



PLANNING AND DEVELOPMENT COMMITTEE A G E N D A

Tuesday, February 23, 2021, 2:00 p.m.

Council Chamber, City Hall

4949 Canada Way, Burnaby, BC

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1. <u>CALL TO ORDER</u>	
2. <u>MINUTES</u>	
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7. <u>CLOSED</u>	

Public excluded according to Sections 90 and 92 of the Community Charter for the Committee to consider 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 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, January 26, 2021, 2:00 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
 - Mr. Johannes Schumann, Assistant Director Current Planning
 - Ms. Lee-Ann Garnett, Assistant Director Long Range Planning
 - Ms. May Phang, Assistant Director Engineering Infrastructure and Development
 - Ms. Sarah Crawford, Planner 1
 - Ms. Elaine Wong, Executive Assistant to the Mayor
 - Ms. Eva Prior, Acting Deputy City Clerk
 - Ms. Shelly Reinhardt, Council Support Assistant

1. CALL TO ORDER

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 hən̓q̓əmiñəm and Skwxwú7mesh 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 December 15.**

MOVED BY COUNCILLOR KEITHLEY
SECONDED BY COUNCILLOR WANG

THAT the minutes of the Planning and Development Committee meeting held on 2020 December 15 be now adopted.

CARRIED UNANIMOUSLY

3. **CORRESPONDENCE**

3.1 **Correspondence from Green Tree Village Residents - Re: Application for a Community Garden at Green Tree Village Park**

Correspondence was received from residents of Green Tree Village requesting permission to create a community garden at Green Tree Village Park.

Staff advised they are completing a report regarding community gardens for the Committee.

3.2 **Correspondence from Thind Properties - Re: Sussex Civil Works Latecomer Proposal**

Correspondence was received from Mr. Steve Eder, Vice President Construction, Thind Properties requesting a 'Latecomer Agreement' to distribute the costs of municipal upgrades resulting in a more equitable cost to developers.

Staff advised that under a 'Latecomer Agreement' a charge would be imposed on subsequent developers/owners who obtain physical access to, connect to, front or benefit from the work done by the original developer. This mechanism would provide for a partial cost recovery for the developers that front-end extended services that benefit other lands.

Arising from discussion, the following motion was introduced:

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY MAYOR HURLEY

THAT staff bring forward a policy to address latecomer charges.

CARRIED UNANIMOUSLY

4. **REPORTS**

4.1 **Report from Director Planning and Building - Re: Single-Family Dwelling Renovations and Additions Greentree Village Community Plan Area**

The Director Planning and Building submitted a report seeking Committee and Council endorsement of the proposed rezoning approach and authorization for staff to consult with the Greentree Village community on proposed Rezoning Bylaw amendments for minor renovations and additions to single-family dwellings.

The Director Planning and Building recommended:

1. THAT the Committee recommend that Council endorse the proposed rezoning approach, as described in Section 4.0 of this report, to facilitate minor renovations and additions to existing single-family dwellings permitted under CD Comprehensive Development zoning within Greentree Village.
2. THAT the Committee recommend that Council authorize staff to undertake a public consultation process with Greentree Village residents and homeowners, as described in Section 5.0 of the report.

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR KEITHLEY

THAT the recommendations of the Director Planning and Building be adopted.

CARRIED UNANIMOUSLY

Staff advised that the Planning and Building Department have received inquiries for minor alterations and additions for single family homes in the Greentree Village since the 1970s. Due to the CD Comprehensive Development District, home owners do not have the latitude to make alterations and/or additions without Council consideration and approval through an amended rezoning process.

Staff proposed that a City-initiated Amended Comprehensive Development rezoning associated with Phases 1-3 of Greentree Village would be brought forward for Council consideration. A community consultation process with the residents would also be undertaken concurrently, followed by a subsequent report to Committee and Council with any revisions to the proposed rezoning amendments and a Public Hearing recommendation.

4.2 Report from Director Planning and Building - Re: Planning and Development Committee Work Plan Update 2021-2022

The Director Planning and Building submitted a report summarizing Committee activities in 2020 and proposing a work plan for 2021-2022.

The Director Planning and Building recommended:

1. THAT that the Committee request Council endorse the proposed 2021-2022 Planning and Development Committee work plan.

MOVED BY COUNCILLOR KEITHLEY
SECONDED BY COUNCILLOR WANG

THAT the recommendation of the Director Planning and Building be adopted.

CARRIED UNANIMOUSLY

The Committee thanked the Planning and Building Department staff for their numerous achievements in 2020; however, suggested that the list was far from complete. The Committee requested that subsequent work plan reports include a more comprehensive accounting of projects and accomplishments, emphasizing the tremendous amount of work undertaken by the Department.

Arising from discussion, the Committee further requested that staff prioritize suites in duplexes, minimum lot sizes, and subdivision potential on larger lots to address housing needs.

4.3 Report from Director Planning and Building - Re: Burnaby's Housing Needs Report

The Director Planning and Building submitted a report providing key insights into housing needs in the community, and projecting the number and type of units which will be needed to meet housing demands over the next five to ten years.

The Director Planning and Building recommended:

1. THAT the Committee recommend that Council receive Burnaby's Housing Needs Report, as presented in Attachment A of this report.
2. THAT the Housing Needs Report be published on the City of Burnaby's website, as required in the Local Government Act.
3. THAT the Housing Needs Report be forwarded to the Social Planning Committee for information.

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR KEITHLEY

THAT the recommendations of the Director Planning and Building be adopted.

CARRIED UNANIMOUSLY

The Committee requested that staff provide a presentation to Council in conjunction with the Burnaby's Housing Needs Report.

The Committee inquired regarding the opening date of the Emergency Response Centre.

Staff advised that work is ongoing with BC Housing, Progressive Housing Society and the Fraser Health Authority and that the Centre is scheduled to become operational in the near future. Further, members of the City's faith community are currently providing emergency shelter services.

5. **NEW BUSINESS**

Councillor Calendino – Correspondence from Mr. Karl Kliparchuk

Correspondence was received from Mr. Karl Kliparchuk requesting that developers provide a mandatory contribution toward the construction of a second hospital in the City.

The Committee expressed concern that adding further charges on developments would result in increased costs to renters or purchasers.

His Worship, Mayor Hurley will send a letter in response to Mr. Kliparchuk's recommendation.

Councillor Dhaliwal – Motion Regarding Public Washrooms

Councillor Dhaliwal introduced the following motion:

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR KEITHLEY

WHEREAS access to a safe, clean, accessible public washroom is a basic human need for all community members;

AND WHEREAS access to public washrooms in particular supports the community participation and inclusion of seniors, persons with disabilities, children, and unhoused community members;

AND WHEREAS access to public washrooms encourages active living opportunities, by providing community members with the option to enjoy parks and other outdoor spaces for longer periods of time;

AND WHEREAS the City of Burnaby has committed to creating a safe, accessible and inclusive city as articulated through its Equity Policy, Social Sustainability Strategy, and Corporate Strategic Plan;

THEREFORE BE IT RESOLVED, THAT staff be directed to bring forward a report to the Planning and Development Committee outlining the advisability and feasibility of a pilot project for installing self-cleaning public toilets in strategic locations around Burnaby.

CARRIED UNANIMOUSLY

Arising from discussion and without objection, the Committee requested that staff also pursue public access to washrooms in local businesses and at TransLink SkyTrain stations and bus loops.

6. INQUIRIES

No Inquiries were brought forward at this time.

7. 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 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.

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR WANG
SECONDED BY COUNCILLOR KEITHLEY

THAT the Open Committee meeting do now recess at 3:10 p.m.

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR WANG

THAT the Open Committee meeting do now reconvene at 4:10 p.m.

CARRIED UNANIMOUSLY

8. **ADJOURNMENT**

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR WANG

THAT the Planning and Development Committee do now adjourn at 4:10 p.m.

CARRIED UNANIMOUSLY

CHAIR

ADMINISTRATIVE OFFICER

INTER-OFFICE MEMORANDUM

TO: CHAIR AND MEMEBERS
PLANNING AND DEVELOPMENT
COMMITTEE

DATE: 2021 FEBRUARY 09

FROM: ACTING DEPUTY CITY CLERK

FILE: 49500-01

SUBJECT: REZONING APPLICATIONS
ITEM NO. 7.8.,MANAGER'S REPORTS, COUNCIL 2021 FEBRUARY 08

Burnaby City Council, at the Open Council meeting held on 2021 February 08, received the above noted report. Council approved the following rezoning applications; #20-31, #20-33, #20-34, #20-35, #20-36, #20-37, #20-38, and #21-01.

Arising from discussion, Council **REFERRED** Item #2, Rezoning #20-32 to the Planning and Development Committee for consideration.

Item #02

Rez #20-32 7252, 7264, 7282 Kingsway, and 7255 Edmonds Street

1. THAT Council authorize staff to undertake an amendment to the Edmonds Town Centre Plan as outlined in Section 4.1 of this report.
2. THAT the Planning and Building Department be authorized to continue to work with the applicant towards the preparation of a suitable plan of development for presentation to a Public Hearing on the understanding that a more detailed report will be submitted at a later date.

REFERRED

1. THAT Council **REFER** Rezoning #20-32, 7252, 7264, 7282 Kingsway, and 7255 Edmonds Street to the Planning and Development Committee for further review.

A copy of the rezoning application is attached for your information.

Eva Prior
Acting Deputy City Clerk

CITY OF BURNABY

PLANNING AND BUILDING
 REZONING REFERENCE #20-32
 2021 February 03

ITEM #02

1.0 GENERAL INFORMATION

- 1.1 Applicant:** Aplin and Martin Consultants Ltd
 1680-13450 – 102nd Avenue
 Surrey, BC V3T 5X3
 Attn: Anya Paskovic
- 1.2 Subject:** Application for the rezoning of:
Schedule A (*attached*)
- From:** P2 Administration and Assembly District, P3 Park and Public Use District, and Comprehensive Development District (based on RM5 Multiple Family Residential District)
- To:** CD Comprehensive Development District (based on RM5s Multiple Family Residential District, RM5r Multiple Family Residential District, C3 General Commercial District, P3 Park and Public Use District and the Edmonds Town Centre Plan as guidelines)
- 1.3 Address:** 7252, 7264, 7282 Kingsway, and 7255 Edmonds Street (Sketch #1 *attached*).
- 1.4 Size:** The site is irregular in shape with a site area of approximately 18,211.5 m² (196,027 ft²), subject to legal survey.
- 1.5 Services:** The Director Engineering will be requested to provide all relevant servicing information.
- 1.6 Rezoning Purpose:** The purpose of the proposed rezoning bylaw amendment is to establish a master plan and development guidelines for the four publically owned lots at the southwest corner of Kingsway and Edmonds, as well as to initiate a community plan amendment to permit high-density mixed-use development on the subject site.

2.0 POLICY FRAMEWORK

The proposed development aligns with the following goals and sub-goals of the Corporate Strategic Plan:

A Connected Community

- Partnership – Work collaboratively with businesses, educational institutions, associations, other communities and governments.

An Inclusive Community

- Serve a diverse community - Ensure City services fully meet the needs of our dynamic community.

A Dynamic Community

- Community development - Manage change by balancing economic development with environmental protection and maintaining a sense of belonging.

3.0 BACKGROUND AND NEIGHBOURHOOD CHARACTERISTICS

The subject site comprises four publicly owned lots (the “**Lands**”) located at the southwest corner of Kingsway and Edmonds Street within the Council-adopted Edmonds Town Centre Plan area (see Sketch #2 *attached*). The City-owned 7252 and 7282 Kingsway, which are now vacant, previously housed the Kingsway Branch Library and the Edmonds 55+ Community Centre. The City-owned 7255 Edmonds Street accommodates surface parking and BC Hydro transmission lines. The property at 7264 Kingsway is owned by the Provincial Rental Housing Corporation and accommodates the Hall Towers; two older mid-rise buildings containing 331 non-market housing units that are operated by BC Housing. Under the Edmonds Town Centre Plan, the properties at 7252, 7264, and 7282 Kingsway are identified for high-density multiple-family residential development utilizing the CD Comprehensive Development District (based on RM5s and RM5r Multiple Family Residential Districts as guidelines). The property at 7255 Edmonds is designated for Park and Public Use.

In 2018 January, recognizing the potential value of a joint venture redevelopment of the Lands, the City and BC Housing (the “**Partnership**”) entered into a Memorandum of Understanding (“**MOU**”) that established the basis of facilitating the potential sale, subdivision and comprehensive redevelopment of the subject properties to support the replacement of Hall Towers, as well a new opportunities for non-market and market housing, supporting amenities, and commercial uses.

On 2019 January 29, the Partnership issued a Request for Expressions of Interest (“**RFEOI**”) in order to generate and evaluate interest in the comprehensive redevelopment of the Lands, and to facilitate feedback from the development community on some of the more challenging spatial, financial, and technical aspects of the proposal. Based on feedback from the RFEOI process, staff developed a new development approach for the site’s advancement, which involves a City and BC Housing led Master Comprehensive Development Rezoning in order to establish a clear framework and guidelines to inform future land tenders and site specific rezoning applications. Subsequently, in 2020 July, the City and BC Housing entered into a revised MOU reflecting this new arrangement.

Also at that time, BC Housing, in coordination with the City, issued a Request for Proposals for a consultant team to lead the master planning process, and subsequently retained Urban Strategies Inc. as the lead consultant in coordinating the planning, economics, and communications scopes of work.

4.0 GENERAL INFORMATION

4.1 The scope of the subject rezoning bylaw amendment is twofold:

1. to permit the inclusion of the C3 General Commercial District by way of a community plan amendment to take effect upon Council granting Second Reading to the rezoning amendment bylaw; and,
2. to establish a master plan and development guidelines for the overall site, including defining form, density, subdivision, site servicing, and phasing.

The purpose of the community plan amendment and master plan is to provide a context for the site's redevelopment involving high-density, mixed-use with non-market and market housing, commercial space, community services and public amenities, including the replacement of the existing 331 non-market units that comprise Hall Towers. The master plan's intent is also to improve connections between Edmonds Street and Kingsway, as well as deliver significant public realm upgrades along the Highland Park Line Trail, including a new terminus plaza.

Council's adopted Rental Use Zoning Policy (Stream 1 and 2, Rental Replacement and Inclusionary Rental) is applicable to the subject rezoning application. Voluntary rental within the General Commercial District (C3) would also be permitted in accordance with Stream 3 of the Rental Use Zoning Policy.

The subject rezoning application would not approve any specific new development, although subdivision of the lands is anticipated to occur concurrent with Final Adoption of the subject rezoning in order to allow the Partnership to proceed independently with future land tenders and site specific rezoning applications. Details of the master plan concept, including any proposed land transactions between the Partnership will be included in a further report to Council prior to advancing the rezoning proposal to a Public Hearing.

- 4.2 Although a suitable plan of development has yet to be determined, it is noted that the maximum density permitted may be up to 14.3 FAR, which includes 5.0 FAR (RM5s), 2.2 FAR (RM5r), 1.1 FAR (Density Offset), and 6.0 FAR (C3) subject to conditions set out in the Burnaby Zoning Bylaw, Burnaby Rental Use Zoning Policy, and the approval of Council.
- 4.3 The proposed prerequisite conditions to the rezoning will be included in a future report.

5.0 RECOMMENDATIONS

1. **THAT** Council authorize staff to undertake an amendment to the Edmonds Town Centre Plan as outlined in Section 4.1 of this report.
2. **THAT** the Planning and Building Department be authorized to continue to work with the applicant towards the preparation of a suitable plan of development for presentation to a Public Hearing on the understanding that a more detailed report will be submitted at a later date.

MN:JZ

Attachments

cc: City Solicitor
 City Clerk



Meeting 2021 Feb 23
COMMITTEE REPORT

TO: CHAIR AND MEMBERS
PLANNING AND DEVELOPMENT COMMITTEE

DATE: 2021 February 17

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 90400 01
Reference: Cycling / Promotion

SUBJECT: 2021 ACTIVE TRANSPORTATION PROGRAM

PURPOSE: To report on active transportation activities in 2020, and to request funding in support of programs to promote active transportation in 2021.

RECOMMENDATION:

1. **THAT** Council be requested to authorize the expenditure of \$24,350 from the Boards, Committees and Commissions budget for programs to promote active transportation in 2021, as outlined in this report.

REPORT

1.0 BACKGROUND

The City's three Sustainability Strategies all identify the provision of transportation choices and promotion of alternative modes as key strategic transportation goals for Burnaby. The Council-adopted Vision, Themes and Goals guiding the update of Burnaby's *Transportation Plan* place continued emphasis on supporting travel choices that are enjoyable and supportive of our quality of life, and offer "*accessible and safe mobility in support of a healthy, green, prosperous and connected community.*" Council's declaration of a climate emergency, and commitment to reducing carbon emissions further emphasises the need for accelerating adoption of active transportation as a primary mode of travel within the city.

It is important to recognize that a shift towards more sustainable transportation is predicated in part on two key elements:

- **Infrastructure:** safe and convenient physical infrastructure that provides opportunity for trip making by walking, rolling, cycling or transit; and,
- **Promotion and enabling programming:** policies, programs and initiatives that incentivize and facilitate behaviour change.

This report focuses on Burnaby's efforts with regards to promotional activities that encourage walking and cycling initiatives, touches on infrastructure gains made in 2020, and requests funding to support active transportation initiatives for 2021.

2.0 POLICY

The 2021 Active Transportation Program is aligned with the City's *Corporate Strategic Plan* by supporting the following goals and sub-goals of the *Plan*:

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 From: Director Planning and Building
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- A 'Safe Community',
 - 'Make City streets, pathways, trails and sidewalks safer'.
- A 'Connected Community',
 - 'Ensure that people can move easily through all areas of Burnaby, using any form of transportation'.
- A 'Healthy Community',
 - 'Encourage opportunities for healthy living and well-being'.

3.0 ACTIVE TRANSPORTATION PROGRAM IN REVIEW

Burnaby has a rich history of encouraging walking and cycling initiatives as important aspects of the City's efforts aimed at providing greater access and choice for its residents. In 1998, the City introduced a Cycling Promotion Program to support cycling initiatives which would complement the expansion and improvement of cycling infrastructure across the City. In 2017, the program was expanded to include walking initiatives focused on supporting healthier, more active lifestyles for Burnaby residents. In 2020, the program was rebranded as Active Transportation to encompass new and emerging active modes beyond walking and cycling, and to better align with the work advancing through various City strategies including the *Burnaby Transportation Plan* update and the *Climate Action Framework*.

Through these Programs, Council has funded a number of initiatives to promote cycling and walking as alternative modes of transportation. The City has promoted cycling and walking through its own efforts, and by supporting the work of others. Over the years this has included:



Maps & Materials

- Burnaby Bike Map;
- Metro Vancouver Cycling Handbook (multi-lingual)
- Burnaby Walking Maps



Education & Events

- Learn to Ride Courses
- Ride the Road Courses
- StreetWise Cycling Courses
- Workplace Cycling workshops
- Bike to Work Week
- Bike to School Week
- Great Rides



Initiatives

- Community Cycling Initiatives
- Walking Initiatives

The Burnaby Bike and Walking Maps are published annually by the City. The other programs listed above are offered by the non-profit group, HUB Cycling, and local community groups. These programs heighten awareness of the benefits of active transportation and encourage people to cycle and walk more often. Through support of external programs, the City contributes to community-based initiatives which support both cycling and walking and also receives sponsorship recognition as part of event advertising.

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 From: Director Planning and Building
 Re: 2021 Active Transportation Program
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The Program contributes to broader community and individual benefits, such as improved fitness, less pollution, and reduced greenhouse gas emissions. Over the last 10+ years, we have achieved much including:



90,000+ cycling and walking maps printed and distributed



Hundreds of cycling courses delivered across the city.



Over 560,000km of cycling supported



Over 118 tonnes of GHG emissions avoided



9,600+ Registered cyclists participating in Bike to Work Week



1,933 new commuter cyclists



12.6M Calories Burned



2,060 students in 94+ classes received cycling education at 18 Burnaby Elementary Schools

3.1 2020 Active Transportation Program

The global COVID-19 pandemic has provided both an opportunity and challenge in delivering programs to promote active transportation. Some campaigns such as the Spring Bike to Work Week advanced as digital events, others included hybrid models combining traditional but socially distanced in-person events complemented by no-touch programming, and others were postponed until after a vaccine is available and public health orders precluding socializing are rescinded.

The learnings from 2020 have informed the proposed 2021 programming and activities listing. Further details on the constituent Active Transportation Program elements can be found in the attached *Appendix A 2020 Annual Active Transportation Report*.

3.2 2021 Active Transportation Program

As part of the City of Burnaby's transportation promotion and enabling programming, the 2021 Active Transportation Program supports the strategic goal of encouraging more active transportation as part of a mode shift. In 2017, 1% of trips were made by cycling and 8% were made by walking.

This program is in part a non-infrastructure based approach to increasing the use of sustainable transportation which reduces our greenhouse gas emissions and improves public health and safety, and continues the shift towards great mode share by active transportation modes.

The 2021 Active Transportation Program consists of nine components as follows:

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 From: Director Planning and Building
 Re: 2021 Active Transportation Program
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3.2.1 Burnaby Bike Map

The Burnaby Bike Map provides essential and current information needed to navigate the City by bicycle. It is updated annually and made available to the public free of charge at City facilities. Based on past demand, it is recommended that a print run of 4,000 copies at a cost of \$1,400 be produced for 2021.

3.2.2 Bike to Work Week

Bike to Work Week (BTWW) is a week long event organised by the non-profit group, HUB Cycling, to promote cycling and encourage people to bike their daily commute. Held in the spring and fall annually, the event promotes cycling through a program that combines incentives, workplace camaraderie, healthy living and environmental responsibility, and includes components designed specifically to reduce the barriers that keep some people from cycling.

Burnaby's participation in BTWW has seen steady growth over the last decade mirroring the regional continued pattern of growth. The COVID-19 pandemic required an adaptive and responsive delivery of the program which informed by public safety guidelines, resulted in a hybrid of the traditional in-person event supported by an online campaign.

For 2021, it is recommended that support of \$5,000 be provided for two Commuter Stations and detailed data collection in Burnaby for both the Spring and Fall events.

3.2.3 Bike to School Programming

HUB Cycling also organizes a Bike to School program that enables and encourages thousands of Metro Vancouver youth annually to see cycling as a safe and enjoyable mode of transportation in their community. Through in-class and on-bike instruction, students learn the rules and responsibilities of riding on city streets and bike paths, and get hands-on practice with fundamental cycling skills on school-grounds and local neighbourhood streets.

The Bike to School program typically includes Bike to School Week that is run in conjunction with Bike to Work Week in May/June of each year.

In 2021, it is recommended that support be provided for the Bike to School program of \$7,450 for the Bike to School Week event, and two educational components consisting of in-class and on-road skills programming taught by certified cycling trainers for Grade 3-5 students with the *Learn to Ride* course and the *Ride the Road* course for Grade 6 and 7 students.

3.2.4 StreetWise Cycling Courses

Cycling is fun, practical and convenient for many urban trips. However, for specific target demographics such as newcomers and low income households, some of whom may find car ownership or transit fares a financial burden, cycling can be an important mode of transportation. The StreetWise Cycling Courses provide would-be cyclists, primarily adults, with the skills to feel safe and comfortable riding in traffic. The courses are free to participants so that cost is not a barrier to participation.

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 From: Director Planning and Building
 Re: 2021 Active Transportation Program
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For 2021, it is recommended that support be provided for one online course for up to 100 City of Burnaby participants, at a cost of \$1,000.

3.2.5 Community Cycling Initiatives

Since 2012, staff have supported the efforts of local community organizations advancing cycling initiatives in Burnaby. These have included Community Bike Fairs at local schools, where the City has provided materials and promotion of the events through City social media channels and the Community Events Calendar.

In 2021, staff recommend continued support of these initiatives through provision of relevant information and data as required, in-kind goods and promoting community efforts.

3.2.6 Workplace Cycling Workshop

In conjunction with the City's Green Team and the Burnaby Public Library, the City has facilitated workplace cycling workshops for staff since 2017. The workshops, delivered by certified cycling trainers through HUB Cycling, include interactive lunch n' learn sessions aimed at encouraging staff to try cycling to work.

It is recommended that support of this initiative be continued with funding of \$1,000 to cover the cost of providing one online workshop citywide in advance of Bike to Work Week.

3.2.7 Burnaby Walking Maps

Since 2018 staff have been developing neighbourhood walking maps, aimed at engaging and supporting citizens in the pursuit of healthier, more active lifestyles. The first Burnaby Walking Map, distributed free of charge to City facilities, focused on Metrotown

Given the success of the initial print run of the map, for 2021 it is recommended that the 2,000 walking maps at a cost of \$1,000, be developed, produced and distributed for Metrotown and Brentwood.

3.2.8 Walking Challenge

Working in collaboration with the New West Walkers Caucus, the Burnaby and New Westminster Healthier Community Partnerships (HCPs)¹ hosted a five-week walking challenge in each community in both 2018 and 2019.

The Walk30 Challenge was cancelled in 2020, in response to the pandemic. However, in 2021, the HCPs will partner with the Better Environmentally Sound Transportation (BEST) to deliver the Walk30 challenge in both cities, focusing on active transportation, and promoting walking as a primary mode of travel for all purposes. It is recommended that support of this initiative be continued with funding of \$7,500 to cover the cost of Burnaby's involvement.

¹ The Burnaby Healthier Community Partnership is a partnership of the City of Burnaby, Burnaby School District 41, Fraser Health and the Burnaby Division of Family Practice. A similar partnership exists in New Westminster.

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3.2.9 Jane's Walk

Held globally, Jane's Walk is a movement of free, citizen-led walking tours inspired by author and activist Jane Jacobs. The walks are aimed at engaging citizens in story-telling about their communities, whilst exploring their cities and connecting with neighbours.

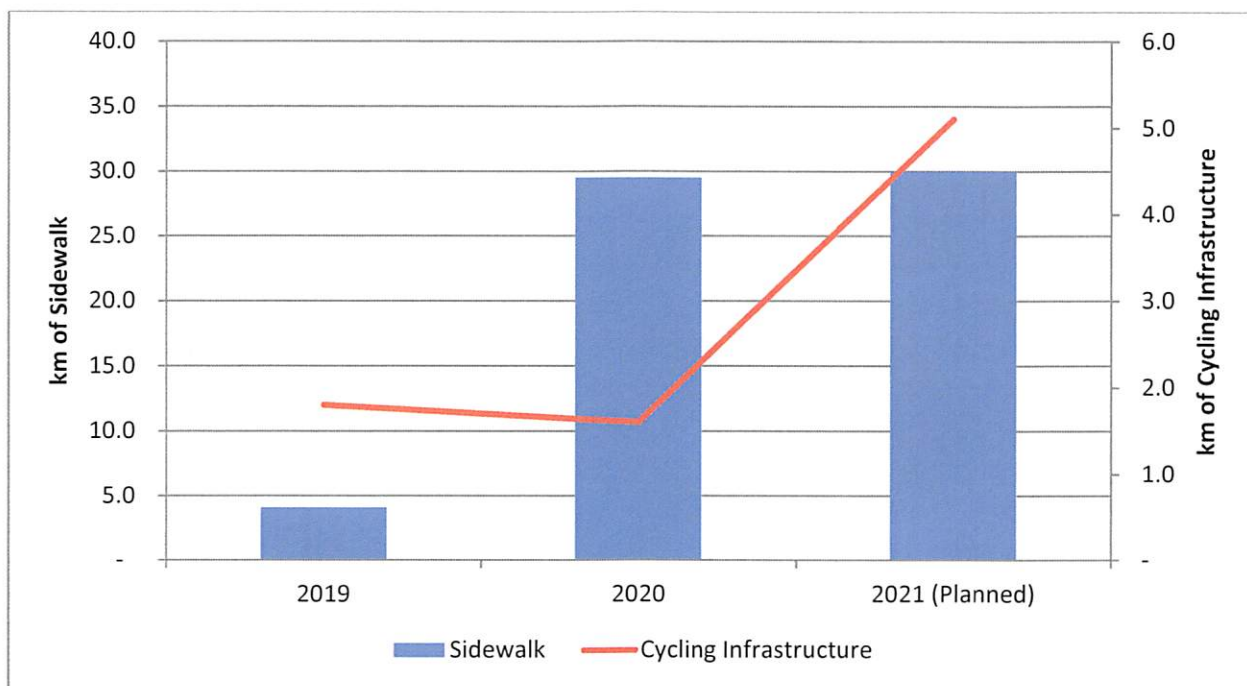
Since 2015, Staff have facilitated these citizen-led walking tours in Burnaby by hosting a web page where walk leaders could list their events. Staff recommend continued support of this initiative.

4.0 WALKING AND CYCLING INFRASTRUCTURE

In addition to enabling programming, the City is also accelerating the provision of walking and cycling infrastructure. The City continues to construct the infrastructure required to encourage active mobility for its citizens through various capital and development programs. The program includes the construction of new sidewalk, trails and All Ages and Abilities (AAA) cycling infrastructure.

In 2020, a total of 31.1km of net new active transportation facilities were built throughout the city (**Figure 5**), including 29.5 km of sidewalks and 1.6 km of trails and AAA cycling infrastructure.

Figure 5: Net New Active Transportation Infrastructure



Constructed trails included the Kensington Urban Trail, portions of the Fraser Foreshore Trail in South Burnaby, enhancements to the Trans Canada Trail in North Burnaby, Deer Lake Avenue and beside Burnaby Mountain Parkway.

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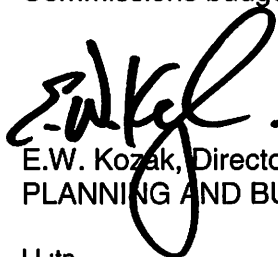
In 2021, construction of AAA facilities are planned across the city, including the upgrade of the Sea to River Bikeway along the Gilmore Diversion alignment, 420m along Marine Drive, 1km of Reach 8 (part of the Fraser Foreshore Trail), 1.3km of the Broadway Trail, and 1.8km along Lougheed Hwy.

5.0 CONCLUSION

The *Active Transportation Program* is an important element of the City's efforts in shifting behaviour towards more sustainable transportation choices. This report outlines programing and promotional activities aimed at encouraging walking and cycling in 2021. The Burnaby Bike Map, Bike to Work Week, Bike to School Week, StreetWise Cycling Courses, and local community cycling initiatives such as Community Bike Fairs are well-established means for encouraging greater travel by bicycle. The walking initiatives such as Jane's Walk, walking maps and the Walking Challenge continues to raise the profile of walking in the community and that of organizations, such as the City, that support active transportation. This report recommends the expenditure of \$24,350 to promote Active Transportation in Burnaby in 2021, as follows:

- Burnaby Bike Map, \$1,400;
- Bike to Work Week, \$5,000;
- Bike to School Programming, \$7,450 ;
- StreetWise Cycling Courses, \$1,000;
- Workplace Cycle Workshop, \$1,000;
- Burnaby Walking Maps, \$1,000;
- Walking Challenge, \$7,500

In keeping with our past cycling and walking promotion expenditures, it is recommended that Council be requested to authorize the expenditure of \$24,350 from the Boards, Committees and Commissions budget for this year's Active Transportation Program, as outlined in this report.



E.W. Kozak, Director
 PLANNING AND BUILDING

LL:tn

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

APPENDIX A

2020 ANNUAL ACTIVE TRANSPORTATION REPORT



1.0 ACTIVE TRANSPORTATION PROGRAM IN REVIEW

Burnaby has a rich history of encouraging walking and cycling initiatives as important aspects of the City's efforts aimed at providing greater access and choice for its residents.

- In **1998**, the City introduced **a Cycling Promotion Program** to support cycling initiatives which would complement the expansion and improvement of cycling infrastructure across the City.
- In **2017**, the program was expanded to **include walking initiatives** focused on supporting healthier, more active lifestyles for Burnaby residents.
- In **2020**, the program was rebranded as **Active Transportation** to encompass new and emerging active modes beyond walking and cycling, and to better align with the work advancing through various City strategies including the *Burnaby Transportation Plan* update and the *Climate Action Framework*.

Through these Programs, Council has funded a number of initiatives to promote cycling and walking as alternative modes of transportation. The City has promoted cycling and walking through its own efforts, and by supporting the work of others. Over the years this has included:



Maps & Materials

- Burnaby Bike Map;
- Metro Vancouver Cycling Handbook (multi-lingual)
- Burnaby Walking Maps



Education & Events

- Learn to Ride Courses
- Ride the Road Courses
- StreetWise Cycling Courses
- Workplace Cycling workshops
- Bike to Work Week
- Bike to School Week
- Great Rides



Initiatives

- Community Cycling Initiatives
- Walking Initiatives

The Program contributes to broader community and individual benefits. It supports the strategic goal of encouraging more active transportation as part of mode shift, and is in part, a non-infrastructure based approach to increasing the use of sustainable transportation which reduces our greenhouse gas emissions and improves public health and safety. Over the last 10+ years, we have achieved much including:



90,000+ cycling and walking maps printed and distributed



Hundreds of cycling courses delivered across the city.



Over 560,000km of cycling supported



Over 118 tonnes of GHG emissions avoided



9,600+ Registered cyclists participating in Bike to Work Week



1,933 new commuter cyclists



12.6M Calories Burned



2,060 students in 94+ classes received cycling education at 18 Burnaby Elementary Schools

2.0 2020 ACTIVE TRANSPORTATION PROGRAM

The global COVID-19 pandemic has provided both an opportunity and challenge in delivering programs to promote active transportation. Some campaigns such as the Spring Bike to Work Week advanced as digital events, others included hybrid models combining traditional but socially distanced in-person events complemented by no-touch programming, and others were postponed until after a vaccine is available and public health orders precluding socializing are rescinded.

The learnings from 2020 have informed the proposed 2021 programming and activities contained within the main report. In 2020, the Active Transportation Program consisted of nine components as follows:

2.1.1 Burnaby Bike Map

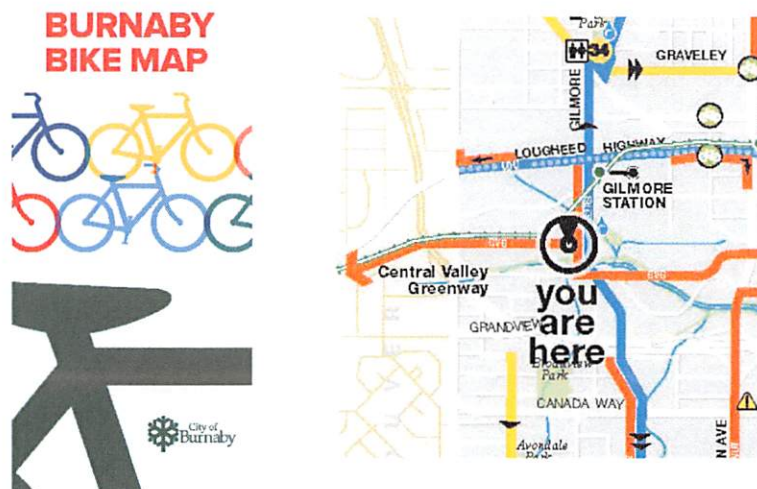
The Burnaby Bike Map provides essential and current information needed to navigate the City by bicycle. Each year, staff update the Bike Map to include newly-constructed routes. Printed copies are available to the public free-of-charge at City facilities including community and recreational centres, libraries, and City Hall. The map is promoted through City social media channels, and is advertised in the spring issue of Connect Burnaby (subject to availability of space). The map is widely requested by community organizations within Burnaby and across the region.

The map is also available on the City's website (Burnaby.ca/bikemap). Recent enhancements to the website have made web pages, including the Bike Map, easier to access on mobile devices such as phones and tablets. Over half of all traffic on the City's website is now via mobile device rather than a traditional computer, which will make accessing the Map on-the-go much easier.

Despite the increasing potential for accessing the Bike Map online, many people continue to express a preference for the printed version to plan out routes and to use as a guide when navigating around the City. Additionally, the Bike Map is very popular at civic events such as Environment Week, Hats Off Day and the like. To date over 85,000 maps have been produced.

A version of the map is also placed at various information kiosks located adjacent to important cycling routes throughout the city. These include on the Central Valley Greenway at Gilmore Ave, on the Burnaby Mountain Urban Trail at Duthie Avenue, and on the Trans Canada Trail at Carlton Avenue.

Figure 1: Burnaby Bike Map & You are Here Mapping at Info Kiosks



2.1.2 Bike to Work Week

Bike to Work Week (BTWW) is an event organised by the non-profit group, HUB Cycling, to promote cycling and encourage people to bike their daily commute. Held twice a year, in the spring and fall, the week-long event promotes cycling through a program that combines incentives, workplace camaraderie, healthy living and environmental responsibility, and includes many components designed specifically to reduce the barriers that keep some people from cycling. The target audience are workplaces, communities and individual commuters throughout Metro Vancouver.

The components of the event typically are:

- **Registration:** individuals and employer-based teams register and submit their results online;
- **Commuter Stations:** tents and tables set up along cycling commuter routes providing information on routes, free food and beverages, prize draws and free bike mechanic services (**Figure 2**);
- **Workshops:** workplace-specific workshops to promote Bike to Work Week; and,
- **Prizes and Awards:** for individuals and employers.

Figure 2: Burnaby Commuter Station for Bike to Work Week



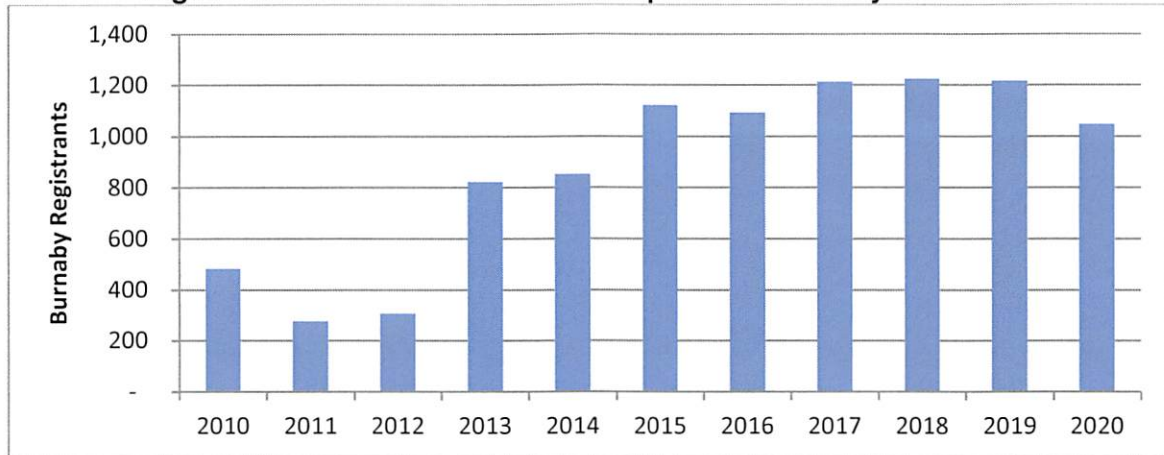
Burnaby's participation in Bike to Work Week has seen steady growth over the last decade (**Figure 3**), mirroring the regional continued pattern of growth. The COVID-19 pandemic required an adaptive and responsive delivery of the program which was informed by public safety guidelines. For the Spring 2020 campaign, the program was reimagined as a fully digital "Go By Bike" Event, with daily online activities including popular webinars, prizes, contests and cycle scavenger hunts.

For the Fall 2020 campaign, HUB offered a hybrid of the traditional in-person event, while building on the success of the online Spring campaign. Commuter Stations were transitioned to no-touch *Knowledge Hubs* updated to meet COVID-19 guidelines, but offering many of the same great services, information and in-person interaction.

Building on the recognition that cycling is a safe way to get around during the pandemic, both campaigns included "no-touch" elements which encouraged residents to get out and cycle as a pandemic-safe way to stay active, meet local transportation needs and engage socially well beyond the BTWW events.

In the City of Burnaby, while participation decreased by 14%, likely due to many people switching to working from home due to COVID-19. Burnaby saw 1,047 registered participants, including 337 brand new bike commuters. Collectively Burnaby participants logged 4,089 cycle trips for a total of 54,654 kilometres and in doing so, avoided the emission of 11.9 tonnes of greenhouse gases. These are good indicators of the success of this program as a tool to increase cycling engagement, even during a pandemic.

Figure 3: Bike to Work Week Participants in Burnaby 2010-2021



2.1.3 Bike to School Programming

HUB Cycling also organizes a Bike to School program that enables and encourages thousands of Metro Vancouver youth annually to see cycling as a safe and enjoyable mode of transportation in their community. Through in-class and on-bike instruction, students learn the rules and responsibilities of riding on city streets and bike paths, and get hands-on practice with fundamental cycling skills on school-grounds and local neighbourhood streets. HUB's fleet of bikes includes a range of specialized adaptive bikes which are available to children with physical and cognitive differences to help achieve the goal of 100% participation.

The Bike to School program typically includes Bike to School Week that is run in conjunction with Bike to Work Week in May/June of each year (**Figure 4**). Bike to School Week is a week-long celebration of biking to school. Individual schools and classes register to participate, receive guidance and promotional materials from HUB Cycling; then have opportunities to win prizes and join in friendly competition with other schools across Metro Vancouver.

Figure 4: Bike to School Week and Education



Photo Credit: HUB Cycling

In 2020, with the suspension of in-class learning, Bike to School Week was postponed to the Fall. However, as part of the Spring “Go By Bike Week” campaign, HUB hosted a *Bike Reels Student Video* contest for elementary and high school students across Metro Vancouver, as a way to engage students while learning from home. Youth created 60-90 second films (available for viewing at <https://bikehub.ca/bikereels>) on biking, walking or rolling to school. The grand prize winner was Shana Ip, a student at Moscrop Secondary School in Burnaby, for her film *Biking to Success*.

Bike to School Week was celebrated in 71 schools across Metro Vancouver from September 28-October 3, 2020. An impressive number of biking, walking and rolling trips to school were logged by students. In Burnaby four elementary schools participated in the Bike to School Week festivities and celebrations, including Inman Elementary which won the “Best First Time School” award.

Bike to School programming also includes an educational component. In recent years, HUB has provided in-class and on-road skills programming taught by certified cycling trainers:

- *Learn to Ride* course: aimed at getting Grade 3 – 5 students excited about cycling, this course raises the bike-handling skills of students while introducing road rules and safety. HUB is also offering a free companion *Learn2Ride Online* program aimed at Grade 4-5 audiences, which helps beginner riders learn about basic cycling safety through a self-guided resource.
- *Ride the Road* course: this provides more advanced instruction on urban cycling skills and road rules for Grade 6 and 7 students. It includes basic cycling maintenance and safe practices and a supervised neighbourhood road ride. All Ride the Road student participants are asked to complete a pre-course survey on the first day of the course, and a post-course survey following the last day of the course.

Figure 5: *Learn to Ride* Course – Windsor Elementary



Each year the City funds one *Learn to Ride* course. HUB Cycling, through its partnership with other organizations, has historically been able to deliver additional *Learn to Ride* and *Ride the Road* programming in Burnaby.

Last year, no in school programming was delivered in Burnaby, as the School District worked to contain potential COVID-19 exposure by reducing in-school instruction and external contractor interactions with the school community. HUB has adapted the courses to meet pandemic distancing requirement including developing an online interactive option for the *Learn to Ride* course, to enable delivery in future school terms.

These courses are pivotal in improving skills and confidence of students as they cycling around their neighbourhoods, and to and from school. This program is an excellent opportunity for increasing youth participation and engagement, through a fun and focused program. Engaging this demographic in creating active transportation habits is an important part of the behaviour shift required to meet the City's aggressive mode share targets.

2.1.4 StreetWise Cycling Courses

Cycling is fun, practical and convenient for many urban trips. However, for specific target demographics such as newcomers and low income households, some of whom may find car ownership or transit fares a financial burden, cycling can be an important mode of transportation. In 2006, HUB Cycling developed StreetWise Cycling Courses to provide would-be cyclists, primarily adults, with the skills to feel safe and comfortable riding in traffic. The courses are free to participants so that cost is not a barrier to participation.

In 2020, the Streetwise programming in Burnaby was cancelled due to the pandemic. In response to social distancing requirements, HUB has developed a suite of online cycling knowledge webinars covering key topics for urban cycling. These webinars, on offer in 2021, are a fun, "no touch" way to engage and educate people about urban cycling on several topics including:

- **Intro to City Cycling:** an introduction to cycling best practices, covering the rights and responsibilities of cyclists, and looks at various traffic scenarios encountered in city cycling. Participants learn how to share the road and communicate with other road users, how to take their bike on transit, types of biking gear and how to plan a safe route.
- **Biking with Children:** This webinar encourages and inspires people to get on their bikes with their children by providing answers and helpful tips about stages of their development from passengers to independent riders, road safety, route planning, cycling gear, and how to make bike riding easy, safe and fun for everyone.
- **Fall and Winter Cycling:** A one-hour workshop that covers everything one needs to know about biking to work in Metro Vancouver's fall and winter riding conditions. Key topics include visibility, dressing for the weather, advanced cycling safety, cold-weather care for your bike, and how to take your bike on transit.

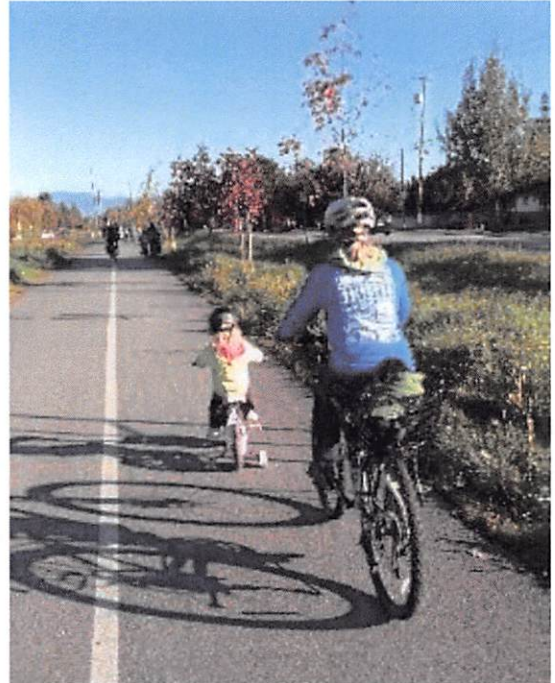


Photo Credit: HUB Cycling

2.1.5 Community Cycling Initiatives

Since 2012, staff have supported the efforts of local community organizations advancing cycling initiatives in Burnaby. These have included Community Bike Fairs at local schools, where the City has provided materials and promotion of the events through City social media channels and the Community Events Calendar.

As many of these events are typically hosted on School sites, and arising from the School District's Covid-19 restrictions, no support was provided for community initiatives in 2020.

Figure 7: Community Bike Fair at Second Street Community School



2.1.6 Workplace Cycling Workshop

In conjunction with the City's Green Team and the Burnaby Public Library, the City has facilitated workplace cycling workshops for staff since 2017. The workshops, delivered by certified cycling trainers through HUB Cycling, include interactive lunch n' learn sessions aimed at encouraging staff to try cycling to work in advance of Bike to Work Week, and information on topics such as beginner bike maintenance, commuting skills, and fall and winter cycling.

In 2020 no workshops were hosted, however, we expect the continuation of this initiative in the coming year.

Figure 8: Workplace Cycling Workshop Poster



2.1.7 Burnaby Walking Maps

Since 1998, one of the means of advancing the City's goal of promoting alternative modes of transportation has been the production and distribution of the Burnaby Bike Map. Building on the reach and success of the Bike Map, and the continued enhancement of the public realm within our town centres, staff have been developing neighbourhood walking maps. These maps aim to engage and support citizens in the pursuit of healthier, more active lifestyles. They also help to encourage visitors to explore the City on foot and thus support local tourism.

The first Burnaby Walking Map focusing on Metrotown was produced in 2018 (**Figure 9**). Made available online, with printed copies distributed to City facilities, the maps have been well received by the public in general. To date over 4,000 walking maps have been printed and distributed.

Figure 9: Metrotown Walking Map



2.1.8 Walking Challenge

In spring 2018, the Burnaby and New Westminster Healthier Community Partnerships (HCPs)¹ jointly undertook a walking challenge building on successful walking initiatives in both cities. Each city recognizes active transportation, including walking, as an affordable, healthy and environmentally-friendly means of getting around.

Working in collaboration with the New West Walkers Caucus, a five-week walking challenge was hosted in each community in both 2018 and 2019 (**Figure 10**). The Walk30 Burnaby New West Challenge encourages participants to walk 30 minutes each day for the duration of the challenge.

Through this initiative, 2019 participants logged over 1 million minutes of walking for an average of 40 minutes a day per person, a significant increase over 2018. In 2019, the challenge also included a “Feet on the Street” forum hosted by the Burnaby Neighbourhood House on May 30, 2019. Participants were able to hear a key note speaker, take part in a guided walk, attend breakout workshops focused on urban design, walking advocacy, and health, while enjoying a meal with community members interested in promoting walking.

The project focused on ways to promote walking culture, increase awareness of the benefits of walking (mental and physical health benefits, reduced environmental impact (emissions), and reduced traffic congestion) and increase physical activity levels in both communities.

¹ The Burnaby Healthier Community Partnership is a partnership of the City of Burnaby, Burnaby School District 41, Fraser Health and the Burnaby Division of Family Practice. A similar partnership exists in New Westminster.

Figure 10: 2018 and 2019 Walking Challenge Participants



The Walk30 Challenge was cancelled in 2020, in response to the pandemic. However, in 2021, the HCPs will partner with the Better Environmentally Sound Transportation (BEST) to deliver the Walk30 challenge in both cities, focusing on active transportation, and promoting walking as a primary mode of travel for all purposes.

2.1.9 Jane's Walk

Held globally, Jane's Walk is a movement of free, citizen-led walking tours inspired by author and activist Jane Jacobs. The walks are aimed at engaging citizens in story-telling about their communities, whilst exploring their cities and connecting with neighbours.

Since 2015, Staff have facilitated these citizen-led walking tours in Burnaby by hosting a web page where walk leaders could list their events.

Figure 11: Janes Walk in Burnaby Heights



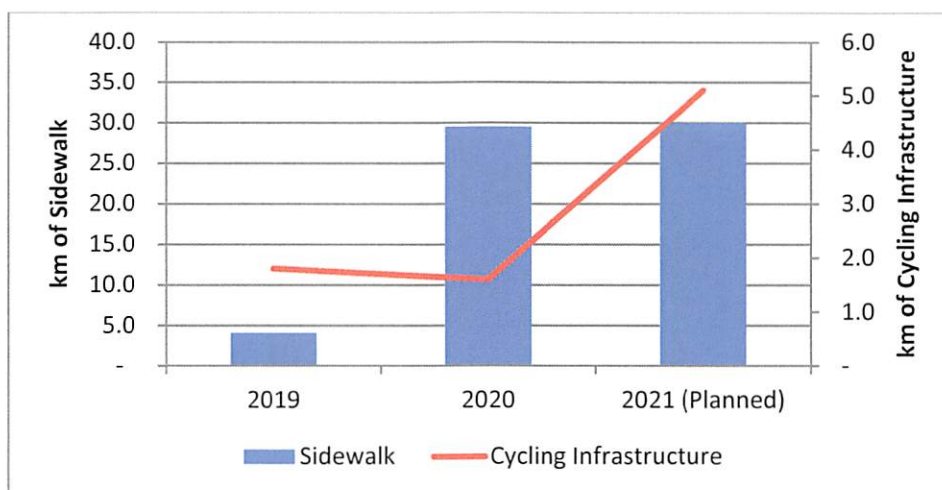
Photo credit: Burnaby Now

3.0 WALKING AND CYCLING INFRASTRUCTURE

In addition to enabling programming, the City is also accelerating the provision of walking and cycling infrastructure. The City continues to construct the infrastructure required to encourage active mobility for its citizens through various capital and development programs. The program includes the construction of new sidewalk, trails and All Ages and Abilities (AAA) cycling infrastructure.

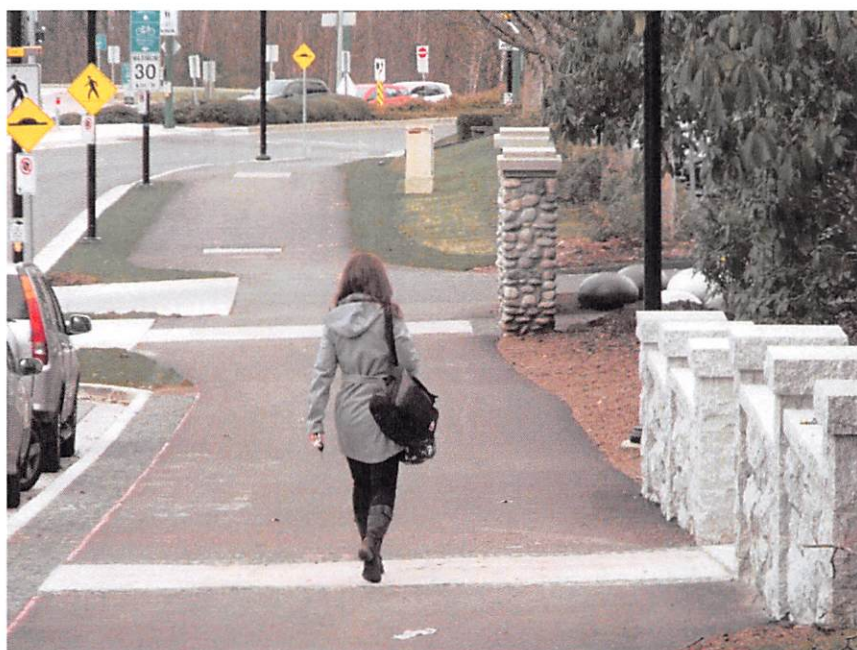
In 2020, a total of 31.1km of net new active transportation facilities were built throughout the city (**Figure 12**), including 29.5 km of sidewalks and 1.6 km of trails and AAA cycling infrastructure.

Figure 12: Net New Active Transportation Infrastructure



Constructed trails included the Kensington Urban Trail, portions of the Fraser Foreshore Trail in South Burnaby, enhancements to the Trans Canada Trail in North Burnaby, Deer Lake Avenue (**Figure 13**), and beside Burnaby Mountain Parkway.

Figure 13: Deer Lake Avenue Trail





Meeting 2021 Feb 23
COMMITTEE REPORT

TO: CHAIR AND MEMBERS
PLANNING AND DEVELOPMENT COMMITTEE

DATE: 2021 February 11

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 94000 20
Reference: Transportation Plan Update

SUBJECT: BURNABY TRANSPORTATION PLAN –
PHASE 2 CONSULTATION SUMMARY AND PEER REVIEW

PURPOSE: To provide a summary of the Phase 2 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 has now completed the Phase 2 "Building the Proposals" consultation process, as well as a peer review of the draft Targets, Big Moves, Policies and Network content for the new *Plan*. This report provides a summary of the consultation discussions and responses, as well as discusses a continuing refinement of the proposals informing Phase 2 work.

2.0 POLICY SECTION

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

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 From: Director Planning and Building
 Re: Burnaby Transportation Plan – Phase 2
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- 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

3.0 BACKGROUND

The *Burnaby Transportation Plan* is being undertaken in three phases: “Setting a Direction” (Phase 1), “Building the Proposals” (Phase 2), and “Developing the Plan” (Phase 3). Public consultation and engagement at each phase has been identified as a critical component of the new *Plan*’s development.

On 2020 October 05, Council received an update on preliminary discussions and responses received for Phase 2 consultation to date. Phase 2 consultation sought feedback from both the public and stakeholders (internal and external) on the proposed Targets, Big Moves, Policies and Networks for the new *Plan*. The preliminary consultation feedback on the draft proposals was generally positive. The feedback also identified emerging issues and opportunities, and outlined some key trade-offs associated with the various proposals. Phase 2 consultation is now complete; a comprehensive summary of the process and feedback received is provided in the *attached* “Phase 2 Public Consultation Summary Report”.

The Department engaged Urban Systems, a Canadian-based planning consulting firm with an office in Vancouver, and extensive experience with Transportation Plans for cities throughout Canada, to conduct a peer review of Phase 2 content, as well as provide strategic advice on the structure of the new *Plan*. The peer review, as well as Phase 2 consultation feedback, will inform Phase 3 development of the new *Plan*.

4.0 DISCUSSION

4.1 Phase 2 Consultation Summary

Notwithstanding the impacts of the COVID-19 pandemic, a comprehensive public consultation and stakeholder engagement process was undertaken for Phase 2 “Building the Proposals” of the *Burnaby Transportation Plan*. This phase sought to assess the level of public support for the draft Targets, Big Moves, Policies and Network proposals and identify emerging issues and opportunities. This phase also sought to identify potential gaps and inconsistencies with the proposed content of the new *Plan*.

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Over a six month period (June – November 2020), the City informed, engaged and involved the public and stakeholders in Phase 2 “Building the Proposals” content of the new *Plan*. Public and stakeholder feedback was principally gathered and received in two ways: public survey and stakeholder meetings. The City also received emailed comments from the public. The City received 583 survey responses, as well as in-depth stakeholder input from 19 separate stakeholder groups across broad sectors: community groups, the business and development community, government agencies, institutions, neighbouring municipalities, and academia.

In summary, there is strong support for the direction of the new *Plan*. Public and stakeholders expressed excitement over the progressiveness of the Plan’s targets (Vision Zero, Mode-Split, Zero Emissions); it’s prioritization of sustainable transportation modes (walking, cycling and transit); and, its recognition that the quality of the networks, as part of the public realm, is an important part of people’s decision-making in how they choose to move around the city (i.e. accessible, safe, comfortable, and enjoyable). As part of Phase 2 consultation, City staff also received feedback on how to continue to improve and refine the *Plan*, as well as emerging issues and opportunities that should be considered in the *Plan*.

4.2 Peer Review

As noted in this report, the Department engaged Urban Systems to complete a peer review of the proposed content for the new *Plan*. The scope of the peer review encompassed two main components:

- Assessment of Phase 2 content (draft Targets, Big Moves, and Policies), review of potential Actions for inclusion in Phase 3, provision of strategic advice, recommendations and other constructive feedback to help support and enhance the creation of the *Plan* document (Phase 3 work); and,
- Specific content advice as it relates to:
 - Three City-wide targets (Are these the right targets? Are they clear and measurable?);
 - Big Moves (Are these the right big moves? Are they clear and actionable?);
 - Policies (How do the policies relate to the Vision and Targets? Are there policy gaps or redundancies? Are there potential coordination and integration issues?);
 - Networks (Network analysis for potential conflicts and gaps); and,
 - Overall *Plan* (Does each topic area’s Big Move, Policies, and Network provide a holistic approach for the section and more broadly to the whole *Plan*?).

This review will inform Phase 3 “Developing the Plan”.

4.3 Feedback on Overall Plan Components and Structure

Drawing on the feedback received from Phase 2 consultation and the peer review, the following are key areas for improving and refining the overall *Plan*:

- **Plan Structure** – Coordination and articulation of how the Targets, Big Moves, Policies and Networks link to the Vision, Goals and Themes, which set the overall direction of the *Plan*.

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- **Transportation Hierarchy** – Articulation of the transportation hierarchy to support the appropriate prioritization of modes and users, particularly vulnerable road users, when implementing the *Plan*.
- **Monitoring, Evaluating and Reporting** – Inclusion of measurable goals, targets, policies and actions for which key performance indicators can be established. These components will enable better *Plan* implementation and better ability to monitor and evaluate program/project performance and effectiveness. Reporting is an important component to demonstrate municipal accountability, as well as a tool to involve and empower citizens to be active participants in the *Plan*'s implementation.
- **A More Balanced Plan** – Provision of an implementation framework. The *Plan* has a strong policy focus, whereas a supporting implementation framework for actualizing the Big Moves, Policies and Actions into programs and projects will strengthen the usability of the *Plan*.

4.4 Big Moves

Feedback from Phase 2 indicated that while there was public support for the draft Big Moves, there were also ways in which they could be improved. For Phase 3, the Big Moves will be reviewed and refined to ensure that they align with the *Plan*'s three targets; have a timeframe for completion; are measurable; are supported by the *Plan*'s actions; and, align with the City's other major policy documents.

4.5 Policies

As noted in previous reports to Council, 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*

There continues to be broad public and stakeholder support for the draft policies of the new *Plan*, particularly in the overarching prioritization of walking, cycling, and transit use over driving. Specific feedback on how the City can improve mobility across all modes, as well as potential ways citizens can be involved in the implementation of the *Plan* ("What can you do?") are summarized in the *attached* reference report. The report also highlights stakeholder feedback on how the topic areas and the policies within them can be improved and refined.

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The peer review applied a more critical lens to the proposed policies and highlighted policy gaps, redundancies/duplications, and areas where coordination and integration of policies could be a potential issue. The peer review also identified specific policies in which the City has limited influence to action and effect change, as it is outside its scope of authority.

Below is a high level summary of policy improvements and refinement that will be reflected in Phase 3 work:

- Reframing of the *Land Use, Public Realm and Transportation* topic area to focus policies on connecting and integrating land use and transportation more closely together. From the public and stakeholder feedback, there is a desire to form policies aimed at developing complete communities, densification and concentrating new growth around transit stations and corridors (transit-oriented development), and the ability to meet daily needs within short walking, rolling and cycling distance of from where they live. Notwithstanding the above, the quality of the public realm is an integral component of the new *Plan*. City staff are also exploring the incorporation of a new topic area that is focused on *Streetscape Design*.
- Strengthening of policies aimed at improving access to *sustainable modes of transportation* (i.e. distance and proximity to daily needs, connectivity between modes, financial, infrastructure design, and inclusion).
- Strengthening of policies that articulate the City's role in supporting existing and future *transit service provision*. While transit service is TransLink's responsibility, the City has a significant role to play in improving transit access and reliability through effective transit priority measures, including but not limited to transit prioritization in the road right-of-way (i.e. transit signal optimization, bus queue jumpers, dedicated bus lanes), transit amenities, and participation in regional connectivity initiatives.
- Reframing the *Goods and Service Movement* topic area by developing policies that more effectively address two key issues: how to limit the negative impacts of goods movement on the community, and how to maintain efficient, reliable mobility and access for goods movement.
- Apart from continuing refinement of the *Driving* topic area, further exploration is required around the potential impacts of policies aimed at reducing access to driving as a transportation mode (i.e. reduced parking, mobility pricing, reallocation of road capacity), particularly impacts on disproportionately impacted communities and individuals that experience increased barriers to access of other modes. The policies will also be reviewed with consideration of the *Plan's* intent to shift to more *sustainable modes of transportation*, while balancing the needs of businesses and the local economy. City staff also need to further explore the impact of policies aimed at reducing road capacity on emergency response and subsurface utilities.
- Including a new topic area and set of policies that is centered on the educating, encouraging, enabling and empowering people to choose sustainable modes of transportation. To achieve the Vision, Goals and Targets of the new *Plan*, as well as other City Climate Action Framework goals and targets, require a behavioural shift in how people think about and chose to move in and around Burnaby. This topic area would also explore enforcement related policies and measures, as well as building stronger partnerships and connections with stakeholders and community groups to support implementation of the new *Plan*.

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4.6 Networks

Refinement of the networks is ongoing and will be a key objective of Phase 3 work, including consideration of comments received by the public and stakeholders regarding specific routes, quality of the pedestrian and cycle networks (i.e. accessible, safe, all ages and abilities facilities), and safety-related issues with regards to the movement of hazardous goods through the city. An overlay of the various networks (walking, cycling, transit, goods movement and driving) will also be reviewed to identify potential gaps and conflicts, including a layered approach to examining the competing priorities of modes on the network, and identifying alternatives where appropriate or feasible. Implicit in this analysis work is the recognition that some key trade-offs will need to be made between competing modes over finite right-of-way space, and for which a criteria will need to be developed.

5.0 CONCLUSION

There continues to be broad support for the aspirations, targets, and direction of the new *Plan*. There is excitement about its progressiveness in prioritizing sustainable transportation modes (walking, cycling and transit use) and its intentional focus on the qualitative aspects of the streetscape and surrounding public realm. While development and refinement of the topic areas, policy content and technical aspects of the *Plan* will continue to be a significant component of Phase 3 work, the core concepts of access, comfort, enjoyment and safety of the transportation system for all people moving in and around Burnaby remain as central tenets of the new *Plan*.

The next steps will be to bring forward a complete draft *Plan* that incorporates the responses to feedback received from Phase 2, for a final round of consultation and consideration.

This report provides an update on the Phase 2 Consultation process and next steps for the new *Burnaby Transportation Plan*. It is recommended that the Committee recommend that Council receive this report for information purposes.


 E.W. Kozak, Director
 PLANNING AND BUILDING

ZT:sa
 Attachment

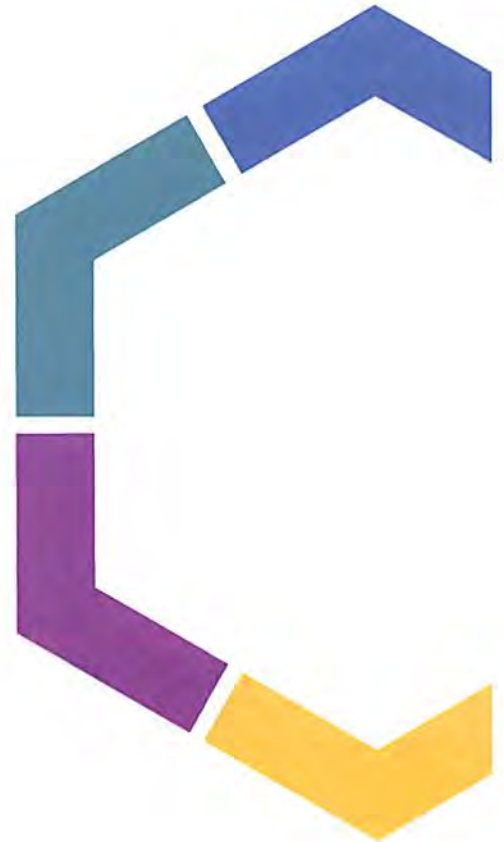
cc: City Manager
 Director Corporate Services
 Director Public Safety and Community Services
 Director Engineering
 Director Parks, Recreation and Cultural Services
 Director Finance
 City Clerk



PHASE 2:

Building the Proposals

PUBLIC CONSULTATION SUMMARY REPORT



Phase 2 Public Consultation Program Highlights

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. The public consultation was anticipated to begin in April of 2020, however it was deferred due to the COVID-19 Pandemic and a new two-part consultation program took place between June and November 2020. A variety of tools were used to capture input and feedback from a broad cross-section of the community. The input from the public consultation will be incorporated into a draft Plan as part of Phase 3 of the *Transportation Plan* update.

What Was Heard



583

Survey responses collected



87%

Of respondents support or strongly support the Vision Zero target



78%

Of respondents support or strongly support the Mode Split target



83%

Of respondents support or strongly support the Zero Emissions target



2,000 +

Comments captured through the survey

Outreach Activities



36,000+

Total reach through Social Media
(14 Facebook Posts and 14 Twitter Posts)



3,100+

Page visits to the City's dedicated web pages



67,000+

Online advertisements seen by public



44,000+

Distribution of Burnaby Now
(3 Print Advertisements)



20

Stakeholder meetings hosted or attended by staff virtually

Highlights and Key Messages

OVERALL

- There was interest in the *Plan* from a wide range of survey respondents and stakeholders. All age groups were well represented in the survey responses, and staff spoke with a variety of stakeholders, from government agencies and neighbouring cities to business community to community groups and institutions.

TARGETS:

- **Excitement:** There was significant excitement about the progressive, clear, and measurable nature of the draft targets.
- **Achievable:** There were many comments and questions on whether the targets will be achievable.
- **Timeframes:** A key question raised was 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.
- **Monitoring, Evaluating and Reporting:** There was a recognition of the importance of monitoring, evaluating and reporting of progress towards the reaching the measurable Goals, Targets and Policies in the *Plan*. Tracking key performance indicators and reporting on progress was considered essential, both to demonstrate the City's commitment to reaching the Targets, and to involve and empower citizens to be active participants in the Plan's implementation.

BIG MOVES:

- **Eagerness and Excitement:** There was significant eagerness and excitement about enhancing the walking and cycling facilities in the City, as well as opportunities for enhanced transit and more sustainable modes of transport.
- **Timeframes:** There was discussion on the timeframes and expectations of the Big Moves. In particular, for the walking and cycling Big Moves, there was a desire to have these completed faster than the 2050 and 2030 timeframes indicated in the draft proposal. In addition, comments were received on the timing of the transit improvements, as none was specified in the draft proposal.
- **Cost:** There were a number of questions about the funding and costs associated with achieving the Big Moves.
- **Lack of Clarity on Driving Big Move:** The Driving Big Move generated comments because it was written as a target rather than an actionable move.

POLICIES:

The following is a summary of the themes emerging from the consultation.

- **Land Use, Public Realm and Transportation:** The *Land Use, Public Realm and Transportation* policies were well received. Both survey respondents and stakeholders recognized the importance of building complete communities with a range of services so that people can access their daily needs close by. There was also strong support for improved public realm facilities and the provision of more green space and green infrastructure.
- **Walking and Accessibility:** The *Walking and Accessibility* policies were well received. Respondents and stakeholders acknowledged the need for infrastructure that is accessible for everyone and the importance of providing comfortable facilities to encourage more people to walk and roll.
- **Cycling:** The *Cycling* policies were well received. Respondents and stakeholders stressed the importance of providing cycling facilities that are designed for all ages and abilities, and recognized that building comfortable bike routes will encourage more people to cycle.
- **Public Transit:** The *Public Transit* policies were well received. Both survey respondents and stakeholders recognized the importance of providing new transit infrastructure and amenities in encouraging more people to ride transit.
- **Goods and Services Movement:** The *Goods and Services Movement* policies were well received. Respondents and stakeholders recognized the importance of goods movement and the challenges posed by increasing demand for parcel deliveries. They recognized the need to encourage smaller delivery hubs within communities and more environmentally friendly, sustainable delivery methods.
- **Driving:** The *Driving* policies were well received. Both survey respondents and stakeholders recognized the importance of providing alternatives to driving, and the need to make the best use of finite street space to accommodate everyone.

NETWORKS:

The following is a summary of the themes emerging from the consultation:

- **Amendments:** There were a number of suggestions or comments for amendments or edits to the draft Networks.
- **Clarity:** There were 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 their plans that could be referenced, acknowledged, or incorporated into our Networks.

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About the Burnaby Transportation Plan Update

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

The *Plan* update is timely; the existing *Burnaby Transportation Plan (1995 Plan)* is more than 20 years old and much has changed in the City within that time frame. Challenges and changes related to growth, demographics, lifestyles, climate change, transportation and housing affordability, health, space constraints, economic development, the sharing economy, technology, policy, public expectations, limited funding resources, and others must be acknowledged and addressed.

The *Plan* update will better enable Burnaby to respond to these changes, plan for the challenges ahead, and coordinate investments to meet the City's strategic transportation goals. It is the opportunity to consider innovative approaches, think about the "big picture", and consider a broad range of possible solutions.

In addition, an updated *Plan* will continue to support the necessary foundational components of transportation and civic functions such as accessing property, connecting people to destinations, ensuring public safety, and providing access for public services (police, fire, ambulance, utilities, etc.). At its core, the renewed *Plan* will provide transportation options and choices that support land use, services, and the citizens of Burnaby.

Process

The *Burnaby Transportation Plan* update began with Council's adoption of the *Burnaby Transportation Plan* update report on July 10, 2017. The scope of the *Plan* update is to review and renew the adopted 1995 Plan. This includes the creation of a new vision, themes, goals, policies, networks, and actions to guide the City's transportation system into the future. The *Plan* update is being undertaken in three phases:



In Phase 1, Setting the Direction, we established aspirational Vision, Themes and Goals for the *Plan*.

We have now completed Phase 2, "Building the Proposals". This document focuses on the outcome of the public consultation program to assess support for the draft Targets, Big Moves, Policies, and Networks for the new *Plan*.

About the Phase 2 Public Consultation Program

What were we consulting on in Phase 2?

Phase 2 of the *Burnaby Transportation Plan* is entitled “Building the Proposals”. The objective of the Phase 2 Public Consultation Program was to receive input on the proposed draft Targets, Big Moves, Policies and Networks and identify missing ideas and any changes required to the proposals.

The tools used for the Phase 2 public consultation included:



PROCESS AWARENESS (INFORM)

We used multiple platforms to provide information about the Plan update process, the transportation system, how the public can get involved, and the vision for the future. This included:

- *Burnaby Transportation Plan* Update webpage;
- Print and Digital notices (newspapers and social media);
- Bus shelter advertisements.



BROAD PUBLIC CONSULTATION (INFORM AND ENGAGE)

We used communication platforms that provide general information, as outlined above, as well as surveys:

- Discussion Guide
- Info Sheets
- Survey
- Videos
- Social Media Posts



TARGETED ENGAGEMENT (INFORM, ENGAGE, AND INVOLVE)

We continued to use the above communication platforms while deepening the conversations into topic-specific or mode-specific discussions that provide the opportunity to fully explore issues and opportunities, consider solutions, and garner detailed input. This included:

- Virtual Meetings and Workshops with internal and external stakeholders;
- Council and Committee Meetings;
- Other Materials (presentations, subscription list, videos, and other media).

Phase 2 Public Consultation Program Outcomes

Despite not being able to connect with people in person due to the COVID-19 pandemic restrictions, the overall number of people who were engaged in the *Burnaby Transportation Plan* was encouraging.

The following section provides a summary of the outcomes from the engagement tools used for the Phase 2 Public Consultation Program:

- Council and Committees
- Webpage
- Print and Digital Notices
- Email and Phone Calls
- Stakeholder Meetings
- Survey
- Other Materials

Council and Committees

The initial report to launch the *Burnaby Transportation Plan* update was brought to the Planning and Development Committee (PDC) on June 27, 2017. Subsequent reports on the results of Phase 1 consultation were brought to the PDC and Council in March 2018. Staff also presented the draft Vision, Themes, and Goals to the Sustainable City Advisory Committee on November 1, 2017. The Committee provided input and feedback in a similar form to the stakeholder meetings.

In February 2020, Council endorsed the draft Targets, Big Moves, Policies and Networks as a basis for beginning public consultation on Phase 2. Subsequent reports in June 2020 and September 2020 outlined a change in approach for public consultation as a result of the global Covid 19 pandemic restrictions, and provided an interim report on the consultation over the summer.

All reports were also sent to the Environment Committee, Social Planning Committee, and the Traffic Safety Committee for information.

Website

A dedicated webpage for the *Burnaby Transportation Plan* update was launched in August 2017 to provide the public with continued access to the most up-to-date resources and information related to the *Plan*. The web site was updated throughout the spring and summer of 2020 to provide further resources such as Information Sheets on Phase 2, a Discussion Guide, mini-videos and a link to the survey.



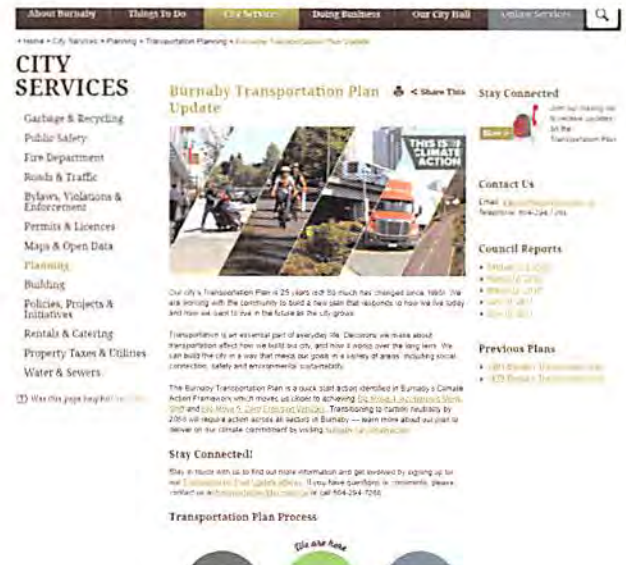
3,100 +

Unique Visitors to the website



614

Visits to the draft Targets, Big Moves, Policies, and Networks info sheets



WEBPAGE LINK

The webpage, and all its information, can still be viewed at: burnaby.ca/transportationplan



Info Sheets

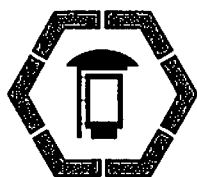


Print and Digital Notices

Print and digital notices, newsletters, and advertisements were published to inform the public of the process, direct them to where they could find more information on the *Plan* update such as the web site, Discussion Guide, Info Sheets, reports and videos, and to provide information about how they could provide feedback and input on the draft proposals.

- Print notices were published in the Burnaby Now on July 23, August 13, and August 26, 2020.
- Articles about the *Transportation Plan* update ran in the Burnaby Now on July 24, 2020, and in the August 13, 2020 edition of the City's Connect page in the Burnaby Now.

BUS SHELTER ADVERTISEMENTS



10

Bus shelters in key locations throughout the city

BURNABY NOW - PRINT ADVERTISEMENTS



44,000

Distribution of Burnaby Now
(3 Print Advertisements)

CITY CONNECT E-NEWS NEWSLETTER



9

Editions

- Bus shelter advertising in key locations throughout the city provided information and the address of the *Transportation Plan* webpage.
- Digital advertising notices were posted to the City's Facebook and Twitter accounts providing information about the *Plan* update, links to the webpage and the survey, as well as a series of mini-videos on the *Transportation Plan* topic areas.

SOCIAL MEDIA



36,000+

Total reach through Social Media
(14 Facebook posts and 14 Twitter posts)



14 Facebook Posts

117 Total Engagements (shares)

78 Total Clicks



14 Twitter Posts

58 Total Engagements (shares)

140 Total Clicks



24

Comments captured through social media



23,000

Views of Videos

Emails and Phone Calls

We received 27 emails from the public to the dedicated email address *transportation@burnaby.ca*, and four phone calls to the dedicated *Transportation Plan* phone number between July and November 2020.



27 Emails were received from the public
4 Phone calls were received from the public

Stakeholder Meetings

Staff hosted or participated in virtual meetings with internal and external stakeholders to discuss the draft Targets, Big Moves, Policies and Networks.

Staff sent a letter inviting feedback or a meeting to 68 stakeholder groups. These groups included neighbouring municipalities, Metro Vancouver, TransLink, the Burnaby Board of Trade, Urban Development Institute, HUB Cycling, the Burnaby Access Advisory Committee, Fraser Health, Burnaby School District, and many more.



3
 Separate mailings sent to stakeholder groups informing them of the process and how they could participate



19
 Stakeholder meetings held



200+
 Comments or ideas captured at stakeholder meetings



Presentation

Survey

The survey was broken into five main sections:

- Draft Targets
- Draft Big Moves
- Draft Policies
- Draft Networks
- Tell us about you

Respondents could choose to complete all or a portion of the survey depending on their time and level of interest.

The questions were primarily multiple choice, designed to assess the level of support for the proposals using the scale:

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know



583

Survey responses collected



2,000+

Comments captured through the survey

At the end of each draft policy section, there was opportunity for respondents to provide additional information by answering the questions:

- How could the **City of Burnaby** take action to support these policies?
- How can **you** take action towards our transportation future?

There was also an opportunity to provide written comments on each of the networks. Both online and paper surveys were available to respondents.



Survey

Phase 2 Public Consultation Program Results

The objective of the Phase 2 Public Consultation Program was to receive input on the draft Targets, Big Moves, Policies and Networks, and identify missing ideas and any changes required to the proposals.

The following section provides a summary of the responses received throughout the Phase 2 Public Consultation Program and highlights of the comments received.

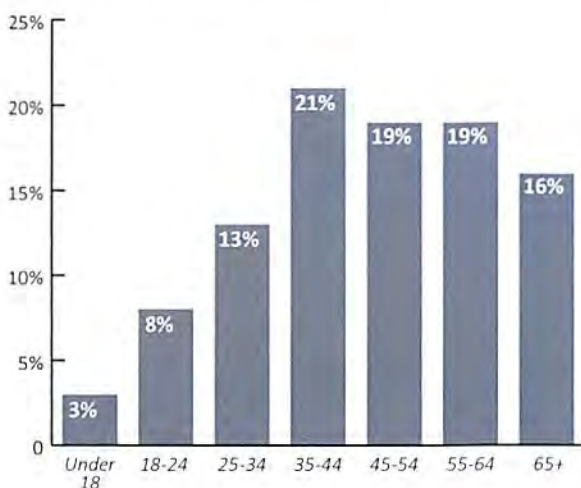
Who did we hear from?



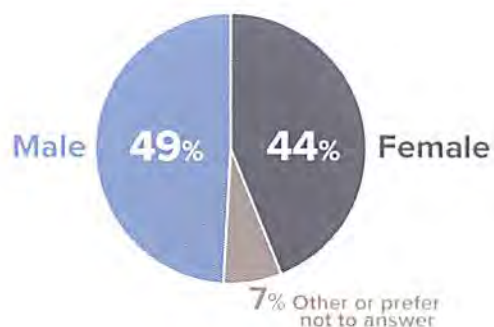
PUBLIC

The Phase 2 survey reached a broad segment of the population, with all age groups well represented. As would be expected, there was lower representation from people under 18 years old. All other age groups were well represented, including those aged 65 and older.

AGE DISTRIBUTION OF RESPONDENTS



1% of respondents preferred not to answer.





STAKEHOLDERS

We met and received input from 19 separate stakeholder groups from neighbouring municipalities, agencies, businesses and development community, community groups, institutions and academia.

Cities (neighbouring municipalities)	City of Vancouver City of Port Moody City of Coquitlam
Agencies	TransLink Metro Vancouver
Business and Development Community	Urban Development Institute (UDI) Burnaby Board of Trade (BBoT) Shift Delivery Modo Tourism Burnaby Hastings Business Improvement Association
Community Group	Burnaby Access Advisory Committee Burnaby Youth Sustainability Network HUB Cycling Citizens for Accessible Neighbourhoods
Institutions	British Columbia Institute of Technology (BCIT) School District 41
Academic	Kay Teschke, University of British Columbia Clark Lim, University of British Columbia

Targets

LEVEL OF IMPORTANCE AMONG TARGETS

When asked about the draft Targets, people were positive about the direction the City is setting for the future of transportation in Burnaby. When asked about the relative importance of the targets, respondents ranked all three targets closely.

The section below provides a high level summary of the feedback and level of support for each of the targets.



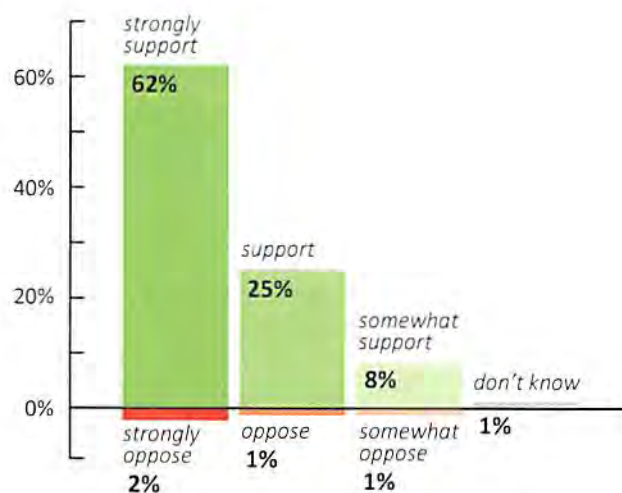
VISION ZERO

Draft Target: Zero deaths and serious injuries on Burnaby's transportation network.

SUMMARY OF FEEDBACK:

- Consider adding a time-frame for Target
- Acknowledge the role of safe speeds and safe vehicles in reaching Vision Zero
- Importance of data collection and monitoring
 - Use consistent data sources
 - Choose appropriate monitoring and reporting out periods

LEVEL OF SUPPORT FOR VISION ZERO



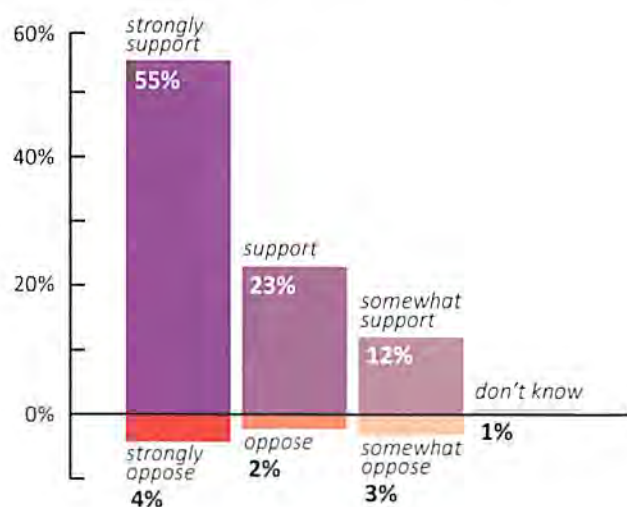
MODE SPLIT

Draft Target: By 2030, half of all trips will be by active transportation or public transit; By 2040, 2/3 of all trips will be by active transportation or public transit; by 2050, 3/4 of all trips will be by active transportation or public transit.

SUMMARY OF FEEDBACK:

- Very ambitious target- may be difficult to attain
- Add reference to alignment of target with other regional studies – Metro 2050, Transport 2050
- Importance of data and monitoring
 - Report out separately on town centres and transit oriented development areas
 - Need a robust data collection plan
- Suggest including specific targets for each sustainable mode (walking, cycling and transit)

LEVEL OF SUPPORT FOR MODE SPLIT



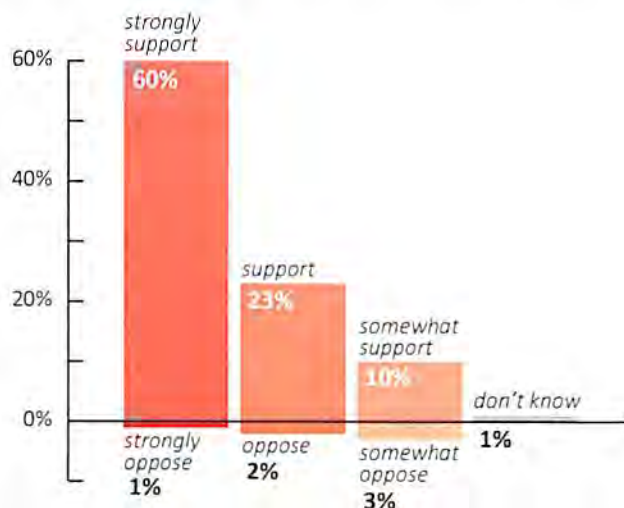
ZERO EMISSIONS

Draft Target: 45% reduction by 2030, 75% reduction by 2040 and Zero emissions by 2050.

SUMMARY OF FEEDBACK:

- Should be more aggressive to meet the target sooner than 2050
- Importance of promoting complete communities to reduce the need for travel
- Provide incentives for use of lower emission vehicles
- Educate and encourage people to use more sustainable modes of transportation

LEVEL OF SUPPORT FOR ZERO EMISSIONS



Big Moves, Policies and Networks

BIG MOVES

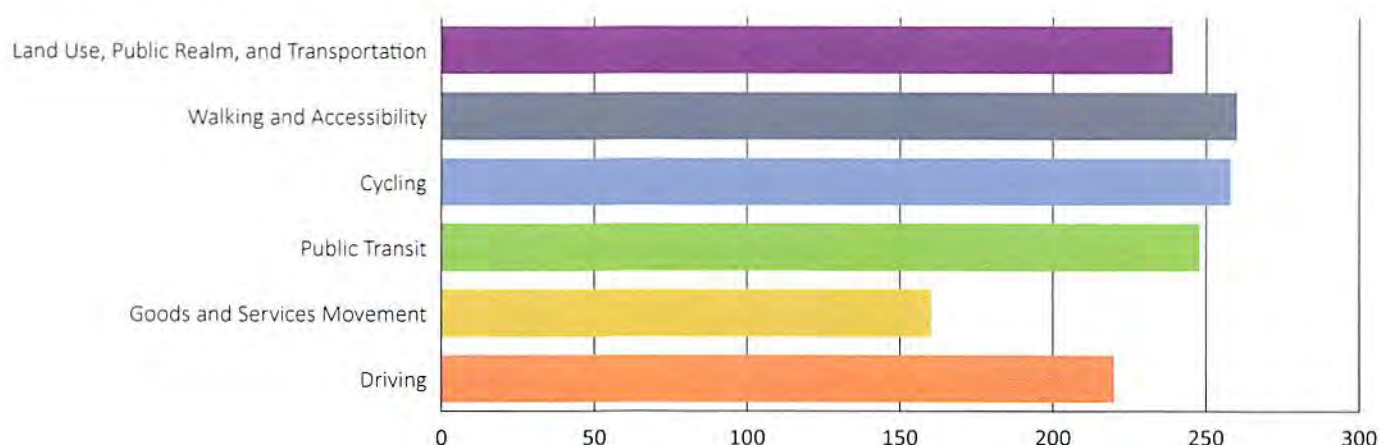
When asked to rank the relative importance of the Big Moves, the majority of respondents chose Walking and Accessibility, Cycling or Public Transit as the most important. Those were followed by Land Use, Public Realm and Transportation, and Goods and Services Movement. The Driving Big Move was considered least important.



POLICY TOPIC AREAS

The survey was designed to allow respondents to answer questions on as many or as few topics as they wished. The most popular topic areas were "Walking and Accessibility" and "Cycling", with "Public Transit" and "Land Use, Public Realm and Transportation" closely following. The Driving and Goods Movement policy topic areas were completed by fewer respondents.

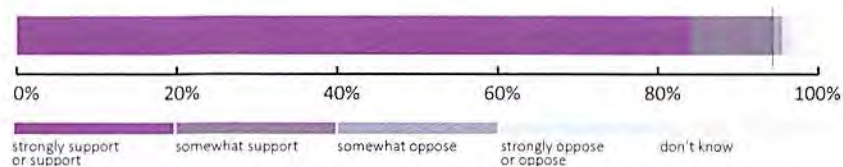
NUMBER OF COMMENTS BY TOPIC AREA



Level of Support for Big Moves

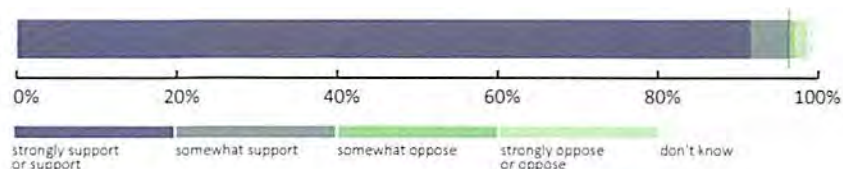
LAND USE, PUBLIC REALM AND TRANSPORTATION

Create and implement public realm (streets, sidewalks, and public spaces) standards for all areas of the city



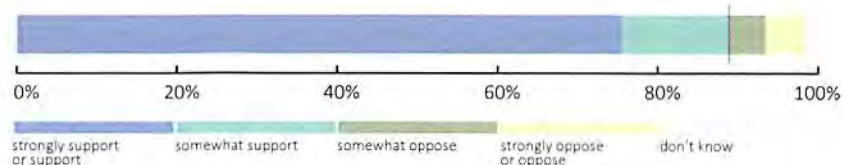
WALKING AND ACCESSIBILITY

Make walking and rolling the first choice for trips under 1km by building high quality pedestrian infrastructure and amenities



CYCLING

Build the core of the cycling network by 2030



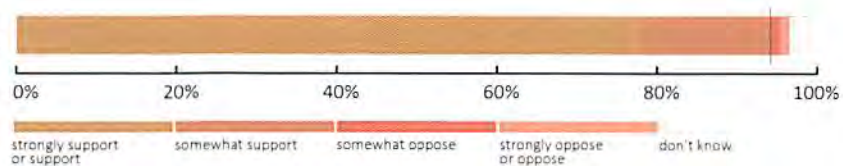
PUBLIC TRANSIT

Increase public transit ridership by enhancing service, providing amenities and installing transit priority measures



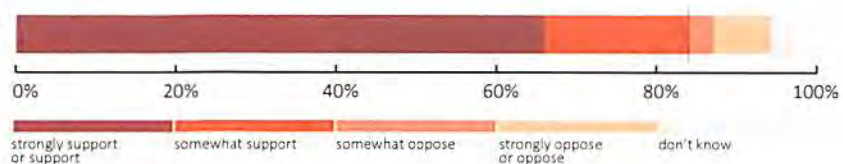
GOODS AND SERVICES MOVEMENT

Support green movement of goods and services by encouraging the use of sustainable modes for local deliveries



DRIVING

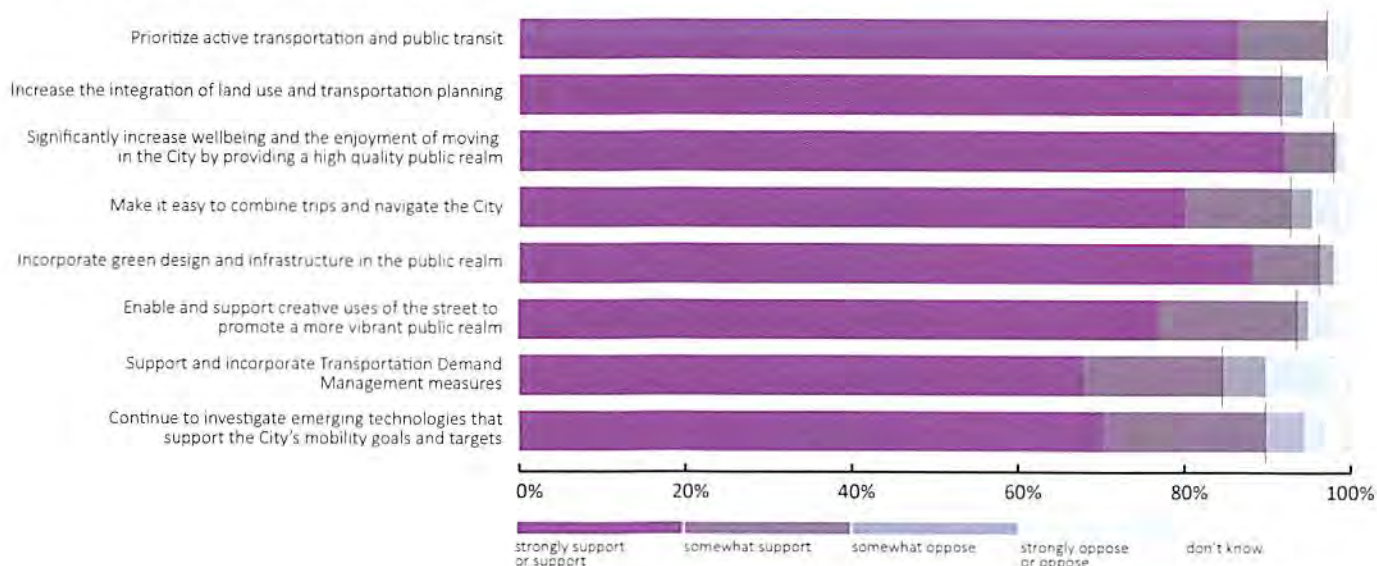
Achieve no increase in total Vehicle Kilometres Travelled (VKT) by Burnaby residents by 2050





Land Use, Public Realm and Transportation

LEVEL OF SUPPORT FOR EACH POLICY



SUMMARY OF SURVEY COMMENTS

What can the City do?

- Provide improved public realm facilities – rain cover, seating, art, washrooms
- Incorporate more green space and green infrastructure into design
- Increase density – more transit oriented development and complete communities
- Provide a range of land uses so that people can access their daily needs within short distance by walking, rolling, or cycling

What can you do?

- Planning to move to or already living in a complete community - doing all I can to use sustainable modes of transportation
- Use more sustainable modes, but need the infrastructure
- Walk more, cycle more, transit more, drive less

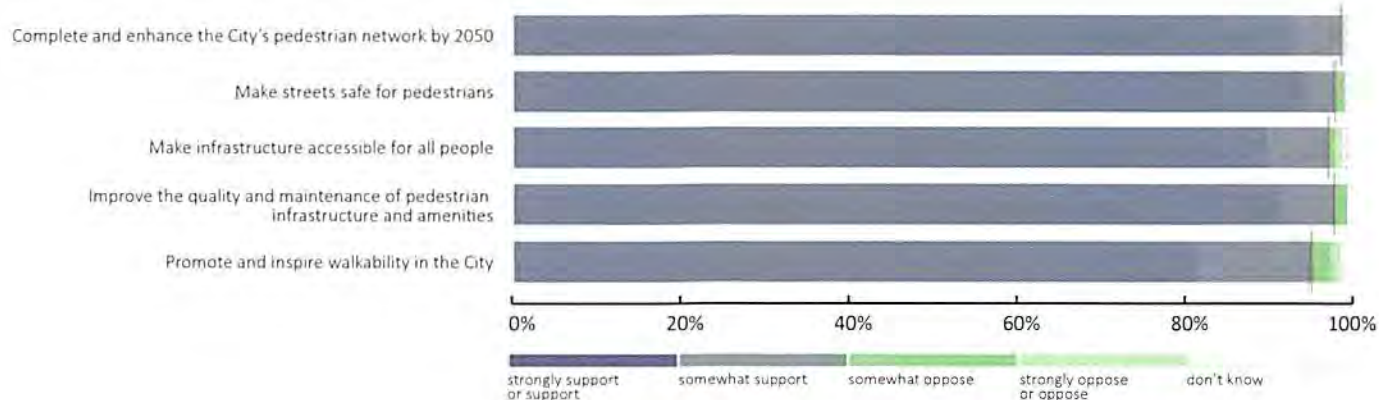
STAKEHOLDER KEY POINTS

- Build complete communities with a range of services
- Focus on transit oriented development
- Protect industrial lands
- Want to understand how we will prioritize modes
- Need a parking strategy
- Need a TDM strategy
- Stressed the importance of updating the City's Official Community Plan (OCP)
- Make sure the design of public realm is reviewed from an accessibility perspective
- Recognize importance of improved public realm standards- especially in higher density areas



Walking and Accessibility

LEVEL OF SUPPORT FOR EACH



SUMMARY OF FEEDBACK

What can the City do?

- Make sidewalks more accessible for everyone – curb cuts, widening, lighting
- Improve and maintain the overall sidewalk network
- Design more walkable neighbourhoods
- Provide more crosswalks and pedestrian signals
- Educate and engage people on the benefits of walking and rolling
- Reduce speeds and install traffic calming measures where needed
- Prioritize the safety and comfort of people walking and rolling
- Allocate funding for pedestrian improvements

What can you do?

- Walk more
- Shop local
- Advocate for better pedestrian facilities and maintenance

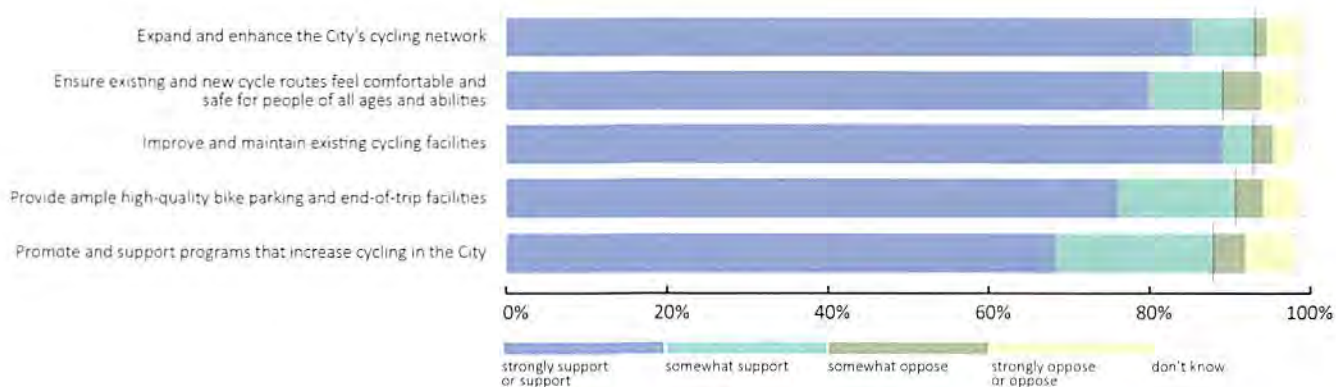
STAKEHOLDER KEY POINTS

- Stress the importance of accessibility – details of design of sidewalk ramps and crosswalks – importance of designing for access over aesthetics
- Support prioritizing pedestrian infrastructure
- Consider a change to the Big Move- make it more ambitious
- Consider how to fill in gaps in the network in advance of redevelopment of adjacent properties, for example consider latecomer fees



Cycling

LEVEL OF SUPPORT FOR EACH POLICY



SUMMARY OF FEEDBACK

What can the City do?

- Build cycling facilities that are comfortable for all ages and abilities (AAA)
- Maintain cycling facilities - cleaning, snow clearance, etc.
- Build more bike-friendly infrastructure - signage, bike racks and lockers
- Improve outreach – education and encouragement

What can you do?

- Cycle more
- Advocate for the cycling facilities
- Encourage and empower others to cycle

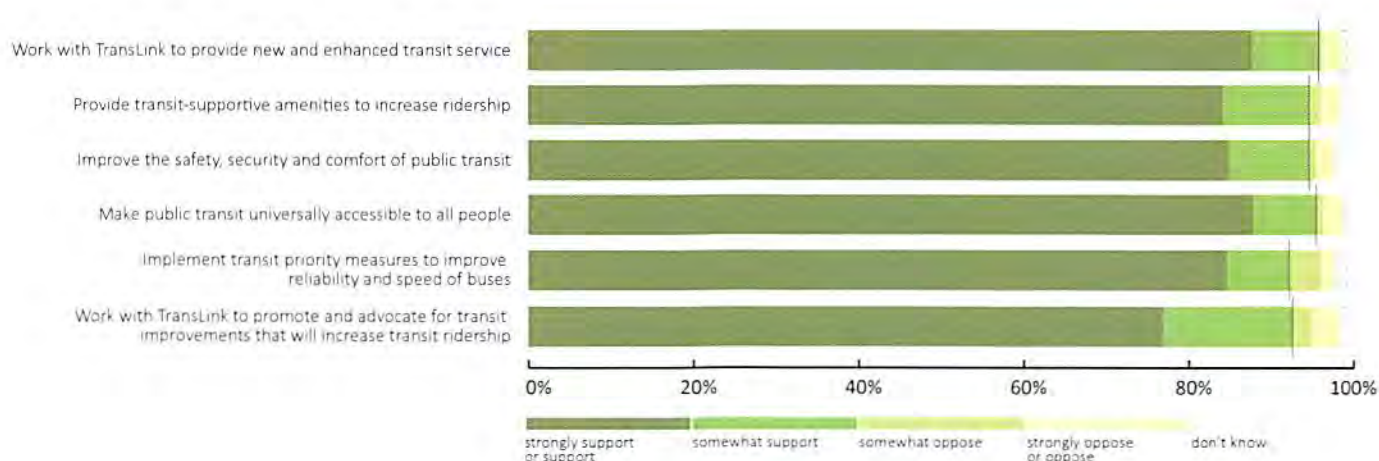
STAKEHOLDER KEY POINTS

- Some shared detailed information on spacing of network routes
- Stressed the importance of facilities for all ages and abilities (AAA) – need to be comfortable in order to attract riders
- Identified the need to regulate micro-mobility modes on cycling infrastructure
- Some expressed opposition to the construction of multi-use pathways (MUPs)
- Importance of data collection and monitoring use of cycling facilities
- Consider a bike share pilot program
- Provided detailed comments and advice on the design of cycling facilities
- Consider a faster time-line for construction of the core cycling network



Public Transit

LEVEL OF SUPPORT FOR EACH POLICY



SUMMARY OF FEEDBACK

What can the City do?

- Advocate for more frequent transit
- Improve transit hubs (washrooms, security, amenities)
- Install bus only lanes or queue jumper lanes to improve reliability and speed of buses
- Improve bus shelters, bus stops, lighting, and benches
- Work closely with TransLink and the Province on a number of transit issues - new bus and rapid transit services, and electric buses
- Investigate funding/pricing to make transit more attractive
- Advocate for more frequent, less crowded transit service

What can you do?

- Use transit more
- Advocate and educate others about the benefits of taking transit

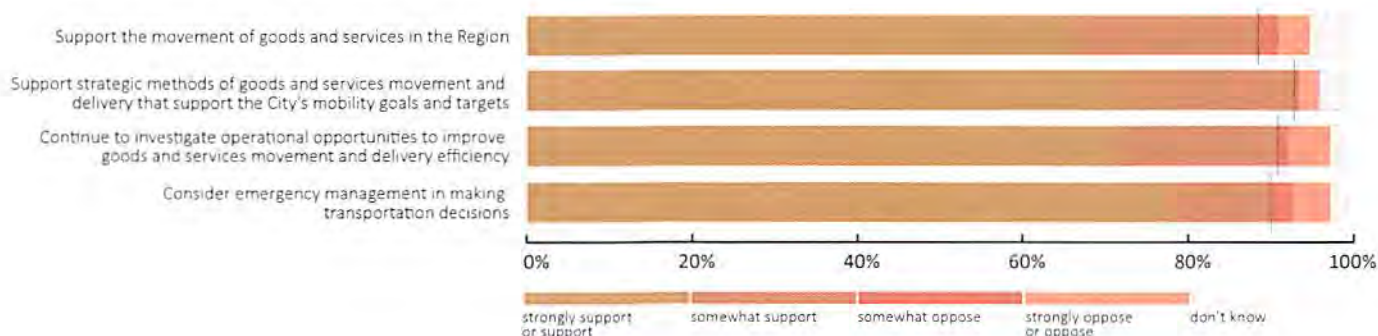
STAKEHOLDER KEY POINTS

- Improve accessibility and equity for all groups – consider working with TransLink and equity-seeking and minority groups on access and wayfinding barriers
- Need further discussion about space reallocation for bus lanes and its impact on congestion
- Make transit more attractive by improving:
 - Amenities
 - Reliability
 - Cost
 - Perception of safety
 - Provided detailed comments about wording of the policies
 - Requested more detailed information about potential new transit infrastructure



Goods and Services Movement

LEVEL OF SUPPORT FOR EACH POLICY



SUMMARY OF FEEDBACK

What can the City do?

- Centralized pick up/drop off areas for parcels
- Encourage more environmentally friendly modes and fuel types for goods movement
- Encourage off-peak deliveries/good movement
- Develop a curbside management plan

What can you do?

- Advocate for, educate and learn about new services
- Shop locally

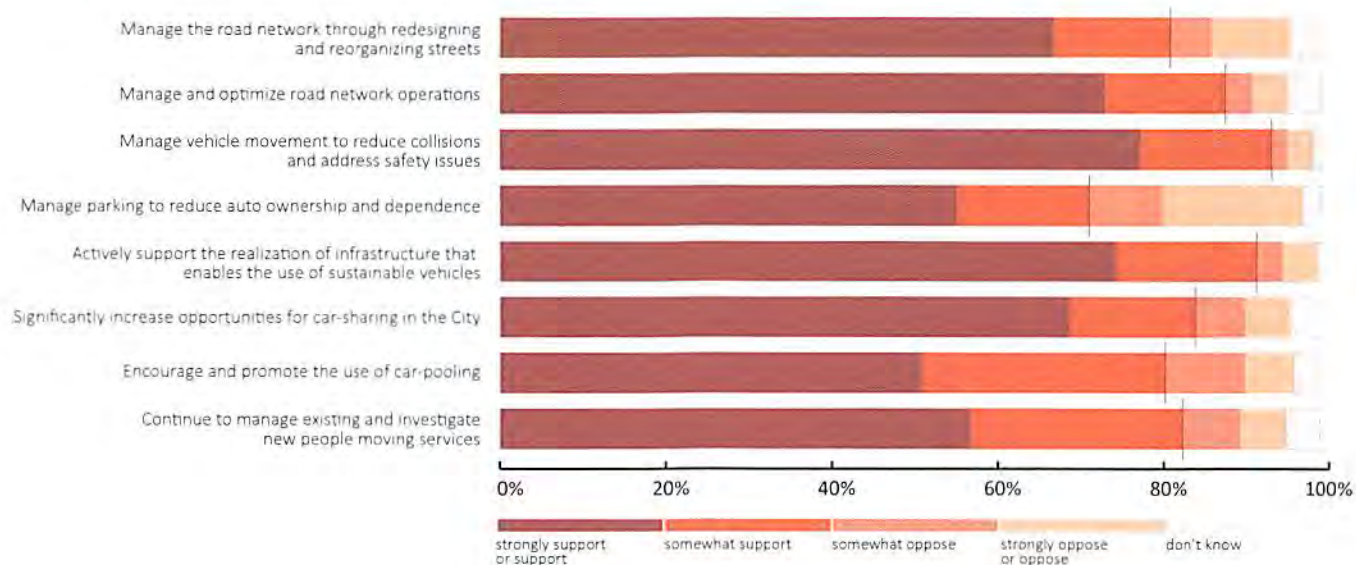
STAKEHOLDER KEY POINTS

- Importance of location of regional and local distribution hubs
- Importance of last mile delivery:
 - Local delivery hubs and lockers
 - Sustainable vehicles – design for bicycle deliveries
 - Investigate new delivery technologies
- Consider impact of deliveries on air quality and noise from deliveries
- Suggested time of day restrictions to reduce both congestion caused by deliveries and traffic congestion impacting goods movement.
- Need to develop a curbside management strategy



Driving

LEVEL OF SUPPORT FOR EACH POLICY



SUMMARY OF FEEDBACK

What can the City do?

- Regulate on street and off street parking
- Encourage more car-sharing
- Provide better EV charging infrastructure
- Investigate speed limit reductions and increase enforcement
- Ride hailing – investigate and either promote or discourage (differing views expressed)
- Provide more traffic calming
- Support road pricing
- Support repurposing general purpose traffic lanes for sustainable modes

What can you do?

- Drive less/combine trips/car-pool/use a car share vehicle
- Advocate for change in behaviour/education about the importance of sustainable transportation
- Walk, cycle, or take transit more often
- Use an electric vehicle

STAKEHOLDER KEY POINTS

- Stressed the importance of data collection, monitoring, and reporting
- Important to consider the role of parking in managing driving; however, also need to consider the needs of business and those with accessibility challenges
- Important to be explicit about the need for road space reallocation to accommodate sustainable modes
- Important to develop a curbside management strategy
- Consider reducing speed limits where appropriate
- Need clearer definition of road classifications and consideration of TransLink's Major Road Network
- Consider a more appropriate Big Move
- Recognized the importance of car sharing as an alternative to vehicle ownership

Level of Support for each Network

Survey respondents were asked to indicate their level of support for each of the maps/networks. There was also an opportunity to provide comments on each map/network. The comments listed below are a summary of the feedback.

LAND USE, PUBLIC REALM AND TRANSPORTATION

- Comments that map was hard to read or understand
- Allow more development density around the transit network



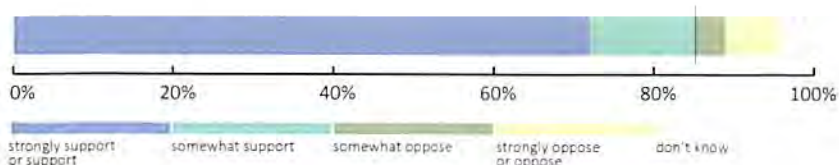
WALKING AND ACCESSIBILITY

- Need to make changes faster
- Make sure all facilities are accessible – wide, curb cuts
- Should have sidewalks on at least one side of all streets



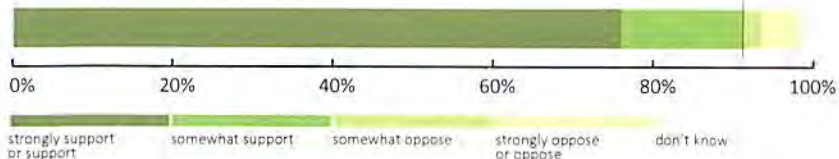
CYCLING

- Route specific comments
- Stress the need for all ages and abilities facilities
- Need good maintenance and lighting for safety



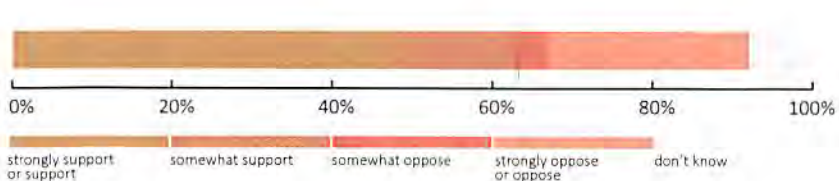
PUBLIC TRANSIT

- Route specific comments
- Gondola – support and opposition



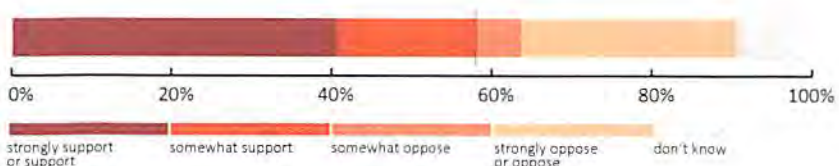
GOODS AND SERVICES MOVEMENT

- Route specific comments
- Need more enforcement of truck route regulations
- Concerns about hazardous goods
- Concerns about truck noise



DRIVING

- Route specific comments
- General comments about the importance of maintenance, integration with neighbouring cities, promotion of alternatives to driving





THIS IS BURNABY
CLIMATE ACTION

**YOUR VOICE.
YOUR TRANSPORTATION.**

BURNABY TRANSPORTATION PLAN | PHASE 2 | SURVEY



Help us plan how we will move now and into the future!

The City of Burnaby is working on a new Burnaby Transportation Plan. The new Plan enables Burnaby to plan for the challenges ahead, respond to changes, and coordinate investments to meet the community's long term transportation needs. Phase 1 established the Vision, Themes and Goals.

In this second phase, the City is thinking about a new policy framework and directions for transportation, including the Targets, Big Moves, Policies, and Networks.

The purpose of this survey is to hear what you think about this DRAFT policy framework.

Your feedback will help shape the development of the draft Plan (Phase 3) which will include Actions and an Implementation Strategy, and will build on the work to date.

This survey is administered by the City of Burnaby. Personal information collected and used for the purpose of undertaking the Burnaby Transportation Plan Phase 2 will be managed in accordance with s. 26 (c) of the Freedom of Information and Protection of Privacy Act. All personal information collected through this survey will remain confidential and de-identified when shared with the public. For questions regarding the collection of Personal Information and receipt of electronic messages please contact: Corporate Communications & Marketing at communications@burnaby.ca

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Before You Start:

This survey is divided into sections. Each section represents DRAFT aspects of the policy framework for you to provide feedback. You can respond to as many sections as you like.

The choice is yours!

Fill out all the sections or only those you would like to respond to:

Draft Targets	Broad city-wide measurable targets that guide the plan	Page 3
Draft Big Moves	Key projects or actions that offer the biggest opportunities to create change	Page 7
Draft Policies	Strategic statements that provide direction and demonstrate the approach to be undertaken	Page 10
Draft Networks	Maps illustrating the proposed networks by mode	Page 41
Tell us about you	Information to help us track responses for demographic purposes only	Page 54

Note: All questionnaire responses are confidential and will be analyzed together; individual responses will not be analyzed.

Important: Questions with a red asterisk (*) in "Tell us about you" section (page 54 and 55) are mandatory questions which must be answered for your survey submission to be counted.

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Survey Questionnaire

Appendix A

Draft Targets

There are three proposed city-wide targets for Burnaby's transportation system. They are broad, apply to all areas of the city, and helps us measure how well we are doing towards achieving our Transportation Vision, Themes and Goals.

Target 1: Vision Zero Target

Zero deaths and serious injuries on Burnaby's transportation network.



The Vision Zero Target is aimed at eliminating all traffic fatalities and severe injuries. It recognizes that achieving safety in the transportation system is dependent on both the physical design of the street and on the way people behave on and around the street. In Burnaby, there are approximately 10,000 crashes per year, of which approximately 4,000 result in injury, or occasionally death.

To achieve Vision Zero, the City will work to identify appropriate steps and pro-active measures including prioritization of safety for vulnerable users, transformation of infrastructure to protect vulnerable users, and reducing speeds.

Tell us what you think of the proposed Vision Zero Target:

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Draft Targets

Target 2: Mode Split Target

By 2030, 1/2 of all trips originating in the city will be by transit or active transportation (walking, cycling, etc.)
By 2040, 2/3 of all trips originating in the city will be by transit or active transportation (walking, cycling, etc.)
By 2050, 3/4 of all trips originating in the city will be by transit or active transportation (walking, cycling, etc.)



Mode Split or mode share is defined as the proportion or percentage of travelers using a particular type or mode of transportation such as walking, cycling, using transit or driving.

The City has a fundamental space challenge – as the population and employment increase, the number of trips also increases. In order to move people in a sustainable manner, the share of trips on public transit, cycling, and walking needs to increase and vehicle use needs to decrease. In Burnaby, the mode split in 2017 was approximately 30% by transit or active transportation (walking, cycling, etc.) and 70% by vehicle.

The Mode Split Target represents the desire to have people shift towards more sustainable ways to travel.

To achieve the Mode Split Target, the City will work to identify appropriate steps or pro-active measures including prioritization of modes, integrating land use and transportation, building infrastructure that supports sustainable transportation modes (walking, cycling, and transit), and managing parking to support the shift toward less automobile use.

Tell us what you think of the proposed Mode Split Target:

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Draft Targets

Target 3: Zero Emissions Target

- By 2030, reduce emissions from transportation by 45%.
- By 2040, reduce emissions from transportation by 75%.
- By 2050, zero emissions from transportation.



The Zero Emissions Target aligns with global targets (Intergovernmental Panel on Climate Change (IPCC)) as well as the City's current work on the Climate Emergency Declaration. In Burnaby, almost 50% of our Greenhouse Gas (GHG) emissions in the city come from transportation activities.

To achieve the Zero Emissions Target, the City will work to identify appropriate steps and pro-active measures to address issues including building complete communities to reduce distances travelled and enable the use of more sustainable modes (walking, cycling, and transit), switch to low- and zero emission vehicles, and incorporate green design and infrastructure in the public realm.

Tell us what you think of the proposed Zero Emissions Target:

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Draft Targets

How important is each of the proposed Targets to you?

If you had \$100 to spend on achieving these targets, how would you spend your money?

Vision Zero

Mode Split

Zero Emissions

Draft Big Moves

The proposed 6 Big Moves point us towards the future we want. They offer the greatest opportunities to create change and work towards achieving the aspirational Vision, Themes, Goals and Targets.

Tell us what you think of the proposed Big Moves:

Public Realm, Land Use and Transportation

Create and implement public realm (streets, sidewalks, and public spaces) standards for all areas of the city

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Walking and Accessibility

Make walking and rolling the first choice for trips under 1km by building high quality pedestrian infrastructure and amenities

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Cycling

Build the core of the cycling network by 2030

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

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Draft Big Moves

Public Transit

Increase public transit ridership by enhancing service, providing amenities and installing transit priority measures

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Goods and Services Movement

Support green movement of goods and services by encouraging the use of sustainable modes for local deliveries

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Driving

Achieve no increase in total Vehicle Kilometres Travelled (VKT) by Burnaby residents by 2050

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

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Draft Big Moves

How important is each of the proposed Big Moves to you?







If you have \$100 in travel bucks to spend, how would you allocate your money?

Public Realm, Land Use and Transportation	Create and implement public realm (streets, sidewalk and public space) standards for all areas of the city	
Walking and Accessibility	Make walking and rolling the first choice for trips under 1km by building high quality pedestrian infrastructure and amenities	
Cycling	Build the core of the cycling network by 2030	
Public Transit	Increase public transit ridership by enhancing service, providing amenities and installing transit priority measures	
Goods and Services Movement	Support green movement of goods and services by encouraging the use of sustainable modes for local deliveries	
Driving	Achieve no increase in total kilometres travelled by motor vehicles (VKT) by Burnaby residents by 2050	
TOTAL (must add up to \$100)		

Draft Policies

The proposed Policies set clear direction for decision making and demonstrate the approach to transportation planning in the city. There are Policies for each major transportation topic area to be included in the new Plan, for a total of 36 Policies:

Which major topic areas you would like to respond to:

	Land Use, Public Realm, and Transportation Policies prioritize active transportation (walking, cycling, etc.) and public transit, the integration of land use and transportation planning, the well-being and enjoyment of all users of the transportation system, improved wayfinding, green design and infrastructure, enabling creative use of the street, supporting transportation demand measures, and investigating emerging technologies	Page 11
	Walking and Accessibility Policies prioritize and promote walkability and accessibility in the city through enhancements to pedestrian infrastructure and amenities, improvements to pedestrian safety and accessibility, and the quality and maintenance of pedestrian infrastructure	Page 18
	Cycling Policies prioritize and promote cycling in the city by enhancing the cycling network, improving the comfort and safety of cyclists, continuing to make improvements and maintain the cycling network, and provide amenities that support cycling	Page 23
	Public Transit Policies focus on working with TransLink to provide new and enhanced transit service, support transit priority measures to make transit more attractive and desirable, increase safety, security and accessibility for transit users, and improve amenities to encourage more people to use transit	Page 26
	Goods and Services Movement Policies focus on supporting the movement of goods and services in the Region, encouraging strategic methods of movement and delivery, and investigating and improving goods movement and delivery efficiency, and considering the impact of transportation on emergency services management	Page 30
	Driving Policies focus on reducing the total number of kilometres driven each day on Burnaby's streets, through redesigning and reorganizing road space, managing and optimizing the road network, improving safety, managing parking, providing infrastructure that supports sustainable vehicles, providing car-share options, managing existing and investigating new people moving services as they arise, and encouraging and promoting car-pooling	Page 34



Land Use, Public Realm, and Transportation

Policy 1: Prioritize active transportation (walking, cycling, etc.) and public transit

People are more likely to use active transportation (walking and cycling) and transit if their routes are pleasant and convenient. Designing public spaces, streets, and trails that improve neighbourhood connectivity, and that also feel safe and interesting, will encourage people to walk, bike, and take transit more regularly.

These active modes cost less from both a personal and a community perspective as they require less infrastructure, resources, and space than private vehicles while accommodating more people. Overall, prioritizing active transportation and transit results in a better city for everyone. When more individuals walk, cycle, and take transit, the transportation system better serves everyone, including drivers.

Prioritizing active transportation and transit will require the provision of facilities and amenities that improve the walking, cycling, and transit experience. The City will use the Prioritization Pyramid as a guide for decision making as it relates to transportation design, infrastructure, budgets, and more.

- a) Walking and Rolling
- b) Cycling and other Micro Mobility
- c) Public Transit
- d) Goods and Services Movement
- e) Private Vehicles

Note: This approach does not mean that users at the top of the pyramid will always receive top priority on every street given the variety of constraints that can occur in urban environments. It does however require that the conditions be assessed in a manner that protects vulnerable users, and addresses the needs of each mode either on a specific street or on parallel streets.

What do you think about Policy 1?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know



Land Use, Public Realm, and Transportation

Policy 2: Increase the integration of land use and transportation planning, recognizing that land use is critically important to the City's mobility goals and targets

Integrating land use and transportation planning leads to better transportation options and choice for more people. Having a diversity of land uses, densities, and destinations in close proximity makes it easier to walk and cycle because the trips are shorter.

Higher-density areas with a mix of housing and job types support and justify rapid transit options for longer-distance trips. Conversely, areas within easy access of good transit are well suited to higher density mixed-use development.

The integration of the City's land use plans and transportation system has a significant influence on travel behaviour. The City will improve the integration of land use and transportation planning to enhance the overall livability of the city.

What do you think about Policy 2?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know



Land Use, Public Realm, and Transportation

Policy 3: Significantly increase wellbeing and the enjoyment of moving in the city by providing a high quality public realm (streets, sidewalks, and public spaces)

When a public space is enjoyable or contributes to a person's well-being, that person is more likely to continue to use the space and participate in public life. Creating high quality, well designed spaces will encourage more people to not only use and participate in the public realm, but also contribute to greater enjoyment of the city and healthy lifestyles.

High quality public spaces can reflect and enrich neighbourhood character and help create a sense of place as well as contribute to the variety and vibrancy of the urban fabric. When designing public realm, the City will base it upon universal design principles to consider the needs of all who will use it.

What do you think about Policy 3?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know



Land Use, Public Realm, and Transportation

Policy 4: Make it easy to combine trips and navigate the City

Wayfinding refers to the systems that provide information and guide people through their environments. The ability to navigate the city easily enables a better understanding and experience of public space. The provision of easy-to-understand wayfinding materials (maps, signage, trip-planning tools, etc.), including routing and other information is key to helping people understand and move through the city.

In addition to wayfinding, it is important to be able to combine trips and modes to extend the distances that people can travel. For example, cycling is often combined with other modes of transportation, particularly for longer distances, where there are gaps in the cycling network, or where topography is challenging. Opportunities such as being able to bring a bike on transit or a car-share vehicle, and access safe and secure bicycle parking, greatly assist in the ability to combine trips.

Providing clear and consistent wayfinding information will also help those using multiple modes navigate the different networks in the most efficient and effective manner. The City will continue to improve and support opportunities for improved navigation and wayfinding as well as make it easy to combine trips to provide the greatest level of choice and accessibility within the city.

What do you think about Policy 4?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know



Land Use, Public Realm, and Transportation

Policy 5 Incorporate green design and infrastructure in the public realm

Green design and infrastructure focuses on environmentally-friendly and sustainable approaches to improve the public realm (streets, sidewalks, and public spaces) and streetscape with an emphasis on enhancing ecosystems.

Providing rain and storm water management, more permeable surfaces, increased street-tree and overall tree canopy, more landscaping, and other low-impact public realm features contributes to a healthier environment, reduces flooding, and beautifies the city and results in a more enjoyable, comfortable, and sustainable community.

What do you think about Policy 5?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Policy 6 Enable and support creative uses of the street to promote a more vibrant public realm

Within Burnaby, there are a variety of activities, festivals, parades, block parties, and other types of events that occur on streets. These activities range in scale from large city-wide events such as Hats-Off Day to small markets and other even smaller social activities like block parties.

Burnaby's streets offer an opportunity to use space differently, in appropriate locations, for other activities in addition to serving transportation needs. Traditionally, streets have been social space – a gathering place to meet neighbours, for kids to play street sports and other games, and a place to build community. Therefore, this policy aims to enable and support these creative and community building uses to enrich livability in the city.

What do you think about Policy 6?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

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Land Use, Public Realm, and Transportation

Policy 7 Support and incorporate Transportation Demand Management measures

Transportation Demand Management (TDM) is the use of policies, programs, services and products to influence whether, why, when, where, and how people travel. These can motivate people towards more sustainable travel choices by shifting modes, destinations, times, and frequencies.

Supporting and incorporating TDM measures will effectively manage driving demand by making the alternatives to driving more appealing and providing incentives, disincentives, education, promotion, and encouragement.

Examples of TDM measures include providing transit passes, car-share vehicles and parking, bicycle parking, mobility pricing, parking charges, reduced parking provision, and more. The aim is to reduce unnecessary vehicle trips, and the congestion they cause, while also improving transit, goods and services delivery, and active transportation options.

What do you think about Policy 7?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Policy 8: Continue to investigate emerging technologies that support the City's mobility goals and targets

New technology is developing and changing rapidly. It is difficult to predict what new technologies may emerge, and the impacts that they may have on the public realm and travel patterns. In many cases the technologies are still evolving, or are too new to have all the answers.

It will be imperative for the City to investigate emerging technologies as they arise, in order to determine which ones will support and help to achieve the City's mobility goals and targets. The City will weigh the pros and cons of each technology as it arises in order to determine the best way forward.

What do you think about Policy 8?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

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Land Use, Public Realm, and Transportation

How could the City of Burnaby take action to support these land use, public realm, and transportation policies?

How can **you** take action towards our transportation future?



Walking and Accessibility

Policy 1: Complete and enhance the City's pedestrian network by 2050

The Burnaby pedestrian network is highly variable. There are areas where sidewalks and pedestrian infrastructure are high quality and connect to destinations, and there are areas where the sidewalks and footpaths are incomplete, do not exist, or are of poor quality.

This presents an opportunity to fill in the gaps, remove barriers, and improve connectivity for pedestrians by completing and enhancing a high quality network.

What do you think about Policy 1?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Policy 2: Make streets safe for pedestrians

Pedestrians are the most vulnerable users of the street and have much higher risk of injury or death if involved in a crash. Providing safe facilities is a key component of enabling and encouraging pedestrian travel.

Both real and perceived safety concerns can be addressed through pedestrian oriented design. This includes providing lighting, clear and direct routes, separation from vehicles and cyclists, safe crossings, reducing speeds, and more.

As sidewalks, multi-use paths, and other linkages are built or enhanced throughout the city, pedestrian safety will continue to be a top priority.

What do you think about Policy 2?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Walking and Accessibility

Policy 3: Make infrastructure accessible for all people explanation

Accessibility in this context means that all people have physical and locational access to destinations. To use the example of walking: paths or sidewalks are a short distance from home or work, with curb cuts, benches and good lighting.

The application of universal design guidelines will ensure that accessibility is achieved for all people. This means providing infrastructure that enables and encourages everyone, regardless of physical or cognitive ability, age, or background, to use the pedestrian network to participate in their daily activities.

It also requires that alternative, accessible pedestrian facilities are provided when regular routes are blocked during construction.

What do you think about Policy 3?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Walking and Accessibility

Policy 4: Improve the quality and maintenance of pedestrian infrastructure and amenities

Walking has a number of benefits that are further enhanced by the quality of the space, including health and happiness, environmental benefits, social engagement and inclusion, safety and security, and economic vitality.

By making walking enjoyable, the benefits multiply and so do the number of pedestrians. Walking is enjoyable when it's easy, flexible, safe, comfortable, includes universal design, and there are interesting surroundings.

This requires both the provision of high quality infrastructure and amenities as well as prioritizing the maintenance of these facilities.

What do you think about Policy 4?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Policy 5: Promote and inspire walkability in the City

Influencing behavior and changing the way people move around the city requires the right infrastructure to be in place. It also requires other measures and programs aimed to educate people about the benefits of walking and rolling, encourage more people to try walking and rolling, and enforce safe and respectful behaviour by all street users.

What do you think about Policy 5?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know



Walking and Accessibility

How could the City of Burnaby take action to support these walking and accessibility policies?

How can **you** take action towards our transportation future?



Cycling

Policy 1: Expand and enhance the City's cycling network

While the Burnaby cycling network has grown, many people are choosing not to ride because the routes are not direct, complete, or lack comfort and safety. To encourage more people to cycle, a cohesive and legible network includes routes that are direct, low stress, and comfortable for everyone.

The network should provide convenient access to important destinations like schools, community centres, libraries, transit stations, employment areas, and shopping areas.


The cycling network will include:

- A core network of approximately 10 routes that provide clear, consistent, and continuous connections between the town centres, major destinations, and to neighbouring municipalities. This core network is to be fully constructed by 2030.
- A series of well-spaced routes throughout the city which provide an appropriate density of routes in addition to the core network will be added over time.

The City will expand and enhance the cycling network to increase cycling.

What do you think about Policy 1?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know



Cycling

Policy 2: Ensure existing and new cycle routes feel comfortable and safe for people of all ages and abilities

Safety and comfort are the primary concerns for cyclists in the city. Both real and perceived safety and comfort issues must be addressed in order to grow cycling as a practical, enjoyable, healthy, green, and affordable way to travel.

Building cycling infrastructure that is separated and feels comfortable and safe for people of All Ages and Abilities (AAA) will increase the appeal of cycling to a wider mix of people and relieve concerns about safety and comfort.

In addition, introducing speed limits and other measures to limit conflicts between cyclists and pedestrians on shared facilities will increase safety and comfort for everyone.

What do you think about Policy 2?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Policy 3: Improve and maintain existing cycling facilities


Improving and maintaining existing cycling facilities is important for safety as well as for increasing the confidence of cyclists. Over time, existing cycling infrastructure will need to be improved as best practices for the design and regulation of cycling facilities evolve.

It is important to properly maintain cycling infrastructure, and to provide suitable alternatives when cycling routes are blocked due to nearby construction. Cycling is more likely to be an everyday option if the facilities are kept in a good state of repair. Cyclists are particularly vulnerable to hazards such as uneven paving, potholes, pooling water, broken glass, snow, ice, and other debris that can be found on cycle facilities and streets. Regular maintenance helps keep the routes free of hazards, which improves comfort, safety, and the user experience.

What do you think about Policy 3?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

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Cycling

Policy 4: Provide ample high-quality bike parking and end-of-trip facilities

Bike parking is necessary when cyclists reach their destination. It should be convenient, safe, and secure no matter the length of stay.

There are a variety of different types of bike parking. Well-designed bike storage, parking areas, or sidewalk racks provide a basic level of security, and are typically used for shorter stops. Bike rooms, cages, lockers, or automated storage systems typically provide a higher level of bicycle protection while being more suited to longer term parking such as at school, home or work.

End-of-trip facilities, such as change rooms and showers, are necessary amenities to encourage cycling.

What do you think about Policy 4?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Policy 5: Promote and support programs that increase cycling in the City

Influencing behavior and changing patterns requires more than just providing the right infrastructure and amenities. Cycling needs to be promoted and encouraged through education programs which empower people of all ages to feel comfortable riding bicycles.

Programs such as bike-share provide convenient access to bicycles without the need for ownership, storage or maintenance. Together with providing infrastructure and amenities, these programs support and encourage increased cycling in the city.

What do you think about Policy 5?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

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How could the City of Burnaby take action to support these cycling policies?

How can **you** take action towards our transportation future?



Public Transit

Policy 1: Work with TransLink to provide new and enhanced transit service

A good transit system needs to provide fast, frequent and reliable service, while being comfortable, safe, and accessible for all users. It also needs to be a complete network, enabling people to move easily from where they are to where they need or want to go, as quickly and reliably as possible.

Providing new transit infrastructure, such as new rapid bus or other new services that are separated from congestion caused by general traffic, would result in faster, more reliable service, and attract more riders. In order to provide greater mobility freedom and increase ridership, the City will continue to work with TransLink to provide new and enhanced infrastructure and services.

What do you think about Policy 1?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Policy 2: Provide transit-supportive amenities to increase ridership

The provision of supportive amenities makes it more comfortable for more people to take transit. By providing transit stop amenities such as shelters, benches, lighting, and waste and recycling receptacles, waiting for the bus becomes more comfortable and inviting.

Other amenities such as public Wi-Fi access, enhanced wayfinding maps, and real-time transit information (eg. signs displaying the actual arrival time of the next bus), enhance the user experience and make taking transit more predictable and enjoyable.

Transit use can also be encouraged by providing a more walkable environment, which includes building sidewalks that are well-designed, spacious, safe, accessible, and provide direct access to transit stops and stations.

What do you think about Policy 2?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know



Public Transit

Policy 3: Improve the safety, security and comfort of public transit

The decision to use the public transportation system is influenced by perceived and actual safety and security concerns, as well as the user's overall comfort. Measures such as better lighting and security at transit stops can improve perceptions and reality of safety and comfort.

If a person feels comfortable waiting at a bus stop or making their way through a SkyTrain station at any time of the day or night, then they are more likely to use transit. When locating and designing transit stops, the provision of amenities or commercial uses which make the location more vibrant, will contribute to increased safety, security, and comfort.

What do you think about Policy 3?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Policy 4: Make public transit universally accessible to all people

An effective and equitable transit system provides universal access for everyone. Transit access can be considered in three ways:

- **Locational Access:** refers to whether a person can get to their destination using the transportation system.
- **Physical Access:** refers to the concept that everyone, regardless of age or physical ability, has the mobility they need for their daily activities.
- **Financial Access:** refers to the notion that the transportation system is affordable for the majority of people, and that economic means is not a barrier to mobility.

The City will work with TransLink and other partners to continue to improve the accessibility of the transit system.

What do you think about Policy 4?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

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Public Transit

Policy 5: Implement transit priority measures to improve reliability and speed of buses

Congestion has a significant impact on the reliability and travel time for buses. Giving priority to buses through physical and operational measures can reduce delay and increase reliability. The significant time savings and increased reliability realized by bus priority measures can help attract and maintain transit users.

Bus priority measures include dedicated bus lanes, transit priority signals, bus queue jumper lanes, transit-only links, and other technologies and infrastructure. The City will work with TransLink and other partners to implement these measures to decrease the length of time buses spend in congestion and make bus travel more efficient.

What do you think about Policy 5?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Policy 6: Work with TransLink to promote and advocate for transit improvements that will increase transit ridership

A high quality public transit system is achieved through partnerships. The City will work with TransLink to promote the use of transit in the city to increase ridership. This includes encouragement, education, enforcement, and promotional activities that motivate people to use transit more.

The City will also work with TransLink to advocate for safe, reliable, frequent, and comfortable transit, as well as improved services, amenities, facilities, and more consistent funding sources to achieve the City's mobility goals and targets.

What do you think about Policy 6?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

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How could the City of Burnaby take action to support these public transit policies?

How can **you** take action towards our transportation future?



Goods and Services Movement

Policy 1: Support the movement of goods and services in the Region

Metro Vancouver is the third largest metropolitan area in Canada. It is home to a population of around 2.5 million (2016), and is expected to grow by one million over the next 30 years. Metro Vancouver also has the largest port in Canada's Asia-Pacific Gateway for goods movement to and from the west coast of Canada.

Many of these regional and international movements of goods pass through Burnaby, whether it is via roads, rail, or water. Because of this, the city will continue to be an important link within the region and will need to continue to participate in the regional goods and services network.

What do you think about Policy 1?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Policy 2: Support strategic methods of goods and services movement and delivery that support the City's mobility goals and targets

It is critical to both the region and the city that the needs of goods and services movement and of the community are balanced for the benefit of all. For example, heavy trucks are essential for moving goods, but they can negatively impact the livability of the communities they pass through by contributing to noise, vibration, emissions, and concerns about safety.

Solutions to these issues include innovative measures that reduce the carbon footprint of delivery vehicles, such as the right-sizing of vehicles, the use of alternative fuel sources, low or zero emission vehicles, bike couriers, and more. The City needs to be flexible and resilient to meet the changing patterns of goods and services delivery.

What do you think about Policy 2?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Goods and Services Movement

Policy 3: Continue to investigate operational opportunities to improve goods and services movement and delivery efficiency

Major employment centres, industrial sites, construction projects, and other commercial businesses, as well as residents, depend on the city's transportation system for the delivery of goods and services.

The movement of goods and services takes place in various forms ranging from the shipment of construction materials to a construction site, to the delivery of vegetables to a grocery store, to the delivery of a courier package to a residence, or a contractor attending a site.

Each type of delivery serves a need and is important. The city has a designated Truck Route Network that ensures roadway design accommodates the operational needs of larger vehicles. The increased demand for delivery of individual goods and services to individual addresses or buildings has the potential to increase congestion on the city's streets.

In order to address the impacts on congestion, the City will need to continue to find operational opportunities that improve the use of space and enhance efficiency of goods and services movement.

What do you think about Policy 3?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Goods and Services Movement

Policy 4: Consider emergency management in making transportation decisions

Emergency management has four phases or components which include mitigation, preparedness, response, and recovery. Each component must be considered when making transportation choices.

Mitigation refers to proactive steps that are taken to prevent a hazardous event from happening or reducing the severity and impacts of such an event before it occurs. For example, appropriate neighbourhood and street design, including sidewalks and traffic calming measures, can reduce the number and severity of crashes that would require emergency response.

Preparedness includes those actions taken to ensure readiness to undertake emergency response and recovery.

Response refers to the actions taken to address an imminent or occurring emergency in order to prevent, limit, and manage the impacts. For the transportation system, this means that emergency services, such as fire, ambulance, police, or other emergency service providers, are able to reach their destinations in a timely and efficient manner. There needs to be a careful balance between neighbourhood design, the 'right-sizing' of emergency vehicles, and response plans for the provision of emergency services.

Lastly, the recovery component includes actions taken to re-establish social, cultural, physical, economic, personal, and community well-being through inclusive measures that reduce vulnerability to emergencies, while enhancing sustainability and resilience.

The scope of these actions varies relative to the type and size of incident or situation that occurs.

What do you think about Policy 4?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

How could the City of Burnaby take action to support these goods and services movement policies?

How can **you** take action towards our transportation future?

Driving

Policy 1: Manage the road network through redesigning and reorganizing streets

The city's streets are classified on the basis of their intended function. Typically, 'arterial' streets are for longer trips and cover longer distances across the city. 'Collector' streets provide access between and within neighbourhoods and serve as a connection between arterial streets and local streets. 'Local' streets provide local connectivity and access to properties. 'Laneways' only provide access to properties.

The city and its transportation system face a fundamental space challenge. Land and streets are finite resources that require careful management. The ability to expand or add streets is limited. However, existing streets can be reorganized or redesigned to accommodate different modes and numbers of people. They can be enhanced to make the public realm more enjoyable, safe, and accessible.

In some places, there are missing links that may need to be completed or reconnected based on the merits of improving local access and connectivity. The City will focus on improving the existing network to increase the people-moving capacity of Burnaby's streets.

What do you think about Policy 1?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Policy 2: Manage and optimize road network operations

The City's responsibility for the network includes constructing and maintaining streets, as well as managing the movement of traffic on city streets. In addition to physical improvements, the City will manage infrastructure through measures that address capacity and safety issues at intersections in real time, optimize traffic signal timings and minimize construction and incident disruptions to better manage traffic flow and efficiencies.

By managing road network operations using modern technology and tools, the City will improve the way the street system functions, help reduce congestion, and facilitate the movement of people, goods, and services.

What do you think about Policy 2?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know



Driving

Policy 3: Manage vehicle movement to reduce collisions and address safety issues

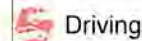
The City's "Vision Zero" approach to transportation safety is focused on reducing transportation related fatalities and serious injuries while increasing accessible, safe, healthy, green, prosperous, and connected mobility for all. It includes a two-point proactive and systematic approach:

- Safe Streets – refers to the designing, building, maintaining, and operating of safe streets. Safe Users – refers to limiting or preventing unsafe or risk-taking behaviours such as speeding, failing to yield at intersections, distracted or impaired driving, and other behaviours through enforcement, education, and engagement.

This approach recognizes that to achieve safety as an outcome, it is dependent on both the physical design of the street and on the way people behave on and around the street. The City will work with partners to prioritize the safety of vulnerable street users and identify appropriate steps or pro-active measures to address issues.

What do you think about Policy 3?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know



Driving

Policy 4: Manage parking to reduce auto ownership and dependence

Parking is typically grouped into two categories:

- On-street parking: Parking that is located on public streets within the road right-of-way. It is typically used for shorter periods of time and has more restrictions (hours of use and cost) as it is often in high demand. It is regulated through the Burnaby Street and Traffic Bylaw.
- Off-street parking: Parking that is located anywhere but on the street, such as parking lots, parkades, garages, or driveways. It is typically used for longer periods of time, and is usually privately owned. It is regulated through the Burnaby Zoning Bylaw.

The location, availability, and cost of parking can have a significant effect on the quality of the public realm, housing costs, transportation costs, viability of businesses, and travel behavior.

In order to mitigate negative effects, parking supply and usage need to be carefully managed using Transportation Demand Management (TDM), appropriate design, enforcement, and other regulatory and policy measures.

The City will provide the right balance of well-planned, designed, and appropriately priced parking supply to reduce auto ownership and dependence, while supporting the needs of people and businesses, and minimizing impacts to local neighbourhoods.

What do you think about Policy 4?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

 Driving

Policy 5: Actively support the realization of infrastructure that enables the use of sustainable vehicles

Driving will continue to be a common way to move within the city, even with increases in active transportation and transit use. However, to meet the City's emission reduction targets, there needs to be a transition to more sustainable fuels, including low- and zero-emission vehicles.

In order to encourage the use of these sustainable vehicles, the City will support the supply of infrastructure, such as electric charging stations, and other non-carbon re-fueling technology that makes the transition faster and easier.

What do you think about Policy 5?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Policy 6: Significantly increase opportunities for car-sharing in the City

Car-sharing is a growing mobility option in the Region. It is a system where registered members can rent a vehicle for a short period of time from a company with a fleet of communal vehicles. Members typically pay a yearly or monthly fee to cover some of the fixed costs, but most usage costs are paid on a per-kilometre and/or per-hour basis. Car-share companies provide added flexibility by providing a range of vehicles available for use, from small two-person cars to luxury vehicles and minivans.

Members of car-share programs typically benefit from cost savings compared to owning or leasing a vehicle. They have the convenience of using a vehicle when necessary, without the costs of full-time ownership (maintenance, insurance, fuel, and parking). Increasing the availability of car-share options can promote a reduction in vehicle use and ownership. For example, the Metro Vancouver Car Share Study Technical Report (November 2014) noted that car-sharing can result in a reduction of up to three existing privately-owned vehicles per car-share vehicle provided.

The City will continue to increase opportunities for both one-way and round-trip car-sharing to provide greater mobility choice to reduce overall vehicle ownership.

What do you think about Policy 6?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

 Driving

Policy 7: Encourage and promote the use of car-pooling

Burnaby's transportation system is focused on providing alternatives to driving and making those alternatives more attractive, comfortable, and convenient. When walking, cycling, transit, or other options are not available, the City will encourage the use of car-pooling which makes better use of available space and reduces congestion, emission, noise, and crash risk by carrying more people in fewer vehicles.

What do you think about Policy 7?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Policy 8: Continue to manage existing and investigate new people moving services

People moving services (Passenger-Directed Vehicles (PDVs)) such as taxis, ride-hailing, and private transit vehicles provide an alternative when walking, cycling, transit, or other options are not available.

While these services can provide alternatives, it is important to recognize that they can also cause more vehicle trips and congestion, as well as loading space issues and other conflicts. Increased use of these services could result in a decline in active transportation and public transit trips, which would not support the City's mobility goals and targets.

The City will manage and review these services as they evolve with other partners, to ensure they align with the City's mobility goals and targets.

What do you think about Policy 8?

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

How could the City of Burnaby take action to support these driving policies?

How can you take action towards our transportation future?

How important is each of the major topic areas to you: If you have \$100 in travel bucks to spend, how would you allocate your money?

Public Realm, Land Use and Transportation Policies prioritize active transportation and public transit, the integration of land use and transportation planning, the well-being and enjoyment of all users of the transportation system, improved wayfinding, green design and infrastructure, enabling creative use of the street, supporting transportation demand measures, and investigating emerging technologies	
Walking and Accessibility Policies prioritize and promote walkability and accessibility in the city through enhancements to pedestrian infrastructure and amenities, improvements to pedestrian safety and accessibility, and the quality and maintenance of pedestrian infrastructure	
Cycling Policies prioritize and promote cycling in the city by enhancing the cycling network, improving the comfort and safety of cyclists, continuing to make improvements and maintain the cycling network, and provide amenities that support cycling	
Public Transit Policies focus on working with TransLink to provide new and enhanced transit service, support transit priority measures to make transit more attractive and desirable, increase safety, security and accessibility for transit users, and improve amenities to encourage more people to use transit	
Goods and Services Movement Policies focus on supporting the movement of goods and services in the region, encouraging strategic methods of movement and delivery, and investigating and improving goods movement and delivery efficiency, and considering the impact of transportation on emergency services management	
Driving Policies focus on reducing the total number of kilometres driven each day on Burnaby's streets, through redesigning and reorganizing road space, managing and optimizing the road network, improving safety, managing parking, providing infrastructure that supports sustainable vehicles, providing car-share options, managing existing and investigating new people moving services as they arise, and encouraging and promoting car-pooling	
TOTAL (must add up to \$100)	

Draft Networks

The proposed network maps illustrate the future state of the transportation system in Burnaby for each major transportation topic area.

Which network(s) you would like to comment on:

Land Use, Public Realm, and Transportation Network	Page 42
Walking and Accessibility Network	Page 44
Cycling Network	Page 46
Public Transit Network	Page 48
Goods and Services Movement Network	Page 50
Driving Network	Page 52

Land Use, Public Realm, and Transportation



PROPOSED LAND USE, PUBLIC REALM, AND TRANSPORTATION NETWORK

The map identifies areas where we are proposing to build a higher standard of public realm. These are places where we expect more pedestrians and cyclists. The proposed new standards will incorporate Universal Design and All Ages and Abilities design, ensuring that they are accessible and enjoyed by everyone. The new standards will affirm the Vision that all areas of the city deserve to be pleasant, enjoyable, and functional places to travel and enjoy public life.

The five corridor study areas identified on the map are existing or future key transit corridors which warrant a higher standard of public realm to integrate the pedestrian, cycling, and transit networks. Further study of these corridors will be part of the upcoming Official Community Plan update.

What are we doing?

- We are creating a strategy for improving the public realm in key areas of the city.

How will we do it?

- We will develop new standards for high quality public realm throughout the city.

What results do we expect?

- There will be places that offer more space and amenities making them more enjoyable and easier to use.
- More people will be encouraged to use active transportation and transit.
- The integration of land use and transportation, together with high-quality public realm, will contribute to a balance transportation system that is accessible, safe, healthy, green, prosperous, and connected transportation system.

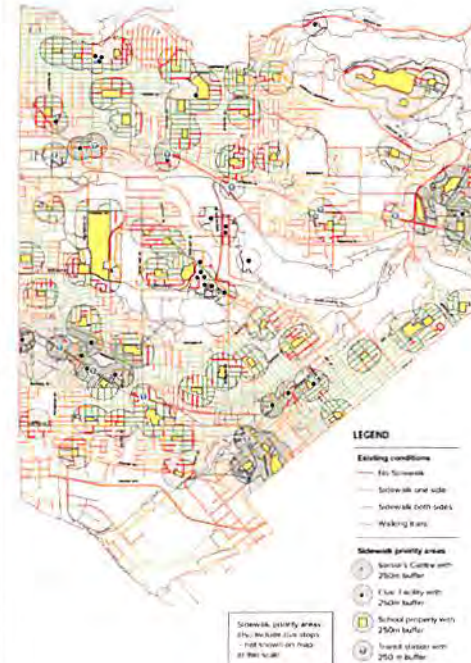
Tell us what you think about the proposed Land Use, Public Realm, and Transportation Network Map:

- ☐ Strongly Support
☐ Support
☐ Somewhat Support
☐ Somewhat Oppose
☐ Oppose
☐ Strongly Oppose
☐ Don't Know

Any additional comments on the Land Use, Public Realm, and Transportation Network?

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Walking and Accessibility



The map illustrates the walking and accessibility network in the city. Streets where there are currently no sidewalks are shown in red, those with sidewalks on one side of the street are identified in yellow, and streets with sidewalks on both sides are shown in green. The intent is to build and complete sidewalks on all streets by 2050.

The map also highlights some of the priority areas for sidewalk construction. These include sidewalks within 250m of schools, civic facilities, and transit facilities, where there is typically a higher demand for pedestrian access, as well as a higher percentage of vulnerable users such as seniors and children.

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What are we doing?

- We are building and completing sidewalks on all streets by 2050.

How will we do it?

- We will prioritize building and completing sidewalks where there is a higher demand (eg. within 250 metres of schools, civic facilities, and transit facilities).

What results do we expect?

- It will be easier to choose walking and rolling for shorter trips.
- Walking and rolling will be safe for everyone, especially children and seniors.
- Pedestrian facilities will be accessible and comfortable for everyone.

Tell us what you think about the proposed Walking and Accessibility Network Map:

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Any additional comments on the Walking and Accessibility Network?

 **Cycling**


PROPOSED CYCLING NETWORK

This map illustrates the city's cycling network. The core network (shown in green) provides key north-south and east-west links and connections between the Town Centres, and connects with cycling routes in neighbouring municipalities. Construction of new cycling facilities will take place using a focused approach, beginning with completion of a core network. The remaining routes will be added over time, resulting in a comprehensive cycling grid throughout the city.

What are we doing?

- We are building a clear, consistent core network by 2030, and completing a comprehensive cycling network across the city by 2050.

How will we do it?

- By dedicating and making a substantial investment in resources to build the core network,
- By completing the remainder of the network over time.

What results do we expect?

- A high quality, complete, consistent, and clear cycling network that is comfortable for people of all ages and abilities.
- Key cycling connections between the Town Centres, as well as north-south and east-west links through the City which align with cycling facilities in neighbouring municipalities.

Tell us what you think about the proposed Cycling Network Map.

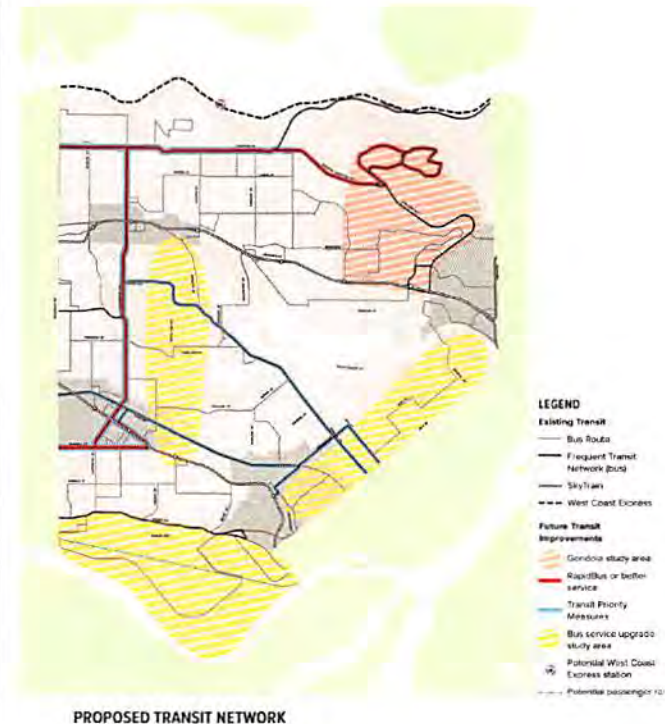
- ☐ Strongly Support
☐ Support
☐ Somewhat Support
☐ Somewhat Oppose
☐ Oppose
☐ Strongly Oppose
☐ Don't Know

Any additional comments on the Cycling Network?

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Public Transit



The map illustrates the public transit network in Burnaby, including the current bus routes, the Frequent Transit Network, the two SkyTrain lines and the West Coast Express commuter train, which are not expected to see significant changes in the future. The map also shows the location of potential enhancements to the transit network ranging from a gondola to SFU, to "RapidBus or better" service on major corridors, bus lanes or queue jumper lanes on key corridors, to bus upgrade areas where improved service is needed.

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What are we doing?

- Working with TransLink to improve service.
- Making improvements to enhance efficiency (bus-only lanes) and comfort (amenities) of transit.

How will we do it?

By partnering with TransLink to make improvements such as:

- Studying potential for a gondola service to Simon Fraser University and UniverCity. "RapidBus or better" service along several major corridors.
- Transit priority measures such as bus lanes, queue-jumper lanes, and other measures on key streets.
- Upgrades to bus service in key areas.
- Consideration of a potential new West Coast Express commuter rail station and potential future passenger rail on existing railway through the Big Bend.

What results do we expect?

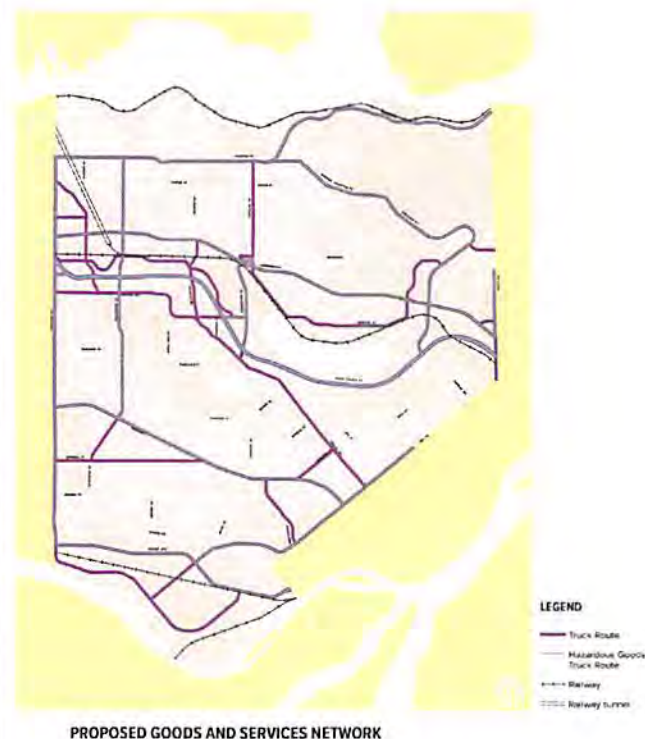
- Better transit service for everyone!

Tell us what you think about the proposed Public Transit Network Map:

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Any additional comments on the Public Transit Network?

Goods and Services Movement



The map illustrates the location of truck routes, hazardous goods routes, and the railway lines used for goods movement within and through the city. Truck routes are typically major streets and highways designated to accommodate larger trucks. The hazardous goods network consists of streets designated to accommodate the small percentage of trucks carrying hazardous goods. Trucks are permitted to use other streets in the city in order to access businesses or work sites, but must travel there via the shortest possible route to and from the closest designated truck route.

What are we doing?

- Continuing to define the primary truck and hazardous goods routes through the city.
- Supporting the safe movement of goods on railways.
- Encouraging greener delivery of goods and services.

How will we do it?

- Trucks will continue to be permitted on designated routes, typically on major streets and highways.
- Trucks will also continue to be permitted to use other city streets to access businesses or work sites.
- We will encourage the use of more sustainable modes for goods and services movement.

What results do we expect?

- Reliable routes for goods movement in the city.

Tell us what you think about the proposed Goods and Services Movement Network Map

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Any additional comments on the Goods and Services Movement Network?

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Driving

**PROPOSED DRIVING NETWORK**

The driving network map shows the classification of our streets according to their design and the type of traffic they are carrying. For instance, "Freeways" carry mostly traffic flowing through the city, whereas "Collector" roads carry mostly traffic internal to Burnaby.

As indicated earlier, we have a fundamental space challenge on our roads – as the city grows, we need to move more people in the same amount of space. To meet that challenge, we need to rethink how we use our streets. We need to increase their people-moving capacity without increasing their size. We can do this by providing more space for active transportation and transit to provide those currently driving an attractive alternative. Reducing the number of cars on our streets helps everyone.

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What are we doing?

- Making our street network more efficient for everyone
- Managing and optimizing our driving network

How will we do it?

- By redesigning and reorganizing our street space
- By adjusting our street classifications
- By providing safe, accessible and enjoyable alternatives, to encourage less driving

What results do we expect?

- Reduction in vehicle-kilometres travelled per person
- More choices for people to move around the city
- Improved safety for everyone using our streets

Tell us what you think about the proposed Driving Network Map:

- ☐ Strongly Support
- ☐ Support
- ☐ Somewhat Support
- ☐ Somewhat Oppose
- ☐ Oppose
- ☐ Strongly Oppose
- ☐ Don't Know

Any additional comments on the Driving Network?

Tell Us About You

The responses provided here are confidential. Responses will not be identified by individual, but will be compiled together and analyzed as a group.

Important: Questions with a red asterisk (*) are mandatory questions which must be answered for your survey submission to be counted.

*** What is your primary mode of travel today?**

- ☐ Walk
- ☐ Cycle
- ☐ Transit
- ☐ Passenger
- ☐ Driver
- ☐ Other (please specify)

*** Do you (select all that apply)**

- ☐ Live in Burnaby
- ☐ Work in Burnaby
- ☐ Attend school in Burnaby
- ☐ Access shopping, recreation, or other activity in Burnaby
- ☐ Work for the City of Burnaby
- ☐ Other (please specify)
- ☐ None of the above

*** What are the first 3 digits of your postal code?***** Please indicate your age group:**

- ☐ Under 18 years
- ☐ 18 to 24 years
- ☐ 25 to 34 years
- ☐ 35 to 44 years
- ☐ 45 to 54 years
- ☐ 55 to 64 years
- ☐ 65 and older
- ☐ Prefer not to answer

* Do you identify as:

- ☐ Male
 ☐ Female
☐ Another gender identity
 ☐ Prefer not to answer

* What type of housing structure do you live in?

- ☐ Single Family/Two Family house
☐ Townhouse/Row house
☐ Apartment/Condo (less than 5 storeys)
☐ Apartment/Condo (5 or more storeys)
☐ Suite in a single family or two family house
☐ Other (please specify)

* Do you own or rent your home?

- ☐ Own
 ☐ Rent
 ☐ Other

* What is your total household income before-tax?

- ☐ Under \$25,000
☐ \$25,000 to \$49,999
☐ \$50,000 to \$74,999
☐ \$75,000 to \$99,999
☐ \$100,000 to \$149,000
☐ \$150,000 or over
☐ Prefer not to answer

* Do you have access to a vehicle for personal use?

- ☐ Yes
 ☐ No

Please select the fuel type for each vehicle you have access to (circle all).

Vehicle 1	Vehicle 2	Vehicle 3
Gas / Diesel	Gas / Diesel	Gas / Diesel
Electric	Electric	Electric
Hybrid	Hybrid	Hybrid
Other	Other	Other

* Do you have a valid driver's license?

- ☐ Yes
 ☐ No

How do you usually travel?

In normal (non-pandemic) times how many trips do you typically take in a week using each of the following different modes of transportation? A trip is any travel that starts in one place and ends in another like travelling from home to work, school, or shopping. The return trip should be counted as a second trip.

Walk	Number of trips (in a week):	
Cycle	Number of trips (in a week):	
Public Transit	Number of trips (in a week):	
Car Share/Car Co-Op (eg. Evo or Modo)	Number of trips (in a week):	
Drive a private vehicle	Number of trips (in a week):	
Passenger in a private vehicle	Number of trips (in a week):	
Taxi/Ride Hail (ex. Uber)	Number of trips (in a week):	
Other Please specify:	Number of trips (in a week):	

How do you travel during these (pandemic) times?

During the pandemic, how many trips did you take in the last week (seven days) using each of the following?

Walk	Number of trips (in a week):	
Cycle	Number of trips (in a week):	
Public Transit	Number of trips (in a week):	
Car Share/Car Co-Op (eg. Evo or Modo)	Number of trips (in a week):	
Drive a private vehicle	Number of trips (in a week):	
Passenger in a private vehicle	Number of trips (in a week):	
Taxi/Ride Hail (ex. Uber)	Number of trips (in a week):	
Other Please specify:	Number of trips (in a week):	

Will you change the way you travel in FUTURE?

Imagine that ALL of the proposed transportation changes you have learned about are in place, how likely is it that you will change your FUTURE travel patterns in a post-pandemic scenario? Even if you have only read about some of the changes that's OK – your answer should be based on the ones you looked at.

- ☐ Very Likely
☐ Likely
☐ Neutral
☐ Very Unlikely
☐ Unlikely
☐ Don't Know

How will your FUTURE travel change?

Again, thinking about the FUTURE, in a post-pandemic scenario, ALL of the proposed transportation changes, and your NEW TRAVEL HABITS please estimate the number of trips you would take using each of the following different ways in an average week (seven days)? A trip is any travel that starts in one place and ends in another like travelling from home to work, school, or shopping. The return trip should be counted as a second trip.

Walk	Number of trips (in a week):	
Cycle	Number of trips (in a week):	
Public Transit	Number of trips (in a week):	
Car Share/Car Co-Op (eg. Evo or Modo)	Number of trips (in a week):	
Drive a private vehicle	Number of trips (in a week):	
Passenger in a private vehicle	Number of trips (in a week):	
Taxi/Ride Hail (ex. Uber)	Number of trips (in a week):	
Other Please specify:	Number of trips (in a week):	

Is there anything else you would like to add or that you think we have missed?

Please place your completed survey in a sealed envelope marked:

Confidential – Transportation Plan Survey Questionnaire

and return it to the following address:

City of Burnaby Planning Department
 3rd Floor City Hall
 4949 Canada Way
 Burnaby, BC V5G 1M2



Item.....
Meeting..... 2021 February 23

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
PLANNING AND DEVELOPMENT
COMMITTEE

DATE: 2021 February 16

FROM: DIRECTOR FINANCE
DIRECTOR PLANNING AND BUILDING

FILE: 16000 20

SUBJECT: FRAMEWORK TO SUPPORT LONG TERM SUSTAINABILITY OF
THE BURNABY RENT BANK

PURPOSE: To propose a framework to support the long term financial sustainability of the
Burnaby Rent Bank.

RECOMMENDATIONS:

1. **THAT** Council approve the contribution of \$105,000 over a three-year period (\$35,000 per year) to the Lower Mainland Purpose Society from the Operating Housing Reserve to assist with the administrative costs associated with operating a Rent Bank program.
2. **THAT** Council approve a one time contribution of \$40,000 from the Operating Housing Reserve to the Lower Mainland Purpose Society for the initial opening and operational needs associated with establishing a permanent Burnaby Rent Bank.
3. **THAT** an operating agreement between the City and the Lower Mainland Purpose Society be created and maintained to establish a framework to support the long term financial sustainability of the Burnaby Rent Bank.
4. **THAT** Council approve the registration and promotion of an online donations page to enable ongoing Burnaby Rent Bank loan funding contributions from the community, managed by the City.
5. **THAT** a copy of this report be provided to the Financial Management Committee for information.

REPORT

1.0 INTRODUCTION

On 2019 July 29, Council unanimously adopted the *Mayor's Task Force on Community Housing Final Report*, which recommends 18 actions and 10 "Quick Starts" as the basis for further direction and specific initiatives to increase the supply, diversity, and affordability of housing in Burnaby. This report focuses on Quick Start #4 – Establish a Rent Bank using Housing Fund Monies, to help support renters, particularly vulnerable renters with lower incomes, in maintaining their

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 From: *Director Finance*
 Director Planning and Building
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current housing and preventing homelessness. The information in this report provides an update on the now established Burnaby Rent Bank and proposes a framework to support the long-term financial sustainability of the rent bank program as part of the City's ongoing housing initiatives.

2.0 POLICY CONTEXT

As noted above, the *Mayor's Task Force on Community Housing Final Report* specifically recommends that the City "establish a Rent Bank using Housing Fund monies" (Quick Start #4). In addition, there are several City policies that support the provision of affordable housing and social services for renters and other vulnerable populations, including the *Official Community Plan* (1997), the *Burnaby Economic Development Strategy* (2007), and the *Burnaby Social Sustainability Strategy* (2011).

Assisting vulnerable renters in Burnaby through a Rent Bank further aligns with the following goals and sub-goals of the *Corporate Strategic Plan*:

- ***A Connected Community***
 - Partnership – Work collaboratively with businesses, educational institutions, associations, other communities, and governments
- ***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 Dynamic Community***
 - Community development - Manage change by balancing economic development with environmental protection and maintaining a sense of belonging

3.0 BACKGROUND

Following the adoption of the *Mayor's Task Force on Community Housing Final Report* in July 2019, staff began engaging BC Rent Bank to explore the creation of a rent bank for Burnaby renters. BC Rent Bank, a project established by Vancity Community Foundation, received \$10 million in funding from the provincial government in 2019 to deliver upon the Provincial Rental Housing Task Force recommendation of providing funding to support existing rent banks and establish new rent banks in new communities. The financial commitment from the provincial government to BC Rent Bank was for a three-year period, ending 2022 March 31. However, on 2020 March 26, BC Rent Bank temporarily suspended all applications for new rent banks due to the COVID-19 pandemic. Instead, only funding for existing rent banks would be available during this period to sustain existing services and to extend services to unserved communities, if possible.

To assist Burnaby renters during the COVID-19 pandemic, the City and BC Rent Bank agreed to provide funding to the Lower Mainland Purpose Society (Purpose Society), operator of the New Westminster Rent Bank, to create a temporary Burnaby Rent Bank for a three-month period (2020 April 6 to 2020 July 6). To support this initiative, Council approved a grant of \$30,000 from Operating Contingency funds to the Purpose Society at its 2020 April 20 meeting, matching the

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contribution from BC Rent Bank, so they could effectively operate and provide support to Burnaby renters through the temporary program.

On 2020 June 8, BC Rent Bank announced an Expression of Interest (EOI) to establish four new rent banks in British Columbia – two in communities with populations of 50,000 people or less and two in communities with populations of 50,000 people or more. The EOI closed 2020 July 3. As the EOI was eligible to not-for-profit organizations only, the City encouraged local not-for-profit organizations to apply directly to capitalize on this funding opportunity. In the event a not-for-profit organization was selected by BC Rent Bank to create a permanent Burnaby Rent Bank, the City would seek a partnership with the organization to determine an appropriate role for the City, including the potential for City operational funding, subject to Council approval.

The BC Rent Bank EOI had anticipated the announcement of the selected new rent banks on 2020 September 18 for the new rent banks to become operational on 2020 October 1; however, the timeline was delayed due to a provincial election. To ensure Burnaby renters remain supported, the City, BC Rent Bank and the Purpose Society agreed to extend the temporary Burnaby Rent Bank with monies from the initial funding contributions until the new rent banks were selected.

On 2020 December 2, BC Rent Bank announced the Purpose Society was successful in its funding application for a permanent rent bank in Burnaby. Funding from BC Rent Bank was provided for the remainder of the fiscal year ending 2021 March 31. For the next fiscal year from 2021 April 1 to 2022 March 31, the Purpose Society will be submitting a new funding application to BC Rent Bank, which is anticipated to be released on 2021 February 12 and due 2021 March 1. BC Rent Bank has said funding decisions for the applications would be announced the week of 2021 March 15.

Since the creation of the temporary Burnaby Rent Bank in April 2020, the following milestones are noted:

- Approximately 140 inquiries and 63 pre-assessment applications have been received by Burnaby Rent Bank staff, with numerous referrals to other programs and support agencies, when appropriate;
- 11 loans, totalling over \$15,000, have been issued to help stabilize individuals and families in their housing during a time of financial need. Rent bank loans have zero percent interest, a \$1 per month administrative fee, and a maximum repayment term of 24 months;
- 15 rent subsidies have been provided totalling \$4,500. Rent subsidies are made possible by funding secured by Purpose Society and/or BC Rent Bank from other levels of government and are offered to renters who require additional financial support. Rent subsidies do not have to be repaid;
- With the funding granted by BC Rent Bank for a permanent Burnaby Rent Bank, Purpose Society, who was hosting the temporary Burnaby Rent Bank from their existing office in New Westminster, has secured a new office location in the Metrotown area to better serve Burnaby clients. The Burnaby Rent Bank is located at Suite 1 – 4075 Kingsway, and is open Monday to Friday from 9am to 4:30pm (by appointment only during the COVID-19 pandemic); and,

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- Two Burnaby staff representatives are assigned to the Burnaby Rent Bank Loan Committee and assist in the review of applications for loan and subsidy approvals.

Fast approaching one year since the creation of a temporary Burnaby Rent Bank, the program has quickly become an important resource in the community, providing much needed support to Burnaby renters.

4.0 PROPOSED FRAMEWORK FOR CITY SUPPORT OF THE BURNABY RENT BANK

Prior to the provincial funding of rent banks in 2019, rent banks were often municipal or non-profit driven in response to needs in the community. While rent banks may be initiated by a municipality, a municipality cannot run a rent bank due to legislative constraints of lending money. As a result, the day-to-day operations must be run by third parties, such as non-profit organizations, and can be supported by a municipality. For the Burnaby Rent Bank, the Purpose Society has been the non-profit operator since the creation of the temporary Burnaby Rent Bank, now transitioning to the permanent Burnaby Rent Bank with BC Rent Bank funding successful secured.

Provincial funding contributes to the initial establishment and operations of rent banks, but additional funding and partnerships are required to ensure the long-term financial viability and sustainability of rent bank programs. This financial need is typically provided by municipalities, local financial institutions, and/or philanthropic organizations. As such, staff propose the following framework to support the long-term financial sustainability of the Burnaby Rent Bank, developed based on discussions with other rent banks providers in BC and in consultation with the BC Rent Bank Toolkit.

4.1 Burnaby Rent Bank Roles and Responsibilities

4.1.1 Role of the Non-Profit Organization

Under the proposed framework, the Purpose Society would manage the day-to-day operations of the rent bank program and have the following responsibilities:

- Pursue external funding opportunities to strengthen the financial viability of the Burnaby Rent Bank;
- Raise awareness about the rent bank program in the community;
- Answer inquiries about the rent bank program;
- Determine eligibility of individuals and households who are interested in receiving a rent bank loan;
- Assist eligible individuals and households in completing the loan application;
- Refer ineligible individuals and households to other services that may assist them;
- Grant loans and subsidies based on established program criteria;
- Distribute approved loans and subsidies;
- Ensure repayment of distributed loans; and,
- Provide annual statistics on the rent bank program to the City and the public.

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4.1.2 Role of the City

City staff will continue to liaise with the Purpose Society to provide strategic guidance and support of the program, where needed. In addition, it is recommended that staff continue to participate in the granting of loans and subsidies as part of a larger Burnaby Rent Bank Loan Committee to ensure the program meets the City's objectives.

4.2 Program Sustainment

4.2.1 Operational Funding

As part of the funding application to BC Rent Bank, rent bank operators can request operational funding to help hire and train dedicated staff, review and process loan applications, manage ongoing loans and repayment, deliver communications and outreach, and develop key policies and procedures. The applications, however, must show an ongoing commitment to operational support to ensure the longevity and success of the program. Based on the experiences of other rent bank programs, funding support from a municipality can contribute to the quick implementation and sustainability of the program. For example, the following municipalities have provided operational funding support to their local rent bank program:

- City of Kamloops - \$15,000 (2016);
- City of Vancouver - \$49,600 (2016); and,
- City of New Westminster - \$35,000 annually (increased from initial amount of \$20,000 in 2016).

To help establish and sustain the permanent Burnaby Rent Bank, staff recommend that a funding contribution of \$35,000 per year, for the initial three-year period, be provided to the Purpose Society to assist with the cost and overhead to host a rent bank program, as well as to help cover the costs required to administer the program. The funding is suggested to come from the City's Operating Housing Reserve. Additional sources of funding to augment the City's contribution, and to reduce the reliance on City funding over time, is expected to be explored by the Purpose Society.

4.2.2 Loan Funding

In addition to operational funding, the establishment of loan funding is an important component to the long-term financial sustainability of a rent bank. Loan funding is the capital from which rent bank loans are taken.

Municipalities cannot provide loan funding to rent bank programs. As such, other rent banks in surrounding municipalities have utilized various funding sources for loan capital, including an endowment (City of Vancouver), annual fundraising (City of Surrey), and donations from financial institutions (City of New Westminster). With provincial funding now available for loan funding, the Purpose Society has secured loan funding for the permanent Burnaby Rent Bank. However, provincial funding, as well as endowment or financial institutional donations, will likely not be sufficient for long-term, permanent funding. In fact, considering the current provincial funding

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ends in 2021 March 31, ongoing funding from the Province is uncertain, impacting the funding sustainability for the Burnaby Rent Bank moving forward.

As loan funding is the where rent bank loans are provided from, and subsequently repaid to, there are fluctuations as to how much loan capital is available at any given time. According to BC Rent Bank, the rate of non-payment on loans, also known as the default rate, may be between 35 and 50 percent for some rent banks, although most loans are repaid in the 85 to 90 percent range. Taking into account a potentially high default rate, a well-used rent bank program could mean loan funds are lost over time, impacting future funding, funding sources, and customer needs. This, in time, could become a challenge should the Burnaby Rent Bank rely solely on funding from the current provincial government program, whose long-term support is unknown. The importance in understanding the potential challenges will help the City assist the Purpose Society in managing the loan funding needs of the program to keep the program resilient.

As part of the proposed framework, it is recommended that the City of Burnaby and Purpose Society work together to establish a capital loan portfolio, starting with the upcoming 2021/2022 application for BC Rent Bank funding. It is further recommended that the City of Burnaby establish a donations page on the CanadaHelps website for Burnaby Rent Bank donations. Through this website, the City can be a strong and positive voice and utilize our web and community presence to garner donations to support ongoing loan funding. The Burnaby Rent Bank provides a maximum loan of \$1,400 for individuals and \$1,700 for families (2 or more people living in a family relationship). As such, increased loan capital can help assist additional renters in the community who are risk of eviction or essential utility disconnection due to a temporary shortage of funds.

4.2.3 Additional Support Funding During COVID-19 Pandemic

To ensure additional supports are provided to Burnaby renters during the COVID-19 pandemic, staff recommend an additional one-time contribution of \$40,000 from the Operating Housing Reserve to the Purpose Society. With the global pandemic, the need for community supports and resources, such as a rent bank program, is especially critical.

Other local governments have taken similar measures to bolster rent banks during the COVID-19 pandemic, most notably the City of New Westminster, which provided a donation of \$105,000 to the New Westminster Rent Bank operated by the Purpose Society.

5.0 NEXT STEPS

With Council direction, staff will work with the Purpose Society to create an operating agreement to formalize the framework proposed in this report to support the long-term financial sustainability of the Burnaby Rent Bank. Staff will further work with the Purpose Society to establish a capital loan portfolio, and support their 2021/2022 application for BC Rent Bank funding.


In addition, staff will establish a donations page on the CanadaHelps website for Burnaby Rent Bank donations, and work with other City departments to communicate the need for community support to garner donations for ongoing loan funding.

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6.0 CONCLUSION

This report proposes a long-term framework to support the permanent Burnaby Rent Bank operated by the Purpose Society and to align with Quick Start #4 of the *Mayor's Task Force on Community Housing Final Report*. The Burnaby Rent Bank program support renters, particularly vulnerable renters with lower incomes, in maintaining their current housing, preventing homelessness, and maintaining community connections.

The establishment and success of the permanent Burnaby Rent Bank is best supported as an engaged City partnership with the Purpose Society, a non-profit organization, who is now responsible for administering this new program for the community as supported by the BC Rent Bank program. To support the Burnaby Rent Bank, staff recommend providing operational funding of \$35,000 per year, for a three-year period, from the Operating Housing Reserve to support viability and sustainability of the program at the onset. It is also recommended that a \$40,000 contribution be provided to the Purpose Society to assist with potential increase in loan applications due to the COVID-19 pandemic and its associated impacts on the economy. The framework further proposes to support the Purpose Society in seeking additional funding sources to augment the City's contribution, in addition to securing funding from BC Rent Bank.



E.W. Kozak, Director
 PLANNING AND BUILDING



Noreen Kassam, CPA, CGA
 DIRECTOR FINANCE

DS:WT:sa

Copied to: City Manager
 City Clerk