

Shelter and safe vehicle living

A dry bed, safe place to sleep and access to a toilet are the starting point. I will pursue voluntary shelter and safe-parking options while expanding permanent housing pathways.

WHAT I WILL BRING FORWARD

- Bring forward one managed 40–60-space safe-parking pilot at a suitable industrial-edge site, with toilets, water, waste collection, pump-out access, fire lanes and transit connections.
- Develop a two-year hosted-RV pilot of up to 200 permits on suitable private lots, subject to owner consent, safety and servicing requirements.
- Assess surplus buildings, parkades and other sites for shelter. Keefer–Columbia and Pender–Cambie are candidates for feasibility review, not approved housing locations.
- Provide secure storage, pet accommodation, disability access and help replacing lost ID. Coordinate casework by consent and publish only aggregate housing progress.

Delivery. Seek the necessary bylaw changes, site agreements and operator funding. Indoor vehicle accommodation needs specific fire, ventilation, egress, structural and occupancy approval; an empty parking space is not automatically a legal bedroom.

Public measures. Count safe nights, shelter turnaways, voluntary housing placements, repeat homelessness, complaints and safety incidents.

Conditions. Assess affordability from income and operating costs. Set fees only after publishing the service, subsidy and affordability model. Avoid displacement that simply moves people elsewhere; protect belongings and provide notice, alternatives and review.

Connects to: 01, 04, 07, 15, 27

Evidence notes: S01 in the full policy package.