



PLANNING AND DEVELOPMENT COMMITTEE

NOTICE OF OPEN MEETING

DATE: TUESDAY, 2017 MARCH 28

TIME: 4:30 PM

PLACE: Council Committee Room, Burnaby City Hall

A G E N D A

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6. INQUIRIES

7. ADJOURNMENT



PLANNING AND DEVELOPMENT COMMITTEE

MINUTES

An meeting of the Planning and Development Committee was held in the Council Committee Room, main floor, City Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, **2017 February 28** at 5:30 p.m.

1. CALL TO ORDER

PRESENT: Councillor C. Jordan, Chair
Councillor S. Dhaliwal, Member
Councillor P. McDonell, Member
Councillor J. Wang, Member

ABSENT: Councillor D. Johnston, Vice Chair

STAFF: Mr. L. Pelletier, Director Planning and Building
Ms. L. Garnett, Assistant Director Long Range Planning
Mr. E. Kozak, Assistant Director Current Planning
Mr. D. Louie, Assistant Director Engineering, Transportation Services
Ms. L. Libsekal, Transportation Long Range Planner 2
Ms. E. Prior, Administrative Officer

The Chair called the Open meeting to order at 5:30 p.m.

2. MINUTES

a) Minutes of the Open Planning and Development Committee Meeting held on 2017 January 31

MOVED BY COUNCILLOR DHALIWAL

SECONDED BY COUNCILLOR MCDONELL

THAT the minutes of the Open meeting of the Planning and Development Committee held on 2017 January 31 be adopted.

CARRIED UNANIMOUSLY

B) Minutes of the Open Transportation Committee Meeting held on 2016 November 09

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR MCDONELL

THAT the minutes of the Open meeting of the Transportation Committee held on 2016 November 09 be adopted.

CARRIED UNANIMOUSLY

3. **DELEGATION**

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR DHALIWAL

THAT the delegation be heard.

CARRIED UNANIMOUSLY

- a) **Peter Cech**
Re: Commuter Traffic in Local Neighbourhoods
Speaker: Peter Cech

Mr. Peter Cech appeared before the Committee advising of the increased volume of commuter traffic bypassing Hastings Street during rush hour by using local residential streets in the area.

The speaker advised that he is grateful that the City implemented a pilot project introducing a 40 km/hr. speed zone on a number of residential streets off Hastings. As both rat running and speeding continue to be problematic, the speaker queried the outcome of the project and if there would be any follow-up.

Mr. Cech also requested information in relation to timelines and community consultation regarding updates to the Burnaby Transportation Plan.

Engineering staff apprised the Committee that no statistically significant differences were observed after the implementation of the 40 km speed zone; however, the installation of speed humps on a street in the area resulted in an average reduction of speeds by 10 km/hr.

In reference to the Burnaby Transportation Plan, Planning staff advised that a report will be coming forward to Council regarding an approach for updating the Plan which will include public consultation opportunities.

The Committee thanked Mr. Cech for appearing as a delegation to share his concerns.

3. CORRESPONDENCE

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR MCDONELL

THAT the correspondence be received.

CARRIED UNANIMOUSLY

a) Petition from Maywood Area Residents
Re: Maywood Area Land Use Recommendation

A resident petition was received containing 17 signatories from owners/residents of Dow Avenue recommending changes to land use in the Maywood Area.

The text of the petition read as follows:

“We, the undersigned, owners of Maywood area, recommend Mayor and Council to change the designation for the land use along the north of Imperial Street between Willingdon Ave. and Nelson Ave. from Medium Density to High Density with Commercial Opportunity, so the plan will allow more density, more growth and more commercial opportunity along Imperial Street. With the current plan, the zoning is the same as before for this area. For the prosperity of Metrotown area in the future for both residences and businesses, it is necessary for this area to be re-developed. The reasons are as follow:

1. The buildings along the north of Imperial Street are old and outdated. The costs of maintenance are too high for the owners to bear. The owners cannot afford the costs of building renovation or re-development. As the Land Use category for this area is the same as before, the developers will not be able to offer a price which allow the owners to obtain a home where the size and the location are similar to what they have now. In the end, with other areas being re-developed, this area would be like an outdated old town. It would make Metrotown Downtown not as modern as the plan designs to be.
2. The current Land Use category for this area doesn't match with the goal of the plan. As McMurray/Dow Avenue is going to be developed as 'Shopping Street', there should be some level of commercial activities along Dow Ave. However, at the edge of Dow Ave, no commercial opportunity is assigned. In addition, businesses should be stay close together along Imperial Street as there are already some commercial developments on Imperial Street near Maywood School, so the locals will conveniently purchase their necessities and products.”

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR DHALIWAL

THAT this item of correspondence be referred for inclusion in the public input/review process for Metrotown.

CARRIED UNANIMOUSLY

b) Correspondence from Doug and Rhonda Gale
Re: Secondary Suite Program and
Rental Uses of Private Homes

Correspondence was received from Doug and Rhonda Gale regarding the Secondary Suite Program and the resulting effects on local rental stock. Mr. and Mrs. Gale also requested information regarding policies on homes with more than one suite, AIRBNB rentals, boarding homes and rooming houses.

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR DHALIWAL

THAT staff respond to the author's inquiries.

CARRIED UNANIMOUSLY

c) Correspondence from Burnaby Association for
Community Inclusion (BACI)
Re: Request for Lease Extension

Correspondence was received from Richard Faucher, Executive Director, Burnaby Association for Community Inclusion (BACI) regarding the City owned property at 3755 Banff Avenue.

The Chair advised that this matter had been previously referred to staff.

5. REPORT

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR DHALIWAL

THAT the report be received.

CARRIED UNANIMOUSLY

a) **Report from the Director Planning and Building
Re: Cycling and Walking Promotion**

A report was received from the Director Planning and Building requesting funding in support of programs to promote cycling and walking in 2017.

The proposed funding would contribute to the following initiatives: Burnaby Bike Map, Bike to Work Week and Bike to School Week, Streetwise Cycling Courses and a Burnaby Walking Map.

The Director Planning and Building recommended:

1. THAT Council be requested to authorize the expenditure of \$12,155 from the Boards, Committees and Commissions budget for programs to promote cycling and walking in 2017, as outlined in this report.

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR DHALIWAL

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

CARRIED UNANIMOUSLY

6. **NEW BUSINESS**

Councillor Jordan

Councillor Jordan informed the Committee that she had distributed to Council the recently released position paper entitled *Addressing Homelessness in Metro Vancouver* which outlines 12 critical actions based on three goals.

7. **INQUIRIES**

No inquiries were brought before the Committee at this time.

8. **CLOSED**

The Committee meeting moved into a Closed meeting from which the public was excluded.

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR MCDONELL

THAT the Open Committee meeting do now recess.

CARRIED UNANIMOUSLY

The Open Committee meeting recessed at 6:05 p.m.

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR WANG

THAT the Open Committee meeting do now reconvene.

CARRIED UNANIMOUSLY

The Open Committee meeting reconvened at 6:07 p.m.

9. **ADJOURNMENT**

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR WANG

THAT this Open Committee meeting do now adjourn.

CARRIED UNANIMOUSLY

The Open Committee meeting adjourned at 6:07 p.m.

Eva Prior
ADMINISTRATIVE OFFICER

Councillor Colleen Jordan
CHAIR

**DELEGATION: Old Interurban Forest Preservation Society
2017 March 28**

From: Rod Drown
Sent: October 25, 2016 11:33 AM
To: Zeinabova, Blanka
Subject: Re: OLD INTERURBAN FOREST PRESERVATION SOCIETY
PRESENTATION TO TUESDAY, NOVEMBER 8 MEETING OF ENVIRONMENT
COMMITTEE

Hello again, Ms Zeinabova,

I suspect our Society has not adequately explained ourselves to you -- sorry!

Our Society's main goal is to convince Burnaby City Council to officially designate the area that the Old Interurban Forest Preservation Society calls "The Old Interurban Forest", as a park/protected/no development area. This area is approximately 80 ha/200 acres of second growth forest and is situated, generally speaking, between Cariboo and North Roads and is bounded by the Trans-Canada Highway on the north and the Cariboo Heights Subdivision on the south. Running through it is the last remaining intact segment of the old Burnaby Lake Interurban, the roadbed of which runs between Cariboo Road on the west and Craig Avenue on the east.

Currently much of this area is designated, under a 1984 Community Plan, as an area for the development of what might be termed cluster housing and regular subdivisions.

Our Society considers, because of this area's current forested status and the presence of the old railbed, that it has natural attributes easily translatable to environmental and heritage values. Given its current zoning (eventual housing) I can see why our Society should certainly make our case before the Planning and Development Committee.

We would of course want to appear before any Council committee whose responsibilities might lead to its support for our vision and goals.

Could you please advise us as to the sequence of committees we should approach?

Your advice is much appreciated.

Thanks again,

Rod Drown

From: Rod Drown
Sent: Thursday, November 10, 2016 9:46 AM
To: Prior, Eva
Subject: MAY WE POSTPONE OUR PRESENTATION TO MARCH 2017?

Good Morning Ms Prior,

The Old Interurban Forest Preservation Society's Board met last night and, after a lengthy discussion, decided we should postpone our presentation to the Policy & Planning Committee until the early spring. We felt the postponement would allow us to more fully gather support in the community and among like-minded and allied organizations for our vision. We were thinking about the March 2017 meeting -- assuming there is a March meeting.

In the meantime, thanks again for your kind assistance in steering us toward the particularities of making a successful presentation. Your time has not been wasted!

Best Regards,
Rod Drown (for the Society)

**Planning and Development Committee
Delegation Request 2017 March 28**

Hello Eva,

Thank you and Councillor Dhaliwal once again for the opportunity to share a little bit about our venture with the Planning & Development committee and members of Council.

As requested, below is a brief summary of who we are, what we hope to bring to the City of Burnaby, and how the committee might be able to support our mission:

Slated to open its doors in June 2017, YVR Prep is Canada's largest dedicated commissary kitchen, offering Fraser Health-approved cooking and food preparation facilities for rent to small and independent food-related businesses who require affordable commercial kitchen space to produce their goods for sale. Target market includes: chefs, bakers, caterers, farmers market vendors, food truck operators, food hobbyists, as well as nonprofits and co-ops.

Located at A6 - 5279 Still Creek Ave., our M2-zoned, 10,000sf commissary will be the very first of its kind in Burnaby. After renovations are complete, it will have a series of efficient preparation stations, a large communal hot cook line, and ample cold/frozen and dry storage -- all of which are designed to allow multiple clients to work simultaneously and collaboratively.

Our mission is to be an empowering community partner for aspiring food entrepreneurs, providing them with the necessary resources needed to build and sustain successful food businesses. YVR Prep envisions being both a preeminent commissary that raises the bar on how non-restaurant food is manufactured and sold in Metro Vancouver, as well as being a critical ally to our local food system.

Perhaps most vital to YVR Prep's own success and sustainability is its role as a community hub and incubator, which is a quintessential component to almost any commissary kitchen in existence. However, it is our understanding that as an M2 zoned property in Burnaby, we are unable to organize or host any placemaking or public assembly initiatives, be it chef tastings, cooking classes, networking meetups, or other events.

Due to the unique nature of our venture, we can appreciate the challenge of accurately classifying our business under the City's current zoning bylaws and the subsequent limitations we have under a specific zone. That being said, the era of the Shared Economy is all around us, and we can only hope that by sharing our mission, that the City can begin to look at different ways to accommodate for YVR Prep and future collaborative businesses like ours which are sure to come.

It will be myself, Josh McWilliams, and Ryan Mackay who are slated to attend the committee meeting.

If you have any further questions, please do not hesitate to let me know.

Thanks in advance,

Jason Wong
www.yvrprep.com

North Arm Knives presentation to Development and Planning Committee
March 28, 2017

Purpose

Request for a minor text amendment to the Zoning bylaw; in essence a seven word addition to article (3) of the M4 district zoning bylaw.

Background

North Arm Knives Ltd (business license BUS13 - 02096) is a small father/son knife making company here in Burnaby, founded in 2013. We use top quality materials to make a great local product. The industrial area where our shop is currently located (Brentwood Industrial Park) is about to be redeveloped into residential towers.

Industrial space is becoming increasingly hard to find in Burnaby, especially the small size we can currently afford. But we do want our business to stay in Burnaby. We've finally found an ideal location in an M4 industrial district at 6919 Russell Avenue but have been unable to start our move to the new location because, according to the planning department, we don't fit into any of the permitted uses in the M4 district.

Planning department staff have told us we would be an appropriate type of business for the M4 district. They have agreed that our use is very similar to many of the activities allowed in M4 and that there would be no consequence of us operating in an M4 zone; however, due to deficiencies in the way the bylaw was written in 1965, Planning feels we don't cleanly match any category/use currently described for the M4 district.

Current Zoning Bylaw

The M4 district allows uses which are both more industrial than ours and less industrial. It allows activities such as bicycle, boat and trailer manufacturing and auto body repair shops. Those types of businesses use all of the same type of equipment we use. M4 also allows light duty activities like tailoring and boot repair shops.

Two industrial districts, M1 and M5, specifically allow manufacturing of *"Household utensils, cutlery, hand and edge tools."* The M5 district is very similar in nature to M4, but is lighter use. The M1 district is heavier use than either M4 or M5. Article (4), in the descriptions of the M1 and M5 zones, are identical. Article (3) in the description of the M4 zone is identical except that it omits the one paragraph we fit into.

Here are excerpts from the M1, M5 and M4 zones.

M1 & M5

(4) The manufacturing or finishing of the following wood, metal and paper products:

(a) Articles from prepared paper.

(b) Household utensils, cutlery, hand and edge tools.

(c) Ornamental and art products.

M4

(3) The manufacturing or finishing of the following wood, metal and paper products:

(a) Articles from prepared paper.

(b) Ornamental and art products.

Requested Text Amendment to Zoning Bylaw

Since we've been advised that it's not possible to permit our business under the current wording of the M4 zone, we are requesting that article (3) of the M4 Zone be revised to be identical to article (4) in both M1 and M5 districts:

(3) The manufacturing or finishing of the following wood, metal and paper products:

(a) Articles from prepared paper.

(b) Household utensils, cutlery, hand and edge tools.

(c) Ornamental and art products.

Time is of the essence. To allow us to sign the lease with the new landlord, we would need written confirmation of Burnaby's intention to make this or an equivalent change.

Thank you!

John and Michael Gudmundson

Designated speaker: John Gudmundson

Email: John@northarmknives.com

Phone: 604.628.6359

Clerks

From: Wong, Elaine
Sent: March-01-17 7:45 AM
To: Clerks
Subject: FW: Letter in Support of Metrotown Residents

SECTION 2 COUNCIL CORRESPONDENCE (2017.03.02)
Planning and Development Committee (2017.03.28)
City Manager
Deputy City Manager
Dir. Planning

From: Melissa McGregor, GSS DER [mailto:external@sfugradsociety.ca]
Sent: February-28-17 4:36 PM
To: Mayor
Subject: Letter in Support of Metrotown Residents

Dear Mayor and Councilors:

I write to you on behalf of the Graduate Student Society of Simon Fraser University. Many of the students I represent live in Burnaby's Metrotown neighbourhood, and are deeply concerned about the effects of re-development in that area. While the City of Burnaby Metrotown Development Plan declares a commitment to an "inclusive and sustainable downtown" with a "variety of housing choices," the rezoning process that is currently underway is causing the displacement of over a thousand low-income community members. The GSS recognizes and applauds the city's efforts to involve multiple stakeholders in the planning process, and we understand that rezoning will have to occur if the city is to accommodate the 125,000 new residents it anticipates before 2041. However, the public must have faith that consultation is a meaningful dialogue orientated toward *communities*, and not developers.

With the housing crisis ongoing in the province, it is absolutely critical to protect purpose-built rental housing. We urge Burnaby City Council to include a more specific commitment about the retention of purpose-built rental housing in its Metrotown Development Plan, ideally one that includes the number of units of this type of housing that will be available. On behalf of four thousand graduate students who will soon enter a competitive job market in one of the most expensive places in the world, I implore you to take this concern seriously. Let's ensure a diverse and equitable future for the city of Burnaby.

Sincerely,
 Melissa McGregor

Melissa McGregor
 Director of External Relations
 The Graduate Student Society at Simon Fraser University
 MBC 2203, Simon Fraser University, Burnaby, BC, V5A 1S6
 Ph: 604 250 6980 - external@sfugradsociety.ca - <http://www.sfugradsociety.ca>

March 17, 2017

Burnaby Mayor and Council
c/o Office of the City Clerk
4949 Canada Way
Burnaby, BC V5G 1M2

SECTION 2 COUNCIL CORRESPONDENCE (2017.03.23)
Planning and Development Committee (2017.03.28)
City Manager
Deputy City Manager
Dir. Planning

Dear Mayor Corrigan and Council:

As the University of British Columbia's Planning Student Association, representing a group of seventy early-career planners, we urge you to rescind the proposed Metrotown Plan Update.

As municipal councils like yours are well aware, Canada is faced with a national housing crisis. The Lower Mainland region is struggling with particularly dire and complex housing issues including rising rents, mounting housing precarity, an overall loss of affordable rental units,¹ extremely low vacancy rates at 0.8% in 2015,² and escalating incidences of homelessness.³ Stemming from chronic underfunding from the provincial and federal level governments, this tragic situation has been decades in the making.

You are also aware that municipalities in the region face mounting pressures to address such gaps in services for their residents, while holding inadequate resources to do so effectively. Despite these limitations, municipalities play a key role towards solving the national housing crisis. Municipalities control community planning practices such as zoning and development policies that can protect and enhance affordable rental housing stock in the region. Over the past 25 years, there has been a dearth of purpose-built rental housing construction in the region. At the same time, existing purpose-built market rental housing, most often near transit, is being demolished and redeveloped.⁴ It is expected that approximately 125,000 new people will be moving into Burnaby by 2041.⁵ The majority of this demand will be driven by low income households.⁶ In this way, preserving and enhancing the rental housing supply is an important policy issue for each municipality in the region, and is a key direction of Metro Vancouver's 2016 Regional Affordable Housing Strategy and the regional growth strategy, Metro 2040.

The current Maywood planning area accounts for approximately 3,000 affordable purpose-built rental units and is one of the most accessible, affordable and densely populated areas in the entire Lower Mainland. Currently, the Maywood area's population is composed of low-income individuals and families, single-parent households, immigrants, seniors and people with disabilities.⁷ In Burnaby, 39% of renter households hold an income below \$30,000 per year.⁸

¹ Metro Vancouver. May 2016. Regional Growth Strategy Implementation Guideline #6. What Works: Municipal Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing

² Canadian Mortgage and Housing Corporation. 2015. Rental Housing Market Report

³ Stephen Gaetz, Tanya Gulliver, & Tim Richter. 2014. The State of Homelessness in Canada: 2014. Toronto: The Homeless Hub Press

⁴ Metro Vancouver. May 2016. Regional Growth Strategy Implementation Guideline #6. What Works: Municipal Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing

⁵ City of Burnaby. November 2016. Metrotown Draft Plan

⁶ Metro Vancouver. June 2016. Regional Affordable Housing Strategy

⁷ Maywood Neighbourhood Profile, 2006 Census

Renters in Burnaby, and in the Maywood area in particular, make up a vulnerable population who are at severe risk of homelessness should the Metrotown Plan Update go ahead in its current state. The Metrotown Plan places residents at risk of losing access to their affordable and accessible housing units without hope of finding similar accommodation nearby or at all. What is more, they are at risk of losing their connection to networks of resources and social capital that they share to make ends meet. These networks include friends and neighbours that share caregiving, child-care services and other social supports that are well established in Maywood and would take years to rebuild.

The plan to demolish the Maywood area's affordable purpose-built rental housing stock without any provisions or policies that ensure the lost units will be replaced is both unjustifiable and irresponsible. Zoning is a powerful civic tool that continues to build on a long history of displacement of the most vulnerable populations in cities around the world. Planners have learned this lesson in almost every major city across North America over the last century. Zoning as a tool for displacement was emphasized in the urban renewal practices of the 1940s and 50s, when low income and racialized urban neighbourhoods were demolished to make way for large infrastructure and new housing projects.⁹ These policies lead to worsening conditions, decreased economic and social capacity of the evicted tenants, and overcrowding in surrounding areas, much of which is still felt today. In response, a rise of grassroots organizations' recognition of the importance of social capital, the effects of social displacement, and the value of small-scale neighbourhood communities within mainstream planning practice were intensified.

In the Metrotown Plan's executive summary, Jane Jacobs is quoted, "...the real value of cities lies in their diversity, architectural variety, teeming street life and human scale. It is only when we appreciate such fundamental realities that we can hope to create cities that are safe, interesting and economically viable, as well as places that people want to live." Jacob's assertion was inspired by a grassroots movement to resist processes of small scale, low-income neighbourhood redevelopment and displacement, that are similar to the processes currently underway in the Maywood area.

The valuable lessons described above have resulted in a shift in planning practices towards investment and incentivizing the upgrade of communities, rather than demolishing and displacing existing communities. Municipalities throughout the Lower Mainland are enacting numerous creative policy strategies to protect their dwindling affordable housing stock and vulnerable population groups. One of most effective and common strategies used by municipalities in the region are policies that limit the conditions in which rental buildings can be redeveloped or converted to strata ownership.¹⁰ Strategies include not approving the rezoning of rental housing areas to higher densities, the imposition of levies, as well as one-to-one replacement and amenity contribution requirements. The pace of development can also be managed through setting a maximum number of demolitions per year, as seen in City of

⁸ Metro Vancouver Vancouver Housing Data Bank. December 2016

⁹ Zuk et al. 2015. Gentrification, Displacement and the Role of Public Investment: A Literature Review. University of California, Berkeley & University of California, Los Angeles

¹⁰ Coriolis Consulting Corp. for Metro Vancouver. 8 May 2012. Metro Vancouver Purpose-Built Market Rental Housing: Inventory and Risk Analysis.

Vancouver policies or imposing a moratorium on rental to strata conversions as seen in New Westminster.¹¹ These strategies do not stop development, growth or change in communities. Rather, they seek to promote responsible development that prevents displacement and does not deepen the current housing crisis.

The preservation and enhancement of affordable housing stock is not only equitable and just planning, but is cost effective in that they create healthy, happy and contributing individuals and communities. The cost of homelessness well exceeds the investments needed to address the crisis as it was predicted that homelessness costs the Canadian economy at least \$7.04 billion dollars a year.¹² The vision of the Metrotown Plan is to create an exciting, inclusive and sustainable downtown - something the UBC Planning Student Association supports wholeheartedly. However, the plans for the Maywood area do not fit with this vision, and perpetuate a future that is exclusionary, unsustainable and costly. Please consider strategies for encouraging growth in your communities that do not displace the people who need your protection the most. As Council, you have the opportunity to leave a legacy of protecting affordable housing amidst a housing crisis and to be a leader in creating truly inclusive, exciting and sustainable communities, while making a smart investment in your most vulnerable citizens.

We would be interested in furthering our participation and dialogue in these plans if you would be amenable to such an arrangement.

Sincerely,

Planning Student Association

School of Community and Regional Planning

University of British Columbia

¹¹ City of New Westminster. 9 January 2017. Secured Market Rental Housing Policy.

¹² Gaetz, S. 2012. The Real Cost of Homelessness. Can we save money by doing the right thing? Canadian Homelessness Research Network. Paper series #2



a place of mind
THE UNIVERSITY OF BRITISH COLUMBIA

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26 February 2017

Burnaby Mayor and Council
c/o Office of the City Clerk
4949 Canada Way
Burnaby, BC V5G 1M2

Dear Mayor Corrigan and Council:

I am writing in support of the efforts of the SCARP Planning Student Association to address the housing crisis affecting Metro Vancouver. Their letter lays out in careful detail the nature of the crisis, its impact on communities and ways in which affordable housing delivery, especially purpose-built rental housing, can be addressed in your community. I urge you to carefully consider the thoughtful comments of these emerging planning practitioners.

Sincerely,

A handwritten signature in black ink that reads "Penny Gurstein".

Dr. Penny Gurstein, MCIP RPP
Professor and Director
School of Community and Regional Planning

March 1, 2017

A copy of the letter I sent to Mr. Ian Wasson at the Planning & Building department.

Hoping that the addresses of the buildings involved be flagged somehow as well as my letter - for when an application for rezoning takes place.

P.S. **4.C)**
Thank you, Mayor Corrigan and team for being there & fighting to stop the KM pipeline

Re. Rezoning and floor area ratio (FAR) for our cluster of two 4 story buildings – 1955 Woodway Place and 4941 Lougheed Highway, Burnaby

SECTION 2 COUNCIL CORRESPONDENCE (2017.03.16)
Planning & Development Committee (2017.03.28)
City Manager
Deputy City Manager
Dir. Planning

Dear Mr. Ian Wasson,

My name is Suzan Colcleugh. I am writing as suggested by someone at the City of Burnaby, Planning and Building department when I visited yesterday. I was given your name and told that the final decision to rezone lies with Mayor Derek Corrigan and council.

My quest presently is to educate myself so I can be better aware of the possible options - for myself, as well as for some other co-owners of the buildings noted above. There are a few of us who are opposed to the sale of the buildings to developers, and who are concerned that there might be other owners who will be swayed to sell without further investigation into the matter, and who might regret it later.

All this started when I was at our strata AGM last Thursday, and found out then that there is an interest amongst quite a few of the people present to dissolve the strata and sell to developers. The strata directors have been aware of this for a while but chose to keep it quiet in case of panic by owners. (FYI one of our strata directors works for AWM Alliance Real Estate Group Ltd., the company recently chosen to manage our buildings. This company is also a real estate company, and is apparently one that is managing Trump's new tower downtown). The whole thing has this horrid essence of a real estate gold rush.

A bit about me, and I will keep it precise. I am a single mother of 4 children. I was living at the affordable housing by Bellwood Avenue

here in Burnaby when my mother, our closest and dearest family member, suddenly passed on. My 2 youngest and I moved into her suite at 1955 Woodway Place in April last year. This suite is our only home, and has been the only solid and safe refuge or harbour for us ever since my parents arrived here in Vancouver years ago. Everything in it, from the gate to shelves etc were installed by my parents. We have also just renovated some after moving in, painting, putting in new carpets etc. My mother died at the apartment, and we are still reeling from it. We have taken over ownership of the suite, and for the first time in my children's lives, they have a place to call true home...a wonderful one with roots and a family history. We have been more than troubled by this recent news. What it feels like is a deep grieving, a shock, a sudden sense of being unsafe. It is devastating, and my children are so sad and stressed with the uncertainty of a home that might not be. It is a normal state and we are not the only ones feeling this way.

Our suite, # , is a large and spacious ground floor 2 bedroom suite with an immense fenced wrap around patio with a private gate (put up initially by my late father) leading out. We are nestled in a car free, secluded, terraced and tree lined neighborhood, with a private cul-de-sac. There are parks and beautiful old trees all around us. It was safe for my kids to roam here, and it will be safe and wonderful for my grandchildren (I am expecting my first grandchild this May – another reason for me to stay close). Our dentist, doctor, friends and community are here or nearby. My children grew up in the area. So, you can understand how much we love the suite and the location.

I need to do a concise cost/benefit or return on asset analysis, and collect information pertaining to this issue of selling – so it becomes clear as to which direction is better for us owners, especially those whose suites are their only property and their homes. My guess is that it is not worth it

even if the interested developer offers each of us \$500,000. Those of us whose only homes are these suites in the two buildings will have to move further out of metro Vancouver, possibly change jobs or suffer the costs of commuting, be separated from their community and support network, pay higher taxes as well as higher maintenance fees (we have a good maintenance cost and system in place presently – one that covers heating, hot water, the caretaker, management, garbage removal, gardening etc.), not to mention the other immediate costs for moving, resettling, and costs/fees for paperwork and services (legal or otherwise) of all kinds due to the sale and transfer. That is a lot to pay for just a small financial gain really. Not much real estate can be bought these days for the remaining few hundred thousand dollars, especially where my children and I want to live, which is where we are now. This picture might be good for those who have other properties or who are retired and want to just move away from Vancouver to live elsewhere, but it is not for us.

The kind lady at the City of Burnaby, Planning and Building department pointed out yesterday that the building I am in is in a “no highrise potential zone” (i.e. within a “medium density multiple family residential zone” – category RM4 – 1.2 floor area ratio). I am assuming that in order for it to be worthwhile for developers, there would have to be an application for rezoning.

Here are some questions I have for you, Mr. Wasson:

- 1) Who applies for the rezoning permit? The developers after the sale, or the strata as a whole before putting the buildings out on the market?
- 2) What is the process for application? How much is the application? What other related costs could there be, and how much are they?

- 3) Can I (and other owners) who do not wish to sell appeal the process? Does this entail employing a lawyer? How much approximately would this cost us? (I am a low income person)
- 4) Would it be easier and less costly for all of us owners if we waited until there is a change in zoning? When would something like a rezoning be done? 20 years? 30 years from now? What is your educated estimate?
- 5) What do you think property values would go for re. apartments in the future (eg in 10 years? In 20 years?) This is complete speculation I know, though I believe that some exploration of figures and data might just turn this crazy tide to sell around. I need a cost/benefit ratio so us owners can make clearer informed decisions vs. being swayed and sold.
- 6) For owners who wish to sell, would it be possibly better for them to sell privately, instead of via a whole building sale to a developer?
- 7) Finally, and an important question – for our two buildings, and possibly a third actually (1945 Woodway Place, Burnaby – used to be part of our cluster and may join in the sale to make a larger impact), what zoning could we go to and what “floor area ratio” would that be?

Mr. Wasson, I want to thank you for your patience and for reading my letter. I would not be doing this if it weren't so deeply important to my family and me. I can be reached at this e-mail address. Perhaps we can arrange a meeting at your office. Is there anything else that I should know? Should I read up certain aspects of Strata law?

All good things, Suzan Colcleugh



Ibrahim, Sabreena

From: allan [REDACTED]
Sent: March-14-17 12:50 PM
To: Mayor; Clerks
Subject: Re: Secondary Suite Charges

SECTION 2 COUNCIL CORRESPONDENCE (2017.03.16)
 Planning & Development Committee (2017.03.28)
 City Manager
 Deputy City Manager
 Dir. Planning
 Dir. Engineering
 Dir. Finance

Can someone please distribute this note to the councillors as well?

To whom it may concern,

Thank you for the package regarding the Secondary Suites program but it does not satisfy my concern. It is frankly ludicrous that someone has to pay taxes for a part of their house that has a "summer" kitchen that was part of the original design. If you want to tax people that are renting their suites and using more electricity, water, sewer, garbage, etc I have no argument with that. All you need to do is have a look at their electrical and/or water use or have garbage monitors put in place and that can be determined. We, are 3 people living in the house, my wife and I upstairs and our son who likes to use the basement for his living space. He does not pay rent for that privilege and we use one medium sized garbage can. Similar households in the area have up to 7 people living in their homes and definitely use more electricity, water, sewer, and garbage but because they do not have a "summer" kitchen they are not required to pay this extra fee.

Also, why are we being discriminated against for having a "summer" kitchen when there are many properties (some on acreage like land) closer to the Lougheed Highway that have a similar arrangement that they are able to rent out and they have not been subjected to this same tax grab. Finally, not only are we being penalized for having something that was part of the original plan of the house built almost 25 years ago but now you are telling us that our garbage is only going to be picked up every 2nd week. It seems to me that if there is less service then the cost should be less, is this just another tax grab?

Allan Coldwells
 24 Stratford Ave North
 Burnaby, BC
 V5B1K9

From: allan [REDACTED]
Sent: July 27, 2016 9:25 AM
To: mayor@burnaby.ca; clerks@burnaby.ca
Subject: Fw: Secondary Suite Charges

Hi there,

Can someone please distribute this note to the various councillors for me?

Thanks Allan

To whom it may concern,

I have been a resident of Burnaby for the past 5 years and I am appalled by the Secondary Suites bylaw that has been put into place. I purchased my custom 2 story home for my family to live in. Our family has been the only one occupying it since we took ownership. We bought the home with an eye to the future when we may need to take in aging parents. Thus, the home having a developed basement with a small summer kitchen area was a strong incentive for us to buy.

I never planned to rent it out and have never had renters. Currently, there are 3 of us living in the house with my wife and I on the main floor areas of the house and our son occupying the basement area. We use less water, sewer and garbage facilities than the average family of 5 or 6 that live in many houses in the area.

I think it is insane that we should have to pay an extra tax for an area that we occupy as part of our own living space. Furthermore, for someone to take out the range and redesign that space and to pay the cost of an electrician to come in and take out the utility including electrical circuits is ludicrous.

As for paying for an extra garbage toter, I hardly ever fill the one I have currently and am paying what I deem to be an extraordinary amount already. Why on earth would I want or need an extra toter, as it would be a waste of resources, yours and mine.

Why don't you have your staff actually look at electricity and water usage and base your taxes on that. Houses that have actual suites that are rented out will use way more of these services then people like ourselves that are just trying to eake out an honest living.

I know that you have this option to look at our property but that is kind of pointless if you are just going to tell us to decommission the range. Also why do you not target the large single family homes with developed basements and kitchen areas on the larger lots throughout much of Burnaby in the older subdivisions. Or better yet focus on all the new constructions with actual single and double suites being developed.

Allan Coldwells
24 Stratford Ave North
Burnaby, BC
V5B1K9



Feb 27, 2017

Mayor and Council
c/o Office of the City Clerk
4949 Canada Way
Burnaby, BC
V5G 1M2

SECTION 2 COUNCIL CORRESPONDENCE (2017.03.02)
Planning and Development Committee (2017.03.28)
City Manager
Dir. Parks, Recreation and Cultural Services
Dir. Planning
Dir. Engineering

RE: Council Report 62500-01 Willingdon Linear Park Design and Public Consultation Results

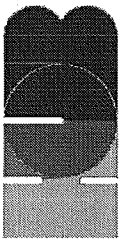
Dear Mayor and Council,

Thank you for sending the subject report in response to our November 7, 2016, presentation to you regarding cycling facilities on Willingdon Avenue and the design of the proposed Willingdon Linear Park. At the November 7, 2016, meeting Council made and passed the following motion:

That staff prepare a report responding to the comments and issues raised by the (HUB Burnaby) delegation, and that a copy of the report be provided to the delegation for information.

We are disappointed that the staff report does not respond to the issues that we raised, nor does it acknowledge Council's motion on the subject. The report only states that "The provision of commuter cycling infrastructure was not a program element identified in the vision for the project." The report does not address or acknowledge the questions about the linear park plan's failure to address the following key issues raised in our presentation and November 1st letter to Council (Re: Walking and Cycling Facilities on the Willingdon Greenway):

- A significant objective of Burnaby's official Transportation Plan is to encourage the use of cycling as a mode of transportation.
- Since 1995 Willingdon Avenue has been identified in the Burnaby Transportation Plan as a commuter cycling route, to be built at such time as when adjacent development takes place.
- Burnaby's planners associated with the Brentwood Town Centre redevelopment have presented cycling as well as walking and transit as the preferred modes for new residents to access services in North Burnaby but infrastructure to support this is not evident in this proposal.
- Integration of the one-way walking and cycling facilities at Brentwood Town Centre with the two-way multi-use shared path along the East side of Willingdon Avenue.
- Burnaby's newly adopted Environmental Sustainability Strategy (ESS) includes the goal to "make walking and cycling easier, safer and more comfortable" and recommends that Burnaby "investigate opportunities to expand and improve pedestrian and cycling routes and infrastructure (routes, separated paths, bike facilities), especially north-south connections."



- Burnaby's Social Sustainability Strategy recommends looking for opportunities to facilitate and promote cycling as a healthy, affordable and sustainable way of getting around Burnaby and consulting with cycling focused organizations to utilize their expertise.
- Recent local research at UBC has identified shared paths as among the most hazardous types of infrastructure for cycling, and major streets with no cycling facilities as among the most uncomfortable.

The report states it will discuss the outcome of public consultation but does not mention that by far the most frequent concern expressed by respondents about the current proposal is the safety and suitability of the proposed shared path.

We ask that if Burnaby is amending its adopted long range plans and policies that the reasons for the changes be stated, that alternative means of achieving established goals be identified and that this be done in consultation with the citizens of Burnaby and interested local organizations. Proceeding with the current proposal without concurrently identifying safe and comfortable alternatives for transportation cycling would leave Burnaby's citizens with among the poorest facilities on which to actively transport themselves to destinations along the Willingdon corridor. We believe this project represents a missed opportunity to make significant progress towards Burnaby's long term strategic goals of making walking and cycling safe, comfortable, and convenient for people of all ages and abilities.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cathy Griffin', with a long horizontal flourish extending to the right.

Cathy Griffin

Acting Chair

HUB Burnaby

burnaby@bikehub.ca

Ibrahim, Sabreena

From: Ally Fleck <afleck@bchealthyliving.ca>
Sent: March-09-17 1:44 PM
To: Clerks
Subject: Communities on the Move

SECTION 2 COUNCIL CORRESPONDENCE (2017.03.16)
 Planning & Development Committee (2017.03.28)
 City Manager
 Deputy City Manager
 Dir. Planning

Good afternoon,

My name is Ally Fleck, and I am with the BC Healthy Living Alliance. I am contacting you about an innovative initiative called 'Communities on the Move' – a way to join forces with other municipalities and organizations calling for more provincial funding for active transportation and public transit. I would like to encourage Burnaby to sign on to the declaration.

What is Communities on the Move?

The Communities on the Move declaration is intended to outline a vision for a healthy transportation system that meets the needs of all British Columbians.

- It lays out core values of safety, health, equity, environmental sustainability and economic opportunity that guide the vision and recommendations.
- The recommendations include a call for significant provincial investments in transit, active transportation planning and facilities, and support for rural transportation, in addition to measures to enhance access among vulnerable populations and to improve safety.

The ultimate goal is to convince provincial decision-makers to put in place the necessary funding and policy supports for a robust, active and public transportation system that serves all British Columbians.

Why endorse Communities on the Move?

The declaration will shine a spotlight on the resources needed by communities to provide residents with more and healthier transportation options.

By signing on to the declaration, you will be joining together with other local governments, health organizations, unions, community advocates and businesses to make a strong united call for the provincial government to increase investment in community infrastructure.

How to endorse Communities on the Move?

We encourage you to show your support for Communities on the Move, please visit http://www.bchealthyliving.ca/movebc_declaration/ to add your endorsement.

Together, we can create communities that have convenient, healthy, and affordable transportation options for all! I would be happy to speak with you by phone or e-mail if you have any questions about the declaration or the endorsement process.

Cheers,

Ally Fleck, B.Sc.
 Practicum Student
 BC Healthy Living Alliance
 #310 – 1212 West Broadway
 Vancouver, BC V6H 3V2
 Tel: 604-629-1630
 Fax: 604-629-1633

Communities on the Move



Creating Smart, Fair and Healthy Transportation Options For All BC Communities

Vision

We envision that in 10 years, across BC – in communities small and large, it will be easy, safe and enjoyable to get around, whether by walking, biking, ride-sharing, by public transit or in a wheelchair. We want to see the provincial government making progressive investments that support active, connected and healthy communities.

This vision is guided by the following VALUES:

- Healthy Communities: Safe biking and walking routes, good street design and regular transit should be available to all British Columbians so that it is easy to be active and healthy. These can also make it easier for people to be socially connected which is important for mental health.
- Mobility for All: A range of transportation options should be available to all British Columbians – including those who live in smaller communities, and vulnerable groups such as children, older adults and those with disabilities or low incomes as well as non-drivers – so that everyone can have access to education, employment, shopping, healthcare, recreation, cultural events and social connections.

- Clean Air and Environment: Public transit and active modes of transportation should be available to all British Columbians as these can reduce local air pollution and carbon emissions that contribute to climate change.
- Economic Opportunities and Cost Savings: Active and public transportation facilities are smart investments as they can stimulate local business and tourism in communities of all sizes. These investments can also control rising healthcare costs because regular physical activity keeps people healthier and out of the healthcare system.
- Consideration of Community Needs: All BC communities should have a range of convenient, affordable transportation options that are tailored to their context – whether urban or remote, dense or dispersed, small or suburban.
- Safety for All Road Users: The design and rules of the road should ensure that all British Columbians can arrive at their destination safely.

How do we get there?

- **A Provincial Active Transportation Strategy**
 - Invest \$100M per year over the next 10 years to support the development of local cycling and walking infrastructure within a larger provincial network.² Prioritize the completion of connected cycling and walking transportation networks.
 - Develop an Active Transportation unit within the Ministry of Transportation to provide professional planning and policy expertise at the provincial level.
 - Invest in Active School Travel Planning and standardized cycling education for healthy, active children.
- **Investment in transit**
 - Invest in the full implementation of the BC Transit Strategic Plan 2030 and local governments' 'Transit Future Plans' to grow transit service and meet local needs.¹
 - Ensure a fair share of capital funding and secure, predictable regional revenue tools for the full implementation of the TransLink Mayor's Council 10-Year Vision.

- Continue and expand the universal bus pass (UPASS) program to students and employees of post-secondary institutions.
- Invest in public transportation systems that serve small, rural, remote and isolated communities such as the use of school buses and bus services that feed into regional centres.
- **Commitment to equity**
 - Ensure transit accessibility for people on disability assistance by increasing the affordability of transit passes.
 - Improve handyDART service to meet demand and to expand accessibility to evenings, Sundays and holidays.
 - Ensure funding is allocated geographically and equitably across the province. Recognize infrastructure deficits for pedestrian, cycling and transit modes as well as limitations faced by rural, remote, geographically isolated and small communities as part of funding criteria.
- **Consideration of Regional Needs**
 - Work with local governments to establish a Rural Transportation Strategy. Develop and invest in innovative community transportation systems, ride-sharing, tele-services and telecommuting options that can serve rural and remote British Columbians.
 - Develop and support implementation of Winter City Guidelines that give residents the opportunity to be active all year long. This should include operational measures such as snow-clearing for active transportation networks and improved winter road maintenance.
 - Support the Metro Vancouver Mayor's Council to pursue alternative funding mechanisms.
- **Commitment to Safety**
 - Support the BC Road Safety Strategy Vision Zero: work with partners to create safer streets and to eliminate fatalities and serious injuries on the roads of BC. Speed limits should be reduced and strictly enforced, including through the use of cameras and other proven safety measures.

- Prioritize safety measures for vulnerable road users such as pedestrians, cyclists and those in wheelchairs and mobility devices.



***COMMUNITIES ON THE MOVE* DECLARATION: CREATING SMART, FAIR AND HEALTHY TRANSPORTATION OPTIONS FOR ALL BC COMMUNITIES**

VISION

We envision that in 10 years, across BC - in communities small and large, it will be easy, safe and enjoyable to get around, whether by walking, biking, ride-sharing, by public transit or in a wheelchair. We want to see the provincial government making progressive investments that support active, connected and healthy communities.

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- Mobility for All: A range of transportation options should be available to all British Columbians – including those who live in smaller communities, and vulnerable groups such as children, older adults and those with disabilities or low incomes, as well as non-drivers – so that everyone can have access to education, employment, shopping, healthcare, recreation, cultural events and social connections.
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- Continue and expand the universal bus pass (UPASS) program to students and employees of post-secondary institutions.
- Invest in public transportation systems that serve small, rural, remote and isolated communities such as the use of school buses and bus services that feed into regional centres.

- **Commitment to Equity**

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- **Consideration of Regional Needs**

- Work with local governments to establish a Rural Transportation Strategy. Develop and invest in innovative community transportation systems, ride-sharing, tele-services and telecommuting options that can serve rural and remote British Columbians.
- Develop and support the implementation of Winter City Guidelines that give residents the opportunity to be active all year long. This should include operational measures such as snow-clearing for active transportation networks and improved winter road maintenance.
- Support the Metro Vancouver Mayor's Council to pursue alternative funding mechanisms.

- **Commitment to Safety**

- Support the BC Road Safety Strategy Vision Zero: work with partners to create safer streets and to eliminate fatalities and serious injuries on the roads of BC. Speed limits should be reduced and strictly enforced, including through the use of cameras and other proven safety measures.
- Prioritize safety measures for vulnerable road users such as pedestrians, cyclists and those in wheelchairs and mobility devices.



Office of the City Clerk

D, Back, City Clerk
K. O'Connell, Deputy City Clerk**INTER-OFFICE MEMORANDUM**

TO: CHAIR AND MEMEBERS DATE: 2017 MARCH 15
PLANNING AND DEVELOPMENT COMMITTEE

FROM: ADMINISTRATIVE OFFICER FILE: 2410-20

SUBJECT: **BC GOVERNMENT 2017 MARCH 07 PRESS RELEASE -
BC INVESTS IN TAXI INDUSTRY TO PREPARE FOR ARRIVAL
OF RIDE SHARING**

At the Transportation Committee meeting held on 2016 November 09, the Committee expressed interest in receiving any future white papers released by the Province regarding the vehicle-for-hire (taxi and ride-share) industry. The intent of the original request from the Transportation Committee was to be notified of policy changes or direction.

On 2017 March 07, the Province announced their intention that ride sharing services will be introduced to BC by the end of 2017. In anticipation of this, they announced proposed changes affecting the existing taxi industry.

Beginning this summer, the Province proposes to seek additional input from key stakeholders.

Please find attached the press release for your information.

A handwritten signature in cursive script, appearing to read "Eva Prior".

Eva Prior
Administrative Officer

British Columbia News

B.C. invests in taxi industry to prepare for arrival of ride sharing

Tuesday, March 7, 2017 11:06 AM

British Columbia plans to introduce a series of improvements to help the taxi industry modernize and remain competitive in anticipation of ride-sharing services coming to British Columbia by the holiday season at the end of 2017, Transportation and Infrastructure Minister Todd Stone and Community, Sport and Cultural Development and Minister Responsible for TransLink Peter Fassbender announced today.

In recognition of the important and long-standing role of the taxi industry in providing passenger transportation services in the province, the government intends to introduce a number of improvements that will ensure a level playing field in B.C. These include:

- **New app-based technology:** The Province will invest up to \$1 million to help the taxi industry develop an app with the capability of shared dispatch to allow the taxi sector provincewide to better compete with new entrants to the market, and allow the public to hail and pay for a taxi with a smartphone in the same way that they would for a ride-sharing service.
- **Crash prevention technology:** ICBC will invest up to \$3.5 million in the taxi sector to install crash avoidance technology in all B.C. taxis. This technology will improve passenger safety and help avoid crashes. An ICBC pilot showed that this technology led to a 61% reduction in at-fault, rear-end crashes and a 24% reduction in all crashes.
- **Insurance products:** ICBC has been collaborating with the taxi industry to streamline the claims process, and is committed to working with the industry to improve their insurance to make it more flexible and cost effective, which could save taxi drivers significantly. Depending on the number of kilometres they drive, these savings could be in the range of 25%.
- **Reduced red tape:** The Province will work with municipal governments and the taxi industry to remove red tape and overlap within the system, which will save drivers money.
- **Exclusive rights to street hailing for taxis:** Taxis will retain exclusive rights to be hired by phone, at a taxi stand or flagged down at the curb.
- **Pick-up/drop-off anytime, anywhere:** Ride-sharing companies typically operate across municipal boundaries. To ensure a level playing field for the taxi industry, the Province will work with municipalities and other stakeholders to allow all drivers, including taxis, the same access to provide services wherever and whenever a passenger needs a ride.
- **Open up taxi supply:** The Province will work with municipalities to address the current shortage of taxis and vehicles for hire, which will provide more choice, accessibility and opportunity for both consumers and drivers.

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In addition to these improvements, the Province will require the same safety standards for both taxis and ride-sharing providers in order to protect the public and drivers. As part of this, Class 4 licenses will be phased out for taxi drivers, and taxi and ride-sharing companies will be responsible for maintaining records that prove:

- All drivers have an unrestricted driver's licence (no graduated licences) and are at least 19 years of age.
- All drivers have passed a criminal record check for past convictions of violent or sexual offenses as well as other offenses.
- All drivers have passed a safe driving record check.
- Vehicles have passed regular mechanical inspections.

(flickr.com)

Finally, the Province will make sure that appropriate safeguards are in place to protect consumers through fair and transparent pricing.

These proposed improvements are the result of extensive feedback and consultation with stakeholders throughout the province, including the taxi and limousine industry, local governments, business associations, accessibility groups, and transportation network companies. Participants told the province they wanted:

- A fair system that welcomes new companies while ensuring that existing local operators remain competitive and continue to earn a living wage;
- A regulated system that protects passengers, drivers and their vehicles; and
- A modernized system that reduces red tape, unnecessary duplication and provides both consumers and drivers with more choice, opportunity and flexibility.

Beginning this summer, government will seek additional input from taxi drivers, the ride-sharing and taxi industries, police, airports, municipalities, ICBC and RoadSafetyBC as the Province finalizes its plan in time for the 2017 holiday season.

Quotes:

Todd Stone, Minister of Transportation and Infrastructure –

“British Columbians have told us that they want ride sharing services, and we’re moving forward to make it happen. While we’re taking action, we know that many people rely on taxis to support themselves and their families. That’s why we’re making investments to modernize the taxi industry and create a level playing field.”

Peter Fassbender, Minister of Community, Sport and Cultural Development and Minister Responsible for TransLink –

“Over the past year, we’ve had some very important conversations with taxi companies and drivers who told us that we need to ensure fairness so they are able to compete effectively with ride sharing providers. This is why we’ve worked so hard to develop these measures, which reflects what I heard through extensive consultations and will allow ride sharing companies to operate, but also allows the taxi industry to be competitive.”

Andrew Murie, CEO, Mothers Against Drunk Driving (MADD) Canada –

Having safe, convenient and accessible transportation options is critical. That’s why we call on all political parties to commit to implementing workable ridesharing rules in 2017 to fight impaired driving and help save lives. Mothers Against Drunk Driving supports the Province’s decision to allow drivers with class 1-5 license to drive taxi and rideshare, as this will increase safe options for British Columbians.”

Robin Silvester, Port of Vancouver –

“The Vancouver Fraser Port Authority plays a key role in British Columbia’s economy through the efficient movement of goods and tourists. In 2016, more than 826,800 cruise passengers boarded ships at Canada Place at the Port of Vancouver, with an associated \$2 million in economic activity for each vessel calling at Canada Place. The port authority supports the government’s initiatives to improve British Columbia’s transportation network and the tourist experience by embracing transportation options that are able to efficiently and effectively match supply with demand peaks associated with cruise activities at the Port of Vancouver.”

Greg Wirtz, president, Cruise Lines International Association – Northwest & Canada –

"Cruise passengers rely on safe, dependable transportation options to access and enjoy the many attractions in and around B.C.'s port cities. This important step in offering more convenience and choice will mean an improvement to the cruise passenger experience in B.C."

Julia N. Dumanian, president & CEO, Canadian Hearing Society –

“Equal access to fair, appropriate and barrier-free employment is a right for all Canadians, whether they are deaf, hard of hearing or hearing. The Canadian Hearing Society is pleased that our submission helped inform the B.C. government’s position on ride-sharing legislation and the opportunities it will create by allowing people to use a full class 1-5 driver’s license for ride sharing.”

Learn more:

For more information, check out: <https://www2.gov.bc.ca/gov/content/home/featured-services/services/modernizing-taxi-industry>