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19-35

Submission

It does not matter how many times phrases like "pedestrian-oriented" are used. If the actual design shows the large majority of street space dedicated to vehicles, it is auto-centric, and to state otherwise is simply lying to yourself and the public, which is the case with this proposed master plan.

It stated the intention is to create the "heart" of the community where Buchanan and Carleton meet. As these are proposed to be heavily car-centric streets with the majority of space dedicated to vehicles, the proposal seems to be for a heart for vehicles, not for people. This is directly contradictory to stated goals around Vision Zero, transportation mode shift, climate emergency, etc.

To align this plan with council's previously stated goals around climate emergency, vision zero, transportation mode shift, and more, the following adjustments must be made at a minimum:

1. Carleton and Buchanan need to be largely pedestrianized, with no through vehicle access. The middle half of Buchanan (half a block on either side of Carleton) should have zero vehicle access, along with Carleton north of Buchanan. This could still allow delivery and parking access on the east/west ends of Buchanan, and the south end of Carleton, while creating a vastly more pleasant heart of the community that is actually for people. There should be bollards or similar to restrict vehicle traffic from the heart and ensure it is safe for adults and children of all ages to enjoy.
2. The current proposal looks to replicate the horrible design of the paths along 15th st in the Edmonds area which are far too narrow, do not provide adequate space nor separation for people walking and rolling, and do not accommodate cargo cycle for goods movement or adaptive cycles for people with different mobility needs.

The walking and rolling paths must be separated to prevent conflicts and ensure safety for everyone. As this is proposed to be a very dense area, there must be ample space for people walking and rolling, with at least 3m lanes dedicated for each use on each side of the street. Walking and rolling lanes should have physical separation from each other, either with vertical elevation, or with trees, planters, etc.

3. There is no mention of significantly reduced or eliminated parking minimums, which is shocking as not doing so will ensure Burnaby's complete failure to meet stated climate emergency targets. Gilmore Place, just across Lougheed is building somewhere in the range of 10,000 (Ten Thousand) new parking spaces for vehicles, which will emit around 11-12% of Burnaby's annual community GHG emissions just for the concrete to build those, not even taking into account the massive amount of excavation and soil removal needed for such massive amounts of vehicle parking infrastructure. Beyond just the embodied and construction emissions for such massive amounts of parking, it completely defeats the purpose of any so-called "transit-oriented development" by ensuring the areas remain heavily car-centric.

In addition, each underground parking space costs ~\$50,000 to \$100,000, significantly harming the affordability of homes, just so vehicle-centric design can be ensured.

To address the massive issues with building the city's currently required parking minimums, this master plan must be designated as car-lite or car-free, with no more than one vehicle parking space for every 10 homes, and reducing commercial parking requirements to allow a maximum of no more than 20% of the currently required minimum (80% less than currently required).

With these adjustments, the master plan could align with Burnaby's stated goals far more easily, and work toward designing one of the first urban environments in Burnaby that is actually more focused on people instead of cars.