



City of Richmond

Report to Committee

To: Planning Committee **Date:** August 18, 2014
From: Joe Erceg, MCIP **File:** 01-0157-30-
General Manager, Planning and Development RGST1/2014-Vol 01
Re: **Richmond Response: Proposed Metro Vancouver (MV) Regional Growth
Strategy (RGS) Type 3 Amendment – Minor B for City of Port Moody**

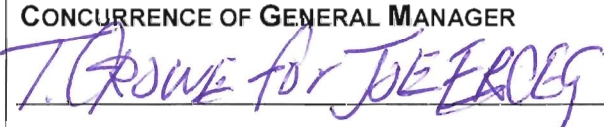


Staff Recommendation

That:

1. Metro Vancouver be advised that the City of Richmond does not object to the City of Port Moody's application to amend the Metro Vancouver (MV) Regional Growth Strategy (RGS) for the Moody Centre Transit-Oriented Development Area and Murray Street Boulevard Area; and
2. Staff continue to monitor any future MV RGS amendment applications which involve removing RGS Industrial and Mixed Employment designations, participate in MV industrial and employment land studies and update Council as necessary.


Joe Erceg, General Manager
Planning and Development

JE:jh
Att. 5

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY ^{Acting} CAO 	

Staff Report

Origin

The purpose of this report is to respond to Metro Vancouver's invitation to comment on a proposed Metro Vancouver (MV) Regional Growth Strategy (RGS) amendment as requested by the City of Port Moody, prior to the MV September 17, 2014 deadline.

This report supports Council's Term Goal #7 Managing Growth & Development:

To ensure effective growth management for the City, including the adequate provision of facility, service and amenity requirements associated with growth.

Findings of Fact

In May 2014, the City of Port Moody requested Metro Vancouver to amend the Regional Growth Strategy (RGS) to change the regional land use designation, from Industrial and Mixed Employment, to General Urban for 8.3 ha (20.5 acres) for the Moody Centre Transit-Oriented Development Area and Murray Street Boulevard Area. This requested amendment also includes adding part of this area as a Frequent Transit Development Area to focus growth and development near a future Evergreen Line rapid transit station. The amendment process was initiated by the Metro Vancouver (MV) Board on July 11, 2014. Affected local governments and relevant agencies have until September 17, 2014 to provide comment on the proposed amendment. Following this, the MV Board will consider adoption of the bylaw amendments. There will not be a Public Hearing as this amendment is a Type 3 minor amendment to the RGS. A 50%+1 weighted vote by the MV Board at each reading, including adoption, is required.

Chronology

Over the past few years, the City of Port Moody has been updating its Official Community Plan (OCP) to accommodate the upcoming Evergreen Line rapid transit line and the associated growth demands. Through this OCP review, the City of Port Moody has made several requests to amend the RGS, since its adoption in 2011.

1. *Special Study Area Amendment Request (2013)*

In early 2013, the City of Port Moody requested Metro Vancouver to designate (as an overlay) Special Study Areas for 497 ha (1,228 acres) of land that have the following regional land use designations in the RGS: Industrial (980 acres), General Urban (168 acres), Rural (76 acres) and Conservation & Recreation (4 acres). These areas are shown in Attachment 1. The land included three different sites near or along Burrard Inlet known as:

- A.) The Suncor (formerly Petro Canada) Refinery lands;
- B.) The Imperial Oil Company lands; and
- C.) The Mill and Timber Sawmill lands.

The purpose of the RGS Special Study Areas was to identify those areas where more detailed land use planning would be required by way of an area plan review or a site specific development plan. The amendment was referred to affected local governments and relevant agencies. On May 27, 2013, Richmond Council passed the following resolution:

That as per the report from the General Manager, Planning and Development, dated May 24, 2013, titled Richmond Response: Proposed Metro Vancouver Regional Growth Strategy Type 3 Amendment – Minor B for Port Moody, Council:

- (1) advise Metro Vancouver that the City of Richmond is opposed to the proposed RGS Amendment Special Study Area designation for all the affected sites, as it would lower the RGS amendment requirement from Type 2 (i.e., a 2/3 MV Board vote and a Public Hearing, to a Type 3 (i.e., a MV Board 50% + 1 weighted vote) for the RGS Rural, and Conservation and Recreation areas;*
- (2) advise Metro Vancouver that the City of Richmond supports an RGS Amendment Special Study Area designation to the RGS Industrial and General Urban designations, as the RGS amendment requirements do not change, but confirms that the City of Richmond has significant concerns regarding the regional effects of potential changes;*
- (3) direct staff to advise on the effect on Richmond and the region should the land use in this area in Port Moody be changed; and*
- (4) send a copy of the letter to the City of Port Moody and all Metro Vancouver member municipalities.*

On July 26, 2013 the MV Board adopted bylaw amendments that allowed the three Special Study Areas to be added to the RGS. However, the boundaries for these RGS Special Study Areas were only included on the RGS Industrial and General Urban lands so as to have no procedural effect associated with future applications for RGS land use designation amendments (i.e., not include the RGS Conservation & Recreation and Rural lands which would lower the voting threshold associated with any future application for re-designation). The Special Study Areas do not alter the underlying regional land use designations.

2. Regional Land Use Designation Amendment Request (2014)

In early 2014, the City of Port Moody made three (3) separate requests to Metro Vancouver to amend regional land use designations so that they would reflect their new designations in Port Moody's proposed OCP. One of these areas, the Mill and Timber Site, has the Special Study Area overlay from the 2013 amendments to the RGS. The other two Special Study Areas were not part of these applications. The three separate application requests included the following:

1. Mill and Timber Site (14.7 ha [36.3 acres]) – Industrial (with a RGS Special Study Area overlay) to General Urban and removal of the Special Study overlay (Attachment 2).
2. Andres Wines Site (1.3 ha [3.2 acres]) – Industrial to General Urban (Attachment 3). This area is not within a Special Study Area.
3. Moody Centre Transit-Oriented Development Area and Murray Street Boulevard Area (8.3 ha [20.5 acres]) – Industrial and Mixed Employment to General Urban (Attachment 4). This area is not within a Special Study Area.

Moody Centre Transit-Oriented Development Area and Murray Street Boulevard Area

On July 11, 2014, the MV Board considered the requested amendments, and only initiated bylaw amendments and the referral process for #3 above, the Moody Centre Transit-Oriented Development Area and Murray Street Boulevard Area.

Both the Mill and Timber Site and the Andres Wines Site were declined by the MV Board, as follows:

- For the Mill and Timber Site, the City of Port Moody envisioned this area, which is adjacent to the Moody Street Transit-Oriented Development Area and Murray Street Boulevard Area, to be a waterfront-oriented mixed-use development. The MV Board declined the requested amendments for the following reasons:
 - as the site is within a RGS Special Study Area, detailed land use planning is required before the removal of the existing RGS Special Study Area and an amendment to the existing RGS Industrial designation would be considered. With the lack of a specific development concept, any decision is premature; and
 - as the site still has an active saw mill and other industrial uses, re-designating lands from RGS Industrial to another RGS land use designation would reduce the already limited supply of industrial lands in the Region and should only be considered in unique cases based on a strong planning rationale.
- For the Andres Wines Site, the City of Port Moody contemplated a residential tower up to 26 storeys. The MV Board declined the requested RGS amendment for the following reasons:
 - the site is not within a defined RGS Urban Centre or Frequent Transit Development Area, lacks proximate access to a confirmed rapid transit station and may create pressure for the conversion of additional industrial lands to the north; and
 - more detailed planning work is required to substantiate the vision for both the site and the larger area's redevelopment.

Analysis

The Moody Centre Transit-Oriented Development Area and Murray Street Boulevard Area involve 8.3 ha (20.5 acres) and include a variety of older lower density industrial and commercial related buildings. The current MV RGS land use designations and the requested changes are indicated in Attachment 5. The area and specific RGS amendment request can be broken down into the two following sub-areas:

1. Moody Centre Transit-Oriented Development Area (3.5 ha [8.6 acres]) – Request to amend this area, from Mixed Employment, to General Urban and include a proposed Frequent Transit Development Area (FTDA). The purpose of this amendment is to allow the area to redevelop with an increased concentration of commercial, office and residential uses, with the proposed Moody Centre rapid transit station at its core.
2. Murray Street Boulevard Area (4.8 ha [11.9 acres]) – Request to amend 1.1 ha (2.7 acres) of land, from Industrial, to General Urban and amend 3.7 ha (9.1 acres) of land from Mixed Employment to General Urban. The purpose of this RGS amendment is to redevelop this area into a pedestrian friendly environment with a mix of uses including light industrial, commercial, office, as well as residential.

The Moody Centre Transit-Oriented Development Area and Murray Street Boulevard Area are not part of the RGS Special Study Area overlay that was adopted by the MV Board in 2013. It is located to the immediate east of the Mill and Timber Site, which was included as a Special Study Area in 2013.

The proposed OCP for Port Moody supports the redevelopment of this area to reflect the new rapid-transit Evergreen Line, which will be operational by mid-2016. The Moody Centre station will service the Evergreen Line and be located within the subject properties. Although no detailed planning work has been completed for the area, the proposed OCP vision includes a mix of residential and commercial and other related uses, with a substantial increase in densities, with buildings ranging from 4 to 12 storeys high. The City of Port Moody's rationale is based on the area's proximity to the upcoming Evergreen Line and the West Coast Express station that is within 400 metres. The City wishes to promote transit-oriented development, expand the range of employment generating uses to include commercial and other uses, and establish a residential population to support local businesses.

Despite the loss of 1.1 ha (2.7 acres) of Industrial designated land and 7.2 ha (17.8 acres) of Mixed Employment designated lands, Metro Vancouver staff have indicated that the area is appropriate to support growth due to its proximity to a confirmed rapid transit station. Metro Vancouver staff have indicated that the proposed amendment would provide significant benefits to Port Moody and the amendment is generally consistent with the overall RGS goals and objectives.

Staff advise that the proposed RGS amendment has no measurable impact on Richmond. Re-designating the subject properties to RGS General Urban and including the Moody Centre Transit-Oriented Development Area as a Frequent Transit Development Area would help Port Moody fulfill its vision to revitalize and redevelop this area. It would also assist in meeting RGS growth objectives through the creation of a high density mixed-use urban community close to transit and amenities.

Although the City of Port Moody is not proposing to add employment lands elsewhere within the municipality, the creation of a high density urban village would provide for a mix of land uses. These land uses would include commercial and office uses that would generate employment opportunities. Richmond City staff do not object to the proposed amendment for the Moody Centre Transit-Oriented Development Area and Murray Street Boulevard Area as it would enable the City of Port Moody to create a high density urban village (Live, Work, Play) near a rapid transit station.

To better protect Metro Vancouver and Richmond's industrial and mixed employment lands, City staff are participating in several Metro Vancouver regional employment land studies including: updating the 2010 Metro Vancouver's Industrial Land Inventory, reviewing the Industrial Land Re-development and Intensification - Constraints and Solutions Study, and reviewing Metro Vancouver's Industrial Land Protection and Intensification – Policy Paper which integrates related Metro Vancouver studies completed since 2011. These studies are aimed at enabling all parties to better manage and protect employment and agricultural lands. Staff will continue to monitor any future MV RGS amendment applications which involve removing RGS Industrial and Mixed Employment designations and update Council as necessary.

Financial Impact

None

Conclusion

Metro Vancouver has initiated the process to amend the Regional Growth Strategy, as requested by the City of Port Moody, to change the existing RGS Industrial and Mixed Employment designation, to General Urban for 8.3 ha (20.5 acres) of land known as the Moody Centre Transit-Oriented Development Area and Murray Street Boulevard Area. The requested RGS amendment also includes designating 3.5 ha (8.6 acres), as a Frequent Transit Development Area to focus growth and development near a future rapid transit station along the Evergreen Line. The proposed amendment to the RGS has no impact on Richmond.

Staff do not object to the proposed MV RGS amendment for the Moody Centre Transit-Oriented Development Area and Murray Street Boulevard Area, as it will enable the City of Port Moody to create a high density urban village with a mix of land uses near a confirmed rapid transit station. Staff will continue to monitor any future MV RGS amendment applications which involve removing RGS Industrial and Mixed Employment designations, participate in MV industrial and employment land studies and update Council as necessary.



John Hopkins, MCIP
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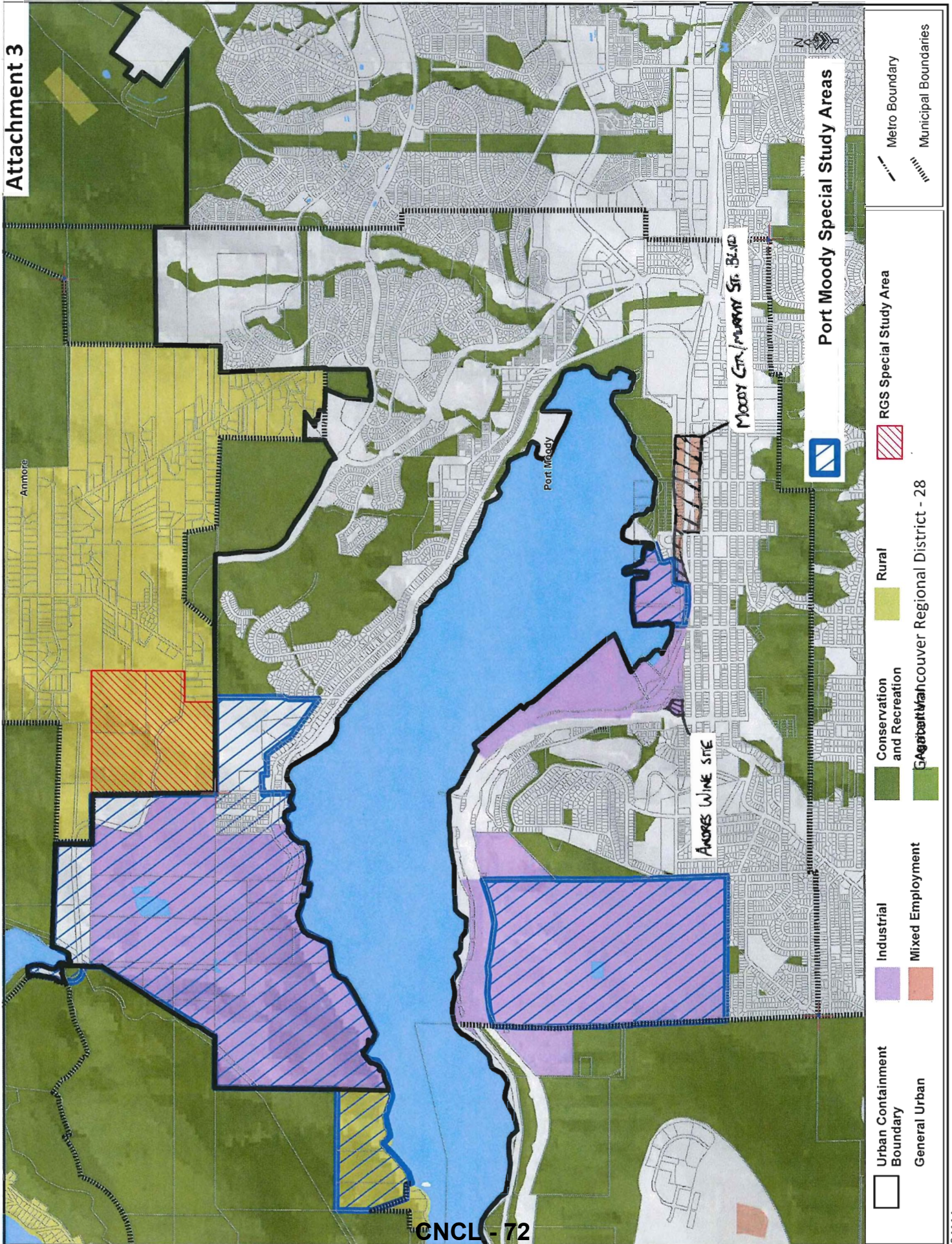


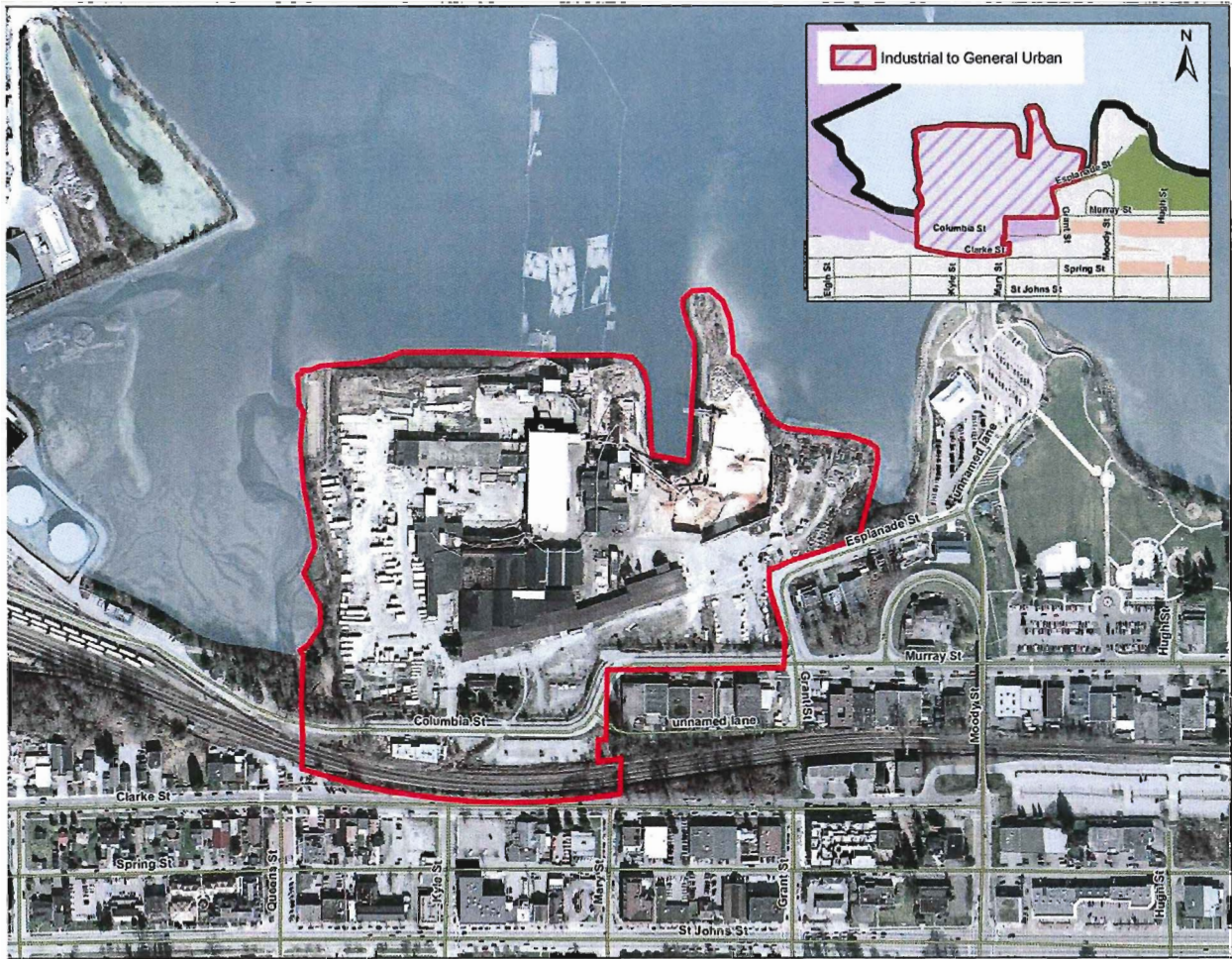
Terry Crowe
Manager, Policy Planning
(604-276-4139)

JH:cas

- Att. 1: City of Port Moody Special Study Areas in Metro Vancouver Regional Growth Strategy
2: Aerial and Requested Amendment to Mill and Timber Site
3: Aerial and Requested Amendment to Andres Wine Site
4: Aerial and Requested Amendment to Moody Centre and Murray Street Boulevard Area
5: Current and Proposed Regional Land Use Designations for Moody Centre and Murray Street Boulevard Area

Attachment 3

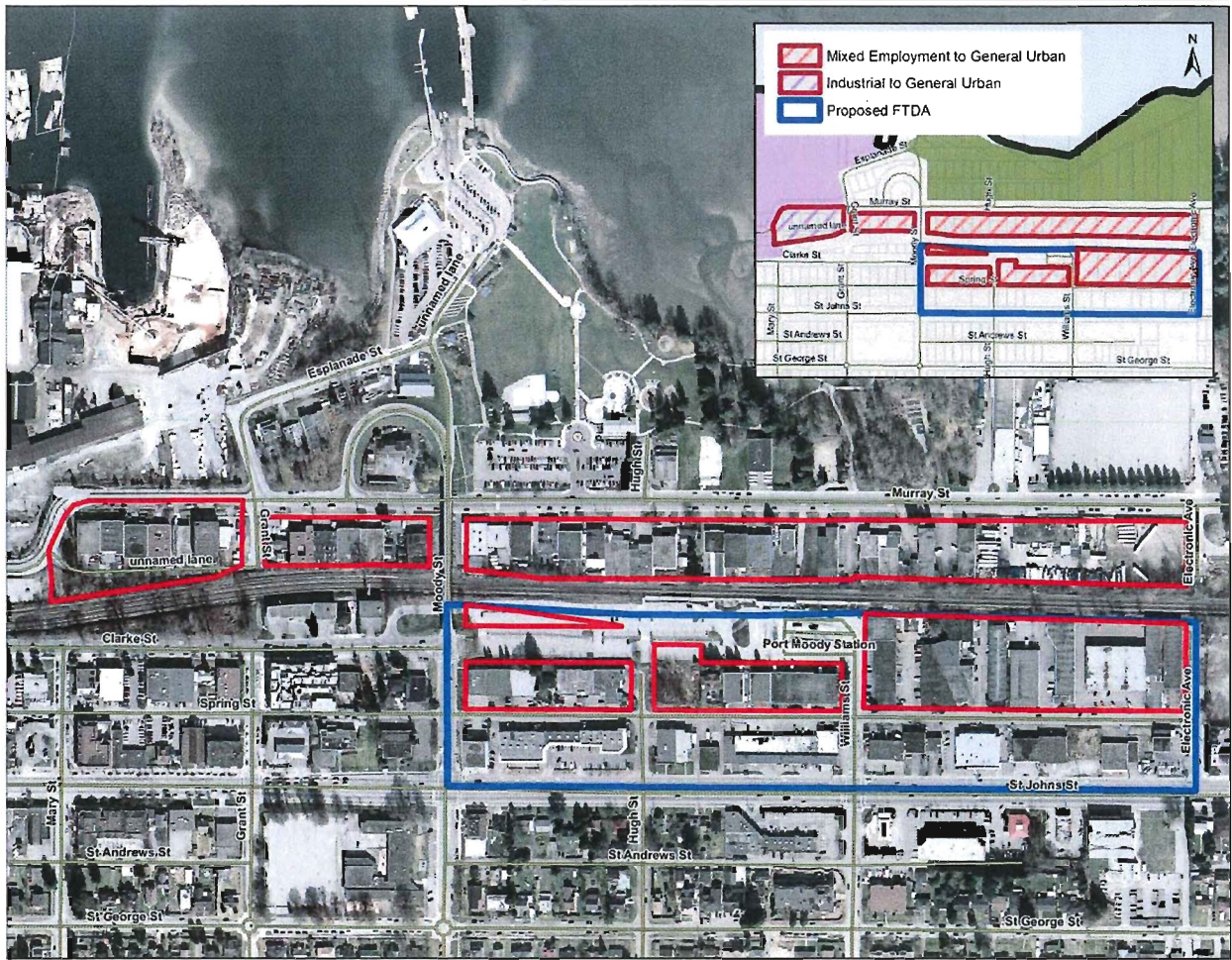




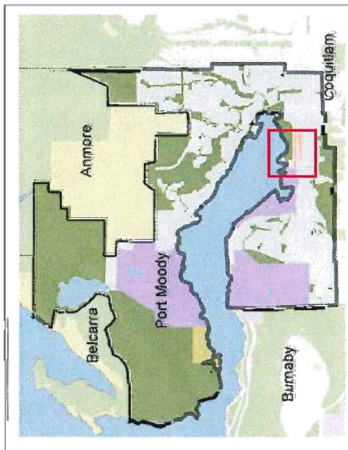
Mill and Timber Site



Andres Wine Site



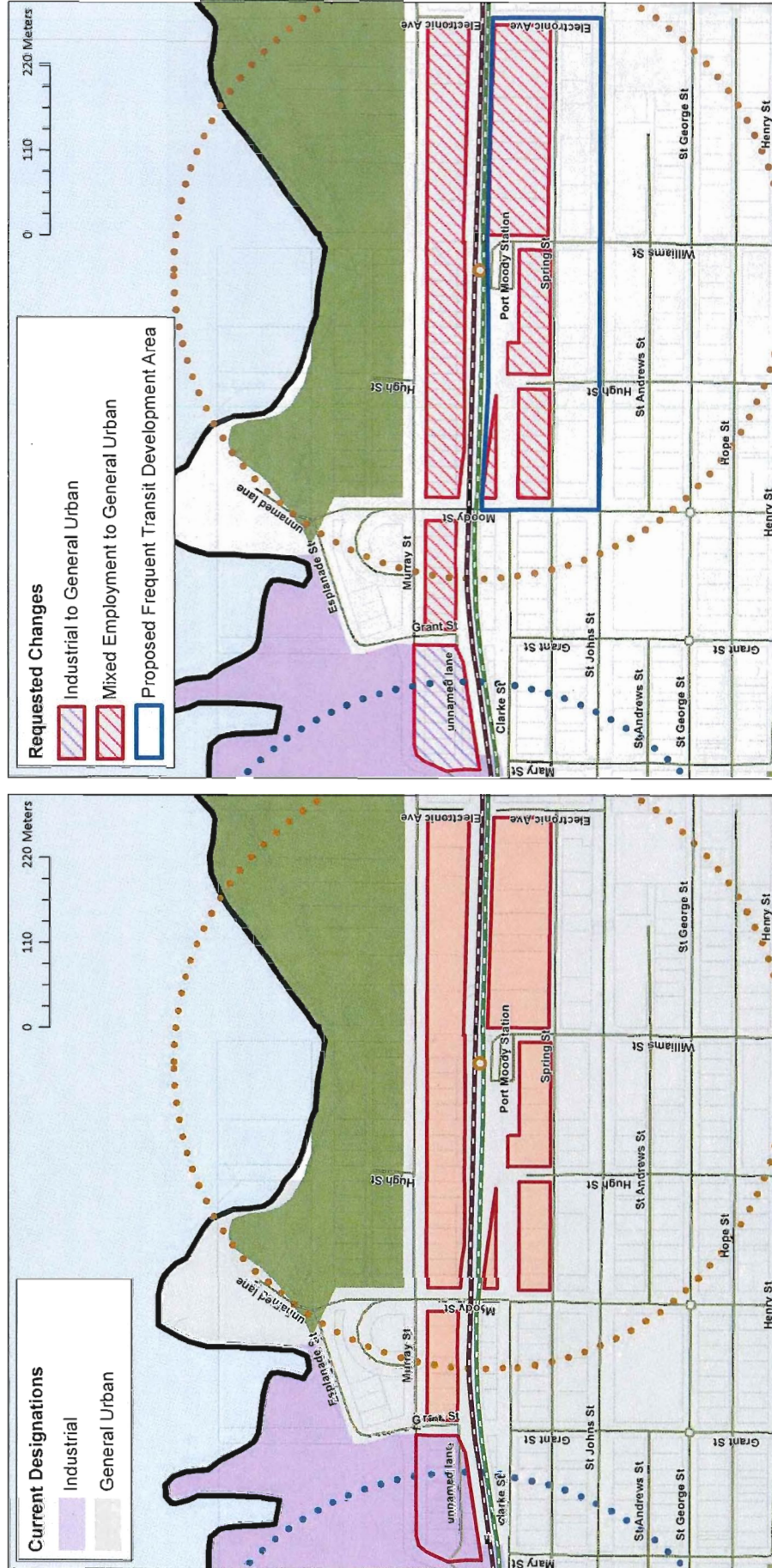
Moody Centre and Murray Street Boulevard Area



Murray Street Boulevard Area and Moody Station Transit-Oriented Development Area **Metro 2040: Shaping our Future City of Port Moody Amendment Request**

- Industrial to General Urban (approx. 1.1 hectares)
- Mixed Employment to General Urban (approx. 7.2 hectares)
- Add Frequent Transit Development Area

Produced by Metro Vancouver
 June 4, 2014



Metro 2040 Land Use Designations

- Agricultural
- Conservation & Recreation
- Rural
- General Urban
- Industrial
- Mixed Employment
- Urban Containment Boundary (UCB)

Transit and Transportation

- Westcoast Express (CP Rail Alignment)
- Evergreen concept
- Moody Centre Station (400 metre area)
- Potential Station (400 metre area)