

Re Ref # 16-18 <sup>1</sup> 16-58  
Bylaw # 13913 <sup>1</sup> 13914

To: City of Burnaby  
FAX: 604.294.7537

From: Greg Austin

City of Burnaby ZONING BYLAW AMENDMENTS

Public Hearing Tuesday, July 24, 2018 AT 7:00 pm

"Burnaby Zoning Bylaw 1965"

- ✓ 1) Amendment Bylaw No. 25. 2018 - Bylaw No. 13913  
To: CD Comprehensive Development District
- ✓ 2) Amendment Bylaw No. 25. 2018 - Bylaw No. 13914  
To: CD Comprehensive Development District
- 3) Amendment Bylaw No. 25. 2018 - Bylaw No. 13916  
To: CD Comprehensive Development District *Cancelled*
- 4) Amendment Bylaw No. 25. 2018 - Bylaw No. 13917  
To: CD Comprehensive Development District *Cancelled*

City of Burnaby position:

The alternative to sprawl is High-Rise (45+ Storeys) CD Comprehensive Development Districts.

This statement and position is not correct.

If the City of Burnaby had done the MATH they would not have proposed the above "Burnaby Zoning Bylaw 1965" Amendments.

MATH:

"When Niagara on the Lake just recently (2004) measured that for every dollar Assessment they get for their Low Density (39 acre sub-Urban) sprawl Development (to house 1,000 people), it costs a dollar forty (\$1.40) to service".  
Jack Diamond, architect

The extreme opposite of sprawl, the High-Rise (45+ Storeys) makes the 40% SUBSIDY of single family houses look like a bargain.

"At about 30 units an acre you can afford Public Transit.

We talk about Subsidies to Public Transit; Investment in Highways.

It tells you something about the mindset. And why we have the lowest investment in Public Transit, because they say people make choices. The fact is the choices are being helped by Public Policy, by default and by inadvertent favouring of particular ways. And let me tell you how it happens in Ontario and most of Canada.

The Provincial Governments pay for the Trunk Line Sewers and the Expressways (Highways).

The Private Sector only has to pay for Local and doesn't have to pay for the increment of making that land valuable by providing Trunk Line Access.

You and I pay for it in the Downtown.

That burden is born by all of us for what the Pope calls extreme or excessive Capitalism.

But the Capitalism is actually being SUBSIDIZED by the Taxpayer to the tune of Expressways (Highways) and Trunk Line Sewers." Jack Diamond, architect

#### SUMMARY:

Burnaby like most cities only charges developers for the local connection to sewers (water in/out of buildings).

The Private Sector does NOT pay for ROADS, SEWER MAINS, or TRANSIT. Why?

Even with the maximum number of trains on the tracks, Skytrain can NOT handle even two 45+ High-Rise buildings at each of the 39 Expo and Millennium Skytrain Stations. Each building needs eight Skytrain cars at \$26.6 million NOT including buses away from the Skytrain. Total Taxpayer SUBSIDY just for two 45+ Storey High-Rises at each of the 39 Skytrain Stations is over \$2 Billion.

Kindly do the Math.

The solution to sprawl is NOT 45+ Storey High-Rises.

The real solution is SUSTAINABLE DENSITY HOUSING, something that Burnaby does not seem able to build. Kindly look to your neighbour cities for help.

Regards,  
Greg Austin  
436 Seventh St  
New Westminster, BC  
V3M 3L3