



**Planning Committee
Electronic Meeting**

**Council Chambers, City Hall
6911 No. 3 Road
Tuesday, June 21, 2022
4:00 p.m.**

Pg. # ITEM

MINUTES

Motion to adopt the minutes of the meeting of the Planning Committee held on June 7, 2022. (distributed separately)



NEXT COMMITTEE MEETING DATE

July 5, 2022, (tentative date) at 4:00 p.m. in Council Chambers.

PLANNING AND DEVELOPMENT DIVISION

- 1. APPLICATION BY JUDE DA SILVA FOR REZONING AT 11460 WILLIAMS ROAD FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “COMPACT SINGLE DETACHED (RC2)” ZONE**
(File Ref. No. RZ 21-940331; 12-8060-20-10387) (REDMS No. 6905161)

PLN-5

See Page PLN-5 for full report

Designated Speakers: Wayne Craig and Nathan Andrews

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10387, for the rezoning of 11460 Williams Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, be introduced and given first reading.



2. **APPLICATION BY FARRELL ESTATES LTD. FOR REZONING AT 6831 GRAYBAR ROAD, 20455 DYKE ROAD, 20911 DYKE ROAD, 7500 NO. 9 ROAD, LOT A BLOCK 4N PLAN EPP113853 SECTION 9 RANGE 4W NEW WESTMINSTER LAND DISTRICT & SEC 16, 17, 20 (031-553-231) AND A PORTION OF GRAYBAR ROAD FROM THE “INDUSTRIAL AND MARINA (ZI17) – GRAYBAR ROAD (EAST RICHMOND”, "INDUSTRIAL BUSINESS PARK (IB1)", AND "LIGHT INDUSTRIAL (IL)" ZONES TO THE “INDUSTRIAL BUSINESS PARK AND MARINA (ZI20) – GRAYBAR ROAD (EAST RICHMOND)”ZONE**

(File Ref. No. RZ 21-928623) (REDMS No. 6797839)

PLN-24

See Page PLN-24 for full report

Designated Speakers: Wayne Craig and Joshua Reis

STAFF RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10336 to:*

- (a) *create the “Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)” zone, and to rezone 6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, 7500 No. 9 Road, Lot A Block 4N Plan EPP113853 Section 9 Range 4W New Westminster Land District & SEC 16, 17, 20 (PID 031-553-231), and a portion of Graybar Road from the “Industrial and Marina (ZI17) – Graybar Road (East Richmond)”, “Industrial Business Park (IB1)”, and “Light Industrial (IL)” zones to the “Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)” zone be introduced and given first reading; and*
- (b) *discharge “Land Use Contract 127”, entered in to pursuant to “Farrell Estates Ltd. Land Use Contract Bylaw No. 3613 (RD85962)”, from the title of 6831 Graybar Road:*

be introduced and given first reading.



3. **PROPOSED METRO VANCOUVER REGIONAL GROWTH STRATEGY BYLAW 1339, 2022, METRO 2050**
(File Ref. No. 01-0157-30-RGST1) (REDMS No. 6900027)

PLN-66

See Page PLN-66 for full report

Designated Speaker: John Hopkins

STAFF RECOMMENDATION

- (1) *That the proposed Metro Vancouver Regional Growth Strategy Bylaw 1339, 2022, Metro 2050, be accepted, and*
- (2) *That the Metro Vancouver Board be advised of the City of Richmond's position on the Regional Growth Strategy.*



4. **REFERRAL RESPONSE: SPIRES ROAD AREA PROPOSED RENTAL TENURE & DENSITY**
Increases (File Ref. No. 08-4045-20-20) (REDMS No. 6904985)

PLN-211

See Page PLN-211 for full report

Designated Speaker: John Hopkins

STAFF RECOMMENDATION

- (1) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10190, which proposes to amend Schedule 2.10 (City Centre Area Plan) by:*
 - *designating the area bounded by Westminster Hwy, Garden City Road, Cook Road and Cooney Road as “Urban Centre T5” and “Sub-Area B2 Mixed Use – Mid-Rise Residential & Limited Commercial”; and*
 - *establishing a rental tenure overlay and supporting policies, which outline density increases associated with secured rental tenure for properties in and adjacent to Spires Road, as described in the attached report titled “Referral Response: Spires Road Area Proposed Rental Tenure & Density Increases”;**be introduced and given first reading;*
- (2) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10190, having been considered in conjunction with:*

- *the City's Financial Plan and Capital Program;*
- *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;

- (3) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10190, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*
- (4) *That instream rezoning applications that are received prior to adoption of Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10190, may be exempt from the Spires Road Area Market Rental Policy provided the application achieves first reading within one year of the amendment bylaw being adopted and final adoption and issuance of a Development Permit within one year following the associated Public Hearing;*
- (5) *That staff report back to Council regarding key findings related to the implementation of updates to the City Centre Area Plan for the Spires Road area after the policy provisions are in place for one year; and*
- (6) *That staff be directed, on an interim basis, to consider development applications within the Arterial Road Land Use Policy that would allow higher densities provided that all of the additional density is used for rental housing, and that this interim measure becomes a foundation for the overall policy review of the Arterial Road Land Use Policy as part of the Official Community Plan targeted review to secure more rental along designated Arterial Road, in particular near Neighbourhood Service Centres and frequent transit routes.*



5. **MANAGER'S REPORT**

ADJOURNMENT





City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: June 2, 2022
File: RZ 21-940331

Re: Application by Jude Da Silva for Rezoning at 11460 Williams Road from the
"Single Detached (RS1/E)" Zone to the "Compact Single Detached (RC2)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10387, for the rezoning of 11460 Williams Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, be introduced and given first reading.

Wayne Craig
Director, Development
(604-247-4625)

WC/NA:blg
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	

Staff Report

Origin

Jude Da Silva, property owner, has applied to the City of Richmond for permission to rezone 11460 Williams Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit a subdivision to create two lots with vehicle access from the rear lane. A location map and aerial photo are provided in Attachment 1. A survey and proposed subdivision plan of the subject site is included in Attachment 2.

Findings of Fact

The subject site is located on the south side of Williams Road, between Seacote Road and No. 5 Road. The subject site is currently accessed via the existing lane.

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Subject Site Existing Housing Profile

The subject site consists of a single lot containing a single-family dwelling that is occupied by the property owner. There are no secondary suites in the existing dwelling. The existing dwelling is proposed to be demolished at future development stage.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

To the North: Across Williams Road, are compact single-family lots zoned “Compact Single Detached (RC1)”.

To the South: Across a lane, is a duplex lot zoned “Two-Unit Dwellings (RD1)” fronting Seabrook Crescent with vehicle access via the lane.

To the East: Compact single-family lots zoned “Compact Single Detached (RC1)”.

To the West: Compact single-family lots zoned “Compact Single Detached (RC1)”.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

Arterial Road Land Use Policy

The Arterial Road Land Use Policy identifies the subject site for “Arterial Road Compact Lot Single Detached”, which allows single detached housing on lots greater than 9.0 m wide provided that there is rear lane access. This redevelopment proposal is consistent with the Arterial Road Land Use Policy designation.

Single-Family Lot Size Policy 5434

The subject site is located within the area governed by Single-Family Lot Size Policy 5434, which was adopted by Council on February 19, 1990, and subsequently amended in 1991 and 2006 (Attachment 4). This Policy permits rezoning and subdivision of lots along this section of Williams Road in accordance with the provisions of “Single-Family Housing District (R1-06)” or “Coach House District (R9)” provided there is access to an operational rear lane. These Districts are equivalent to the “Compact Single Detached (RC2)” and “Coach House (RCH)” zones of the current Zoning Bylaw 8500. This redevelopment proposal would allow for the creation of two lots, each approximately 9.1 m wide and 307 m² in area, which is consistent with the Lot Size Policy.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant has proposed to construct a two-bedroom secondary suite of approximately 42.7 m² (460 ft²) in each of the new dwellings. Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on title stating that no final Building Permit inspection will be granted until the two-bedroom secondary suites of minimum 42.7 m² (460 ft²) in size are constructed to the satisfaction of the City in accordance with the BC Building Code and the City’s Zoning Bylaw.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Existing Legal Encumbrances

None.

Transportation and Site Access

The subject site currently has vehicular access from the rear lane only. In accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222, vehicle access from the proposed lots to Williams Road is not permitted, and vehicle access to/from the proposed lots is required to be from the rear lane.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses zero bylaw-sized trees on the subject property, two trees on neighbouring properties, and two street trees on City property.

The City's Tree Preservation Coordinator and the City's Parks Department have reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- Two City trees (tag #A (32.5 cm caliper Liquidambar Styraciflua) and tag #B (33.5 cm caliper Liquidambar Styraciflua)), are in good health and condition and should be retained and protected. A \$10,000.00 Tree Survival Security for each tree will be required.
- Two trees (tag #C and #D) located on adjacent neighbouring properties are identified to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Four new trees (two on each new lot) are to be planted on-site in accordance with Zoning Bylaw regulations and landscape guidelines for compact lots in the Arterial Road Land Use Policy.

Tree Protection

Four trees on City property (tag # A and B) and the neighbouring property (tag # C and D) are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of:
 - A contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment to the City for review.

- A tree survival security in the amount of \$20,000.00 for the two trees located on City property (Tree tags # A and B). The security will be held until construction and landscaping on the subject site is completed and a landscape inspection has been passed by City staff.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Planting and Landscaping

Consistent with Zoning Bylaw regulations and the landscape guidelines for compact lots in the Arterial Road Land Use Policy, the applicant must plant and maintain two new trees per lot (a total of four trees). The City's Tree Preservation Coordinator has identified that the new trees must be a minimum 8 cm caliper for deciduous trees or 4 m high for coniferous trees.

To ensure that the two new required trees are planted and maintained on each lot proposed and that the front yards of the proposed lots are enhanced, the applicant is required to complete the following prior to final adoption of the rezoning bylaw:

- Submit a Landscaping Security in the amount of \$3,000.00 (\$750.00/tree).
- Submit a Landscape Plan for the front yards prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan must comply with the guidelines of the Arterial Road Land Use Policy in the OCP.
- Submit a Landscaping Security based on 100% of a cost estimate for the proposed Landscape Plan works provided by the Landscape Architect (including materials, installation, and a 10% contingency). The security will be held until construction and landscaping on-site is completed and a site inspection is conducted. The City may retain a portion of the security for a one-year maintenance period to ensure that the landscaping survives. To accompany the landscaping security, a legal agreement that sets the terms for release of the security must be entered into between the applicant and the City.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant must enter into a Servicing Agreement for the design and construction of the required site servicing and off-site improvements as described in Attachment 6, including:

- Assessment of Williams Road sidewalk, curb, and gutter, and replacement of any damaged/uneven sections as required.
- Rear lane is to be upgraded with approximately 0.6 m lighting strip, 0.15 m wide roll-over curb, 5.1 m wide driving surface, and a 0.15 m wide roll-over curb (from north to south). Final design to be confirmed through the Servicing Agreement process.

At Subdivision stage, the applicant is required to pay:

- \$21,364.00 for cost recovery of rear lane upgrades previously constructed by the City as part of a City Capital Works Program in accordance with Works and Services Cost Recovery Bylaw 8752.
- Development Cost Charges (City and GVS & DD and TransLink), School Site Acquisition Charge, Address Assignment Fees, and other costs associated with completion of the water, storm, and sanitary servicing works as described in Attachment 6.

Financial Impact

This rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees, and traffic signals).

Conclusion

This application is to rezone the property at 11460 Williams Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone to permit the property to be subdivided to create two lots, with vehicle access from the rear lane.

This rezoning application complies with the land use designations and applicable policies for the subject site that are contained within the OCP and it complies with Single-Family Lot Size Policy 5434.

The list of rezoning considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10387 be introduced and given first reading.

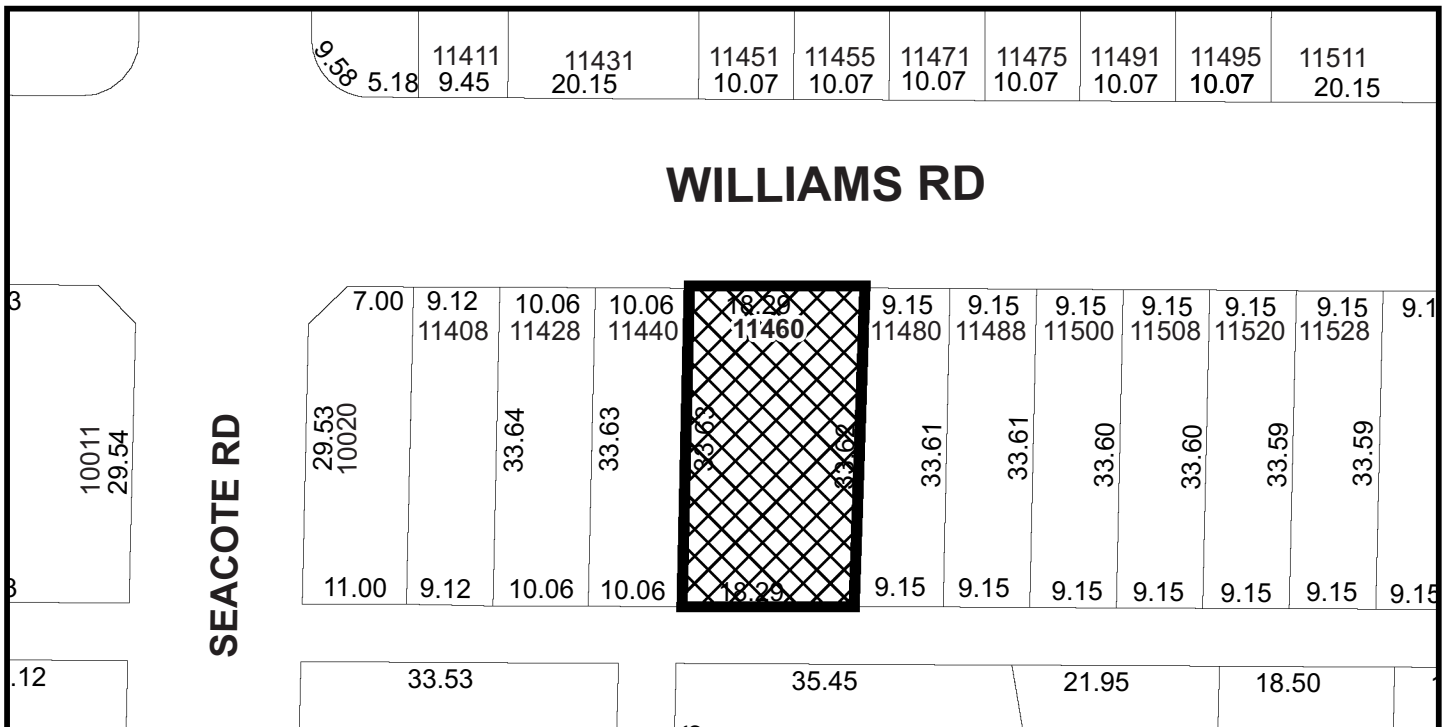
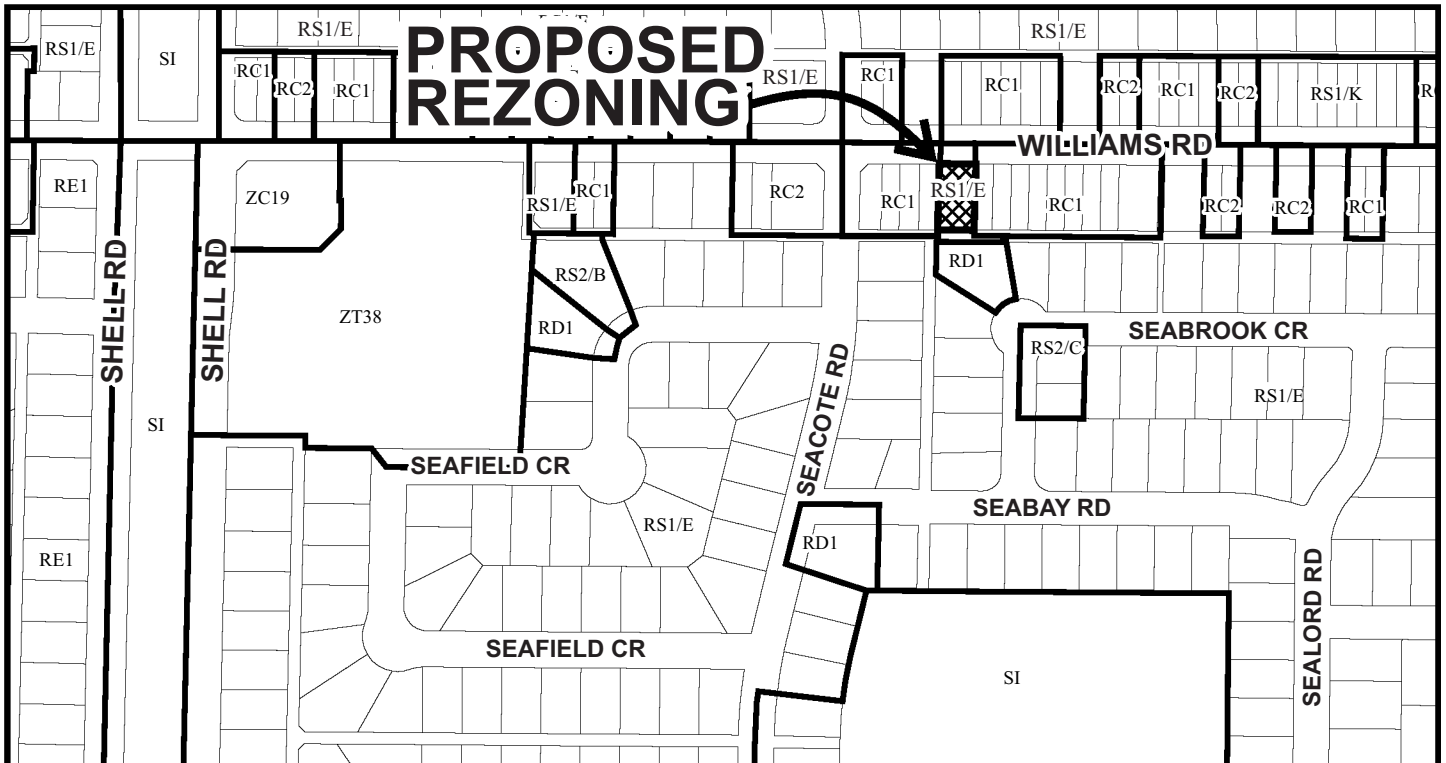


Nathan Andrews
Planning Technician
(604-247-4911)

NA:blg

Attachments:

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Site Survey and Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Single-Family Lot Size Policy 5434
- Attachment 5: Tree Retention Plan
- Attachment 6: Rezoning Considerations



RZ 21-940331

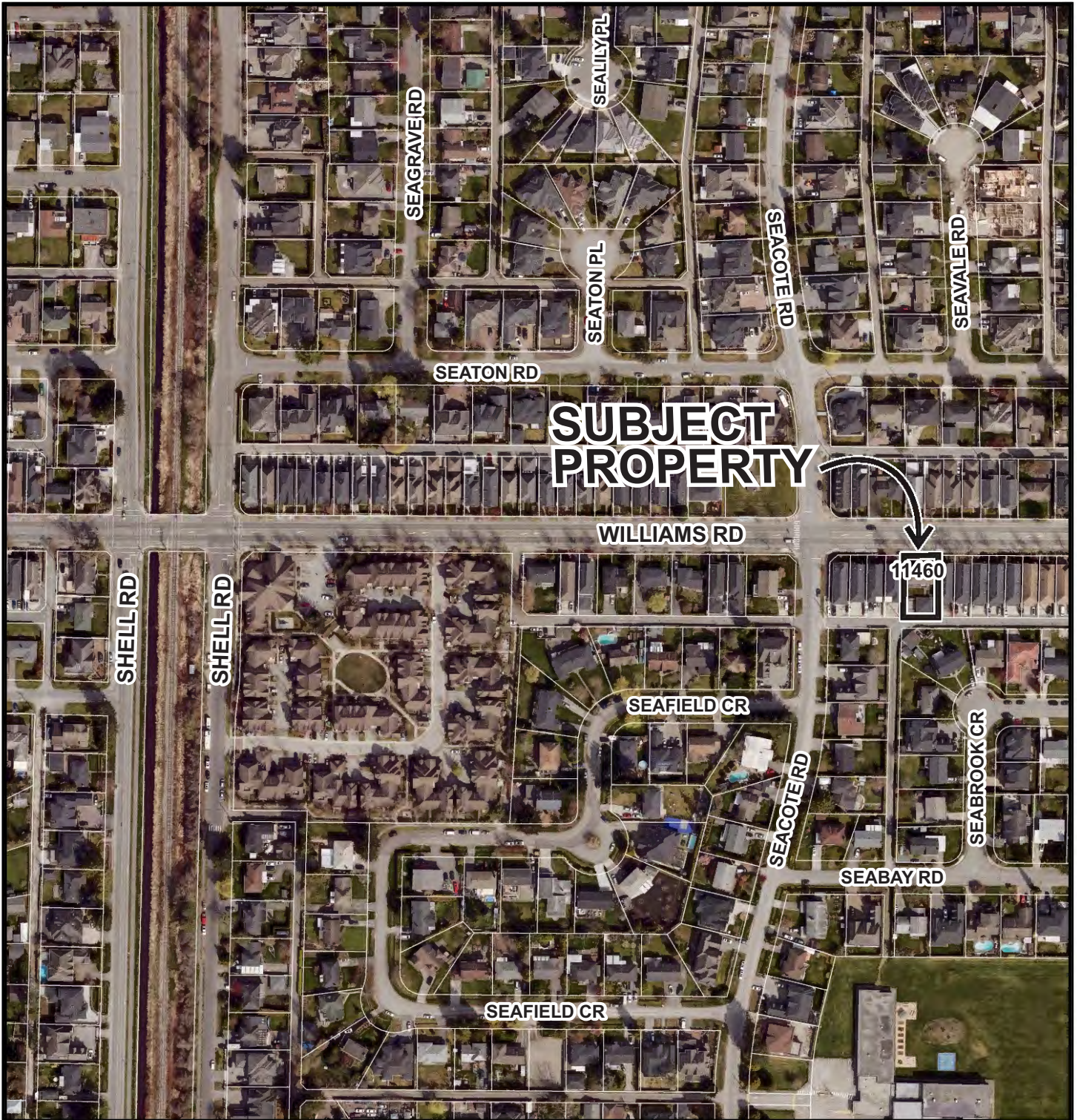
Original Date: 10/19/21

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 21-940331

Original Date: 10/19/21

Revision Date:

Note: Dimensions are in METRES

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF
LOT 42 SECTION 36 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 28788**

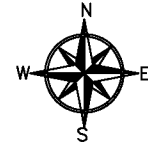
#11460 WILLIAMS ROAD,
RICHMOND, B.C.
P.I.D. 003-846-024

NOTE:

Elevations shown are based on
City of Richmond HPN
Benchmark network.
Benchmark: HPN #191
Control Monument 02H2453
Elevation: 1.664m
Benchmark: HPN #204
Control Monument 02H2452
Elevation: 1.559m

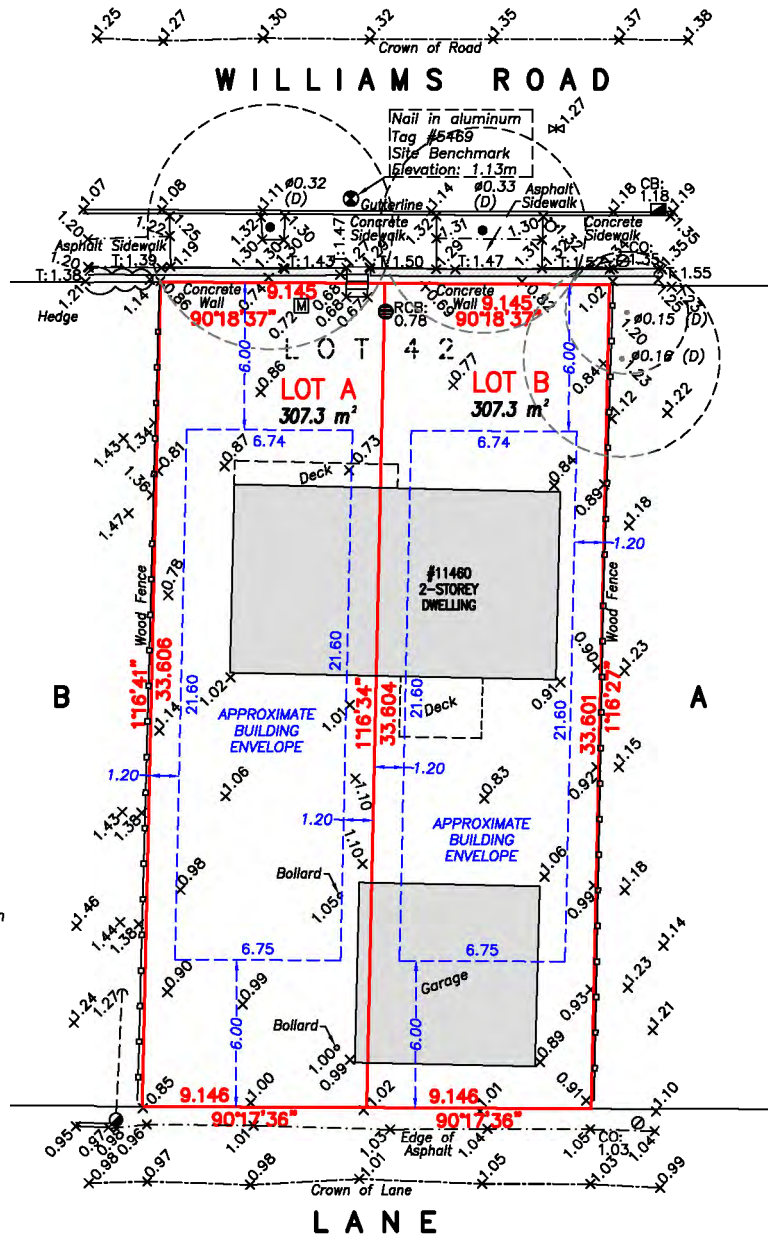
Current Zoning: RS1/E

Proposed Zoning: RC1



LEGEND:

- (D) denotes deciduous
- denotes catch basin
- denotes round catch basin
- ⊕ denotes water valve
- ⊞ denotes water meter
- denotes cleanout
- ⊙ denotes fire hydrant
- ⊙ denotes guy wire anchor
- denotes power post
- T: denotes top of wall



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J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: (604) 214-8928
Fax: (604) 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 7754
FB-403 P108-110
Drawn By: WK

DWG No. 7754-Topo

SCALE: 1:200

0 5 10 15
ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

NOTE:

Use site Benchmark Tag #5469 for
construction elevation control.

PLN - 13

CERTIFIED CORRECT:

LOT DIMENSION ACCORDING TO
FIELD SURVEY.

Johnson

Tam U814B9

Digitally signed by
Johnson Tam U814B9
Date: 2021.08.25
09:06:08 -0700

JOHNSON C. TAM, B.C.L.S., C.L.S.

August 6th, 2021.



RZ 21-940331

Attachment 3

Address: 11460 Williams Road

Applicant: Jude Da Silva

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	Jude Da Silva	To be determined
Site Size (m²):	614.6 m²	Lot A: 307.3 m² Lot B: 307.3 m²
Land Uses:	Single-family dwelling	Two single-family residential lots
OCP Designation:	Neighbourhood Residential	No change
Single-Family Lot Size Policy Designation:	Compact Single Detached (RC2) with rear lane access	No change
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Number of Units:	1	2
Other Designations:	The Arterial Road Land Use Policy designates the subject site for redevelopment to "Arterial Road Compact Lot Single Detached"	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Buildable Floor Area (m²):*	Lot A: Max. 184.38 m² (1984.6 ft²) Lot B: Max. 184.38 m² (1984.6 ft²)	Lot A: Max. 184.38 m² (1984.6 ft²) Lot B: Max. 184.38 m² (1984.6 ft²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 50% Non-porous Surfaces: Max. 70% Live Landscaping: Min. 20%	Building: Max. 50% Non-porous Surfaces: Max. 70% Live Landscaping: Min. 20%	none
Lot Size:	Min. 270 m²	Lot A: 307.3 m² Lot B: 307.3 m²	none
Lot Dimensions (m):	Width: Min. 9.0 m Depth: Min. 24.0 m	Width: 9.1 m Depth: 33.6 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	none
Height (m):	2.5 storeys or 9.0 m	2.5 storeys or 9.0 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Suite (S):	2 (R) and 1 (S) per unit	2 (R) and 1 (S) per unit	none

Other: _____

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1990
 Amended by Council: November 18, 1991
 Amended by Council: October 16, 2006

POLICY 5434

File Ref:

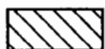
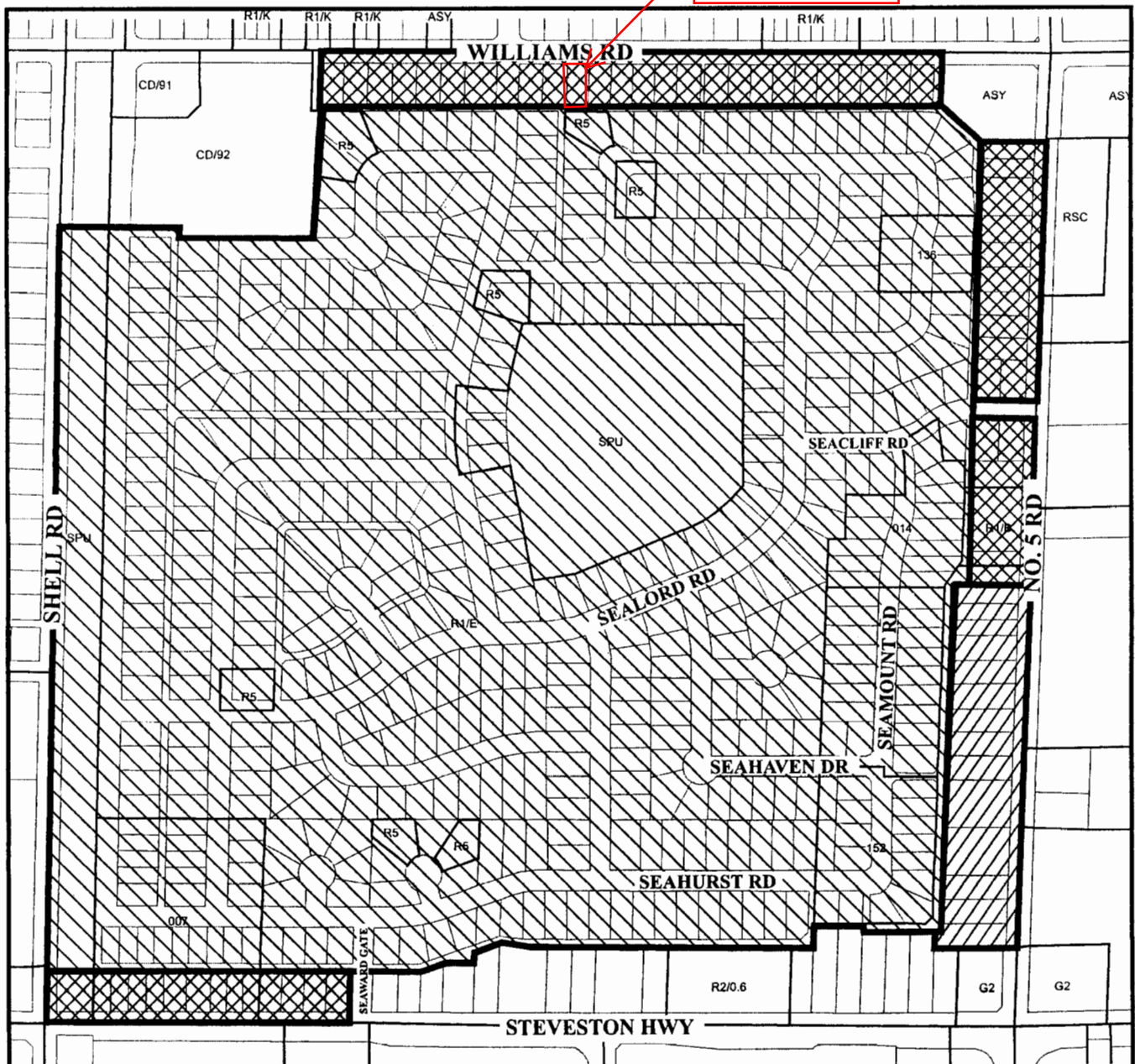
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6

POLICY 5434:

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road**:

1. That properties within the area bounded by Shell Road, Williams Road, No. 5 Road, and Steveston Highway, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:
 - a) Properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Williams Road to approximately 135 m south of Seaciff Road to rezone and subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.
 - b) Properties fronting on No. 5 Road from Steveston Highway to approximately 135 m south of Seaciff Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) provided that vehicle accesses are to the existing rear laneway only.
2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

SUBJECT SITE



Subdivision permitted as per **R1/E** (18 m wide lots)



Subdivision permitted as per **R1-0.6 or R/9**
(access to lane only) (No Multiple-family residential development
is permitted.



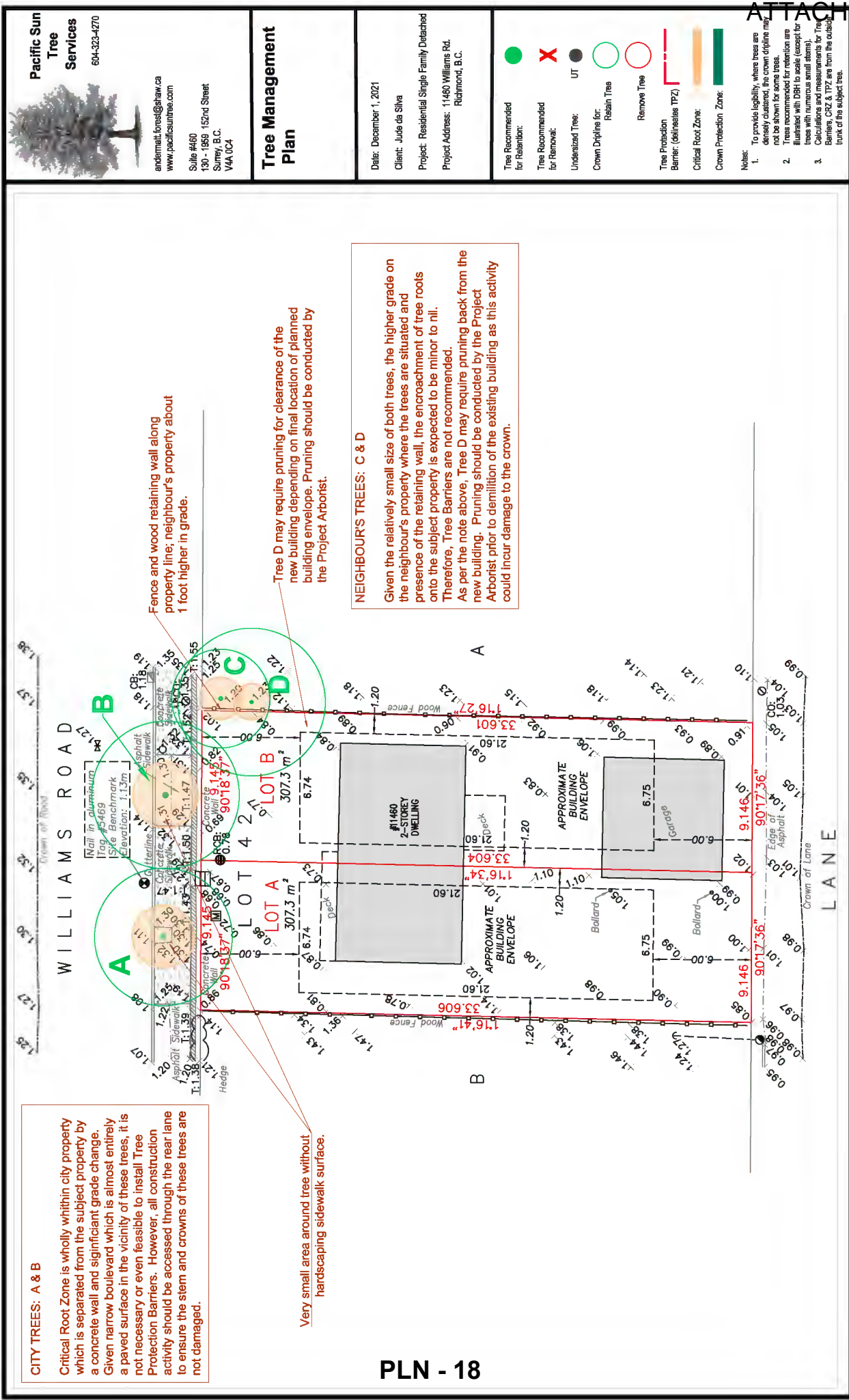
Subdivision permitted as per **R1/B**



Policy 5434 Section 36-4-6

Adopted Date: 02/19/1990

Amended Date: 11/18/1991
10/16/2006





Address: 11460 Williams Road

File No.: RZ 21-940331

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10387, the developer is required to complete the following:

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any off-site works conducted within the tree protection zone of the trees to be retained (Tree tag # A and B), including (but not limited to) the installation or removal of servicing infrastructure. The Contract should include the scope of work to be undertaken, the proposed number of site monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
2. Submission of a Tree Survival Security to the City in the amount of \$20,000 for Tree tag # A and Tree tag # B to be retained. To accompany the tree survival security, a legal agreement that sets the terms for release of the security must be entered into between the Applicant and the City.
3. Submission of a Landscaping Security in the amount of \$3,000 (\$750/tree) to ensure that a total of two trees are planted and maintained on each lot proposed (for a total of 4 trees); minimum 8 cm deciduous caliper or 4.0 m high conifers. To accompany the landscaping security, a legal agreement that sets the terms for release of the security must be entered into between the Applicant and the City.
4. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including materials, installation, and a 10% contingency). The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 2 required trees (minimum 8 cm deciduous caliper or 4.0 m high conifers) to be planted on each new lot.

To accompany the landscaping security, a legal agreement that sets the terms for release of the security must be entered into between the Applicant and the City.

5. Registration of a flood indemnity covenant on title (2.9 m GSC – Area A).
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a minimum two-bedroom secondary suite of minimum 42.7 m² (460 ft²) in size is constructed on each of the two lots proposed, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Prior to Demolition Permit* issuance, the following must be completed:

- Installation of tree protection fencing around all trees to be retained (Tree tags # A, B, C, and D). Tree protection fencing must be installed to City standard in accordance with the Arborist's Report recommendations and the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

At Subdivision* stage, the following must be completed:

- pay \$21,364.00 for cost recovery of rear lane drainage upgrades constructed as part of a City Capital Works program in accordance with Works and Services Cost Recovery Bylaw 8752.

- pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required frontage works, and water, storm, and sanitary service connections.
- Enter into a Servicing Agreement at the developer's sole cost to complete the following works:

Water Works:

- Using the OCP Model, there is 737 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.

At Developer's cost, the Developer is required to:

- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
- Install two new service connections complete with water meters per City standards on the Williams Road frontage to service Lot A and Lot B.
- Cut and cap at main the existing water connection and remove water meter on the Williams Road frontage.
- Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the building permit process (or via the servicing agreement process, if one is required).

At Developer's cost, the City will:

- Complete all tie-ins for the proposed works to existing City infrastructure.

Storm Sewer Works:

At Developer's cost, the Developer is required to:

- Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
- Inspect existing storm service connection near the northeast property line of Lot A. Reuse if in good condition to service Lot A.
- Inspect existing storm service connection near the northeast property line of Lot B. Reuse if in good condition to service Lot B.

At Developer's cost, the City will:

- Complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

At Developer's cost, the Developer is required to:

- Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
- Install a new sanitary sewer service connection complete with inspection chamber near the south property line of Lot A to service Lot A.
- Inspect existing sanitary sewer service connection near the southeast property line of Lot B. Reuse if in good condition to service Lot B.

At Developer's cost, the City will:

- Complete all tie-ins for the proposed works to existing City infrastructure.

Street Lighting:

At Developer's cost, the Developer is required to:

- Review street lighting levels along all road and lane frontages, and upgrade as required.

General Items:

At Developer's cost, the Developer is required to:

- Complete other frontage improvements as per Transportation requirements.
 - Review condition of Williams Road sidewalk, curb, and gutter, and replace any damaged/uneven sections as required.
 - Rear lane is to be upgraded with approximately 0.6m lighting strip, 0.15m wide roll-over curb, 5.1m wide driving surface, and a 0.15m wide roll-over curb (from north to south).
- Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.

Prior to Building Permit* issuance, the following must be completed:

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any traffic lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
- Obtain a Building Permit for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends

that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10387 (RZ 21-940331)
11460 Williams Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“COMPACT SINGLE DETACHED (RC2)”**.

P.I.D. 003-846-024

Lot 42 Section 36 Block 4 North Range 6 West New Westminster District Plan 28788

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10387”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



To: Planning Committee
From: Wayne Craig
Director, Development

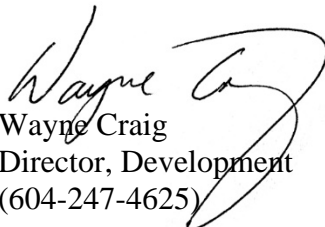
Date: June 8, 2022
File: RZ 21-928623

Re: Application by Farrell Estates Ltd. for Rezoning at 6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, 7500 No. 9 Road, Lot A Block 4N Plan EPP113853 Section 9 Range 4W New Westminster Land District & SEC 16, 17, 20 (031-553-231) and a portion of Graybar Road from the "Industrial and Marina (ZI17) – Graybar Road (East Richmond", "Industrial Business Park (IB1)", and "Light Industrial (IL)" Zones to the "Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)" Zone

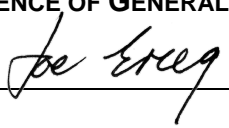
Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10336 to:
 - a) create the "Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)" zone, and to rezone 6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, 7500 No. 9 Road, Lot A Block 4N Plan EPP113853 Section 9 Range 4W New Westminster Land District & SEC 16, 17, 20 (PID 031-553-231), and a portion of Graybar Road from the "Industrial and Marina (ZI17) – Graybar Road (East Richmond)", "Industrial Business Park (IB1)", and "Light Industrial (IL)" zones to the "Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)" zone be introduced and given first reading; and,
 - b) discharge "Land Use Contract 127", entered in to pursuant to "Farrell Estates Ltd. Land Use Contract Bylaw No. 3613 (RD85962)", from the title of 6831 Graybar Road:

be introduced and given first reading.


Wayne Craig
Director, Development
(604-247-4625)

WC/JR:blg
Att. 6

REPORT CONCURRENCE		
ROUTED To:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Farrell Estates Ltd. (Director: Terry McPhail) has applied to the City of Richmond to discharge Land Use Contract 127 from 6831 Graybar Road, and to rezone 6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, 7500 No. 9 Road, Lot A Block 4N Plan EPP113853 Section 9 Range 4W New Westminster Land District & SEC 16, 17, 20 (PID 031-553-231) and a portion of Graybar Road from the “Industrial and Marina (ZI17) – Graybar Road (East Richmond)”, “Industrial Business Park (IB1)”, and “Light Industrial (IL)” zones to the new site-specific “Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)” zone, to permit a light industrial development and boat yard. A location map and aerial photo are provided in Attachment 1. A site survey and draft subdivision plan is provided in Attachment 2.

The subject Land Use Contract (LUC) 127 was registered on 6831 Graybar Road and other properties on Graybar Road at the time of the subdivision of the area in 1979. The *Local Government Act* provides that all LUCs will expire on June 30, 2024 and requires municipalities to establish underlying zoning for LUC properties. The underlying zoning for this property is “Industrial and Marina (ZI17) – Graybar Road (East Richmond)”, which was established by the adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9993 on May 21, 2019.

The owner has applied to discharge LUC 127 from the subject site and rezone to a new site specific zone, so that the entire development site would be subject to the same zoning regulations. The applicant proposes to consolidate the properties into two lots and construct a multi-phase (5 phase) light industrial development consisting of two two-storey buildings (Phase 1 and 2), and three additional buildings in undetermined future phases (Phases 3-5) (see Attachment 3).

Findings of Fact

The subject site is currently operating as a boat yard/marina and contains an existing 1,551 m² (16,700 ft²) building and additional structures (including tents, and Quonset huts) which are proposed to be retained in the interim. A Development Application Data Sheet providing details about the development proposal is provided in Attachment 4.

Surrounding Development

Development immediately surrounding the subject is generally as follows:

- To the North: Two-storey light industrial buildings on a property governed by Land Use Contract 127 and with underlying zoning of “Industrial and Marina (ZI17) – Graybar Road (East Richmond)” at 6751/6753/6755 Graybar Road; two-storey light industrial buildings on a property zoned “Industrial Business Park (IB1)” at 6700 McMillan Way; the McMillan Way cul-de-sac; and a farm on a property zoned “Agriculture (AG1)” at 20500 Westminister Highway.
- To the South: Dyke Road and the south arm of the Fraser River, which includes a marina associated with the boat yard on the subject site.

- To the East: A two-storey building on a property governed by Land Use Contract 127 and with underlying zoning of “Industrial and Marina (ZI17) – Graybar Road (East Richmond)” at 6911 Graybar Road. Across Graybar Road, three-storey light industrial and office buildings on a property zoned “Industrial Business Park (IB1)”.
- To the West: An active rail right-of-way (ROW) and undeveloped properties zoned “Agriculture (AG1)” and “Light Industrial (IL)”.

Related Policies & Studies

Official Community Plan

The subject properties are located in the East Richmond planning area and have two land use designations in the Official Community Plan (OCP) as shown in Attachment 5.

- 7500 No. 9 Road, 20455 Dyke Road, and the west half of PID 031-553-231 are designated “Industrial”, which supports a range of industrial uses.
- 20911 Dyke Road, 6831 Graybar Road, the east half of PID 031-553-231 and a portion of Graybar Road are designated “Mixed Employment”, which would support a range of industrial and commercial uses.

The proposed site specific zone would restrict limited commercial uses to the east half of the site only, consistent with the OCP “Mixed Employment” land use designation.

Agricultural Land Reserve (ALR) Buffer Zone

The west portion of the subject site abuts property in the Agricultural Land Reserve (ALR). A Development Permit will be required to ensure an adequate landscape buffer is provided on the subject site to mitigate the impact of the development on adjacent farm properties. The applicant has proposed a 5.0 m buffer along the portion of the property adjacent to the lands within the ALR.

Prior to final adoption of the rezoning bylaw, the applicant will be required to register a legal agreement on title to identify the ALR buffer zone, ensure that the landscaping is not removed, and address public awareness of the potential impacts of agricultural activities such as noise, dust, and odour.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. The subject site is located in an area with a designated Flood Construction level of 3.5 GSC. Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Proposed Road Closure

The subject site consists of four separate properties along the dike, a portion of the former CN Rail right-of-way (ROW), and an unopened road parcel located between the subject site and the property to the north (6751-6755 Graybar Road).

The applicant is required to enter into a purchase and sale agreement with the City for the purchase of the unopened road allowance of approximately 1,237 m² (13,300 ft²) in size. The primary business terms of the purchase and sales agreement for the unopened road allowance have been previously endorsed by Council; however, a separate road closure bylaw will be brought forward to Council in a separate report from the Director, Real Estate Services.

Land Use Contract 127

6831 Graybar Road is governed by Land Use Contract 127, which is set to automatically expire on June 30, 2024 and be replaced with the underlying “Industrial and Marina (ZI17) – Graybar Road (East Richmond)” zone. The underlying zoning for this property is “Industrial and Marina (ZI17) – Graybar Road (East Richmond)”, which was established by the adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9993 on May 21, 2019.

The owner has requested to discharge LUC 127 from the subject site and rezone to a new site specific zone, so that the new development site would be subject to the same site specific zoning regulations.

Existing Legal Encumbrances

There are various City and third party utility Statutory Right-of-Way (SRW) agreements registered on title, which include municipal water, sanitary sewer, and storm sewer lines. New and expanded SRWs are required for the municipal utilities, and are to be 6.0 m centered on the utility line. These SRWs will be secured prior to rezoning bylaw adoption.

A BC Hydro SRW containing overhead transmission lines runs the length of the site. The proposed drive aisle and parking would be in the SRW. The applicant has confirmed that the proposed development is consistent with the terms of the hydro SRW.

Proposed Zone

The proposed rezoning would result in a single zone for the entire subject site, which is currently governed by a Land Use Contract and three different industrial zones (IL, IB1 and ZI17). The rezoning would not result in any additional floor area ratio (FAR) over what is currently permitted (i.e. a maximum of 1.0 FAR).

A site-specific zone is proposed to address the unique location of the subject site along the waterfront and the two OCP land use designations. The proposed zone is based on the standard “Industrial Business Park (IB1)” zone, but includes land uses permitted in the site-specific “Industrial and Marina (ZI17) – Graybar Road (East Richmond)” zone. These additional uses would be marine-oriented to allow for the continued operation of the boat yard.

Certain land uses, including stand alone office, are proposed to be permitted only in the east portion of the site, which is designated “Mixed Employment” in the OCP, whereas the west portion of the site is proposed be limited to industrial land uses consistent with the “Industrial” OCP land use designation.

Development Phasing

The applicant proposes to redevelop the subject site in five phases. Phases 1 and 2 consist of two light industrial buildings totalling 18,448 m² (198,571 ft²) and are proposed on the former CN rail right-of-way and Graybar Road parcel. Phases 3-5 which would add additional light industrial uses, are proposed on the existing boat yard. Concept plans are provided in Attachment 3, which include both a phasing plan for the entire site and more detailed site plans for Phases 1 and 2. The phasing plan is provided as a concept only, as the applicant does not anticipate construction of Phases 3-5 in the near term. Further, there will be no change to the existing site condition along the southern limits of the property.

Prior to zoning bylaw adoption, the applicant is required to enter into an agreement, registered on title, to ensure that no new construction of buildings or structures which would generate new floor area, or changes to the existing site condition occurs within 50.0 m of the south property line abutting Dyke Road (i.e. Phases 3-5) until such time as:

- the applicant submits a Transportation Impact Assessment to the satisfaction of the Director, Transportation for approval;
- enters into a Servicing Agreement for site servicing works and frontage improvements, including watermain replacement along the Dyke Road frontage
- provision of a minimum 3.0 m wide pedestrian walkway between McMillan Way and the dike and secured through a statutory right of way providing public right-of-passage; and,
- completion of upgrades to the existing dike through a Servicing Agreement.

Built Form and Site Planning

The proposed light industrial development consists of five phases, however only two phases are planned for the immediate future. The first two phases would result in the construction of two buildings totalling 16,897 m² (181,871 ft²) on the north side of the subject site in addition to the existing 1,551 m² (16,700 ft²) existing building on the property, generally as shown in Attachment 3. Both new buildings (Phases 1 and 2) would contain two-storey light industrial units fronting the internal drive aisle and the proposed parking.

The applicant anticipates redevelopment of the south portion of the site (Phase 3-5) as part of a longer term vision for the property. Future phases of development would be organized around a widened central drive isle running east-west and providing access for larger vehicles and parking. This rezoning application would provide for continued operation of the existing boat yard in the interim.

Transportation and Site Access

Vehicle and pedestrian access is proposed from the McMillan Way cul-de-sac and Graybar Road. A single drive aisle would connect the McMillan Way and Graybar Road driveways, allowing access through the site to either street. Vehicular access to the existing boat yard is currently provided via Graybar Road and Dyke Road and is proposed to remain in place. Upon redevelopment of the south side of the subject site (Phases 3-5) additional access is proposed from Dyke Road. The applicant provided a Traffic Impact Assessment to support their application, the findings of which have been reviewed and accepted by the Transportation Department.

An informal pedestrian connection is currently located on the subject site (within the former CN Rail parcel). In recognition of this, the applicant has agreed to provide a formal access through their site as part of Phase 1 which would connect McMillan Way to Graybar Road and ultimately to the waterfront. This connection is secured through a statutory right-of-way providing public rights of passage for pedestrians over the walkway and sidewalk adjacent to the south side of Building 1.

A more direct connection from McMillan to Dyke Road would be formalized as part of the development of Phases 3-5 as a formal connection cannot be provided at this time while the boat yard is in operation due to security and public safety concerns. This direction connection will be designed to provide a 3.0 m wide defined pedestrian pathway connect McMillan Way to Dyke Road, and is to be secured through a statutory right-of-way providing public rights of passage for pedestrians. Design of the walkway will be completed as part of the Servicing Agreement works required for Phases 3-5.

Encroachments on Dyke Road

A number of the existing structures on the subject property have been found to extend beyond the developer's property boundary and are encroaching onto City property and Dyke Road. In addition, there are a number of parking stalls and loading facilities (including areas used to transporting boats between the subject site and the river) that are associated with the use of the subject property but which are located on City lands and Dyke Road.

City staff have reviewed the encroachments and the use of the parking located on City lands with the applicant. These encroachments do not impact the functionality or safe operation of vehicles on Dyke Road. Prior to rezoning bylaw adoption the owner shall enter into a License Agreement with the City for the use of any parking and loading facilities (including areas used for the operation of gantry cranes) located on City lands and the Dike Road right-of-way across the frontage of the subject site to the satisfaction of the City.

In addition, prior to zoning bylaw adoption, the owner shall obtain the City's acceptance and enter into an encroachment agreement for the portion of existing structures located on City lands and the Dike Road right-of-way to the satisfaction of the City. The primary business terms of such agreement, amongst other matters, shall include the removal of the encroaching structures at the City's request and at the expense of the owner, compensation to be provided to the City for the occupation of the portion of the structure encroaching on City property at fair market value to be paid to the City annually.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 114 bylaw-sized trees on the subject property and 16 City trees on the portion of Graybar Road proposed to be acquired by the applicant, 31 trees located on neighbouring properties, and two (2) street trees on City property (McMillan Way).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- Four (4) trees located on site along the Graybar Road frontage, specifically (tag #7988, 7989, 7990 & 7991) are identified to be retained and protected.
- 110 trees located on site, within the former CN Rail parcel, are in conflict with the proposed development and identified to be removed and replaced. These trees are primary Cottonwood and Birch.
- A total of 16 trees (tag #City1-City16) on the portion of Graybar Road to be acquired by the developer have been identified as candidates for relocation. The applicant has proposed to relocate all of the 16 trees to other properties they control in the immediate area.
- A total of 17 trees located on the adjacent property at 6751 Graybar Road and five (5) trees located on 7920 No 9 Road are identified to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Seven (7) trees located on the adjacent property at 6751 Graybar Road (tag #OS1, OS2, OS4, OS8, OS9, OS11, OS13) are recommended for removal due to conflicts with the proposed Building 1. The neighbouring strata council has consented to the removal and planting plan provided by the applicant (attachment 6).
- Two (2) trees located on the adjacent property at 6751 Graybar Road (tag #OS16 and OS17) are recommended to be relocated to the frontage of the same property (See Attachment 7).
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Two (2) trees on City property (tag #2103 and 2180) along the McMillan Way cul-de-sac frontage have been reviewed by Parks Department staff, with the following comments:

- Tag #2103 – Tree is in good health and condition. It is lifting up concrete sidewalk panels. Remedial action will be detrimental to the tree health. Conflicts with frontage works. Recommend removal. \$1500 required in compensation.
- Tag #2108 - Tree is in good health and condition. It is lifting up concrete sidewalk panels. Remedial action will be detrimental to the tree health. Conflicts with frontage works. Recommend removal. \$1500 required in compensation.

Tree Protection

Four (4) on-site trees (tag #7988-7991) and 17 trees located on the neighbouring property at 6751 Graybar Road (tag #OS3, 5-7, 10, 12, 14, 15, 18-26) and five (5) trees located on 7920 No 9 Road (tag #1542-1546) are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 7). To ensure that the trees identified for retention are protected at the development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Replacement

The applicant wishes to remove 110 on-site trees which have been identified by the project arborist as being in high risk, poor or moderate health and in conflict with the proposed building envelope and associated ground densification works. The 2:1 replacement ratio for on-site tree replacement would require a total of 220 replacement trees. The applicant has submitted a preliminary landscape plan (Attachment 7) identifying 53 trees to be planted as part of Phase 1 and 46 trees as part of Phase 2 (including within the proposed ALR Buffer area). The required replacement trees are to be a minimum 8 cm caliper deciduous or 4 m tall coniferous species, as per Tree Protection Bylaw No. 8057.

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$96,000.00 to the City's Tree Compensation Fund in lieu of the remaining 128 ($220 + 7 - 53 - 46 = 128$) trees that have not been accommodated as part of the preliminary landscape design of Phase 1 and Phase 2.

Tree Relocation

The applicant wishes to relocate 16 trees (tag #City1-City16) located on the portion of Graybar Road proposed to be acquired by the developer to other properties the applicant controls in the immediate area. The proposed location is identified in their preliminary landscape plan (Attachment 3).

The applicant wishes to relocate two (2) Japanese Maple trees (tag #OS16 and OS17) and remove seven (7) Black Pine trees (tag #OS1, 2, 4, 8, 9, 11, 13) located on the neighbouring property at 6751 Graybar Road which conflict with the proposed development. The applicant has agreed to plant seven (7) new omorika spruce trees on the neighbouring property and provide an additional seven (7) replacement trees on the subject development site. The strata of the neighbouring property at 6751 Graybar Road has been consulted and provided their consent to the tree removal and replanting proposed for their property (Attachment 6).

Prior to rezoning bylaw adoption, the applicant is required to submit a Landscape Plan and cost estimate for Phase 1 which shall incorporate the 53 on-site replacement trees, the seven (7) replacement trees to be planted on the neighbouring property, relocation of the two (2) Japanese maple trees located on 6791 Graybar Road, and the relocation of the 16 trees located on the portion of Graybar Road which is proposed to be acquired by the developer.

Public Art

Consistent with the City's Public Art policy, as a rezoning consideration the applicant will be making a voluntary contribution of approximately \$49,105.17 for Buildings 1 and 2 to the City's Public Art Fund. Additional voluntary contributions for Buildings 3-5 will be provided prior to building permit issuance at the rate applicable at the time of building permit issuance.

Sustainability

The applicant proposes to incorporate a number of sustainability and building energy efficiency features into the proposed development including:

- a minimum of 12 EV charging stations to be provided for each building (60 stations in total across all five Phases);
- rooftop solar photovoltaic panels capable of powering all landlord/common area electrical needs, including exterior lighting and lighting in mechanical and service areas;
- pre-ducting/conduit rough-in within each unit for future rooftop solar photovoltaic infrastructure as an alternative energy source for individual tenants; and,
- buildings are proposed to be constructed to achieve a minimum 10% better energy efficiency than the base building code requirement.

Prior to rezoning bylaw adoption, the applicant is required to enter into one or more agreements to ensure that development of the subject site proceeds in accordance with the above commitments.

Site Servicing and Frontage Improvements

The City's Ewen Road Drainage Pump Station, outlet and intake structure are partially located on the subject property. As a consideration of rezoning the applicant is required to dedicate lands

to the City at 7500 No 9 Road to access, operate and maintain the watercourse upstream of the Ewen Road Drainage Pump Station and the Ewen Road Drainage Pump Station outlet and intake structure.

Prior to issuance of a Building Permit for Phase 1 or 2, the applicant is required to enter into a Servicing Agreement for the design and construction of the required site servicing and frontage works as required and as described in Attachment 8. There are extensive engineering and servicing requirements associated with the proposed development that are subject to additional study and design as part of the Servicing Agreement process. These requirements include, but are not limited to:

- New 1.5 m sidewalk and landscaped boulevard on Graybar Road.
- New 1.5 m sidewalk on the south side of the McMillan Way cul-de-sac between the driveways for the subject site and 6700 McMillan Way.
- New hydrants, watermain and rights of ways, as applicable.
- An assessment of the existing storm water system and retention of existing storm sewers and additional rights of way as required.
- Retain the existing sanitary main and further assessment and upgrades of existing sanitary and pump station infrastructure as required.
- Raise and replace the existing forcemain that crosses from the marina into the development site.

Prior to issuance of any Building Permit for Phases 3-5, the applicant is required to enter into a Servicing Agreement for the design and construction of the required site servicing and frontage works as described in Attachment 8. These include, but are not limited to:

- Site servicing connections for water, sanitary and storm water.
- Raise and replace existing watermain and hydrants along Dyke Road frontage.
- Design and construction of a walkway and statutory rights of way to provide for a minimum 3.0 m wide statutory right of way providing public right of passage for pedestrian access between McMillan Way and Dyke Road.
- Dike raising along the entire site frontage (approximately 730.0 m in length), together with ditch in-fill and replacement of approximately 225 m of the existing storm sewer, and the reconstruction of Dyke Road.

Development Permit Review

As previously noted, Phase 2 (Building 2) abuts the Agricultural Land Reserve. A Development Permit is required to ensure an adequate landscape buffer is provided on the subject site to mitigate the impact of the development on adjacent farm properties. Specific issues to be addressed through that review will include:

- Assessing compliance with the Official Community Plan Development Permit Guidelines.
- A review of the proposed landscape Plant/tree selection, sizes, location and rational
- Additional landscape securities will be calculated to address the landscaping additions.
- A review of the proposed landscaping within the proposed 5.0 m ALR buffer.

Financial Impact

The rezoning application results in an Operational Budget Impact of \$20,000.00 for off-site City Infrastructure (roadworks, waterworks, storm sewers and sanitary sewers upgrades, street lights and street trees).

To facilitate the proposed development, the applicant proposes to purchase a portion of Graybar Road for inclusion in the applicants' development site. The total approximate area of City lands proposed to be sold and included in the development site is 1,237 m² (13,300 ft²). As identified in the attached Rezoning Considerations (Attachment 8), the applicant is required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council.

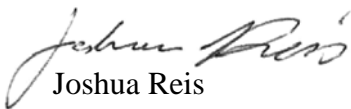
Conclusion

The purpose of this application is to discharge Land Use Contract 127 from 6831 Graybar Road, and to rezone 6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, 7500 No. 9 Road, Lot A Block 4N Plan EPP113853 Section 9 Range 4W New Westminster Land District & SEC 16, 17, 20 (PID 031-553-231) and a portion of Graybar Road from the “Industrial and Marina (ZI17) – Graybar Road (East Richmond)”, “Industrial Business Park (IB1)”, and “Light Industrial (IL)” zones to the new site-specific “Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)” zone, to permit a multi-phase light industrial development.

The proposed rezoning is generally consistent with the plans and policies affecting the subject site.

The list of rezoning considerations is provided in Attachment 8, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10336 be introduced and given first reading.



Joshua Reis
Program Manager, Development
(604-204-8653)

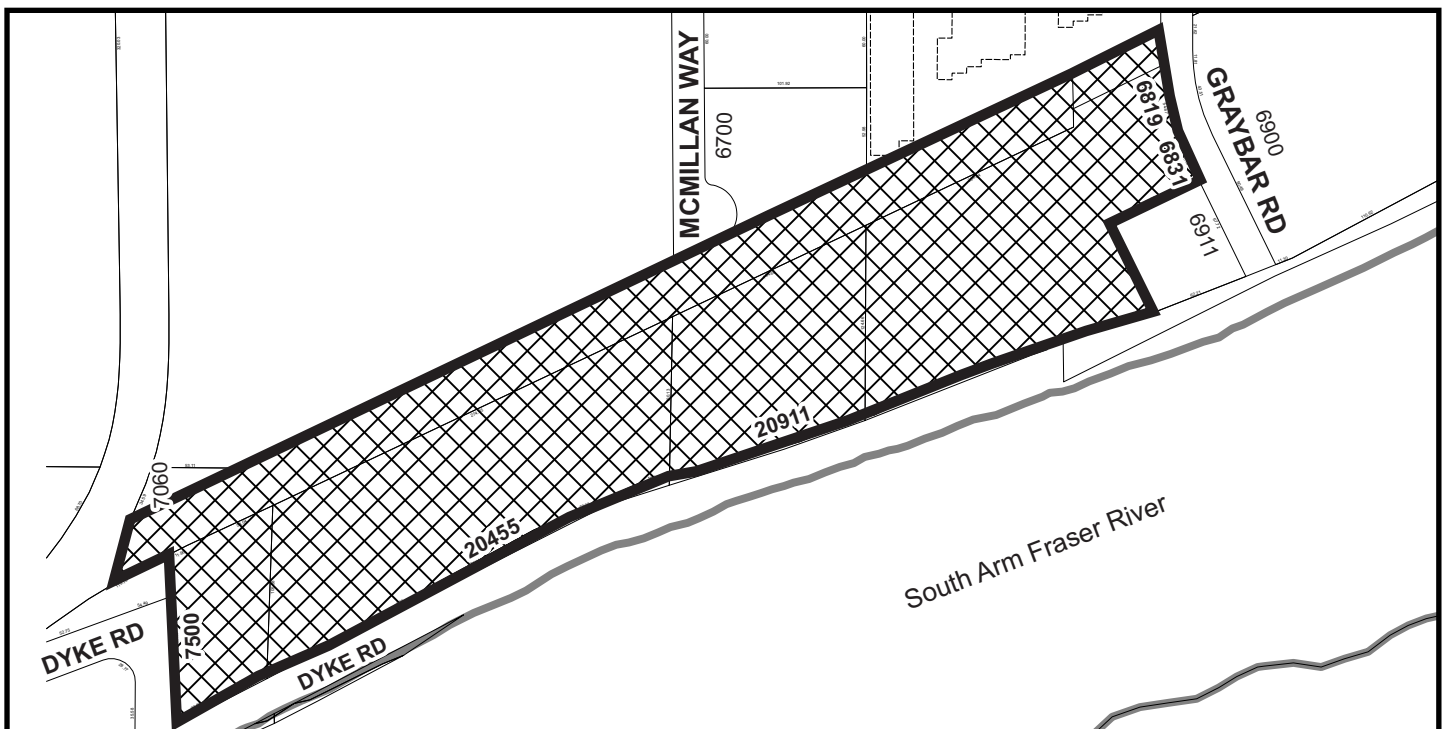
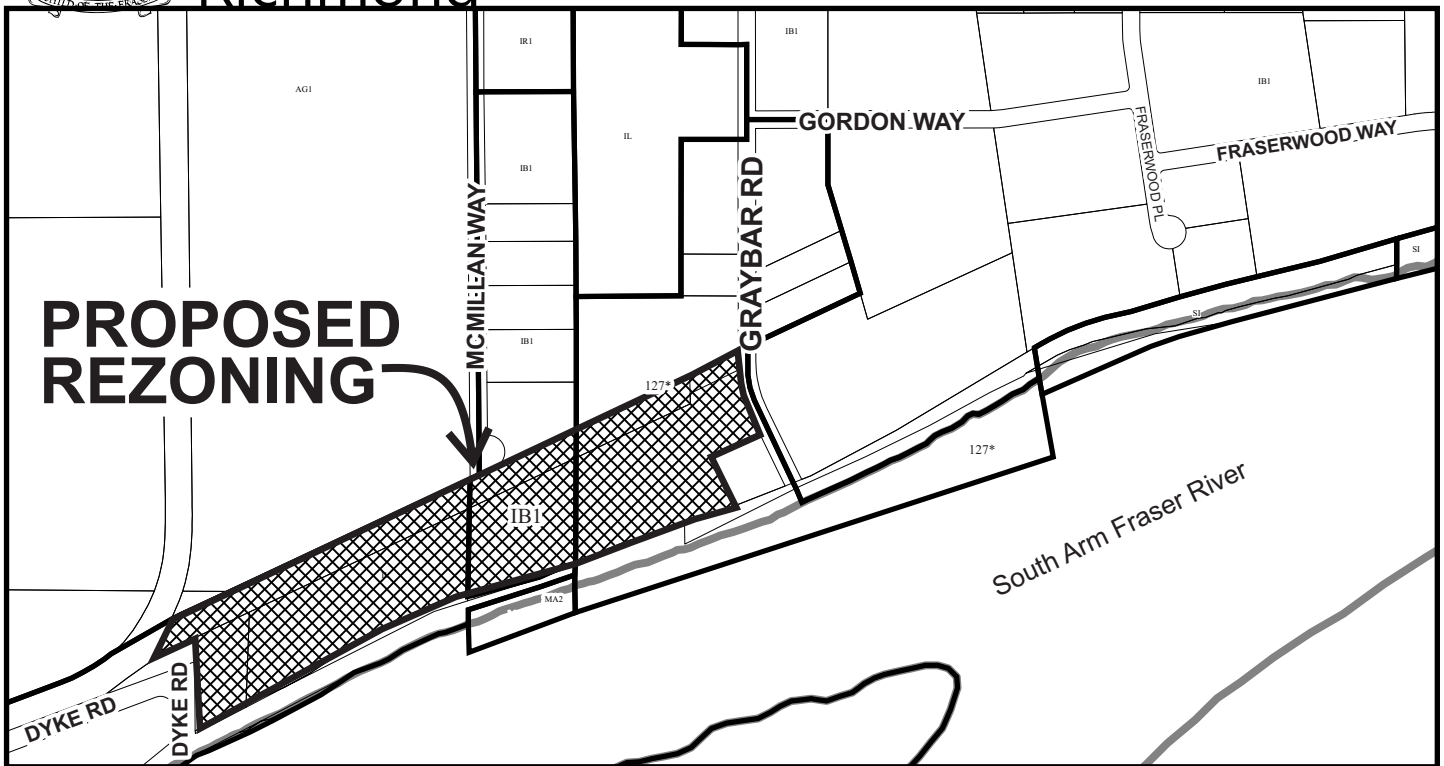
JR:blg

Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Site Survey
- Attachment 3: Concept Development Plans
- Attachment 4: Development Application Data Sheet
- Attachment 5: East Richmond OCP Land Use Map
- Attachment 6: Letter of Support from Adjacent Property
- Attachment 7: Tree Retention Plan
- Attachment 8: Rezoning Considerations



City of Richmond



RZ 21-928623

Original Date: 04/27/21

Revision Date: 06/06/22

Note: Dimensions are in METRES



City of Richmond



RZ 21-928623

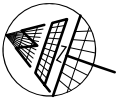
Original Date: 04/27/21

Revision Date: 06/06/22

Note: Dimensions are in METRES

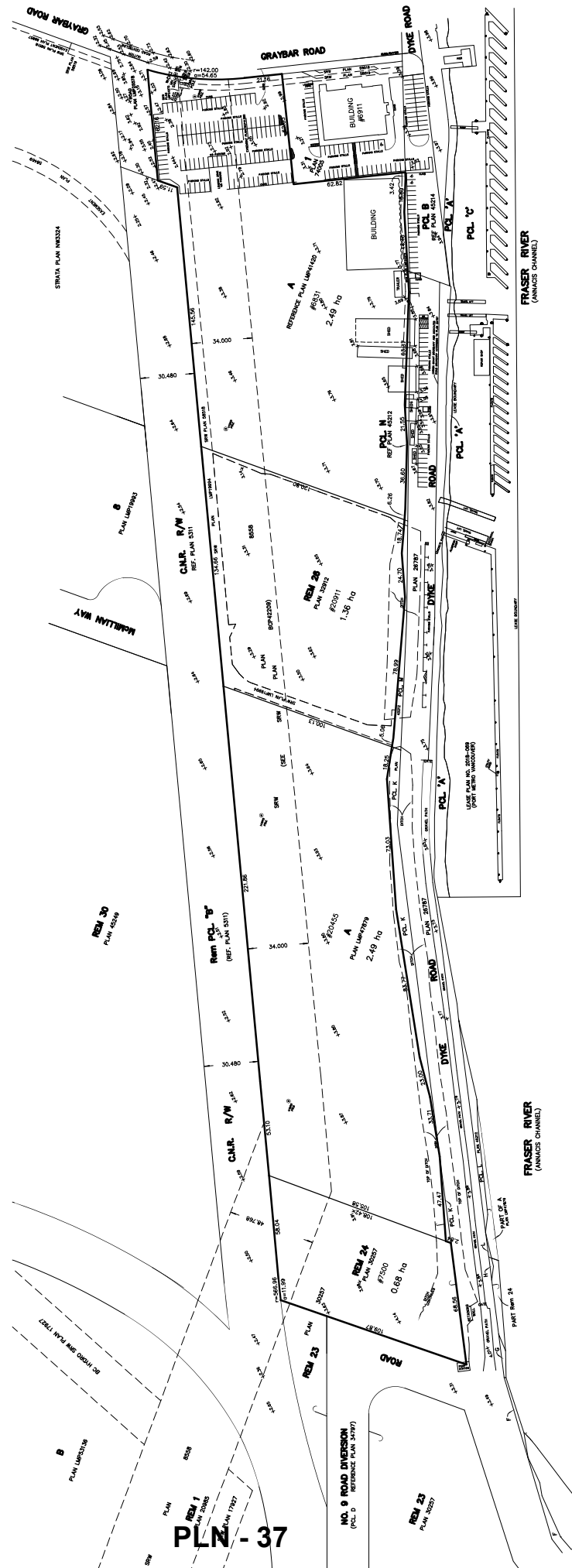
SITE SURVEY PLAN OF PORTIONS OF SECTIONS 9, 10, AND 16 BLOCK 4 NORTH RANGE 4 WEST NEW WESTMINSTER DISTRICT

LANDS DEALT WITH:
 LOT 24 EXCEPT: FIRSTLY: PARCEL "C" (REFERENCE PLAN 45212), SECONDLY: PARCEL "H" (REFERENCE PLAN 45212), SECTION 16 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN 30257
 PID: 003-571-157
 CIVIC ADDRESS: #7500 NO. 9 ROAD, RICHMOND, B.C.
 LOT A SECTIONS 9 AND 16 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN LMP47879
 PID: 024-886-327
 CIVIC ADDRESS: #20485 DYKE ROAD, RICHMOND, B.C.
 LOT 26 EXCEPT PARCEL "M" (REFERENCE PLAN 45212) SECTIONS 9 AND 16 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN 32912
 PID: 004-101-235
 CIVIC ADDRESS: #20911 DYKE ROAD, RICHMOND, B.C.
 LOT A SECTIONS 9 AND 10 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN LMP41420
 PID: 024-494-721
 CIVIC ADDRESS: #6831 GRAYBAR ROAD, RICHMOND, B.C.



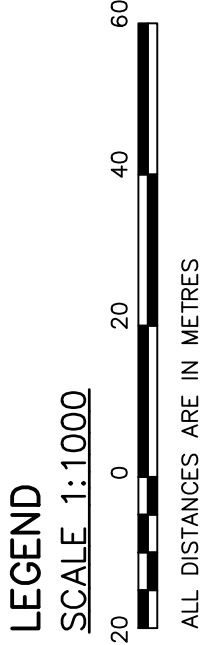
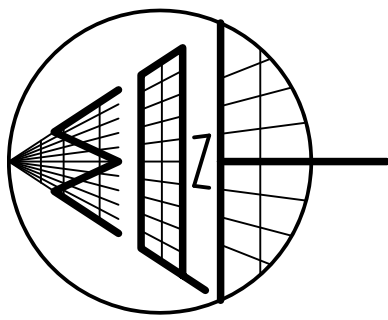
LEGEND
 SCALE 1:1000
 0 20 40 60
 ALL DISTANCES ARE IN METRES
 * INDICATES SPOT ELEVATION
 B/E INDICATES ELECTRICAL BOX
 C INDICATES INSPECTION CHAMBER
 MH INDICATES MANHOLE
 DWV INDICATES WATER VALVE

NOTES
 ELEVATIONS ARE IN METRES AND ARE DERIVED FROM
 AN ADJACENT SURVEY PLAN (PLAN 45212) WITH
 AN ELEVATION OF 4.56 METRES.
 THIS PLAN SHOWS PRELIMINARY LOT DIMENSIONS
 AND AREAS AND ARE SUBJECT TO REVISION
 FOLLOWING FULL LEGAL SURVEY OF LOT BOUNDARIES.

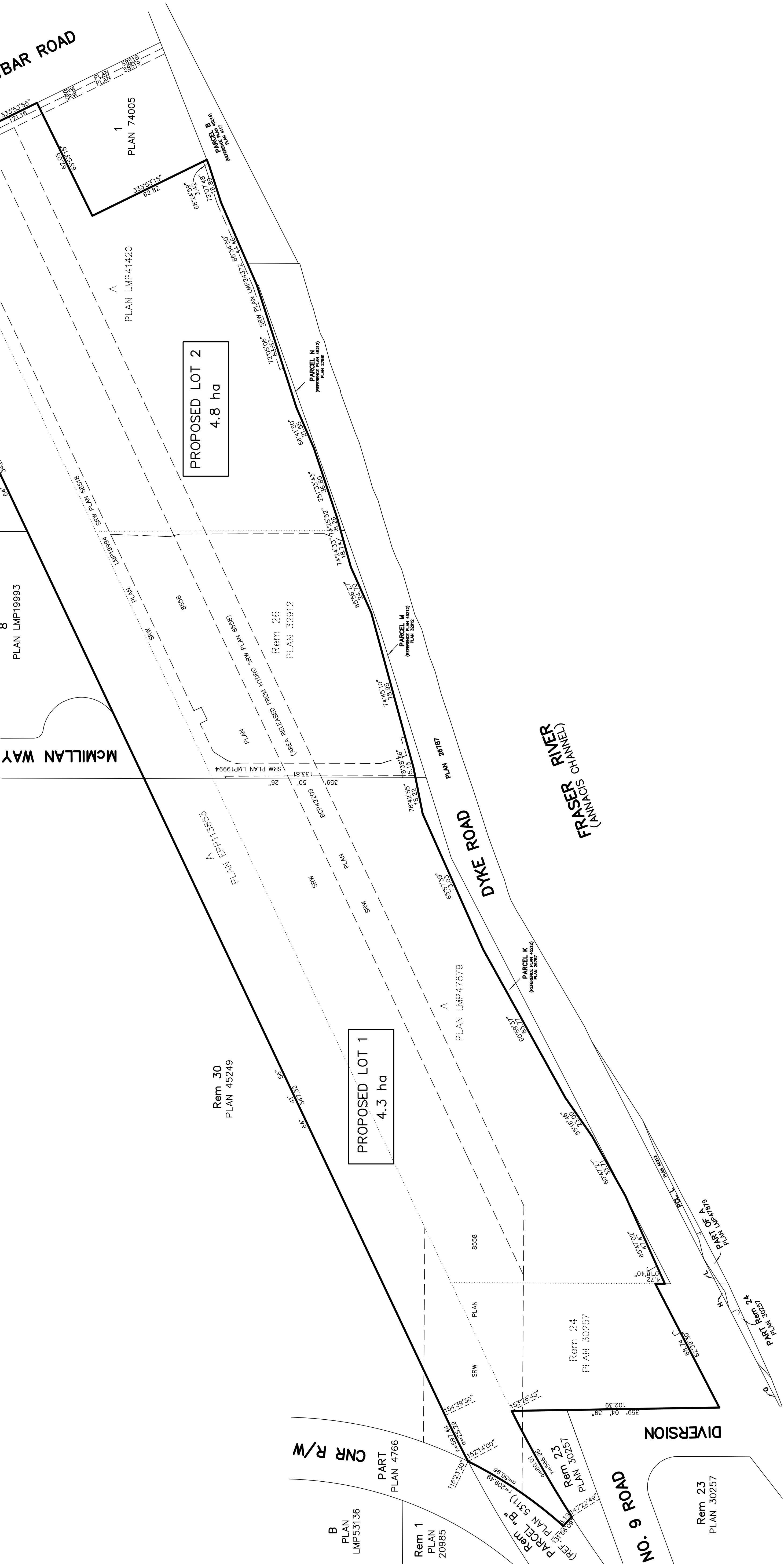


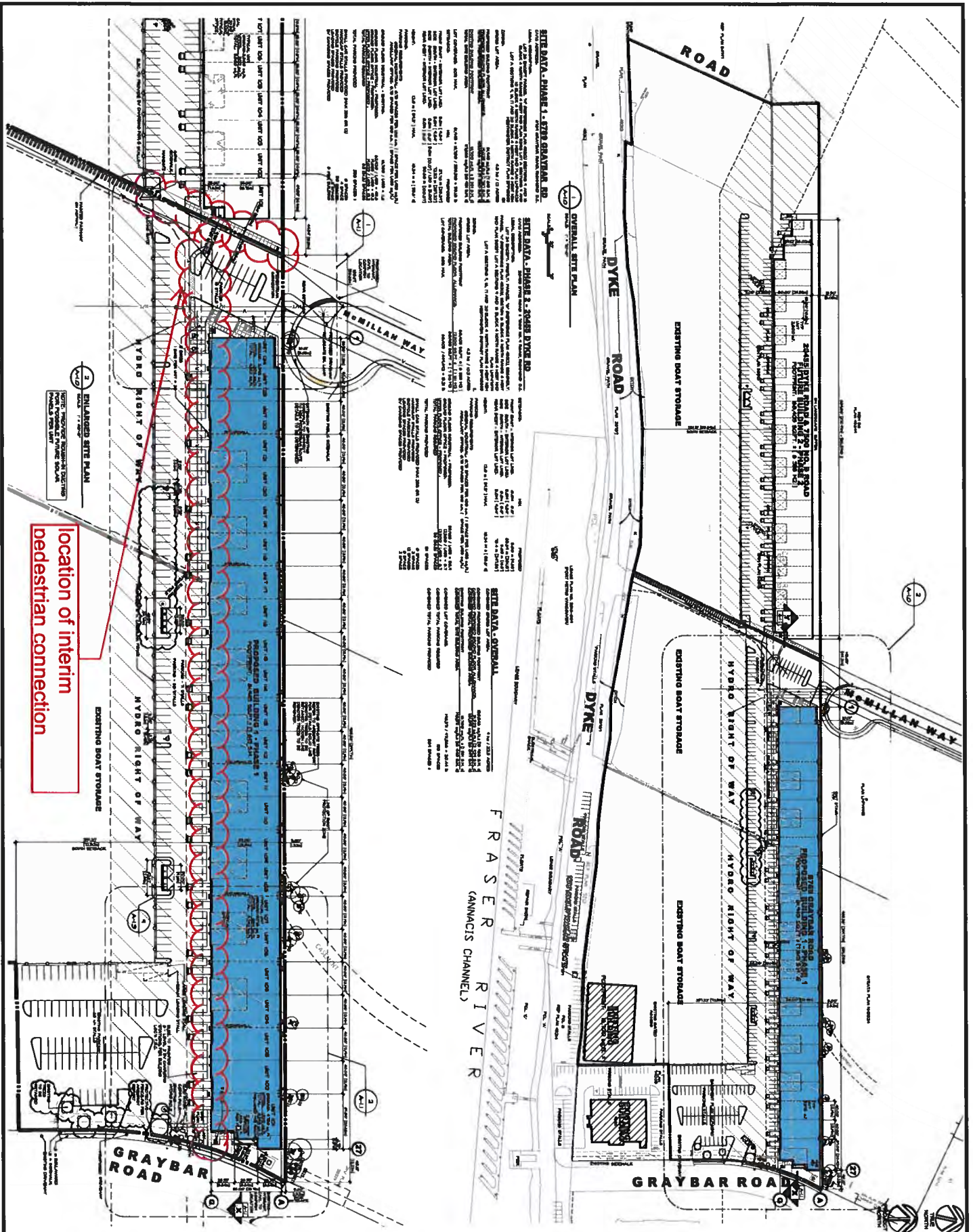
PROPOSED CONSOLIDATION AND SUBDIVISION PLAN OF:

- (1) PART OF LOT 24 EXCEPT: FIRSTLY: PARCEL "G" (REFERENCE PLAN 45212), SECONDLY: PARCEL "H" (REFERENCE PLAN 45212), SECTION 16 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN 30257
- (2) PART OF LOT A SECTIONS 9 AND 16 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN LMP47879
- (3) LOT 26 EXCEPT PARCEL "M" (REFERENCE PLAN 45212) SECTIONS 9 AND 16 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN 32912
- (4) LOT A SECTIONS 9 AND 10 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN LMP41420
- (5) PARCEL A SECTION 10 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN EPP121251 (CLOSED ROAD)
- (6) LOT A SECTIONS 9, 16, 17 AND 20 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN EPP113853



NOTE:
ALL DIMENSIONS AND AREAS ON THIS PLAN
ARE TO BE TAKEN AS SHOWN AND NOT TO BE
TO REVISION FOLLOWING LEGAL BOUNDARY SURVEY.





CHIP BARRETT ARCHITECT

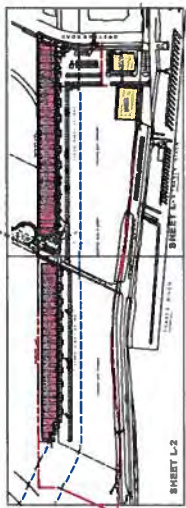
D.FORCE DESIGN INC.

PLAN - 39

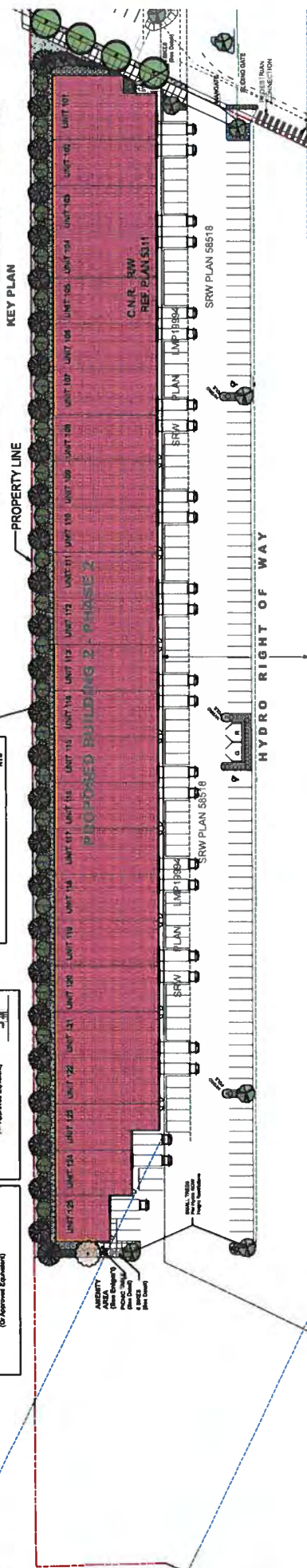
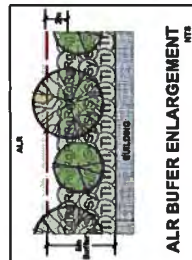
Shearwater Island Industrial Centre 1

Overall and Enlarged Site Plan

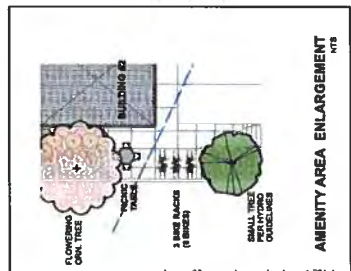
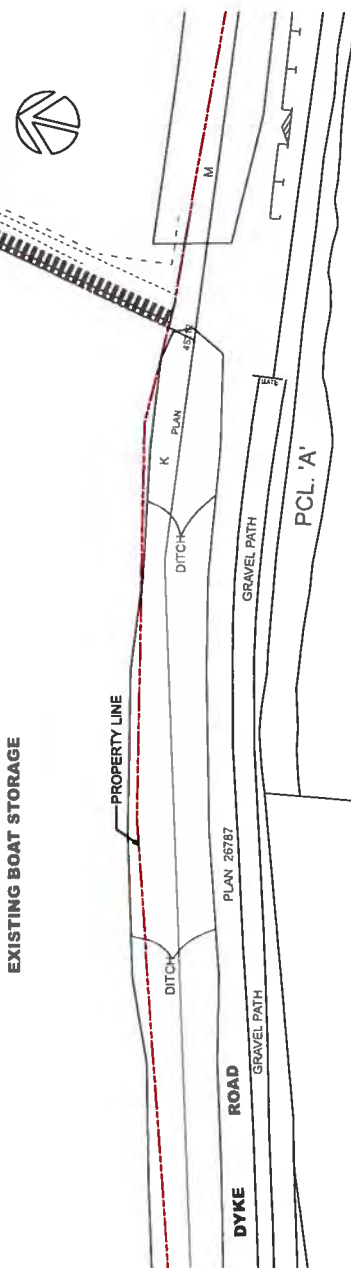
A-1.0



5M LANDSCAPE BUFFER PER ALR EDGE GUIDELINES including Shade Tolerant - Trees & Shrubs 'Inhibitors' / Screening / Evergreens (SEE ENLARGEMENT)



EXISTING BOAT STORAGE



PLANT LIST - ALR 5M BUFFER

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	27	Amelanchier alnifolia	Shadbush	2m H.
	5	Amelanchier	Shadbush	2m H.
	225	Juniperus communis	Common Juniper	2m H.
	240	Thuja x 'Smaragd' 'Green Gem'	Green Gem Arborvitae	1.2m H.
	250	Thuja x 'Smaragd' 'Green Gem'	Green Gem Arborvitae	2m H.

Note: All Plants are Shrub/Tolerant

PLANT LIST

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	2	Amelanchier alnifolia	Shadbush	2m H.
	2	Amelanchier	Shadbush	2m H.
	2	Amelanchier	Shadbush	2m H.
	2	Amelanchier	Shadbush	2m H.
	2	Amelanchier	Shadbush	2m H.

Farrell Estates Ltd.

LANDSCAPE PLAN
BUILDING 2

PROPOSED:
SHIELTER ISLAND INDUSTRIAL CENTRE 2
8111 GUYSON STREET, RICHMOND, B.C.

DATE: 10/10/2018

SCALE: 1" = 10' H.S.

PROJECT NO: 2018-069

CLIENT: SHIELTER ISLAND INDUSTRIAL CENTRE 2

DESIGNER: FARRELL ESTATES LTD.

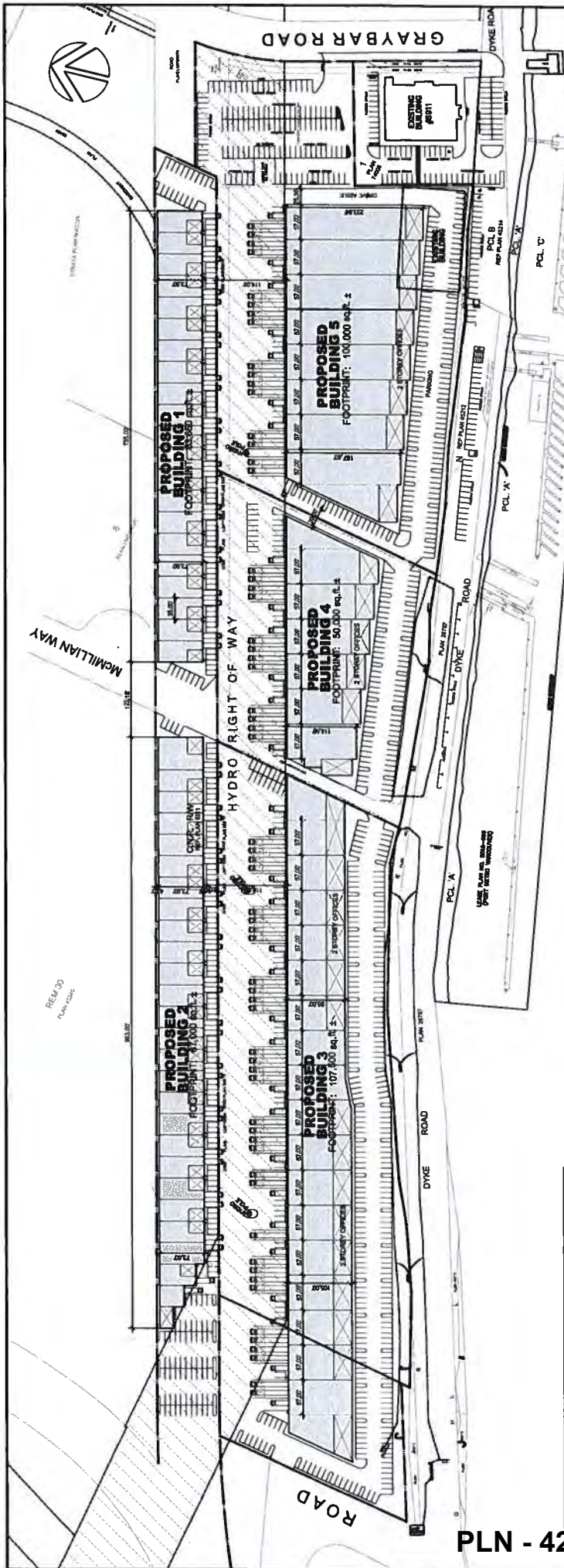
DATE: 10/10/2018

SCALE: 1" = 10' H.S.

PROJECT NO: 2018-069

CLIENT: SHIELTER ISLAND INDUSTRIAL CENTRE 2

DESIGNER: FARRELL ESTATES LTD.



1 SK1 FEASIBILITY STUDY NOT TO SCALE FRASER RIVER (ANNACIS CHANNEL)

Farrell Estates LTD.
A Division of the McPhail Group

CHIP BARRETT ARCHITECT
PH: 604-226-1188, 1188 BURNETT ST., V3Z 1P7
PH: 604-836-1272

D.FORCE DESIGN INC.
2625A ALLIANCE STREET, ABBOTSFORD, B.C., V2S 3J9
TEL: (604) 507-5555 EMAIL: DARC@DFORCE.CA

IN ASSOCIATION WITH

PROPOSED MASTER PLANNING FOR:

**FARRELL ESTATES
BOAT YARD REDEVELOPMENT**

CMV ADDRESS: 7500 No 9 Road, 20455 & 20911 Dyke Road, 8831 Graybar Road, Richmond BC

PLAN BASED ON INFO PROVIDED BY CLIENT & HAS NOT BEEN VERIFIED. FOR PRELIMINARY USE ONLY. VERIFY ALL INFORMATION

Building Areas	Bldg1	Bldg2	Bldg3	Bldg4	Bldg5	Combined
Footprint:	sq.ft.	sq.ft.	sq.ft.	sq.ft.	sq.ft.	sq.ft.
Upper floor area:	53,500	67,000	107,500	50,000	100,000	378,000
Total Area	10,500	13,000	32,000	10,000	13,000	78,500
Industrial	64,000	80,000	139,500	60,000	113,000	456,500
Office (1st Floor)	43,000	54,000	75,500	40,000	87,000	299,500
2nd floor offices	10,500	13,000	32,000	10,000	13,000	78,500
2nd floor storage	10,500	13,000	32,000	10,000	13,000	78,500
Parking Stalls Required						
Warehouse - 1 stall per	1,076	40.0	50.2	37.2	80.9	308
Office - 1 stalls per	359	58.6	72.5	178.4	55.8	438
Total	98.5	122.7	278.3	92.9	153.3	746
Stalls provided	81	122	284	98	148	733

NO.	DATE	CLIENT REVIEW	DESCRIPTION
1	MAR.25.20		
2			
3			



RZ 21-928623

Attachment 4

Address: 6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, 7500 No. 9 Road, PID 031-553-231 and a portion of Graybar Road

Applicant: Farrell Estates Ltd.

Planning Area(s): East Richmond

	Existing	Proposed
Owner:	Farrell Estates Ltd.	No change
Site Size (m²):	90,245 m ² (22.3 Acres)	90,245 m ² (22.3 Acres)
Land Uses:	Boat yard and marina	Light industrial, boat yard, and marina
OCP Designation:	Industrial and Mixed Employment	No change
Zoning:	"Industrial and Marina (ZI17) – Graybar Road (East Richmond)" "Industrial Business Park (IB1)" "Light Industrial (IL)"	"Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)"
Land Use Contracts:	LUC 127	Discharge

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0 FAR	Max. 1.0 FAR	none permitted
Buildable Floor Area (m ²):*	Max.-Lot 1: 43,000 m ² (462,848 ft ²) Max Lot 2: 48,000 m ² (516,667 ft ²)	<u>Lot 1:</u> Existing Building: 1,551 m ² (16,8700 ft ²) Building 1: 9,380 m ² (100,966 ft ²) <u>Lot 2:</u> Building 2: 7,516 m ² (80,905 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 75%	20.5%	None
Lot Size:	None	Lot 1: 4.3 ha (10.63 acres) Lot 2: 4.8 ha (1.86 acres)	None
Lot Dimensions (m):	None	Width: Varies Depth: Varies	None
Setbacks (m):	Graybar Rd: Min. 6.0 m McMillan Way: Min. 3.0 m ALR: Min. 5.0 m North PL: 1.5 m South PL: 3.0 m Interior side yard: No Minimum Rear yard: No minimum	Graybar Rd: 6.0 m McMillan Way: 3.0 m ALR: 5.0 m North PL: 1.5 m South PL: 72.3 m Interior side yard: complies Rear yard: complies	None

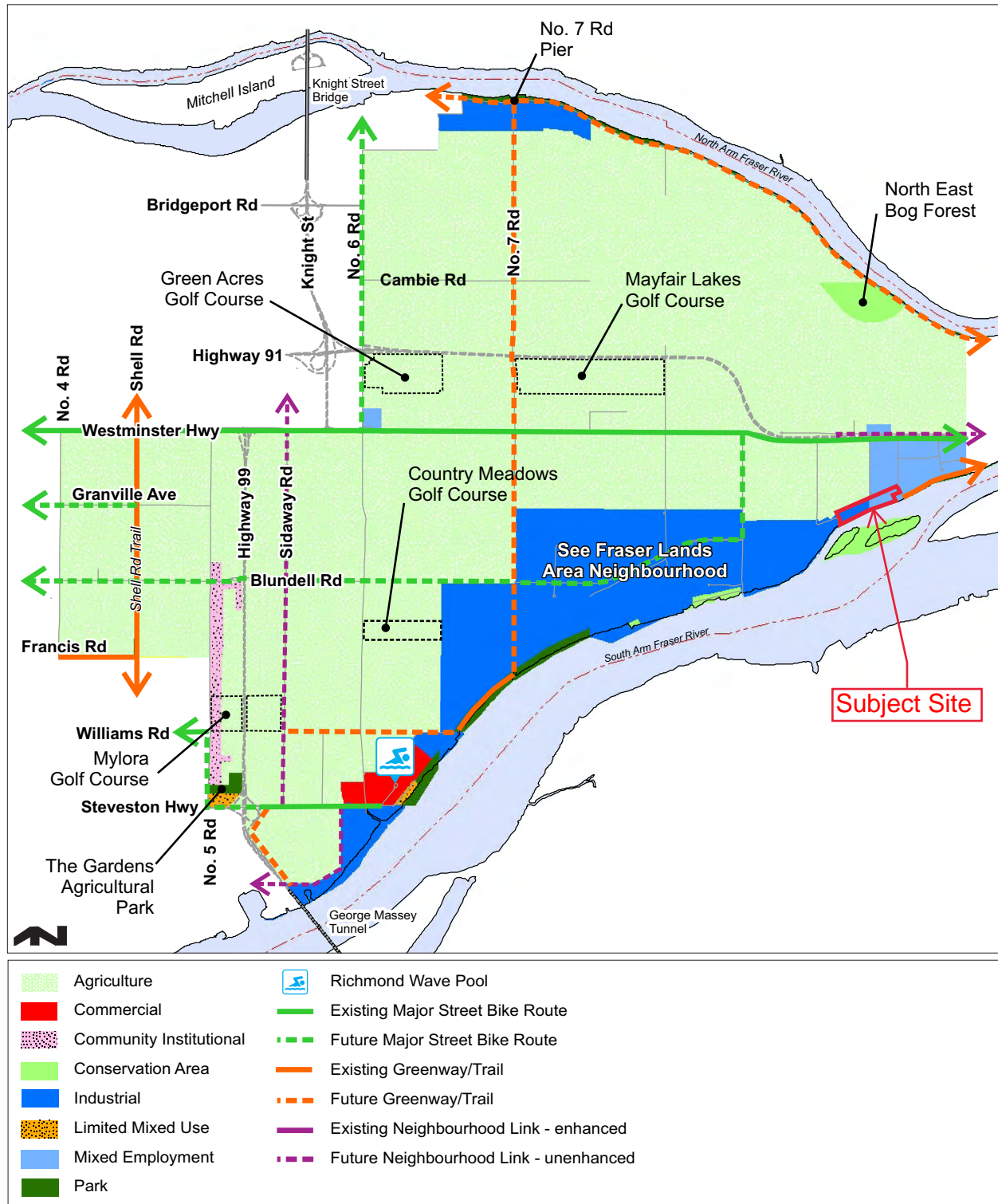
	Bylaw Requirement	Proposed	Variance
Height (m):	Max 16.0 m	Building 1: 10.25 m Building 2: 10.25 m	None
Off-street Parking Spaces:	Regular: Min. 50% Small: Max. 50% Accessible: Min. 2%	Regular: Min. 50% Small: Max. 50% Accessible: Min. 2%	None
Off-street Parking Spaces – Total:	0.75 spaces per 100 m ² leasable floor area (139)	389 spaces	None
Off-street Loading Spaces:	1 medium loading space per building	2 medium loading spaces	none
Bicycle Parking:	Class 1: Min, 0.27 per 100 m ² Class 2: Min. 0.27 per 100 m ²	Complies	None

Other: _____

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



13. East Richmond





Strata, Residential & Commercial Property Management
604.685.3227 | www.awmalliance.com

April 11, 2022

Sent via e-mail: rmcphail@farrellestates.com

Farrell Estates Ltd.
6911 Graybar Road
Richmond, BC V6W 1H3

Attn: Ross McPhail, Project & Development Manager

**RE: Strata Plan NW3324 – Graybar South Complex [located at 6751 / 6753 / 6755 Graybar Road, Richmond]
Tree Removal & Relocation**

We write to you on behalf of the Strata Council of Strata Plan NW3324 – Graybar South Complex [the “Strata Corporation”] following recent discussions and site meetings between the parties regarding the removal of certain trees and relocation of others located on the property of the Strata Corporation.

The Strata Council has considered the matter and would like to inform you that it is in agreement with the following:

1. Removal of Black Pine trees labeled OS1, OS2, OS4, OS8, OS9, OS11, and OS13 and their replacement with “Sitka Spruce” trees, as noted in the attached *Arboricultural Tree Study* issued by Diamond Head, dated March 10, 2022, and attached *Landscape Plan* issued by LandScape Design Inc., dated March 31, 2022.
2. Relocation of Japanese Maple trees OS16 and OS17, as noted in the attached *Arboricultural Tree Study* issued by Diamond Head, dated March 10, 2022, and attached *Landscape Plan* issued by LandScape Design Inc., dated March 31, 2022.
3. The exact new locations of the trees are to be confirmed with the Strata Council closer to construction / in advance of their replacement and relocation, respectively.
4. The install of a black chain link fence on the boundary / property line between the Strata Corporation and Farrell Estates Ltd.
5. All of the direct & associated costs in relation to the above [trees removal, trees replacement, trees relocation, install of black chain link fence] are to be borne in their entirety by Farrell Estates Ltd.

Authorized
Representative: Eduard Lorincz

Title: Strata & Rental Manager
AWM-Alliance Real Estate Group Ltd.
Managing Agents for
Strata Plan NW3324

Signature:

Authorized
Representative: Ross McPhail

Title: Project & Development Manager
Farrell Estates Ltd.

Signature:

Vancouver Head Office
401-958 West 8th Avenue
Vancouver, BC V5Z 1E5

Fraser Valley Office
214-6820 188th Street.
Surrey, BC V4N 3G6

Whistler Office
212-1200 Alpha Lake Road
Whistler, BC V8E 0H6



REM 30

PLAN 45249

PLAN 45249

PLAN 45249

PLAN 45249

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PLAN 45249

LEGEND

- TREE PROTECTION FENCE
- TREE TO BE RETAINED
- UN-SURVEYED TREE
- TREE TO BE REMOVED

NOTES

- The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
- All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
- The tree protection zone shown is a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree. The tree diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree.
- Any construction activities or grade changes within the Foot Protection Zone must be approved by the project arborist.
- This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provided by the owners' Engineer (P Eng).
- This plan is provided for context only and is not certified as to the accuracy of the location of features or dimensions shown on this plan. Please refer to the original survey plan and engineering plans.

REFERENCE DRAWINGS

- Base Survey by: Underhill Geomatics Ltd. Engineers and Surveyors dated Nov. 3, 2020.

Drawing No: 001
Date: 2022/03/10
Drawn by: CL
Page Size: TABLOID 11"x17"

Page #
2 of 4

Drawing title: Tree Retention and Removal Plan
Project address: 5831 Graybar Road, Richmond
Client: Farrell Estates

3559 COMMERCIAL STREET
VANCOUVER BC V6N 4A8
T 604.733.4068 F 604.733.4079



PLN - 48



Address: 6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, and 7500 No 9 Road
File No.: RZ 21-928623

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10336, the developer is required to complete the following:

1. Council approval of the road closure bylaw for the unopened portion of Graybar Road (approximately 1,237 m² in area) to be consolidated with the development site. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. All costs associated with the purchase and sales agreement shall be borne by the developer.
2. Consolidation of the 1,237 m² closed portion of Graybar Road with one or more of the lots subject to this rezoning application, to the satisfaction of the City's Approving Officer.
3. Dedication of land to the City, at 7500 No 9 Road to access, operate and maintain the watercourse upstream of the Ewen Road Drainage Pump Station and the Ewen Road Drainage Pump Station outlet and intake structure. Additional dedicated land will also required around the Ewen Road Drainage Pump Station to accommodate future upgrades by the City. Detailed requirements for the dedicated lands shall be finalized during the servicing agreement design review for Phase 1.
4. Granting of a statutory right-of-way, approximately 3.0 m wide, between the southern edge of the proposed Building 1 foundation to the northern edge of the City right of way that contains the existing watermain.
5. City acceptance of the developer's offer to voluntarily contribute \$99,000.00 (\$96,000 for on-site tree replacement + \$3,000 for City Tree replacement) to the City's Tree Compensation Fund for the planting of replacement trees within the City.
6. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
7. Submission of a Tree Survival Security to the City in the amount of \$40,000 for the four (4) trees to be retained on-site.
8. Submission of a Landscape Plan and cost estimate, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan should:
 - comply with all applicable guidelines of the OCP;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report;
 - include the cost of tree transplant/relocation for the 16 trees located on City property and the two (2) trees located on the adjacent property at 6751/6753 and 6755 Graybar Road;
 - include the cost of the seven (7) replacement trees to be provided on the adjacent property at 6751/6753 and 6755 Graybar Road and the 53 proposed on-site replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
60	8 cm		4 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$750/tree to the City's Tree Compensation Fund for off-site planting is required.

9. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.5 m GSC (Not Area A).
10. Registration of an Electric Vehicle (EV) Charging Infrastructure covenant on Title, securing the owner's commitment to voluntarily provide, install, and maintain EV charging equipment for the use of the commercial tenants and others as determined to the satisfaction of the City through an approved Development Permit. More specifically, a minimum

of 12 of the required parking spaces per building (for a minimum of 60 spaces across all five phases of development) must be provided with Level 2 EV charging.

11. Registration of a legal agreement on Title ensuring the building energy use will be a minimum 10% less than current code (BC Building Code 2018). Compliance will be confirmed at Building Permit and Tenant Improvement stage through energy modelling to the satisfaction of the Director of Building Approvals.
12. Registration of a legal agreement on Title ensuring all units are pre-ducted for solar photovoltaic or other alternative energy systems to the satisfaction of the Director of Building Approvals.
13. Registration of a legal agreement on Title ensuring that solar panels capable of supporting all common area electrical needs (including but not limited to exterior lighting and lighting within servicing and mechanical areas) will be installed to the satisfaction of the Director of Building Approvals, maintained for the life of the building and will not be removed without City approval. The agreement will include provisions for alternative renewable technologies to replace the solar panel installations provided that equal or better performance is achievable to the satisfaction of the Director of Development and the Director of Building Approvals.
14. The granting of a statutory right-of-way for the area over the proposed 3.0 m wide walkway from McMillan Way to the southern limits of the area to be developed and along the sidewalk adjacent to Building 1 (being a min. of 1.5 m in width) to provide public pedestrian access between McMillan Way and Graybar Road with the developer and owner being responsible for liability, construction and maintenance.
15. Registration of a legal agreement on title to ensure that landscaping planted within the ALR buffer is not abandoned or removed. The legal agreement is to identify the ALR buffer area and indicate that the property is potentially subject to impacts of noise, dust and odour resulting from agricultural operations since it abuts a lot which is in the ALR.
16. City acceptance of the developer's offer to voluntarily contribute \$0.27 per buildable square foot (e.g. \$49,105.17) to the City's public art fund for Buildings 1 and 2. In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate shall be increased annually thereafter based on the Statistics Canada yearly quarter-to-quarter change for Vancouver, where the change is positive.
17. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development for Phase 2 (Building 2).
18. Enter into a License Agreement with the City for the purpose and use of parking and loading facilities (including areas used for the operation of gantry cranes) located on City lands and the Dike Road right-of-way across the frontage of the subject site to the satisfaction of the City's Director, Real Estate Services, Director, Transportation, and Director, Engineering. The primary business terms of such agreement shall generally include a per stall rate to be paid monthly.
19. City's acceptance and entering into an encroachment agreement for the portion of existing structures located on City lands and the Dike Road right-of-way to the satisfaction of the City's Director, Real Estate Services, Director, Transportation, and Director, Engineering.. The primary business terms of such agreement, amongst other matters, shall include the removal of the encroaching structures at the City's request and at the expense of the owner, compensation to be provided to the City for the occupation of the portion of the structure encroaching on City property at fair market value to be paid to the City annually.
20. Registration of a legal agreement on title restricting issuance of a building permit which would result in the creation of new floor area or removal of any bylaw sized trees (without prior City consent) on the southerly 50.0 m of the consolidated property, roughly as shown in Appendix A, until the requirements identified in Appendix B have been completed. The agreement shall also provide that in the event that future diking improvements are constructed by the City, that the owner will dedicate all lands required to accommodate the full width of the Dike based on the City's detailed design.
21. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Water Works:

- a) Using the OCP Model with the water main upgrades identified below, there will be 272.9 L/s of water available at 20 psi residual at the Graybar Road frontage and 268.2 L/s of water available at 20 psi at the hydrant located at the north property line of 20911 Dyke Road. Based on the proposed development, the site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, the Developer is required to:
- i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - ii. Subject to a geotechnical assessment of the impact of the proposed Building 1 on the existing watermain along the north PL of 20911 Dyke Rd and 6831 Graybar Rd, retain the existing watermain and protect it during construction of the proposed building.
 - iii. Show on the site plan the clearance (approximately 3m wide) between the southern edge of the proposed Building 1 foundation to the northern edge of the City right of way that contains the existing watermain. This area shall be secured/registered as a right of way prior to rezoning adoption.
 - iv. Subject to the City's fire department review, provide new hydrants to service the proposed buildings. The new hydrants shall be along the proposed drive isle and spaced to service both proposed (i.e., Buildings 1 and 2) and the future buildings that will front Dyke Rd.
 - v. If the City's fire department requires hydrants in the drive aisle between the proposed and future buildings, the developer will be required to provide a new watermain that shall front the proposed Building 2. The new watermain shall be looped via new watermain along the common property line of 7500 No 9 Rd and 20455 Dyke Rd and the Dyke Rd frontage of 20455 Dyke Rd.
 - vi. The new watermain that fronts Building 2 and along the common property line of 7500 No 9 Rd and 20455 Dyke Rd shall be contained in a new 6m wide right of way. The details of the new watermain and the required rights of ways shall be finalized via the servicing agreement review.
 - vii. Monitor the settlement at the adjacent watermain during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts and mitigation measures to the City for approval.
 - viii. Install one new water service connection for each of the proposed Buildings 1 and 2. Meter to be located onsite (i.e. within the mechanical room).
- c) At Developer's cost, the City is to:
- i. Complete all tie-ins for the proposed works to existing City infrastructure.

Storm Sewer Works:

- a) At Developer's cost, the Developer is required to:
- i. Confirm the catchment of the existing ditches along the CNR corridor, subject to City approval. Ditches will need to be filled because they conflict with the proposed Building 1 and 2 and the drainage shall be redirected to the appropriate storm system. Remove the four culverts and headwalls that inlet the CNR ditches into the City's storm system that is contained in the City right of way along the west property line of 20911 Dyke Rd.
 - ii. Subject to a geotechnical assessment of the impact of the proposed Building 1 on the existing storm sewer that crosses the CNR corridor, retain the existing storm sewer and provide mitigation measures to protect it during construction of the proposed Building 1.
 - iii. Retain the existing storm sewers contained in the right of way along the north and west property lines of 20911 Dyke Rd. The existing 6m right of way along the west property line of 20911 Dyke Rd shall be increased to 9m. This is to facilitate access as the existing 900mm storm sewer is against the east edge of the existing 6m right of way.
 - iv. Retain the existing storm sewers along the Dyke Rd frontage of 6831 Graybar Rd
 - v. Details of the required service connections (e.g., location, size, etc.) for proposed Buildings 1 and 2 shall be finalized at the servicing agreement review stage.

- vi. Monitor the settlement at the adjacent drainage utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts and mitigation measures to the City for approval.
 - vii. Install one new storm service connection each for the proposed Buildings 1 and 2. From the City's storm service connection, the proposed Buildings 1 and 2 may have to be serviced by private storm sewers that will run along the drive aisles fronting Buildings 1 and 2. As the drive aisles are located within a BC Hydro right of way which contains overhead transmission lines and poles, consultation with BC Hydro is required. BC Hydro's approval of the required private underground lines within the drive aisles shall be included in the development process design review. If Shaw and Telus and other private utility companies have existing infrastructures and rights of ways in the drive aisle then written approval from them are required also.
 - viii. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement.
- b) At Developer's cost, the City is to:
- i. Cut and cap all existing storm service connections and remove inspection chambers.
 - ii. Complete all tie-ins for the proposed works to existing City infrastructure, including re-connections of existing services to the new mains.

Sanitary Sewer Works:

- c) At Developer's cost, the Developer is required to:
- i. The west edge of proposed Building 1 Shall be a minimum of six metres away from the existing sanitary sewer that crosses the former CN Rail property.
 - ii. Subject to a geotechnical assessment of the impact of the proposed Building 1 on the existing sanitary main along the north PL of 20911 Dyke Rd and 6831 Graybar Rd and subject to capacity analyses to confirm that the existing sanitary main and existing Graybar sanitary pump station are adequate to service the proposed Buildings 1 and 2 and the future buildings, retain the existing sanitary main that fronts proposed Building 1 and protect it during construction of the proposed building. If the capacity analyses indicate that the existing sanitary line and pump station are inadequate to service the proposed and future buildings then the existing sanitary line and pump station shall be upgraded. The pump station upgrade may include replacement of the pumps, kiosks, antenna and provision of a BC Hydro PMT.
 - iii. Provide additional right of way around the Graybar sanitary pump station to accommodate future upgrades by the City. The details of the additional right of way shall be finalized in the servicing agreement design review.
 - iv. Show on the site plan the clearance (approximately 3m wide) between the southern edge of the proposed Building 1 foundation to the northern edge of the City right of way that contains the existing sanitary main. This area shall be secured/registered as a right of way prior to rezoning adoption.
 - v. Monitor the settlement at the adjacent sanitary main and pump station during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts and mitigation measures to the City for approval.
 - vi. Install one new sanitary service connection each for the proposed Buildings 1 and 2. From the City's sanitary service connection, the proposed Buildings 1 and 2 may have to be serviced by private sanitary sewers that will run along the drive aisles fronting buildings 1 and 2. As the drive aisles are located within a BC Hydro right of way which contains overhead transmission lines and poles, consultation with BC Hydro is required. BC Hydro's approval of the required private underground lines within the drive aisles shall be included in the development process design review. If Shaw and Telus and other private utility companies have existing infrastructures and rights of ways in the drive aisle then written approval from them are required also.
 - vii. Raise and replace the existing forcemain that crosses from the marina into the development site for City review. The elevation and alignment of the replacement forcemain shall be finalized via the servicing

agreement review. After review of the new forcemain, additional requirements such as legal agreements, relocation of services, and transfer of ownership of the City-owned portion of the forcemain to the developer (with accompanying license agreement to permit it to encroach into City property) are required. These legal agreements are required prior to approval of the servicing agreement design.

- d) At Developer's cost, the City is to:
- i. Cut and cap all existing service connections to the development site, and remove inspection chambers.
 - ii. Complete all tie-ins for the proposed works to existing City infrastructure including re-connections of existing services to the new mains.

Frontage Improvements

- e) At the Developer's cost, the Developer is required to:
- i. Review street lighting along the Graybar Road and McMillan Way frontages, and provide additional street lighting if required.
 - ii. Upgrade the Graybar Road frontage to include:
 - 1.5 m wide boulevard and 1.5 m wide sidewalk along the Graybar frontage where there isn't an existing sidewalk; and
 - Removal and/or replacement of driveway crossings to meet City of Richmond Engineering Design Specifications.
 - iii. Upgrade the McMillan Way frontage to include:
 - 1.5 m wide boulevard and 1.5 m wide sidewalk along the cul-de-sac between the driveways for the subject site and 6700 McMillan Way; and
 - New driveway crossing to meet City of Richmond Engineering Design Specifications.

General Items:

- f) The Developer is required to:
- i. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the functional plan and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 1.0 x 1.0 m
 - Traffic signal UPS – 2.0 x 1.5 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - ii. Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground, the overhead lines and poles along Lysander Lane. All required above-ground boxes to facilitate the undergrounding works shall be located within the development site; all below-ground boxes shall be located outside of sidewalks and bike paths.
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.

- When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- iii. Provide, prior to site preparation works (e.g., preloading, soil densification, DSM wall installation, etc.) or within the first servicing agreement submission, whichever comes first, a geotechnical assessment of pre-load and soil preparation impacts on the existing utilities fronting the development site (e.g., existing sanitary sewers and storm sewers and existing Graybar sanitary pump station, drainage pump station, etc.) and provide mitigation recommendations.
- iv. Provide a video inspection report of the existing storm sewers and sanitary sewers along the development's frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. Provide a follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
- v. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- vi. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

At Subdivision* stage, the developer must complete the following requirements:

1. Subdivision of the property shall be such that no building is located on more than one parcel of land.
2. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreement or measures as determined to the satisfaction of the Director of Development, over the internal drive-aisles in favour of Lot 1 including the installation of way-finding and other appropriate signage on the subject property.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration for Phase 2, the developer is required to:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, together with a cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's for Industrial and ALR-adjacent developments;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 46 required replacement trees.

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$750/tree to the City's Tree Compensation Fund for off-site planting is required

Prior to Development Permit* issuance, the developer is required to:

1. Deposit of a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect plus a 10% contingency. Up to 90% of the Landscape Security will be refunded after a Landscape Inspection, with the remainder held for up to one year to ensure the agreed upon landscaping survives.

Prior to Demolition Permit* Issuance, the developer must complete the following requirements:

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

Prior to Building Permit* Issuance, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

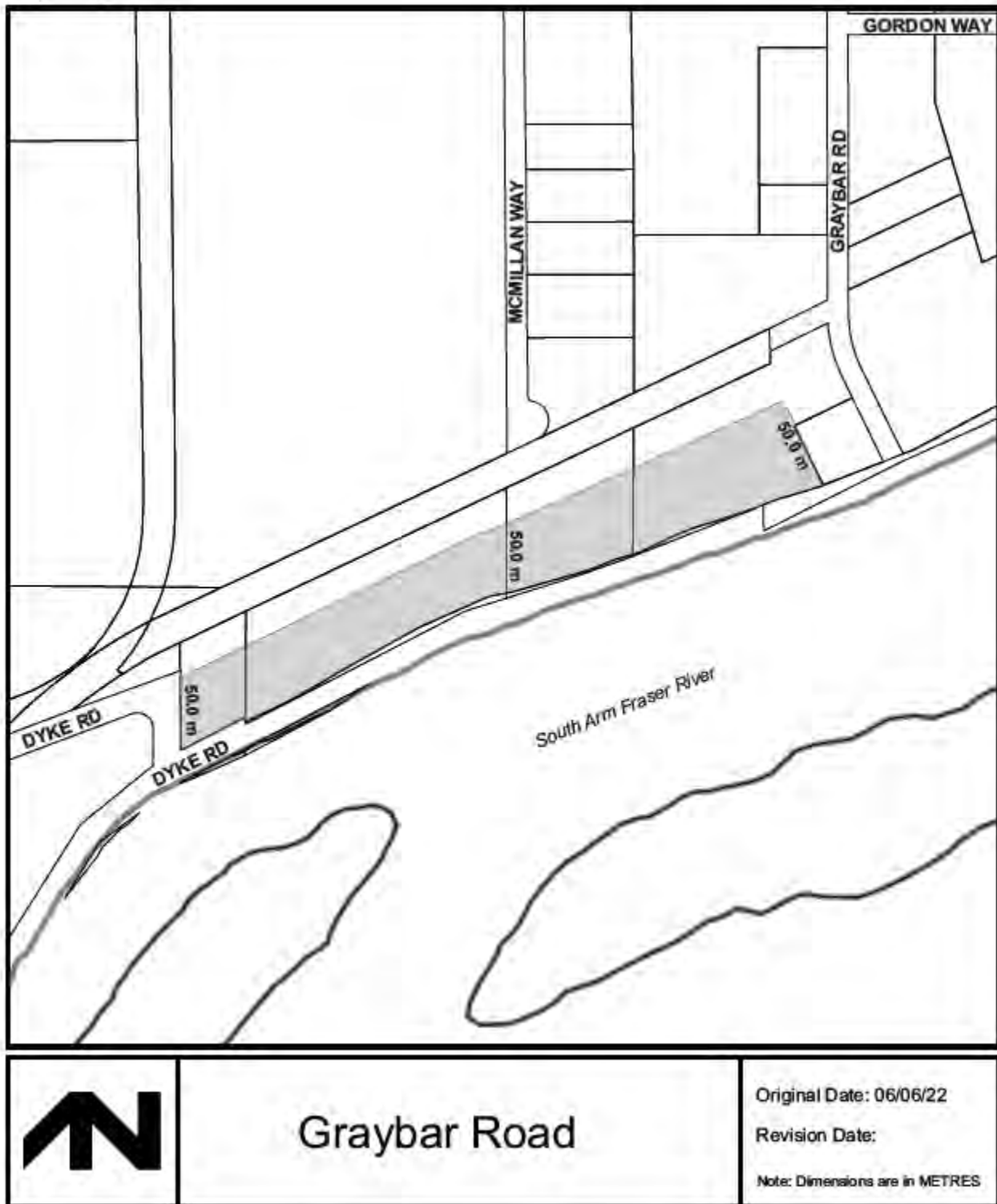
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date

APPENDIX A



APPENDIX B

Prior to a Building Permit being issued for any building on the southerly portion (50.0 m) of the consolidated lot, the developer is required to:

1. City acceptance of the developer's offer to voluntarily contribute \$0.27 per buildable square foot to the City's Public Art Fund. The contribution rate should be revised to reflect the applicable rate at the time a Building Permit application is received.
2. The granting of a statutory right-of-way for the area over the proposed 3.0 m wide walkway from McMillan Way to Dyke Road to provide public pedestrian access between McMillan Way and Dyke Road, with the developer and owner being responsible for liability, construction and maintenance.
3. Dedication of land for dike
4. Submit a Traffic Impact Analysis, to the satisfaction of the Director, Transportation for the portion of development located within the future phase.
5. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Water Works

a) At Developer's cost, the Developer is required to:

- i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
- ii. Confirm with the City's fire department whether the existing hydrants along the Dyke Rd frontage of the site can be decommissioned if there are new hydrants in the drive aisle between proposed Buildings 1-2 and future buildings.
- iii. If the existing hydrants along the Dyke Rd frontage of the site cannot be decommissioned, raise and replace the approximately 400 m of existing water main and hydrants along the Dyke Road frontage to locate it out of the proposed dike core. Additional right of ways may be required. The details (e.g., alignment, etc.) of the required replacement watermain and new rights of ways along the Dyke Rd frontages of the site shall be finalized via the servicing agreement design review.
- iv. Monitor the settlement at the adjacent watermain during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts and mitigation measures to the City for approval.
- v. Install one new water service connection for each of the proposed buildings. Meter to be located onsite (i.e. within the mechanical room).

b) At Developer's cost, the City is to:

- i. Complete all tie-ins for the proposed works to existing City infrastructure

Storm Sewer Works

a) At Developer's cost, the Developer is required to:

- i. Remove the existing perforated pipe along the east PL of 20911 Dyke Rd – subject to a review by a professional engineer confirming that the pipe is no longer in use.
- ii. Monitor the settlement at the adjacent drainage utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts and mitigation measures to the City for approval.

- iii. Install one new storm service connection for each of the proposed buildings.
 - iv. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement.
- b) If the application for Phases 3-5 precedes the raising of the dike fronting the development, the Developer, at Developer's cost, is required to:
- i. Fill in the existing ditches along the Dyke Road frontages of 20911 Dyke Rd, 20455 Dyke Rd and 7500 No 9 Rd and replace with approximately 475 m of culvert. Provide capacity analyses under the existing and OCP scenarios to confirm the size of the required culvert. The developer's civil consultant shall confirm with the City's Engineering Department the drainage catchment boundary prior to start of the capacity analyses works. The culverts shall be located so they do not encroach in the proposed dike core.
 - ii. Replace and relocate approximately 225 m of existing storm sewer so they do not encroach in the proposed dike core.
- c) At Developer's cost, the City is to:
- i. Cut and cap all existing storm service connections and remove inspection chambers.
 - ii. Complete all tie-ins for the proposed works to existing City infrastructure, including re-connections of existing services to the new mains.

Sanitary Sewer Works:

- a) At Developer's cost, the Developer is required to:
- i. Monitor the settlement at the adjacent sanitary main and pump station during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts and mitigation measures to the City for approval.
 - ii. Install one new sanitary service connection for each of the proposed buildings.
- b) At Developer's cost, the City is to:
- i. Cut and cap all existing service connections to the development site, and remove inspection chambers.
 - ii. Complete all tie-ins for the proposed works to existing City infrastructure including re-connections of existing services to the new mains.

Dike Works

- a) If the application for Phases 3-5 precedes the raising of the dike fronting the development, the Developer, at Developer's cost, is required to:
- i. Construct approximately 730 m of dike upgrades, from the west property line of 7500 No 9 Rd to the eastern most property line of 6831 Graybar Rd (i.e. at Graybar Rd). The dike shall be a standard "superdike" trapezoidal configuration with a minimum crest elevation of 4.9 m geodetic with the ability to accommodate the future elevation of 5.9 geodetic. The dike shall include a retaining structure or sloped transition back to existing grade at the east and west end of the dike.
 - ii. Fill in the existing ditches along the Dyke Road frontages of 20911 Dyke Rd, 20455 Dyke Rd and 7500 No 9 Rd and replace with approximately 475 m of culvert. Provide capacity analyses under the existing and OCP scenarios to confirm the size of the required culvert. The developer's civil consultant shall confirm with the City's Engineering Department the drainage catchment boundary prior to start of the capacity analyses works. The culverts shall be located so they do not encroach in the proposed dike core.

Frontage Works

- a) The Developer, at Developer's cost, is required to:
 - i. Complete frontage improvements on Dyke Road to the satisfaction of the Director of Transportation. These should generally include sidewalk, landscaped boulevard, and street lighting. Exact frontage works to be determined at the time a Servicing Agreement application is received.
 - ii. Complete other road works at the discretion of the Director of Transportation based on the findings and recommendations of the Traffic Impact Analysis.
- b) If the application for Phases 3-5 precedes the raising of the dike fronting the development, the Developer, at Developer's cost, is required to:
 - i. Reconstruct Dyke Road to the satisfaction of the Director of Transportation. Exact road works to be determined at the time a Servicing Agreement application is received.

General Items:

- a) The Developer is required to:
 - i. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the functional plan and registered prior to SA design approval:
 - a. BC Hydro PMT – 4.0 x 5.0 m
 - b. BC Hydro LPT – 3.5 x 3.5 m
 - c. Street light kiosk – 1.5 x 1.5 m
 - d. Traffic signal kiosk – 1.0 x 1.0 m
 - e. Traffic signal UPS – 2.0 x 1.5 m
 - f. Shaw cable kiosk – 1.0 x 1.0 m
 - g. Telus FDH cabinet – 1.1 x 1.0 m
 - ii. Coordinate with BC Hydro, Telus and other private communication service providers:
 - a. To underground, the overhead lines and poles along all road frontages. All required above-ground boxes to facilitate the undergrounding works shall be located within the development site; all below-ground boxes shall be located outside of sidewalks and bike paths.
 - b. To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - c. When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - iii. Provide, prior to site preparation works (e.g., preloading, soil densification, DSM wall installation, etc.) or within the first servicing agreement submission, whichever comes first, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site (e.g., existing sanitary sewers and storm sewers and existing Graybar sanitary pump station, drainage pump station, etc.) and provide mitigation recommendations.
 - iv. Provide a video inspection report of the existing storm sewers and sanitary sewers along the development's frontages prior to start of site preparation works or within the first servicing agreement

- submission, whichever comes first. Provide a follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
- v. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - vi. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.



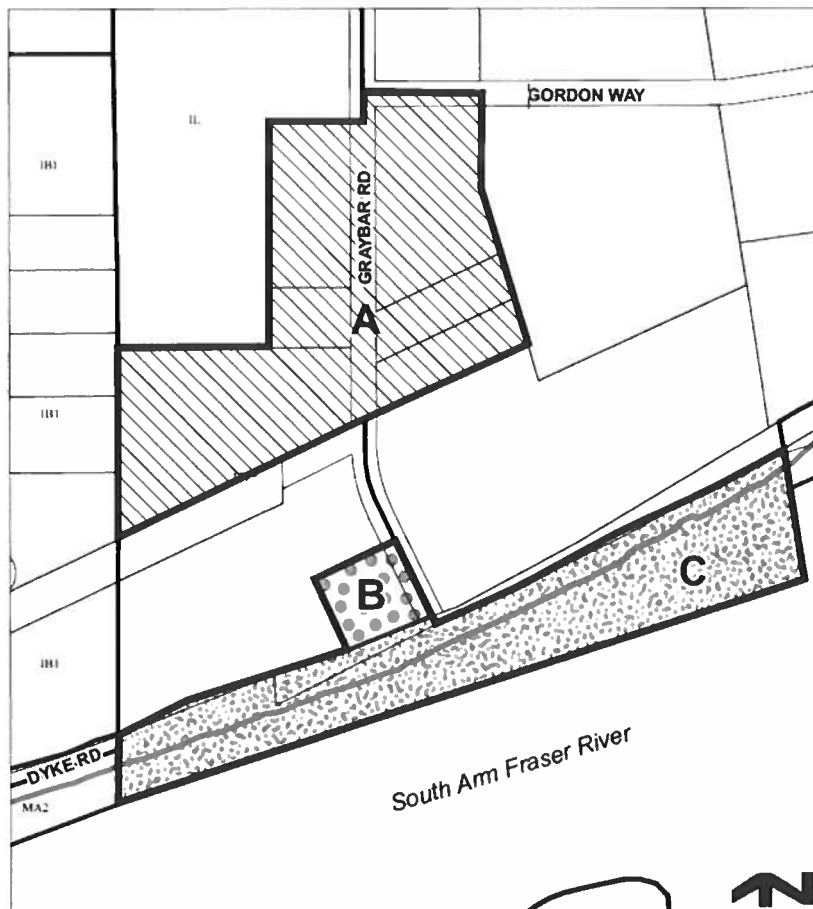
Richmond Zoning Bylaw 8500

Amendment Bylaw 10336 (RZ 21-928623)

6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, 7500 No 9 Road and Lot A Block 4N Plan EPP113853 Section 9 Range 4W New Westminster Land District & SEC 16, 17, 20 (PID 031-553-231) and a portion of Graybar Road

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by replacing Section 23.17.4.3 Diagram 1 with the following:
3. Diagram 1



23.20.4 Permitted Density

1. The maximum **floor area ratio** is 1.0, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **community amenity space**.

23.20.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 75% for **buildings**.

23.20.6 Yards & Setbacks

1. The minimum **setback** to Graybar Road is 6.0 m.
2. The minimum **setback** to the north **property line** is 1.5 m.
3. Notwithstanding section 23.20.6.2, the minimum **setback** to the north **property line** for any portion of a **building** abutting McMillan Way is 3.0 m.
4. Where the **property line** abuts the **Agricultural Land Reserve** the minimum **setback** is 5.0 m.
5. The minimum **setback** to the south **property line** is 3.0 m.
6. There is no minimum **interior side yard** or **rear yard**.
7. A **restaurant** shall not be located closer than 20.0 m to the high water mark.

23.20.7 Permitted Heights

1. The maximum **height** for **buildings** is 16.0 m. Additional **building height** may be permitted through the development permit or development variance permit process to a maximum **height** for **buildings** of 35.0 m.
2. The maximum **height** for **accessory structures** is 20.0 m.

23.20.8 Subdivision Provisions/Minimum Lot Size

1. There is no minimum **lot width**, **lot depth**, or **lot area** requirement.

23.20.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

23.20.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

4. The following are prohibited from occurring on **sites** where **outdoor storage** is a **secondary use**:
 - a) **Outdoor storage** of wrecked or salvaged goods or materials;
 - b) **Outdoor storage** of food products;
 - c) **Outdoor storage** of goods or materials that are capable of being transmitted above, across, or below a land or water surface due to the effects of weather;
 - d) **Outdoor storage** of goods or materials that constitute a health, fire, explosion, or safety hazard;
 - e) Producing, discharging, or emitting odiferous, toxic, noxious matter or vapours, effluent, heat, glare, radiation, noise, electrical interference, or vibrations; or
 - f) Outdoor servicing of **vehicles** or equipment.
5. **Commercial vehicle parking and storage** and **outdoor storage uses** are not permitted to be stored, stacked, or piled in any manner that exceed 4.5 m in height.
6. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.
3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by designating that portion outlined in bold and shown on "Schedule A attached to and forming part of Bylaw 10336" as **"INDUSTRIAL BUSINESS PARK AND MARINA (ZI20) – GRAYBAR ROAD (EAST RICHMOND)."**
4. That the Mayor and Clerk are hereby authorized to execute any documents necessary to discharge "Land Use Contract 127", having charge number RD85962, including all amendments, modifications and extensions to charge number RD85962 from the following area:

Lot A Sections 9 and 10 Block 4 North Range 4 West
New Westminster District Plan LMP41420
PID 024-494-721



City of Richmond

Report to Committee

To: Planning Committee
From: John Hopkins
Director, Policy Planning
Date: May 26, 2022
File: 01-0157-30-
RGST1/2022-Vol 01
Re: **Proposed Metro Vancouver Regional Growth Strategy Bylaw 1339, 2022,
Metro 2050**

Staff Recommendation

1. That the proposed Metro Vancouver Regional Growth Strategy Bylaw 1339, 2022, Metro 2050, be accepted, and
2. That the Metro Vancouver Board be advised of the City of Richmond's position on the Regional Growth Strategy.

John Hopkins
Director, Policy Planning
(604-276-4279)

Att. 3

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS:
APPROVED BY CAO 	

Staff Report

Origin

Metro Vancouver Regional District (Metro Vancouver) Regional Growth Strategy (RGS) Bylaw 1339, 2022, entitled Metro 2050, was given first and second readings by the Metro Vancouver Board on March 25, 2022, and a Public Hearing was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer Bylaw 1339, 2022, to all affected local governments (signatories) for acceptance (Attachment 1). A copy of the proposed RGS is provided in Attachment 2.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

Background

Metro Vancouver has been working with member jurisdictions, local First Nations, and other agencies and organizations over the past three years on the review and update of the Regional Growth Strategy (RGS). Most recently, the draft RGS was presented to Planning Committee on July 21, 2021 and again on November 17, 2021. On November 22, 2021, Council directed staff to forward Richmond's comments on the Draft RGS to Metro Vancouver and member jurisdictions. In response, Metro Vancouver provided an Issue-Response table, which was presented to the Metro Vancouver Board. Metro Vancouver's Issue-Response table, applicable to Richmond's comments, is provided in Attachment 3.

In accordance with Section 436 of the *Local Government Act* (LGA), affected local governments must, by way of a Council resolution submitted to Metro Vancouver and within 60 days of receipt of notice (May 3, 2022), accept or reject the RGS. The LGA affirms that if an affected local government fails to act within the period for acceptance, it is deemed to have accepted the RGS. If an affected government does not accept the RGS, it must indicate by way of a resolution within the 60 day period, including (a) the provision(s) to which it objects, (b) reasons for its objection, and (c) whether it is willing that a provision to which it objects be included in the RGS on the basis that the provision will not apply to its jurisdiction.

Upon the conclusion of the acceptance period, Metro Vancouver staff will be reporting to the Metro Vancouver Board at its July 29, 2022 meeting on the status of affected local government acceptances, and, if appropriate, whether third reading and adoption of Bylaw No. 1339, 2022 may be considered. This will also repeal Metro 2040 (GVRD RGS Bylaw No. 1136, 2010, as amended).

In addition, a non-binding dispute resolution process is an option for affected local governments that may have an objection to a provision(s) of the RGS. Should the non-binding dispute resolution process not be successful, the LGA, under Sections 440 and 441, provides for a binding dispute resolution process.

Analysis

The proposed Regional Growth Strategy (RGS), Metro 2050, is not a comprehensive re-write of the current RGS (Metro 2040), instead, proposed changes build on the current RGS framework and focus on extending the timeline to 2050, refining existing policy direction, filling identified gaps, and responding to new and emerging priorities. Key changes include:

- Stronger, stand-alone strategies to promote and support affordable housing;
- Integration of climate action across the five existing goal areas;
- Greater emphasis on resiliency to natural hazards, including those exacerbated by climate change;
- New elements that aim to advance reconciliation with First Nations;
- Greater clarity about the role of Metro Vancouver in advocating to senior government;
- Adding new targets for region-wide performance on housing and natural environment;
- Improved integration of Metro 2050 and Transport 2050, the region's long-range transportation plan;
- Adjusted designations for transit-related growth to support regional coordination of growth and services while enabling more local flexibility to define the specifics of growth; and
- Integration of social equity as a core objective and policy throughout.

The changes captured in the proposed RGS are aligned with the Council's Strategic Plan, the Official Community Plan, and other City plans and strategies.

On November 22, 2021, Council directed staff to forward a comprehensive list of Richmond's comments on the draft RGS to Metro Vancouver and member jurisdictions. Staff's review of the draft RGS was guided by Richmond's regional planning interests, which include the following:

- Protect the City's autonomy in decision making;
- Pursue City goals;
- Deliver services efficiently, through City efforts and regional cooperation; and
- Pursue shared regional goals.

The cross-departmental staff review did not identify any significant concerns, but resulted in ways to strengthen the document, and improve clarity and consistency, including the following recommendations:

- Strengthen policy related to ecosystem services, alternative transportation, and climate change;
- Enhance the discussion on social equity and inclusivity; and
- Capture Metro Vancouver's climate action support role.

In response to Richmond's comments, Metro Vancouver has provided an Issue-Response table, which is provided in Attachment 3. Generally, Richmond's comments have been adequately addressed and revisions to the RGS have been incorporated accordingly.

As a result of discussion with member jurisdictions on the draft RGS, the proposed RGS also includes the following changes:

- Removed the Frequent Transit Development Area (FTDA) Sub-Types: comments submitted by member jurisdictions indicated that sub-types added too much complexity and confusion to the FTDA growth framework. Instead of sub-types, the revised RGS includes guidance notes encouraging members to tailor the urban form of an FTDA to suit the transportation service provided.
- Additional content related to Indigenous perspectives and priorities: comments submitted by local First Nations and others identified multiple ways that Metro 2050 could better reflect Indigenous perspectives and priorities for regional planning. Many of these suggestions have been integrated while others require further study and engagement, which may result in minor amendments to the RGS in the future.
- Refinement of the Regional Affordable Housing Target: Policy Actions 4.2.3 and 4.2.7 a) have been reworded to provide greater clarity to member jurisdictions, emphasizing that the target is intended to be measured at a regional scale, and not applied to individual municipalities, individual developments, or individual Urban Centres or FTDA's and that each community contributes towards the regional target.
- Refinement of Policy 2.2.9 d) vi) allowing limited residential uses on Employment lands: This Policy Action received a variety of comments from the public, stakeholders, and members across the region. Given this, Policy action 2.2.9 d) vi) has been revised to provide greater clarity, emphasizing that considering flexibility to allow residential uses on Employment lands adjacent to rapid transit stations is an option for member jurisdictions, not a requirement.

It is important to highlight that the Metro Vancouver staff report associated with Metro 2050 included an additional recommendation to direct MV staff to undertake work and engagement with an aim to proposing an early amendment to Metro 2050 post-adoption to strengthen climate change language and policy. A subsequent report was presented by MV staff to the MV Regional Planning Committee (RPAC) on May 19, 2022, outlining a process to consider stronger climate action language and policy for Metro 2050 post-adoption and further coordination with the development of Climate 2050, the primary regional document for GHG emissions reduction and resilience from all sectors within the region.

Financial Impact

None.

Conclusion

On April 29, 2022, the Metro Vancouver Board resolved to refer the Metro Vancouver Regional Growth Strategy (RGS) Bylaw 1339, 2022, entitled Metro 2050, to all affected local governments (signatories) for acceptance. Staff previously completed a comprehensive review of the draft RGS and provided comments to Metro Vancouver, which have been adequately addressed in the proposed RGS. Staff recommend that the proposed RGS be accepted and that the Metro Vancouver Board be advised of the City's position on the RGS.



Steven De Sousa
Planner 2
(604-204-8529)

SDS:cas

- Att. 1: Letter from the Metro Vancouver Board
2: Proposed Metro Vancouver Regional Growth Strategy Bylaw 1339, 2022, Metro 2050
3: Metro 2050 Issue-Response Table to Richmond's Comments

Office of the Chair
Tel. 604 432-6215 or via Email
CAOAdministration@metrovancover.org

May 3, 2022

File: CR-12-01
Ref: RD 2022 Apr 29

Mayor Malcolm Brodie and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1
VIA EMAIL: mayorea@richmond.ca; cityclerk@richmond.ca

Dear Mayor Brodie and Council:

Submission of *Metro 2050* for Acceptance by Affected Local Governments

Metro Vancouver has been working closely with member jurisdictions, local First Nations, and other agencies and organizations over the past three years on the review and update of the regional growth strategy. Thank you for your participation and thoughtful contributions to the *Metro 2050* process. *Metro 2050* will replace *Metro Vancouver 2040: Shaping our Future*, and will guide land use decisions in Metro Vancouver over the coming decades.

Metro 2050 introduces important new and enhanced policies that will help Metro Vancouver, member jurisdictions, TransLink, and other parties address the significant challenges facing this region - including climate change, housing affordability, equity, and resilience - and will advance our shared vision for a sustainable, prosperous, and livable region.

Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022, was given first and second readings by the Metro Vancouver Board on March 25, 2022, and a public hearing was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer *Bylaw No. 1339, 2022* to all affected local governments (signatories) for acceptance. A copy of the Bylaw and the accompanying report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050* – Public Hearing Minutes and Bylaw Referral for Acceptance" is attached.

In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a council resolution submitted to Metro Vancouver and within 60 days of receipt of this notice, accept the regional growth strategy. The *Local Government Act* affirms that if an affected local government fails to act within the period for acceptance, it is deemed to have accepted the regional growth strategy.

If an affected local government does not accept the regional growth strategy, it must indicate by way of a resolution within the sixty (60) day period: (a) the provision(s) to which it objects, (b) the reasons for its objection, and (c) whether it is willing that a provision to which it objects be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction.

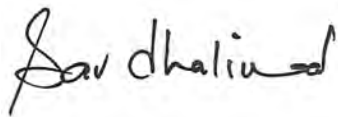
Upon the conclusion of the acceptance period, Metro Vancouver staff will be reporting to the Metro Vancouver Board at its July 29, 2022 meeting on the status of affected local government acceptances, and, if appropriate, whether third reading and adoption of *Bylaw No. 1339, 2022* may be considered. Correspondingly, this will repeal *Metro 2040* (i.e. *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010*, as amended).

At the April 29, 2022 Metro Vancouver Board meeting, staff provided a summary of the engagement on the development of *Metro 2050* over the past three years. The Board expressed that this would be helpful context for member jurisdictions, and asked that the presentation be attached to the consideration of acceptance letter and email going to affected local government Councils and Boards. Please find attached the presentation titled "*Metro 2050: Public Hearing and Referral for Acceptance*".

Council resolutions can be sent to Chris Plagnol, Corporate Officer, Metro Vancouver, by email at Chris.Plagnol@metrovancover.org.

If you have any questions about the regional growth strategy or the process for adopting the Bylaw, please do not hesitate to contact Heather McNell, General Manager, Regional Planning and Housing Services, by email at Heather.Mcnell@metrovancover.org or by phone at 604-436-6813.

Yours sincerely,



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/JWD/hm

cc: George Duncan, Chief Administrative Officer, City of Richmond
John Hopkins, Director of Policy Planning, City of Richmond
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Chris Plagnol, Corporate Officer, Metro Vancouver

Enclosures:

1. Report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050 – Public Hearing Minutes and Bylaw Referral for Acceptance*"
2. *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*
3. Presentation – *Metro 2050 Public Hearing Report and Referral for Acceptance*

All enclosures can also be found at this link:

<https://cloudshare.metrovancouver.org:5001/sharing/3wjoLF21c>

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1339, 2022**

A Bylaw to Adopt a Regional Growth Strategy for the Metro Vancouver Regional District

WHEREAS:

- A. Part 13 of the *Local Government Act* provides for a regional district to undertake the development, adoption, implementation, monitoring, and review of a regional growth strategy; and
- B. The Board of the Metro Vancouver Regional District by resolution on April 26, 2019 initiated the review of "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" pursuant to section 433 of the *Local Government Act*.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

- 1. The official citation of this bylaw is "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022". This bylaw may be cited as "Metro 2050".

Repeal of Bylaw

- 2. "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010", as amended, is hereby repealed.

Schedule

- 3. The following Schedule is attached to and forms part of the bylaw:
Schedule "A", Metro 2050, Regional Growth Strategy for the Metro Vancouver Regional District.

Regional Growth Strategy

- 4. Schedule "A", Metro 2050, Regional Growth Strategy for the Metro Vancouver Regional District, is adopted and designated as the regional growth strategy for the Metro Vancouver Regional District.

Read a first time this _____ day of _____, _____.

Read a second time this _____ day of _____, _____.

Public Hearing held the _____ day of _____, _____.

Read a third time this _____ day of _____, _____.

Passed and finally adopted this _____ day of _____, _____.

Accepted, by Resolution:

- by the Village of Anmore on the ____ day of _____, _____
- by the Village of Belcarra on the ____ day of _____, _____
- by the City of Burnaby on the ____ day of _____, _____
- by the City of Coquitlam on the ____ day of _____, _____
- by the City of Delta on the ____ day of _____, _____
- by the City of Langley on the ____ day of _____, _____
- by the Township of Langley on the ____ day of _____, _____
- by the Village of Lions Bay on the ____ day of _____, _____
- by the City of Maple Ridge on the ____ day of _____, _____
- by the City of New Westminster on the ____ day of _____, _____
- by the City of North Vancouver on the ____ day of _____, _____
- by the District of North Vancouver on the ____ day of _____, _____
- by the City of Pitt Meadows on the ____ day of _____, _____
- by the City of Port Coquitlam on the ____ day of _____, _____
- by the City of Port Moody on the ____ day of _____, _____
- by the City of Richmond on the ____ day of _____, _____
- by the City of Surrey on the ____ day of _____, _____
- by the Tsawwassen First Nation on the ____ day of _____, _____
- by the City of Vancouver on the ____ day of _____, _____
- by the District of West Vancouver on the ____ day of _____, _____
- by the City of White Rock on the ____ day of _____, _____
- by the Fraser Valley Regional District on the ____ day of _____, _____
- by the Squamish-Lillooet Regional District on the ____ day of _____, _____
- by the South Coast British Columbia
Transportation Authority on the ____ day of _____, _____

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

Metro 2050, Regional Growth Strategy for the Metro Vancouver Regional District

metrovancover

METRO 2050

Regional Growth Strategy

PLN - 77

Metro 2050 Metro Vancouver Regional District

4515 Central Boulevard, Burnaby, BC,
V5H 0C6

February, 2022

Acknowledgment of Indigenous Territory

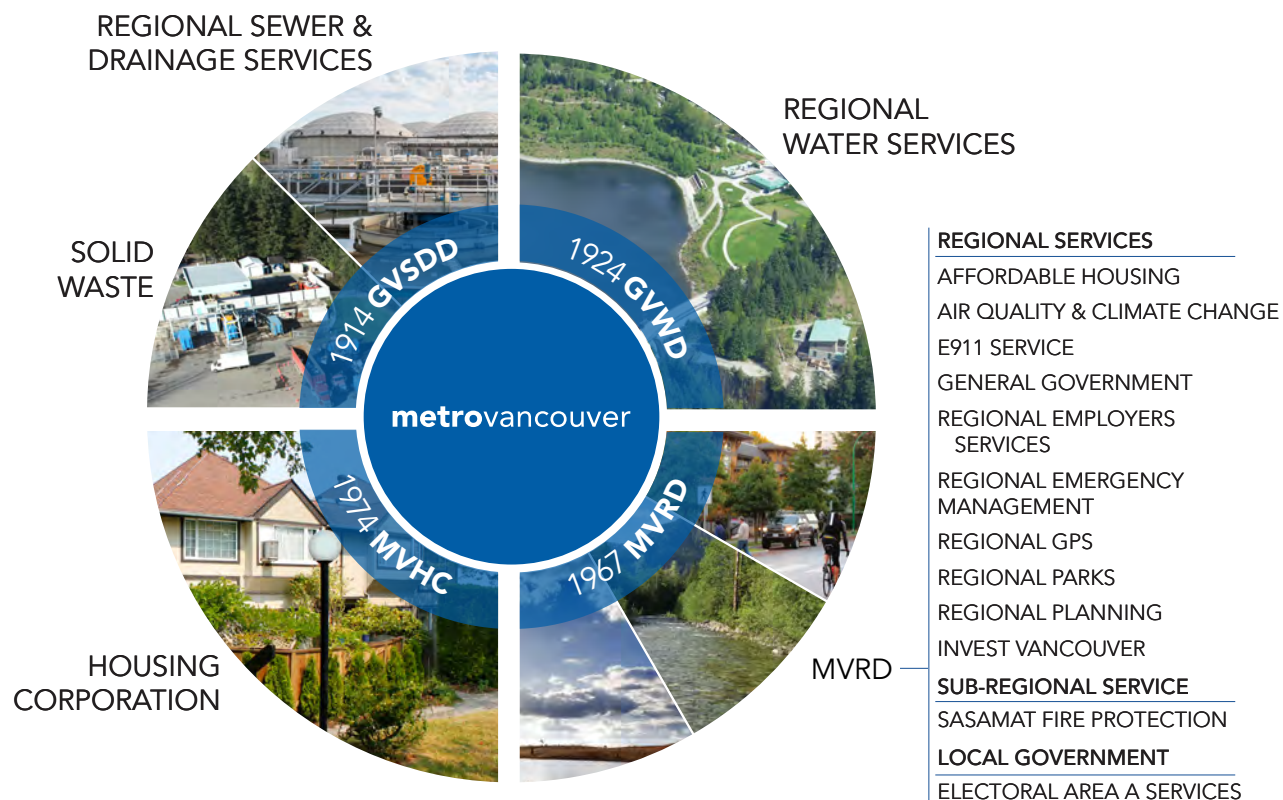
Metro Vancouver acknowledges that the region's residents live, work, and learn on the shared territories of many Indigenous peoples, including ten local First Nations: Katzie, Kwantlen, Kwikwetlem, Matsqui, Musqueam, Qayqayt, Semiahmoo, Squamish, Tsawwassen, and Tsleil-Waututh.

Metro Vancouver respects the diverse and distinct histories, languages, and cultures of First Nations, Métis, and Inuit, which collectively enrich our lives and the region.

Metro Vancouver

Metro Vancouver is a federation of 21 municipalities, one Electoral Area and one Treaty First Nation, working collaboratively in planning and providing vital utility and local government services to about 2.75 million residents. Essential services include the provision of drinking water, sewage treatment, and solid waste disposal, along with regional services like parks, affordable housing, land use planning, and air quality management that help keep the region one of the most livable in the world.

FIGURE 1. METRO VANCOUVER ENTITIES AND SERVICES



Mission

Metro Vancouver's mission is framed around three broad roles:

1. Serve as a Regional Federation

Serve as the main political forum for discussion of significant community issues at the regional level, and facilitate the collaboration of members in delivering the services best provided at the regional level.

2. Deliver Core Services

Provide regional utility services related to drinking water, liquid waste, and solid waste to members.

Provide regional services, including parks and affordable housing, directly to residents and act as the local government for Electoral Area A.

3. Plan for the Region

Carry out planning and regulatory responsibilities related to the three utility services as well as air quality, regional planning, regional parks, Electoral Area A, affordable housing, regional economic prosperity, and regional emergency management.

Building a Resilient Region

Building the resilience of the region is at the heart of Metro Vancouver's work. Each of Metro Vancouver's regional plans and strategies adopts a vision, guiding principles, goals, strategies, actions, and key performance measures that will support a more resilient, low carbon and equitable future. Metro Vancouver's interconnected plans and strategies are guided by the Board Strategic Plan, which provides strategic direction for each of Metro Vancouver's legislated areas of responsibility and the Long-Term Financial Plan which projects total expenditures for capital projects and operations that sustain important regional services and infrastructure. Together these documents outline Metro Vancouver's policy commitments and specific contributions to achieving a resilient region.

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A. Metro 2050 Scope and Linkages to Other Plans

Regional Growth Strategies: Legislative Authority

The *Local Government Act* establishes authority for regional districts to prepare a regional growth strategy, which is intended to “promote human settlement that is socially, economically and environmentally healthy and that makes efficient use of public facilities and services, land and other resources.”

Metro Vancouver’s Management Plans

Metro Vancouver’s regional growth strategy, *Metro 2050*, is one plan among a suite of interconnected management plans developed around Metro Vancouver’s Board Strategic Plan (Figure 2). The regional growth strategy uses land use policies to guide the future development of the region and support the efficient provision of transportation, regional infrastructure, and community services; it helps support the region’s priorities, mandates, and long-term commitments to sustainability and resiliency, in combination with other management plans.

The regional growth strategy provides the land use framework for planning related to regional utilities (water, liquid waste, and solid waste), transportation, housing, and air quality. Reciprocally, the *Drinking Water Management Plan*, *Integrated Liquid Waste and Resource Management Plan*, and *Integrated Solid Waste and Resource Management Plan* set the utility frameworks within which the regional growth strategy

must be developed. Housing policies in the regional growth strategy are implemented in part through the *Metro Vancouver Housing 10-Year Plan*, while the environmental and active transportation policies have important linkages with the *Regional Parks Plan*, *Ecological Health Framework*, and *Regional Greenways 2050*. The regional growth strategy helps improve air quality and reduce greenhouse gas emissions, as called for in the *Clean Air Plan* and *Climate 2050*, by encouraging growth patterns that facilitate energy efficient built form and travel patterns. Finally, the economic actions in the regional growth strategy support a prosperous economy through the implementation of the *Regional Industrial Lands Strategy* and *Invest Vancouver*.

Metro Vancouver and TransLink: Working Together for a Livable Region

Metro Vancouver has a unique relationship with TransLink, the regional transportation authority responsible for planning, managing, and operating the regional transportation system. TransLink is required by the *South Coast British Columbia Transportation Authority Act* to support Metro Vancouver’s regional growth strategy, air quality and greenhouse gas reduction objectives, and the economic development of the region. TransLink’s regional transportation strategy, *Transport 2050*, sets out transportation strategies for the road and transit networks as well as other matters affecting the regional transportation system. The regional growth strategy and regional transportation plan must support each plan’s policy frameworks to be successful.

Metro Vancouver acknowledges TransLink's mandate is to prepare and implement regional transportation system plans and demand management strategies. The mandate of the Mayors' Council on Regional Transportation includes approving long-term, 30 year transportation strategies and 10 year investment plans.

Metro Vancouver's role in regional transportation planning is to:

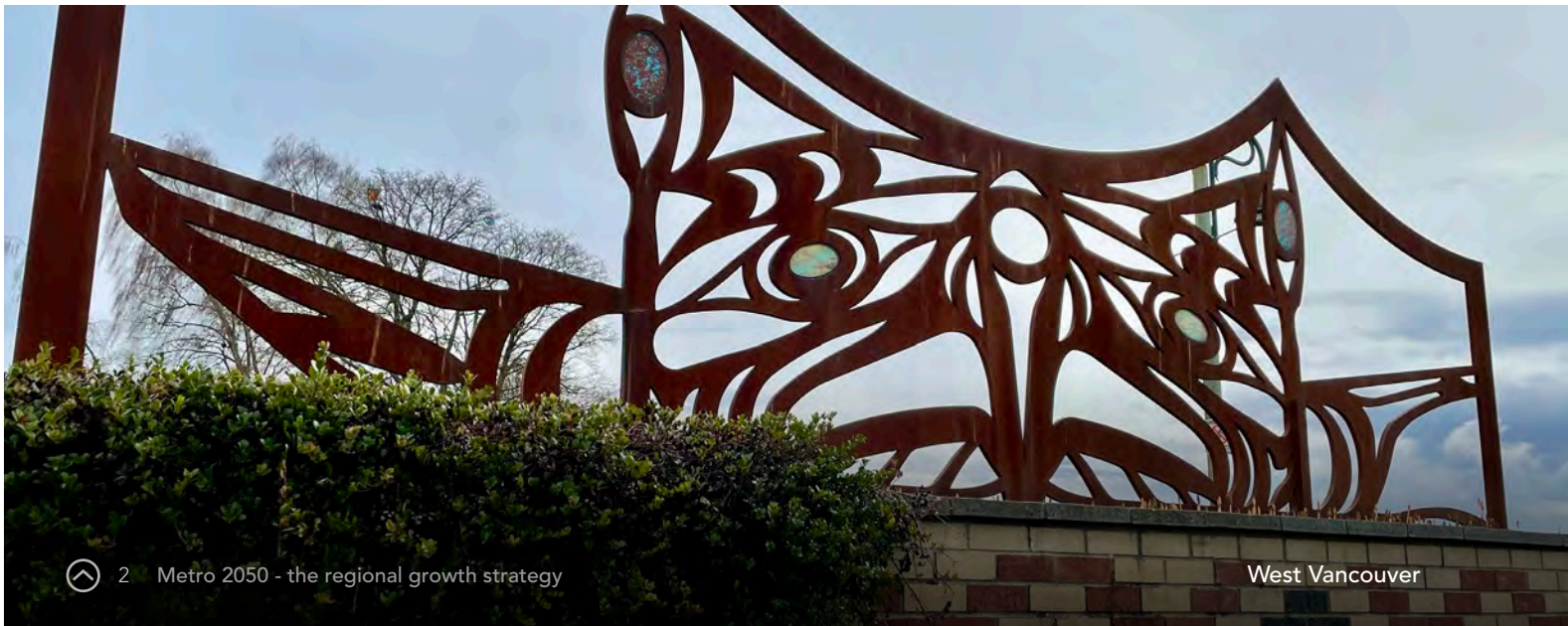
- communicate its objectives for the regional transportation system to TransLink;
- provide transportation planning input through the provision of land use, growth management and air quality information and forecasts and, as appropriate, the evaluation of land use and vehicle emissions impacts; and
- provide advice and input to TransLink and the Mayors' Council in the fulfillment of their roles in light of regional objectives and the circumstances of the day.

Metro Vancouver and TransLink share a commitment to coordination, information-sharing, and pursuing joint policy research on topics of mutual interest such as walkability, parking, new mobility, social equity, and resilience.

Working Together with First Nations

Metro Vancouver acknowledges that all levels of government have roles and responsibilities with regards to the implementation of the Truth and Reconciliation Commission of Canada's Calls to Action. Metro Vancouver engages and collaborates with local First Nations on matters of shared regional planning interest. With regards to the regional growth strategy, this includes engaging with First Nations on regional growth strategy updates, amendments, and projections, as well as on key planning initiatives. It may also include opportunities to partner or collaborate on regional planning projects such as corridor studies or inventories. Metro Vancouver shares regional planning reports and data and is available to serve as a planning resource. Metro Vancouver strives to work towards better relationships with Indigenous groups and encourages member jurisdictions to also foster improved relationships.

Metro Vancouver acknowledges that regional growth has impacts on Indigenous territories. Metro Vancouver respects that First Nations' reserve lands are not subject to the land use policies in the regional growth strategy. In addition, many First Nations have interests in land and land holdings off reserve, which are subject to the regional growth strategy. If and when First Nations develop land management plans, Metro Vancouver, the respective First Nation,



and adjacent member jurisdictions will endeavour to engage, collaborate, and coordinate with one another at an early stage to ensure, to the extent possible, that the regional growth strategy, municipal Official Community Plans, regional transportation plans, and First Nations' land management plans are all mutually respectful and supportive.

Working Together with Federal and Provincial Governments and Other Regional Stakeholders

An important part of successful regional planning is collaboration and building inter-jurisdictional partnerships. Metro Vancouver works with other important partners including the Federal Government and the Province, other authorities and agencies, residents, non-profit organizations and business associations on all aspects of the regional growth strategy where there are shared or overlapping interests. Metro Vancouver strives to foster strong relationships with other government agencies and regional stakeholders, seeks to find opportunities for collaboration, and shares information for the benefit of all, while respecting unique jurisdictional responsibilities.

Due to Canada's federal system, there are federal, provincial, and local jurisdictions and responsibilities that interplay and have significant impacts on how people live and use the region. While some jurisdiction is clearly separate, others can be shared or overlapping. In Canada, international immigration policy and rates are set by the Federal Government. The Province has some influence over immigration programs. In addition, the Province is responsible for immigrant settlement programs. The Federal Government has jurisdiction and funding responsibilities for federal trade and transportation facilities, such as ports and airports, while the Province is responsible for transportation planning, education, agriculture, child care, and health care, all of which have significant impacts on how people live and use the region. Both the Federal Government and the Province are responsible for funding programs that enable the creation of affordable and supportive housing and for taking action on climate change.

Metro Vancouver's collaboration with regional stakeholders includes the role of convening and fostering dialogue with and among health authorities, port and airport authorities, post-secondary educational institutions, the Agricultural Land Commission, housing providers, industry groups, and the non-profit sector.

FIGURE 2. METRO VANCOUVER REGIONAL MANAGEMENT PLANS.



B. Introduction to the Region

Context for the Regional Growth Strategy

Geographic Context: Surrounded by Natural Beauty, but Constrained

Located in the southwestern corner of the British Columbia mainland, the Metro Vancouver region is a diverse urban place rich in natural beauty. Metro Vancouver is a globally important ecological hub. It is an essential stop for migratory birds along the Pacific Flyway, and the Fraser River is one of the world's most significant salmon rivers. Situated on the Salish Sea, bisected by the Fraser River, and flanked by the Coast Mountains to the north, the region's natural features have contributed to its position as a major international port, an important location for agricultural production, and one of the most desirable places to live in Canada. These features, as well as the international border to the south, lead to a constrained land base that strengthens the imperative for regional planning and growth management. Consequently, the regional federation has a long history of thoughtfully considering how to accommodate population and economic growth with limited land for expansion.

Indigenous Context: A Rich Indigenous History and Vibrant Modern Presence

For thousands of years, Indigenous peoples have lived on, and responsibly stewarded, their respective and shared territories that collectively have also become known as the Metro Vancouver region. Today there are ten First Nations with communities located within the Metro Vancouver region: Katzie First Nation, Kwantlen First Nation, Kwikwetlem First Nation, Matsqui First Nation, Musqueam Indian Band, Qayqayt First Nation, Semiahmoo First Nation, Squamish Nation, Tsawwassen First Nation, and Tsleil-Waututh Nation. In addition, there are many other Indigenous Nations and organizations located outside the boundaries of Metro Vancouver, having land and territorial interests that include the Metro Vancouver region. Furthermore, many First Nation peoples from other areas of Canada, as well as Inuit and Métis peoples, live within this region. Indigenous communities continue to thrive in the region and aim to enhance current environmental stewardship measures.



Social Context: A Culturally Diverse Region

Metro Vancouver is the largest region in British Columbia with over 53% of the province's population. Metro Vancouver is an ethnically diverse region with approximately 49% of the population of European heritage, 20% Chinese, 12% South Asian, 5% Filipino, 2.5% Indigenous, and a wide variety of other cultural backgrounds. This cultural diversity continues to enrich the region; helps make the region an attractive place to live; and supports tourism, immigration, and investment.

Immigration is a major driver of population growth and diversity with approximately 80% of permanent residents to BC settling in Metro Vancouver. India, China, and the Philippines are the top countries of origin for immigrants, with a particularly strong growth trajectory for immigration from India. Temporary residents in BC (international students and foreign workers) also predominantly reside in Metro Vancouver and numbers have grown substantially in recent years. Temporary residents likely comprise between 5-10% of the Metro Vancouver population.

Housing is one of the most important social and economic issues in Metro Vancouver. Land values and housing prices in the region are very high and have led to associated housing challenges, including: barriers to accessing housing in both the rental and ownership markets, many households spending more than 30% of their gross income on housing, lack of supply across the housing continuum, low rental vacancy rates, and a high rate of homelessness.

The BC Centre for Disease Control estimates that approximately 75% of our overall health is determined by social and ecological factors like working or living conditions, built environment, income, and educational opportunities. These factors strongly affect the rates of chronic disease and injury, leading to different levels of health and well-being for people of different groups. Community and regional planning decisions have the potential to support better health outcomes for all residents. Improving air quality, access to nature, community resilience, and neighbourhood walkability can support health equity in Metro Vancouver.

Climate Change and Natural Hazards Context: Vulnerable to Impacts and Risks

Metro Vancouver is situated on the Fraser River delta, amongst many forested areas and steep slopes, and in one of the most seismically active zones in Canada. As a result, the region is susceptible to a variety of natural hazards, including earthquakes, wildfires, landslides, and floods. Climate change is already affecting Metro Vancouver, and the impacts are projected to become more frequent and severe over time, increasingly affecting the communities, infrastructure, and natural environment within the region. Climate change can also amplify the impacts of natural hazards; for instance, sea level rise can increase the severity of coastal floods, heavier rainfall events can influence the likelihood of floods and landslides, and warmer temperatures combined with longer drought periods can increase the risk of wildfires.

Challenges and Opportunities

Metro Vancouver's population has grown substantially over the past decades, adding more than one million people in a generation. This strong population growth is projected to continue, therefore the key challenge will be to accommodate growth in ways that advance both livability and sustainability. To accomplish this, the regional growth strategy strives to address the following issues:

Accommodating Growth to Advance Livability and Sustainability

The region is expected to continue to grow by about 35,000 residents per year. Accommodating growth within a land-constrained region implies greater density of development. By carefully shaping and structuring growth and ensuring the right diversity of land uses, regional planning can reduce congestion, improve the efficiency of transportation infrastructure, improve the economics of public services, increase the viability of local businesses and retail services, foster the creation of vibrant centres for culture and community activities, and maintain an attractive urban environment.

Building Resilient, Healthy, and Complete Communities

As the region's population both grows and ages, ensuring access to the key elements of healthy, social and complete communities becomes more challenging. Access to amenities like local shops, personal services, community activities, recreation, green spaces, employment, culture, entertainment, and a safe and attractive public realm can improve community health, social connectedness, and resilience. Planning for complete communities also means considering the needs of a diverse population to promote inclusion and accessibility. This requires careful planning, primarily at the local scale, but also regionally. Complete communities can also help with other challenges, such as climate change, by encouraging active transportation and reducing the need to commute or travel long distances to access employment, amenities, or services.



Ensuring Housing for All

Ensuring affordable and appropriate housing that meets a variety of needs across the housing continuum is an ongoing challenge. While the region's housing market continues to evolve, stresses of high prices and low supply have evolved over the past decade to the point where there is extreme pressure on both ownership and rental tenure, and heightened public concern over the impacts of housing challenges on the region's social and economic well-being. Strong regional policy and performance measures pertaining to housing can help to increase the supply of all forms and tenures of housing, and reduce pressures on the housing market.

Supporting Economic Prosperity

Metro Vancouver's economy benefits from a highly varied and specialized base of employment activities, including international trade and logistics; manufacturing; professional and business services; film and television production; tourism and hospitality; education and knowledge creation; agriculture; and emerging technology-driven sectors, such as apparel technology, agri-tech, clean technology, digital media, medical technology, and new mobility. The region connects with, and serves, a resource-rich province and has strong gateway links to the North American and Asia-Pacific regions through the Port of Vancouver and YVR International Airport. An intent of the regional growth strategy is to provide an adequate supply of jobs-producing industrial and commercial space throughout the region for new and expanding industrial and employment uses. This could include research and development, incubation and acceleration, production, and export, located according to their needs, and in a manner that supports an efficient transportation system on which the economy depends.

Advancing Social Equity

Economic and social inequity can contribute to broad health and social problems as well as a wide variety of other challenges. In Metro Vancouver, incorporating social equity into regional growth planning practice is crucial to ensuring that the region moves forward in an equitable and inclusive manner. Improving social equity will also support the region's other objectives including resilience, sustainability, livability, and prosperity for all. Some of the key social equity concerns in the Metro Vancouver region that relate to the regional growth strategy include: access to green space, employment, public safety, and transit; housing adequacy, suitability, and affordability; vulnerability to climate change impacts and natural hazards; and the displacement impacts that are the result of redevelopment.

Ensuring Resilience

Metro Vancouver is vulnerable to a variety of shocks and stressors. Regional resilience is the capacity of communities and organizations to prepare, avoid, absorb, recover, and adapt to the effects of shocks and stresses in an efficient manner through the preservation, restoration, and adaptation of essential services and functions, while learning from shocks and stresses to build a more resilient place. Proactive growth management policies can promote land use and built form patterns that reduce exposure to risk, help communities prepare for future shocks, and ensure that residents have the necessary community and social assets located close to where they live and work.

Reconciliation with Indigenous Peoples

The Province passed the *Declaration on the Rights of Indigenous Peoples Act* into law in November 2019. It is anticipated that the *Local Government Act* will be brought into harmony with the *Declaration* over time which will provide greater clarity on the relationship between regional districts and Indigenous governments. In the meantime, a commitment to ongoing relationship building is essential.

Working towards reconciliation introduces a cross jurisdictional consideration for regional districts, since the primary intergovernmental relationships for First Nations is with the federal and provincial governments. While the regional growth strategy does not apply to reserve lands, it potentially impacts them. In further fostering relationships with First Nations and understanding the various challenges, opportunities, and impacts on all partners, we can collectively move forward and be inclusive of all residents of the region. Fostering stronger relationships with First Nations also offers the opportunity for all members to learn about Indigenous knowledge systems and Indigenous values, which can inform and complement regional planning policy and practice.

Protecting the Environment

Many natural assets in Metro Vancouver are of national and international significance, such as the Fraser River Estuary. Managed carefully, natural assets provide essential ecosystem services such as clean air, fresh water, and nutritious food. The challenge is to protect and restore the integrity of these assets for the benefit of current and future generations in the face of a growing population, associated development, and a changing climate. Regional policy that emphasizes protecting, connecting, and enhancing ecosystems and integrating best practices across disciplines can help address this challenge. In addition, Indigenous knowledge can inform and complement approaches to environmental protection.

Preparing for Climate Change and Natural Hazards

The major natural hazard risks in Metro Vancouver include earthquakes, floods, landslides, and wildfires. The risks associated with these hazards are often worsened by climate change. By 2050, the region is projected to experience sea level rise; warmer temperatures; longer summer drought periods; increased precipitation in the fall, winter, and spring; a reduced annual snowpack; and more frequent extreme weather events. The challenge is to prepare for the impacts of climate change and regional natural hazards, while also reducing regional greenhouse gas emissions and achieving a carbon neutral region by the year 2050. Emerging global issues such as climate change-related population displacement may impact and influence land use and growth management planning in the Metro Vancouver region. An example of a policy approach focused on preparing for the impacts of climate change and natural hazards includes avoiding siting new settlements and infrastructure in locations with known and unmitigated hazards and, where settlements already exist, mitigating those hazards to minimize risk to people and property. In addition, Indigenous knowledge can inform and complement regional resilience strategies.

Protecting Agricultural Land to Support Food Production

Local production of food is dependent on a protected land base for agriculture. Metro Vancouver has approximately 60,000 hectares in the provincial Agricultural Land Reserve, and that land is a vital asset for the economic viability of the region, the agricultural sector in particular, along with supporting local food production for future generations. The ongoing production of fresh and local food contributes to a secure food supply and economic resilience, and supports other co-benefits such as ecosystem services. Yet land speculation, the conflicts between urban and agricultural uses, and the conversion pressures from other land uses on agricultural lands continue to threaten the resilience of agriculture in the region. The impacts of climate change are also projected to have significant impacts on the agricultural industry. Effective growth management policy includes strategies to protect and enhance agricultural lands and support agricultural viability over the long-term.

Improving Accessibility and Mobility and Reducing Congestion

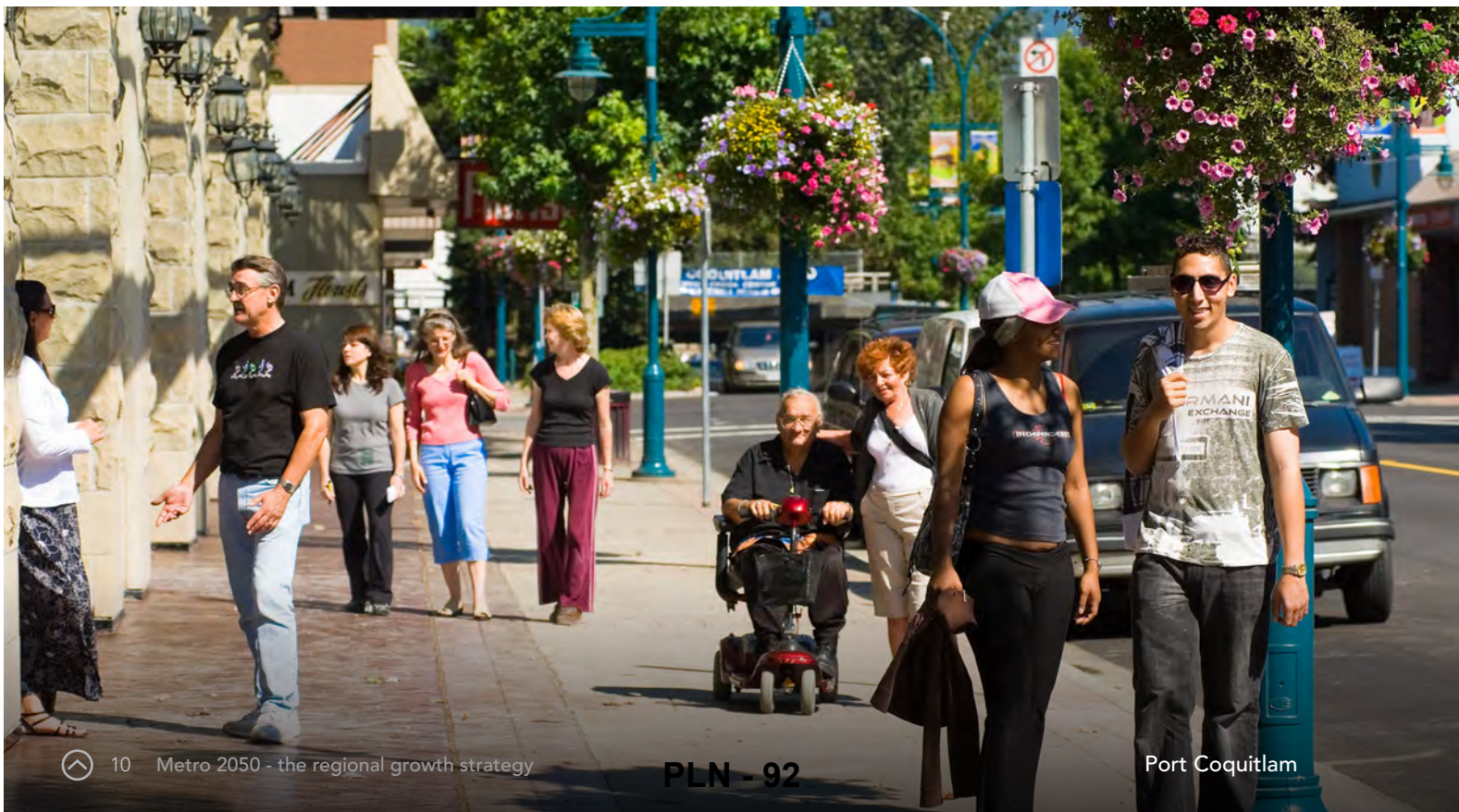
Metro Vancouver has some of the highest levels of transit ridership, walking, and cycling in Canada. However, sustainable mode share varies significantly across the region, the majority of trips are still taken by private motor vehicle, and transportation remains the region's largest source of greenhouse gas emissions. Shaping infrastructure, street design, and population growth in a way that supports sustainable transportation choices are keys to reaching the region's carbon neutrality target by 2050. Strategies include investing in transit and active transportation; supporting the creation of compact, complete, and walkable communities; directing growth towards transit-oriented areas; and managing transportation demand through parking requirements, transportation user pricing, and other tactics for promoting sustainable modes of transportation.



Changing Generational Trends and Behaviours

Younger and older generations often have different perspectives, preferences, and options regarding: housing type, tenure, and location; transportation choice; employment; proximity to amenities and services; and recreational opportunities. In addition, macroeconomic trends have delayed or limited many opportunities for employment and home ownership while technological innovation is also impacting consumer behaviour. The result has been a general trend towards living in more urban environments, making more environmentally-sensitive choices, and prioritizing access over ownership.

Other trends that are being seen include smaller family sizes, lower personal savings, higher educational attainment, older age of household formation, and lower rates of home and car ownership. Demographic shifts including an aging population and immigration will also impact consumer behaviour. An awareness and consideration of changing generational and demographic trends and behaviours will support better long-range planning as well as regional prosperity through improved labour force recruitment and retention.



C. Introduction to the Regional Growth Strategy

Metro 2050 Vision

Metro Vancouver is a region of diverse, equitable, and complete communities connected by sustainable transportation choices where residents take pride in vibrant neighbourhoods that offer a range of opportunities to live, work, play, and learn, and where natural, agricultural, and employment lands are protected and enhanced.

Shaping long-term growth and development in the region is essential to meeting this vision in a way that protects the natural environment, fosters community well-being, fuels economic prosperity, provides local food security, improves social equity, provides diverse and affordable housing choices, ensures the efficient provision of utilities and transit, reduces greenhouse gas emissions, and improves resilience to climate change impacts and natural hazards.

Guiding Regional Planning Principles

Metro 2050 is guided by the following five principles:

1. Put growth in the right places;
2. Protect important lands;
3. Develop complete communities;
4. Provide affordable mobility, housing, and employment choices for all; and
5. Support the efficient provision of infrastructure.



North Vancouver District





Responding to the Challenges: *Metro 2050* Goals

To respond to the challenges faced by the region, the regional growth strategy sets out a series of strategies and actions for Metro Vancouver and member jurisdictions arranged under five overarching goals intended to achieve the desired outcomes. While each of the goals in *Metro 2050* are separate sections by theme, they are all closely interrelated and complementary to the others. Collectively, the goals, actions, and strategies support *Metro 2050*'s vision and five guiding regional planning principles, and it is intended that they be considered together as they are mutually-supportive.

Goal 1. Create a Compact Urban Area

Metro Vancouver's growth is focused inside an Urban Containment Boundary, within which are a variety of complete communities with access to a range of housing choices, employment opportunities, amenities, and services. Concentrating growth in a network of transit-oriented centres and corridors helps reduce greenhouse gas emissions and pollution, while supporting an efficient transportation network and the efficient use of land.

Goal 2. Support a Sustainable Economy

The objective of this goal is to protect and optimize the land base and transportation systems required to ensure the viability of business sectors. This means supporting regional employment and economic growth, including the established and new emerging sectors and businesses. This is best achieved through the long-term protection of Industrial, Employment, and Agricultural lands, and ensuring that supports are in place to allow commerce to flourish in Urban Centres throughout the region, and heavy and light industrial activities on Industrial lands, connected by a diverse and reliable transportation system.



Goal 3. Protect the Environment, Address Climate Change, and Respond to Natural Hazards

The region's vital ecosystems provide essential services for all life. A connected network of protected Conservation and Recreation lands and other green spaces throughout the region provides opportunities to enhance physical and mental health, supports biodiversity, and increases community resilience. The strategies in this goal also help Metro Vancouver and its member jurisdictions contribute to meeting the regional greenhouse gas emission reduction targets, and prepare for the impacts of climate change and natural hazards.

Goal 4. Provide Diverse and Affordable Housing Choices

Metro Vancouver is a region of communities with a diverse and affordable range of housing choices suitable for residents at any stage of their lives, including a variety of unit types, sizes, tenures, prices, and locations. There is an increased supply of purpose-built rental housing, particularly in proximity to transit, and there are robust tenant protections in place to mitigate the impacts of renovation and redevelopment on renters. Residents experiencing or at risk of homelessness and those with lower incomes or special needs can access permanent, affordable, and supportive housing in neighbourhoods across the region.

Goal 5. Support Sustainable Transportation Choices

Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, walking, cycling, and multiple occupancy vehicles, which reduces greenhouse gas emissions and household expenditures on transportation, and improves air quality. The region's road, transit, rail, and waterway networks play vital roles in serving and shaping regional development, providing linkages among the region's communities, and providing important goods movement networks.

D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections

The following tools, regional land use designations, and overlays are key to achieving the five goals of the regional growth strategy. They establish a long-term regional land use framework and provide the basis for defining land use matters of regional significance.

The intent statements for the regional land use designations and overlays are to be read in conjunction with applicable strategies and actions under each goal and are to be supported by member jurisdictions in their Regional Context Statements. The boundaries for the regional designations are established on a parcel-based map maintained by Metro Vancouver and are depicted on the Regional Land Use Designations map (Map 2).

Once they have been defined by member jurisdictions, the locations of Urban Centre and Frequent Transit Development Area overlays are shown on Maps 4 and 5. The parcel-based boundaries of Urban Centre and Frequent Transit Development Area overlays, as determined by member jurisdictions, will be depicted on a reference map maintained by Metro Vancouver.

Urban Containment Boundary

The Urban Containment Boundary is a stable, longterm, regionally-defined area for urban development that protects Agricultural, Conservation and Recreation, and Rural lands from developments requiring utility infrastructure and from auto-oriented, dispersed development patterns. Locating housing, regional transportation, and other infrastructure investments within the Urban Containment Boundary supports land development patterns that can protect food producing land and reduce energy demand and greenhouse gas emissions from commuter traffic; it also secures land that stores carbon and helps communities adapt to climate change. Residential and employment infill development is encouraged within the Urban Containment Boundary.



Urban Land Use Designations

General Urban

General Urban lands are intended for residential neighbourhoods and centres, and are supported by shopping, services, institutions, recreational facilities and parks. Within General Urban lands, commercial, employment, and residential development should be focused in Urban Centres and Frequent Transit Development Areas (FTDAs). Higher density trip-generating development is to be directed to Urban Centres and FTDAs. Neighbourhood-serving shops and services are encouraged in General Urban lands both inside and outside Urban Centres and FTDAs. In central locations of the region, outside of Urban Centres and FTDAs, multi-unit and mixed-use infill development may be aligned with the goals and strategies of *Metro 2050*, however, the principles of walkability, proximity to frequent transit and employment, and resilience to hazards must be given due consideration.

General Urban areas are intended to emphasize place-making and an enriched public realm, and to promote transit-oriented communities, where transit, multiple-occupancy vehicles, cycling, walking, and rolling are the preferred modes of transportation.

Industrial

Industrial lands are intended for heavy and light industrial activities, including: distribution, warehousing, repair, construction yards, infrastructure, outdoor storage, wholesale, manufacturing, trade, e-commerce, emerging technology-driven forms of industry, and appropriately-related and scaled accessory uses.

The intensification and densification of industrial activities and forms, as contextually appropriate to the surrounding area, are encouraged. Limited industrial-serving commercial uses that support the primary industrial functions are appropriate. Residential uses are not intended.

Employment

Employment lands are intended for light industrial, commercial, and other employment-related uses to help meet the needs of local and regional economic activities, and complement the planned functions of Urban Centres and Frequent Transit Development Areas.

Employment lands that are located within Urban Centres and Frequent Transit Development Areas provide locations for a range and mix of employment activities and more intensive forms of commercial development.

Residential uses are not intended on Employment lands, with the exception of sites that are located within 200 metres of a rapid transit station and within either an Urban Centres or FTDA. In those exceptional circumstances, limited residential uses (with an emphasis on affordable, rental housing) are permitted on the upper floors of mid- to high-rise buildings, where appropriate, while commercial and light industrial uses are to be located on the ground or lower floors.

Employment lands located outside of Urban Centres and Frequent Transit Development Areas are primarily intended for: light industrial and commercial uses that require larger-format buildings, which may have particular goods movement needs and impacts; generally lower employment densities and lower transit-generating uses; and uses and forms that are not consistent with the character of a dense transit-oriented neighbourhood, Urban Centre, or Frequent Transit Development Area.

Non-Urban Land Use Designations

Rural

Rural lands are intended to protect the existing character, landscapes, and environmental qualities of rural communities outside the Urban Containment Boundary. Land uses in these areas include low density forms of residential; agricultural; and small-scale commercial, industrial, or institutional uses, that do not require the provision of urban services such as sewerage or transit. As such, Rural lands are not intended as future urban development areas and generally will not have access to regional sewerage services. Rural designated land generally comprise natural areas, agricultural lands, lands with low-intensity residential or built environments that are historical, remote, or not contiguous with the urban area, and may have topographic constraints.

Agricultural

Agricultural lands are intended for agricultural production and agriculture-related uses that are compatible with farming operations and that directly support the local agricultural industry. Lands designated as Agricultural reinforce the provincial Agricultural Land Reserve and local land use plans that protect the region's agricultural land base. These lands are protected to encourage agricultural activities over the long-term.

Conservation and Recreation

Conservation and Recreation lands are intended to protect significant ecological and recreation assets, including: drinking water supply areas, environmental conservation areas, wildlife management areas and ecological reserves, forests, wetlands, riparian areas, major parks and outdoor recreation areas (e.g. ski hills and other tourist recreation areas), and other ecosystems that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities. These lands are protected and managed to ensure they continue providing vital ecosystem services for the benefit of current and future generations.

Regional Overlays and the Major Transit Growth Corridors

Within the Urban Containment Boundary, Urban Centres and Frequent Transit Development Areas may be overlaid on any regional land use designation. Urban Centre and Frequent Transit Development Area overlays and policies enable higher density residential and commercial development for General Urban lands, and higher density commercial and industrial development for Employment lands. Where overlays cover lands other than those designated General Urban or Employment, the intent and policies of the underlying regional land use designations still apply.

Urban Centres

Urban Centres are intended to be the region's primary focal points for concentrated growth and transit service. They are intended as priority locations for employment and services, higher density forms, mixed residential tenures, affordable housing options, commercial, cultural, entertainment, institutional, and mixed uses. Urban Centres are intended to emphasize place-making and an enriched public realm, and to promote transit-oriented communities, where transit, multiple-occupancy vehicles, cycling, walking, and rolling are the preferred modes of transportation. Urban Centres are priority locations for services and amenities that support a growing population.

Maps 4 and 5 show the location of Urban Centres. Urban Centre boundaries are identified by member jurisdictions in their Regional Context Statements in a manner generally consistent with the guidelines in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas). As per Table 3, there are different types of Urban Centres with different scales of expected activity and growth.

Major Transit Growth Corridors

Major Transit Growth Corridors are select areas along TransLink's Major Transit Network within which member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas (FTDAs). These corridors, shown on Map 5, extend approximately 1 kilometre from the roadway centreline in both directions and do not extend outside the Urban Containment Boundary. The intent of these corridors is to provide a framework for the region in an effort to support the regional planning principle of directing significant proportions of the region's growth towards Urban Centres and areas around transit. The Major Transit Growth Corridors are also a growth monitoring tool to assess performance on transit-oriented development objectives.

The Major Transit Growth Corridors have been identified as good potential locations for regionally -significant levels of transit-oriented growth based on a consideration of the following principles: anchored by Urban Centres or FTDAs, connected by the Major Transit Network, generally resilient to natural hazards, accessible to jobs and services, and walkable. Not all locations in the Major Transit Growth Corridors will be appropriate locations for growth (such as: rail yards or parks). Further local planning will be needed along these corridors to ensure that human settlement patterns support the development of healthy, walkable, and complete communities.

Major Transit Growth Corridors are not an overlay; rather, they are an organizing framework to support the identification of FTDAs. Major Transit Growth Corridors do not alter the underlying land use designation.

Major Transit Growth Corridor

Selection Principles

1. Anchored by Urban Centres or FTDAs,
2. Connected by the Major Transit Network,
3. Generally resilient to natural hazards,
4. Accessible to jobs and services, and
5. Walkable

Frequent Transit Development Areas

Frequent Transit Development Areas (FTDAs) are additional priority locations to accommodate concentrated growth in higher density forms of development. They are identified by member jurisdictions and located at appropriate locations within the Major Transit Growth Corridors. FTDAs complement the network of Urban Centres, and are characterized by higher density forms of residential, commercial, and mixed uses. FTDAs may contain community, cultural, and institutional uses. Urban design for these areas promotes transit-oriented communities where transit, cycling, walking, and rolling are the preferred modes of transportation.

Identifying FTDAs within the Major Transit Growth Corridors: 1) provides greater certainty and integration between local, regional, and transit plans; and 2) supports transit-oriented development planning across jurisdictional boundaries.

Maps 4 and 5 show the location of FTDAs. The FTDA boundaries are established by member jurisdictions in Regional Context Statements in a manner generally consistent with the guidelines in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas). The size and shape of FTDAs may manifest in different ways in accordance with the transit service provided as well as with the local context. In corridors where transit stops are spaced more closely together, a linear shaped FTDA may be more appropriate, whereas when stops are spaced further apart a “nodal” FTDA around the station area may be a better fit. Transit service that is more frequent and higher capacity is better supported by an FTDA with a larger geographic area (up to 1000 metres) while transit service that is less frequent or lower capacity could be better supported by an FTDA with a slightly smaller geographic area (approximately 800 metres). All FTDAs are good locations for a variety of multi-unit housing forms, especially affordable and rental housing, but in general densities should scale with the level of transit service provided.

Trade-Oriented Lands Overlay

The Trade-Oriented Lands Overlay is intended for Industrial lands that are required to support goods movement in, out, and through the Metro Vancouver region, and that keep British Columbia and Canada connected to the global supply chain.

These important areas are occupied by such uses as: terminal facilities, distribution centres, warehouses, container storage, and freight forwarding activities that serve a national trade function and contribute to the provincial and regional economies. These operations generally require large sites and are located near major transportation infrastructure corridors and terminals.

Industrial lands with a Trade-Oriented Lands Overlay are not intended for stratification tenure or small lot subdivision.

Natural Resource Areas Overlay

The Natural Resource Areas Overlay is intended to illustrate existing provincially-approved natural resource uses within the Conservation and Recreation regional land use designation that may not be entirely consistent with the designation, but continue to reflect its longterm intent. These uses include a landfill; quarries; lands with active forest tenure managed licences; and wastewater and drinking water treatment facilities. Metro Vancouver creates and maintains this overlay.

Growth Projections

The population, housing, and employment growth projections are included in the regional growth strategy as a collaborative guide for land use and infrastructure planning for Metro Vancouver utilities, member jurisdictions, TransLink, and other regional agencies. The growth projections are provided as a reference, and are not specific growth targets for the region, sub-regional areas, or member jurisdictions.

Regional Projections

Metro 2050 forecasts indicate that over the next thirty years, Metro Vancouver will need to accommodate approximately one million more residents. This means that the region will also require approximately 500,000 additional housing units and almost 500,000 additional jobs. The regional growth strategy encourages member jurisdictions to focus this growth in Urban Centres and Frequent Transit Development Areas to support complete and walkable communities. It is projected that between 2021 and 2050, most housing and employment growth will occur in these key areas, aligning with the *Metro 2050* Urban Centre and Frequent Transit Development Area growth targets.

At the last Census in 2016, Metro Vancouver's population was just under 2.6 million. Growth over the next thirty years is projected to add about one million people to reach 3.8 million by the year 2050 (Figure 3).

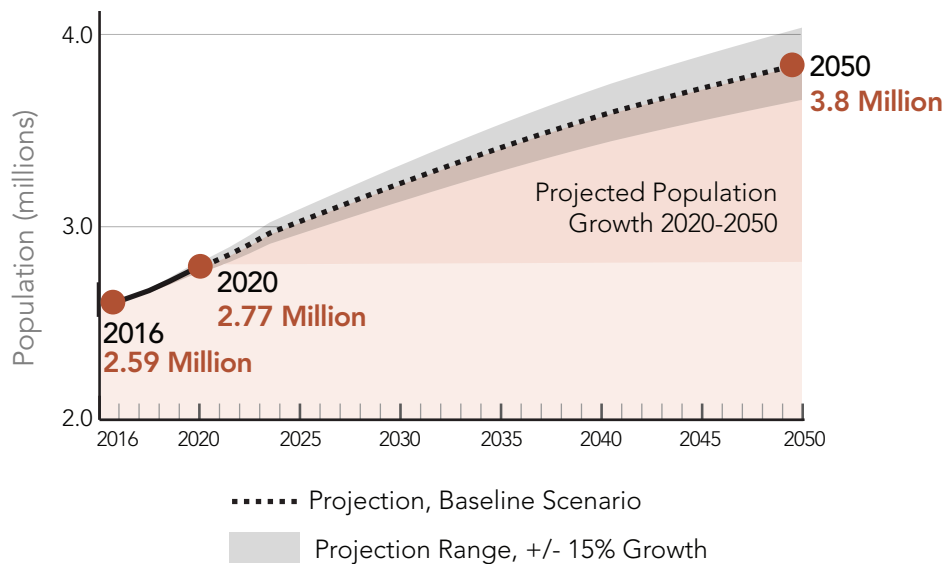
Similar to the majority of Canadian cities, Metro Vancouver's population is aging. While the percentage of seniors (aged 65 and over) comprised 14.7% of the total population in 2016, this is projected to increase to 22% by 2050. The aging population will have a significant impact on the demand for services in the region, from seniors' housing, health care, accessible public transit, and many other aspects.

Strong population growth is an indicator of strong housing growth. To accommodate projected growth, the region will require an additional 500,000 dwelling units. Apartments are projected to make up over 50% of future growth, followed by multi-attached units. Single-detached housing will grow; however, minimally as locations for additional housing are exhausted.

In 2016, the average number of people living in a household in Metro Vancouver was 2.54 persons. Household size has been decreasing over the last two census periods. This trend is projected to continue and is expected to reach 2.38 by 2050 for all housing structure types. This shift will impact the number and type of new housing units required to accommodate the projected population.

Employment growth tends to follow strong population growth, and Metro Vancouver is expected to gain approximately 500,000 additional jobs by the year 2050, for a total of 1.9 million jobs (Table 1), with a population-to-employment ratio of 0.5. Commercial services will continue to grow and will make up about 50% of total future jobs. New jobs in public administration and other employment sectors will each make up approximately a quarter of job growth. The primary resource sector is projected to remain at a very low level for the region.

FIGURE 3. PROJECTED POPULATION TO 2050 FOR METRO VANCOUVER



Sub-Regional Projections

To establish a long-term regional growth management framework, the regional growth strategy provides population, dwelling unit, and employment projections at a sub-regional level (Figure 4) to help frame growth distribution across the region and support the following objectives:

- support Metro Vancouver utility, TransLink and member jurisdiction long-term capital planning and infrastructure investment programs;
- establish a baseline in setting future growth targets for the Urban Centres and Frequent Transit Development Areas within sub-regions;
- provide flexibility for member jurisdictions in preparing and adjusting local projections over time, and to guide long-range policy planning; and
- achieve greater resiliency to changes in residential and employment market demands.

Metro 2050's sub-regions are:

1. **North Shore** (Bowen Island Municipality; City of North Vancouver; Districts of North Vancouver and West Vancouver; Electoral Area A; and Village of Lions Bay);
2. **Burrard Peninsula** (Cities of Burnaby, New Westminster, and Vancouver; UBC; and UEL);
3. **Northeast** (Cities of Coquitlam, Port Coquitlam, and Port Moody; Villages of Anmore and Belcarra);
4. **South of Fraser – West** (Cities of Delta and Richmond; Tsawwassen First Nation);
5. **South of Fraser – East** (Cities of Langley, Surrey, and White Rock; Langley Township; and Barnston Island); and
6. **Ridge Meadows** (Cities of Maple Ridge and Pitt Meadows).

FIGURE 4. METRO VANCOUVER'S SUB-REGIONS FOR THE PURPOSES OF METRO 2050 PROJECTIONS



TABLE 1. REGIONAL AND SUB-REGIONAL PROJECTIONS BY DECADE TO 2050

POPULATION						
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	2,593,200	2,767,000	3,206,100	3,564,100	3,836,800
	Burrard Peninsula	1,014,800	1,064,900	1,206,000	1,311,900	1,387,800
	North Shore	199,600	207,600	236,400	254,100	271,000
	Northeast	245,300	263,100	316,100	363,800	396,500
	Ridge Meadows	105,500	110,800	127,200	142,800	155,000
	South of Fraser – East	713,400	782,600	939,300	1,077,400	1,185,300
	South of Fraser – West	314,500	337,900	381,100	414,100	441,300
DWELLING UNITS						
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	1,000,500	1,075,500	1,287,700	1,460,500	1,589,400
	Burrard Peninsula	435,900	462,900	533,200	584,600	623,400
	North Shore	79,600	83,500	100,500	111,800	121,900
	Northeast	90,000	96,800	124,800	148,600	165,700
	Ridge Meadows	38,800	42,200	50,000	56,800	61,900
	South of Fraser – East	242,800	267,000	332,400	395,300	441,100
	South of Fraser – West	113,500	123,100	146,700	163,400	175,400
EMPLOYMENT						
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	1,342,200	1,420,100	1,621,600	1,775,300	1,883,600
	Burrard Peninsula	643,700	671,700	739,500	786,500	820,000
	North Shore	89,400	94,000	107,200	115,900	123,200
	Northeast	92,000	98,900	120,500	137,500	148,200
	Ridge Meadows	35,800	38,600	45,500	51,200	55,100
	South of Fraser – East	287,100	309,500	372,900	426,600	465,200
	South of Fraser – West	194,100	207,500	236,000	257,700	271,900

To minimize urban sprawl and its negative impacts; support the protection of agricultural, industrial, and ecologically important lands; and support the efficient provision of urban infrastructure, the regional growth strategy sets a target of containing 98% of the region's growth to areas within the Urban Containment Boundary.

To support the development of compact, complete, and transit-oriented communities within the Urban Containment Boundary, the regional growth strategy also includes targets for structuring growth to the network of Urban Centres and Frequent Transit Development Areas. It sets out targets of focusing 40% of the region's dwelling unit growth and 50% of the region's employment growth to areas within Urban Centres, and targets of focusing 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas (Table 2).

TABLE 2. DWELLING UNIT AND EMPLOYMENT GROWTH TARGETS FOR URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS**

REGIONAL TARGETS FOR RESIDENTIAL GROWTH BY LOCATION	
Location	Percent of Regional Dwelling Unit Growth 2006-2041
All Urban Centre Types	40%
Frequent Transit Development Areas	28%
<i>Urban Centre Type Breakdown</i>	
• Metropolitan Core	5%
• Surrey Metro Core	6%
• Regional City Centres	16%
• Municipal Town Centres*	13%
REGIONAL TARGETS FOR EMPLOYMENT GROWTH BY LOCATION	
Location	Percent of Regional Employment Growth 2006-2041
All Urban Centre Types	50%
Frequent Transit Development Areas	27%
<i>Urban Centre Type Breakdown</i>	
• Metropolitan Core	10%
• Surrey Metro Core	5%
• Regional City Centres	19%
• Municipal Town Centres*	16%

*Includes Municipal Town Centres and High Growth Municipal Town Centres.

**This table provides guidance to assist in regional and local planning. It will be updated to extend the targets out to the year 2050 in an amendment following the adoption of *Metro 2050*.





E. Goals, Strategies & Actions

GOAL
1

Create a Compact Urban Area



Langley Township

Goal 1: Create a Compact Urban Area

A commitment to a compact urban area within the region reflects the recognition that sprawling urban development consumes the natural landscape, necessitates costly and inefficient urban infrastructure such as sewerage services and transit, contributes to negative health impacts, and adds to the global problem of greenhouse gas emissions thereby worsening climate change. Strategies under this goal delineate between urban and non-urban areas through the use of an Urban Containment Boundary.

To protect Rural, Conservation and Recreation, and Agricultural lands, it is critical to maintain the Urban Containment Boundary and to structure growth within it. This includes creating strong Urban Centres throughout the region that are well served by transit and the road network. These centres collectively make an important contribution to providing locations for employment and convenient access to shops and services close to home. Frequent Transit Development Areas, located in strategic areas within Major Transit Growth Corridors, provide an additional focus for growth, particularly for higher density residential, commercial, transit-oriented, and mixed-use development. Major Transit Growth Corridors represent the priority locations for transit investment and new Frequent Transit Development Areas, helping to bring additional certainty and greater coordination for member jurisdictions, TransLink and Metro Vancouver. Together, the Urban Centres and Frequent Transit Development Areas help shape transportation demand, optimize investments in the region's transportation system, and support the development of a region-wide network of complete communities.

Complete communities are walkable, mixed use, and transit-oriented places where people can live, work, and play, at all ages and stages of their lives. Compact and complete communities enable most people to have close access to a wide range of employment, health, social, cultural, educational, and recreational services and amenities. This is integral to positive mental and physical health and well-being, and helps reduce greenhouse gas emissions and air pollution. These places also help create a strong sense of neighbourhood identity, social connection, and community resilience.

Equitable growth management includes a commitment to advancing equity to enhance sustainability, social cohesion, and overall living conditions for all, while intentionally working to mitigate negative consequences that are unique to each community.

Strategies to achieve this goal are:

- 1.1 Contain urban development within the Urban Containment Boundary
- 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas
- 1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities
- 1.4 Protect Rural lands from urban development

Strategy 1.1 Contain urban development within the Urban Containment Boundary

Containing urban development, including job and housing growth, within the Urban Containment Boundary limits urban sprawl and supports the efficient and cost-effective provision of infrastructure (such as water, sewerage, and transit) and services and amenities (such as schools, hospitals, community centres, and child care). The Urban Containment Boundary helps to protect important lands such as Conservation and Recreation, Agricultural, and Rural lands from dispersed development patterns. Containing urban development also supports greenhouse gas emission reductions through trip reduction and trip avoidance, while protecting some of the region's important lands for food production and carbon sequestration and storage.

Metro Vancouver will:

1.1.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board's opinion, that new development is consistent with the underlying regional land use designation, and where the MVRD Board determines either:

- a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the goals of containing urban development within the Urban Containment Boundary, and protecting lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation.

1.1.2 Accept Regional Context Statements that accommodate all urban development within the areas defined by the Urban Containment Boundary, and that meet or work towards Action 1.1.9.

1.1.3 In collaboration with member jurisdictions, develop an Implementation Guideline to guide the process by which member jurisdictions are to provide Metro Vancouver's Liquid Waste Services with specific, early, and ongoing information about plans for growth that may impact the regional sewer system, as well as plans to separate combined sewer systems.

1.1.4 Work collaboratively with the Federal Government, the Province, TransLink, BC Transit, and adjacent regional districts to study how interregional transportation connections can be supported and enhanced.

1.1.5 Ensure that sea level rise, flood risk, and other natural hazards have been considered and that a plan to mitigate any identified risks is in place when approving applications submitted by the respective member jurisdiction related to new sewers, drains or alterations, connections, or extensions of sewers or drains.

1.1.6 Work with First Nations to incorporate development plans and population, employment, and housing projections into the regional growth strategy to support potential infrastructure and utility investments.

1.1.7 Advocate to the Federal Government and the Province requesting that they direct urban, commercial, and institutional facilities and investments to areas within the Urban Containment Boundary, and to Urban Centres and Frequent Transit Development Areas.

1.1.8 Advocate to the Province to ensure that any transportation plans, strategies, and infrastructure investments do not encourage the dispersal of housing and employment growth outside the Urban Containment Boundary, consistent with the goals of the regional growth strategy.

Member Jurisdictions will:

1.1.9 Adopt Regional Context Statements that:

- a) Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);
- b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary;

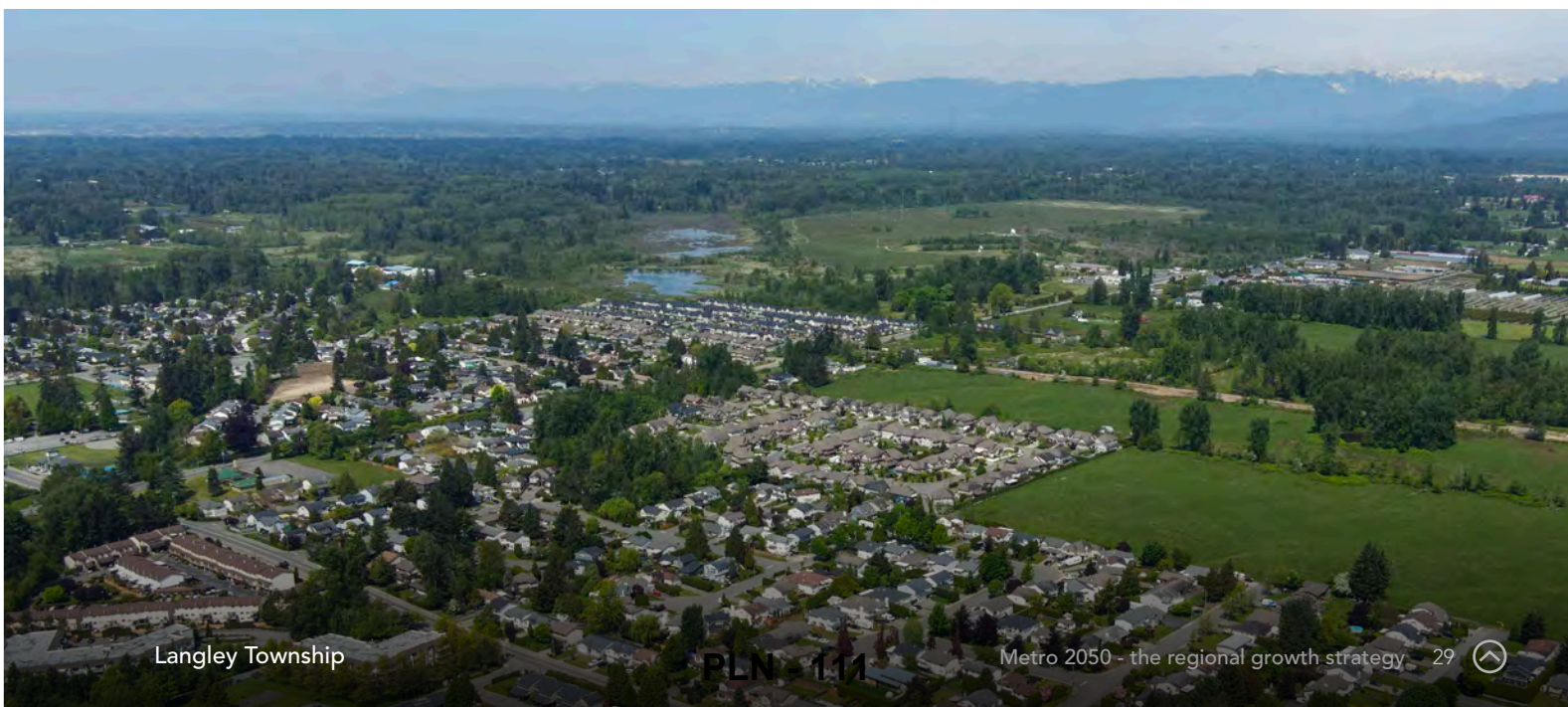
c) Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers; and

d) Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts.

TransLink will:

1.1.10 Continue to support a compact urban form within the Urban Containment Boundary when developing and implementing transportation plans, strategies, and investments.

1.1.11 Discourage the provision of infrastructure that would facilitate the dispersal of housing and employment growth outside the Urban Containment Boundary when preparing and implementing transportation plans, strategies, and investments.



Strategy 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

Focusing growth into a network of centres and corridors reduces greenhouse gas emissions both by supporting sustainable transportation options and by reducing the distances that people have to travel to make essential trips, all while improving the cost-efficiency of infrastructure investments. In addition, a compact built form is, on average, significantly more land and energy efficient than other forms of development. Focusing growth into centres and corridors fosters the development of walkable, vibrant, and mixed use communities that can support a range of services and amenities.

Identifying Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors ensures that growth is being directed to locations with high quality and frequent transit service. This provides greater certainty to residents, TransLink, and member jurisdictions, and ensures greater integration of land use and transportation planning.

Metro Vancouver will:

1.2.1 Through its Regional Planning and Invest Vancouver functions, explore, with member jurisdictions, other governments and agencies, the use of financial and economic development tools and other incentives to support the location of major commercial, office, retail, and institutional development in Urban Centres.

1.2.2 Work with member jurisdictions, TransLink, and other governments and agencies to support the development and delivery of effective regional transportation networks and services that support the growth and development of Urban Centres and Frequent Transit Development Areas.

1.2.3 Maintain a reference map to provide updated information on the location and extent of Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors.

1.2.4 Monitor progress towards the targets set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) for Urban Centres and Frequent Transit Development Areas.

1.2.5 Accept Regional Context Statements that prioritize growth and focus higher density development primarily in Urban Centres, additionally in Frequent Transit Development Areas, and that meet or work towards Action 1.2.24.

1.2.6 In consultation with TransLink, accept the identification of new Frequent Transit Development Areas located within Major Transit Growth Corridors identified on Map 5.

1.2.7 Work with member jurisdictions, TransLink, and other governments and agencies to support the development and delivery of effective regional transportation networks and services that support the growth and development of Urban Centres and Frequent Transit Development Areas.

1.2.8 Consult with TransLink and utilize the required criteria set out in the Urban Centre and Frequent Transit Development Area Type Reclassification Framework (Table 4) when reviewing Regional Context Statements for acceptance or proposed amendments to the regional growth strategy for the reclassification of Frequent Transit Development Areas or Urban Centres.

1.2.9 Only consider a new Urban Centre in the regional growth strategy where, in addition to meeting the criteria listed in Urban Centre and Frequent Transit Development Area Type Reclassification Framework (Table 4), all of the following criteria have been met:

- a) it intersects with a Major Transit Growth Corridor identified on Map 5;
- b) appropriate supporting local or neighbourhood plans have been completed by the respective member jurisdiction, that demonstrate how the future Urban Centre will accommodate the intended regionally-significant levels of employment and residential growth, and identify the adequate provision of park land, public spaces, and amenities to serve the anticipated growth; and
- c) the location is outside known and unmitigated flood and other natural hazard risk areas

1.2.10 Only consider the identification of a new Frequent Transit Development Area that is:

- a) within a Major Transit Growth Corridor; and
- b) outside known and unmitigated flood and other natural hazard risk areas.

1.2.11 Only consider reclassifying an Urban Centre or a Frequent Transit Development Area to a growth-intensive classification if it is located outside of known and unmitigated flood and natural hazard areas.

1.2.12 Develop an Implementation Guideline, in collaboration with member jurisdictions and TransLink, to be used as a resource to support transit-oriented planning throughout the region.

1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:

- a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;
- b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and
- c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.

1.2.14 Monitor the region's total dwelling unit and employment growth that occurs in Major Transit Growth Corridors.

1.2.15 Work with First Nations and other relevant agencies to encourage all major new development and infrastructure investments on First Nations lands to be transit-oriented and resilient to climate change impacts and natural hazards.

1.2.16 Advocate to the Federal Government and the Province requesting that:

- a) they direct major office and institutional development, public service employment locations, and other Major Trip-Generating uses to Urban Centres, Frequent Transit Development Areas, and locations within the Major Transit Growth Corridors, where appropriate. This may include, but is not necessarily limited to hospitals, post-secondary institutions, secondary schools, and public-serving health care service facilities; and
- b) that government-owned or funded affordable or supportive housing developments be located in areas with good transit access.

1.2.17 Advocate to the Federal Government and the Province that their procurement, disposition, and development of land holdings be consistent with the goals of the regional growth strategy.

1.2.18 Advocate to the Province that Metro Vancouver, member jurisdictions, TransLink, First Nations, and other stakeholders be engaged early in the process on any initiatives pertaining to the planning of new or expanded major transit capital investments.

1.2.19 Advocate to the Province that any future or expanded rail-based rapid transit service:

- a) avoid locations that are exposed to unmitigated natural hazards and climate change risk;
- b) improve place-making, safety, access, and amenities for people on foot, on bikes, and for those using mobility aids; and
- c) support the safe and efficient movement of people, goods, and service vehicles, to, from, and within Urban Centres and Frequent Transit Development Areas.

1.2.20 Advocate to the Federal Government and the Province to support the coordination of growth, land use, and transportation planning at the regional scale through updates to legislation, regulations, partnerships, plans, agreements, and funding programs, including coordination between regional districts.

1.2.21 Advocate to the Federal Government and the Province to support the integration of regional land use and transportation by ensuring that all housing and transportation funding programs and initiatives for the region are consistent with the goals of the regional growth strategy.

1.2.22 Advocate to the Federal Government and the Province requesting that they support local community concerns and public health by ensuring that the Port of Vancouver, rail companies, and airport operators continue with efforts to measure, report, and manage traffic, noise, air pollution, and vibration impacts, including cumulative impacts, on adjacent communities.

1.2.23 Advocate to the Province, Health Authorities, and TransLink, requesting continued efforts to develop guidance on community design, appropriate setbacks, and building standards along the Major Roads Network, Major Transit Network, railways, and Federal and Provincial Highways to minimize public exposure to unhealthy levels of noise, vibration, and pollution.

Member Jurisdictions will:

1.2.24 Adopt Regional Context Statements that:

- a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);
- b) include policies and actions for Urban Centres and Frequent Transit Development Areas that:
 - i) identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4;
 - ii) focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13;
 - iii) encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives;

- iv) support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDA's and consider the use of parking maximums;
 - v) consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity);
 - vi) consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas;
 - vii) consider the implementation of green infrastructure;
 - viii) focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors;
 - ix) support the provision of community services and spaces for non-profit organizations;
 - x) consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial; and
 - xi) take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas.
- c) Include policies for General Urban lands that:
 - i) identify General Urban lands and their boundaries on a map generally consistent with Map 2;
 - ii) exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas;
 - iii) encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network; and
 - iv) encourage neighbourhood-serving commercial uses.
 - d) with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of "non-residential Major Trip-Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues;
 - e) consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives; and
 - f) consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions.

TransLink will:

1.2.25 Develop procurement, disposition, and development plans and actions for land holdings that support the goals of the regional growth strategy and include the provision of affordable rental housing.

1.2.26 Collaborate with member jurisdictions and other stakeholders on the expansion of the Frequent Transit Network, Major Transit Network, and new transit stations, and avoid expansion of permanent transit infrastructure into hazardous areas. Where risk is unavoidable, such as in existing settlements, use risk-mitigation or climate change adaptation strategies in the expansion of transit infrastructure.

1.2.27 Work with member jurisdictions to support the safe and efficient movement of people, goods, and service vehicles, to, from, and within Urban Centres and Frequent Transit Development Areas (e.g. by enhancing the design and operation of the road network), where appropriate.

1.2.28 Continue to develop walking and biking infrastructure programs that prioritize improvements in and between Urban Centres and Frequent Transit Development Areas.



TABLE 3. GUIDELINES FOR URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

This table provides an overview of the function and location of the different types of Urban Centres and FTDA's. It also includes planning guidance about the Urban Centre and FTDA attributes that members are expected to plan for and work towards over time.

CENTRE TYPE	FUNCTION	GENERAL EXPECTATIONS / ATTRIBUTES	LOCATION
Urban Centre - All <i>(applies to Metro Core, Surrey Metro Centre, RCCs, HG-MTCs, and MTCs)</i>	<i>Primary hubs of activity.</i> Accommodates significant regional residential and employment growth and contributes to targets. Provides a range of amenities and services. Major Road Network access. Primary locations for Major Trip-Generating Uses.	Primary focal points for concentrated growth in the region. Complete communities with a balanced mix of housing, employment, services, and amenities. High intersection densities. High quality, accessible walking, cycling, and rolling environment. Provision of transit priority measures and other transit-supportive road infrastructure and operations. Managed parking supply. Parks, green spaces, and public open spaces. The supply of affordable rental housing is protected and expanded. Industrial uses are maintained.	Locations identified on Map 2
Metro Core - Vancouver	<i>The Region's downtown.</i> Region-serving uses (central business district). Accommodates significant levels of regional employment and residential growth. Principal centre of business, employment, cultural, and entertainment activity for the region.	Region-serving uses. Institutional, community, cultural, and entertainment uses. Office uses. High degree of cycling connectivity and cycling network completeness. High walkability index score. Provision of transit priority measures and other transit-supportive road infrastructure and operations.	Vancouver
Metro Centre - Surrey	<i>Centre of activity South of the Fraser River.</i> Region-serving uses. Accommodates significant levels of regional employment and residential growth.	High degree of cycling connectivity and cycling network completeness. High walkability index score. Office uses. Provision of transit priority measures and other transit-supportive road infrastructure and operations. Institutional, community, cultural, and entertainment uses.	Surrey
Regional City Centre	<i>Sub-regional hub of activity.</i> Accommodates significant levels of sub-regional residential and employment growth.	Sub-region serving uses (hospital, post-secondary). Office uses. Sub-regional-scale employment, services, business and commercial activities. Major institutional, community, cultural and entertainment uses. High and medium density forms of housing (in General Urban only), including affordable housing choices. Existing frequent transit services. Provision of transit priority measures and other transit-supportive road infrastructure and operations. Minimum density of 60-350 Jobs + People/hectare.	Locations on the Major Transit Network.

High Growth Municipal Town Centre	<p><i>Centre of activity for one or more member jurisdictions.</i></p> <p>Accommodates significant levels of municipal employment and residential growth.</p>	<p>Municipally-serving shops, services, uses, and amenities.</p> <p>Higher density commercial uses.</p> <p>Higher density residential uses, (in General Urban only) including affordable and rental options.</p> <p>Minimum density of 60-200 Jobs + People/hectare.</p>	<p>Maximum 1,200 metres from a Major Transit Network station.</p> <p>Not in an area with known and unmitigated natural hazards.</p> <p>Locations with high regional accessibility to jobs.</p>
Municipal Town Centre	<p><i>Centre of activity for one or more member jurisdictions.</i></p> <p>Accommodates municipal residential and employment growth.</p>	<p>Municipal focus for community and cultural activities. Services, shops, uses, amenities, and activities oriented to the local needs of the surrounding communities. Employment, services, business and commercial activities, typically serving the municipal or local area. Institutional, community, cultural, and entertainment uses. Medium to high density forms of residential uses, including affordable options.</p> <p>Minimum density of 20-150 Jobs + People/hectare.</p>	<p>Locations on the Major Transit Network.</p>
Frequent Transit Development Area (FTDA)	<p><i>Location for transit-oriented development and mixed uses in alignment with the Major Transit Growth Corridors.</i></p> <p>Accommodates additional employment and residential growth. Locations for multi-unit housing including affordable and rental housing. Locations for Major Trip-Generating Uses.</p>	<p>Transit-oriented employment and / or housing growth. Supply of affordable and rental housing is protected and expanded. A range of multi-unit housing forms. Development intensity scales to the frequency and capacity of the transit service.</p> <p>Walkable and bike-friendly urban design. Managed parking supply. Transit priority measures.</p> <p>Provides appropriate noise, vibration, and air quality mitigation measures. Parks, green spaces, and public open spaces.</p> <p>Industrial uses are maintained.</p>	<p>Located in appropriate locations within the Major Transit Growth Corridors.</p> <p>The shape of an FTDA is tailored to the stop spacing distance of the transit service.</p> <p>Distance of FTDA boundaries to the transit stops are scaled to the frequency and capacity of the service provided; the greater the service capacity, the greater the radius.</p>
General Guidance on Frequent Transit Development Areas	<p>Corridors</p> <p>Linear FTDA's that support frequent transit corridors that have generally shorter stop spacing.</p> <p>Densities and uses to support bus- based frequent and rapid transit.</p>	<p>Generally linear-shaped geography along a transit corridor.</p> <p>Location for medium density housing forms, especially wood-frame construction. Location for affordable and rental housing and employment growth.</p> <p>Minimum density of 35-80 Jobs + People/hectare.</p>	<p>Located along segments of the MTGC with shorter stop spacing.</p> <p>No more than 1,000 metres from the Major Transit Growth Corridor centreline.</p> <p>Boundary radius scaled to the level of transit service capacity and frequency. 800 metre radius recommended for frequent bus.</p>
	<p>Station Areas</p> <p>Nodal FTDA's that support transit stations. Generally, located where stations are further apart.</p> <p>Accommodates significant residential and employment growth including rental and affordable housing.</p> <p>Densities and uses to support high-capacity rapid and frequent transit.</p>	<p>Generally nodal-shaped around a transit station.</p> <p>May include higher density forms supportive of higher capacity transit service. Office and employment uses.</p> <p>Additional parking management to support transit and active transportation.</p> <p>Minimum density of 60-350 Jobs + People/hectare.</p>	<p>Located along higher capacity and higher frequency transit service with wider stop spacing.</p> <p>No more than 1,000 metres from an existing Major Transit Network Station.</p> <p>Boundary radius scaled to the level of transit service capacity and frequency.</p>

TABLE 4. URBAN CENTRE AND FREQUENT TRANSIT DEVELOPMENT AREAS TYPE RECLASSIFICATION FRAMEWORK

This table lays out the criteria required before a new FTDA, new Urban Centre, or reclassified Urban Centre can be considered.

CENTRE TYPE	REQUIRED CRITERIA FOR A NEW URBAN CENTRE OR FTDA, OR FOR URBAN CENTRE RECLASSIFICATION	METRO 2050 AMENDMENT PROCESS
In order to become...	The area must currently meet the following criteria...	And pursue the following amendment process...
Frequent Transit Development Area (FTDA)	<p>Located within a Major Transit Growth Corridor (as shown on Map 5) and no more than 1,000 metres from the MTGC centreline.</p> <p>FTDA geography should be tailored to transit service level; nodal FTDAs are better suited to corridors with wider transit stop spacing, while linear FTDAs are better suited to corridors with shorter stop spacing.</p> <p>Policies supportive of street, sidewalk, and cycling network connectivity. Policies supportive of managed parking supply. Not in an area with known and unmitigated natural hazards. Official Community Plan (OCP) Land Use Map and policies supportive of infill and intensified residential and/or employment growth.</p>	Type 3 or Regional Context Statement Update
Urban Centre - All (applies to all Urban Centre types)	<p><i>Required for a new Urban Centre, or reclassification to any Urban Centre type:</i></p> <p>Located on the Major Transit Network. Not in a known and unmitigated natural hazard area. OCP Land Use Map and policies supportive of infill and intensified residential and employment growth.</p>	
Municipal Town Centre	<p>Meets the above criteria for Urban Centre, and:</p> <ul style="list-style-type: none"> • Formerly a Frequent Transit Development Area; • Evidence that the area is a primary hub of activity within a member jurisdiction; • Minimum 60 Jobs + People / hectare; and • Minimum area of 40 hectares. 	Type 3
High Growth Municipal Town Centre	<p>Meets the above criteria for Urban Centre, and:</p> <ul style="list-style-type: none"> • Formerly a Municipal Town Centre or FTDA; • Existing rail rapid transit service; • High regional accessibility (i.e. many employment nodes can be accessed by transit within a defined amount of time); • Not in a known and unmitigated natural hazard area; • Minimum 100 Jobs + People / hectare; and • Minimum area of 40 hectares. 	Type 3
Regional City Centre and Metro Centres	<p>Reclassification from any Urban Centre type to or from the "Regional City Centre" or to "Metro Centre" types is not contemplated by the regional growth strategy.</p>	

Strategy 1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities

Creating complete communities, especially in the region's Urban Centres, with a mix of uses and affordable services and amenities, allows residents of all ages and abilities to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhoods. This supports trip reduction, walking, healthier living, climate action, more equitable access to the key amenities that support a high quality of life, and creates resilient places with inclusion and connection.

Metro Vancouver will:

1.3.1 Support member jurisdictions and work with First Nations and other agencies in developing resilient, healthy, connected, and complete communities through regional strategies, research, and best practices that:

- a) promote greater local access to affordable community services and child care, healthy food, and public spaces (including regional parks and greenways);
- b) reduce greenhouse gas emissions, bolster resilience to climate change impacts and natural hazards, and improve social equity, universal accessibility, and inclusive engagement; and
- c) encourage the provision and enhancement of urban green spaces in new and established neighbourhoods.

1.3.2 Provide technical advice, assistance, research, and data to member jurisdictions, First Nations, and other agencies to improve air quality, reduce greenhouse gas emissions, increase access to community services, and to better understand the health and social equity aspects of land use and infrastructure decisions.

1.3.3 Collaborate with health authorities, academic institutions, First Nations, and other researchers to share best practices, research, data, and tools that can advance land use policies to:

- a) ensure neighbourhoods are designed for walking, cycling, rolling and social activities to promote positive mental and physical health;
- b) meet community social needs and priorities;

c) reduce community exposure to climate change and air quality impacts, especially communities that are disproportionately impacted; and

d) increase equitable access and exposure to public spaces through urban green space enhancement and retention opportunities.

1.3.4 Measure and monitor access to community services and amenities, particularly in Urban Centres and Frequent Transit Development Areas.

1.3.5 Advocate to the Federal Government and the Province to ensure that growing communities are served appropriately and in a timely manner with social amenities, health, schools and educational opportunities, to avoid inequities in service levels between communities in the region.

1.3.6 Advocate to the Federal Government and the Province to ensure that community, arts, cultural, recreational, institutional, social services, health and education facilities funded or built by them are located in Urban Centres or areas with good access to transit.

Member Jurisdictions will:

1.3.7 Adopt Regional Context Statements that:

- a) support compact, mixed use, transit, walking, cycling and rolling-oriented communities;
- b) locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit;

c) provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement.

d) respond to health and climate change-related risks by providing equitable access to:

- i) recreation facilities;
- ii) green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.); and
- iii) safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities;

e) support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services;

f) consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments;

g) provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community; and

h) consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres.

TransLink will:

1.3.8 Provide equitable and accessible levels of transit service to communities and employment areas.

1.3.9 Continue to improve sustainable mobility options for neighbourhoods outside the Urban Centres and Frequent Transit Development Areas within the General Urban land use designation as shown on Map 2.



Strategy 1.4 Protect Rural lands from urban development

Rural designated lands are located outside the Urban Containment Boundary and are not intended for urban forms of development. Containing growth within the Urban Containment Boundary ensures the protection of natural, rural, and agricultural areas, and the efficient and cost-effective provision of sewerage, transit, and other community services. The inherent benefits of urban containment also support reduced greenhouse gas emissions and increases opportunities for natural carbon sinks.

Metro Vancouver will:

1.4.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Rural regional land use designation as identified on Map 2. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board's opinion, that new development is consistent with the Rural regional land use designation and where the MVRD Board determines either:

- a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the strategy to protect lands with a Rural regional land use designation from urban development.

1.4.2 Accept Regional Context Statements that protect lands with a Rural regional land use designation from urban development and that meet or work towards Action 1.4.3.

Member Jurisdictions will:

1.4.3 Adopt Regional Context Statements that:

- a) identify Rural lands and their boundaries on a map generally consistent with Map 2;
- b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;
- c) specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation;
- d) prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve; and
- e) support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change.



GOAL
2

Support a Sustainable Economy



Goal 2: Support a Sustainable Economy

The regional growth strategy leverages the region's existing economic strengths to provide for a prosperous future by supporting diverse commercial and industrial sectors, employment growth, ensuring well designed regional places with an emphasis on public space and transit, and recognizing the region's role as a key provincial and national gateway. The regional growth strategy supports a sustainable economy through its regional land use designations and economic and transportation strategies and policies.

Urban Centres distributed throughout the region provide opportunities for commercial activities, services, and employment uses to be located close to where people live, and enable economic and transportation efficiencies. The design of these centres supports a strong sense of place, a public realm that promotes a positive civic image, and ensures a high quality of life through the provision of amenities and diversity of housing types. Policies discourage the dispersal of major employment and Major Trip-Generating uses outside of Urban Centres and Frequent Transit Development Areas, to support jobs in close proximity to homes and connected by sustainable forms of transportation.

Increasing demands for land for industrial activities as the population and economy grow, coupled with ongoing market pressure to convert Industrial lands to office, retail, residential, and other uses, has resulted in a critically diminished supply of Industrial land in the region. In addition to the national, provincial, and regional serving industries in Metro Vancouver, many small to medium sized industries provide for the day-to-day needs of the region's population, such as repair and servicing activities, e-commerce, manufacturing, and renovation and construction functions. Additional lands are needed for container storage, freight forwarding, warehouses, and other distribution functions that support the regional economy to provide for a sustainable and resilient supply chain system.

Meeting the needs of both a growing regional economy and an expanding international gateway for trade requires an adequate supply of serviced industrial lands, such as those identified as 'trade-oriented' lands. Preserving the region's industrial lands supports existing businesses by allowing them to expand and supports new businesses to locate in the region, all the while avoiding long transportation distances, business inefficiencies, and higher greenhouse gas emissions. In response to the vulnerability of industrial land, policies are included to protect and intensify the use of the limited supply in the region. Efforts that encourage industrial densification and intensification provide a range of benefits such as: more efficient use of lands and resources; reduced pressures on other lands; improved capacity for businesses to grow to create employment opportunities; increased job opportunities; greater clustering of co-located operations; circular economy; and a more efficient transportation system.

There are some economic activities that are not traditional industrial uses and cannot be easily accommodated or viable in Urban Centres or Frequent Transit Development Areas. The regional growth strategy provides for these activities to be accommodated in Employment areas, which are intended to complement the planned function of Urban Centres, Frequent Transit Development Areas, and Industrial lands.

Major educational and medical institutions in this region also have a vital role in the economy, as they have key linkages with many sectors, provide and support research and innovation, and are incubators for new industries.

Agriculture is an important sector of the region's economy and a critical component of the local food system. The agricultural industry is dependent on the protection and availability of Agricultural land for the production of food and other goods and services and on the regional industrial land supply for storage, processing, and distribution. Effective legislation and an economically viable agricultural sector are important ways to protect Agricultural land for future generations.

Agricultural production is vulnerable to the impacts of climate change. Projected changes in temperature, precipitation, flooding and extreme weather events will profoundly affect agriculture production. Policies focus on increased resilience and the long-term protection of land for sustainable food production, edge planning, new drainage and irrigation infrastructure, and climate change adaptation. This strategy also seeks to protect Agricultural land for local food production and supports the economic viability of the agricultural sector, while recognizing the value of ecosystem services.

Equitable growth management includes a commitment to advancing equitable and sustainable planning and land development practices that support a regional economy that is accessible and designed to benefit all people. It includes a commitment to: employment growth; effective use of industrial lands; an efficient transportation system; sustainable practices that work to enhance and protect natural resources; building resilience through climate-smart agricultural approaches; and mitigating the potential disproportionate impacts on ecosystems, communities, groups, or individuals.

Strategies to achieve this goal are:

- 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live
- 2.2 Protect the supply and enhance the efficient use of industrial land
- 2.3 Protect the supply of agricultural land and strengthen agricultural viability



Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

Economic and employment activities, such as post-secondary and medical institutions, shopping streets, retail centres, business parks, transportation terminals and associated infrastructure, complement employment activities in Urban Centres (Strategy 1.2) and industrial uses on Industrial lands (Strategy 2.2), which have different location requirements and attributes. These businesses support the region's economy and population, and rely on and have implications for the transportation network and the design of neighbourhoods. Locating jobs close to where people live and near the transit network supports the creation of complete communities (Strategy 1.3), reduces social inequities in the region, and helps to reduce energy consumption and greenhouse gas emissions through reduced vehicle travel and increased active transportation.

Metro Vancouver will:

2.1.1 Provide regional utility infrastructure to support the region's economic functions and to support efficient employment and settlement patterns.

2.1.2 Work with the Federal Government, the Province, member jurisdictions, First Nations, and the private sector to advance shared economic prosperity and resilience through Invest Vancouver to attract strategic investment to the region.

2.1.3 Work with the Federal Government, the Province, and member jurisdictions to explore:

- a) fiscal measures to reinforce the attraction of investment and employment opportunities to Urban Centres, Frequent Transit Development Areas, and lands with an Industrial or Employment regional land use designation; such employment opportunities should be consistent with the intention of the underlying regional land use designation; and
- b) fiscal reform to ensure that the property tax system supports sound land use decisions.

2.1.4 Collaborate with the Fraser Valley and Squamish- Lillooet Regional Districts on shared initiatives related to economy, transportation, and other related matters.

2.1.5 Accept Regional Context Statements that support economic activity and an urban form designed to be consistent with its context in: Urban Centres, Frequent Transit Development Areas, Industrial lands, Employment lands, ports and airports, and that meet or work towards Action 2.1.10.

2.1.6 Advocate to the Federal Government, the Province, and TransLink to develop and operate transportation infrastructure that supports and connects the region's economic activities by sustainable modes of transportation in Urban Centres, Frequent Transit Development Areas, Industrial lands, Employment lands, ports and airports.

2.1.7 Advocate that airport authorities:

- a) encourage the use of surplus airport lands for industrial activities, and where appropriate, discourage non-airport related commercial development and any expansion beyond the Industrial and Employment areas specified on Map 7;
- b) expedite the transition to energy efficient, low, and zero emission modes for goods movement; and
- c) develop strategies to adapt to climate change impacts and natural hazard risks.

2.1.8 Advocate that the Port of Vancouver:

- a) encourage the use of surplus port lands for industrial activities, and where appropriate, discourage non-port related commercial development and any expansion beyond the Industrial and Employment lands specified on Map 7;
- b) expedite the transition to energy efficient, low, and zero emission modes for goods movement; and
- c) develop strategies to adapt to climate change impacts and natural hazard risks.

2.1.9 Advocate that the Federal Government and the Province support existing and new industries in the region through such means as investment, procurement strategies, tax incentives, skill development, and small business loan programs.

Member Jurisdictions will:

2.1.10 Adopt Regional Context Statements that:

- a) include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands;
- b) support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives; and
- c) discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas.



Strategy 2.2 Protect the supply and enhance the efficient use of industrial land

Industrial lands are critical to supporting a diverse, resilient economy – one that supports businesses and residents by securing land for economic development and jobs within the region, and reducing costs for commuting and the transportation of goods. In response to the vulnerability of industrial land, policies are included to protect and appropriately use the region's limited supply of Industrial and Employment lands, while also considering the future of industrial activities and work, greenhouse gas emissions, and the impacts of climate change.

Metro Vancouver will:

2.2.1 Monitor the supply, demand, and utilization of Industrial land with the objective of assessing whether there is sufficient capacity to meet the needs of the growing regional economy.

2.2.2 Work with the Province, member jurisdictions, and other agencies to investigate industrial taxation rates and policies that support industrial development, efficient use of Industrial land, and industrial densification.

2.2.3 In collaboration with member jurisdictions, develop an Implementation Guideline covering the following topics: opportunities for Industrial lands to support new growth planning initiatives, new forms of industry and technologies, urban industry and e-commerce, design of industrial forms, guidance on setting criteria for trade-oriented lands, and other policy measures.

2.2.4 Seek input from TransLink, the Port of Vancouver, the Vancouver International Airport Authority, the Ministry of Transportation and Infrastructure, and/or the Agricultural Land Commission on any proposed Regional Context Statement or regional growth strategy amendments for Industrial and Employment lands, as appropriate.

2.2.5 Accept Regional Context Statements that include provisions that protect and support the ongoing economic viability of industrial activities and that meet or work towards the strategies set out in Action 2.2.9.

2.2.6 Advocate to the Federal Government and the Province to coordinate transportation infrastructure and service investments that support the efficient movement of goods and people for industrial and employment operations, and considers the Regional Goods Movement Strategy and the Regional Truck Route Network.

2.2.7 Advocate to the Federal Government and the Province to support initiatives and infrastructure investments that:

- a) introduce more energy efficient, low carbon and zero emissions equipment operations and vehicles;
- b) reduce distances travelled by commercial vehicles;
- c) expedite the transition to energy efficient, low, and zero emission modes for goods movement; and
- d) shift freight activity out of peak congestion periods.

2.2.8 Advocate to the Federal Government, the Province, and relevant agencies to enhance data collection and sharing related to industrial, employment, transportation, and economic matters in support of the efficient use of Industrial lands in the region.

Member jurisdictions will:**2.2.9** Adopt Regional Context Statements that:

a) identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7.

b) identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted;

c) include policies for Industrial lands that:

- i) consistently define, support, and protect industrial uses, as defined in *Metro 2050*, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted;
- ii) support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units;
- iii) exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary;
- iv) encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density;

v) review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over-supply of parking;

vi) explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning;

vii) provide infrastructure and services in support of existing and expanding industrial activities;

viii) support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses;

ix) consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change; and

x) do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands.

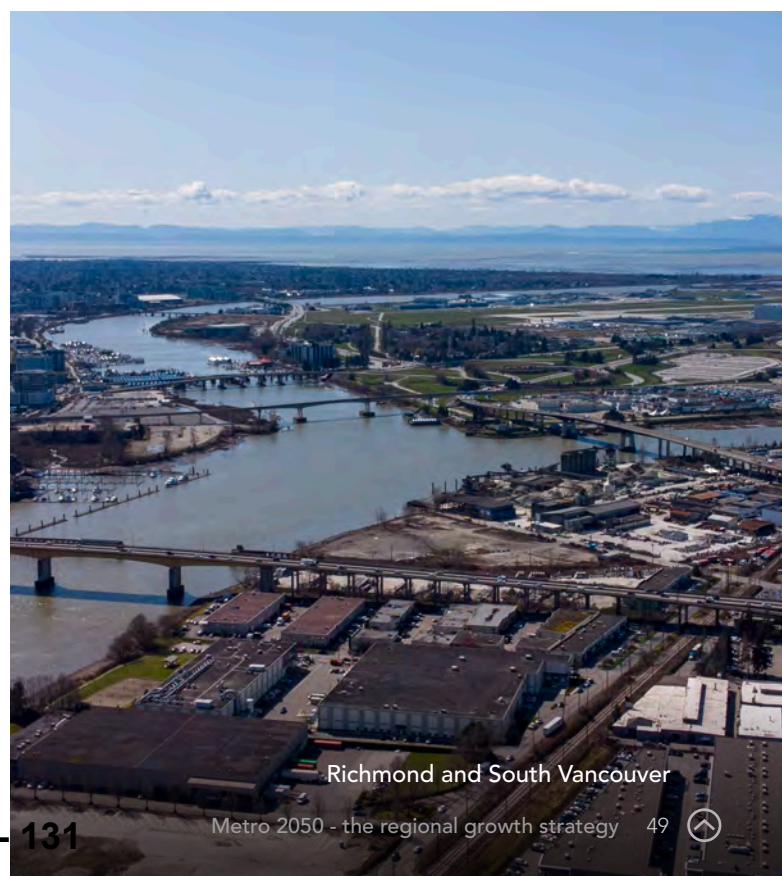
d) include policies for Employment lands that:

- i) support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate;
- ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy;

- iii) support the objective of concentrating larger-scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas;
- iv) support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere;
- v) do not permit residential uses, except for:
 - an accessory caretaker unit; or
 - limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.
- e) include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems; and
- f) include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5).



Delta



Richmond and South Vancouver



Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability

Protecting land for agricultural production is essential for the viability of the agricultural industry and a resilient region. Collaboration with the Agricultural Land Commission is necessary to address the ongoing challenges from competing residential, industrial, and commercial land use demands. Improved multi-jurisdictional collaboration that recognizes the priority to protect farm land for food production, and the importance of climate change adaptation while restricting other land uses in agricultural lands is critical. Equally important is the need to strengthen the economic viability of agricultural operations by encouraging new markets and expanding the distribution of local foods.

Metro Vancouver will:

2.3.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services for lands with an Agricultural regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing or for new development where, in the MVRD Board's discretion, the use is consistent with the underlying Agricultural regional land use designation and where the MVRD Board determines either:

- a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the regional growth strategy goal to protect the supply of agricultural land and strengthening agricultural viability.

2.3.2 Monitor the status of agricultural land in the region including local agriculture production and other public benefits such as the provision of ecosystem services in collaboration with the Province and the Agricultural Land Commission.

2.3.3 Identify and pursue strategies and actions to increase actively farmed agricultural land, strengthen the economic viability of agriculture, and minimize conflicts between agriculture and other land uses, within or adjacent to agricultural land, in collaboration with member jurisdictions, the Province, and the Agricultural Land Commission.

2.3.4 Work with the Agricultural Land Commission (ALC) to protect the region's agricultural land base and not consider amending the Agricultural or Rural regional land use designation of a site if it is still part of the Agricultural Land Reserve (ALR). However, where the ALC has provided conditional approval to exclude land from the ALR, the Metro Vancouver Board may also provide conditional approval of a regional land use designation amendment for the exclusion site, subject to the ALC exclusion conditions being met.

2.3.5 Undertake agricultural awareness activities that promote the importance of the agricultural industry, the protection of agricultural land, and the value of local agricultural products and experiences, in partnership with other agencies and organizations.

2.3.6 Accept Regional Context Statements that protect the region's supply of Agricultural land and strengthen agricultural viability that meet or work towards the provisions set out in Action 2.3.12.

2.3.7 Advocate to all levels of government the necessity of agriculture impact assessments and mitigation requirements when transportation, utility, and recreational infrastructure is being planned, developed, or operated on agricultural lands.

2.3.8 Advocate to the Province for farm property tax reform that encourages more actively farmed land and enables secure land tenure for new and established farmers.

2.3.9 Advocate to the Province to increase agricultural producers' knowledge and adoption of innovative practices for advancing agriculture economic development, and resilience to climate change and natural hazard impacts, such as those identified in the regional growth strategy (Table 5).

2.3.10 Advocate to the Province to provide incentives to encourage land management practices that reduce greenhouse gas emissions, improve soil health, protect natural assets, and maintain ecosystem services from agricultural land.

2.3.11 Advocate to the Province for changes to the *Local Government Act* to require that Official Community Plans prioritize the need for agricultural land, similar to how long-term needs are considered for residential, commercial, and industrial lands.

Member Jurisdictions will:

2.3.12 Adopt Regional Context Statements that:

- a) specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8;
- b) consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents;
- c) include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:

- i) assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability;
- ii) encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land;
- iii) support climate change adaptation including:
 - monitoring storm water, flooding, and sea level rise impacts on agricultural land,
 - implementing flood construction requirements for residential uses, and
 - maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collaboration with other governments and agencies;
- iv) protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements;
- v) demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the *Agricultural Land Commission Act*; and
- vi) align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations.

2.3.13 In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences.

GOAL
3

Protect the Environment, Address Climate Change, and Respond to Natural Hazards



Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Metro Vancouver has a spectacular natural environment. Many of Metro Vancouver's ecosystems have global significance, such as the Fraser River estuary, which provides both internationally-important fish habitat and key feeding and resting points for migratory birds along the Pacific Flyway. The region's forests, fields, coastal and intertidal areas, wetlands, and watercourses together are integral pieces of a habitat network for birds, fish, and other wildlife.

The diverse mountain, coastal, and river areas provide the region's residents with essential ecosystem services such as fresh water, clean air, pollination, traditional Indigenous food and medicines, fertile soil, flood control, cooling, carbon storage, and opportunities for tourism, recreation, cultural and spiritual enrichment, health and well-being (Figure 5). Climate change, land development, invasive species, and other human-induced pressures are causing ecosystem change and loss in many areas, which reduces nature's capacity to provide these life-sustaining services. If planned, designed, and built in harmony with nature, communities will be healthier and more resilient over the long-term.

The tenets of the regional growth strategy (such as the ongoing focus on urban containment and land use patterns that support sustainable transportation options and carbon storage opportunities in natural areas) are critical for the region to address climate change. This section contains a strategy and associated policies that support Metro Vancouver's commitment to reaching a carbon neutral region by the year 2050. Climate change is expected to continue to cause warmer temperatures, a reduced snowpack, increasing sea levels, and more intense and frequent drought and rainfall events in the region. An additional strategy aims to improve resilience to these climate change impacts, as well as natural hazards. Many of the region's natural hazards are, and will continue to be, worsened by a changing climate.

Addressing both greenhouse gas emissions and the impacts of climate change and natural hazards simultaneously is critical, as the challenges and solutions associated with these issues are often interlinked. Given the dynamic and rapidly changing impacts of climate change on the Metro Vancouver region, and in response to best practices research and climate science, progress towards the *Metro 2050* targets and performance measures will be regularly monitored with an aim to proposing improvements to the policies and actions in the plan.

A commitment to improving social equity includes advancing equitable climate change strategies and actions that will: intentionally consider the suite of concerns that increase community vulnerability, and acknowledge current financial, health, and social disparities that may be exacerbated by low carbon solutions and the impacts of climate change.

For thousands of years Indigenous people have lived on and stewarded their respective and shared territories developing deep and special relationships with the land and waters. Indigenous knowledge systems that have been developed over many years have the potential to inform and complement regional planning policy and practice.

Strategies to achieve this goal are:

- 3.1 Protect and enhance Conservation and Recreation lands
- 3.2 Protect, enhance, restore, and connect ecosystems
- 3.3 Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality
- 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

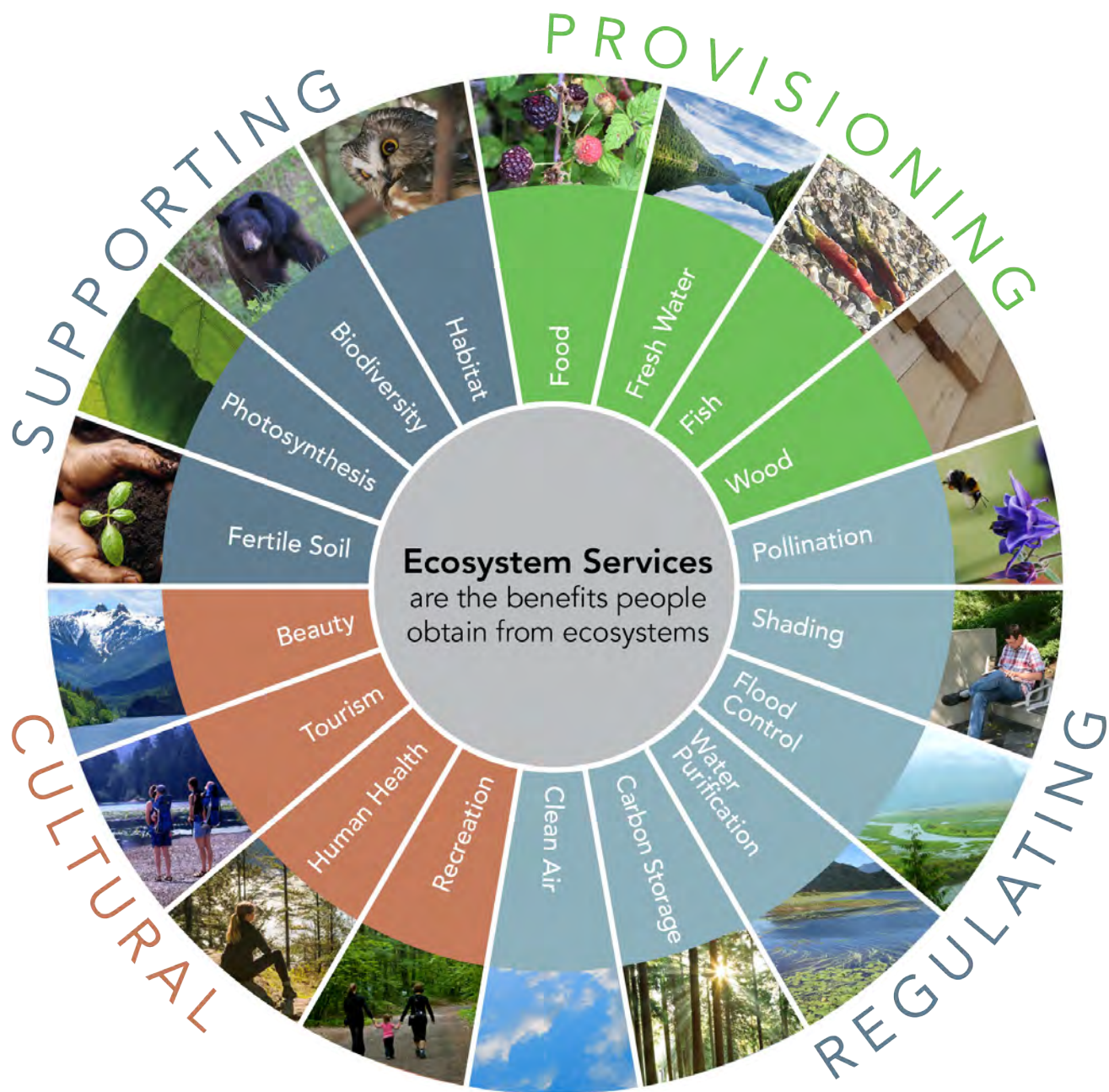


FIGURE 5. ECOSYSTEM SERVICES PROVIDED BY HEALTHY ECOSYSTEMS

Strategy 3.1 Protect and enhance Conservation and Recreation lands

The Conservation and Recreation regional land use designation is intended to help protect significant ecological and recreation assets throughout the region. Protection and management of these assets will ensure they remain productive, resilient, and adaptable, providing vital ecosystem services that support both humans and wildlife, while also safeguarding communities from climate change and natural hazard impacts.

Metro Vancouver will:

3.1.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Conservation and Recreation regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board's opinion, that new development is consistent with the underlying Conservation and Recreation regional land use designation and where the MVRD Board determines either:

- a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the strategy to protect lands with a Conservation and Recreation regional land use designation.

3.1.2 Implement the *Metro Vancouver Regional Parks Plan*, the *Regional Parks Land Acquisition 2050 Strategy*, and *Regional Greenways 2050*, and work collaboratively with member jurisdictions to identify, secure and enhance habitat and park lands, and buffer park and conservation areas from activities in adjacent areas.

3.1.3 For the Greater Vancouver Water District and the Greater Vancouver Sewerage and Drainage District, avoid ecosystem loss and fragmentation on lands with a Conservation and Recreation regional land use designation when developing and operating infrastructure, but where unavoidable, mitigate the impacts, including ecosystem restoration and striving for no net ecosystem loss.

3.1.4 Monitor ecosystem gains and losses on lands with a Conservation and Recreation regional land use designation and the Natural Resource Areas therein, as identified on Map 9.

3.1.5 Accept Regional Context Statements that protect lands with a Conservation and Recreation

regional land use designation, and that meet or work towards Action 3.1.9.

3.1.6 Advocate to the Federal Government, the Province, utility companies, and TransLink to avoid ecosystem loss and fragmentation on lands within a Conservation and Recreation regional land use designation when developing and operating utility and transportation infrastructure, but where unavoidable, to mitigate the impacts, including ecosystem restoration and striving for no net ecosystem loss.

3.1.7 Advocate to the Province and its agencies to actively manage provincially-owned land within a Conservation and Recreation regional land use designation, and work with adjacent land owners to effectively buffer these lands, with the intent of minimizing negative impacts and enhancing ecosystem integrity and providing public recreational opportunities.

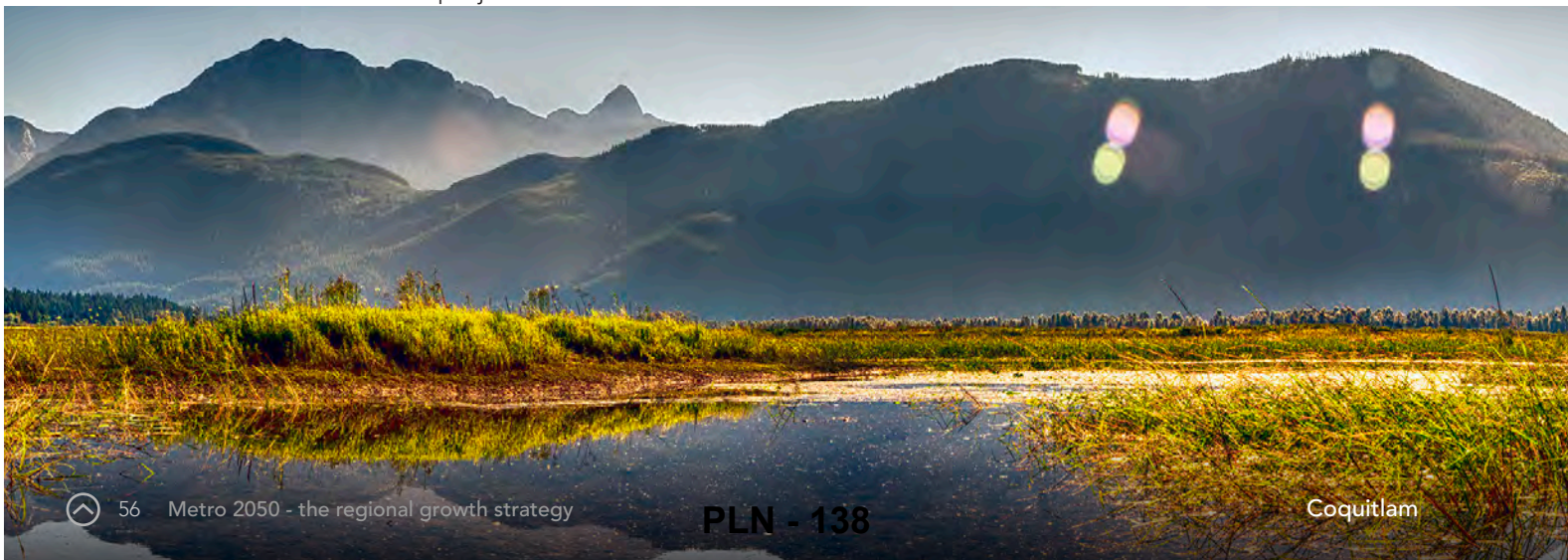
3.1.8 Advocate to the Federal Government and the Province to:

- a) recognize the Conservation and Recreation regional land use designation and ensure that their activities within or adjacent to these lands are consistent with the long-term intent of the land use designation; and
- b) consult and collaborate with all levels of government, including First Nations, and other stakeholders in the planning and management of lands with a Conservation and Recreation regional land use designation, including during the review of future natural resource extraction projects.

Member jurisdictions will:

3.1.9 Adopt Regional Context Statements that:

- a) identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2;
- b) include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:
 - i) drinking water supply areas;
 - ii) environmental conservation areas;
 - iii) wildlife management areas and ecological reserves;
 - iv) forests;
 - v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems);
 - vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers);
 - vii) ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities; and



viii) uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including:

- major parks and outdoor recreation areas;
- education, research and training facilities, and associated uses that serve conservation and/or recreation users;
- commercial uses, tourism activities, and public, cultural, or community amenities;
- limited agricultural use, primarily soil-based; and
- land management activities needed to minimize vulnerability / risk to climate change impacts.

c) include policies that:

- protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements; and
- encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.



Strategy 3.2 Protect, enhance, restore, and connect ecosystems

This strategy establishes a collective vision for ecosystems across the region, recognizing the scientific evidence that ‘nature needs half’ of the land base to continue functioning for the benefit of all life and support human well-being. The vision can be realized in this region by working together to protect, enhance, and restore ecosystems, strategically linking green spaces, both in and between urban and rural areas, into a region-wide network that sustains ecosystem services and movement of wildlife across the landscape. Actions to enhance tree canopy cover in urban areas will also improve community resilience by intercepting rainwater, moderating the urban heat island effect, and improving health outcomes.

Metro Vancouver will:

3.2.1 Implement the strategies and actions of the regional growth strategy that contribute to regional targets to:

- a) increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050; and
- b) increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.

3.2.2 Implement the Metro Vancouver *Ecological Health Framework*, including relevant actions to:

- a) collect and maintain data, including the Sensitive Ecosystem Inventory, tree canopy cover, imperviousness, and carbon storage datasets; report on gains and losses and climate change impacts on ecosystems; and share these datasets with member jurisdictions; and
- b) incorporate natural assets and ecosystem services into Metro Vancouver’s corporate planning, asset management systems and investments, and provide regionally appropriate guidance on methodologies, tools and decision-making frameworks.

3.2.3 Manage Metro Vancouver assets and collaborate with member jurisdictions, First Nations, and other agencies to:

- a) protect, enhance, and restore ecosystems as identified on Map 11 or more detailed local ecological and cultural datasets;
- b) identify ecosystems that may be vulnerable to climate change and natural hazard impacts as part of regional multi-hazard mapping in Action 3.4.2 a);
- c) identify a regional green infrastructure network that connects ecosystems and builds on existing local networks, while maximizing resilience, biodiversity, and human health benefits; and
- d) prepare Implementation Guidelines to support a regional green infrastructure network and to assist with the protection, enhancement, and restoration of ecosystems.

3.2.4 Work with local First Nations to:

- a) increase understanding of Indigenous ecological knowledge, and share information about environmental research, policy development, and planning best practices;
- b) find joint stewardship and restoration opportunities on Metro Vancouver sites, and expand access to sustainably cultivate and harvest plants for cultural purposes; and
- c) seek other Indigenous stewardship, research, and co-management opportunities.

3.2.5 Accept Regional Context Statements that advance the protection, enhancement, restoration, and connection of ecosystems in a regional green infrastructure network, and that meet or work towards Action 3.2.7.

3.2.6 Advocate to the Federal Government and the Province to:

- a) strengthen species-at-risk and ecosystem protection legislation to better protect critical habitat, and support restoration and biodiversity, in addition to convening a local government support network;
- b) support the uptake of nature-based climate change solutions, including those that protect or restore foreshore ecosystems;
- c) update and consolidate provincial invasive species legislation to better support the management of high-risk invasive species; and
- d) undertake a regional impact assessment of the Fraser River Estuary to support the management of cumulative effects from development.

Member jurisdictions will:**3.2.7** Adopt Regional Context Statements that:

- a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1;
- b) refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:
 - i) support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions;
 - ii) seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network;
 - iii) discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity; and
 - iv) indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.



c) include policies that:

- i) support the consideration of natural assets and ecosystem services in land use decision-making and land management practices;
- ii) enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience;
- iii) reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans;
- v) increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners; and
- iv) support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.

Strategy 3.3 Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

The tenets of the regional growth strategy are crucial for meeting the region's commitment to reduce greenhouse gas emissions and to reach carbon neutrality by the year 2050. As described in other strategies in the regional growth strategy, this can be achieved in three key ways: by supporting growth and development patterns that enable sustainable transportation options; by encouraging higher-density built forms and multi-unit developments which are typically more energy efficient than lower-density alternatives; and by reducing development pressures in areas that naturally store and sequester carbon (such as conservation and agricultural lands). To supplement these important policy actions from other goal areas in the regional growth strategy, Strategy 3.3 contains the region's greenhouse gas emissions reduction targets and associated policies.

Metro Vancouver will:

3.3.1 Implement the:

a) strategies and actions of the regional growth strategy that contribute to regional targets to reduce greenhouse gas emissions by 45% below 2010 levels by the year 2030 and to achieve a carbon neutral region by the year 2050; and

b) *Metro Vancouver Clean Air Plan, Climate 2050*, and other associated actions to help achieve the regional greenhouse gas emissions reduction targets in Action 3.3.1 a).

3.3.2 Work with the Federal Government, the Province, TransLink, member jurisdictions, First Nations, non-governmental organizations, energy utilities, the private sector, and other stakeholders, as appropriate, to:

a) monitor energy consumption, greenhouse gas emissions, and air quality related to land use, buildings, industry, agriculture, waste, transportation, and other emission sources, and consider lifecycle energy and emissions;

b) monitor and pursue opportunities to increase carbon storage in natural areas; and

c) promote best practices and develop guidelines to support local government actions that reduce energy consumption and greenhouse gas emissions, support a transition to clean, renewable energy (including electricity), create carbon storage opportunities, and improve air quality.

3.3.3 Work with TransLink, member jurisdictions, and health authorities to advocate that health impact assessments be conducted for major transportation projects and significant development projects with an aim to minimizing public exposure to traffic-related air contaminants.

3.3.4 Work with the Federal Government, the Province, and other stakeholders when conducting environmental assessments to reduce the environmental and health impacts related to regional air quality and greenhouse gas emissions.

3.3.5 Accept Regional Context Statements that advance land use, infrastructure, and settlement patterns that reduce energy consumption and greenhouse gas emissions, improve air quality, create carbon storage opportunities, and that meet or work towards Action 3.3.7.

3.3.6 Advocate to the Federal Government and the Province to establish and support legislative and fiscal actions, that help the public and private sector maximize reductions in energy consumption and greenhouse gas emissions, and improve air quality, such as:

- a) in the building sector,
 - i) accelerating the transition of energy efficiency requirements in the *BC Building Code* to net zero energy ready levels by 2032;
 - ii) setting greenhouse gas and energy performance requirements for new and existing buildings;
 - iii) increasing incentives and financing tools for new low-carbon, zero-emissions, and resilient buildings;
 - iv) supporting large-scale building electrification;
 - v) requiring benchmarking and energy labels for new and existing buildings;
 - vi) supporting reductions in embodied emissions of buildings, and the increased use of low-carbon circular building products and processes;
 - vii) supporting programs, services and incentives for low-carbon upgrade options in rental buildings that benefit building owners and tenants;
 - viii) incenting equitable transit-oriented development through policy and funding programs; and
 - ix) supporting, where feasible and appropriate, energy recovery, renewable energy generation and zero-carbon district energy systems, and related transmission needs.
- b) in the transportation sector,
 - i) revising enabling legislation to allow regional road usage charging for the purposes of managing congestion and greenhouse gas emissions;
 - ii) supporting electric vehicle charging in new and existing buildings through requirements and programs;

- iii) continuing to increase the amount of reliable and sustainable funding available for sustainable transportation infrastructure and low emission travel modes, such as active transportation and public transit; and
- iv) continuing to advance stringent standards for on-road vehicle emissions and fuel carbon content.

Member jurisdictions will:

3.3.7 Adopt Regional Context Statements that:

- a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;
- b) identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:
 - i) existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure; and
 - ii) community design, infrastructure, and programs that encourage transit, cycling, rolling and walking; and
- c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors.

TransLink will:

3.3.8 Support regional air quality objectives and greenhouse gas emission reduction targets by advancing policy and infrastructure to support the aggressive transition of the ground-based vehicle fleet to zero-emissions, and by transitioning the entire transit fleet to one that utilizes low-carbon fuels.

3.3.9 In collaboration with Metro Vancouver and member jurisdictions, establish a definition of major development proposals, which are referenced in the *South Coast British Columbia Transportation Authority Act*, to support the objective of concentrating Major Trip-Generating uses in areas well served by transit.



Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

Climate change is expected to continue to impact Metro Vancouver through warmer temperatures, decreased snowpack, sea level rise, longer summer drought periods, and increased precipitation in the fall, winter, and spring. The region is also exposed to multiple natural hazards, many of which are worsened by climate change. Where and how the region accommodates growth determines the degree to which communities and infrastructure are exposed to these risks. While efforts need to be made to ensure that all populations are well-equipped to address these challenges, proactive and collaborative planning can minimize risks by encouraging growth and development in more resilient areas, where feasible, and taking measures to ensure existing communities and infrastructure are resilient to current and future risks.

TABLE 5. MAJOR NATURAL HAZARDS AND CLIMATE CHANGE IMPACTS AFFECTING METRO VANCOUVER

NATURAL HAZARDS	RELATED CLIMATE CHANGE IMPACTS
Earthquakes	
Tsunamis	Sea level rise
Landslides	More precipitation (fall, winter, and spring)
Floods (pluvial, coastal, riverine)	More precipitation (fall, winter, and spring) Sea level rise Decrease in snowpack
Wildfires	Longer drought periods (summer) Warmer temperatures and extreme heat events Reduced air quality
Erosion	Sea level rise More precipitation (fall, winter, and spring)
Subsidence	Sea level rise
Windstorms and other extreme weather events	Sea level rise More precipitation (fall, winter, and spring)

Metro Vancouver will:

3.4.1 Incorporate climate change and natural hazard risk assessments into the planning and location of existing and future Metro Vancouver utilities, assets, operations, and other critical infrastructure.

3.4.2 Work with the Integrated Partnership for Regional Emergency Management, the Federal Government, the Province, First Nations, TransLink, member jurisdictions, adjacent regional districts, and other stakeholders, as appropriate, to:

- a) collaboratively develop and share information and data related to hazards, risks, and vulnerabilities in the Metro Vancouver region, which may include preparing a regional multi-hazard map, and identifying and coordinating priority actions, implementation strategies, and funding mechanisms;
- b) plan for climate change impacts and natural hazard risks when extending utilities and transportation infrastructure that support development;
- c) support the integration of emergency management, utility planning, and climate change adaptation principles in land use plans, transportation plans, and growth management policies;
- d) research and promote best practices and develop guidelines to support resilience to the impacts of climate change and natural hazards as it relates to planning and development;
- e) support regional flood management approaches, such as the implementation of the Lower Mainland Flood Management Strategy; and
- f) research and share information related to the impacts of climate change and natural hazards on vulnerable populations, and focus resilience actions on equitable outcomes.

3.4.3 Accept Regional Context Statements that advance land use, settlement patterns, transportation and utility infrastructure which improve the ability to withstand climate change impacts and minimize natural hazard risks, and that meet or work towards Actions 3.4.5, 3.4.6, 3.4.7, and 3.4.8.

3.4.4 Advocate to the Federal Government and the Province that they:

- a) review and improve existing provincial legislation and guidelines regarding flood hazard management at the local level, encourage the adoption of local flood hazard policies and bylaws, and implement appropriate preparatory actions to address the long-term implications of sea level rise on infrastructure planning, construction, and operations;
- b) incorporate resilience considerations into building codes and standards;
- c) modernize the provincial *Emergency Program Act* and associated regulations with requirements for land use planning, and consider land use implications in the development of climate change adaptation strategies; and
- d) provide guidelines, programs, funding, and timely data and information to support regional and local planning for climate change impacts and natural hazards.

Member jurisdictions will:**3.4.5** Adopt Regional Context Statements that:

- a) include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies; and
- b) include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks.

3.4.6 Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.

3.4.7 Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.

3.4.8 Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.





GOAL
4

Provide Diverse and Affordable
Housing Choices



Goal 4: Provide Diverse and Affordable Housing Choices

A diverse and affordable housing stock is critical to accommodating growth and supporting the region's population. Communities across Metro Vancouver are experiencing significant housing pressures paired with accelerating housing costs in the rental and ownership markets. Strong demand for rental housing is causing low rental vacancy rates and rising rental costs, and at the same time, existing affordable rental housing stock is aging and in need of maintenance and renewal.

High land and construction costs make the delivery of new rental units that are affordable to low and moderate income households challenging, particularly in proximity to transit. Lower income households earning less than 80% of the Regional Median Household Income, who make up the majority of renters in the region, are being forced to look further afield for housing that is affordable and meets their needs. Additionally, there is a shortage of permanent, affordable, and supportive housing units to meet the acute housing needs of vulnerable populations including those experiencing or at risk of homelessness.

In response to these challenges, a diverse mix of housing types and tenures that respond to an aging population, changing family and household characteristics, and a range of household incomes across the region is needed. Having housing choices means that all residents can find adequate and suitable housing that is affordable based on their household income, and that meets their unique needs and preferences. For the purpose of implementing *Metro 2050's* policies, "affordable housing" is defined as housing that is affordable to households earning up to 120% of the Regional Median Household Income. Goal 4 encourages diverse and affordable housing choices as a means to provide opportunities for residents to live in their desired community or neighbourhood, close to employment, transit, schools, parks, amenities and important social connections.

The first strategy identifies actions to promote an adequate supply of housing to meet existing and future housing needs across the housing continuum. Supporting housing policy efforts across the region through housing strategies or action plans that work towards achieving the number and type of housing units required to meet the needs identified in local housing needs reports or assessments is critical to this strategy.

The second strategy encourages policies and actions that expand rental housing supply, mitigate or limit the net loss of existing purpose-built rental and non-market housing stock, and protect renter households. The strategy also advocates for measures and incentives to stimulate the supply of below-market and market rental housing, particularly in proximity to transit.

The third strategy advocates for capital and operating funding to support the non-profit housing sector and the overall provision of permanent, affordable, and supportive housing. The strategy also requests ongoing housing and income benefits to supplement the high cost of rent in the private market. It recognizes that housing strategies and action plans must be aligned with plans to address homelessness. All levels of government have a role to play in creating opportunities for diverse housing options, and senior government funding is essential to meeting the housing needs of these populations.

A commitment to social equity prioritizes planning and decision-making processes that ensure the housing needs of the region's residents and populations that are housing insecure are met, so that everyone can access safe, quality, affordable, and climate resilient housing. Furthermore, it means intentionally seeking to prevent economic, health or access disparities in the housing market that are primarily experienced by lower income populations, renter households, and individuals experiencing or at risk of homelessness. Essential to this commitment is examining and modifying any systemic and institutional practices and policies that may limit the quality, affordability, accessibility, and equitable distribution of housing that is necessary to create a livable and resilient region for current and future generations.

Strategies to achieve this goal are:

- 4.1 Expand the supply and diversity of housing to meet a variety of needs
- 4.2 Protect tenants and expand, retain, and renew rental housing supply
- 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness



Port Moody

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

Housing diversity refers to the range of housing types and tenures required to meet the needs of households of all sizes, incomes, ages, and abilities. Expanding the supply and diversity of housing that meets a variety of needs across the housing continuum increases affordability, social equity, and resilience in the region.

Metro Vancouver will:

4.1.1 Assist member jurisdictions in developing housing strategies or action plans by providing analysis on regional demographics, household characteristics, and market conditions, and work with member jurisdictions to review and refine local housing priorities, policies, and housing needs reports or assessments in the context of this analysis.

4.1.2 Monitor and report on the progress of member jurisdiction housing strategies or action plans in achieving the number and type of housing units required to meet current and anticipated housing needs, as determined in the member jurisdiction's housing needs report or assessment.

4.1.3 Support member jurisdictions in the development and delivery of housing policies and actions by compiling, analyzing, and communicating data, preparing implementation guidelines and best practices research, and convening discussions on issues of common interest.

4.1.4 Accept Regional Context Statements that describe how local plans, strategies, and policies will achieve diverse and affordable housing options, expand the supply and diversity of housing to meet a variety of needs along the housing continuum, and meet or work towards Actions 4.1.8 and 4.1.9.

4.1.5 Advocate to the Province to create new enabling legislation that provides the ability for local governments to mandate affordable housing through inclusionary zoning powers.

4.1.6 Advocate to the Province to provide funding to support member jurisdictions in the development and update of housing strategies or action plans that are aligned with housing needs reports or assessments.

4.1.7 Advocate to the Province for expanded funding maximums and eligibility that support Treaty and other First Nations in developing housing needs reports or assessments to ensure a complete regional and provincial understanding of housing needs, and to help inform local plans, policies, and development decisions.



Member jurisdictions will:**4.1.8** Adopt Regional Context Statements that:

- a) indicate how they will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment;
- b) articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options;
- c) identify policies and actions that contribute to the following outcomes:
 - i) increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum;
 - ii) increased supply of family-friendly, age-friendly, and accessible housing;
 - iii) increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing;
 - iv) increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit;
 - v) integration of land use and transportation planning such that households can reduce their combined housing and transportation costs;

- vi) increased social connectedness in multi-unit housing;
- vii) integrated housing within neighbourhood contexts and high quality urban design; and
- viii) existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards.

4.1.9 Prepare and implement housing strategies or action plans that:

- a) are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs;
- b) are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability;
- c) identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups; and
- d) identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8.

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply

Purpose-built rental housing is a critical component of the housing continuum, offering security of tenure to the many residents who cannot or choose not to purchase a home. The private rental market also forms a large part of the region's overall rental housing stock, and provides additional rental housing options such as secondary suites, laneway/coach houses, and rented condominiums. Increasing the rental housing supply, retaining existing rental housing, and renewing aging rental housing while minimizing the impacts of redevelopment and renovation on existing tenants preserves affordability and increases opportunities for everyone in the region to access an energy efficient home they can afford.

Metro Vancouver will:

4.2.1 Monitor the purpose-built rental housing stock in the region, and report on rental housing supply gaps by income level and number of bedrooms.

4.2.2 Implement the *Metro Vancouver Housing 10-Year Plan* (2019) and seek opportunities for Metro Vancouver Housing to partner with member jurisdictions and others to expand affordable rental housing across the region.

4.2.3 Set a regional target that at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, by the year 2050, be affordable rental housing units. Metro Vancouver will monitor progress towards the target and review the target periodically.

4.2.4 Accept Regional Context Statements that describe how local plans, strategies, and policies will increase rental housing supply while protecting tenants, and that meet or work towards Actions 4.2.7 and 4.2.8.

4.2.5 Advocate to the Federal Government and the Province to provide measures and incentives to stimulate private sector investment in rental housing to help achieve the current and anticipated need for rental housing units, as determined by housing needs reports or assessments.

4.2.6 Advocate to the Province for expanded measures to address housing speculation and vacant homes as a means of increasing long-term rental options, and bringing unoccupied housing into the secondary rental market.



Member jurisdictions will:**4.2.7** Adopt Regional Context Statements that:

- a) indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported);
- b) articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas;
- c) identify the use of regulatory tools that protect and preserve rental housing;
- d) identify policies and actions that contribute to the following outcomes:
 - i) increased supply of affordable rental housing in proximity to transit and on publicly-owned land;
 - ii) increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of

net rental unit loss;

- iii) protection and renewal of existing non-market rental housing;
- iv) mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants; and
- v) reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability.

4.2.8 Prepare and implement housing strategies or action plans that:

- a) encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock;
- b) encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing; and
- c) cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2.



Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness

Lower income households and populations experiencing or at risk of homelessness have the most acute housing needs in the region. Through collaboration with the Federal Government and the Province, efforts to support the provision of non-market housing can ensure equitable access to housing for all. Meeting the housing needs of the most vulnerable in our communities also provides a number of co-benefits including positive health outcomes and improved social cohesion.

Metro Vancouver will:

4.3.1 Accept Regional Context Statements that describe how local plans, strategies, and policies will meet the specific housing needs of lower income households, including the existing housing needs of populations experiencing or at risk of homelessness, and that meet or work towards Actions 4.3.7 and 4.3.8.

4.3.2 Collaborate with member jurisdictions, non-profit housing and homelessness services providers, and the Federal Government and the Province on coordinated actions to address regional homelessness.

4.3.3 Advocate to the Federal Government and the Province for measures and incentives to stimulate non-market rental supply and capital and operating funding to support the construction of permanent, affordable, and supportive housing across the region.

4.3.4 Advocate to the Federal Government and the Province to provide capital and operating funding to meet the current and anticipated housing needs of lower income households and populations experiencing or at risk of homelessness, as determined by housing needs reports or assessments.

4.3.5 Advocate to the Federal Government and the Province for portfolio-based, long-term funding sources for non-profit housing providers that shift away from short-term, project-based funding models as a means of ensuring the sustainability of the non-profit housing sector.

4.3.6 Advocate to the Federal Government and the Province to provide and expand ongoing rent supplements and housing benefits in a way that takes into account geographic and cost of living

considerations, and to increase the shelter portion of income assistance to ensure that lower income households and populations experiencing or at risk of homelessness can afford suitable and adequate housing.

Member jurisdictions will:

4.3.7 Adopt Regional Context Statements that:

a) indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units; and

b) identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness.

4.3.8 Prepare and implement housing strategies or action plans that:

a) identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households;

b) identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development; and

c) are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness.

GOAL
5

Support Sustainable Transportation Choices



North Vancouver City

Goal 5: Support Sustainable Transportation Choices

Land uses influence travel patterns and transportation systems, in turn, affect land use and development. Achieving the goals of *Metro 2050* requires the alignment of land use and transportation strategies. Accessible and sustainable transportation choices are supported by strategies for a compact urban area, with transit-oriented development patterns that focus growth in Urban Centres, Major Transit Growth Corridors and Frequent Transit Development Areas. This transit-oriented pattern of growth helps reduce vehicle use, traffic congestion, energy consumption and greenhouse gas emissions from on-road sources while fostering transit ridership and active transportation. It provides the region's residents with resilient mobility options, a cleaner environment, and opportunities to reduce household transportation costs.

The first strategy identifies actions to increase the proportion of trips by transit, cycling, walking, and other alternatives to single occupancy vehicles. *Transport 2050*'s Major Transit Network will be critical in reinforcing *Metro 2050*'s network of Urban Centres and Frequent Transit Development Areas. *Metro 2050* aligns these locations for growth with planned transit connections to provide clearer expectations about future growth and investment. Aligning land use and transportation in this way enables a diversity of transit oriented affordable housing, shorter trips and greater access to opportunity. Careful and coordinated planning efforts will ensure that new mobility options, including micro-mobility and automated vehicles, are integrated into the region's transportation system in an equitable way that promotes reductions in both greenhouse gas emissions and traffic congestion.

The second strategy recognizes the fundamental role that the Major Road Network, Regional Truck Route Network, provincial highways, and federal transportation facilities play in shaping regional growth, moving people and goods within the region, and connecting the region with intra-provincial, national and international destinations. The strategy advocates for active management of the existing and planned capacity of the road network and the demands put upon it to minimize the need for capital-intensive roadway expansion in the future.

Further, rail and marine transportation have the potential to play a larger role in the future for goods movement, so protecting rail rights-of-way and access points to waterways today is critical to preserving transportation options in the future. This strategy also anticipates the changing nature of industry and digitalization of commerce.

Metro Vancouver works in partnership with member jurisdictions, TransLink, the Port of Vancouver, airport authorities, the Federal Government, and the Province to coordinate decision-making in support of the regional growth strategy. TransLink prepares and implements strategic transportation plans for roads, transit, active transportation, and goods movement, among other regional transportation programs. TransLink is the region's lead agency for coordinating micro-mobility, automated vehicles, and other new mobility options. TransLink is also responsible for the region's long-term transportation strategy, *Transport 2050*. *Metro 2050* and *Transport 2050* comprise the region's long-term vision for the land use and



transportation system. The Province prepares provincial highway and transit plans which help to guide the development of regional transportation plans. Both the Federal Government and the Province play significant roles in funding regional transit and goods movement infrastructure. Metro Vancouver advocates for reductions in transportation-related greenhouse gas emissions and common air contaminants.

A commitment to equity includes creating a more equitable land use and transportation system across the region that will enhance social cohesions and connectedness to benefit all communities; mitigate the environmental, economic, and social risks associated with goods and service movement; and ultimately, provide affordable and accessible transportation that creates quality jobs, promotes safe and inclusive communities, and focuses on results that benefit all.

Strategies to achieve this goal are:

- 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking
- 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

The coordination of land use and transportation supports positive region building by ensuring communities are connected to sustainable transportation networks while investing in transportation improvements for existing neighbourhoods. Over time, this creates a regional growth pattern where destinations are closer together and more accessible for all, with less need to drive. The benefits of this transit-oriented growth pattern include: reduced greenhouse gas emissions; formation of complete, compact communities; more physical activity and improved health; lower transportation costs; and a more resilient economy with better access to job opportunities, diverse and affordable housing, and community amenities.

Metro Vancouver will:

5.1.1 Provide advice and input into TransLink's regional transportation system, planning, and demand management strategies through the provision of land use, growth management and air quality information and forecasts, and the evaluation of land use and vehicle emissions impacts.

5.1.2 Establish the following objectives for the regional transportation system:

- a) support the regional land use framework and strategy, as set out in Strategy 1.2;
- b) reduce energy consumption and greenhouse gas emissions while improving air quality, as set out in Strategy 3.3; and
- c) ensure the safe and efficient movement of vehicles for passengers, goods, and services, as set out in Strategy 5.2.

5.1.3 Encourage TransLink and member jurisdictions, in support of Action 5.1.2 (a), to increase transit services between Urban Centres, according to the following priorities:

- Priority 1: Major Transit Network
- Priority 2: Frequent Transit Network
- Priority 3: Local Transit Networks

5.1.4 Collaborate with TransLink, in support of Action 5.1.2 (b), on the achievement of regional priorities to increase the share of trips made by transit, shared mobility options, cycling, walking, and rolling; and to reduce energy consumption and air emissions from on-road transportation sources. Metro Vancouver will support the development of strategic transportation plans to achieve this objective, within TransLink's mandate to plan and manage the regional transportation system.

5.1.5 In collaboration with other levels of government, implement the Regional Greenway Network, as shown in Map 10.

5.1.6 Collaborate with member jurisdictions and TransLink to jointly develop a regional parking strategy that:

- a) provides guidance to inform municipal parking requirements;
- b) considers local needs through customized guidance for different land use and transportation contexts; and
- c) seeks to right-size the supply of parking in the region, reduce the number of vehicles, make more efficient use of the limited land supply, and improve housing and transportation affordability.

5.1.7 Accept Regional Context Statements that identify policies and actions that coordinate land use and transportation planning to support transit, shared mobility options, cycling, walking, and rolling; that support the transition to zero-emission vehicles; and that meet or work towards Action 5.1.14.

5.1.8 Advocate to the Federal Government and the Province, in collaboration with TransLink and member jurisdictions, to evaluate and develop measures to mitigate the potential negative impacts on the region's Industrial, Agricultural, and Conservation and Recreation lands when planning transportation infrastructure, including roadways, railways and rapid transit systems.

5.1.9 Advocate for the Province to work with TransLink, adjacent regional districts, and Metro Vancouver in coordinating transportation planning and infrastructure projects in the Lower Mainland.

5.1.10 Advocate to the Federal Government and the Province to provide increased and permanent funding for expanding, upgrading, and operating:

- a) the regional transit system;
- b) the Regional Cycling Network (i.e. the Major Bikeway Network for utility cycling trips and Regional Greenway Network for recreational travel); and
- c) municipal pedestrian infrastructure.

5.1.11 Advocate to railway companies, when developing their plans and strategies for rail corridors and facilities in the region, that they coordinate and consult with member jurisdictions, TransLink, Port of Vancouver, and Metro Vancouver to ensure that they are compatible with and support the regional transportation and land use planning goals of the regional growth strategy.

5.1.12 Advocate to member jurisdictions to engage with impacted municipalities and First Nations when developing plans, policies, and programs related to new mobility, shared mobility, and inter-jurisdictional connectivity.

5.1.13 Advocate to the Province and TransLink to co-locate active transportation and micro-mobility facilities with rapid transit infrastructure and include delivery of such facilities within the scope of rapid transit projects.

Member jurisdictions will:

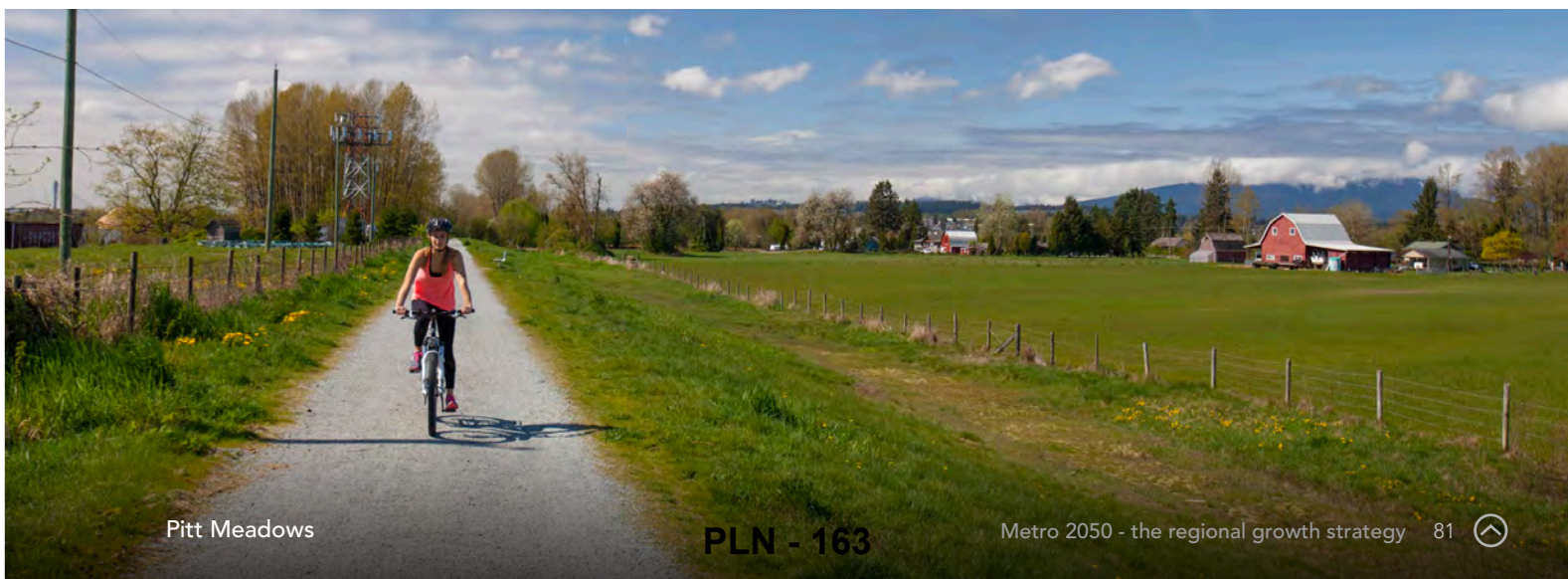
5.1.14 Adopt Regional Context Statements that:

- a) identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling;
- b) support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services;
- c) manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling;
- d) support the transition to zero-emission vehicles;
- e) support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10; and
- f) support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations.

TransLink will:

5.1.15 In support of coordinated land use and transportation to encourage transit, multiple occupancy vehicles, cycling, walking, and rolling:

- a) prepare and implement strategic transportation plans that support focused growth in Urban Centres and Frequent Transit Development Areas, while avoiding known unmitigated flood and other natural hazard risk areas;
- b) provide Metro Vancouver with adequate opportunity to provide input into TransLink's strategic planning and decision-making processes that would affect the achievement of the objectives and priorities set out in Action 5.1.2;
- c) establish and monitor performance measures and / or targets that support: an increased share of trips made by transit, shared mobility, zero-emission vehicles, cycling, walking, and rolling; and the associated reductions in air emissions from on-road transportation sources;
- d) prepare and implement regional transportation system and demand management strategies, such as: ridesharing programs, transportation user-based pricing, and regulation for ride-hailing services and other emerging mobility technologies;
- e) support the development of safe and comfortable cycling networks, including both the Regional Cycling Network and local infrastructure, serving Urban Centres, Frequent Transit Development Areas, and other areas of high potential for utility and/or recreational cycling;
- f) work with the Province, the Integrated Partnership for Regional Emergency Management, and member jurisdictions to evaluate the potential impacts of climate change and known unmitigated natural hazards on rapid transit alignments, station locations, and associated transportation infrastructure;
- g) explore methods to support affordable housing through existing and future revenue sources, such as: continuing the reduction or waiver of the TransLink Development Cost Charge on certain types of not-for-profit rental housing; seeking partnership opportunities with the Province and others to support delivering affordable housing; seeking commitments on the development of affordable housing policies and targets in partnership agreements required for major transportation projects; and considering the impacts of proposed projects on affordable housing when evaluating future rapid transit investments;
- h) continue developing active transportation, micro-mobility, and transit networks as a means to create redundancy in low-cost, low-emission travel options;
- i) work with the Province, member jurisdictions, and others to implement both the Regional Greenway Network and the Major Bikeway Network, as identified in Map 10; and
- j) continue to identify viable new opportunities to create and improve transit, active transportation, and micro-mobility linkages to and within First Nations communities.



Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

Roadways, truck routes, provincial and federal highways, port terminals, rail corridors, navigable waterways, airports, transit routes, and active transportation and micro-mobility facilities play a vital role in supporting the regional economy, shaping regional growth, and connecting Metro Vancouver to other regions. Making the most of the goods movement system requires protecting industrial lands and transportation rights-of-way, minimizing community impacts, reducing greenhouse gas emissions, and seeking demand-management alternatives to roadway expansion.

Metro Vancouver will:

5.2.1 Support implementation of the Regional Goods Movement Strategy and continue to participate in the Greater Vancouver Urban Freight Council.

5.2.2 Accept Regional Context Statements that identify coordinated land use and transportation policies and actions in support of the safe and efficient movement of vehicles for passengers, goods, and services; and that meet or work towards Action 5.2.6.

5.2.3 Support the ongoing efforts of the Federal Government, the Province, and the Port of Vancouver to reduce truck traffic on local roads by exploring: the more effective use of the existing multi-modal transportation network on a 24-hour basis; expanding short-sea shipping; moving more containers by rail directly from marine container terminals to transload facilities; and enhancing co-location of import and export transload facilities.

5.2.4 Advocate to the Province, TransLink, and neighbouring regional districts that the following elements be considered when contemplating expansion of private vehicle capacity on major roads, highways, and crossings:

- a) transportation demand management, active transportation, and micro-mobility strategies as alternatives to, or as integral with, such capacity expansion;
- b) the negative impacts on the achievement of regional greenhouse gas emission reduction targets and air quality objectives;
- c) the negative impacts on the implementation of the regional land use framework and strategy as set out in Strategy 1.2;
- d) the long-term effects of induced demand, ongoing maintenance requirements, life-cycle costs, and opportunity costs;
- e) the negative impacts on ecosystems, as identified in Map 11; and
- f) the ability of the transportation system to withstand known and unmitigated climate change impacts and natural hazards.

5.2.5 Advocate to the Federal Government and the Province to support the safe, reliable, and efficient movement of vehicles for passengers, goods, and services through:

- a) policies and regulations to protect rail rights-of-way, truck routes, transit routes, and access points to navigable waterways;
- b) policies and regulations to protect communities and habitats by mitigating air quality impacts;
- c) local government funding programs for applied research into transportation system and demand management-related technologies, policies, and regulations to optimize the low-carbon movement of vehicles for passengers, goods, and services - in particular, to and from airports, ports, intermodal goods handling facilities, last mile delivery, and distribution centres for e-commerce;
- d) local government funding programs for survey instruments to obtain timely and comprehensive data on the travel patterns of residents, workers, and goods and service vehicles travelling inter- and intra-regionally; and
- e) local government funding programs and regulations to encourage the transition to zero-emissions options for medium- and heavy-duty vehicles.

Member jurisdictions will:

5.2.6 Adopt Regional Context Statements that:

- a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings;
- b) identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation;
- c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;
- d) identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement;
- e) identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways; and





f) identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods.

TransLink will:

5.2.7 Support the safe and efficient movement of vehicles for passengers, goods, and services in consideration of the regional land use framework and strategy, as set out in Strategy 1.2, by:

- a) managing and maintaining the Major Road Network and Regional Truck Route Network;
- b) implementing the Regional Goods Movement Strategy;
- c) preparing and implementing regional transportation system and demand management strategies; and
- d) continuing to identify viable new opportunities to create and improve active transportation, micro-mobility, and transit linkages between the region's Industrial and Employment lands and the regional labour force.

5.2.8 Support the protection of rail rights-of-way, truck routes, and access points to navigable waterways to preserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat, and communities.

5.2.9 Seek to minimize negative impacts from within-and-through passenger, goods, and service vehicle movement on the environment and public health within the Lower Fraser Valley Airshed.

F. Implementation

6.1 Regional Growth Strategy Implementation Framework

6.1.1 Metro Vancouver and affected local governments will implement the regional growth strategy within a collaborative decision-making framework. This framework is based on provisions set out in the *Local Government Act* and in recognition by Metro Vancouver and affected local governments that collaborative decision-making is necessary in order to achieve the vision and goals laid out in the regional growth strategy.

The regional growth strategy has been designed so that the more regionally significant an issue, the higher the degree of regional federation involvement in decision-making, and conversely, the less regionally significant an issue, the less Metro Vancouver involvement there is. This approach is intended to provide appropriate consideration of land use planning decisions made within Metro Vancouver and member jurisdictions.

This collaborative decision-making process applies to:

- acceptance by affected local governments of the initial regional growth strategy and subsequent amendments;
- acceptance by Metro Vancouver of municipal Regional Context Statements and subsequent amendments;
- ongoing regional growth strategy and Regional Context Statement administration and procedures; and
- implementation guidelines.



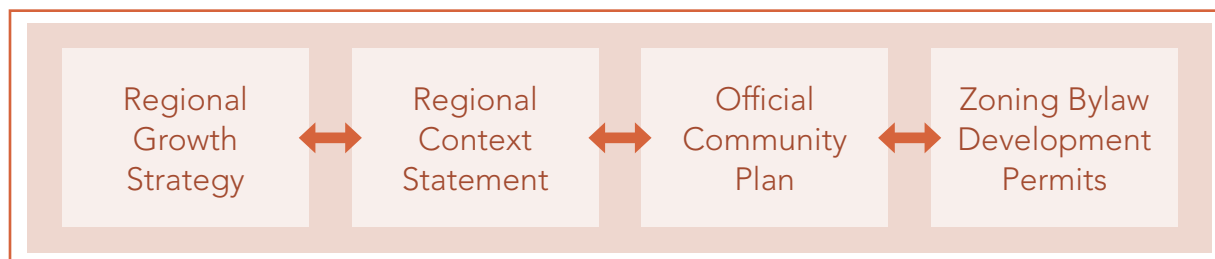
TABLE 6. REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK*

PRINCIPLES	EXAMPLES	PROCEDURES
Fundamental change to core goals or strategies	Amend the goals or strategies; delete an entire goal; change the amendment process	Type 1: 50% + 1 MVRD Board weighted vote and acceptance by all affected local governments
Region-wide significance for non-urban designations	Change Urban Containment Boundary or Agricultural designation	Type 2: 2/3 MVRD Board weighted vote
Region-wide significance for urban designations	Large scale Industrial area designation change	Type 3: 50% + 1 MVRD Board weighted vote
Small scale urban designation changes	Small scale Industrial land use designation change	As described under 6.2.7, Official Community Plan amendment and notification of Metro Vancouver in writing within 30 days after OCP adoption
Local planning matter with no regional significance	Rezoning consistent with Official Community Plan	Official Community Plan matters, no Regional Context Statement reference required

*Table 6 for reference only

6.2 Regional Context Statements

6.2.1 Within two years of the Metro Vancouver Board's adoption of a regional growth strategy, each member jurisdiction must prepare or update a regional context statement as part of its Official Community Plan and submit it to the MVRD Board for acceptance. A member jurisdiction will submit its Regional Context Statement to the MVRD Board for acceptance after the member jurisdiction holds its public hearing and subsequent reading relating to its Official Community Plan bylaw amendment.

FIGURE 6. RELATIONSHIP BETWEEN THE REGIONAL GROWTH STRATEGY AND OFFICIAL COMMUNITY PLANS

Each member jurisdiction prepares an updated Official Community Plan (OCP) and Regional Context Statement (RCS) within two years of the adoption of a new regional growth strategy or a Type 1 Amendment. The RCS sets out the relationship between the regional growth strategy and the member jurisdiction's OCP, and identifies how local actions will contribute to achieving regional growth strategy goals. Member jurisdictions must submit their RCS to the Metro Vancouver Regional District Board for acceptance.

Contents of Regional Context Statement

6.2.2 The Regional Context Statement must identify the relationship between an Official Community Plan and the goals, strategies, and actions identified in the regional growth strategy. If applicable, the Regional Context Statement will identify how the Official Community Plan will be made consistent with the regional growth strategy over time. Regional Context Statements that propose to add or delete Frequent Transit Development Areas must be accompanied by written comments from TransLink.

Regional Context Statement Process

6.2.3 If a member jurisdiction proposes an amendment to a Regional Context Statement, it must submit to Metro Vancouver a council resolution, including an accompanying report, that sets out the member jurisdiction's proposed amendment(s).

6.2.4 If a member jurisdiction anticipates that its proposed Regional Context Statement, or amendment to its Regional Context Statement, will not be accepted by the Metro Vancouver Board because it is not generally consistent with the regional growth strategy, the member jurisdiction should submit a proposed amendment to the regional growth strategy. The procedure for amendments to the regional growth strategy is set out in section 6.4.

6.2.5 The Metro Vancouver Board will respond within one-hundred-and-twenty (120) days of receiving a Regional Context Statement from a member jurisdiction by Council resolution, indicating whether it accepts the Regional Context Statement. If the Board does not accept a Regional Context Statement, the Board will indicate the provisions to which it objects and the reasons for its objections.

Consistency with Regional Growth Strategy

6.2.6 In considering acceptance of Regional Context Statements, the Metro Vancouver Board's expectation is that acceptable Regional Context Statements are generally consistent with the regional growth strategy's goals, strategies, actions and the regional land use designations depicted on Map 2. Regional Context Statements should respond to all applicable policies in the regional growth strategy, and indicate how the Official Community Plan is generally consistent (including projections, maps, and specific policy language) or how it will be made consistent over time.

Providing for Appropriate Municipal Flexibility

6.2.7 A member jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows:

- a) the member jurisdiction may re-designate land from one (1) regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare;
- b) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the member jurisdiction may redesignate land:
 - from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or

- from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station,

provided that:

- the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and
- the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares;

c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the member jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.

6.2.8 A member jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the regional growth strategy.

6.2.9 Member jurisdictions will notify Metro Vancouver, in writing, of any and all adjustments, as permitted by sections 6.2.7 and 6.2.8, within thirty (30) days after the member jurisdiction has adopted its Official Community Plan amendment bylaw.

6.2.10 If a member jurisdiction includes language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require a new Regional Context Statement or consideration by the Metro Vancouver Regional District (MVRD) Board. All other adjustments to regional land use designation boundaries require an amendment to the member jurisdiction's Regional Context Statement, which must be submitted to the MVRD Board for acceptance in accordance with the requirements of the *Local Government Act*.

6.3 Categories of Regional Growth Strategy Amendments

Type 1 Amendments to the Regional Growth Strategy

6.3.1 The following Type 1 amendments to the regional growth strategy require an affirmative 50%+1 weighted vote of the Metro Vancouver Regional District Board and acceptance by all affected local governments in accordance with section 436 of the *Local Government Act*:

a) the addition or deletion of regional growth strategy goals or strategies;

b) an amendment to the process for making minor amendments to the regional growth strategy, which is specified in sections 6.3.3 and 6.3.4; and

c) the matters specified in section 437 (4) of the *Local Government Act*.

6.3.2 All amendments to the regional growth strategy other than the amendments specified in section 6.3.1 are minor amendments (Type 2 and Type 3) for the purposes of section 437 (2) of the *Local Government Act*.

Type 2 Amendments to the Regional Growth Strategy

6.3.3 The following Type 2 amendments require an affirmative two-thirds weighted vote of the Metro Vancouver Regional District Board:

a) amendment to the Urban Containment Boundary;

b) amendment of Agricultural or Conservation and Recreation regional land use designations, except as set out in section 6.3.4 (e), (f) and (g);

c) amendment from Rural to Industrial, Employment, or General Urban regional land use designations;

d) amendment of sites located outside the Urban Containment Boundary from Employment to a General Urban regional land use designation;

e) the addition or deletion of an Urban Centre; and

f) the addition or deletion of, or amendment to, the descriptions of the regional land use designations or actions listed under each strategy.

Type 3 Amendments to the Regional Growth Strategy

6.3.4 The following Type 3 amendments require an affirmative 50% + 1 weighted vote of the Metro Vancouver Regional District Board:

- a) the addition or deletion of a Frequent Transit Development Area;
- b) for sites within the Urban Containment Boundary, amendments from Industrial, Employment, or General Urban to any other such regional land use designation(s);
- c) amendment from Industrial, Employment, or General Urban to Rural, Agricultural, or Conservation and Recreation regional land use designations;
- d) amendment from Rural to Agricultural or Conservation and Recreation regional land use designation;
- e) amendment from Conservation and Recreation to Agricultural regional land use designation;
- f) for sites that are contiguous with, or within, the Urban Containment Boundary, and are not within the Agricultural Land Reserve and are not subject to the Agricultural Land Commission Act, amendment from Agricultural or Rural to Industrial regional land use designation, and associated Urban Containment Boundary adjustments;
- g) for sites that are identified as Special Study Areas on Map 12, an amendment to another regional land use designation and associated Urban Containment Boundary adjustments;
- h) removal of the Trade-Oriented Lands overlay from parcels with an Industrial regional land use designation;
- i) housekeeping amendments to figures, tables or maps, performance measures or other items related to document structure that do not alter the intent of the regional growth strategy;
- j) amendments to mapping to incorporate maps included in accepted Regional Context Statements;
- k) the reclassification of a Frequent Transit Development Area to an Urban Centre, or reclassification of an Urban Centre type to another Urban Centre type;
- l) an amendment to the Major Transit Growth Corridors; and
- m) all other amendments not identified in sections 6.3.1 or 6.3.3.



6.4 Procedures for Regional Growth Strategy Amendments

Who Can Apply for an Amendment

6.4.1 The process to initiate amendments to the regional growth strategy is by resolution of the Metro Vancouver Regional District (MVRD) Board. Member jurisdictions may, by resolution, request amendments. The MVRD Board will not give first reading to an amendment bylaw which proposes to change a regional land use designation or the Urban Containment Boundary unless or until the member jurisdiction or jurisdictions in which the subject site is located have requested that amendment or have been given the opportunity to formally comment on the proposed amendment.

Notification and Request for Comments

6.4.2 For all proposed amendments to the regional growth strategy the Metro Vancouver Regional District (MVRD) Board will:

- a) provide written notice of the proposed amendment to all affected local governments;
- b) provide a minimum of forty-five (45) days from the date of the notice for affected local governments, and the appropriate agencies, to respond to the proposed amendment;
- c) post notification of the proposed amendment on the Metro Vancouver website, for a minimum of forty-five (45) days from the date of the notice;
- d) if the proposed amendment is to change a site from Industrial or Employment to General Urban regional land use designation, provide written notice and a minimum of forty-five (45) days from the date of the notice for the Port of Vancouver, the Vancouver International Airport Authority, the Ministry of Transportation and Infrastructure and/or the Agricultural Land Commission, as appropriate, to respond to the proposed amendment.

Procedures for Type 1 Amendments

6.4.3 For Type 1 amendments to the regional growth strategy set out in section 6.3.1, the procedures set out in section 436 of the *Local Government Act* apply.

Procedures for Type 2 Amendments

6.4.4 For Type 2 amendments to the regional growth strategy set out in section 6.3.3, the Metro Vancouver Regional District (MVRD) Board will:

- a) consider first, second, and third reading of the amendment bylaw;
- b) provided the amendment bylaw receives an affirmative two-thirds weighted vote of the MVRD Board at first, second, and third readings, refer for comment the proposed amendment to the regional growth strategy to all affected local governments, in accordance with the requirements set out in section 6.4.2;
- c) provide public engagement opportunities that may include:
 - notification of the proposed amendments on the Metro Vancouver website;
 - requesting written comments by way of a comment form on the Metro Vancouver website;
 - opportunities for the public to appear as a delegation to the Regional Planning Committee or the MVRD Board when the amendment is being considered;
 - conveyance of comments submitted from the respective local public hearing to the MVRD Board, and
 - hosting a public information meeting (digitally or in person).

d) receive the comments from the notification and referral for comments process set out in section 6.4.2, and consider final reading and adoption of the amendment bylaw, which must receive at least a two-thirds weighted vote of the MVRD Board.

Procedures for Type 3 Amendments

6.4.5 For Type 3 amendments to the regional growth strategy set out in section 6.3.4, the Metro Vancouver Regional District (MVRD) Board will:

a) consider first, second, and third reading of the amendment bylaw;

b) provided the amendment bylaw receives an affirmative majority weighted vote of the MVRD Board at each of the first, second, and third readings, notify and refer for comment the proposed amendment to the regional growth strategy to all affected local governments, in accordance with the requirements set out in section 6.4.2;

c) provide public engagement opportunities that may include those listed under 6.4.4 c); and

d) consider final adoption of the amendment bylaw and, provided the amendment bylaw receives an affirmative simple majority weighted vote of the MVRD Board, adopt the amendment bylaw.

6.5 Coordination with First Nations

6.5.1 Metro Vancouver will work with First Nations to facilitate the compatibility of the regional growth strategy and First Nations' planning and development initiatives.

6.5.2 A land use plan prepared by Tsawwassen First Nation will include a statement equivalent to a Regional Context Statement as defined in the *Local Government Act*, identifying how Tsawwassen First Nation's land use plan is consistent with the regional growth strategy.

6.6 Coordination with TransLink

6.6.1 Metro Vancouver will work with TransLink with the objective that the regional growth strategy and TransLink's regional transportation plans are compatible and complementary. Metro Vancouver will refer to TransLink for written comments on proposed Regional Context Statements that would impact the regional transportation system or significantly affect the demand for regional transportation services.

6.6.2 As an affected local government, TransLink is required to consider acceptance of the regional growth strategy and any proposed Type 1 amendments, as set out in section 6.3.1.

6.6.3 TransLink is mandated to provide a regional transportation system that is consistent and supportive of the regional growth strategy, and its associated goals, objectives, land use designations, overlays, and policies. *The South Coast British Columbia Transportation Authority Act* also requires TransLink to: review the regional growth strategy and any amendments to it and advise Metro Vancouver of the implications for the Regional Transportation Strategy, and prepare regional transportation investment plans that set out the relationships between major actions and the regional growth strategy.

6.7 Coordination with Other Governments and Agencies

6.7.1 Metro Vancouver will work with the Fraser Valley Regional District, the Squamish-Lillooet Regional District, and the Islands Trust (regarding Bowen, Bowyer, and Passage Islands) to facilitate the compatibility of regional planning and growth management initiatives in Metro Vancouver and these neighbouring jurisdictions.

6.7.2 Metro Vancouver will collaborate with the Federal Government and the Province on major investments in the regional transportation system, expansion of diverse and affordable housing options, and the location of public facilities that support the goals and strategies specified in the regional growth strategy. Metro Vancouver will seek formal Implementation Agreements with these agencies to give effect to that intent.



6.8 Coordination with Metro Vancouver / Greater Vancouver Boards

6.8.1 All bylaws adopted and all works and services undertaken by Metro Vancouver Regional District, the Greater Vancouver Water District, or the Greater Vancouver Sewerage and Drainage District must be consistent with the regional growth strategy.

The Greater Vancouver Sewerage and Drainage District and the Greater Vancouver Water District will not directly or indirectly supply, agree to supply, or authorize connections that enable the supply of services to a site that is developed or proposed to be developed after the date of adoption of the regional growth strategy where the nature of that development is, in the sole judgment of the Metro Vancouver Regional District Board, inconsistent with the provisions of the regional growth strategy.

6.8.2 For further clarity, sites within the Urban Containment Boundary that are designated General Urban, Industrial, or Employment, would be eligible for sewerage services, subject to normal Greater Vancouver Sewerage and Drainage District technical considerations, provided that the proposed development complies with the applicable policies under those designations and any such Urban Centre and Frequent Transit Development Area overlays that might apply.

6.8.3 For lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation, sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1 apply regardless of whether the area is within one of the Greater Vancouver Sewerage and Drainage District's sewerage areas.

With reference to sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1, in determining whether, in the circumstances, connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk, the Metro Vancouver Regional District (MVRD) Board will consider the opinion of a professional, as such term is defined in the Sewerage System Regulation pursuant to the *Public Health Act* (British Columbia), or if appropriate a qualified professional, as such term is defined in Municipal Wastewater Regulation 87/2012 pursuant to the *Environmental Management Act* (British Columbia), submitted by the member jurisdiction as to the technical and economic feasibility of installing and maintaining a private on-site sewage treatment system in accordance with all laws and regulations applicable in British Columbia. The MVRD Board may also obtain its own opinion from a professional and consider such opinion.

6.9 Sewerage Area Extensions

6.9.1 Notwithstanding any other provision in the regional growth strategy, within the areas identified on Map 12 in the Township of Langley as "Rural within the Sewerage Area", which includes part of the Salmon River Uplands that is contained within the Greater Vancouver Sewerage and Drainage District's Fraser Sewerage Area, and within the area identified as "Sewerage Extension Areas", known as North Salmon River Uplands and South Fernridge, regional sewer servicing will be permitted subject only to the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.

6.9.2 All connections to regional sewerage services approved by the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board as per sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1 will be contained within a sewerage area footprint boundary as determined by the Metro Vancouver Regional District (MVRD) and GVS&DD Boards. Any sewerage service connection outside of that boundary will require MVRD Board and GVS&DD Board approval.

6.10 Special Study Areas

6.10.1 Special Study Areas as depicted on Map 12 identify locations where, prior to the adoption of *Metro Vancouver 2040, Shaping our Future*, a member jurisdiction had expressed an intention to alter the existing land use, and is anticipating a future regional land use designation amendment. Pending Metro Vancouver Regional District Board approval of a regional land use designation amendment, the current regional land use designation(s) applies within the Special Study Area. Amending a regional land use designation within a Special Study Area is considered a Type 3 amendment under section 6.3.4 of the regional growth strategy. This includes any

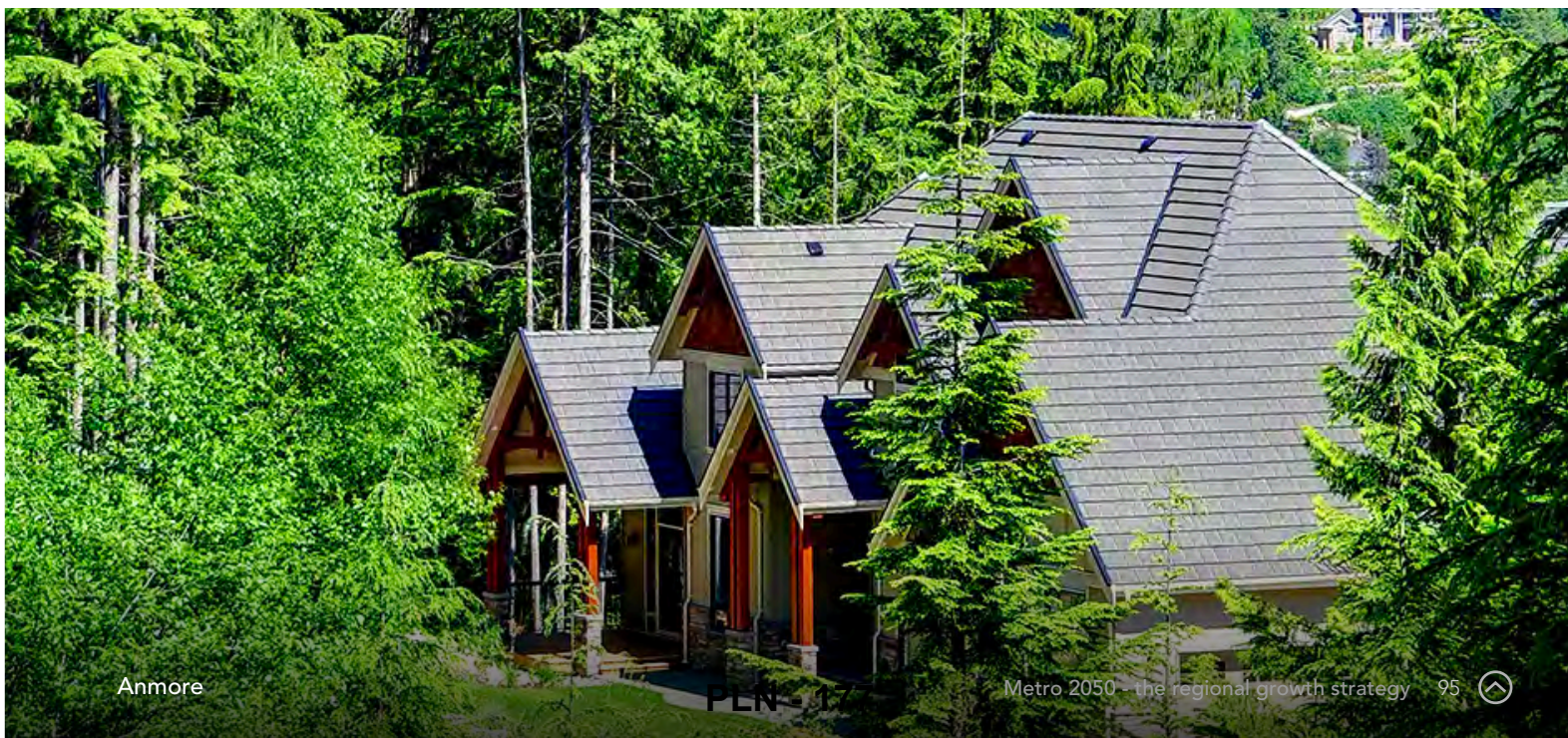
associated adjustment(s) to the Urban Containment Boundary for a Special Study Area. As part of any amendment establishing a change in regional land use designation, the Special Study Area boundaries for those amended lands will be removed from the regional growth strategy.

6.10.2 If the Special Study Area involves lands within the Agricultural Land Reserve, the member jurisdiction is required to consult with the Agricultural Land Commission during the preparation of the planning studies prior to initiating an application to exclude the lands from the Agricultural Land Reserve.

6.11 Jurisdiction

6.11.1 The regional growth strategy applies to all lands within the boundaries and jurisdiction of the Metro Vancouver Regional District.

6.11.2 In accordance with the *Agricultural Land Commission Act*, in the event that there is an inconsistency between the regional land use designations or policies set out in the regional growth strategy and the requirements of the *Agricultural Land Commission Act* or regulations and orders made pursuant thereto, the Agricultural Land Commission requirements will prevail.



6.12 Regional Growth Strategy Maps

6.12.1 The maps contained in the regional growth strategy are small scale depictions of the official regional land use designation maps and have been included for convenience purposes only. The official regional land use designation maps, the Sensitive Ecosystems Inventory map, and the Major Transit Growth Corridor map are maintained by Metro Vancouver and available for viewing on the Metro Vancouver website, and will be updated to incorporate changes to designation boundaries that result from adopted regional growth strategy amendment bylaws. TransLink owns and maintains the official Major Transit Network map on its website.

6.12.2 Where a regional land use designation boundary does not align with a property or parcel legal boundary, the Agricultural Land Reserve boundary, a member jurisdiction Official Community Plan or zoning boundary, or a distinct geographic or natural feature, the regional land use designation boundary will be considered approximate, and the boundary depicted in the respective accepted Regional Context Statement will prevail.

6.12.3 The boundaries of Urban Centres, Frequent Transit Development Areas, and Trade-Oriented Lands are to be defined by member jurisdictions in Official Community Plans, Neighbourhood or Area Plans, or equivalent, and shown in Regional Context Statements. Where member jurisdictions amend the boundaries of Urban Centres, Frequent Transit Development Areas, or Trade-Oriented Lands, and, in accordance with section 6.2.8, have not changed their Regional Context Statement, member jurisdictions will notify Metro Vancouver, in writing, within thirty (30) days.

6.12.4 The boundaries for Special Study Areas depicted on Map 12 are not to be expanded nor are new areas to be created. A Type 3 amendment to Map 12 is only permitted to delete Special Study Areas and may occur after the regional growth strategy has been amended to change the regional land use designation of the Special Study Area or when a member jurisdiction decides to eliminate a Special Study Area.

6.13 Tables, Figures and Performance Measures

6.13.1 Tables 1 and 2 showing growth projections and dwelling unit and employment growth targets for Metro Vancouver and member jurisdictions are included in the strategy as guidelines only. These tables are included in the regional growth strategy as a reference for use when preparing Regional Context Statements and regional planning initiatives. Metro Vancouver, in collaboration with member jurisdictions, will maintain projections to monitor growth and will propose updates to tables in accordance with the amendment process set out in section 6.3.4 following Metro Vancouver Regional District Board acceptance of Regional Context Statements or a significant change in the growth projections assumptions.

6.13.2 The following figures and maps in the regional growth strategy are included as reference only: Tables 5 and 6; Figures 1, 2, 3, 4, 5, and 6; and Maps 1, 10, and 11.

6.13.3 Pursuant to the *Local Government Act*, Metro Vancouver will prepare an annual report on progress in meeting the goals of the regional growth strategy through the monitoring of the performance measures identified in the Performance Measures section and in meeting other targets set out in the regional growth strategy.

6.14 Interpretation

6.14.1 All terms used in the regional growth strategy that are defined in the *Local Government Act* have the meanings given to such terms in the *Local Government Act*.

6.14.2 For terms not addressed in 6.14.1, a Glossary of Terms is provided and will be used to define terms used in *Metro 2050*.

6.14.3 In the case of the Electoral Area A, a Regional Context Statement is not required, but the policy actions listed for member jurisdictions should be addressed in the Electoral Area A Official Community Plan, as applicable.

6.15 Implementation Guidelines

6.15.1 Metro Vancouver may periodically prepare Implementation Guidelines to assist in the implementation of the regional growth strategy, to be prepared in collaboration with member jurisdictions. These guidelines should be read in conjunction with the regional growth strategy, and do not replace or supersede the content and requirements of the regional growth strategy.



G. Performance Monitoring

Performance monitoring allows for the informed review and update of the regional growth strategy as required. Metro Vancouver will produce annual reports on implementation of the regional growth strategy and progress towards its goals using the following performance measures.

Regional land use designations

- Total and cumulative change in hectares of land in each of the six regional land use designations

Goal 1: Create a Compact Urban Area

Urban Containment

- Total and cumulative change in hectares of land in the Urban Containment Boundary
- Percent of regional dwelling unit growth located within the Urban Containment Boundary
- Number and status of new regional sewerage service connection applications made for areas outside of the Urban Containment Boundary to lands with an Agricultural, Rural, or Conservation and Recreation regional land use designation
- Change in hectares of greenfield lands within the Urban Containment Boundary that have a General Urban regional land use designation

Growth in Priority Areas

- Percent of regional dwelling unit growth located in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Change in "Activity Density" (as measured by people + jobs per hectare) in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors

Complete Communities and Health

- A walkability index composed of: land use mix, commercial floor area ratio, intersection density, residential density, and sidewalk completeness
- Total and change in number of community services and amenities in Urban Centres and Frequent Transit Development Areas, including, but not limited to child care and green space

Goal 2: Support a Sustainable Economy

Employment in Priority Areas

- Percent of regional employment growth located in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Total and change in employment by sector in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Change in office floor area within Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors

Agricultural Lands

- Percent of land in the Agricultural Land Reserve that is actively farmed

Employment Accessibility

- Average number of kilometres travelled for commute (region-wide)
- Average number of minutes travelled for commute (region-wide)
- Average trip length by transportation mode (region-wide)

Industrial and Employment Lands

- Total and cumulative change in hectares of land designated Industrial and Employment that is developed and vacant

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Ecosystem Health

- Change in hectares of land protected for nature across the region
- Change in the percentage of regional total tree canopy cover within the Urban Containment Boundary
- Change in hectares of land identified as a Sensitive or Modified Ecosystem
- Change in hectares of identified Sensitive and Modified Ecosystems rated high quality

Greenhouse Gas Emission Reduction

- Total and change in tonnes of regional greenhouse gas emissions related to land use, buildings, industry, agriculture, waste, transportation, and other emission sources in support of the regional target to reduce greenhouse gas emissions by 45% below 2010 levels by the year 2030 and to achieve a carbon neutral region by the year 2050
- Tonnes of carbon storage in natural areas including lands with Rural, Conservation and Recreation, and Agricultural regional land use designations

Goal 4: Provide Diverse and Affordable Housing Choices

- Percentage of newly completed housing units built within Urban Centres and Frequent Transit Development Areas that are affordable rental housing units
- Percentage of household income spent on housing and transportation expenses across the region and by tenure and income level

Goal 5: Support Sustainable Transportation Choices

Travel Mode Choices

- Total and change in trips by transportation mode
- Percent of residents within walking distance of the Major Transit Network
- Total and per-capita change in the number of actively insured vehicles

Road and Vehicle Use

- Total and per-capita change in annual vehicle kilometres travelled by transportation mode



H. Glossary of Terms

The following terms used in the regional growth strategy are defined as follows:

Affected Local Governments - Metro Vancouver Regional District member jurisdictions (excluding Bowen Island Municipality), Squamish-Lillooet Regional District, Fraser Valley Regional District, and the South Coast British Columbia Transportation Authority (also known as TransLink).

Affordable Housing - For the purpose of *Metro 2050*, “Affordable Housing” is housing that is affordable to households earning up to 120% of the Regional Median Household Income. In Canada, a general measure of housing affordability is the shelter-cost-to-income ratio, where no more than 30% of a household’s gross income is spent on housing (including all housing-related costs like utilities).

Air Contaminant - Any substance that is introduced into the air that: injures or is capable of injuring the health or safety of a person; injures or is capable of injuring property or any life form; interferes or is capable of interfering with visibility; interferes or is capable of interfering with the normal conduct of business; causes or is capable of causing material physical discomfort to a person; or damages or is capable of damaging the environment.

Carbon Neutral Region - A region that generates no net greenhouse gas emissions. This is achieved by any greenhouse gas emissions across all economic sectors being balanced out by the removal of carbon dioxide from the atmosphere by the plants, trees, and soil of the region, or through technological means.

Carbon Storage - The total amount of carbon stored in ecosystems such as forests, wetlands and intertidal areas, which often takes thousands of years to accumulate. A conservative estimate of the total carbon stored in the vegetation and soils of the region’s ecosystems is 65 million tonnes. This estimate is derived from Metro Vancouver’s regional carbon storage dataset and applies to the full extents of the watersheds that supply the Metro Vancouver region’s drinking water, along with estuarine and intertidal areas.

Climate Change Impacts - The consequences of realized climate change risks on ecosystems, economies, infrastructure, and communities.

Dwelling Unit - For the purposes of *Metro 2050*, the term “Dwelling Unit” is used as a short-form for “private dwelling that is occupied by usual residents” and is measured using Census household data.

Ecosystem Connectivity - The physical and functional links between ecosystems that support biodiversity by allowing the movement of species within and between ecosystems. Ecosystem connectivity is achieved by conserving and maintaining a connected network of natural and urban ecosystems.

Ecosystem Fragmentation - The process of ecosystems being divided into smaller and isolated patches of land thereby reducing ecosystem integrity.

Ecosystem Integrity - The ability of an ecosystem to support diverse communities of organisms and maintain ecological processes (e.g. water, carbon, and nutrient cycling).

Ecosystem Services - The benefits people obtain from ecosystems. These services can be grouped into four main types: supporting, provisioning, cultural, and regulating (see Figure 5).

Embodied Emissions - The greenhouse gas emissions associated with the construction of goods and products, including the raw materials, manufacture, and the transport of the good or product to where it is sold.

Green Infrastructure - The natural, enhanced, and engineered assets that collectively provide society with ecosystem services. Natural assets (e.g. forests, wetlands, and soil), enhanced assets (e.g. urban trees, and bioswales), and engineered systems (e.g. green roofs and permeable pavement) improve resilience and mitigate negative environmental impacts from urban development, benefiting both people and ecosystems.

Low Impact Development - Development that works with nature to: manage stormwater quantity and quality by preserving trees and other natural features where possible; support ecosystem connectivity; minimizes impervious surfaces; and create dispersed multi-functional landscapes that minimize pollutant runoff, the need for stormwater infrastructure, and extreme flooding and heat events.

Lower Income Households - Households earning less than 80% of the Regional Median Household Income.

Member Jurisdictions - Metro Vancouver Regional District member municipalities, Tsawwassen First Nation, and Electoral Area A.

Natural Hazards - Naturally occurring phenomena that may cause loss of life, injury or other health impacts, property damage, social, and economic disruption or environmental degradation. Examples of natural hazards affecting the Metro Vancouver region include earthquakes, landslides, floods, and wildfires. Many natural hazards are worsened by climate change.

Official Community Plan - As defined by the British Columbia *Local Government Act*, or land use plan equivalent in the case of the City of Vancouver, Tsawwassen First Nation, and Electoral Area A.

Province - The Government of British Columbia, including its ministries and agencies.

Regional Context Statement - As described by the British Columbia *Local Government Act*, the linking document that demonstrates the relationship between an Official Community Plan and the regional growth strategy and, if applicable, how the Official Community Plan is to be made consistent with the regional growth strategy over time. A Regional Context Statement and the rest of the Official Community Plan must be consistent or must demonstrate how they will be made consistent over time.

Regional Median Household Income - The median total household income of all households living in the Metro Vancouver region based on Census data. As defined by Statistics Canada, the median divides the region's households into two equal groups: half having an income above that amount, and half having an income below that amount. It differs from the mean (or average) income.

Resilience - The capacity to prepare for, avoid, absorb, recover, and adapt to the effects of shocks and stresses in an efficient manner through the preservation, restoration, and adaptation of essential services and functions.

Risk - A combined function of the probability of a hazard occurring and the magnitude or severity of its potential consequences (i.e. injury, damage, loss of habitat etc.).

Sensitive Ecosystem Inventory - An inventory of the region's most ecologically important areas mapped using provincial methodology. It does not include small, young, significantly disturbed, farmed or landscaped vegetation (e.g. young forests <5 hectares, crop or fallow land, enhanced or engineered assets, backyards and street trees). The inventory includes sensitive ecosystems and modified ecosystems, as follows:

- **Sensitive Ecosystems** - are ecologically fragile, rare or at-risk ecosystems such as wetlands, forests, and riparian areas.
- **Modified Ecosystems** - include young forests (30-80 years old) and freshwater reservoirs, that have experienced some human alteration, but still provide ecosystem services and remain important for biodiversity. In many cases, modified ecosystems are essential to maintaining ecosystem connectivity in highly fragmented landscapes where sensitive ecosystems have been lost.

Social Equity - The promotion of fairness and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people. This can include the many dimensions of identity, such as socioeconomic status, ethnicity, race, sex, age, disability, gender, sexuality, religion, indigeneity, class, and other equity related issues.

Transit-Oriented - Areas located in close proximity to transit (generally within 800 metres). Distances over 800 metres from rapid transit stations may also be considered within the context of the area.

Transportation Demand Management - Measures that seek to reduce the overall amount of driving, particularly for single-occupant vehicle trips, through strategies aimed at deterring driving (e.g. priced parking) or promoting alternative modes of transportation (e.g. providing free bike parking).

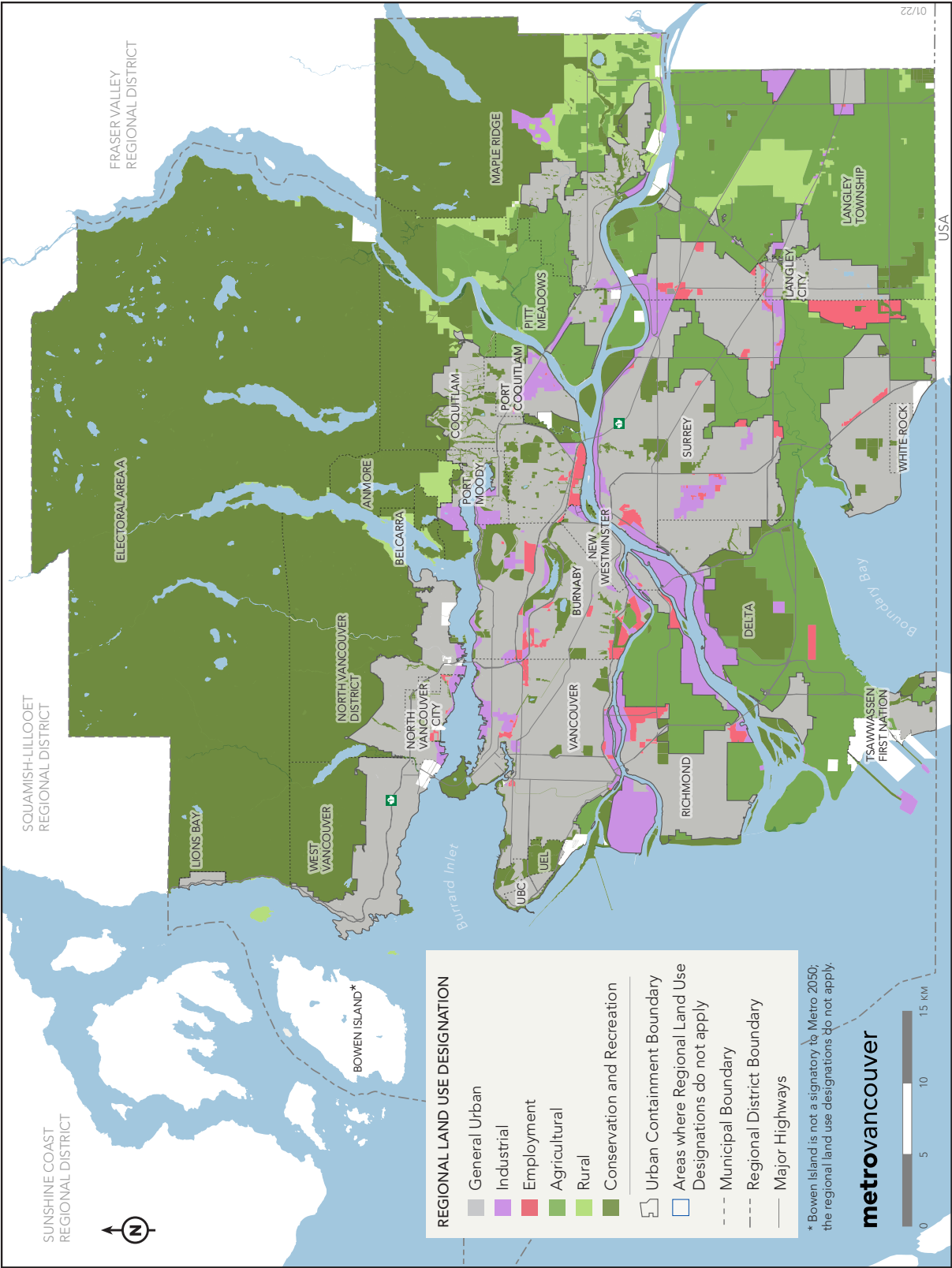
I. Maps

MAP 1 Metro Vancouver Region



Map for reference only.

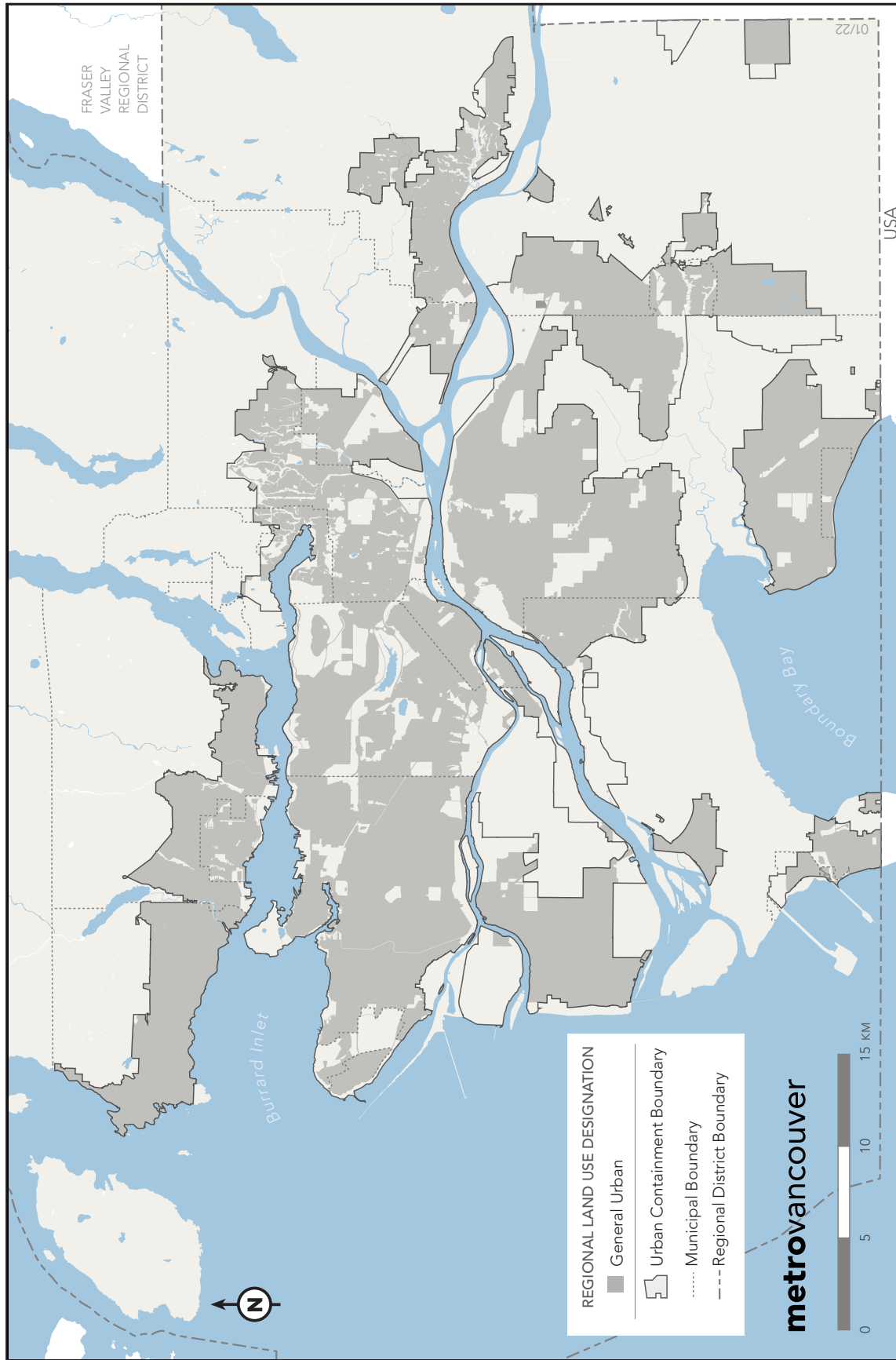
MAP 2 Regional Land Use Designations



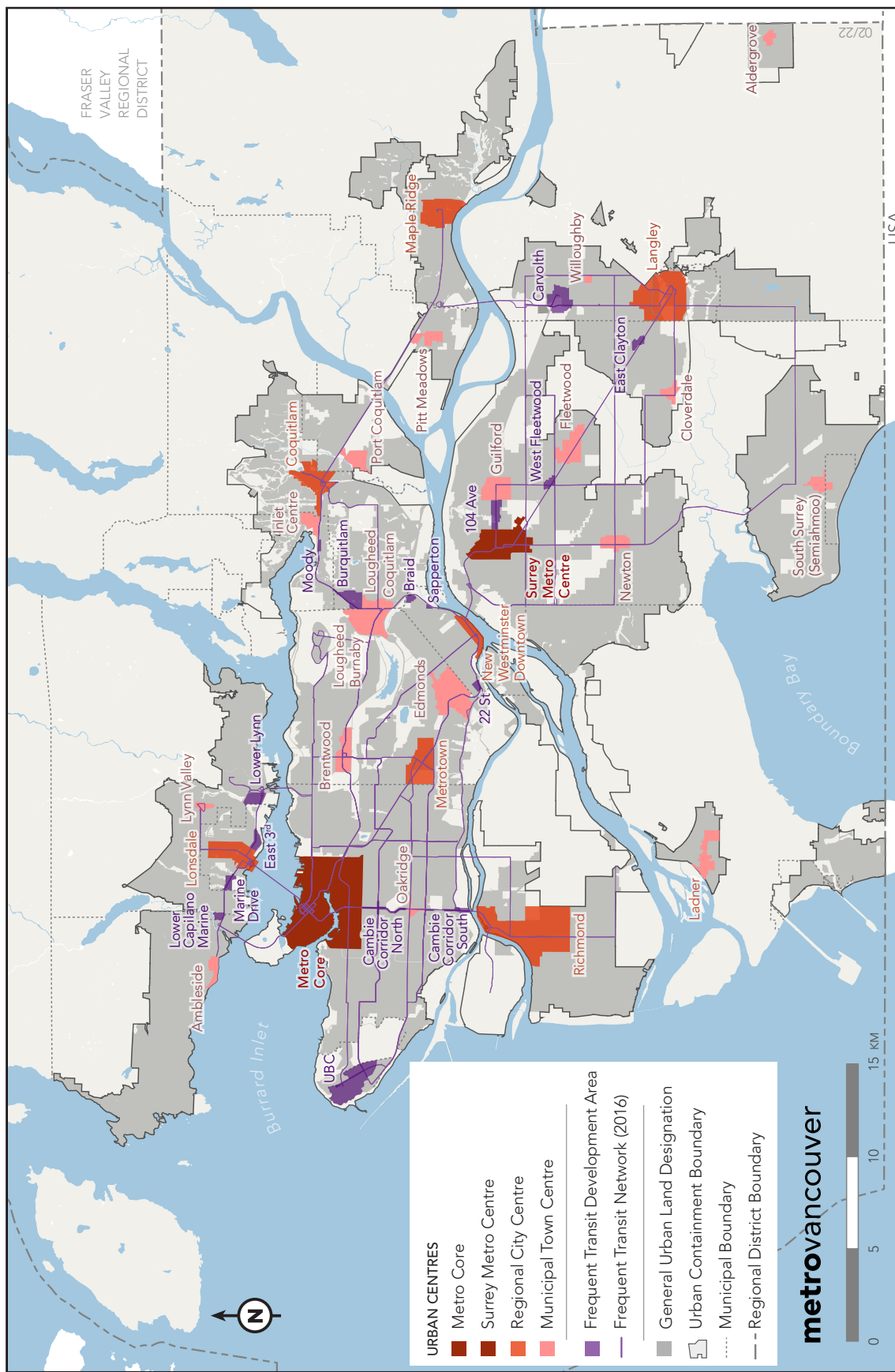
This map is a small scale representation of the Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land-use designation boundaries. The official Regional Land Use Designation Map can be found at metrovancover.org



MAP 3 Urban Containment Boundary and General Urban Lands

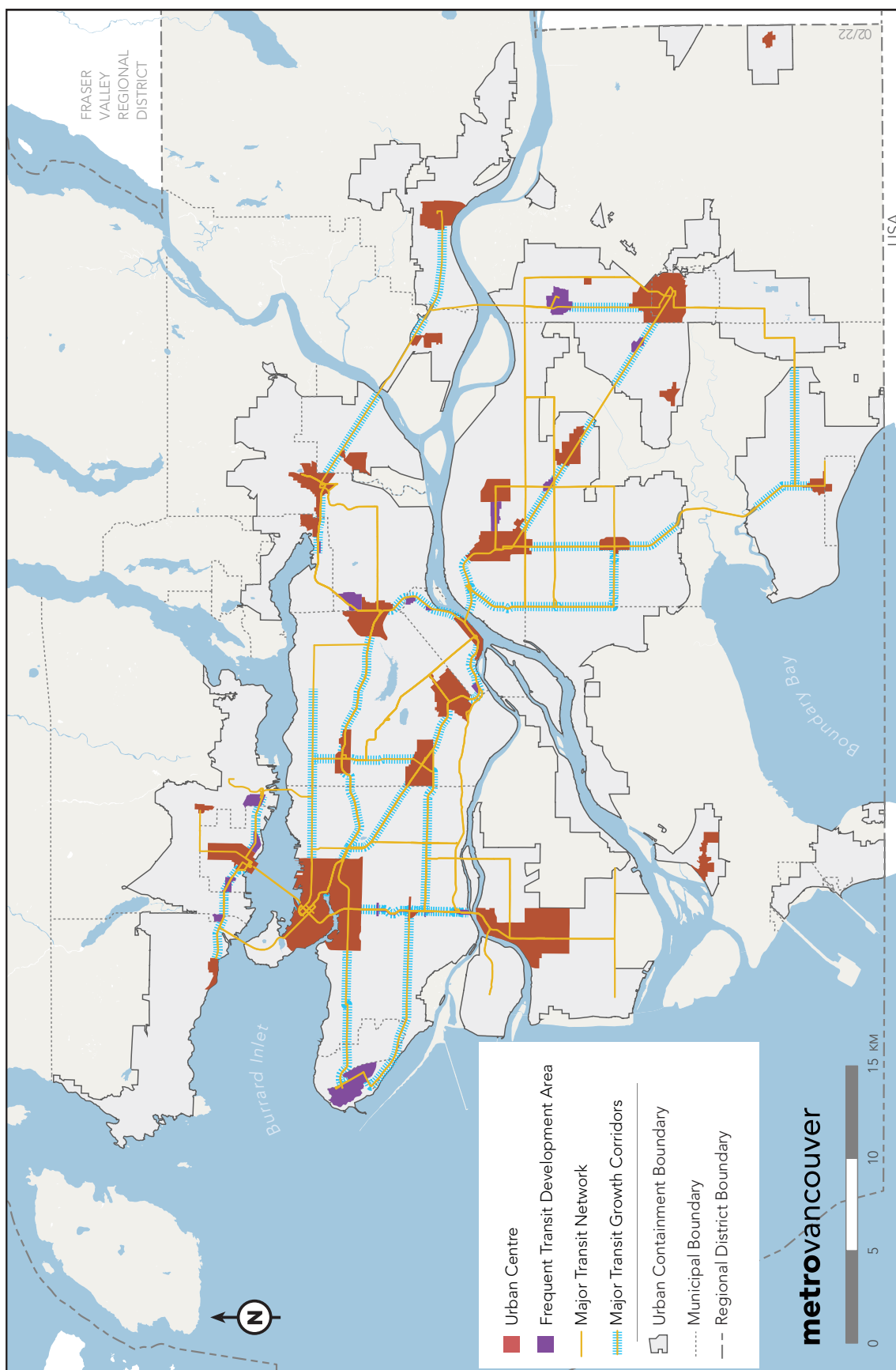


MAP 4 Urban Centres and Frequent Transit Development Areas



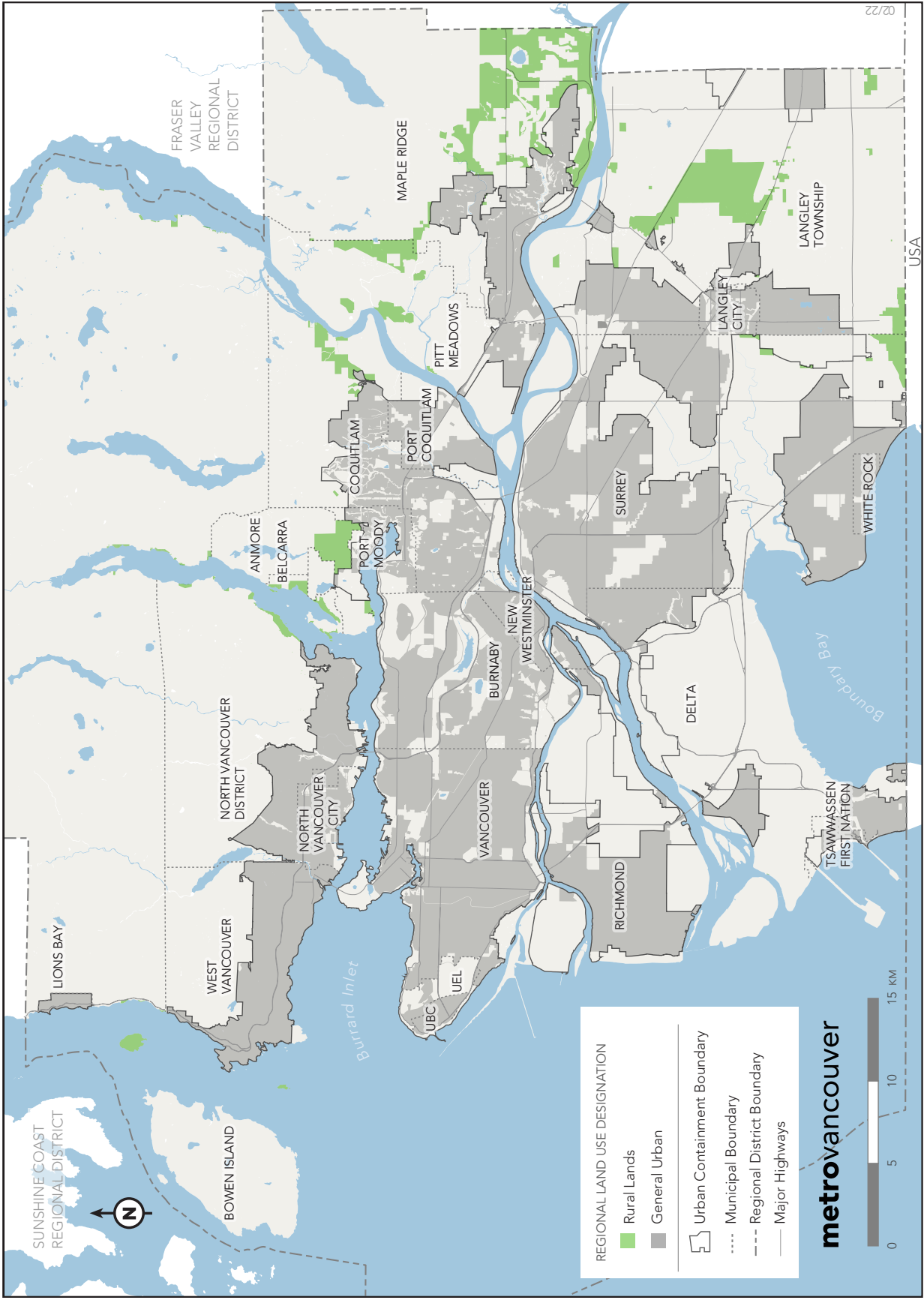
Urban Centres and FTDA are overlays for structuring residential and employment growth. The boundaries are identified by member jurisdictions. Where overlays cover areas other than General Urban or Employment, the intent and policies of the underlying regional land use designations still apply.

MAP 5 Major Transit Growth Corridors and Major Transit Network

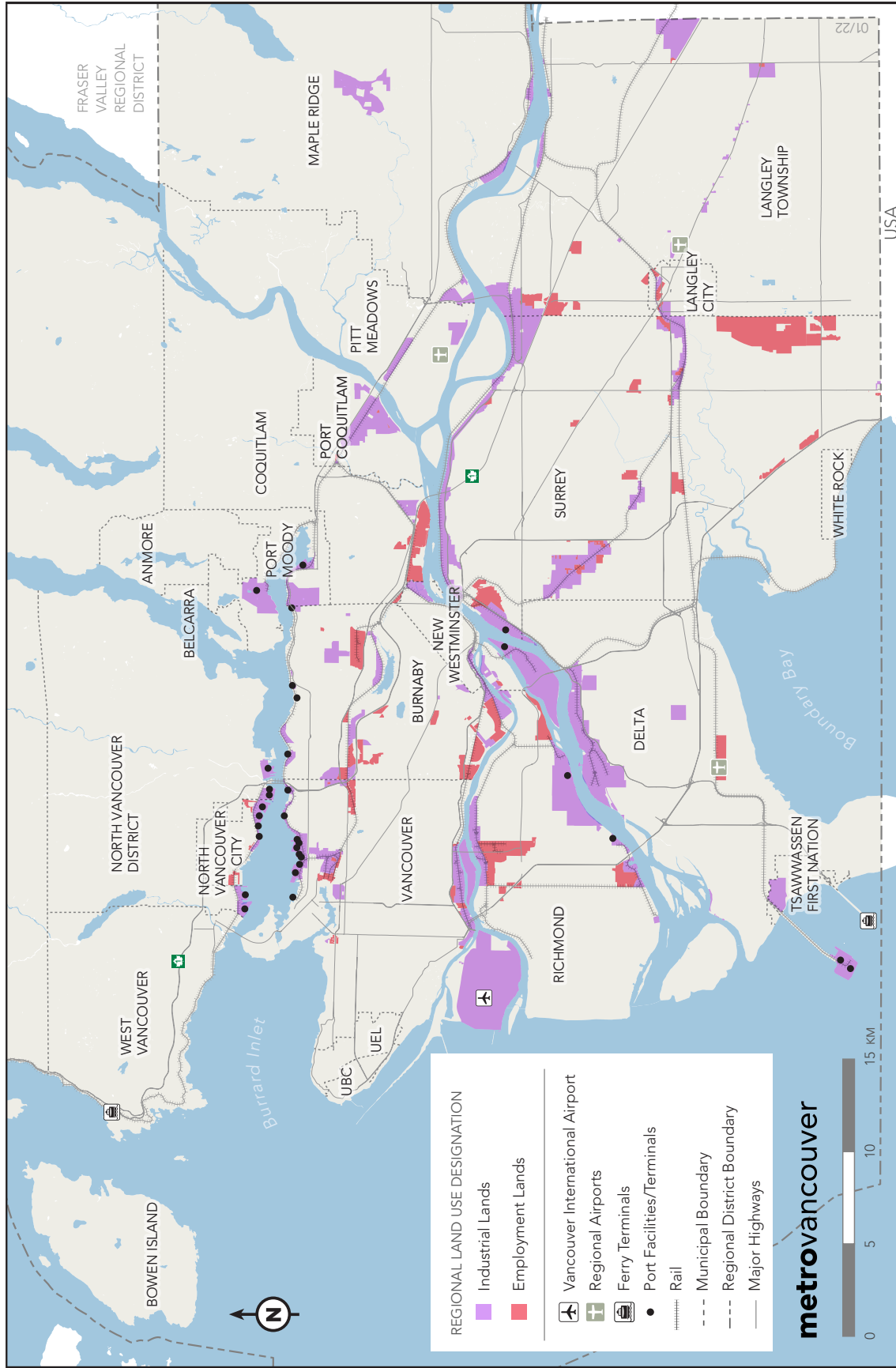


The Major Transit Growth Corridors include a buffer area of approximately 1km on either side of select segments of the Major Transit Network. Not all areas within MTGCs are appropriate for growth. The Major Transit Network is defined in Transport 2050 and is subject to periodic updates; it is shown for illustrative purposes only.

MAP 6 Rural Lands



MAP 7 Industrial and Employment Lands



The depicted highway network, rail lines, and port/airport transportation facilities are shown for reference only.

MAP 8 Agricultural Lands

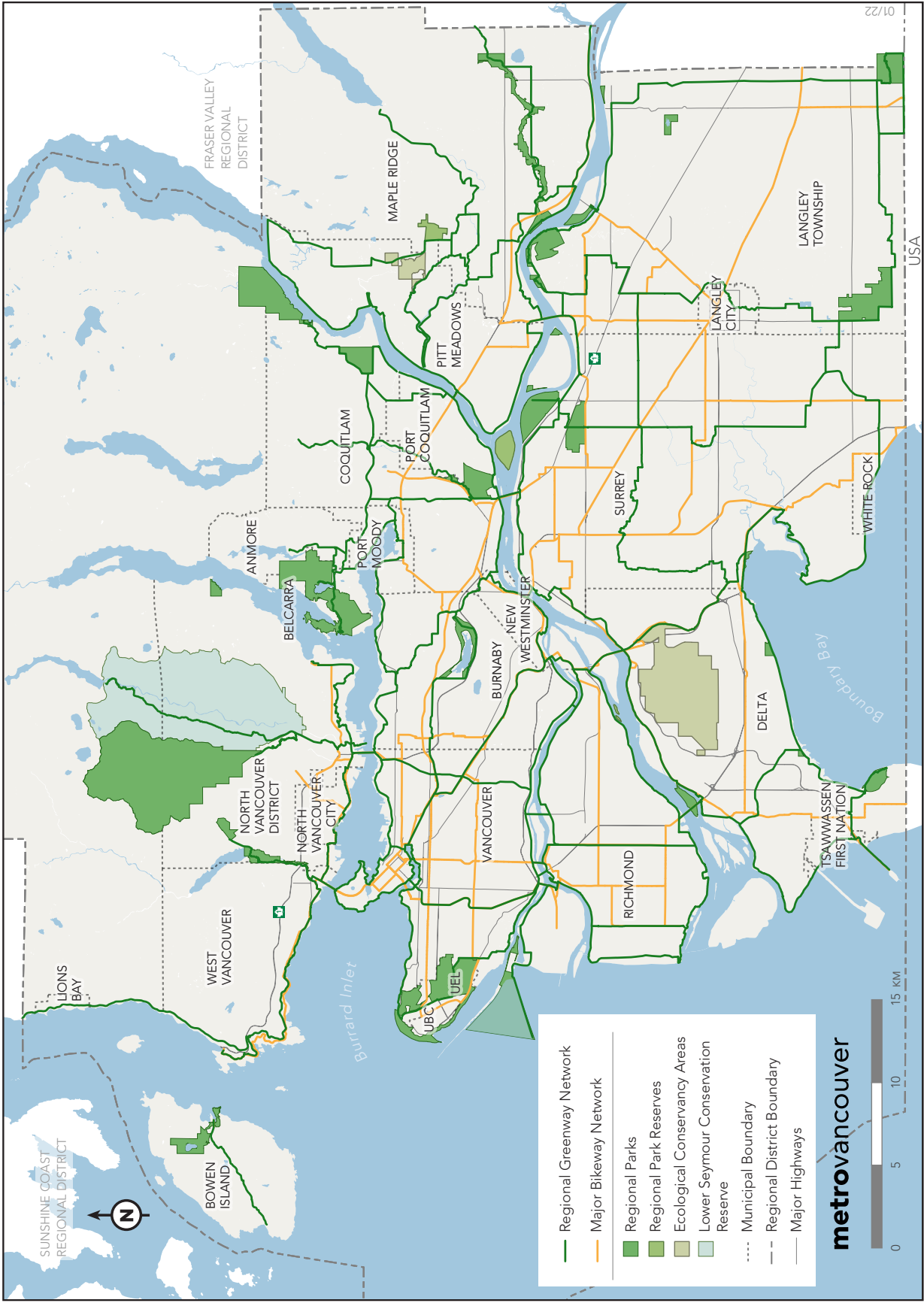


MAP 9 Conservation and Recreation Lands



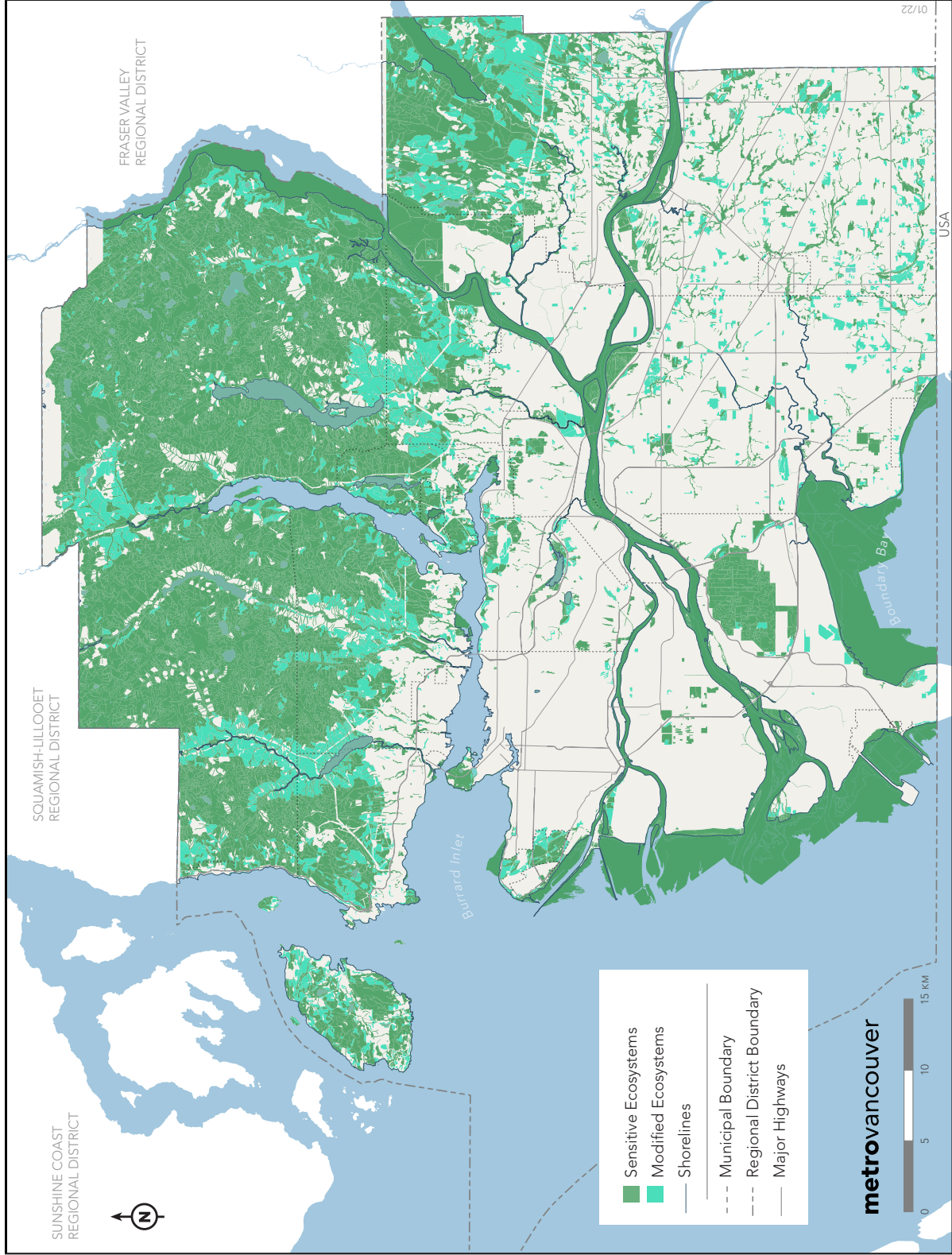
The Natural Resource Areas Overlay was collated by Metro Vancouver from several data sources including: Active managed forest tenure licenses, relevant OCPs, GVS&DD, and GWWD.

MAP 10 Regional Greenway Network and Major Bikeway Network



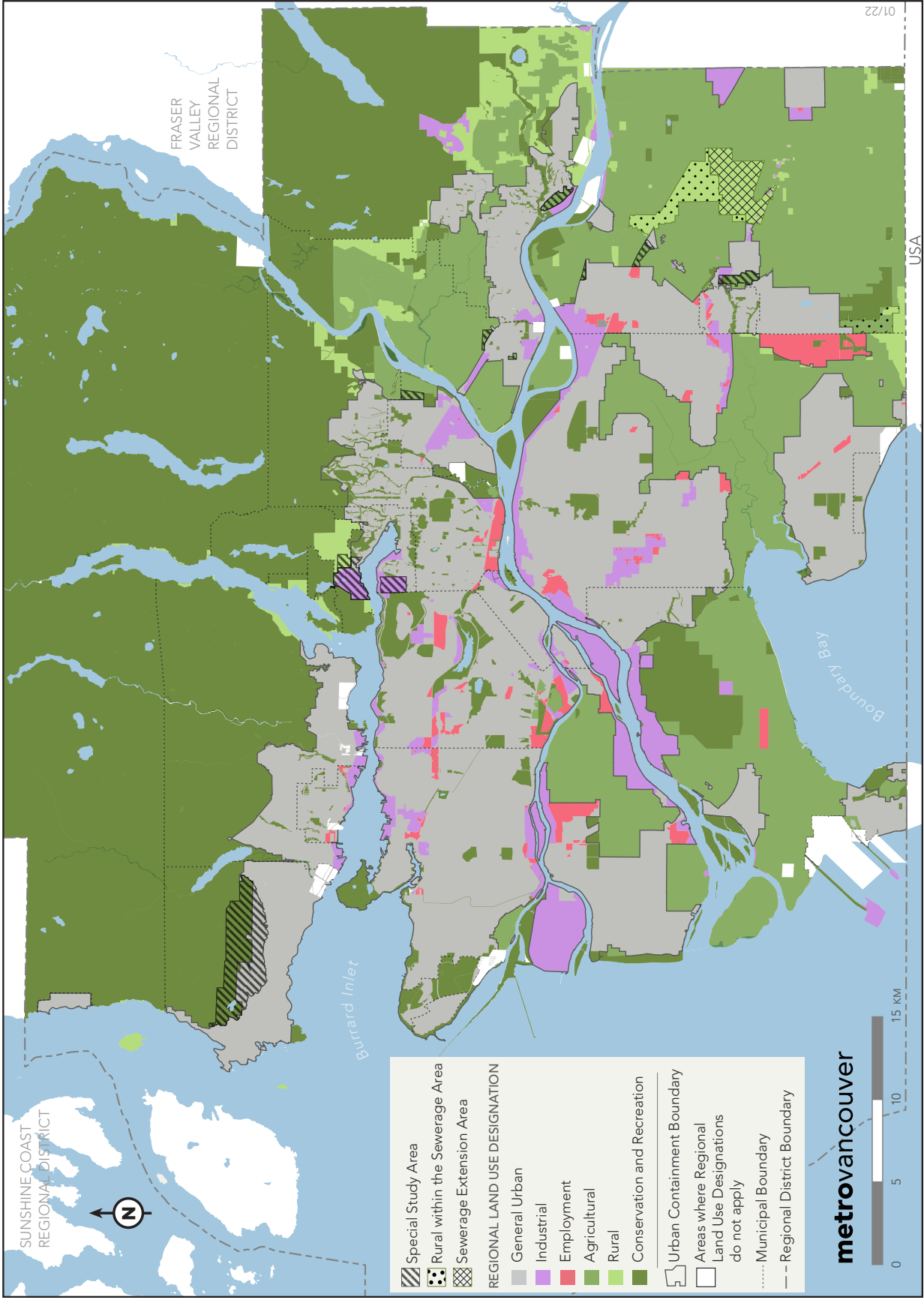
The Regional Greenway Network and Major Bikeway Network (MBN) are concepts illustrating existing and planned active transportation corridors of regional significance. The MBN is being developed through TransLink's Transport 2050 process and will be updated following the identification of a preferred MBN concept.

MAP 11 Sensitive Ecosystem Inventory



Map for reference only and does not reflect Regional Land Use Designations. An online SEI Tool is available at gis.metrovancouver.org/mvmaps/SEI and downloadable from metrovancover.org/data. The SEI data set is from 2014. Local ecological datasets may be more current and detailed.

MAP 12 Special Study Areas and Sewerage Extension Areas



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Metro 2050 Issue-Response Table to Richmond's Comments

Section	Policy #	Comment / Request	Metro Vancouver Response	Proposed Edit
B	General	<p>Suggested Change: The Geographic Context section highlights the socio-economic significance of our geography. Add a reference to the ecological significance of our geography including biodiversity.</p> <p>Reason: The lower mainland is an important global hub for wildlife and biodiversity. For example, it is an essential stop for migratory birds on the Pacific Flyway. And the Fraser River is one of the world's most significant salmon rivers. Regional growth can have important impacts on these globally significant ecosystems.</p>	Support adding reference to the ecological significance of the region to the Geographic Context.	Add reference to the ecological significance of the region to the Geographic Context. Add: "Metro Vancouver is a globally important ecological hub. It is an essential stop for migratory birds on the Pacific Flyway, and the Fraser River is one of the world's most significant salmon rivers."
B	General	<p>Suggested Change: Consider an up-front section like Section A: Sustainability Framework and Section B: Scope and Linkages to Other Plans in Metro 2040 to better situate the RGS within the scope of Metro Vancouver's roles. In particular, a diagram and/or table mapping the links between the RGS and other key Metro Vancouver strategies and plans would be helpful for users whose focus is not land use and transportation.</p> <p>Reason: Improve communication about how Metro 2050 fits with Metro's regional role as a whole.</p>	Support adding a graphic situating Metro 2050 in with the other Metro Vancouver management plans.	Add the standard graphic depicting all of Metro Vancouver's management plans to page iv.
B	General	<p>Suggested Change: Strengthen "Accommodating Growth..." by simplifying technical phrases and instead framing as "shaping" or "guiding" growth and density so that it creates benefits. Also consider broadening this statement so that it's not just about regional planning. "Ensuring housing for all" – consider starting the paragraph with the statement about extreme pressure, instead of placing it in the middle of the paragraph.</p> <p>Reason: Acknowledge local planning's influence better; make framing more impactful, and positive where appropriate; connect major points to strengthen the overall framing.</p>	Support revising the "Accommodating Growth" section on page 5 to include mention of the "shaping growth" role of regional planning	Revise 3rd sentence in "Accommodating Growth..." to read "By carefully shaping and structuring growth and ensuring the right diversity of land uses, regional planning can..."
B	General	<p>Suggested Change: Improving Accessibility and Mobility and Reducing Congestion: suggest change to "Strategies include investing in transit and active transportation, supporting the creation of complete and walkable communities, directing growth towards transit-oriented areas, and managing transportation demand through parking requirements, transportation user pricing, and other means."</p>	Support revising this language.	Revise the sentence to read "Strategies include investing in transit and active transportation, supporting the creation of complete and walkable communities, directing growth towards transit-oriented areas, and managing

		Reason: "...and other means" seems weak/vague and the wording is not consistent with the typical declaratory sentences in the document.		transportation demand through parking requirements, transportation user pricing, and other means <u>tactics for promoting sustainable modes of transportation.</u> "
B	n/a	Strengthen discussion of social equity - Richmond supports the integration of social equity considerations into the Metro 2050 draft and believes it can be further strengthened. As drafted, Metro 2050 provides a definition of social equity as "the promotion of fairness and the removal of systematic barriers that may cause or aggravate disparities experienced by different groups of people" and goes on to provide examples, including socioeconomic status, ethnicity, race, sex, age, disability, gender, sexuality, religion, indigeneity, class, and other equity-related issues. While the draft mentions social equity in some of the strategies, it does not identify the barriers to be removed, and does not offer concrete policies to address these barriers. In addition, some of the goals and strategies contained in the document address age, income and ability, but they do not address other key equity-related issues, such as ethnicity, race, gender and indigeneity, which affect an individual's experience of life in a community and their economic potential. The document also talks about a strong sense of neighbourhood identity, social connection and community resilience, and inclusion, but does not offer tangible solutions beyond accessing housing. Finally, universal accessibility is an important element of equity in relation to the physical design of our homes, workplaces and public spaces, and should be addressed more fully. There are likely many opportunities to strengthen the social equity lens with this review in mind. Given that the scope of the regional growth strategy is primarily physical development, the most obvious opportunity to address barriers and identify solutions would be to incorporate policies for both Metro Vancouver and member jurisdictions to apply a broadly inclusive equity lens to physical planning and design. This would consider ethnicity, race, gender, age, indigeneity, disability, class and other issues and would apply to private and public spaces of all kinds. Perhaps most importantly, it would apply to the planning and design process. Rather than suggest specific changes, Richmond suggests that Metro Vancouver review	Metro 2050 will be reviewed post-adoption from the perspective of social equity, and if appropriate, amendments may be proposed or other recommendations made to enhance equity outcomes.	No changes required.

		the Metro 2050 draft holistically and consider how to further strengthen the social equity lens throughout.		
C	General	Responding to the Challenges: Metro 2050 Goals Suggested Change: The second sentence under Goal 3 could be written in a similar way to the first sentence, as a vision of the future. Reason: Stronger and more clear	Thank you for your comment.	No changes required.
D	General	Suggested Change: Change “Once defined by member jurisdictions...” to “Once they have been defined by member jurisdictions...” Reason: More clear	Support this minor wording change to provide greater clarity.	Change “Once defined by member jurisdictions...” to “Once they have been defined by member jurisdictions...”
E - Goal 1	1.3	Suggested Change: Change “Creating complete communities... allows residents to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhood.” to “Creating complete communities... allows residents of all ages and abilities to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhood.” Reason: Inclusive of the needs of people with all kinds of physical and cognitive disabilities.	Support adding "residents of all ages and abilities" to the strategy preamble.	Add "residents of all ages and abilities" to the strategy preamble.
E - Goal 1	1.1.10	Suggested Change: Consider reference to Transport 2050 and existing/future transport area plans like SWATP. Can also include transit service expanded to other land uses such as industrial employment centres and other high generator areas. Reason: Clarify TransLink’s role in planning for compact urban form.	Support a minor wording change to provide greater clarity of TransLink's role.	Change "plan for" with "support".
E - Goal 1	1.2.16	Suggested Change: This includes “government owned or affordable supportive housing developments”. Consider a specific reference to housing developments for seniors including all ages multi-unit housing with a high concentration of seniors. Reason: More clear: as there is no definition of supportive housing, a reader could think it is narrowly defined and does not include seniors’ housing.	Thank you for your comment; however this level of detail is not necessary in a strategic land use/growth plan. Supportive housing is a common term that is inclusive of senior's housing.	No changes required.
E - Goal 1	1.2.2	Suggested Change: Consider addition of other land uses (industrial, business parks, regional attractions, etc.) Reason: More complete	The intent of this policy is not to refer to land uses - Urban Centres, FTDAs, and MTGCs are not land use designations.	No changes required.

E - Goal 1	1.2.24 (b) (iii)	Suggested Change: Change to “encourage office development to locate in Urban Centres” Reason: More clear	Support revising text to read “encourage office development to locate in Urban Centres”	Revise text to read “encourage office development to locate in Urban Centres”
E - Goal 1	1.2.24 (b) and similar, e.g. 1.3.7	Suggested Change: Change language requiring municipalities to “include policies that...” to a consistent format for Regional Context Statement requirements, e.g. “identify policies and actions that ...” as used elsewhere in the draft. Reason: More consistent with the purpose of a Regional Context Statement	Support revising 1.2.24 b) and 1.37 to replace "include policies that..." with "include policies and actions that..." to make it more consistent with other Metro 2050 policy actions.	Revise 1.2.24 b) and 1.37 to replace "include policies that..." with "include policies and actions that..."
E - Goal 1	1.2.24 (d)	Suggested Change: Change to “demonstrate consistency with the definition of non-residential “Major Trip Generating Uses” used by Metro Vancouver” Reason: More consistent with purpose of a Regional Context Statement	Do not support this change because Metro Vancouver does not have a definition of Major Trip Generating Uses. It was intentionally kept more general so that it could be interpreted by the member jurisdictions in the local context.	No changes required.
E - Goal 1	1.2.24(b)(iv)	Suggested Change: In policies for Urban Centres and Frequent Transit Development Areas, include transportation demand management (TDM) and promotion of other mobility options. Reason: Support decreased demand for parking and support active transportation modes.	Support adding a reference to the desired outcome of mode shift to policy 1.2.24(b)(iv).	Add to the beginning of subsection to 1.2.24 (b)(iv) that reads "support modal shift by establishing or maintaining reduced residential and commercial parking..."
E - Goal 1	1.2.26	Suggested Change: Consider mention of consistency with member jurisdictional OCPs Reason: More clear	Mentioning OCPs is not required in this resiliency policy action. Noting that hazard lands may be identified in other types of strategies/plans as well.	No changes required.
E - Goal 1	1.2.28	Suggested Change: Change “Continue to develop walking and biking infrastructure programs that prioritize improvements in Urban Centres and Frequent Transit Development Areas.” to “Continue to develop walking and biking infrastructure programs that prioritize improvements in and between Urban Centres and Frequent Transit Development Areas.” Reason: Support regional connections via cycling networks.	Staff support the proposed wording change to include TransLink active transportation infrastructure provision to support mobility between Urban Centres and FTDA's.	Change “Continue to develop walking and biking infrastructure programs that prioritize improvements in Urban Centres and Frequent Transit Development Areas.” to “Continue to develop walking and biking infrastructure

				programs that prioritize improvements in and between Urban Centres and Frequent Transit Development Areas.”
E - Goal 1	1.3.6	Suggested Change: Include affordable housing in this list of facilities built or funded by the Federal Government or the Province. Reason: More complete	Affordable housing was clarified in policy 1.2.16	No changes required.
E - Goal 1	Preamble	Introduction, paragraph 3 Suggested Change: Change “Complete communities are walkable....live, work and play and stages of their lives.” to “Complete communities are walkable....live, work and play at all ages and stages of their lives.” Reason: Better reflect the aging population.	Support this minor wording change to better reflect aging population.	Change “Complete communities are walkable....live, work and play and stages of their lives.” to “Complete communities are walkable....live, work and play at all ages and stages of their lives.”
E - Goal 2	2.1.10, 2.2.9 (c) and similar	Suggested Change: Change language requiring municipalities to “include policies that...” to a consistent format for Regional Context Statement requirements, e.g. “identify policies and actions that ...” as used elsewhere in the draft. Reason: More consistent with the purpose of a Regional Context Statement.	Revisions will be made to ensure consistency.	Change to read “Adopt RCS that include policies and actions to”... and remove “include policies that” from a, b and c)
E - Goal 2	2.1.3 b)	Suggested Change: Consider providing examples of what may be included in “[exploring] fiscal reform to ensure that the property tax system supports sound land use decisions.” Reason: More clear, while maintaining flexibility for the intended exploration of the topic.	Lack of specificity allows greater flexibility for future work in terms of identifying possible measures and tools.	No changes required.
E - Goal 2	2.2.9 (c) (iv)	Suggested Change: Clarify “...including the removing of any outdated municipal policies or regulatory barriers related to development form and density” including replacing “outdated” with a more meaningful term. Reason: Clarify intent and meaning of this requirement. Removing some barriers is appropriate; removing all is not. The aim should be to facilitate more intense industrial development while managing urban form and relationships with adjacent (particularly non-industrial) uses.	The 'barriers' may vary by type and source. There is no intent that all policies and regulations be removed. Minor edit made to text for clarity.	Replace the word "OUTDATED" with "UNNECESSARY" and change “removing” to “removal.”
E - Goal 2	2.2.9 (c)(viii)	Suggested Change: Remove this policy to “introduce land use policies through area plans...” or make it less prescriptive. Reason: There are various ways of supporting viable unique industrial areas through objectives, policies and/or plans or strategies both within and outside an area plan.	Make edit to reflect the action could be in different form.	Add "SUCH AS" -- introduce land use policies SUCH AS through area plans for...

E - Goal 2	2.2.9 (d)(v) and (vi)	Suggested Change: Consider consolidating policies on residential uses into one point. Reason: More clear / simpler	These are separate policy points.	No changes required.
E - Goal 3	3.4	Suggested Change: Change "Climate change is expected to impact Metro Vancouver through warmer temperatures, decreased snowpack, sea level rise, longer summer drought periods, and increased precipitation in the fall, winter, and spring..." by adding "as well as extreme heat and severe air quality events resulting from increased levels of wildfires in BC and elsewhere in the Pacific Northwest." Add a sentence referencing highly vulnerable populations or situations, such as seniors in older rental housing who are vulnerable to extreme heat. Reason: Extreme heat and severe air quality events are critical and demonstrated results of climate change in the region and neither they nor their socio-economic impacts are adequately captured in the current text.	Note that extreme heat events and reduced air quality are referenced in the more detailed Table 5, in addition to wildfires. The preamble for Strategy 3.4 references climate change impacts studied in Metro Vancouver's climate change projections work at a high level (including warmer temperatures), and notes that these impacts will exacerbate existing natural hazards (such as wildfires). Note that the relationship between climate change impacts and vulnerable populations is referenced in the final paragraph of the Goal 3 preamble (p.53), and action 3.4.2. f) is a starting point to address some of these issues.	No change required.
E - Goal 3	3.1.3, 3.1.6	Make "no net loss" a minimum requirement for Conservation and Recreation lands and strive for net environmental gain. Policy 3.1.3 and Policy 3.1.6. The above policies should be further strengthened so that "no net loss" is a minimum requirement rather than something to be "strived for" - Additionally, enhancements and/or areas that are conserved should seek to contribute to network connectivity of natural hubs and corridors (current or potential future). The region should commit to this standard for its own projects and clearly advocate that others adhere to it. Metro Vancouver should define an approach that is consistent with provincial/federal frameworks for project-related ecosystem loss.	Thank you for your suggestion.	No changes required.
E - Goal 3	3.2.7	Strengthen discussion of natural assets - Draft Metro 2050 Policy 3.2.7(b)(ii) refers to "ecosystem services", which is a broad topic. The City recommends expanding this policy to	Policy action 3.2.2 b) is to integrate the consideration of ecosystem services (which	Change "ecosystem services" to "natural assets and

		include regionally-focused studies. Policy relating to ecosystem services can be further strengthened with regional assessments. Local Governments can apply the results of regionally focused studies, such as natural asset valuation, locally to support existing ecosystem service initiatives alongside with infrastructure management and planning. Natural assets are the stock of natural resources or ecosystems that are relied upon, managed, or could be managed by a government for the provision of services. Examples include removing pollutants from the air and water, protecting shorelines from damage and maintaining soil productivity. Natural assets can generally provide these services at a lower cost than an equivalent engineered solution while providing a host of other environmental and socioeconomic benefits.	natural assets provide) in decision making for Metro Vancouver, and there is a corresponding Action 3.2.7c) i) for member jurisdictions. Several member jurisdictions have already conducted or are currently conducting their own natural assets inventory and valuation work, using the foundational ecological datasets provided by Metro Vancouver.	ecosystem services" in 3.2.2b) and 3.2.7c)i)
E - Goal 3	3.3.2, 3.3.7	Capture Metro Vancouver's climate action support role - Richmond recommends strengthening Metro 2050 by adding two policies that reflect this function. The proposed wording ensures that participation by member jurisdictions in joint action would be contingent on agreement with Metro Vancouver: Policy 3.3.2 (d) [Metro Vancouver will] work in partnership with member jurisdictions to facilitate, support and/or jointly implement agreed-upon cross-jurisdictional policies and programs that reduce energy consumption and greenhouse gas emissions, improve air quality, create carbon storage opportunities, and that meet or work towards Policy 3.3.7.	The suggestion is noted, and has been forwarded to Metro Vancouver's Air Quality and Climate Change division for consideration. Action 6.1.1 in Metro Vancouver's Clean Air Plan (CAP) identifies, "Explore the adoption of service establishment bylaws to support regional climate change programs" under future directions. The implications of this direction will be considered through a separate process, but updates to the regional growth strategy can be considered in the future as necessary.	No change required.
E - Goal 3	3.3.8, 3.3.7	Capture Metro Vancouver's climate action support role - Richmond recommends strengthening Metro 2050 by adding two policies that reflect this function. The proposed wording ensures that participation by member jurisdictions in joint action would be contingent on agreement with Metro Vancouver: Policy 3.3.8 [Member jurisdictions will] work in partnership with Metro Vancouver to jointly implement agreed-upon cross-jurisdictional policies and programs that reduce energy consumption and greenhouse gas emissions, improve	The suggestion is noted, and has been forwarded to Metro Vancouver's Air Quality and Climate Change division for consideration. Action 6.1.1 in Metro Vancouver's Clean Air Plan (CAP) identifies, "Explore the adoption of service establishment bylaws	No change required.

		air quality, create carbon storage opportunities, and that meet or work towards Policy 3.3.7. Richmond notes that this function has been a core service of the Capital Regional District for close to ten years. Experience there suggests that such a service would assist member jurisdictions efforts to reduce greenhouse gases, and that coordinated program delivery should reduce total administrative costs to member jurisdictions.	to support regional climate change programs” under future directions. The implications of this direction will be considered through a separate process, but updates to the regional growth strategy can be considered in the future as necessary.	
E - Goal 3	3.4.1	Suggested Change: For this policy on planning and location of infrastructure, make it explicit that it includes proactive retrofits of existing Metro Vancouver infrastructure to provide resiliency to climate change impacts. Reason: As currently stated, the policy could be interpreted to apply only to new infrastructure projects.	Support revising action 3.4.1. to reflect that risk assessments should be carried out for both new and existing utilities, assets, operations, and infrastructure.	Edit 3.4.1. as follows: "Incorporate climate change and natural hazard risk assessments into the planning and location of existing and future Metro Vancouver utilities, assets, operations, and other critical infrastructure."
E - Goal 3	Table 5: Major Natural Hazards...	Suggested Change: For the listed Natural hazard “Tsunamis”, add “Storm surges and King tides”, and add “Sea level rise” in the Related climate change impact column. Reason: Storm surges and king tides, which occur far more frequently than tsunamis, are exacerbated by sea level rise.	Note that both storm surge and king tides would already be considered as qualifying as (or contributing to) a coastal flood in Table 5.	No change required.
E - Goal 4	4.1.1, 4.1.2, 4.1.9	Suggested Change: Add references to climate adaptation / resilience to policies about housing assessments, strategies or action plans. Reason: Integrate climate adaptation / resilience.	It is up to each local government to identify climate adaptation and resilience as a priority in their housing needs reports or assessments. However, a reference to climate change and resilience in Policy 4.1.9 (c) relating to housing strategies/action plans has been added.	Change 4.1.9c) to read: identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience , and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity seeking groups; and
E - Goal 4	4.2.7	Suggested Change: In the list of policies and actions to identify in the Regional Context Statement, adjust (v) to include climate adaptation / resilience, or add (vi) “increased climate resilience” Reason: Integrate climate adaptation / resilience.	Thank you for your suggestion. This is captured in Policy 4.1.8c) viii.	No changes required.

E - Goal 4	Preamble	Suggested Change: Reference climate-related impacts in planning for and developing housing. Reason: Climate change mitigation and adaptation / resilience are already important for housing, including Step Code requirements and extreme heat impacts on vulnerable populations.	Thank you for your suggestion, support adding language to the preamble to more explicitly draw the connection between these inter-related objectives.	Add language (or symbols/icons) to the preambles of all Metro 2050 Goals to draw a clearer connection between interrelated topic areas.
E - Goal 5	5.1	Suggested Change: Consider use of "active transportation and micro mobility" instead of only "cycling and walking" Reason: To capture rolling modes as well as low-powered personal mobility devices such as electric kick scooters.	Support this change to capture rolling modes and emerging micromobility devices.	Replace all (16) instances of "active transportation" to "active transportation and <u>micro-mobility</u> ." Replace all (4) instances of "cycling and walking" to " <u>walking, cycling, and rolling</u> ." Replace (1) instance of "walking and cycling" to "walking, cycling, and rolling." (Commas may be needed, depending on context of sentences - e.g. if "transit" is also included.)
E - Goal 5	5.1.15(e)	Suggested Change: Rephrase "support the development of safe and comfortable regional cycling networks" Reason: 5.1.10(b) references the "Regional Cycling Network" (RCN=RGN+MBN) while the reference in 5.1.15(e) is not capitalized and is plural. Need consistency and clarity: does this mean support "local" cycling networks being developed by member jurisdictions that connect to the RCN?	This policy was meant to refer to both local cycling networks and the Regional Cycling Network. The language will be updated accordingly	Change the policy to read: "support the development of safe and comfortable regional cycling networks, <u>including both the Regional Cycling Network and local infrastructure</u> , serving Urban Centres, Frequent Transit Development Areas, and other areas of high potential for utility and/or recreational cycling;
E - Goal 5	5.2.5(d)	Suggested Change: Include rationale for collecting the data Reason: As has been done for other points within 5.2.5, clarify what is the purpose of the action (i.e., reason for collecting the data, how will it be used to support the strategy)	Have attempted to keep these actions as concise as possible. The rationale for the 5.2.5 sub-policies is shown at the top of 5.2.5: i.e. "to support the safe, reliable, and efficient movement of vehicles for passengers, goods, and services..."	No changes required.
E - Goal 5	5.2.6(d)	Suggested Change: Adjust wording to accommodate municipalities that do not have designated truck routes	As this policy is about reserving the potential for	No changes required.

		Reason: More flexible for municipalities that do not have designated truck routes.	goods movement (not about identifying truck routes), member jurisdictions that permit trucks on any road will, by default, be supporting this policy on a city-wide basis.	
E - Goal 5	Preamble	Suggested Change: Consider additional reference to micro mobility and Autonomous Vehicles. Reason: Current wording does not capture emerging trends in personal mobility devices and autonomous vehicles, which are reflected in the “big moves” in draft Transport 2050 material.	Support adding reference to micro mobility and AVs to ensure alignment with Transport 2050.	Add a sentence referencing micro mobility and AVs in the Goal 5 preamble.
F - Implement.		Goal 5 - Suggested Change: Add a metric for road safety. Reason: The heading is titled “Road and Vehicle Use and Safety” but neither of the listed metrics are safety-related.	Metro Vancouver currently tracks collisions as a Metro 2040 Performance Measure under the Context Measure category. However, since the metric described here is not safety-related, the words “and Safety” will be removed. Metro may continue monitoring collisions, but this need not be part of the Metro 2050 bylaw.	Delete the words “and Safety.”
H - Glossary	n/a	Suggested Change: Add Federal Government Reason: Consistent with existing listings for Province, Member Jurisdictions	Thank you for your comment.	No changes required.
H - Glossary	n/a	Suggested Change: Add Ecosystem Health Reason: Referenced frequently and also linked to Metro Vancouver Ecological Health Framework	Thank you for your comment.	No changes required.
I - Map 4	26	Suggested Change: Update Frequent Transit Network (FTN) layer (current map is 2016) Reason: Reflect FTN as of 2021	The FTN is updated by TransLink four times a year and is therefore not an appropriate mapping layer to maintain in a regional growth strategy.	No change required.
I - Map 5	n/a	Suggested Change: Replace with final Transport 2050 map Reason: Current map is a placeholder and is expected to change. Need to use final map when Transport 2050 is finalized.	Map 5 will be updated to reflect the Major Transit Network included in the final Transport 2050 map, and will continue to be amended in	Update Map 5 with the latest version.

			the future as the Major Transit Network and Major Transit Growth Corridors evolve.	
I - Map 5	n/a	Suggested Change: Consider layering the Major Transit Network on top of the Urban Centres instead of underneath. Reason: Canada Line through Richmond appears to be missing from the draft major transit network concept and draft major transit growth corridors	It is best to display the MTN underneath Urban Centres because TransLink has not yet made a georeferenced MTN layer available. This could be updated at a later date.	No change required.



To:	Planning Committee	Date:	June 3, 2022
From:	John Hopkins Director, Policy Planning	File:	08-4045-20-20/2022-Vol01
Re:	Referral Response: Spires Road Area Proposed Rental Tenure & Density Increases		

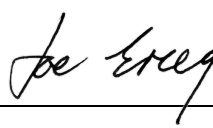
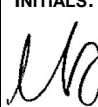
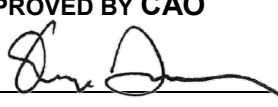
Staff Recommendation

1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10190, which proposes to amend Schedule 2.10 (City Centre Area Plan) by:
 - designating the area bounded by Westminster Hwy, Garden City Road, Cook Road and Cooney Road as “Urban Centre T5” and “Sub-Area B2 Mixed Use – Mid-Rise Residential & Limited Commercial”; and
 - establishing a rental tenure overlay and supporting policies, which outline density increases associated with secured rental tenure for properties in and adjacent to Spires Road, as described in the attached report titled “Referral Response: Spires Road Area Proposed Rental Tenure & Density Increases”;be introduced and given first reading;
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10190, having been considered in conjunction with:
 - the City’s Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.
3. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10190, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That instream rezoning applications that are received prior to adoption of Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10190, may be exempt from the Spires Road Area Market Rental Policy provided the application achieves first reading within one year of the amendment bylaw being adopted and final adoption and issuance of a Development Permit within one year following the associated Public Hearing.
5. That staff report back to Council regarding key findings related to the implementation of updates to the City Centre Area Plan for the Spires Road area after the policy provisions are in place for one year.

6. That staff be directed, on an interim basis, to consider development applications within the Arterial Road Land Use Policy that would allow higher densities provided that all of the additional density is used for rental housing, and that this interim measure becomes a foundation for the overall policy review of the Arterial Road Land Use Policy as part of the Official Community Plan targeted review to secure more rental along designated Arterial Road, in particular near Neighbourhood Service Centres and frequent transit routes.



John Hopkins
Director, Policy Planning
(604-276-4279)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

The following referral motion was carried at the October 20, 2021 Planning Committee meeting:

- *That staff examine a combination of all density scenarios in the staff report on Spires Road (Option 5) of the aforementioned, including consideration of prescribing the component of development in terms of market condos, market rental and income controlled rental for higher density development, and that staff undertake neighborhood consultation on all of these options and bring back to Committee.*

This report responds to the October 20, 2021 referral above by proposing a rental tenure policy and supporting amendments to the City Centre Area Plan (CCAP) for the Spires Road area that dramatically increases the provision of rental housing in the Spires Road area above the Low End Market Rental (LEMR) program and Official Community Plan's Market Rental Housing Policy. The proposed approach can be summarized as follows:

- Introduce a minimum 2.0 Floor Area Ratio (FAR) for the Spires Road area provided that:
 - the maximum residential strata is 1.2 FAR subject to the provisions of the City's Affordable Housing Strategy and Market Rental Housing Policy; and
 - the minimum rental housing secured is 0.8 FAR with the condition that at least 50% is secured for LEMR housing and the remainder is market rental housing, unless specified by Council to have a different mix of market rental and affordable rental geared towards specific income limits; and
- Permit densities up to a maximum of 3.0 FAR provided that the density beyond 2.0 FAR is comprised of at least 50% LEMR housing with the remainder as market rental housing, unless specified by Council to have a different mix of market rental and affordable rental geared towards specific income limits.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

6.1 Ensure an effective OCP and ensure development aligns with it.

6.5 Ensure diverse housing options are available and accessible across the housing continuum.

Background & Context

Background

A targeted review of the Official Community Plan (OCP) is underway and includes exploring creative solutions and utilizing new tools to improve housing supply and affordability in Richmond. While a systematic work plan has been endorsed by Council, where feasible, staff are bringing forward policy options for Council's consideration in advance of the targeted OCP review timeline.

Consistent with this approach, affordable housing policies for the Spires Road area proposed in this report are being brought forward, and are consistent with the two key objectives for the OCP housing affordability update: fostering housing affordability through innovation and promoting affordable living.

Context

The Spires Road area is located in the northeast portion of Brighthouse Village in City Centre (Attachment 1) and is currently designated “General Urban T4” in the City Centre Area Plan (CCAP). This designation is to permit High-Density Townhouse use in the Sub-Area Guidelines (Sub-Area B.1) of the CCAP. As a result, the area is currently in the process of transitioning from a predominately single-family neighbourhood to a neighbourhood of High-Density Townhouses.

Over the last several years, Council has approved four development applications for High-Density Townhouses in the Spires Road area. Attachment 2 shows the location of the four development projects, in addition to a newly received development application for High-Density Townhouses. The status of these projects are as follows:

File Numbers	Status
RZ 17-766525 / DP 18-829140	Approved by Council in October 2019 and is under construction
RZ 17-790301 / DP 19-875938	Approved by Council in July 2021
RZ 18-818420 / DP 21- 932383	Rezoning Bylaw at 3 rd Reading and DP application in circulation
RZ 19-870807 / DP 22-013081	Rezoning Bylaw at 3 rd Reading and DP application in circulation
RZ 22-012904	Rezoning application in circulation

As part of a November 2, 2020 referral, General Purposes Committee directed staff to undertake an assessment of the density proposed in the CCAP for the Spires Road area. In response, a report titled “Referral Response: Spires Road Area (City Centre Area Plan)” from the Director, Policy Planning, was presented to the Planning Committee on October 20, 2021. The report provided an assessment of four density scenarios for the area:

1. Low-Rise Residential - High-Density Townhouses (current land use designation);
2. Mid-Rise Residential - 4-Storey Apartments;
3. Mid-Rise Residential - 6-Storey Apartments; and
4. High-Rise Residential.

In response to the report, Planning Committee passed the October 20, 2021 referral noted in the Origin section of this report, requesting a further review of density tied to rental tenure in the Spires Road Area.

Analysis

Proposed Spires Road Rental Tenure Policy

The preparation of the Proposed Spires Road Rental Tenure Policy included a variety of technical and data inputs:

1. **Land Use and Density Analysis:** This was included as part of a report titled “Referral Response: Spires Road Area (City Centre Area Plan)” from the Director, Policy Planning, which was presented to the Planning Committee on October 20, 2021. The analysis examined the impacts of four density scenarios for the Spires Road area from the perspectives of neighbourhood character, the provision and capacity of utilities; as well as transportation considerations related to traffic flow, internal road capacity, access/egress to/from the area, parking and loading.
2. **Housing Needs Report:** Richmond’s Housing Needs Report, which was endorsed by Council in December 2021, monitors key trends related to housing in the community. The report identifies a strong demand for market rental, in particular affordable rental, within the city.
3. **Economic Feasibility Analysis:** An analysis prepared by an experienced economic development consultant, G.P. Rollo & Associates, reviewed several density and tenure mixes in order to assess what is financially feasible in the Spires Road area. Along with density and tenure, the analysis considered construction methods (wood frame vs concrete) as well as land values. Under current economic conditions, as shown in Attachment 3, the analysis found that low rise wood frame apartments had the most economic resiliency to absorb increased components of rental housing, whether that be market rental or low end market rental (LEMR) housing.
4. **Public Consultation:** As part of this density and tenure review, staff consulted Spires Road area property owners and residents. One hundred and sixty two letters were mailed out seeking feedback on increasing the density, and the introduction of rental and non-market housing in the area (Attachment 4). Thirteen property owners (representing 17 properties, including 16 single family dwellings and one duplex, see Attachment 5) provided written feedback to the City. In summary, representatives from 16 properties in the area support the proposal to increase density and allow for mid/high rise development. There appears to be a general understanding that rental and affordable housing will accompany higher densities; however, a few respondents cautioned about the overconcentration of one form of housing over another. A consultation summary is presented in Attachment 6.

The proposed Spires Road Rental Tenure Policy pulls together key findings of the above noted inputs, and outlines a density and tenure structure to address the October 20, 2021 referral.

The proposed policy permits a mix of building forms (low-, mid-, high-rise) at higher densities than what is currently permitted under the CCAP for the Spires Road area, while facilitating a mix of strata and rental units.

The components of the proposed Spires Road Rental Tenure Policy include:

1.	Minimum Overall Density	2.0 FAR	Required
2.	Strata Residential	1.2 FAR (subject to the provisions of the City's Affordable Housing Strategy and Market Rental Housing Policy)	Optional
3.	Minimum Rental Housing	0.8 FAR (with the condition that at least 50%, or 0.4 FAR, is secured for LEMR housing and the remainder is market rental housing, unless specified by Council)	Required
4.	Maximum Density	3.0 FAR provided that strata is no more than 1.2 FAR (subject to the provisions of the City's Affordable Housing Strategy and Market Rental Housing Policy) and the remainder FAR is rental.	Optional
5.	Additional market rental & LEMR	The additional density beyond 2.0 FAR shall comprise of at least 50% LEMR housing with the remainder as market rental housing, unless specified by Council)	Optional

The primary intention of the proposed policy is to dramatically increase the number of rental units within the Spires Road area by increasing residential density. As noted above, under current economic conditions, the financial feasibility analysis found that low rise wood frame apartments had the most economic resiliency to absorb increased components of rental housing, whether that be market rental or LEMR. Based on these findings, a minimum residential density of 2.0 FAR is proposed. Of this minimum 2.0 FAR, 0.8 FAR is proposed to be designated for rental housing with the objective of achieving an even split between LEMR & market rental units. As securing rental housing is a primary objective of the City, the proposed policy builds in the flexibility of considering other income controlled rental unit mixes on a case-by-case basis.

The financial feasibility analysis also found that under current market conditions the provision of strata units supported the creation of rental units. To support the creation of rental units, a maximum 1.2 FAR for strata (including the City's Affordable Housing Strategy and Market Rental Housing Policy) is included in the proposed policy. The provision of strata units is optional, and can be substituted with additional rental units on a case-by-case basis. This could result in in a 100% rental development.

For projects that create less than 60 strata units, cash-in-lieu would be collected as part of the LEMR contribution. For projects that have more than 60 strata units, there would the standard

15% LEMR floor area and 15% market rental floor area, with additional rental be secured through higher densities.

To be responsive to the provision of rental housing in the community, and to changing market conditions, the proposed Spires Road rental tenure policy would permit an additional 1.0 FAR beyond the minimum required of 2.0 FAR for the provision of additional market rental and LEMR units up to a maximum of 3.0 FAR for the Spires Road area. For this additional 1.0 FAR, the objective is to have an even split between market rental and LEMR units. The economic analysis does indicate that the financial feasibility could be challenging if the building were to be concrete construction rather than wood frame. As a result, Council would have the opportunity to consider, on a case-by-case basis, a different mix of market rental and income controlled units.

All market rental units noted above would be secured through residential rental tenure zoning (secured in perpetuity through a legal agreement), and market rental units would not be subject to rental rates or household income thresholds.

Density & Tenure Options

Staff has undertaken a review of density and tenure in the Spires Road area. Based on the lessons learned from this review, coupled with the fact that the area has started to transition to a neighbourhood of High-Density Townhouses, two options are presented for Council's consideration:

Option 1 – Proposed Spires Road Rental Tenure Policy (Recommended)

Merits of this approach include:

- Substantially increasing rental opportunities (market and LEMR) in the Spires Road area, by securing 40% to 70% of the total floor area for rental housing within a residential development.
- Increasing density in the area would increase the residential population in proximity to the Richmond-Brighouse Canada Line station by potentially 1000 residents over High-Density Townhouse developments.
- Providing opportunities for a mix of low-, mid-, and high-rise building forms at varying densities in proximity to the Richmond-Brighouse Canada Line station.
- Opportunities for parking reductions for secured market rental in close proximity to the Canada Line.

To further support the provision of affordable housing in the City Centre, residential developments comprising of 100% market rental would be encouraged as outlined above. In addition, to address transportation impacts associated with the higher densities, these impacts can be evaluated during the rezoning process for each development project. Council is also considering OCP bylaw amendments that could reduce parking requirements by 50% for rental units, or further, on a case-by-case basis.

As density (FAR) could vary throughout the area, Option 1 would produce an estimated 1600-2100 units that would be home to an estimated population of 3400-4200 residents.

Spires Road Area Boundary Expansion

The Spires Road area currently consists of single-family homes and a few duplexes, along with some recent development sites for High-Density Townhouses. Adjacent to the area, on properties along Cook Road, Cooney Road and Westminster Highway, there are a number of multi-family developments (up to four storeys including the parking structure) and a 10-storey building located at the corner of Cooney Road and Westminster Highway.

The entire neighbourhood bounded by Garden City Road, Cook Road, Cooney Road and Westminster Highway is designated for High-Density Townhouse uses under the CCAP, except for the southeast corner of Cooney Road and Westminster Highway, which is designated for Mid-Rise Residential (4-8 storeys). A CCAP Land Use Designations Map for the immediate area is presented as Attachment 7.

If Council moves forward with Option 1, staff recommend that the “Urban Centre T5” designation allowing for Mid-Rise Residential (4-8 storeys) be expanded to the entire neighbourhood bounded by Garden City Road, Cook Road, Cooney Road and Westminster Highway. This land use designation would be consistent with the land use designation for properties located across Garden City Road to the east and properties located across Cooney Road to the west (except for the area by the southwest corner of Cooney Road and Westminster Highway, which is designated for High-Rise Residential). This land use designation would also serve as an appropriate land use transition (massing and scale) between the High-Rise Residential allowed to the northwest of the neighborhood and the High-Density Townhouse allowed to the south of the neighbourhood.

If Council moves forward with Option 1, to expedite the process for the delivery of affordable housing in the Spires Road area, bylaw amendments to the CCAP are proposed below.

Should Council choose not to proceed with Option 1, a second option provides direction to maintain the existing designation.

Option 2 – Maintain High-Density Townhouse/General Urban T4 Designation

Merits of this approach include:

- the High-Density Townhouse building form allows for smaller scale developments, which provides opportunities for additional public walkways to be developed throughout the neighbourhood;
- High-Density Townhouses would allow for more flexibility in site planning than other higher density housing typologies (due to the large building footprints/parking requirements of mid- and high-rise developments), potentially facilitating more tree preservation opportunities;
- the existing lot and block configuration, and landownership pattern more readily accommodate High-Density Townhouse developments; and,
- significantly larger private outdoor space is required for High-Density Townhouse developments than other higher density housing typologies, which make it well suited to provide housing for families.

Maintaining the High-Density Townhouse designation would produce an estimated 700-800 units that would accommodate an estimated 2000-2400 residents. A full assessment of the pros, cons, and feasibility of High-Density Townhouse development in the Spires Road area is provided in a report titled “Referral Response: Spires Road Area (City Centre Area Plan)” from the Director, Policy Planning, which was presented to the Planning Committee on October 20, 2021.

If Council moves forward with Option 2, the City would continue to process development applications for High-Density Townhouses in the Spires Road area. In addition, to support the provision of affordable housing in City Centre, apartment building forms would continue to be considered, on a case-by-case basis, in the Spires Road area, where additional density is for rental housing and is tied to income thresholds. A recent example of this type of approval is the 149 purpose-built market rental housing units at 8108 Lansdowne Road (formerly 5500 No. 3 Road). These units are secured in perpetuity with a market rental agreement registered on Title. Rental rate and household income restrictions are subject to the BC Housing’s Housing Hub Provincial Rental Supply Program

To address form and character issues raised regarding recent High-Density Townhouse development applications (e.g., pitched roofs), staff would also bring forward Special Precinct Development Permit Guidelines for the area for Council consideration. Staff would require direction from Planning Committee to bring the associated bylaws forward if Option 2 were preferred.

Proposed Bylaw Amendments to the City Centre Area Plan

In response to Council’s prioritization of affordable housing, staff have prepared bylaw amendments as part of the recommended Option 1 to allow an increase in density provided that it is tied to rental housing. The proposed Amendment Bylaw 10190 includes an overlay and supporting policies that prioritize affordable housing in the Spires Road area.

The proposed bylaw amendments have been structured to give Council the ability to consider adjustments to the density and tenures outlined above, on a case-by-case basis, in order to further advance affordable housing objectives in the Spires Road area.

To further support the delivery of affordable housing, Amendment Bylaw 10190 also:

1. defines the Spires Road Area as the area generally bounded by Westminster Hwy., Garden City Road, Cook Road and Cooney Road, and excluding 6180 Cooney Road (as this site has already been redeveloped around 10 year ago under the current CCAP); and
2. designates the Spires Road Area as “Urban Centre T5” and “Sub-Area B2 Mixed Use – Mid-Rise Residential & Limited Commercial”.

The “Urban Centre T5” land use designation would allow for multi-family developments within the Brighthouse Village. Specific density and development requirements for future development proposals within the Spires Road area are proposed to be added to the Detailed Transect Description for the Brighthouse Village. The minimum residential density of 2.0 FAR would include a base density of 0.6 FAR, an Affordable Housing Bonus of 0.6 FAR, and a market

rental component no less than 0.8 FAR. All additional density, where applicable, would be for residential rental tenure housing only.

As higher density and different forms of housing (i.e., low-, mid-, and high-rise) are proposed for the Spires Road Area, design guidelines under “Sub-Area B2 Mixed Use – Mid-Rise Residential & Limited Commercial” would be more appropriate for this neighbourhood. Sub-Area B2 is intended primarily for medium- density, mid-rise (4-8 storeys) housing up to 2.0 FAR and 25 m building height. For developments with permitted density exceeding 2.0 FAR, they may be considered under “Sub-Area B3 – High-Rise Residential, Commercial & Mixed Use”. A text amendment to the Sub-Area B2 guidelines is also being proposed to reflect this. Staff also propose to add new provisions in the implementation section and definition section of the CCAP to clarify that no rezoning will be supported in the Spires Road area unless rental housing is provided and secured with residential rental tenure zoning. The proposed additions to the CCAP would also ensure that additional density would result in a community benefit to the satisfaction of the City and the scale, form, and character of development are complementary to that intended for neighbouring properties under the Area Plan.

Provisions for instream applications

In-stream applications are recommended to be grandfathered as follows:

- For development projects with associated rezoning bylaws that have received third reading prior to the date of Council adoption of Bylaw 10190, the developments would be subject to the former land use designation and sub-area guidelines at Development Permit stage; and
- For in-stream rezoning applications that have not received third reading prior to the date of Council adoption of Bylaw 10190, the associated developments will be subject to the former land use designation and sub-area guidelines if the rezoning bylaw is granted first reading by Council within one (1) year of Council adoption of Bylaw 10190, and final adoption and issuance of a Development Permit within one year following the associated Public Hearing.

For applications that are unable to receive final adoption within one year following public hearing, a report would be brought forward for consideration by Council. The report would provide the following options:

- Allow additional time for the project to be completed based on circumstances that have affected the timeline for a project that has been actively working to advance and achieve final adoption of the rezoning bylaw and issuance of the Development Permit; or
- Rescind third reading of the rezoning bylaw and require the project to be redesigned to include the required market rental housing.

Consultation

Attachment 8 includes a summary of consultation with respect to the *Local Government Act* and the City’s OCP Bylaw Preparation Consultation Policy No. 5043 requirements. Should Planning Committee endorse the amendment bylaws, the bylaws will be forwarded to the next open Council meeting for consideration by City Council. Should Council grant first reading to the proposed amendments to the City Centre Area Plan, further to the protocol of a Public Hearing

(i.e., item to be published in the *Richmond News* and on the City website in advance of the Public Hearing), a Public Hearing notice will also be forwarded to all owners and residents of properties affected by the proposed amendments (Attachment 9).

Arterial Road Land Use Policy

With the recent interest in securing more rental housing through increased density along the City's arterial roads, staff recommend, on an interim basis, to consider development applications within the Arterial Road Land Use Policy that would allow higher densities provided that all of the additional density is used for rental housing, preferably a mix of affordable rental and market rental. This interim measure would then become a foundation for the overall policy review of the Arterial Road Land Use Policy as part of the OCP targeted review to secure more rental along designated Arterial Road, in particular near Neighbourhood Service Centres and frequent transit routes. Considerations will need to be made to OCP land use designations, density minimums and maximums, building and site design guidelines, and adjacency to single-family neighbourhoods. Further, public and stakeholder consultation would be required. A revised policy framework, with appropriate bylaw amendments, would be brought forward to Council at a later date as part of the OCP review.

Financial Impact

None


Conclusion

This report responds to the October 20, 2021 referral by proposing a rental tenure policy and supporting amendments to the City Centre Area Plan (CCAP) for the Spires Road area that dramatically increases the provision of rental housing in the Spires Road area above the LEMR program and OCP's Market Rental Housing Policy. The proposed approach can be summarized as follows:

- Introduce a minimum 2.0 Floor Area Ratio (FAR) for the Spires Road area provided that:
 - the maximum residential strata is 1.2 FAR subject to the provisions of the City's Affordable Housing Strategy and Market Rental Housing Policy; and
 - the minimum rental housing secured is 0.8 FAR with the condition that at least 50% is secured for LEMR housing and the remainder is market rental housing, unless specified by Council to have a different mix of market rental and affordable rental geared towards specific income limits; and
- Permit densities up to a maximum of 3.0 FAR provided that the density beyond 2.0 FAR is comprised of at least 50% LEMR housing with the remainder as market rental housing, unless specified by Council to have a different mix of market rental and affordable rental geared towards specific income limits.

To minimize risks and unintended outcomes associated with implementation (e.g., impacts of inflation and higher interest rates, appreciative decline in development activity, etc.), staff recommend that implementation of the Spires Road Rental Tenure Policy be monitored and that staff report back to Council regarding key findings after the proposed bylaw amendments are in

place for one year. It is recommended that Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10190, be introduced and given first reading.

A handwritten signature in black ink that reads "Steve Gauley". The signature is written in a cursive, slightly slanted style.

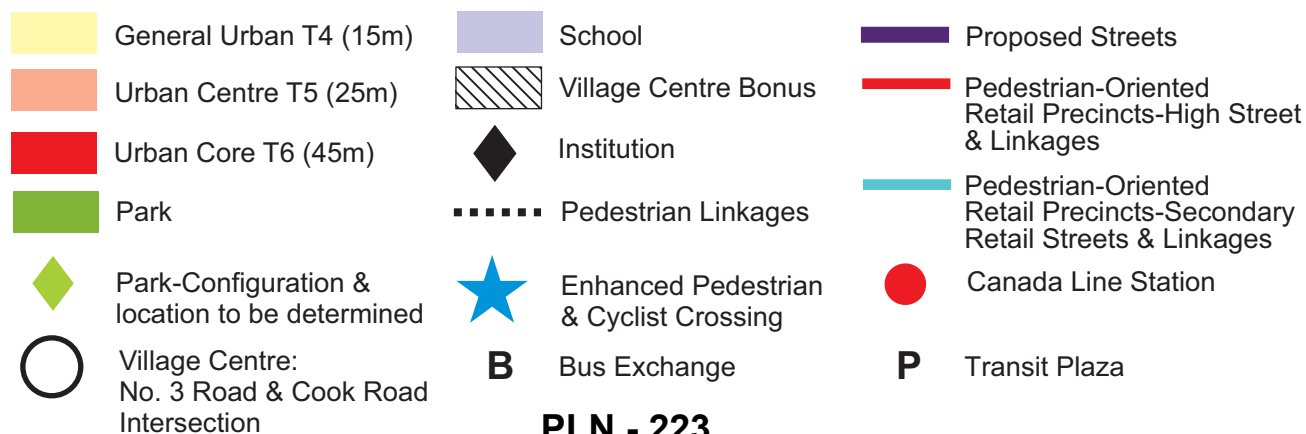
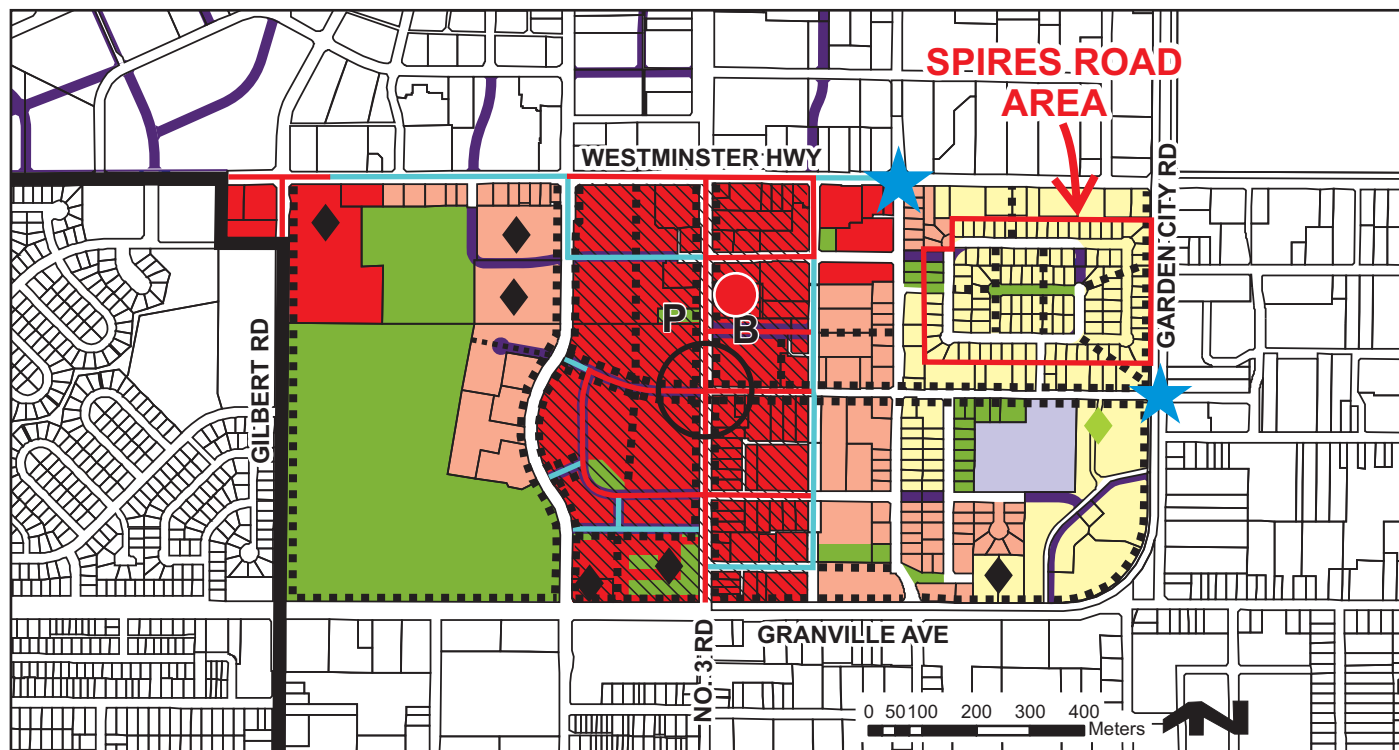
Steve Gauley
Program Manager, Policy Planning
(604-276-4164)

SG:cas

Attachments:

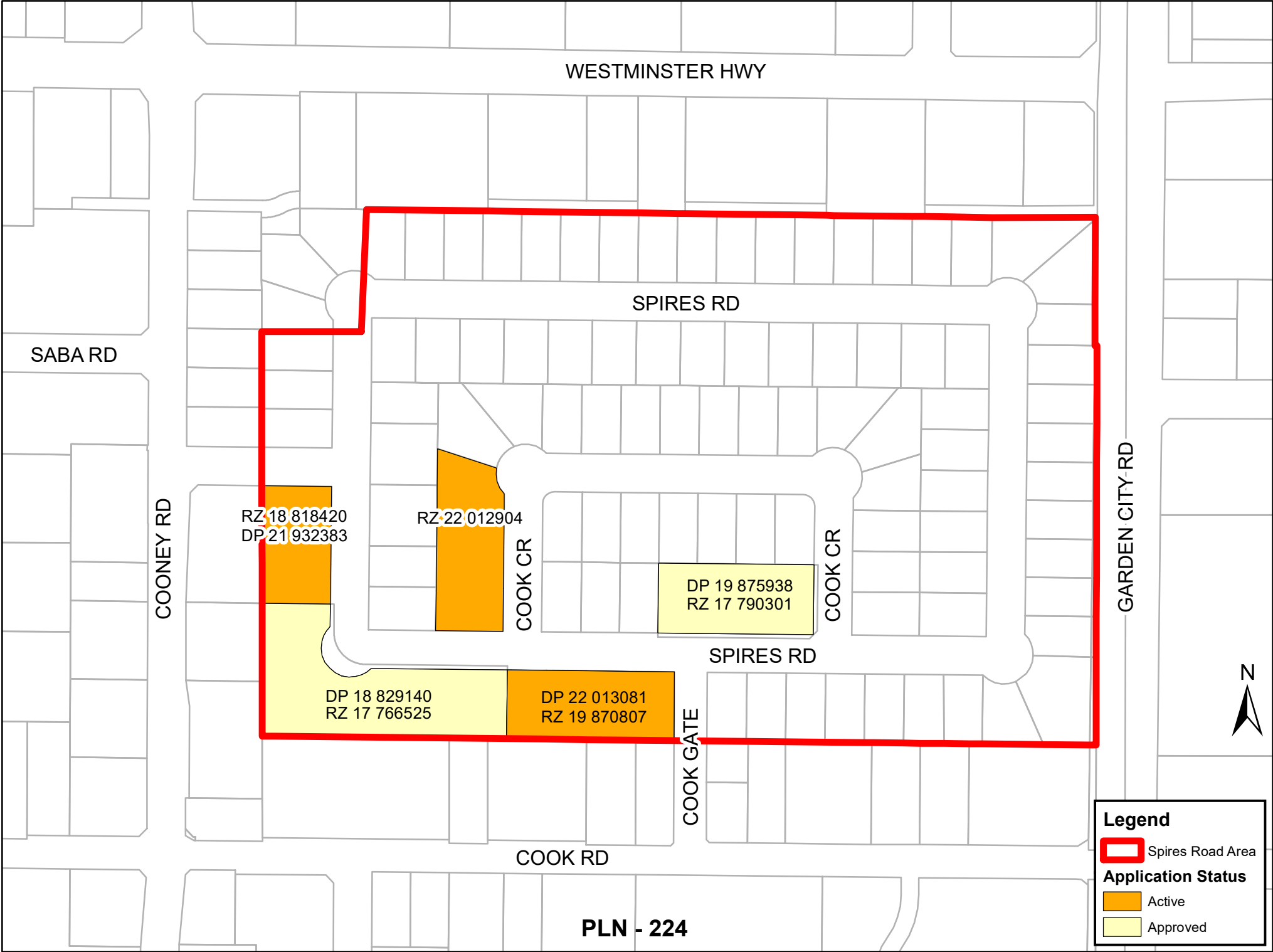
- Attachment 1: Specific Land Use Plan Brighthouse Village (2031) – Spires Road Area
- Attachment 2: Active and Approved High Density Townhouse Applications – Spires Road Area
- Attachment 3: Economic Feasibility Analysis – Executive Summary
- Attachment 4: Sample Consultation letter
- Attachment 5: Consultation Feedback – Map
- Attachment 6: Consultation Feedback – Summary
- Attachment 7: CCAP Sub-Area Land Use Designations – Spires Road and Surrounding Area
- Attachment 8: OCP Consultation Policy & Summary of Consultation with Key Stakeholders
- Attachment 9: Notification Area Map

Specific Land Use Map: Brighthouse Village (2031)



PLN - 223

Active and Approved High Density Townhouse Applications - Spires Road Area



June 6, 2022

Re: Richmond Spire Road Area Financial Analysis Executive Summary

G. P. Rollo & Associates (GPRA) was retained to prepare a financial analysis to evaluate the financial feasibility of a potential policy to provide incentives for developers to include market rental and income controlled rental units in all new residential developments in the Spires Road Area. GPRA has the following to report:

- Townhouses don't have the ability to remain financially feasible while increasing the portions of rental in the project. A variety of factors play into this, including lower rents being required for larger unit sizes to remain affordable, and the fact that increased density over 1.2 FAR likely necessitates a switch to apartments;
- Low rise wood frame apartments had the most economic resiliency to absorb increased components of rental housing, whether that be market rental, HILs rental, or LEMR;
- Concrete mid-rise apartments demonstrate little ability to absorb increased requirements for any rental;
- All 100% rental scenarios that include a mix of non-market units generally would require a subsidy of some sort for a developer to undertake such a project;
- A number of density and tenure mixes were assessed to determine what is financially feasible in the Spires Road area
- Through this, it was determined that 60% strata (1.2 FAR)/20% market rental (0.4 FAR)/20% Richmond's LEMR (0.4 FAR) rate would be feasible at a density of 2.0 FAR provided that construction is wood frame.;
- If the density increases beyond 2.0 FAR while the strata proportion (1.2 FAR) remains the same, the project will become less financially feasible as the project would likely switch to concrete construction;
- Parking reductions for rental components will help, but the cost for parking for low rise projects is a relatively small part of the overall cost but may help as part of a slate of tools to make rental housing more feasible. In the mid-rise form similar principles hold true regarding the ratio of costs for parking to the overall unit cost, but here the greater gap is between the cost of construction overall compared to rents that can be achieved.
- Generally if developers are expected to pay for non-market units a value similar to LEMR units the minimum rent they could charge would be around LEMR rates, or a blended average of \$1.81 per square foot in order to break even while servicing their debt.
- The lowest rents a non-profit housing operator could offer would be roughly \$1.05 per square foot per month, but this would require units be provided free of charge.

January 26, 2022
File: 08-4105-20-AMANDA #/2021-Vol 01

Planning and Development Division
Policy Planning
Fax: 604-276-4052

Dear Owner/Resident:

Re: Consultation regarding future re-development in the Spires Road Area

The purpose of this letter is to inform you of a planning study that the City of Richmond is undertaking in your neighbourhood and to provide you with an opportunity to provide input.

Background

The Spires Road Area (Attachment 1) is currently identified in the City Centre Area Plan (CCAP) as an area intended to transition from a predominately single-family neighbourhood to a neighbourhood of urban-style townhouses with dedicated parking structures. The maximum density allowed under this land use designation is 1.2 FAR¹. Inline with this vision, over the last several years, two urban-style townhouse developments have been approved in the area and are currently being developed.

Due to the neighbourhood's close proximity to the Brighthouse Skytrain Station, and to provide more affordable housing options in Richmond, Council's Planning Committee has directed City Planning staff to study the feasibility of providing more multiple family housing in the form of low rise and high rise apartments in the Spires Road Area. Higher densities would only be considered where there would be income controlled rental housing and/or non-market housing as part of the proposal.

Approach

Staff are preparing to update the CCAP in order to:

- develop a policy to provide incentives for new residential developments in the Spires Road Area to include market rental, income controlled rental, and non-market housing/social housing units;
- consider allowing higher densities (for examples, low-rise or high-rise residential buildings instead of townhouses only) in the Spires Road Area for projects that provide non-market housing and/or income controlled rental housing units;

¹ Floor Area Ratio (FAR) is the ratio of the building's floor area to the size of lot/parcel that the building is located on. For example, if a 1,000 square foot building stands on a 1,000 square foot of land, the floor area ratio is 1.0.

THIS IS AN IMPORTANT NOTICE. PLEASE
HAVE SOMEONE TRANSLATE IT FOR YOU.

INFORMATION IMPORTANTE:
TRADUISEZ S'IL VOUS PLAÎT.

這通告很重要，請找人為您翻譯解說。
这通告很重要，请找人為您翻譯解說。

ਇਹ ਇੱਕ ਜ਼ਰੂਰੀ ਸੂਚਨਾ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ
ਤੋਂ ਇਸ ਦਾ ਆਪਣੇ ਲਈ ਅਨੁਵਾਦ ਕਰਵਾਉ।

- update the road circulation network within the Spires Road Area to accommodate the additional density, if required; and to enhance pedestrian connectivity; and
- include a set of Special Precinct Development Permit Guidelines to establish a consistent neighbourhood character within the Spires Road Area.

What this means to you

As a property owner and resident in this area, your opinion is important to us. Your participation in this consultation process will assist the Planning and Development Department in accurately reflecting your views when making a recommendation to Council on the future of your neighbourhood.

City Planners are seeking all stakeholder comments to be submitted prior to **Thursday, February 10, 2022.**

Please kindly submit your written comments, including suggestions and concerns for future developments in the Spires Road Area:

- by email to elee@richmond.ca
- by mail to Edwin Lee, Planner 2 at 6911 No. 3 Road, Richmond, V6Y 2C1.

If you have any specific questions or require clarification on this consultation process, please feel free to contact the undersigned directly at 604-276-4121.

Process

Upon completion of this consultation process, City Planners will report back to Planning Committee with further recommendations. If Planning Committee and Council wish to advance the proposed updates to the CCAP for the Spires Road Area, a Public Hearing would be required in accordance with the *BC Local Government Act*.

At the Public Hearing, all persons who believe that their interest in property is affected by the proposed bylaw will be given an opportunity to be heard or to present written submissions. A notice for a future Public Hearing will be mailed to the owners and residents in the Spires Road Area, and placed in the local newspaper.

Additional Information

If you have concerns related to current construction activities in the Spires Road Area, please be advised that:

- The City's Noise Regulation Bylaw 8856 regulates construction noise, including demolition. Provided the day is not a Sunday or Statutory holiday, construction noise not exceeding 85 decibels "dBA" is permitted Monday to Friday from 7 a.m. to 8 p.m. and Saturdays from 10 a.m. to 8 p.m.
- The City's Unsightly Premises Regulation Bylaw 7162 contains requirements for proper clean-up of properties.
- Tree Protection Bylaw 8057 regulates the removal and retention of trees 20 cm in diameter or greater located on private property

- For urgent matters such as water and sewer problems, road obstructions, downed trees or other problems, please contact Public Works at 604-270-8721.
- For construction activity noise, dispersion of rodents during construction, health hazards related to air and water or sewage disposal problems, please contact Vancouver Coastal Health – Richmond Health Services at 604-233-3147 or RCMP non-emergency line (after hours) at 604-278-1212.
- For building permit enquiries, construction vibration, neighbouring fencing and property line encroachment, and tree protection during construction, please contact Building Approvals at 604-276-4285, or Tree Protection at 604-247-4684, or City Street Trees at 604-244-1208.
- For unsightly or excessive accumulation of construction debris, and parking enquiries at construction site, please contact Community Bylaws at 604-276-4345.
- For soil on roadway or sidewalk, pollution impact on drainage ditches or storm sewers, please contact Engineering at 604-276-4289.

Yours truly,

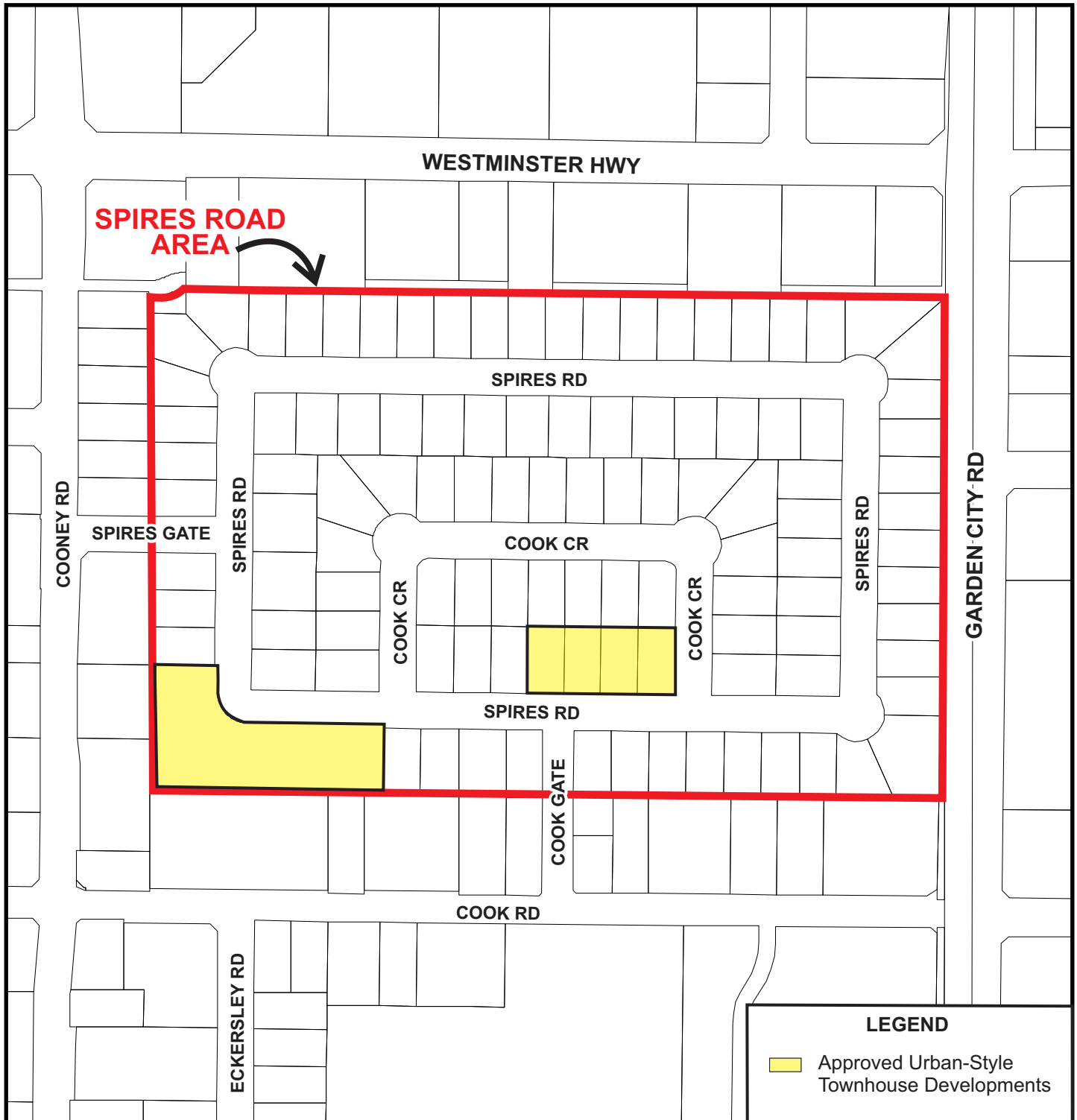
A handwritten signature in black ink, appearing to read 'Edwin Lee', is positioned above the typed name.

Edwin Lee
Planner 2
City of Richmond


EL:cas



City of Richmond



LEGEND

 Approved Urban-Style
Townhouse Developments

Original Date: 05/20/20

Revision Date: 01/19/22

Note: Dimensions are in METRES

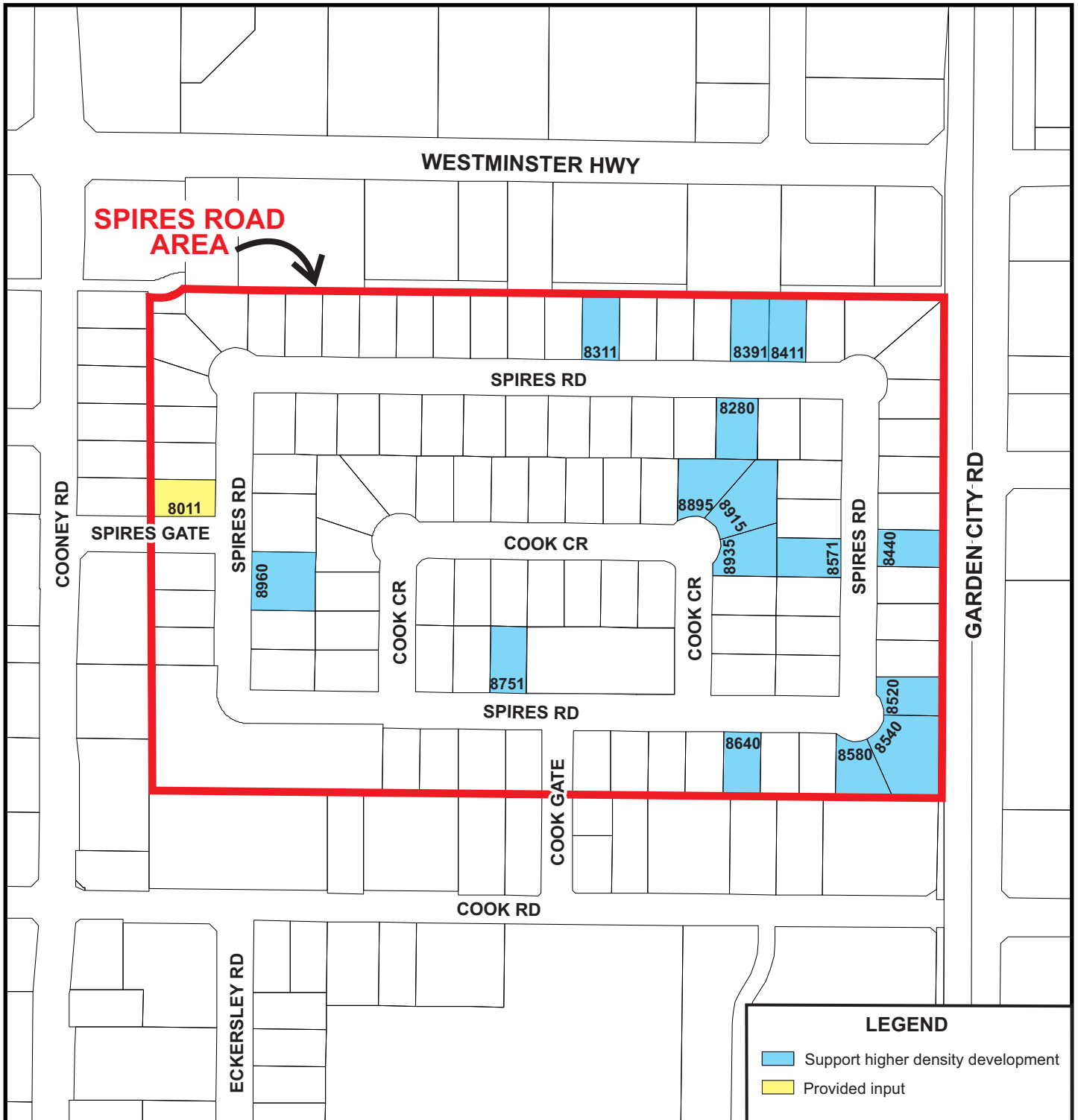


Spires Road Area

PLN - 229



City of Richmond



Consultation - Higher Density in the Spires Road Area

Original Date: 05/24/22

Revision Date:

Note: Dimensions are in METRES

Consultation Feedback – Summary (Spires Road)

Letters sent out: 162 letters mailed out

Response Rate: 13 property owners (representing 17 properties/including 16 single family dwellings and one duplex)

Summary of Consultation Feedback:

- 1 comment on the “overabundance of income controlled rentals and non-market housing/social housing units could negatively impact property values”.
- 1 comment on the fact that an overabundance of non-market housing may cause the neighbourhood to deteriorate if adequate social support services are not available.
- 1 suggestion that non-market or affordable housing should not be mixed with strata or market rental units in the same building; they should be provided in a stand-alone building.
- 1 disagreement with higher density being linked to non-market housing; affordable housing for family who are not qualified for subsidized housing should be provided instead.
- 1 request that the city find a way to provide more “more affordable”/starter-home units for ownership.
- 1 concern with potential on-street parking shortage caused by new developments and higher density.
- 1 request to keep the existing road network and not to close the eastern section of Spires Road as per the current area plan.
- 1 suggestion that the City should stop issuing building permits for new single family construction in the area to avoid further delaying higher density developments.
- 1 recommendation to maximize building footprint on the ground and provide outdoor spaces on the top of the podium or building instead.
- 2 comments that it takes so long for the City to review the area plan and allow for higher density.

There were also 3 comments related to parking, which were forwarded to Transportation and Community Bylaws for response:

- 2 comments related to the fact that construction parking is destroying the lawn area within the city boulevard and leaving a mess.
- 1 comment on the lack of enforcement on parking restrictions in the area.

CCAP Land Use Designations Map - Spires Road and Surrounding Area



- Spires Road Area
- Sub Area B1 - High Density Townhouses 1.2 FAR 15m Max Height
- Sub Area B2 - Mid-Rise Residential (4-8 storeys) 2.0 FAR 25 m Max Height
- Sub Area B3 - High Rise Residential 3.0 FAR 45 m Max Height
- Sub Area B4 - High-Rise Commercial & Mixed Use 4.0 FAR 45 m Max Height
- Park
- School
- Proposed Streets

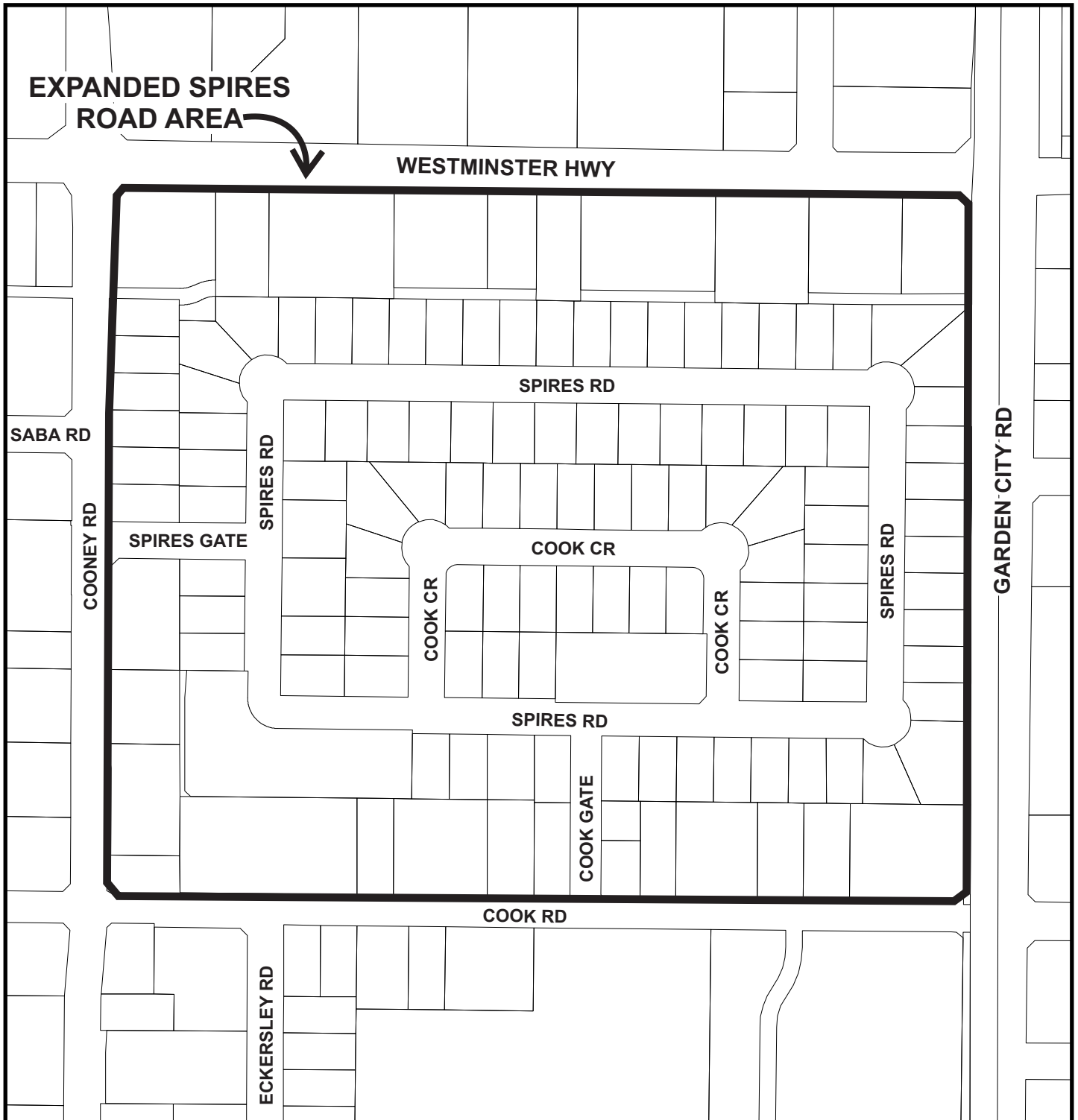
OCP Consultation Policy

Staff have reviewed the proposed OCP amendments, with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy No. 5043 requirements and recommend that this report does not require referral to external stakeholders. The table below clarifies this recommendation as it relates to the proposed OCP amendment.

Stakeholder	Referral Comment (No Referral necessary)
Agricultural Land Commission (ALC)	No referral necessary because the Land Reserve is not affected.
Richmond School Board	Will be referred to the Board of Education of School District No. 38 (Richmond) for comment and response by July 18, 2022.
The Board of Metro Vancouver	No referral necessary because the Regional District is not affected.
The Councils of adjacent Municipalities	No referral necessary because adjacent municipalities are not affected.
First Nations (e.g. Sto:lo, Tsawwassen, Musqueam)	No referral necessary because First Nations are not affected.
TransLink	No referral necessary because the proposed amendments will not result in significant road network changes.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary because the Port is not affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary because the proposed amendments do not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development (ANSO) Policy.
Richmond Coastal Health Authority	No referral necessary because the Health Authority is not affected.
Community Groups and Neighbours	A Public Hearing notice will be sent to all owners and residents in the Spires Road area to comment on the proposed OCP amendment at a Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral necessary because Federal and Provincial Government Agencies are not affected.



City of Richmond



Expanded Spires Road Area Notification Area Map

Original Date: 05/25/22

Revision Date:

Note: Dimensions are in METRES



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10190**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan), is amended by:

- a) On page 3-3, in the Development Permit Sub-Area Key Map, extending “B2 Mixed Use – Mid-Rise Residential & Limited Commercial” to include the area bounded by Westminster Highway, Garden City Road, Cook Road and Cooney Road and identified as “Urban Centre T5 (25m)” and “Spires Road Area” on “Schedule A attached to and forming part of Bylaw 10190”;
- b) On page 3-44, in Section 3.2.5 Sub-Area B.1, removing the area bounded by Westminster Highway, Garden City Road, Cook Road and Cooney Road from “Sub-Area B.1 Mixed Use – Low-Rise Residential & Limited Commercial”;
- c) On page 3-46, in Section 3.2.6 Sub-Area B.2, designating the area bounded by Westminster Highway, Garden City Road, Cook Road and Cooney Road and identified as “Urban Centre T5 (25m)” and “Spires Road Area” on “Schedule A attached to and forming part of Bylaw 10190” as “Sub-Area B2 Mixed Use – Mid-Rise Residential & Limited Commercial” and “Spires Road Area”;
- d) On page 3-46, in Section 3.2.6 Sub-Area B.2, repealing the following reference to the boundary in the map legend:

“Capstan Station Bonus

Development sites for which net density is permitted to exceed 2.0 FAR in the Capstan Station Bonus area may be considered under 3.2.7 Sub-Area B.3.”; and

Replacing it with:

“Capstan Station Bonus and Spires Road Area

Development sites in these areas for which net density is permitted to exceed 2.0 FAR may be considered under 3.2.7 Sub-Area B.3.”

- e) On page 4-3, inserting policy 4.1.m) as follows:

“Residential Rental Tenure – Spires Road Area

No rezoning of development sites will be supported in the Spires Road Area (Brighthouse Village) unless the owner provides rental housing on the

development site, secured with residential rental tenure zoning, as determined to the satisfaction of the City.”

- f) On the “Generalized Land Use Map (2031)”, designating the area bounded by Westminster Highway, Garden City Road, Cook Road and Cooney Road and identified as “Urban Centre T5 (25m)” and “Spires Road Area” on “Schedule A attached to and forming part of Bylaw 10190” as “Urban Centre T5” and “Spires Road Area”;
- g) In the Land Use Maps section of the bylaw, inserting “Overlay Boundary – Rental Housing Area Map (2031)” as shown in “Schedule B attached to and forming part of Bylaw 10190”.
- h) Replacing the Specific Land Use Map: Brighthouse Village (2031) with “Schedule A attached to and forming part of Bylaw 10190”;
- i) Repealing the existing text in the “Specific Land Use Map: Brighthouse Village – Detailed Transect Descriptions” with regard to “Maximum Average Net Development Site Density” for “Urban Centre T5 (25m)” and replacing it with the following:

- For Non-Residential Uses: 2.0.

- For Residential and Mixed Uses including Residential:

- Within the Spires Road Area: 2.0 minimum comprising:

- a) base: 1.2, subject to the provisions of the City’s Affordable Housing Strategy and Market Rental Housing Policy, except as specifically provided for in the Spires Road Area; and
- b) residential rental tenure housing: 0.8, provided that at least 50% is secured for low end market rental housing and the balance is market rental housing, unless otherwise approved by Council.

- Elsewhere:

- a) base: 1.2;
- b) Affordable Housing Bonus: 0.8.

Additional density, where applicable:

- Institution: To be determined on a site specific basis via City development application processes.
- Specifically for 6331 and 6351 Cooney Road: 2.67.
- Spires Road Area rental tenure housing bonus: 1.0, provided that at least 50% is secured for low end market rental housing and the balance is market rental housing, unless otherwise approved by Council.”

- j) On page A-1, inserting into Appendix 1 – Definition, under the sub-heading Overlays, the following:

“Spires Road Area

An area that:

- comprises the Spires Road Area (Brighthouse Village);
- requires a minimum density of 2.0 FAR comprising:

- a) base: 1.2, subject to the provisions of the City's Affordable Housing Strategy and Market Rental Housing Policy, except that the OCP Market Rental Housing Policy density bonus shall not apply.
 - b) residential rental tenure housing: 0.8, provided that at least 50% is secured for low end market rental housing and the balance is market rental housing, unless otherwise approved by Council.
 - on a site specific basis via City development application processes, may provide for additional density for residential rental tenure housing only, provided that the following conditions apply:
 - a) the maximum additional density shall not exceed 1.0 FAR;
 - b) the maximum total density on the net development site shall not exceed 3.0 FAR;
 - c) at least 50% of the additional density is constructed as low end market rental housing and the balance is constructed as market rental housing, unless otherwise approved by Council;
 - d) the additional density shall result in a community benefit to the satisfaction of the City;
 - e) the scale, form, and character of development shall be complementary to that intended for neighbouring properties under the Area Plan to the satisfaction of the City; and
 - f) the minimum net development site size is 4,000 m² (1.0 ac)."
 - k) Making various text and graphic amendments to accommodate the identified bylaw amendments and to ensure consistency with the Generalized Land Use Map (2031) and Specific Land Use map: Brighthouse Village (2031), as amended.
2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10190"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

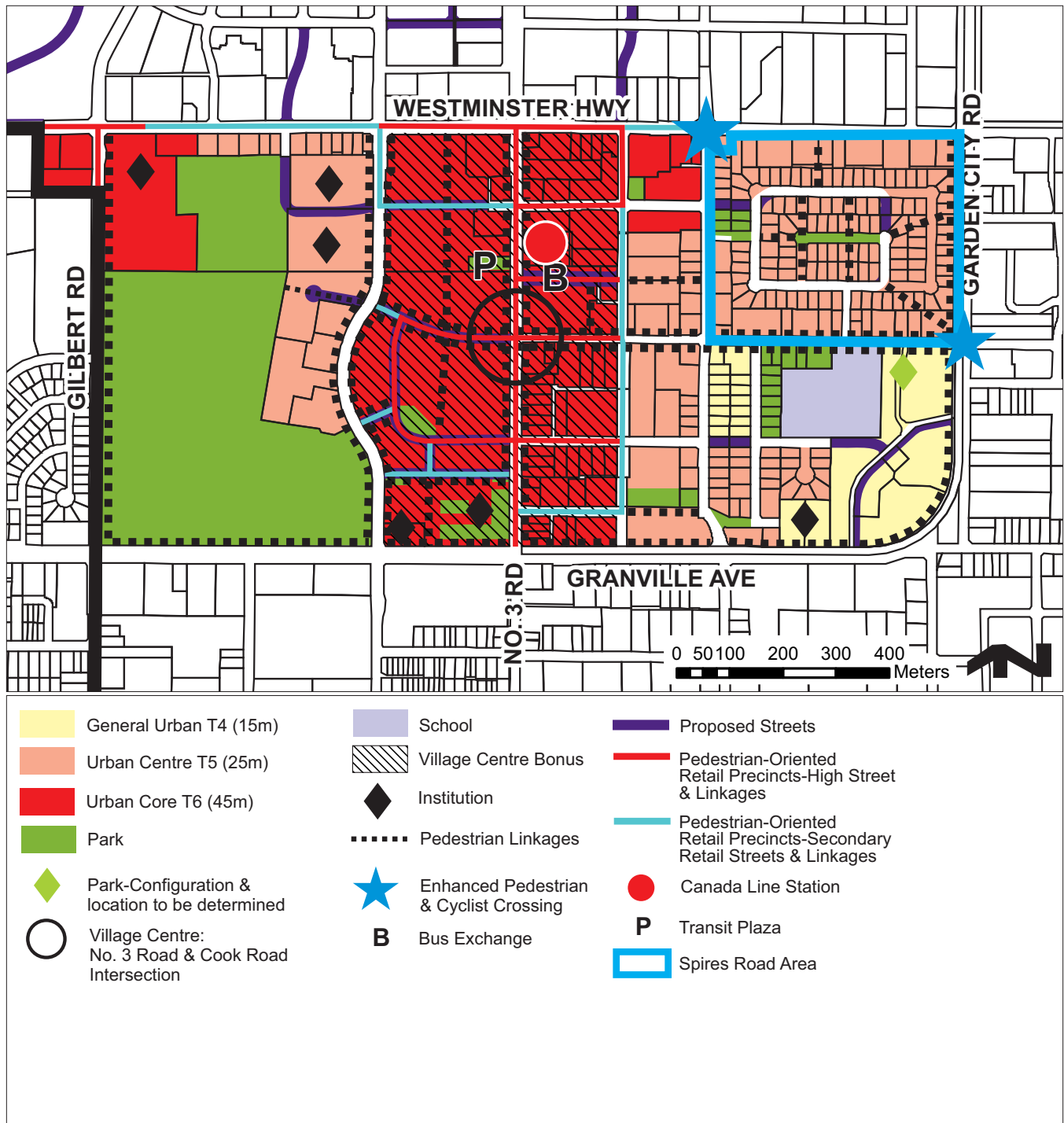
_____	CITY OF RICHMOND

_____	APPROVED by SG
_____	APPROVED by Manager or Solicitor 

MAYOR

CORPORATE OFFICER

Specific Land Use Map: Brighthouse Village (2031)



Bylaw 10020
2019/05/21

Maximum building height may be subject to established Airport Zoning Regulations in certain areas.

Overlay Boundary – Rental Housing Area Map (2031)

