



PLANNING AND DEVELOPMENT COMMITTEE

NOTICE OF OPEN MEETING

DATE: TUESDAY, 2018 JANUARY 30

TIME: 4:30 PM

PLACE: Council Committee Room, City Hall

A G E N D A

	<u>PAGE</u>
1. <u>CALL TO ORDER</u>	
2. <u>MINUTES</u>	
a) Minutes of the Planning and Development Committee meeting held on 2017 December 12	1
3. <u>DELEGATION</u>	
a) Pina Zumpano Re: R2A Zoning - 7297 Ridge Drive <u>Speakers:</u> Pina and Gino Zumpano	4
4. <u>CORRESPONDENCE</u>	
a) Correspondence from Pina Zumpano Re: R2A Zoning – 7297 Ridge Drive	6
b) Correspondence from Metro Vancouver Re: Transit-Oriented Affordable Housing Study	7
c) Correspondence from George Struk Re: Urban Density in Burnaby	21
5. <u>REPORTS</u>	
a) Report from the Director Planning and Building Re: 2018 Cycling and Walking Program	23

- b) Report from the Director Planning and Building 34
Re: Proposed Zoning Bylaw Text Amendments - 2018 January

6. **NEW BUSINESS**

7. **INQUIRIES**

8. **ADJOURNMENT**



PLANNING AND DEVELOPMENT COMMITTEE

MINUTES

An Open meeting of the Planning and Development Committee was held in the Council Committee Room, City Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, **2017 December 12** at 5:30 p.m.

1. CALL TO ORDER

PRESENT: Councillor C. Jordan, Chair
Councillor D. Johnston, Vice Chair
Councillor S. Dhaliwal, Member
Councillor J. Wang, Member

ABSENT: Councillor P. McDonell, Member (*due to illness*)

STAFF: Mr. L. Pelletier, Director Planning and Building
Mr. E. Kozak, Deputy Director Planning and Building
Mr. D. Louie, Assistant Director Engineering, Transportation
Mr. A. Namazi, Property Valuator Negotiator 2
Ms. M. Macdonald, Administrative Officer

The Chair called the Open Committee meeting to order at 5:32 p.m.

2. MINUTES

A) Minutes of the Planning and Development Committee Open meeting held on 2017 November 28

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR DHALIWAL

THAT the minutes of the Planning and Development Committee Open meeting held on 2017 November 28 be adopted.

CARRIED UNANIMOUSLY

3. DELEGATIONS

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR DHALIWAL

THAT the delegations be heard.

CARRIED UNANIMOUSLY

- a) **Lucia Abreo**
Re: Laneway Homes in Burnaby
Speakers: Lucia Abreo, Ronald Reichert, and Barbara Westmaccot

Ms. Lucia Abreo, Mr. Ronald Reichert, and Ms. Barbara Westmaccot, Burnaby residents, appeared before the Committee advocating for laneway homes in Burnaby.

Mr. Reichert stated that laneway homes contribute to the overall sustainability of a city and provide for affordable rental accommodation. Many cities in Metro Vancouver have adopted laneway housing whose experience Burnaby can learn from. The delegation acknowledged potential issues which may arise from laneway home development such as parking and privacy; and, offered solutions to mitigate these problems.

Ms. Abreo stated that a laneway home would allow her family to move into her existing home, giving her additional support in caring for her aging mother. She also suggested that laneway homes would increase the number of available affordable rental units in Burnaby.

Ms. Westmaccot stated that renovating to include a secondary suite in older homes is difficult and costly so most people will demolish their home and build anew. A laneway home is an alternative to secondary suites. The speaker stated a laneway home would allow adults with special needs to reside close to family members while living independently. In addition, laneway homes provide rental income to help homeowners with mortgage payments and are another alternative to high-rise condo development.

The delegation has received over 100 emails, in addition to a petition letter from Ms. Joette Heuft and 259 signed petitions from Burnaby residents requesting laneway homes in Burnaby.

The Chair advised five years ago Council decided to implement a secondary suite program first and once established, consider implementing a laneway homes program. Possibly in the next year Council will look at a program for laneway homes.

- b) **Kevin Rakhra**
Re: Zoning - 5254 Spruce Street
Speaker: Kevin Rakhra

Mr. Kevin Rakhra appeared before the Committee regarding his pending building application for 5254/5256 Spruce Street. Mr. Rakhra provided a chronology of events to date. In October 2015, he purchased his 1959 non-conforming duplex understanding he would be able to build (under RA zoning) a large, new single family home with secondary suite. Mr. Rakhra stated that he has amended his original application to reduce the size of the home, which included the secondary suite into a crawl space.

Staff advised Mr. Rakhra's application pre-dates Council's decision not to support RA applications with the exception to modest proposals, pending review of RA residential district guidelines. Mr. Rakhra proposes to build a 7500 square foot home which represents 53% of the lot.

The Committee thanked the delegation and stated staff would continue working with Mr. Rakhra.

4. **NEW BUSINESS**

No new business was brought before the Committee at this time.

5. **INQUIRIES**

No inquiries were brought before the Committee at this time.

6. **ADJOURNMENT**

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR JOHNSTON

THAT this Open Committee meeting do now adjourn.

CARRIED UNANIMOUSLY

The Open Committee meeting adjourned at 6:15 p.m.

Monica Macdonald
ADMINISTRATIVE OFFICER

Councillor Colleen Jordan
CHAIR

MacDonald, Monica

From: Pina Zumpano <pzumpano@telus.net>
Sent: December 18, 2017 12:15 AM
To: MacDonald, Monica
Subject: Re: Request to appear as a delegation to the Planning and Development Committee -
7297 Ridge Drive
Attachments: ridgediag.pdf

Hi Monica,

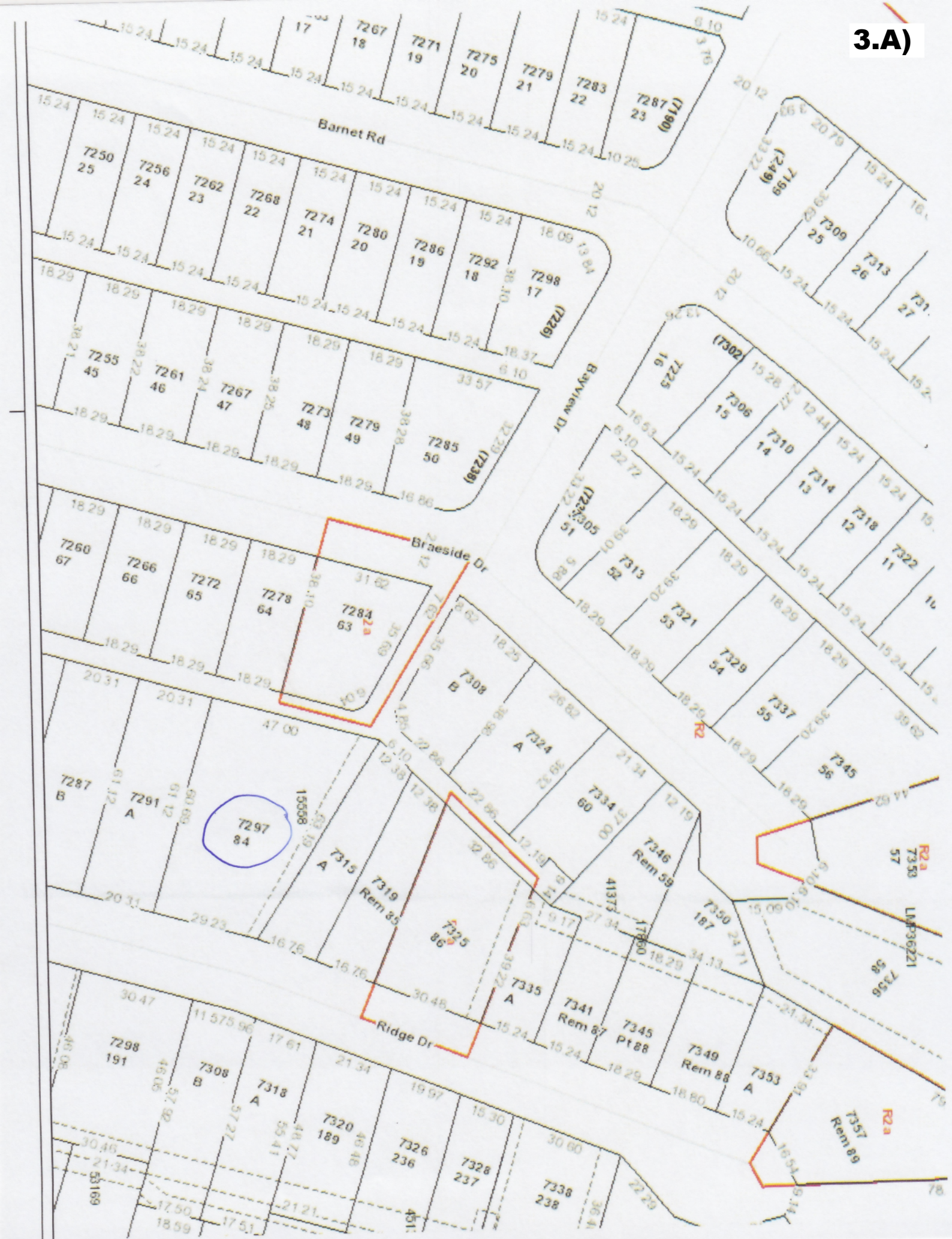
Yes, my husband and I would like to appear as delegations on the January 30th meeting. As my letter states, we purchased this home a couple of years ago with the intention to build our retirement home and at the time the zoning allowed for the applications of R2A zoning. As you are aware, R2A zonings are not being looked at as we are told by the City of Burnaby and we would like to discuss this issue.

My husband and I will both be speaking. My name is Pina Zumpano and my husband is Gino Zumpano. Our mailing address is 7468 Burris Street, Burnaby, B.C. V5E 1Y8. Our home telephone number is 604-517-3382.

I have also attached a diagram from the City of Burnaby depicting other lots in the area that are zoned R2A.

Best Regards,

Pina Zumpano



[REDACTED]

Pina Zumpano

[REDACTED]

November 26, 2017

Re: 7297 Ridge Drive, Burnaby, B.C

I purchased a house located on 7297 Ridge Drive in Burnaby in 2014. The lot area is approximately 25,000 square feet. My intentions for this lot is to build my dream home. At the time, when I investigated the zoning, there was an R2 district zoning with the lot area and width that accommodate the R2a requirements for bigger lots such as mine. This zoning was ideal for the type of home I wanted to build and it would blend in with the rest of the homes in the area which have been granted the R2a district zone.

The existing R2 zoning still allows for R2a zoning but, I have been recently told by the City of Burnaby that applications for R2a district zones are not currently considered by Burnaby City Council. This decision by the City Council has put my plans on hold and in record real estate sales, this decision has actually de-valued my property. I have paid a premium purchase price for this property because of the allowance of the R2a zoning and am currently paying record prices for the yearly property taxes. These costs have been based on the potential of an R2a zoning which I'm not able to apply for.

The current R2 district zoning will allow me to build approximately 4700 square feet which on a 25,000 square foot lot will not only appear disproportionate to the lot area but, also, it does not allow me to utilize my lot to its fullest potential of which I have paid for when I purchased the property.

There is currently a 7000 sq.ft. older home with a swimming pool on this property. I am basically being told that I cannot replace what has been there for years.

I have not yet applied for the R2a zoning because the cost of the application is almost \$4,000.00 of which the majority is not refundable, should council not review it.

I am asking Burnaby City Council to allow me to apply for R2a district zoning and have council review my application and grant me the R2a district zoning. This zoning will allow me to build a home that not only will comply with the look of the current homes in the area but, will also coincide with the price I paid for the property and the price of the yearly property taxes that I am paying for this property.

I would like to set up a meeting with council as this has hindered us from going forward with our plans.

I thank you for your time and I await your response,

Sincerely,

Pina Zumpano

[REDACTED]



Office of the Chair
Tel. 604 432-6215 Fax 604 451-6614

DEC 22 2017

File: CR-12-01
Ref: RD 2017 Nov 24

Mayor Derek Corrigan and Council
City of Burnaby
4949 Canada Way
Burnaby, BC V5G 1M2

Dear Mayor Corrigan and Council:

Re: Transit-Oriented Affordable Housing Study

In 2017, Metro Vancouver, together with BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity, completed the *Transit-Oriented Affordable Housing Study* (TOAH), undertaken to explore the constraints and opportunities of building new rental housing, particularly affordable housing to lower income households earning less than \$50,000 per year, in transit-oriented locations across Metro Vancouver. We are pleased to provide you with a copy of this study for your reference which can be accessed at the following link: <http://www.metrovancouver.org/services/regional-planning/housing-affordability/transit-oriented/Pages/default.aspx>.

At its November 24, 2017 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution to share the TOAH Study findings with key decision-makers:

That the MVRD Board:

- a) *communicate the key findings from the Transit-Oriented Affordable Housing Study to the following parties in an effort to encourage the integration of rental housing in transit-oriented locations, including housing that is affordable to lower income households, as essential elements of equitable and resilient transit-oriented communities and funding decisions:*
 - *the Federal Minister of Infrastructure and Minister of Communities and Families, Children and Social Development;*
 - *the Provincial Minister of Municipal Affairs and Housing, Minister of Transportation and Infrastructure, Parliamentary Secretary for TransLink, and Minister of Environment & Climate Change Strategy;*
 - *Mayors' Council on Regional Transportation;*
 - *member local governments; and,*
 - *the Urban Development Institute, Landlord BC, Co-operative Housing Federation of BC, and Greater Vancouver Home Builders' Association;*
- b) *send a letter expressing its appreciation to BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity for their participation and substantive contribution to the Transit-Oriented Affordable Housing Study; and*

Referred to:
Planning and Development Committee (2018.01.30)

23788408

4730 Kingsway, Burnaby, BC, Canada V5H 0C6 | 604-432-6200 | metrovancover.org

Metro Vancouver Regional District | Greater Vancouver Water District | Greater Vancouver Sewerage and Drainage District | Metro Vancouver Housing Corporation

CITY OF BURNABY

JAN 04 2018

CLERK'S OFFICE

- c) *direct staff to explore Key Finding 5 as outlined in the report dated October 20, 2017, titled "Transit-Oriented Affordable Housing Study", and report back to the Regional Planning Committee.*

The TOAH study findings are intended to be a resource about increasing the supply of affordable rental housing in transit-oriented locations to advance dialogue and evidence-based decision making. Five key findings emerged from the study (Attachment). The crux of the regional challenge is the mismatch between supply and demand for rental housing affordable to families making less than \$50,000 per year. The study estimates this shortfall will be in the order of 24,000 units over the next 10 years. The TOAH study also quantifies the fact that not all density is equal when it comes to maximizing transit ridership – renters, and particularly lower income renters, have higher transit usage rates. The study presents the evidence to build a strong case for accommodating renters to optimize transit investments and build complete communities.

The primary reason for the undersupply of new affordable housing is the inability of the rents generated to cover the costs of development (construction and land costs), and this challenge is amplified in transit-oriented locations. To alleviate this issue, local governments and housing developers are being creative in using various tools such as varying on-site parking requirements and development charges, finding access to sources of equity and cheaper financing, and pursuing shoulder areas more suitable for lower-cost wood frame construction. On the land side, projects are seeking lands at zero or discounted costs, and utilizing density bonusing to leverage market housing to achieve more affordable rental units.

There are a number of tools identified in the TOAH study that warrant further exploration to either be implemented or scaled up in the region. The certainty is that most of these efforts will require partnerships, and the convergence of resources, expertise and knowledge proportional to the size of the regional challenge. We welcome the opportunity to engage in dialogue with you on the findings of this report to explore new ways that will encourage equitable transit-oriented communities across Metro Vancouver.

Yours truly,



Greg Moore
Chair, Metro Vancouver Board

GM/CM/RQ/rk

Encl: Report dated October 20, 2017 titled, "Transit-Oriented Affordable Housing Study" (Doc 23664819)

23788408

To: MVRD Board of Directors

From: Regional Planning Committee

Date: November 3, 2017 Meeting Date: November 24, 2017

Subject: **Transit-Oriented Affordable Housing Study**

REGIONAL PLANNING COMMITTEE RECOMMENDATION

That the MVRD Board:

- a) communicate the key findings from the *Transit-Oriented Affordable Housing Study* to the following parties in an effort to encourage the integration of rental housing in transit-oriented locations, including housing that is affordable to lower income households, as essential elements of equitable and resilient transit-oriented communities and funding decisions:
 - the Federal Minister of Infrastructure and Minister of Communities and Families, Children and Social Development;
 - the Provincial Minister of Municipal Affairs and Housing, Minister of Transportation and Infrastructure, Parliamentary Secretary for TransLink, and Minister of Environment & Climate Change Strategy;
 - Mayors' Council on Regional Transportation;
 - member local governments; and,
 - the Urban Development Institute, Landlord BC, Co-operative Housing Federation of BC, and Greater Vancouver Home Builders' Association;
 - b) send a letter expressing its appreciation to BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity for their participation and substantive contribution to the *Transit-Oriented Affordable Housing Study*; and
 - c) direct staff to explore Key Finding 5 as outlined in the report dated October 20, 2017, titled "Transit-Oriented Affordable Housing Study", and report back to the Regional Planning Committee.
-

At its November 3, 2017 meeting, the Regional Planning Committee considered the attached report titled "Transit-Oriented Affordable Housing Study", dated October 20, 2017. The Committee subsequently amended the recommendation as presented above in underline style.

Attachment:

"Transit-Oriented Affordable Housing Study", dated October 20, 2017

23664819 FINAL

To: Regional Planning Committee

From: Raymond Kan, Senior Regional Planner, Parks, Planning and Environment

Date: October 20, 2017 Meeting Date: November 3, 2017

Subject: Transit-Oriented Affordable Housing Study

RECOMMENDATION

That the MVRD Board:

- d) communicate the key findings from the *Transit-Oriented Affordable Housing Study* to the following parties in an effort to encourage the integration of rental housing in transit-oriented locations, including housing that is affordable to lower income households, as essential elements of equitable and resilient transit-oriented communities and funding decisions:
- the Federal Minister of Infrastructure and Minister of Communities and Families, Children and Social Development;
 - the Provincial Minister of Municipal Affairs and Housing, Minister of Transportation and Infrastructure, Parliamentary Secretary for TransLink, and Minister of Environment & Climate Change Strategy;
 - Mayors' Council on Regional Transportation;
 - member local governments; and,
 - the Urban Development Institute, Landlord BC, Co-operative Housing Federation of BC, and Greater Vancouver Home Builders' Association.
- e) send a letter expressing its appreciation to BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity for their participation and substantive contribution to the *Transit-Oriented Affordable Housing Study*.
-

PURPOSE

To present the key findings from the *Transit-Oriented Affordable Housing Study* and request that they be forwarded to relevant decision makers as information to support the provision of rental housing in transit-oriented locations, including housing that is affordable to lower income households.

BACKGROUND

At its meeting on September 23, 2016, the MVRD Board adopted a resolution to communicate the emerging results of the *Transit-Oriented Affordable Housing Study* to federal provincial, and regional stakeholders. Since that time, the Study has reached substantive completion.

TRANSIT-ORIENTED AFFORDABLE HOUSING STUDY¹

The purpose of the *Transit-Oriented Affordable Housing Study* is to incrementally advance information about the context and tools that could assist in making affordable rental housing projects financially viable in transit-oriented locations. Affordable housing is often defined as housing that

¹ The original project title, *Mixed Income Transit-Oriented Rental Housing Study*, was updated for ease of communication.

doesn't exceed 30% of a household's pre-tax income. This study focused on rental housing affordable to lower income renter households who earn less than 80% of the regional median household income, or equivalent to approximately \$50,000 based on the 2011 National Household Survey data for the region².

Developing complete and inclusive communities is a goal of *Metro 2040*, the regional growth strategy and an essential principle of the *Regional Affordable Housing Strategy*. The Transit-Oriented Affordable Housing Study is part of a portfolio of research and policy that cuts through several Metro Vancouver work programs. The research and policy products include the following:

Metro Vancouver Research/Policy	Key Findings/Actions
<i>2016 Regional Affordable Housing Strategy</i> (Reference 1)	Goal 4 Increase the Rental Housing Supply along the Frequent Transit Network. Associated actions include advancing research with housing and transportation partners on ways to promote equitable transit-oriented communities.
<i>2015 Metro Vancouver Housing and Transportation Cost Burden Study</i> (Reference 2)	Addressing housing and transportation costs concurrently is a strategic approach to confronting the region's affordability challenges.
<i>2012 Metro Vancouver Apartment Parking Study</i> (Reference 3)	Opportunities to reduce apartment parking requirements near the Frequent Transit Network. Reduced construction cost could potentially support housing affordability and sustainable transportation choices.

Further, TransLink is committed to equitable transit-oriented communities through its *Regional Transportation Strategy* (Reference 4). The RTS includes an action for the regional transportation authority to work with partner agencies to encourage more affordable rental housing near the Frequent Transit Network. TransLink recognizes that improved access to frequent transit will help support transit ridership growth and modal shift, and thereby help reduce greenhouse gas emissions from the transportation sector.

STUDY PARTNERSHIP AND ACTIVITIES

To undertake the Study, Metro Vancouver established a partnership comprising BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity. The partners provided in-kind contributions. Staff also consulted with the Regional Planning Advisory Committee in the development of the scope of work, and engaged municipal staff in the various regional staff advisory committees throughout the study period.

The study comprises five major activities as follows:

² According to the 2011 National Household Survey, the regional median household income was \$63,000 in 2010. The corresponding income cut-offs for low income households is \$50,000 and for very low income households is \$30,000. With the release of the 2016 National Household Survey data, the income cut-offs for low and very low incomes will be updated for future research and policy initiatives.

Activity	Product	Status
Activity 1 – Rental housing supply gap projections; review of current and innovative practices in Canada and United States; interviews in and outside region	Technical report was completed by the BC Non-Profit Housing Association with funding support from Real Estate Foundation of BC and Metro Vancouver. Key findings are referenced in this committee report.	Completed
Activity 2 – Quantifying the relationship between household income, tenure (rent or own), and transit use	Findings presented to Regional Planning Committee in September 2016. The MVRD Board approved a resolution to communicate the findings to federal, provincial, and regional stakeholders.	Completed
Activity 3 – Mapping inventory of public and non-profit lands in transit-oriented locations	Maps and analysis (to be determined).	Deferred to 2018
Activity 4 – Financial viability gap analysis of purpose-built rental housing	Technical report completed by Coriolis Consulting Corp. for Metro Vancouver. Key findings are referenced in this committee report.	Completed
Activity 5 – Communications strategy to encourage knowledge transfer	Communications strategy shared with study partners.	Completed

KEY FINDINGS

The Study provides incremental information about the context and tools that could assist in improving the financial viability of affordable rental housing projects in transit-oriented locations. The study is not intended to capture all of the causal factors and solutions for the housing affordability crisis in the region. In fact, many of the study findings will be already familiar to policy makers and practitioners. Many efforts are underway to increase the supply of rental housing. The value of the study is in collating the familiar as well as lesser known information in one package which can be used as a resource. The key findings are presented below. Supporting information is presented in the Appendix.

Key Finding 1: Demand for rental housing, particularly housing affordable to households earning less than \$50,000 per year, is not being met across the region.

Key Finding 2: Renter households, especially those earning less than \$50,000, are more likely to use transit. Increased ridership means a higher return on investment in transportation. Access to frequent transit reduces transportation costs and improves access to services and employment.

Key Finding 3: The primary reason new affordable rental housing is undersupplied is because the rents generated do not cover the costs of development (land and construction costs). The challenges are amplified in transit-oriented locations.

Key Finding 4: There are creative ways to tackle land and construction costs, but it remains very challenging to make new affordable rental housing financially viable.

Key Finding 5: There are initiatives in other jurisdictions that may be worth exploring in the Metro Vancouver region, as well as existing initiatives that could potentially be scaled up, to generate new affordable rental housing near frequent transit. Partnerships with other levels of government, non-profit housing providers, and other regional stakeholders will be key.

KNOWLEDGE TRANSFER AND NEXT STEPS

With the substantive completion of the Study, the next steps are to communicate the key findings to a broad range of stakeholders who have established, or have the potential to establish, direct or indirect roles in policy, funding, or advocacy for the integration of affordable rental housing in transit-oriented locations. To aid in this knowledge transfer, a number of tools have been prepared in collaboration with the study partners.

- **Communications Strategy** – the strategy sets out the roles and responsibilities amongst the study partners for communicating the study findings in a clear and consistent way to different audiences using different techniques, including social media.
- **Key Messages Document** – the document sets out the key messages and supporting information drawn from the research. The study partners may adapt the content when preparing briefing notes, reports, and, presentations. The study partners will be positioned to communicate the key findings within their respective organizations and with their organizational networks, and to respond to inquiries about the study as appropriate.
- **Webpage** – a dedicated webpage has been created on the Metro Vancouver website to allow study partners and regional stakeholders to link directly to the study documents.

The study partners look forward to future opportunities to share the study findings at relevant conferences, workshops, and webinars, and through publications. Metro Vancouver's Regional Planning and Regional Housing Policy and Planning Divisions will continue to undertake policy research to support the work of member local governments and partner agencies (e.g. parking studies, corridor planning and monitoring). Staff will undertake the mapping of lands under public and non-profit ownership and present findings in early 2018.

ALTERNATIVES

1. That the MVRD Board:

- a) communicate the key findings from the *Transit-Oriented Affordable Housing Study* to the following parties in an effort to encourage the integration of rental housing in transit-oriented locations, including housing that is affordable to lower income households, as essential elements of equitable and resilient transit-oriented communities and funding decisions:
 - the Federal Minister of Infrastructure and Minister of Communities and Families, Children and Social Development;
 - the Provincial Minister of Municipal Affairs and Housing, Minister of Transportation and Infrastructure, Parliamentary Secretary for TransLink, and Minister of Environment & Climate Change Strategy;
 - Mayors' Council on Regional Transportation;
 - member local governments; and,
 - the Urban Development Institute, Landlord BC, Co-operative Housing Federation of BC, and Greater Vancouver Home Builders' Association.

- b) send a letter expressing its appreciation to BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity for their participation and substantive contribution to the *Transit-Oriented Affordable Housing Study*.
2. That the MVRD Board receive for information the report dated October 20, 2017, titled "Transit-Oriented Affordable Housing Study".

FINANCIAL IMPLICATIONS

There are no financial implications to this report.

SUMMARY / CONCLUSION

The *Transit-Oriented Affordable Housing Study* was led by Metro Vancouver in partnership with BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity. The Study incrementally advances information about the context and tools that could assist in making affordable rental housing projects financially viable in transit-oriented locations. The value of the study is in collating the familiar as well as lesser known information in one package which can be used as a resource by policy makers and practitioners.

The case for fostering equitable transit-oriented communities is compelling – renter households, especially those earning less than \$50,000, are more likely to use transit. Increased ridership means a higher return on investment in transportation. Access to frequent transit reduces transportation costs and improves access to services and employment.

Through the Study, the BC Non-Profit Housing Association estimates that the projected rental housing supply gap for lower income households in the Metro Vancouver over the next 10 years could range from 24,000 to 27,000 units. The scale of the supply gap requires a clear understanding of some of the factors affecting the financial viability of rental projects and the coordinated actions by many actors on par with the scale of problem. The rent levels affordable to lower income households making less than \$50,000 per year do not cover the cost of construction, whether in concrete or wood. The challenges are amplified near frequent transit where in many locations there is an expectation for higher density which can generally be accommodated through concrete construction only. Even if construction costs could be lowered, there is insufficient capital to compete against strata development for land. Alternatively, encouraging rental projects in neighbourhoods designated for medium density would allow for lower-cost wood frame construction to be supportable. The potential trade-off is decreased access to frequent transit for lower income households.

Local governments have creatively applied different combinations of tools to improve the financial viability of market and affordable rental housing projects, such as reductions in parking requirements and development charges, and density bonusing. Additional tools may be worth exploring – tools that could help scale up what many local governments in the region are already doing today by targeting construction costs and/or land costs. These tools include transit-oriented structured loan funds, transit-oriented inclusionary housing policies, zoning for rental housing, integration of funding programs from other levels of government, land trusts, and property tax incentives. Partnerships with other levels of government, non-profit housing providers, and other regional stakeholders will be crucial.

The next steps are to communicate the key findings to a broad range of stakeholders who have established, or have the potential to establish, direct or indirect roles in policy, funding, or advocacy for the integration of affordable rental housing in transit-oriented locations. To aid in this knowledge transfer, a number of tools have been prepared in collaboration with the study partners, including a communications strategy, key findings document, and a dedicated project webpage on the Metro Vancouver website. Staff recommends alternative one.

Attachments *(Orbit #23563763)*

1. Transit-Oriented Affordable Housing Study - Activity 1: Supply Gap Analysis, Environmental Scan, and Literature Review – BC Non-Profit Housing Association
2. Analysis of the Financial Viability of New Purpose-Built Rental Housing at Transit-Oriented Locations in Metro Vancouver – Coriolis Consulting Corp.

References

1. Regional Affordable Housing Strategy
2. Housing and Transportation Cost Burden Study
3. Apartment Parking Study Summary Booklet
4. TransLink Regional Transportation Strategy (p. 25)
5. Transit-Oriented Affordable Housing Study
 Webpage <http://www.metrovancouver.org/services/regional-planning/housing-affordability/transit-oriented/Pages/default.aspx>

APPENDIX – KEY FINDINGS AND SUPPORTING INFORMATION

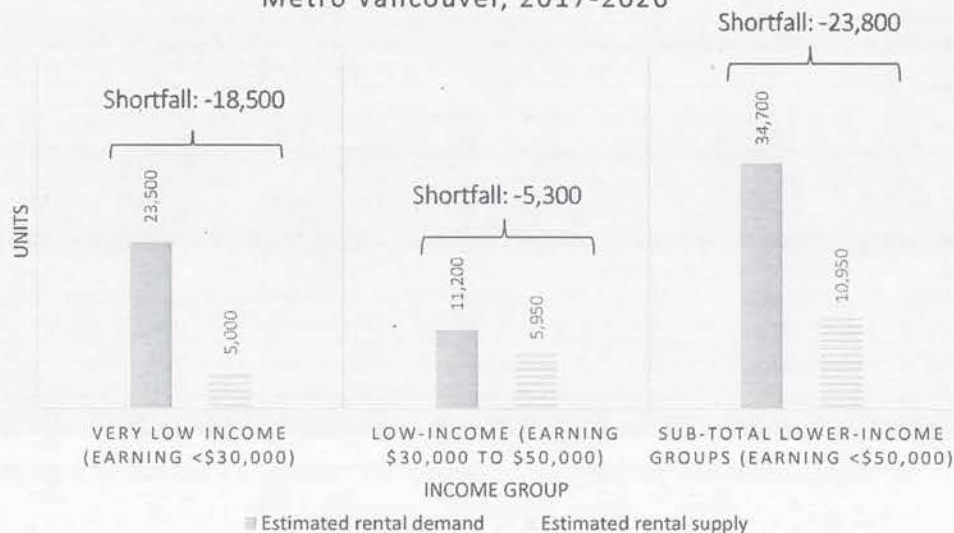
KEY FINDINGS

The Transit-Oriented Affordable Housing Study provides incremental information about the context and tools that could assist in improving the financial viability of affordable rental housing projects in transit-oriented locations. The study is not intended to capture all of the causal factors and solutions for the housing affordability crisis in the region. In fact, many of the study findings will be already familiar to policy makers and practitioners. Many efforts are underway to increase the supply of rental housing. The value of the study is in collating the familiar as well as lesser known information in one package which can be used as a resource. The key findings, and supporting information, are presented below.

Key Finding 1: Demand for rental housing, particularly housing affordable to households earning less than \$50,000 per year, is not being met across the region.

Metro Vancouver analysis of rental housing data from 2011 to 2014 shows that new rental housing supply fell short of total rental demand by about 6,800 units. The new rental housing supply met only two-thirds of the demand for affordable housing for lower income households earning less than \$50,000 per year. Taking into account past trends and recent development activity through 2016, the BCNPHA estimates that over the next 10 years (2017-2026) the total regional housing shortfall for lower income households could reach between 24,000 to 27,000 units.

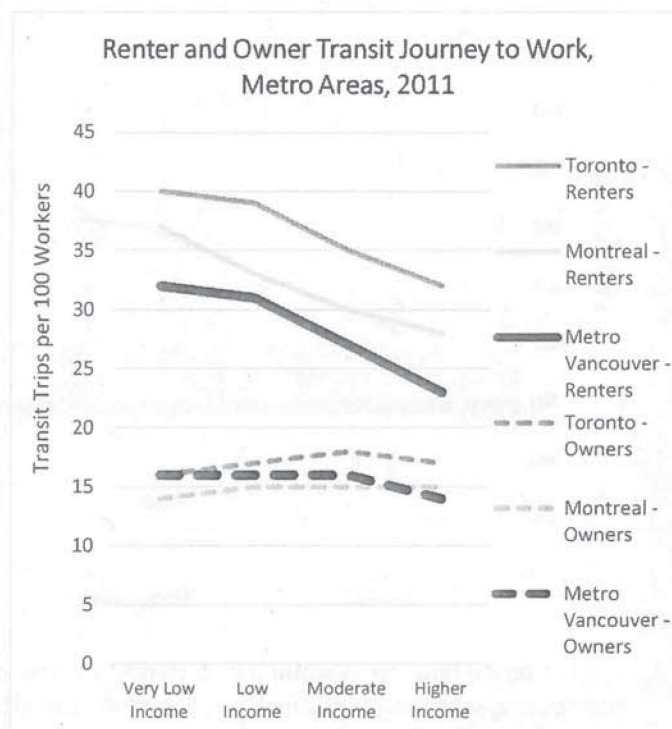
Estimated rental demand and supply by low-income groups,
Metro Vancouver, 2017-2026



Key Finding 2: Renter households, especially those earning less than \$50,000, are more likely to use transit. Increased ridership means a higher return on investment in transportation. Access to frequent transit reduces transportation costs and improves access to services and employment.

Transit usage rates for renters consistently exceed that for owners, even after controlling for density, household income, and location. Transit usage rates for renters generally rise as income declines, but transit usage rates remain generally flat for owners. Lower income households have the highest transit usage rates. These patterns are consistent amongst the big regions in Canada, and within select rapid transit, B-Line, and frequent bus corridors in Metro Vancouver.

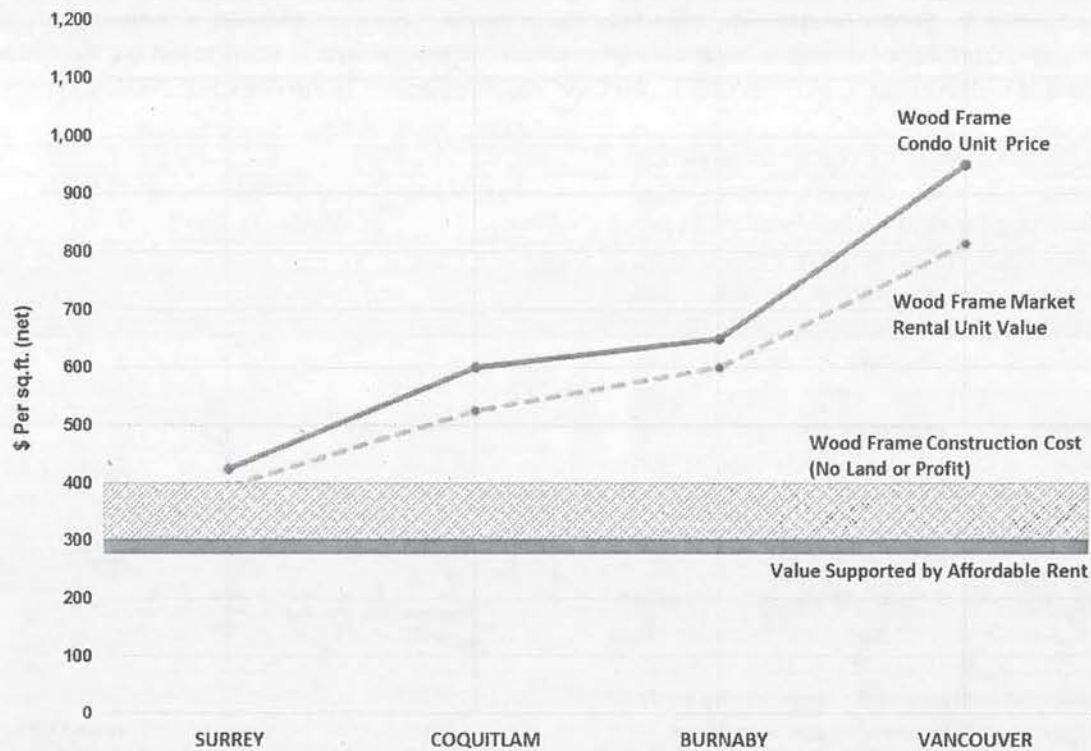
Having access to frequent transit may make it easier to absorb high housing costs. In general, renter households have a higher combined housing and transportation cost burden than do owner households (49% to 40%). Lower income renter households can have a cost burden close to two-thirds of their pre-tax income.



Key Finding 3: The primary reason new affordable rental housing is undersupplied is because the rents generated do not cover the costs of development (land and construction costs). The challenges are amplified in transit-oriented locations.

The challenges for purpose-built rental housing were quantified based on an analysis of 13 sites in four housing submarkets in the region. To make a rental housing project financially viable, the expected rental income must be able to cover the construction cost, cost of land, and developer's profit (except in a non-profit project). Rents that are affordable to lower income households cannot even cover the cost of construction for wood frame construction (\$300-400/sqft), which is lower than concrete construction (\$400-500/sqft). For affordable rental housing³, even if construction costs could be reduced, the rental income still would not be able enough to pay for land. All in else being equal, a developable parcel will be sold to the highest bidder for either a strata or market rental housing development.

³ In the analysis, an annual household income of \$50,000 was assumed to support a rent of approximately \$1,300 per month for a 2+ bedroom; and, an annual household income of \$30,000 was assumed to support a rent of \$800 per month for a studio or 1 bedroom.



Market rental housing in wood frame stands a better chance of being financially viable. In three of the housing submarkets examined, full market rent is capable of paying for construction and having remaining capital for land. Even though the competing strata development can outbid for land, the variance is much narrower, meaning it will take less adjustment to construction costs and/or land costs to make these market rental projects financially viable. One trade-off is that the density supportable by wood frame given current regulations is less than that for concrete construction.

These challenges are amplified in transit-oriented locations. Regional and local policies encourage higher density development in locations within walking distance to frequent transit to support modal shift and compact communities. The expectation for higher density generally necessitates concrete construction, which is not a viable option for affordable rental housing and very challenging for market rental housing in many submarkets. In the absence of public intervention, it may be easier financially to orient medium density development in wood frame further away from frequent transit and towards neighbourhoods designated for medium levels of density. The potential drawback to this option is whether access to transit would be reduced. Even then, this scenario is not a silver bullet – medium strata development may still be bidding for the same parcels.

Key Finding 4: There are creative ways to tackle land and construction costs, but it remains very challenging to make new affordable rental housing financially viable.

Even within the current funding and regulatory context, many local governments have been able to catalyze new purpose-built rental housing through creative means by targeting construction costs and/or land costs, and by working in partnership with other levels of government and non-profit partners. The following is neither an exhaustive or prioritized list of tools, but rather a representation of the menu of actions that may be selected and combined in different ways to help, depending on a project's context, improve a project's financial viability.

Targeting construction costs:

- *reduce on-site parking requirements*
- *reduce development charges*
- *reduce construction financing costs*
- *encourage wood frame construction in medium density areas*

Targeting land costs:

- *provision of lands under public or non-profit ownership for a discounted price or at zero costs*
- *use density bonus on a strata development project to achieve market rental and/or affordable rental units*

Key Finding 5: There are initiatives in other jurisdictions that may be worth exploring in the Metro Vancouver region, as well as existing initiatives that could potentially be scaled up, to generate new affordable rental housing near frequent transit. Partnerships with other levels of government, non-profit housing providers, and other regional stakeholders will be key.

Through Activity 1, BCNPHA reviewed policies and programs in other jurisdictions that could be potentially applicable in the region, as well as existing initiatives that could potentially be scaled up. Their potential acceptability and effectiveness in addressing either construction or land costs will require further research. Several sample initiatives are described below. Partnerships with other levels of government, non-profit housing providers, and other regional stakeholders will be required in most instances.

Transit-oriented affordable housing loan funds: *a dedicated regional pool of funding is made available in the form of loans at below-market rates to affordable housing developers to pay for land acquisition, predevelopment activities, or construction expenses for projects in eligible transit-oriented locations. Once these loans are paid back into the fund, new loans can be issued. In the United States, these funds are capitalized with public, philanthropic, and private monies. Transit-oriented affordable housing loan funds have been established in the Puget Sound region (\$21 million), Denver region (\$24 million), and the San Francisco Bay Area (\$50 million fund).*

Transit-oriented inclusionary housing policies, including zoning for rental housing: *This action sets the expectation for the development community to include affordable rental housing as part of a project application. The certainty provided in policy may work to recalibrate land prices and expectations near*

frequent transit. Zoning lands for rental housing may have a similar effect (municipalities have the authority to zone for affordable housing, provided the affected property owner consents to the zone).⁴

Integration of other government transportation and housing funding: Current provincial and federal funding commitments for transportation do not allow for funds to be spent on land acquisition. These funding programs do not set out expectations or conditions for integrating affordable rental housing in transit-oriented locations either. Conversely, current provincial and federal affordable housing programs use a point-based system to evaluate projects for funding. Even though proximity to transit is typically one criterion, it is weighted lower relative to other attributes such as affordability, sustainability, and building accessibility.

Federal tax incentives: In the United States, the Low Income Housing Tax Credit, created in 1986, has influenced a large proportion of affordable rental housing. Tax credits are issued to state housing agencies, who then allocate the credits to housing providers in a competitive process. The housing providers then sell the tax credits to investors in return for equity contributions toward eligible housing projects. Private investors who contribute equity to the development of new or rehabilitated affordable rental housing receive a dollar-to-dollar reduction in their federal income taxes. The Canadian federal government is not currently contemplating the development of such a program, but rather is focused on the provision of low-cost financing and grants.

Federal grants to facilitate coordination among local stakeholders: From 2011-2015, the US federal government provided \$250 million in Sustainable Communities Initiative grants to local communities to integrate planning processes around housing, transportation, economic development, and other objectives. These grants were used to develop multi-stakeholder planning processes and research that led to defined plans for the preservation and promotion of affordable housing in transit corridors. One example is the Growing Transit Communities Partnership in the Puget Sound area, which brought together over 100 public, private, and non-profit partners to develop individualized plans for 74 transit stations on three transit corridors. No comparable federal programs exist in Canada.

Land trusts: The Vancouver Community Land Trust Foundation of BC was established in 2015 and has a mission to acquire, create, and preserve affordable housing through a land trust structure. This model could potentially be adapted and scaled up to support affordable rental housing near frequent transit.

Property tax incentives: The Community Charter (Section 226) provides municipalities with the ability to reduce property taxes for certain land uses. A reduced property tax burden can allow rents to be lowered, or more of the rental income can be put towards debt servicing. The drawback is that local governments would have to make up the foregone property tax revenue through other means.

⁴ In 2007, the UBCM convention endorsed a resolution from the City of Burnaby requesting that the provincial government amend Section 903 of the *Local Government Act* to authorize local governments, if they should so choose, to enact land use regulations that would regulate residential rental tenure through zoning and other measures.

mayor@burnaby.ca

January 12, 2018

Dear Mayor Corrigan and Councillors,

It seems that agreement exists among many segments of society that there is a crisis in the Metro Vancouver housing supply and demand relationship resulting in sky high un-affordable pricing. The supply of condos, basement suites and lane-way housing have not met the demand for the rental or ownership markets. Current market prices are the evidence. It may be time to consider changing our current land use policy by reassessing the 19th century model of one home on one city lot. The vast majority of the residential properties in the region still carry this density designation.

I bring to your attention the fact that many of the original property survey lot configurations were done in the late 19th century at a time when plenty of undeveloped land was available, the world population was much smaller and this part of the world was relatively unknown. The concept of lot size was suitable for the times. Now, 135 years later in the 21st century, in this admired and globally popular part of the world, we need to re-think and consider updating this model of one single family home on each of these historically sized lots. We have developed the available Metro Vancouver land base and even condemned some of our valuable food productive land supply to residential or industrial use. The current land values are destroying our cohesive sense of community with the affluent displacing the not so affluent. Increasing numbers of residents are forced to travel to communities they cannot afford to live in for their employment. This not only limits social integration and harmony within a community but also reduces productivity. Stress, increased traffic congestion and environmental concerns result from the current situation.

A concept that would help address this situation is to increase density by shedding the model of a single residential unit per city lot and instituting a policy that would permit duplex housing units on our smaller 30 ft lots, increasing the density to 4-plex at 45 ft and 6-plex at the 60 ft level. Renters or purchasers would be provided the opportunity to choose an affordable appropriately sized dwelling unit to meet their needs. Potential home builders could avoid the current situation wherein the property value obligates construction of a home that is beyond their actual needs. Instead, ownership and square footage could be divided among multiple satisfied owners in a residential environment. A land owner would not be denied the opportunity to build a single family home but at the same time a land owner would also not be denied the opportunity to choose a multiple ownership construction model.

This more efficient use of the land would benefit purchasers and renters by offering them increased choice when seeking appropriately located accommodation based on their needs and financial capabilities. It would improve societal integration and community cohesion by providing more accommodation over a wider price range in our different communities. Reduced travelling for employment would prove beneficial for productivity and the environment. When desired, the architecture of these units could be designed to fit in with existing neighbourhood characters or could be designed with a more modern approach that would take advantage of newer technologies such as solar. Below ground parking can reduce street parking pressures.

We are facing a crisis that, from all projections, will only get worse as the inflow of new residents continues. The times have changed and we are not finding the needed solutions by continuing to follow the outdated 19th century model of land use. What seems to be lacking is the foresight and capability to

Referred to:

Planning and Development Committee (2018 01.30)

successfully address this situation at the civic level. Possibly the NIMBY influence deters the advancement of change. With your oversight and direction, residents would have improved opportunities to purchase or rent a suitably sized and located home. My hope is that your government, who is charged with oversight of local zoning and building regulations will acknowledge this deteriorating situation, and adopt an appropriate land use policy, reflective of the 21st century requirements of Burnaby residents. This could go a long way in resolving the rental and home ownership affordability crisis. It would help reduce commuter caused traffic congestion. It would encourage an integrated cohesive community and would have a positive impact on the environment.

Your consideration of this suggestion in your deliberations is appreciated.

Sincerely,
George Struk



c.c
Honourable John Horgan, Premier
Province of British Columbia
premier@gov.bc.ca

Honourable Selina Robinson,
Ministry of Municipal Affairs & Housing
mah.minister@gov.bc.ca



Meeting 2018 Jan 30
COMMITTEE REPORT

TO: CHAIR AND MEMBERS
PLANNING AND DEVELOPMENT COMMITTEE

DATE: 2018 January 22

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 90400 01
Reference: Cycling / Promotion

SUBJECT: 2018 CYCLING AND WALKING PROGRAM

PURPOSE: To request funding in support of programs to promote cycling and walking in 2018.

RECOMMENDATION:

1. **THAT** Council be requested to authorize the expenditure of \$12,400 from the Boards, Committees and Commissions budget for programs to promote cycling and walking in 2018, as outlined in this report.

REPORT

1.0 BACKGROUND

The City's Transportation Plan and three Sustainability Strategies all identify the provision of transportation choices and promotion of alternative modes as key strategic transportation goals for Burnaby. 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.

The 2018 Cycling and Walking Program is aligned with the City's Corporate Strategic Plan by supporting the following goals and sub-goals of the Plan:

- 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'.

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Through the Cycling and Walking Program, 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. In 2017, this included:

- The Burnaby Bike Map;
- Bike to Work Week;
- Bike to School Week;
- StreetWise Cycling Courses;
- Community Cycling Initiatives; and
- Walking Initiatives.

The Burnaby Bike Map is published annually by the City. The other programs listed above are offered by the non-profit cycling group, HUB, 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. The Cycling and Walking Program contributes to broader community and individual benefits, such as improved fitness, less pollution, and reduced greenhouse gas emissions as the proportion of trips made by cycling and walking increases.

2.0 PROPOSED 2018 PROGRAM

The proposed 2018 Cycling and Walking Program has eight components, as discussed below:

2.1 Burnaby Bike Map

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

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 Bike Map on-the-go much easier.

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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. Based on past demand, it is recommended that a print run of 8,000 copies is continued in 2018, at a cost of \$2,400.

2.2 Bike to Work Week

Bike to Work Week is an event organised by the non-profit cycling group, HUB, to promote cycling and encourage people to commute by bike. It is run twice a year, in the spring and fall. The target audiences are workplaces, communities and individual commuters throughout Metro Vancouver.

The components of the event are:

- **Registration:** individuals and employer-based teams register and submit their results online, including via a mobile-friendly interactive website which facilitates participation.
- **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.
- **Workshops:** workplace-specific workshops to promote Bike to Work Week.
- **Prizes and Awards:** participants in Bike to Work Week are entered in daily and grand prize draws, and organizations that log the most trips are recognized with Workplace Awards.

Burnaby's participation in Bike to Work Week has seen steady growth over the last eight years (see *Figure 1*). In 2017, there were 1,213 participants and 279 workplaces registered, representing all areas of the City (See *Figure 2* and *Figure 3*).

Collectively Burnaby participants logged 5,327 cycle trips for a total of 57,327 kilometres and in doing so, avoided the emission of 12.4 tonnes of greenhouse gases. These are good indicators of the success of this program as a tool to increase cycling engagement.

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Figure 1: Bike to Work Week Participants 2010-2017

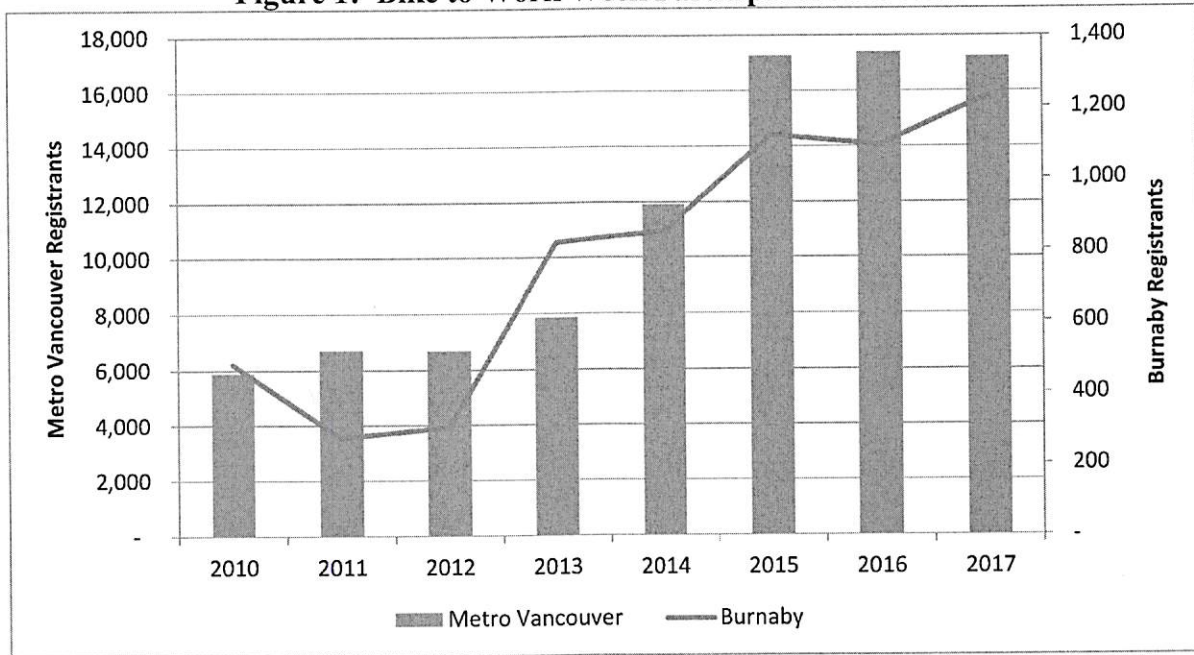


Figure 2: Residences of Burnaby Participants of Bike to Work Week

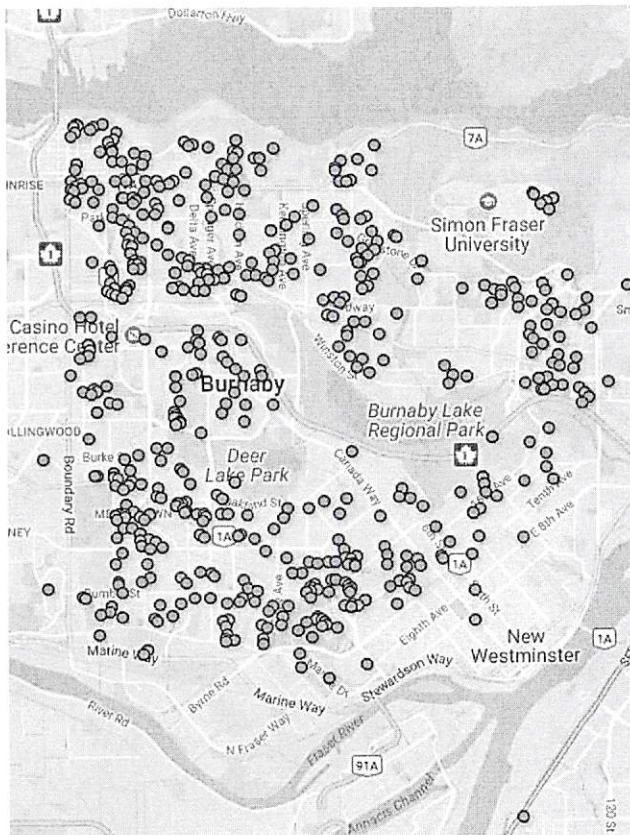
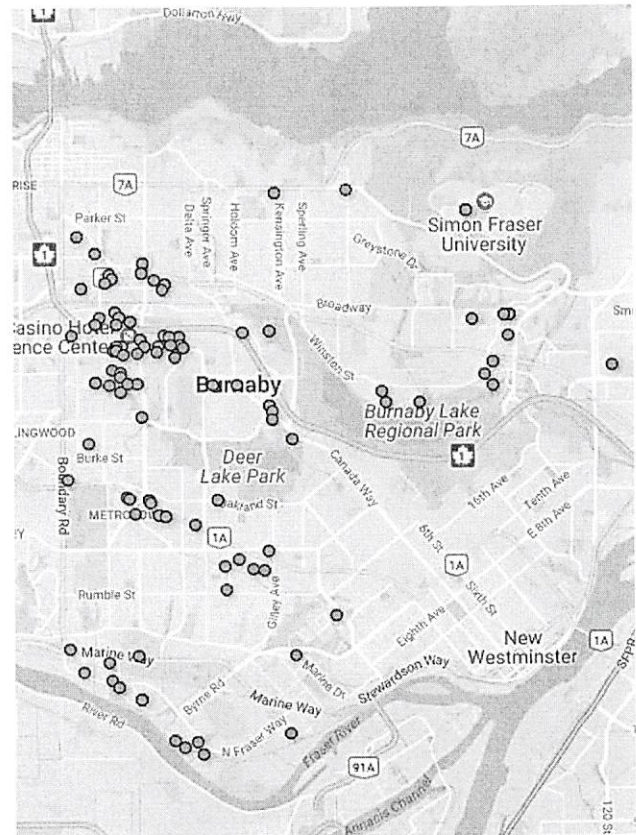


Figure 3: Workplaces of Burnaby Participants of Bike to Work Week



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In 2017, the City of Burnaby provided sponsorship of \$4,200 for Bike to Work Week, which supported two commuter stations and detailed data collection. City staff were in attendance at the City-sponsored stations to promote cycling in Burnaby, and the fall stations provided opportunities to consult with cyclists on the Transportation Plan Update (see **Figure 4**). The data collected by HUB during Bike to Work Week assists the City in understanding Burnaby cycling patterns and has been useful in confirming priority cycling projects and the impact of promotional activities.

Figure 4: Burnaby Commuter Station for Bike to Work Week, with City of Burnaby staff



Bike to Work Week events in 2018 are scheduled for late May and late October. As in previous years, the City will also promote Bike to Work Week as part of our public awareness campaign for Environment Week, which is held at the same time (May 28 to June 03, 2018). City-led promotion will include social media and online promotion and advertising in City publications as appropriate.

This year, HUB is again proposing two Commuter Stations and detailed data collection in Burnaby, in return for a City contribution of \$4,200. Staff recommend that the City provide sponsorship of \$4,200 to cover the cost of providing these services.

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2.3 Bike to School Week

HUB also organizes Bike to School Week that is run in conjunction with Bike to Work Week in May/June of each year (see **Figure 5**). 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; then have opportunities to win prizes and join in friendly competition with other schools across Metro Vancouver.

In 2017, 109 schools from Metro Vancouver registered for Bike to School Week, with 37 schools participating for the first time. In Burnaby, three elementary schools participated in the 2017 Bike to School Week festivities and celebrations: Gilmore, Forest Grove and Buckingham.

Figure 5: Bike to School Week



Bike to School Week also includes an educational component. In recent years, HUB has provided the following 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.

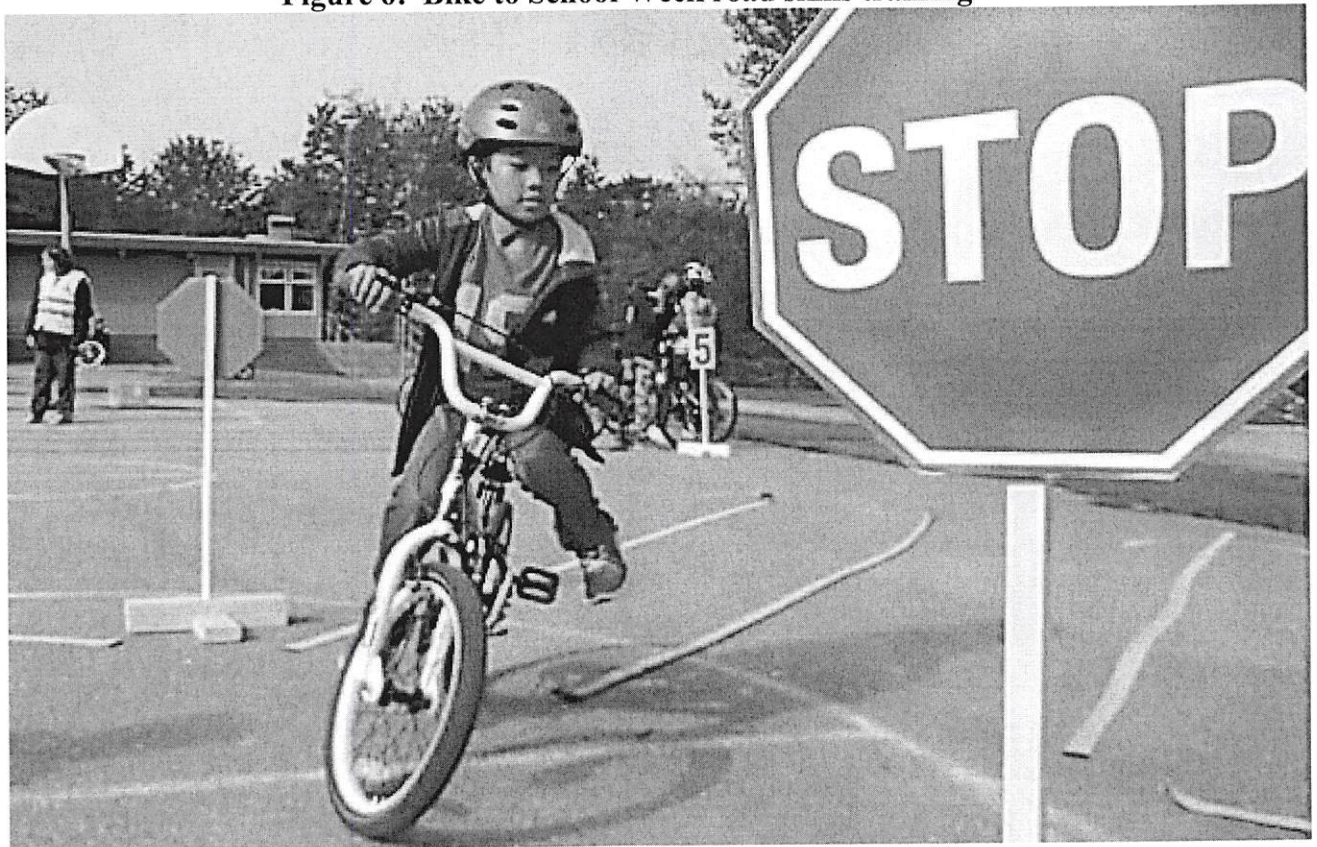
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- *Ride the Road* course: this provides more advanced instruction on urban cycling skills and road rules for Grade 6 and 7 students. It includes basic cycling maintenance and safe practices and a supervised neighbourhood road ride.

Last year, across Metro Vancouver, cycling courses were delivered to 5,278 students in schools across 13 municipalities (see **Figure 6**). In Burnaby, the City provided sponsorship of \$2,655 which supported one *Learn to Ride* course. This was delivered to grade 4 to 6 students in Gilmore Elementary.

HUB, through its partnership with other organizations, was also able to deliver two *Ride the Road* courses in Burnaby. These were delivered to students in Cameron Elementary and Second Street Community Schools. Students who have taken these courses show improved skills and confidence and report an increased sense of safety and confidence in cycling around their neighbourhoods.

Figure 6: Bike to School Week road skills training



"It was so exciting to see students learning to ride bikes for the first time and for others to gain the skills to make them confident to ride on the road. I believe everyone in some way or another benefitted from your program"- Cameron Elementary, Burnaby, Ride the Road, June, 2017.

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Bike to School Week provides an excellent opportunity to engage youth and promote safe cycling in the City. In order to offer this program again in 2018, HUB requests a contribution of \$2,500 from the City of Burnaby. HUB will also be liaising with the School District to seek their support for the event. Building on the success of previous years, staff recommend that the City offer \$2,500 in support of this program in 2018.

2.4 StreetWise Cycling Courses

Cycling can be an important mode of transportation for newcomers, some of whom may find car ownership or transit fares a financial burden. In 2006, HUB 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 2017, 735 participants across Metro Vancouver took part in a StreetWise Cycling Course. In Burnaby, the City provided sponsorship for one specialized immigrant-focused course at a cost of \$2,850. The course was delivered by HUB, in partnership with staff of the Burnaby Neighbourhood House. Working with local service providers, newcomers who would benefit from the course were identified and referred to the program. It took place in July 2017 at Gilmore Community School, with 21 adults and children participating.

Many of the participants had previously used bikes as a primary mode of transport in their countries of origin, but had difficulty cycling here due to lack of familiarity with local routes, cycling practices and rules of the road. Results have shown that rates of cycling increase dramatically and consistently after attending one of these courses, as do confidence levels.

For 2018, HUB is proposing to hold one course for 24 participants in Burnaby, delivered in partnership with Burnaby-based immigrant service organizations, in return for continuing City support of \$2,800. Staff recommend that the City offer \$2,800 for this program in 2018.

2.5 Community Cycling Initiatives

In 2017, staff supported the efforts of local community organizations advancing cycling initiatives in Burnaby. In May, City staff supported the fourth annual *Bike Day in Canada* by providing relevant route planning information and mapping. In June, staff supported Community Bike Fairs at Gilmore and Second Street Community Schools, through the provision of materials, and promotion of the events through City social media channels and the Community Events Calendar.

Staff recommend continued support of these initiatives in 2018 through provision of relevant information and data as required, in-kind goods and promoting community efforts.

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2.6 Burnaby Walking Maps – Metrotown

Since 1998, one of the means of achieving the City’s Transportation Plan 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 propose the development of neighbourhood walking maps. These maps will aim to engage and support citizens in the pursuit of healthier, more active lifestyles. They will also help to encourage visitors to explore the City on foot and will support local tourism.

The Burnaby Walking Maps will be developed in phases. The first map will focus on Metrotown and is planned for 2018. It will be made available online and printed copies will be distributed to City facilities. To this end, staff recommend the development, production and distribution of 1,000 walking maps at a cost of \$500.

2.7 Walking Challenge

As noted in the report “Update on the Burnaby Healthier Community Partnership for 2016-17”, approved by Council on 2017 September 11, the Burnaby and New Westminster Healthier Community Partnerships (HCPs)¹ were jointly awarded a Fraser Health Active Communities grant of \$45,000 to support a walking challenge in spring 2018. Both cities recognize active transportation, including walking, as an affordable, healthy and environmentally-friendly means of getting around. The walking challenge in spring 2018 builds on successful walking initiatives in both cities.

The Walking Challenge in each community will have three components:

- *Community Component*

The Cities of Burnaby and New Westminster will partner with a community-based group, the Walkers Caucus, to sponsor a five-week walking challenge from April 9 to May 11. Walking will be encouraged both as a means of physical activity/leisure, and transportation. Participants will track the time they spend walking each week. The walking challenge will overlap with walking events in both cities (e.g. Jane’s Walk, Walk with Your Doc, Move for Health Day). As part of the challenge, participants will be encouraged to map and photograph favourite walking routes. This information could be used to inform the City’s initiative to develop walking maps for Burnaby, as described in Section 2.6.

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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- *Schools Component*

Schools in Burnaby and New Westminster will take part in a school-based walking challenge that will coincide with the community walking challenge. Resources to increase teacher capacity to link the challenge to various areas of the curriculum are being developed jointly by School Districts 40 and 41.

- *Walking Festival (wrap-up event)*

A Walking Festival/Wrap Up will take place on Saturday May 12, 2018 at Edmonds Community Centre to celebrate the conclusion of the challenge. Participants will be able to hear featured speakers, learn about resources to support healthier lifestyles and connect with other community members interested in forming new walking groups.

The goals of the walking challenge align well with the draft themes guiding the Burnaby Transportation Plan Update². Communications developed for the Walking Challenge will share similar messages as the Plan Update on benefits of active transportation.

2.8 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.

In May 2017, Staff 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.

3.0 CONCLUSION

The Burnaby Bike Map, Bike to Work Week, Bike to School Week, StreetWise Cycling Courses, local community cycling initiatives such as *Bike Day in Canada* and Community Bike Fairs are well-established means for encouraging greater travel by bicycle. The expansion of the Cycling Program to include walking initiatives such as Jane's Walk, a Metrotown Walking Map and the Walking Challenge will 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 \$12,400 to promote cycling and walking in Burnaby in 2018, as follows:

- Burnaby Bike Map, \$2,400;
- Bike to Work Week, \$4,200;

² The draft themes of the Burnaby Transportation Plan Update include Accessible – access and choice; Safe – safe and secure mobility; Healthy – active people in healthy, livable communities; Green – a protected and enhanced environment; Prosperous – a thriving, sustainable economy; and Connected – integrated and well-designed places.

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- Bike to School Week, \$2,500;
- StreetWise Cycling Courses, \$2,800; and
- Burnaby Walking Map – Metrotown, \$500.

In keeping with our past cycling and walking promotion expenditures, it is recommended that Council be requested to authorize the expenditure of \$12,400 from the Boards, Committees and Commissions budget for this year's Cycling and Walking Program, as outlined in this report.


Lou Pelletier, Director
PLANNING AND BUILDING

SC:sla

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

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Meeting 2018 January 30

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
COMMUNITY DEVELOPMENT COMMITTEE

DATE: 2018 January 25

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 42000.20
Reference: Bylaw Text Amendment

SUBJECT: PROPOSED ZONING BYLAW TEXT AMENDMENTS – 2018 JANUARY

PURPOSE: To propose a number of text amendments to the Burnaby Zoning Bylaw.

RECOMMENDATION:

1. **THAT** Council be requested to authorize the preparation of a bylaw amending the Burnaby Zoning Bylaw, as outlined in Section 2.0 of this report, for advancement to a Public Hearing at a future date.

REPORT**1.0 BACKGROUND INFORMATION**

As part of the ongoing review of the Burnaby Zoning Bylaw, which usually takes place in the context of development enquiries and discussions regarding the intent of the bylaw and the general need to update the bylaw, text amendments are brought forward from time to time. These text amendment reports are submitted in order to provide clarification and improvements to the wording of the bylaw, and to respond to changes in related legislation and changes in forms of development, land uses and social trends.

This report presents five Zoning Bylaw amendments regarding 1) definition of “Lot Area”; 2) measurement of the height of accessory buildings; 3) private garages located within structured and underground parking areas; 4) lot coverage in the R4, R5, R9, and R12 Districts; and 5) marihuana (cannabis) production, finishing, packaging, warehousing, and distribution in the M Districts.

2.0 PROPOSED BYLAW TEXT AMENDMENTS**2.1 Definition of “Lot Area”****Issue**

There is a need to amend the wording of the Zoning Bylaw in order to simplify the processes and mechanisms used to transfer density derived from road and lane dedication on sites undergoing rezoning.

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 From: Director Planning and Building
 Re: Burnaby Zoning Bylaw Text Amendments – January 2018
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Discussion

Section 3 of the Zoning Bylaw states:

“LOT” means an area of land designated as a separate and distinct parcel on a legally recorded subdivision plan or description filed in the Land Registry Office, and having a principal frontage upon a public street or place.

“LOT AREA” means the total horizontal area within the lot lines of a lot.

In zoning districts where density is regulated by gross floor area (GFA) (RM, C2, C3, C5, C8, C9, M8, B, P6, and P11 Districts), lot area is a determinant of the maximum allowable GFA on the lot, calculated as follows:

$$\text{Lot Area} \times \text{Floor Area Ratio} = \text{Gross Floor Area}$$

Lot area is also a determinant of maximum allowable above grade floor area in zoning districts regulated by site coverage and height (C1, C4, C6, C7, M1, M2, M3, M4, M5, M6, M7, P1, P2, P3, P4, P5, P7, P8, P9, and P10 Districts), calculated as follows:

$$(\text{Lot Area} \times \text{Site Coverage}) \times \text{Number of Storeys} = \text{Above Grade Floor Area}$$

Historically, site density has been calculated based on net lot area, after road and lane dedication. However, in more recent developments within Burnaby’s Town Centres requiring significant dedication, density has been based on gross lot area (inclusive of road and lane dedication), achieved in one of three ways through the rezoning process:

- the area required for road or lane dedication is transferred to the City as a fee simple lot, and the development density related to the required road or lane dedication is transferred to the development site through a density allocation covenant registered on both lots, effectively granting a density based on gross site area;
- the required road or lane dedication is taken as a statutory right-of-way over the property, so as to not reduce calculated net site area; or
- the development density on large sites, which involve extensive public realm enhancements (including new road connections), is calculated based on gross site area through a Master Plan rezoning process and associated density allocation covenants.

The calculation of density based on gross lot area has supported the implementation of an enhanced public realm within the Town Centres in line with the Council-adopted *Public Realm Design Standards for Town Centre Streets Policy*, while also facilitating the City’s planning objectives to meet future growth and development needs in Burnaby’s Town Centres. The issue arises in that the process and mechanisms for the transfer of density derived from road and lane dedication is onerous to both the City and applicant.

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Going forward, as the City seeks to enhance the public realm and meet future growth and development needs in Community Plan areas throughout Burnaby, an amendment to the Zoning Bylaw as it relates to the application of gross lot area in the calculation of density, would help facilitate the implementation of these community objectives, bring clarity to the approval process, and simplify the processes and mechanisms used to transfer density from road and lane dedication areas.

Planning staff have reviewed the application of lot area for the purposes of calculating density in the City of Vancouver, Coquitlam, and North Vancouver. In each of these municipalities, density is based on lot area before road and lane dedications. As such, the abovementioned clarification amendment to the Burnaby Zoning Bylaw would be consistent with the planning practices of neighbouring municipalities.

Therefore, it is proposed that the definition of lot area be amended to clarify that for lots subject to rezoning to the CD (Comprehensive Development) District, based on the RM (Multiple Family Residential), C (Commercial), B (Business Centre), M (Industrial) and P (Institutional) Districts, the total horizontal area within the lot lines of a lot is inclusive of road and lane dedication.

Recommended Bylaw Amendment

1. **THAT** the definition of “Lot Area” in Section 3 of the Zoning Bylaw be replaced with wording the same or similar to the following:

“Lot Area” means the total horizontal area within the lot lines of a lot, except for lots that are rezoned on or after 2018 June 01 to the CD (Comprehensive Development) District based in whole or in part on the RM, C, M, B and P Districts, lot area shall be inclusive of the area of street and lane dedication immediately adjacent to the lot, as shown on the subdivision plan pertaining to the lot, approved as a prerequisite to the CD zoning of the site.

2.2 Measurement of the Height of Accessory Buildings

Issue

The Zoning Bylaw does not provide a methodology for measuring the height of detached accessory buildings in some zoning districts.

Discussion

The Zoning Bylaw permits accessory buildings up to one storey and 3.7 m in height, except that in A, R and RM Districts, a hip and gable roof may be constructed to a height of 4.6 m. Section 6.6(1)(b) of the Zoning Bylaw provides a methodology for measuring the height of accessory buildings that are attached to the principal building by clarifying:

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“Where a garage or carport or other accessory building or structure is attached to the principal building, it is to be considered a part of the principal building and shall comply in all respects with the requirements of this Bylaw applicable to the principal building.”

The Zoning Bylaw does not, however, provide a methodology for measuring the height of detached accessory buildings in all zoning districts. Specifically, the Zoning Bylaw does not address how the height of detached accessory buildings are to be measured in the C2, R1, R2, R3, R4, R5, R9, R10, R11, R12, RM6 and P11 Districts. For detached accessory buildings in all other zoning districts, Section 6.4(2) of the Zoning Bylaw provides the following requirement:

“Except in the C2, R1, R2, R3, R4, R5, R9, R10, R11, R12, RM6 and P11 Districts, the height of a building shall be measured from the front average elevation to the highest point of the structure, subject to the applicable exceptions in subsections (3) and (4); and where no front yard setback is required the height shall be measured from the curb.”

Prior to 1991, the definition of “Height” in Section 3 of the Zoning Bylaw had provided a uniform methodology for measuring the height of all buildings regardless of the zoning district. However, following a comprehensive review of bulk regulations for single family homes, new methodologies for measuring the height of principal buildings in the R1, R2, R3, R4, R5, R9 and R10 Districts were introduced, and the definition of “Height” was amended as follows:

*“**HEIGHT**” means the vertical dimension of a building or structure measured in accordance with section 6.4.*

Over time, new methodologies for measuring the height of buildings in the C2, R11, R12, RM6 and P11 Districts were also introduced. However, such measurement methodologies only apply to principal buildings, and did not address detached accessory buildings in the C2, R1, R2, R3, R4, R5, R9, R10, R11, R12, RM6 and P11 Districts.

Given the above noted gap, there is a need to clarify how the height of detached accessory buildings are to be measured in all zoning districts. For simplicity, it is recommended that in all zoning districts, the height of a detached accessory building, other than a garage or carport, be measured from the average natural grade of all sides of the building. This requirement balances both the desire to minimise the visual impact of accessory buildings, with the need to allow for reasonable access and natural light penetration into accessory buildings located on sloping sites. The Building Department has developed standard practices for calculating the average natural grade of all sides of a building.

It is further recommended that an exception be made to allow for the height of a detached garage or carport to be measured from the finished grade at the point used for vehicular access. This provision will ensure that on sites with severe slope, adequate height clearance can be achieved on the side used for vehicular entry. If adopted, this provision would render Section 6.6(a.1) of the Zoning Bylaw (which provides a methodology for measuring the height of depressed garages and carports) redundant, and as such it is recommended it be repealed.

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It is noted that in some circumstances the above recommendations will permit greater accessory building heights compared with existing regulation. However, given that the height of an accessory building is limited to one storey, the resultant impact is anticipated to be minimal.

Following the adoption of the above recommendations, it is intended that Section 6.4(2) of the Zoning Bylaw only apply to principal buildings. To help clarify this, it is recommended that Section 6.4(2) of the Zoning Bylaw be amended to specifically refer to principal buildings.

Recommended Bylaw Amendment

1. **THAT** Section 6.4 of the Zoning Bylaw be amended to add Section 6.4(6) with wording the same or similar to the following:

The height of a detached accessory building shall be measured from the calculated average natural grade of all sides of the building to the highest point of the structure, subject to the applicable exceptions in subsections (3) and (4), except that the height of a detached garage or carport may be measured from the finished grade at the point used for vehicular access.

2. **THAT** the following highlighted text be added to Section 6.4(2) of the Zoning Bylaw:

*Except in the C2, R1, R2, R3, R4, R5, R9, R10, R11, R12, RM6 and P11 Districts, the height of a **principal** building shall be measured from the front average elevation to the highest point of the structure, subject to the applicable exceptions in subsections (3) and (4); and where no front yard setback is required the height shall be measured from the curb.*

3. **THAT** Section 6.6(1)(a.1) of the Zoning Bylaw be repealed.

2.3 Private Garages Located within Structured or Underground Parking

Issue

There is a need to clarify the design standards for private garages located within structured or underground parking.

Discussion

Section 3 of the Zoning Bylaw states:

***“GARAGE, PRIVATE”** means a detached accessory building or a portion of a principal building used solely for the parking or temporary storage of private motor vehicles and in which there are no facilities for repairing or servicing such vehicles.*

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The term “Garage, Private” includes both small scale garages usually associated with a single or two-family dwelling unit, and large scale private parkades servicing multiple family residential developments. Based on the definition of “Garage, Private”, an underground parking area, which forms a portion of a principal building, may contain smaller private garages which service individual dwelling units.

In recent years, the number of development applications proposing smaller private garages located within an underground parking area in a multiple family residential development has markedly increased, prompted by wider market demand. Typically, these types of garages are proposed for penthouses and other premium dwelling units to provide additional security for residents’ vehicles. This increase in demand for private garages located within underground parking areas has highlighted the need for design standards for such garages, particularly on aspects such as vision clearance, materials, egress, and dimensions.

Establishing clear design standards will assist applicants in understanding Building, Fire, and Engineering Department requirements for such garages at the outset of the project, helping to ensure safe and functional design. Design standards will also help alleviate a broader concern by staff that these garages may be misused for general storage, which could present a fire safety issue.

Given the above, staff acknowledge the need to clarify the design standards for private garages located within structured or underground parking areas, to help meet market demand, address safety and functional requirements, and to prevent such spaces being used for purposes other than vehicular parking.

It is therefore, recommended that private garages located within structured or underground parking only be permitted on sites subject to rezoning to the CD District. It is also proposed that the review of such private garages be guided by the attached design standards to ensure that they meet the requirements of the Building, Fire, and Engineering Departments (see *Attachment #1*). These requirements will ensure that full review and consideration can be given to such proposals early in the development process, to ensure compliance with the design standards, and to address safety and traffic considerations.

For clarity, it is further proposed that a definition for structured parking be added to Section 3 of the Zoning Bylaw.

Recommended Bylaw Amendment

1. **THAT** the following highlighted text be added to the definition of “Garage, Private”:

“GARAGE, PRIVATE” means a detached accessory building or a portion of a principal or accessory building used solely for the parking or temporary storage of private motor vehicles and in which there are no facilities for repairing or servicing such vehicles. Private garages located within structured parking or underground parking shall only be permitted on lots that are subject to rezoning to the CD (Comprehensive Development) District.

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2. **THAT** Section 3 of the Zoning Bylaw be amended to add a definition of “Parking, Structured” with wording the same or similar to the following:

“PARKING, STRUCTURED” means an area that

- a) contains parking spaces and associated driveways and manouvering aisles,*
- b) is located within a building, and*
- c) has its roof or the finished floor next above it more than 800 mm (2.62 ft.) above the adjacent finished grade.*

2.4 Lot Coverage in the R4, R5, R9, and R12 Districts

Issue

There is a need to clarify the maximum permitted lot coverage for lots having no garage or carport in the R4, R5, R9, and R12 Districts.

Discussion

Sections 104.3, 105.3, 109.3, and 112.3 of the Zoning Bylaw regulate the maximum permitted lot coverage for lots in the R4, R5, R9, and R12 Districts. Specifically, the above noted Sections contain the following regulations:

- (1) Lot coverage shall not exceed 40 percent for lots having a garage or carport attached to the principal building.*
- (2) Lot Coverage shall not exceed 45 percent for lots having a garage or carport detached from the principal building.*

Given that these regulations only reference lots having a garage or carport, there is a need to clarify the maximum permitted lot coverage for lots in the R4, R5, R9, and R12 Districts having no garage or carport. In the R4a and R5a Districts, maximum lot coverage is set at 40 percent whether or not there is a garage or carport on the lot.

The current wording of the above noted Sections, with the exception of Section 112.3, was adopted in 1991 as part of a package of Zoning Bylaw amendments aimed at incentivizing the provision of detached garages and carports. Prior to 1991, lot coverage for lots in the R4, R5, and R9 Districts was limited to 40 percent, regardless of development form. When the R12 District was adopted in 1994, the above regulations were incorporated into the R12 District Schedule with the same intent of incentivizing the provision of detached garages and carports.

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The intent of the aforementioned 1991 Zoning Bylaw amendment was to permit an additional 5 percent lot coverage for lots having a detached garage or carport; however, the language adopted at that time inadvertently removed lot coverage regulation pertaining to lots having no garage or carport.

As such, providing updated language that addresses lots having no garage or carport will help close the current regulatory gap. It is therefore, recommended that the wording of Sections 104.3, 105.3, 109.3, and 112.3 of the Zoning Bylaw be amended to clarify that lot coverage shall only exceed 40 percent when a garage or carport is provided detached from the principal dwelling. In such circumstances, lot coverage shall not exceed 45 percent.

Recommended Bylaw Amendment

1. **THAT** Section 104.3 (R4 District) of the Zoning Bylaw be repealed and replaced with wording the same or similar to the following:

Lot Coverage:

- (1) *Lot coverage shall not exceed 40 percent, except that lots having a garage or carport detached from the principal building shall have a maximum lot coverage of 45 percent.*
- (2) *Notwithstanding subsection (1), lot coverage shall not exceed 40 percent for lots in an R4a District.*

2. **THAT** Section 105.3 (R5 District) of the Zoning Bylaw be repealed and replaced with wording the same or similar to the following:

Lot Coverage:

- (1) *Lot coverage shall not exceed 40 percent, except that lots having a garage or carport detached from the principal building shall have a maximum lot coverage of 45 percent.*
- (2) *Notwithstanding subsection (1), lot coverage shall not exceed 40 percent for lots in an R5a District.*

3. **THAT** Sections 109.3 (R9 District) and 112.3 (R12 District) of the Zoning Bylaw be repealed and replaced with wording the same or similar to the following:

Lot Coverage:

- (1) *Lot coverage shall not exceed 40 percent, except that lots having a garage or carport detached from the principal building shall have a maximum lot coverage of 45 percent.*

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2.6 *Marihuana (Cannabis) Production, Finishing, Packaging, Warehousing, and Distribution in the M Districts*

Issue

The Federal Government intends to legalize *non-medical* cannabis¹ by 2018 July. Currently, the Zoning Bylaw only regulates the location of *medical* marihuana (cannabis) production, finishing, packaging, warehousing and distribution. To ensure there is no regulatory gap in the Zoning Bylaw in respect to these activities following the legalization of *non-medical* cannabis, there is a need to amend the Zoning Bylaw to regulate the location of these activities in relation to both *medical* and *non-medical* cannabis. Further City review of cannabis regulations, including retail sales, will be undertaken following the announcement of a complete provincial regulatory framework.

Discussion

On 2017 April 13, the Federal Government introduced Bill C-45, otherwise referred to as the *Cannabis Act*. The proposed legislation aims to create a legal framework for the production, distribution, advertisement, possession, and consumption of non-medical cannabis in Canada. Under the proposed legislation, producers of non-medical cannabis (more than four plants) would require a license issued by Health Canada, similar to producers of medical cannabis. The *Cannabis Act*, as proposed, would also permit households to grow up to four cannabis plants with restrictions on size and transference of unused allotment, subject to provincial regulation. The existing medical system as regulated by the *Access to Cannabis for Medical Purposes Regulations* will remain in force after non-medical cannabis regulations are adopted.

One of the City's predominant roles with regards to non-medical cannabis legalization is to regulate, through the Zoning Bylaw, where it can be produced and distributed within the City. Currently, the City's Zoning Bylaw regulates where medical cannabis production, finishing, packaging, warehousing and distribution facilities can locate, which includes mail order distribution services. As of 2014 January 27, the production, finishing, packaging, warehousing or distribution of medical marihuana (cannabis) is permitted in the M1, M2, M3, M4, and M5 Industrial Districts subject to rezoning to the CD Comprehensive Development District. Medical cannabis production is also permitted as a farming use in the Agricultural Land Reserve (ALR) in accordance with the *Agricultural Land Commission Act*.

To ensure there is no regulatory gap in the Zoning Bylaw following the legalization of non-medical cannabis, there is a need to amend the Zoning Bylaw to also regulate the location of non-medical cannabis production, finishing, packaging, warehousing and distribution. It is recommended that the same zoning regulations that apply to medical marihuana (cannabis) production, finishing, packaging, warehousing and distribution also apply to non-medical cannabis. As such, it is recommended that Sections 401.1(23) (M1 District), 404.1(18) (M4 District), and 405.1(19) (M5 District) be amended to permit the production, finishing, packaging,

¹ While there is little definitional difference between the terms 'cannabis' and 'marihuana', federal legislation and most producers and dispensaries prefer the term 'cannabis'. Therefore, for the purposes of both this report and future Zoning Bylaw amendments, 'cannabis' will be the preferred term.

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warehousing or distribution of both medical and non-medical cannabis subject to rezoning to the CD Comprehensive Development District. This approach will ensure that the location of these activities can be reviewed by Council to ensure compatibility with surrounding land uses and limit community impacts. In support of the above recommendation, it is recommended that the definition of “Medical Marihuana” in Section 3 of the Zoning Bylaw be repealed, and a definition for “Cannabis Production Facility” be added.

Provincial legislation pertaining to the retail distribution of non-medical cannabis is anticipated in early 2018. Following the announcement of a complete provincial regulatory framework, staff will bring forward another report for Council’s consideration in respect to any further zoning amendments that are required in response to the provincial regulation.

Recommended Bylaw Amendment

1. **THAT** the definition of “Medical Marihuana” in Section 3 of the Zoning Bylaw be repealed and the following definition be added:

“CANNABIS PRODUCTION FACILITY” means a building or portion thereof providing for the production, finishing, packaging, warehousing and/or distribution of cannabis.

2. **THAT** Sections 401.1(23) (M1 District), 404.1(18) (M4 District), and 405.1(19) (M5 District) of the Zoning Bylaw be repealed and replaced with wording the same or similar to the following:

Cannabis production facility provided that the use is included as part of a comprehensive development plan subject to the CD (Comprehensive Development) District.

3.0 CONCLUSION

The above Zoning Bylaw text amendments are proposed in order to clarify certain aspects of the Bylaw, make amendments in support of existing practices and Council policies, and achieve other regulatory changes. It is recommended that Council approve the above proposed text amendments, as outlined in Section 2.0 of this report, for advancement to a Public Hearing at a future date.


 Lou Pelletier, Director
 PLANNING AND BUILDING

MN:eb Attachment

cc: City Manager
 Director Corporate Services
 Chief Licence Inspector
 City Clerk

Director Public Safety and Community Services
 Chief Building Inspector
 City Solicitor

Attachment #1



Design Standards for Private Garages located within Structured or Underground Parking

Pending Adoption by Council

Planning and Building Department

This document has been prepared for the applicant and/or the applicant's architect to ensure that private garages located within structured or underground parking areas are safe and functional. Applicants are required to submit a letter of undertaking at the time of rezoning to confirm compliance with these guidelines. These guidelines are in addition to the 2006 January 3 *Guidelines for Surface and Underground Parking in Multiple-Family and Mixed-Use Developments*. Attached is a checklist to assist the applicant and/or the applicant's architect.

(1) Signage

- (a) Signage with wording the same or similar to *No Storage Permitted, Except Vehicles* shall be affixed to the inside wall of all private garages. Other types of storage are not permitted due to fire safety issues. The design, wording, and location of such signage shall be included as part of the suitable plan of development presented at Public Hearing.

(2) Access & Materials

- (a) Private garage gates shall be constructed of visually permeable metal mesh that allows for sprinkler penetration. This requirement addresses fire safety issues and allows for efficient surveillance to ensure conformance with the above stated storage requirements.
- (b) Private garage gates shall open at least the full width and height of the associated parking space(s) to allow for sufficient vehicular access.
- (c) A man door shall be provided separately from the garage gate to allow for access in and out of the garage in the event that the garage gate is not operable. Such doors shall be provided on the same side as the garage gate and shall swing into the private garage to avoid collisions with oncoming vehicles or persons.

(3) Vision Clearance

- (a) In the area bounded by intersecting manoeuvring aisles, a private garage shall not be permitted within 6.0 m from their point of intersection. This requirement allows for sufficient sight lines at manoeuvring aisle corners based on anticipated target speeds within the parkade.

(4) Minimum Dimensions

All dimensions noted in the following section are minimum inside dimensions. For optimal functionality, it is recommended that applicants exceed these dimensions.

- (a) The minimum dimensions of parking spaces located within private garages are:

Length	Width	Height
5.5 m	2.6 m	2.0 m

- (b) The width of a parking space shall be increased by 0.3 m on each side where a parking space adjoins a fence, wall, column, or similar structure that either:
- exceeds 0.3 m in height and is located more than 1.4 m from either end of a parking space, or
 - exceeds 50 mm in height and is located less than 0.6 m from the maneuvering aisle.

This requirement helps to accommodate vehicle circulation and door opening.

- (c) The garage gate and its associated components shall not encroach into required maneuvering aisles, parking spaces, or pathways in order to maintain required access and clearances.
- (d) Where a private garage is provided with direct access to a dwelling unit, the required man door and dwelling unit door shall be connected by a clear pathway that complies with the minimum measurements provided in Section 4(f).

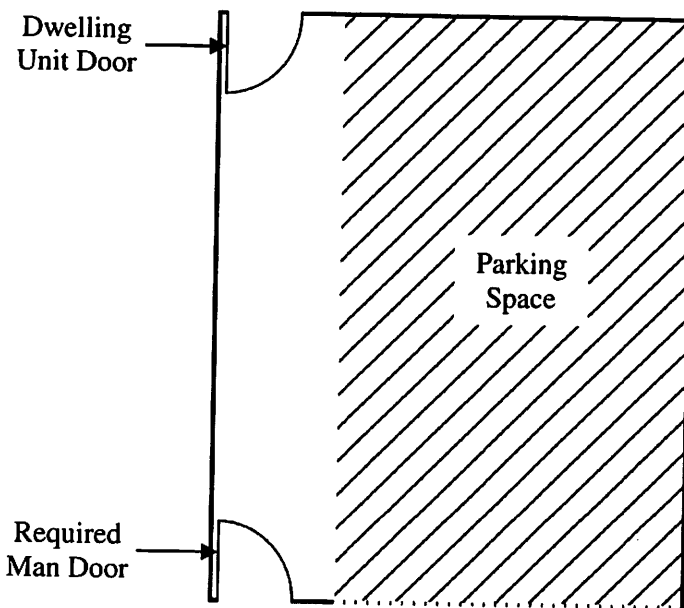


Figure 1: Example of private garage configuration where direct access is provided to a dwelling unit.

||| Garage Gate

- (e) Where a private garage is provided with direct access to an adaptable or accessible dwelling unit, the associated parking space and access routes shall meet applicable BC Building Code accessibility standards.

- (f) In addition to the parking space, a clear pathway aligned with the required man door should be provided measuring either:
- i. 1.2 m in width for the entire length of the garage, or
 - ii. 1.5 m in width for the entire length of the garage where an accessible parking space is provided.

The required pathway serves a number of functions including: accommodating door swing, facilitating access for emergency service personnel in the event that the garage gate is not operable, and providing direct access to an attached dwelling unit. The required pathway configuration and dimensions may be varied at the discretion of the Director of Planning and Building, in consultation with the Chief Building Inspector.

Checklist for Private Garages located within Structured or Underground Parking

The following is a checklist prepared for applicants and/or the applicant's architect to ensure that the provision of private garages located within structured or underground parking is safe and functional.

Signage	
(a) <i>No Storage Permitted, Except Vehicles</i> signage is affixed to the wall within each private garage.	<input type="checkbox"/>
Access and Materials	
(a) Each garage gate is constructed of visually permeable metal mesh that allows for sprinkler penetration.	<input type="checkbox"/>
(b) Each garage gate opens at least the full width and height of the associated parking space(s).	<input type="checkbox"/>
(c) Each private garage has a separate man door that swings into the garage.	<input type="checkbox"/>
Vision Clearance	
(a) Private garages are setback at least 6.0 m from intersecting manoeuvring aisles.	<input type="checkbox"/>
Minimum Dimensions	
(a) Parking spaces conform to the minimum regular parking space standards.	<input type="checkbox"/>
(b) The width of each parking space is 0.3 m wider on each side where a parking space adjoins a fence, wall, column fence, or similar structure, subject to subsections 4(b)(i) and 4(b)(ii) of the attached design standards.	<input type="checkbox"/>
(c) The garage gate and its associated components do not encroach into maneuvering aisles, parking spaces, or pathways.	<input type="checkbox"/>
(d) Where a private garage is provided with direct access to a dwelling unit, the required man door and dwelling unit door is connected by a clear pathway.	<input type="checkbox"/>
(e) Where a private garage is provided with direct access to an adaptable or accessible dwelling unit, the associated parking space meets BC Building Code accessible parking space requirements.	<input type="checkbox"/>
(f) At least one of the following shall apply: <ul style="list-style-type: none"> • where a non-accessible parking space is provided within a private garage, a 1.2 m wide pathway is provided for the entire length of the garage; and/or • where an accessible parking space is provided within a private garage, a 1.5 m wide pathway is provided for the entire length of the garage. 	<input type="checkbox"/> <input type="checkbox"/>