF UNITS	DESCRIPTION
20	Action Line Housing Society	3755 McGill Street	62	• Initial Council approval 2019 September 16 • Developing suitable plan of development • 62 self-contained supportive housing units for seniors (redevelopment of portion of existing Seton Village campus)
21	Bayshore Gardens	7860 Rosewood Street	10	• Initial Council approval 2019 October 28 • Developing suitable plan of development • 10-unit supportive housing facility for seniors (regulated by *Community Care and Assisted Living Act and accompanying Residential Care Regulations*, administered by Fraser Health Authority)
22	Southgate ◆	Portion of 7679 18th Street and 7701 18th Street	TBD	• Initial Council approval 2020 May 11 • Developing suitable plan of development • Two City-owned lots consolidated and re-subdivided to three lots to facilitate non-market housing and urban trail and park features connecting Griffiths Avenue to existing Griffiths cycling and pedestrian overpass on City portion, and market rental housing on applicant portion.
23	S.U.C.C.E.S.S. ◆	3802 Hastings Street	~130	• Application received 2019 February 14 • Developing suitable plan of development • Funding from BC Housing *Community Housing Fund* • City site provided through City Lands Program • City working with CMHC to conclude Urban Renewal Program agreement for site
24	BC Housing / YWCA ◆	4803 Canada Way	60	• Application received 2020 June 17 • Developing suitable plan of development • Non-market units for women and children (conditional funding under *Building BC: Women's Transition Housing Fund* and philanthropic donation from Cindy Beedie) • Childcare facility proposed on site • Council approved, in principle, lease to BC Housing and financial contribution from Community Benefit Bonus Affordable Housing Reserve for capital costs (future report for Council consideration)
25	George Derby Care Society	7550 Cumberland Street	~121	• Application received 2020 June 17 • Developing suitable plan of development • 121-unit for seniors and disabled veterans, with portion of suites available for subsidized tenants (rents in accordance with BC Housing program requirements) • City contribution of ~$1.2 million Community Benefit Bonus Housing Fund grant for previous non-profit supportive housing facility on an undeveloped portion of site in 2015.

• Project subject to City - BC Housing Memorandum of Understanding (MOU)
◆ Project facilitated by City-owned land

For more information on the City of Burnaby's Housing programs and projects visit: www.burnaby.ca/Housing

City of Burnaby
PLANNING AND BUILDING

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NON-MARKET HOUSING 2020 - NEW AND IN PROGRESS

Map Number	HOUSING PROJECT	LOCATION	# OF UNITS	DESCRIPTION
26	Norland ◆	3986 Norland Avenue	~45	• Application received 2020 June 23 • Additional 45 modular supportive housing units on existing supportive housing site (funded by BC Housing) • City provided Community Benefit Bonus Housing Fund grant to offset land lease in 2019
27	BC Housing – Hall Towers •	7252-7282 Kingsway & 7255 Edmonds Street	TBD	• Council authorization for staff to work with BC Housing towards new masterplan for site, execute replacement MOU, and approval in principle to fund consultant team on 2019 November 18 • Urban Strategies retained as lead consultants • Master planning work currently underway • BC Housing responsible for upfront consulting fees related to masterplan; City pay half once masterplan complete (~$390,000)
	TOTAL UNITS IN REZONING PROCESS		**1,730+**	
	TOTAL NON-MARKET RENTAL UNITS		**2,615+**	
	ANTICIPATED PROJECTS			
28	Dixon Society			20 units of non-market housing for women and children feeling violence, in addition to a childcare facility, is anticipated by Dixon Society. The housing component has been selected for funding under BC Housing's *Building BC: Women's Transition Housing Fund.*
29	6025 Sussex Avenue			Council has authorized staff to work with CMHC or other federal government staff to advance the development of non-market housing on a partnership basis for this federally-owned site. This site is included in the MOU with BC Housing in order to provide clarity on BC Housing's role, should it engage as a partner at a later date. Rezoning of this site would be pursued in the future, once a redevelopment approach is established and a development partner selected.
30	7388 Southwynde ◆			On 2020 May 29, Metro Vancouver Housing (MVH) selected the City-owned property at 7388 Southwynde for further exploration and concept development for new affordable rental housing. This is in response to a submission provided by the City to a MVH Expression of Interest (EOI) in January 2020 seeking municipal lands that could be used in partnership with the regional housing authority. The anticipated development potential for this site is approximately 85 units.
31	7409 Halifax Street ◆			Staff are currently exploring the potential use of this City-owned site for non-market housing, following the removal of City-BC Housing MOU site, 7285 Kitchener Street, for non-market housing development due to environmental considerations.

• Project subject to City - BC Housing Memorandum of Understanding (MOU)
◆ Project facilitated by City-owned land

City of Burnaby
PLANNING AND BUILDING

For more information on the City of Burnaby's Housing programs and projects visit: www.burnaby.ca/Housing

Information current to July 31, 2020

MARKET RENTAL HOUSING 2020 - NEW AND IN PROGRESS

Market rental housing encompasses a range of housing types and affordability levels and is an important part of the housing continuum. In Burnaby, the majority of the market rental stock is in purpose-built rental buildings.

Approximately 95% of the City's purpose-built rental stock was constructed prior to 1990. As this housing stock ages, the City has seen increased redevelopment.

To incentivize new rental housing and to protect existing rental housing, the City's Rental Use Zoning Policy provides additional density to facilitate new market and below-market rental housing for Burnaby renters. To better assist tenants, the City's Tenant Assistance Policy was amended in March 2020 to deliver a more robust program for tenants displaced by redevelopment.

KEY FACTS:

- There are about 11,610 units of purpose-built market rental housing in Burnaby.
- The overall vacancy rate in Burnaby is 1.3%. A healthy vacancy rate is generally considered between 3% and 5%.



407 units recently constructed

496 units under construction

2,826+ units under review

Completed Projects and Projects under Construction

1 **Brentwood – Tower 1**
4567 Lougheed Highway
300 units



2 **Carleton Gardens Seniors Housing**
4110 Norfolk Street
105 units



3 **Hastings & Madison**
4270 Hastings Street
2 units

4 **Comor**
3700 Hastings Street
21 units



5 **Parkview Towers/ Sussex**
6050 Sussex Avenue
238 units



6 **Lougheed Core Area Phase 1 – Tower 4**
9855 Austin Road
237 units



For more information on the City of Burnaby's Housing programs and projects visit: www.burnaby.ca//Housing

City of Burnaby
PLANNING AND BUILDING DEPARTMENT

Information current to July 31, 2020

MARKET RENTAL HOUSING 2020 - NEW AND IN PROGRESS

Map Number	HOUSING PROJECT	LOCATION	TOTAL # OF RENTAL UNITS	MIN. # OF REPLACEMENT UNITS	MIN. # OF INCLUSIONARY UNITS	DESCRIPTION
	COMPLETED CONSTRUCTION					
1	Brentwood – Tower 1	4567 Lougheed Highway	300			• Building Permit issued 2015 December 24 • First residential tower to be constructed as part of the redevelopment of the Brentwood Mall site
2	Carleton Gardens	4110 Norfolk Street	105			• Completed March 2019 • Market-rate seniors' housing development by Chartwell (supportive and assisted living rental units)
3	Hastings / Madison	4270 Hastings Street	2			• Completed April 2020 • Rental units above ground-floor commercial space
	TOTAL UNITS COMPLETED CONSTRUCTION		**407**			
	UNDER CONSTRUCTION					
4	Comor	3700 Hastings Street	21			• Building Permit issued 2018 March 15 • Mixed-use project with 21 rental apartment units above ground floor commercial storefronts
5	Parkview Towers / Sussex	4711 Hazel Street	238			• Building Permit issued 2018 August 30 • Infill high-rise rental apartment on site with two existing rental apartment towers (additional high-rise strata apartment and replacement of church)
6	Lougheed Core Area – Phase 1 – Tower 4	9855 Austin Road	237			• Building Permit issued 2020 February 5 • Part of redevelopment of Lougheed Mall • Rental secured for minimum of five years
	TOTAL UNITS UNDER CONSTRUCTION		**496**			
	REZONING IN PROCESS					
7	* Ledingham McAllister Communities Ltd.	4960 Bennett Street	42	42	0	• Second Reading received 2020 April 20
8	* Telford Avenue Project LP	6525 Telford Avenue	66	54	0	• Second Reading received 2020 April 20
9	* Accorde Properties Corp	6556 – 6596 Marlborough Avenue	41	36	5	• Second Reading received 2020 April 20

* Project subject to City's Rental Use Zoning Policy

City of Burnaby
PLANNING AND BUILDING

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Information current to July 31, 2020

MARKET RENTAL HOUSING 2020 - NEW AND IN PROGRESS

Map Number	HOUSING PROJECT	LOCATION	TOTAL # OF RENTAL UNITS	MIN. # OF REPLACEMENT UNITS	MIN. # OF INCLUSIONARY UNITS	DESCRIPTION
10	* Blue Sky Properties Inc.	5977 Wilson Avenue	66	62	4	• Second Reading received 2020 July 6 • Replacement units to be provided on other applicant-owned sites at 5970-5994 Kathleen Ave
11	* Kirpal Properties Ltd.	4330 Maywood Street	29	27	2	• First Reading received 2020 July 6 • Public Hearing approved 2020 July 28
12	* Concord Barker Project Limited Partnership	5895 Barker Avenue	52	48	4	• First Reading received 2020 July 6 • Public Hearing approved 2020 July 28
13	* 4500 Dawson Street Holdings Inc.	4500 – 4554 Dawson Street, 2223 Alpha Avenue & portion of 2350 Willingdon Avenue	80	0	80	• First Reading received 2020 July 27 • 80 inclusionary units to satisfy requirement for entire masterplan community • No tenant displacement
14	* NSDA Architects (Lougheed Village)	9500 Erickson Drive	1,194	0	TBD	• Initial Council approval 2016 November 21 • Developing suitable plan of development • 1,194 new rental units in three infill towers (20% of new market rental units under applicable RMs District will be inclusionary rental units) • No tenant displacement
15	* Solterra Development Corp.	6004 - 6018 Wilson Avenue	~43	43	TBD	• Initial Council approval 2017 December 11 • Developing suitable plan of development • Minimum 1:1 replacement of existing units, or equivalent of 20% of proposed market rental units under applicable RMs District as inclusionary rental
16	* Brook Pooni Associates Inc.	5852 Patterson Avenue	~30	30	TBD	• Initial Council approval 2018 January 29 • Developing suitable plan of development • Minimum 1:1 replacement of existing units, or equivalent of 20% of proposed market rental units under applicable RMs District as inclusionary rental
17	* Polygon – Development 312 Ltd.	5900 Olive Avenue	~71	71	TBD	• Initial Council approval 2018 April 9 • Developing suitable plan of development • Minimum 1:1 replacement of existing units, or equivalent of 20% of proposed market rental units under applicable RMs District as inclusionary rental

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18	* W.T. Leung Architects	5777 Willingdon Avenue & 4475 Grange Street	~86	86	TBD	• Initial Council approval 2018 June 11 • Developing suitable plan of development • Minimum 1:1 replacement of existing unitS, or equivalent of 20% of proposed market rental units under applicable RMs District as inclusionary rental
19	* Belford (Silver 3) Properties Limited Partnership	6444 Silver Avenue	~45	45	TBD	• Initial Council approval 2018 June 11 • Developing suitable plan of development • Minimum 1:1 replacement of existing units, or equivalent of 20% of proposed market rental units under applicable RMs District as inclusionary rental
20	* IBI Group Architects	6540 Marlborough Avenue	~30	30	TBD	• Initial Council approval 2018 June 11 • Developing suitable plan of development • Minimum 1:1 replacement of existing units, or equivalent of 20% of proposed market rental units under applicable RMs District as inclusionary rental • Indicated desire to utilize full RMr density and provide additional rental units
21	* Chris Dikeakos Architect AIBC	6450 – 6508 Telford Avenue	~8	8	TBD	• Initial Council approval 2019 July 29 • Developing suitable plan of development • Minimum 1:1 replacement of existing units, or equivalent of 20% of proposed market rental units under applicable RMs District as inclusionary rental
22	* iFortune Homes Inc.	6605 - 6665 Royal Oak Avenue	~19	19	TBD	• Initial Council approval 2019 July 29 • Developing suitable plan of development • Minimum 1:1 replacement of existing unitS, or equivalent of 20% of proposed market rental units under applicable RMs District as inclusionary rental
23	* IBI Group Architects (Canada) Inc.	6958 - 6984 Kingsway, 7243 Greenford Avenue & 6957 – 6961 Beresford Street	TBD	0	TBD	• Initial Council approval 2019 July 29 • Developing suitable plan of development • Minimum 20% of proposed market rental units under applicable RMs District as inclusionary rental • No tenant displacement
24	* Keltic Canada Development	6620 Sussex Avenue	~53	53	TBD	• Initial Council approval 2019 September 16 • Developing suitable plan of development • Minimum 1:1 replacement of existing units), or equivalent of 20% of proposed market rental units under applicable RMs District as inclusionary rental

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25	* Hotson Architecture Inc.	6615 Telford Avenue	~55	55	TBD	• Initial Council approval 2019 September 16 • Developing suitable plan of development • Minimum 1:1 replacement of existing units, or equivalent of 20% of proposed market rental units under applicable RMs District as inclusionary rental
26	* Sodhi Real Estate Group	7629 – 7639 6th Street & 7873 14th Aveue	TBD	0	TBD	• Initial Council approval 2019 October 28 • Developing suitable plan of development • Minimum 20% of proposed market rental units under applicable RMs District as inclusionary rental • No tenant displacement
27	* Squarenine Griffiths Development	7465 Griffiths Drive	TBD	0	TBD	• Initial Council approval 2019 September 16 • Developing suitable plan of development • Minimum 20% of proposed market rental units under applicable RMs District as inclusionary rental, as per RUZP • No tenant displacement
28	* Pinnacle International	9850 Austin Road & 9858 – 9898 Gatineau Place	TBD	0	TBD	• Initial Council approval 2019 October 28 • Developing suitable plan of development • Minimum 20% of proposed market rental units under applicable RMs District as inclusionary rental • No tenant displacement
29	* Symphony Group of Companies	3550 Wayburne Drive	TBD	0	TBD	• Initial Council approval 2019 December 2 • Developing suitable plan of development • Minimum 20% of proposed market rental units under applicable RMs District as inclusionary rental • No tenant displacement
30	* B.E.S. Investments Ltd.	5609 Imperial Street	TBD	0	TBD	• Initial Council approval 2019 December 2 • Developing suitable plan of development • Minimum 20% of proposed market rental units under applicable RMs District as inclusionary rental • No tenant displacement
31	* Wanson Group	6660 - 6692 Royal Oak Avenue	TBD	0	TBD	• Initial Council approval 2019 December 2 • Developing suitable plan of development • Minimum 20% of proposed market rental units under applicable RMs District as inclusionary rental • No tenant displacement

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Map Number	HOUSING PROJECT	LOCATION	TOTAL # OF RENTAL UNITS	MIN. # OF REPLACEMENT UNITS	MIN. # OF INCLUSIONARY UNITS	DESCRIPTION
32	* ZGF Architects Inc.	7112 Kingsway & 7236 – 7248 Salisbury Avenue	TBD	0	TBD	• Initial Council approval 2019 December 2 • Developing suitable plan of development • Minimum 20% of proposed market rental units under applicable RMs District as inclusionary rental • No tenant displacement
33	* Square Nine Burnaby Development Ltd.	7109 18th Ave & 7358 – 7378 18th Street	TBD	0	TBD	• Initial Council approval 2020 February 10 • Developing suitable plan of development • Minimum 20% of proposed market rental units under applicable RMs District as inclusionary rental • No tenant displacement
34	* Onni Gilmore Holdings Corp.	7180 Lougheed Highway	TBD	0	TBD	• Initial Council approval 2020 February 10 • Developing suitable plan of development • Minimum 20% of proposed market rental units under applicable RMs District as inclusionary rental • No tenant displacement
35	* Anthem Metro King Hazel Holdings Ltd.	4653 – 4673 Kingsway & 4638 – 4670 Hazel Street	TBD	0	TBD	• Initial Council approval 2020 February 10 • Developing suitable plan of development • Minimum 20% of proposed market rental units under applicable RMs District as inclusionary rental • No tenant displacement
36	* Chris Dikeakos Architects Inc.	9601 Lougheed Highway	TBD	0	TBD	• Initial Council approval 2020 February 10 • Developing suitable plan of development • Minimum 20% of proposed market rental units under applicable RMs District as inclusionary rental • No tenant displacement
37	* Southgate Village Homes Ltd.	Portion of 7679 18th Street & 7701 18th Street	400+	0	400+	• Initial Council approval 2020 May 11 • Developing suitable plan of development • Two City-owned lots consolidated and re-subdivided to three lots to facilitate non-market housing and urban trail and park features connecting Griffiths Avenue to existing Griffiths cycling and pedestrian overpass on City portion, and market rental housing on applicant portion • Minimum 20% of proposed market rental units under applicable RMs District as inclusionary rental • No tenant displacement

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Map Number	HOUSING PROJECT	LOCATION	TOTAL # OF RENTAL UNITS	MIN. # OF REPLACEMENT UNITS	MIN. # OF INCLUSIONARY UNITS	DESCRIPTION
38	* Polygon Development 312 Ltd.	5868 Olive Avenue	~47	47	TBD	• Initial Council approval 2020 July 27 • Developing suitable plan of development • Minimum 1:1 replacement of existing units, or equivalent of 20% of proposed market rental units under applicable RMs District as inclusionary rental
39	* IBI Group Architects	5978 Wilson Avenue	~38	38	TBD	• Initial Council approval 2020 July 27 • Developing suitable plan of development • Minimum 1:1 replacement of existing units, or equivalent of 20% of proposed market rental units under applicable RMs District as inclusionary rental
40	* Wesgroup Properties Ltd.	6280 - 6350 Willingdon Avenue	~120	120	TBD	• Initial Council approval 2020 July 27 • Developing suitable plan of development • Minimum 1:1 replacement of existing units, or equivalent of 20% of proposed market rental units under applicable RM5s District
41	* Matchpoint Development Ltd.	6645 - 6691 Dow Avenue	~91	91	TBD	• Initial Council approval 2020 July 27 • Developing suitable plan of development • Minimum 1:1 replacement of existing units, or equivalent of 20% of proposed market rental units under applicable RMs District as inclusionary rental
42	Chris Dikeakos Architect AIBC	6390 Willingdon Avenue	TBD	TBD	TBD	• Application submitted 2017 October 31
43	Belford Properties Ltd.	4355 Maywood Street	TBD	TBD	TBD	• Application submitted 2018 April 27
44	Belford Properties Ltd.	6630 Telford	TBD	TBD	TBD	• Application received 2018 May 7
45	PC Urban Properties Corp.	3777 – 3791 Kingsway	TBD	TBD	TBD	• Application received 2020 June 17
46	Jensen Group Architects (George Derby Care Society)	7550 Cumberland Street	~120			• Application received 2020 June 17 • 120-unit market rental housing for seniors
	TOTAL UNITS IN REZONING PROCESS		**2,826+**	**1,005+**	**400+**	
	TOTAL MARKET RENTAL UNITS		**3,429+**			

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Information current to July 31, 2020

City of Burnaby

Item .....
Meeting .....2020 September 29

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
PLANNING AND DEVELOPMENT COMMITTEE

DATE: 2020 Sept 23

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 44000 20
Reference: *SUB #20-00011*

SUBJECT: **SITING APPROVAL (SUBDIVISION APPLICATION #20-11)**
7791-19TH AVENUE
REQUEST FOR SUBDIVISION
SIXTH STREET COMMUNITY PLAN

PURPOSE: To inform Council of a request for subdivision within the Sixth Street Community Plan area, and to recommend potential policy amendments related to the Sixth Street Community Plan.

RECOMMENDATIONS:

1. **THAT** this report be received for information purposes.

2. **THAT** the Committee authorize staff to initiate policy amendments to the Sixth Street Community Plan area.

REPORT

On 2020 June 10, this Department received a Subdivision Application (SUB#20-11) to subdivide 7791-19th Avenue (see ***attached*** Sketch #1) to create two equal-sized single-family dwelling lots under the site's prevailing R5 Residential District zoning. The subject property, which is improved with a single-family dwelling constructed in 1969, has a frontage of approximately 18.29 m (60 ft.), and an area of approximately 802.12 m² (8,634 sq. ft.). The proposed new lots appear to meet the minimum width and area requirements for two new R5 Single Family Dwelling (Small) lots, as per Section 105(2) of the Zoning Bylaw.

The subject property is located on the north side of 19th Avenue within the Sixth Street Community Plan. It is designated, along with other R5 District properties on 19th Avenue between Canada Way and Sixth Street, as having potential for medium-density multiple-family residential development based on the CD Comprehensive Development District (utilizing the RM2 and/or RM3 Multiple Family Residential District as guidelines), subject to a future area rezoning process (see ***attached*** Sketch #2), a Community Plan amendment process, and a suitable land assembly.

It is noted that other larger lots along this block front have pursued subdivision with the intent of constructing two single-family dwellings using the R5 Single Family Dwelling (Small) lot width and area requirements. As a result, the current development form along this block front is

predominantly single-family dwellings situated on small lots between 9.15 m (30 ft.) and 13.72 m (45 ft.) wide; a number of dwellings on the north side of the block are relatively new. To the west of the subject property is a single-family dwelling constructed in 1967, while beyond to the west there are four small lot single-family dwellings constructed in 1991 and two constructed in 2016. To the east are four small lot single-family dwellings constructed between 2008 and 2012, with a mix of two-family dwellings and single-family development beyond. The City does not currently own any properties within the area, and no properties within the area are on the Burnaby Heritage Inventory or the Burnaby Heritage Register.

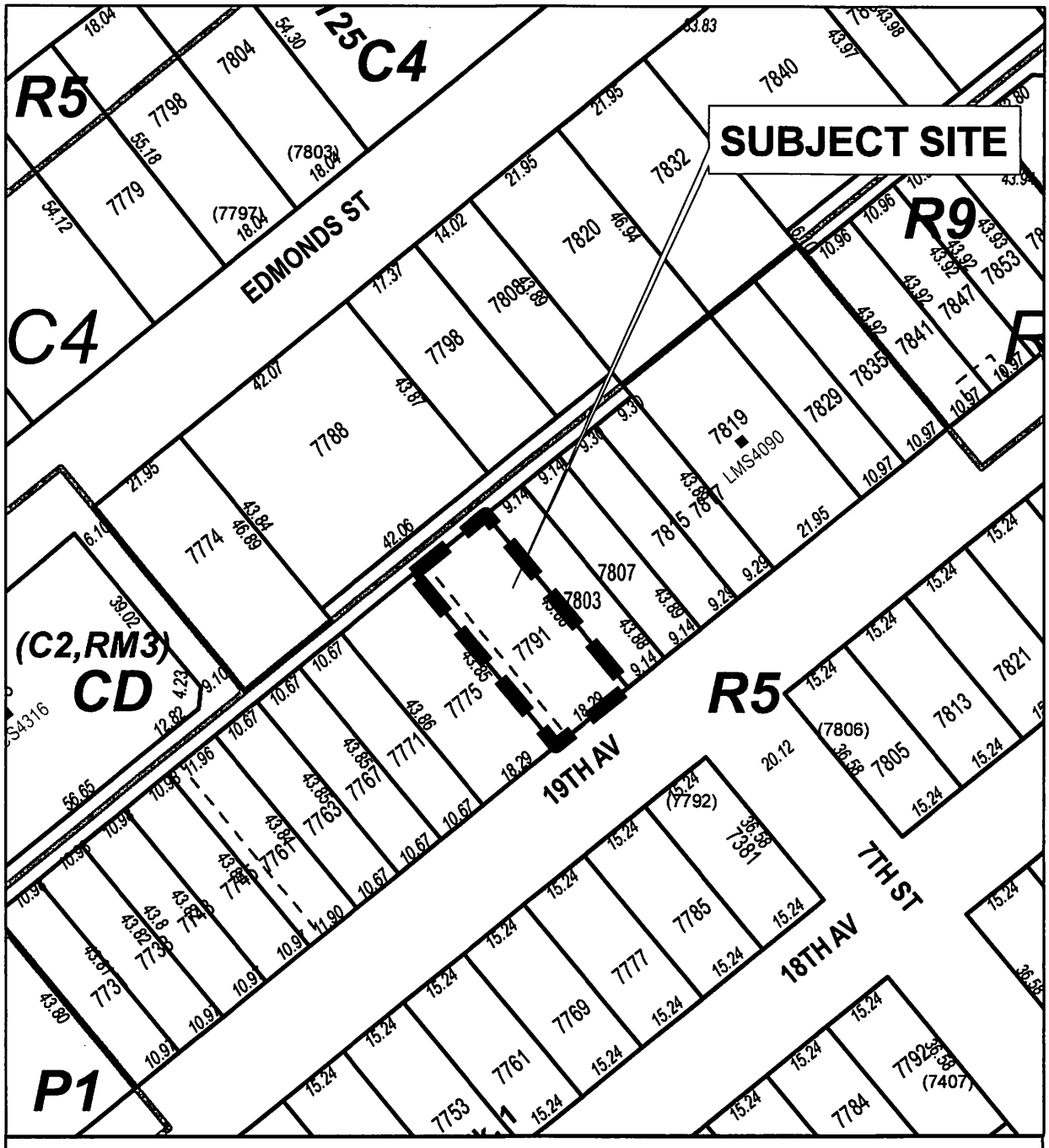
While there have been enquiries related to area rezoning for the subject block, an application has yet to be advanced to Council, largely due to the requirement for an area rezoning. The properties on the south side are double fronting, and they are situated within a primarily single and two-family context. Conversely, the properties along the north side of 19th Avenue share a lane with the existing and future mixed use development fronting Edmonds Street, and would benefit from a multiple-family relationship. As such, it is recommended that staff be authorized to initiate amendments to the Sixth Street Community Plan to remove the area zoning requirement, and amend the land use designations for properties fronting 19th Avenue. Details of the proposed community plan amendment process and public consultation would be advanced as part of a future report.

While City acquisition of the subject property would enable the City to hold the property pending development in line with the Community Plan, it is also acknowledged that the timing and result of future redevelopment in line with the Plan is unknown at this time. Notwithstanding, staff have reached out to the property owner to assess their interest in selling the property to the City and it has been indicated that they wish to proceed with the subdivision of the property. Therefore, unless otherwise directed by Council, this Department would process Subdivision Application #20-11, and any other subdivision application of a similar nature along the subject block, subject to completion of all requirements, and release associated Building Permits for new construction under the existing R5 Residential District and requirements of the Chief Building Inspector.

E.W. Kozak, Director
PLANNING AND BUILDING

MP:tn
Attachments

cc: Director Engineering
Chief Building Inspector
City Solicitor



City of Burnaby

PLANNING & BUILDING DEPARTMENT

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Date: JUL 14 2020

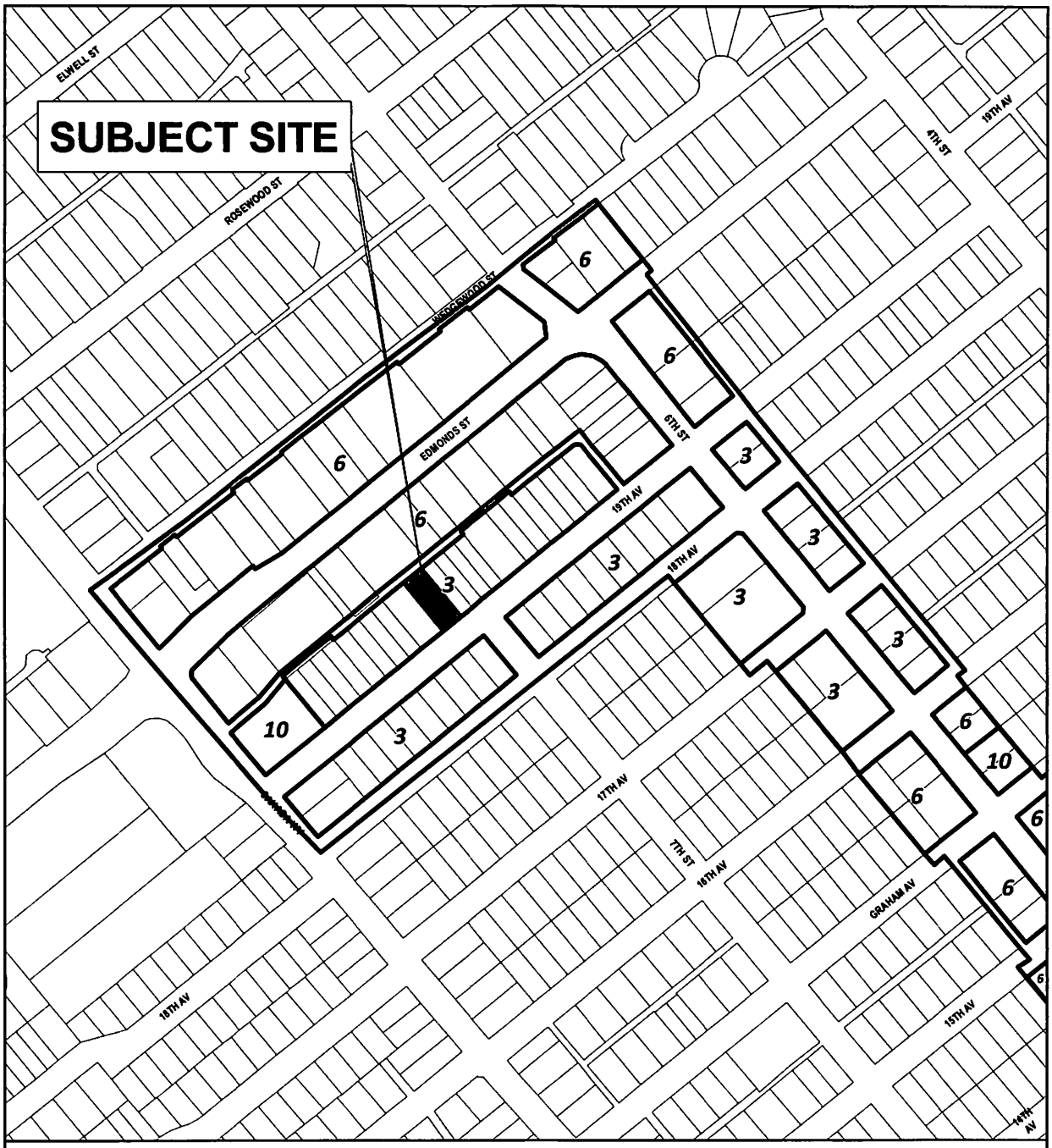
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Drawn By: RW

SITING APPROVAL
7791 19TH AVENUE

Subject Site

Sketch #1



General Land Use Designation Key

- 3 Medium Density Multiple Family Residential
- 5 Commercial
- 6 Medium Density Mixed Use
- 10 Institutional

City of Burnaby
Planning and Building Dept

0 15 30 60 Meters
1:4,500

Sixth Street Community Plan

Printed on July 14, 2020

Sketch #2