

Agenda

Special Planning Committee

Council Chambers, City Hall 6911 No. 3 Road Wednesday, July 21, 2021 4:00 p.m.

Pg. # ITEM

MINUTES

PLN-4 Motion to adopt the minutes of the meeting of the Planning Committee held on July 6, 2021.

NEXT COMMITTEE MEETING DATE

September 8, 2021, (tentative date) at 4:00 p.m. in Council Chambers.

PLANNING AND DEVELOPMENT DIVISION

1. APPLICATION BY RAV BAINS FOR REZONING AT 3220/3240 BLUNDELL ROAD FROM THE "SINGLE DETACHED (RS1/E)" ZONE TO THE "SINGLE DETACHED (RS2/C)" ZONE (File Ref. No. 12-8060-20-010281; RZ 20-896900) (REDMS No. 6698906)

PLN-21

See Page PLN-21 for full report

Designated Speakers: Wayne Craig and Nathan Andrews

PLN – 1 (Special) Pg. # ITEM

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10281, for the rezoning of 3220/3240 Blundell Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/C)" zone, be introduced and given first reading.

2. REVISED REZONING CONSIDERATIONS FOR THE APPLICATION BY RICK SIAN FOR REZONING AT 7220 RAILWAY AVENUE FROM THE "SINGLE DETACHED (RS1/E)" ZONE TO THE "COMPACT SINGLE DETACHED (RC2)" ZONE (File Ref. No. RZ 15-691744; 12-8060-20-009282) (REDMS No. 6706204)

PLN-42

See Page PLN-42 for full report

Designated Speakers: Wayne Craig and Nathan Andrews

STAFF RECOMMENDATION

- (1) That Third Reading of Richmond Bylaw 8500, Amendment Bylaw 9292 be rescinded and the rezoning considerations revised in order to comply with the City's current Affordable Housing Policy; and
- (2) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9292, as amended, for the rezoning of 7220 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, be forwarded to a Public Hearing.
- 3. APPLICATION BY MADAN AHEER, CHALINDER AHEER, KHIAL AHEER AND HARBAKHAS AHEER FOR REZONING AT 10726/10728 RIVER DRIVE FROM THE "TWO-UNIT DWELLINGS (RD1)" ZONE TO THE "SINGLE DETACHED (RS2/B)" ZONE (File Ref. No. RZ 20-910360; 12-8060-20-010282) (REDMS No. 6699177)

See Page **PLN-77** for full report

Designated Speakers: Wayne Craig and Nathan Andrews

PLN-77

Pg. # ITEM

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10282 for the rezoning of 10726/10728 River Drive from the "Two-Unit Dwellings (RD1)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.

4. METRO VANCOUVER'S DRAFT UPDATED REGIONAL GROWTH STRATEGY, METRO 2050

(File Ref. No. 01-0157-30-RGST1) (REDMS No. 6693525)

PLN-99

See Page PLN-99 for full report

Designated Speakers: Peter Whitelaw and John Hopkins

STAFF RECOMMENDATION

That the staff report titled "Metro Vancouver's Draft Updated Regional Growth Strategy, Metro 2050" dated June 21, 2021 from the Director, Policy Planning be received for information.

5. MANAGER'S REPORT

ADJOURNMENT



Planning Committee

Date:	Wednesday, June 23, 2021
Place:	Council Chambers Richmond City Hall
Present:	Councillor Linda McPhail, Chair Councillor, Alexa Loo (by teleconference) Councillor Carol Day (by teleconference) Councillor Bill McNulty Councillor Harold Steves (by teleconference)
Absent:	Councillor Chak Au (by teleconference) Councillor Andy Hobbs Councillor Michael Wolfe (by teleconference)
Call to Order:	The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded That the minutes of the meeting of the Planning Committee held on June 8, 2021, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

July 6, 2021, (tentative date) at 4:00 p.m. in Council Chambers

Minutes

PLANNING AND DEVELOPMENT DIVISION

1. APPLICATION BY KENNETH KIM ARCHITECTURE INC. FOR REZONING AT 6500 COONEY ROAD FROM THE "LOW DENSITY TOWNHOUSES (RTL1)" ZONE TO THE "PARKING STRUCTURE TOWN HOUSING (ZT93) - BRIGHOUSE (CITY CENTRE)" ZONE (File Ref. No. RZ 08-429600; 12-8060-20-010265/008618) (REDMS No. 6657013 v. 2)

It was moved and seconded

- (1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 10265 to create the "Parking Structure Town Housing (ZT93) - Brighouse (City Centre)" zone, and to rezone 6500 Cooney Road from the "Low Density Townhouses (RTL1)" zone to the "Parking Structure Town Housing (ZT93) - Brighouse (City Centre)" zone, be introduced and given first reading; and
- (2) That Richmond Zoning Bylaw 8500, Amendment Bylaw 8618, for the rezoning of 6500 Cooney Road from the "Low Density Townhouses (RTL1)" zone to the "Parking Structure Townhouses (RTP4)" zone, be abandoned.

CARRIED

 APPLICATION BY ZHAO XD ARCHITECT LTD. FOR REZONING AT 9200, 9220, 9240, 9260, 9280, 9300, 9320 & 9340 FRANCIS ROAD FROM "SINGLE DETACHED (RS1/E)" TO "TOWN HOUSING (ZT94) – FRANCIS ROAD (BROADMOOR)" (File Ref. No. RZ 20-907463; 12-8060-20-10254) (REDMS No. 6673518 v. 4A)

It was moved and seconded That Richmond Zoning Bylaw 8500, Amendment Bylaw 10254, to create the "Town Housing (ZT94) – Francis Road (Broadmoor)" zone, and to rezone 9200, 9220, 9240, 9260, 9280, 9300, 9320, and 9340 Francis Road from "Single Detached (RS1/E)" to "Town Housing (ZT94) – Francis Road (Broadmoor)," be introduced and given first reading.

CARRIED

3. SECURING MARKET RENTAL HOUSING IN NEW DEVELOPMENT AND INCREASING LOW END MARKET RENTAL (LEMR) CONTRIBUTIONS

Staff reviewed the proposed Market Rental Housing and Low-End Market Rental (LEMR) regulations, noting the following:

PLN - 5

- the proposed recommendations would (i) introduce city-wide requirements securing 10% of the floor area for market rental housing in multi-family developments that include more than 60 apartment units, (ii) introduce an expansion of required LEMR floor area from 10% to 15% of the total residential floor area for sites within the City Centre, and maintain the required LEMR floor area at 10% for sites outside of the City Centre in multi-family developments that include more than 60 apartment units, (iii) update LEMR cash-in-lieu rates for single-family, townhouse and apartment development with less than 60 units, and (iv) introduce a new community amenity contribution for townhouse and apartment developments with 5 to 60 units;
- the proposals include consideration of incentives for development market rental housing, including consideration of a variable density bonus to secure market rental housing; and
- the City undertook a review of affordable housing initiatives in other municipalities and conducted consultation with key stakeholders.

The Chair noted the following pieces of correspondence were distributed:

- Raman Kooner, Richmond Home Builders Group (attached to and forming part of these minutes as Schedule 1);
- Anne McMullin, Urban Development Institute (attached to and forming part of these minutes as Schedule 2);
- Jesse Galicz, Vanprop Investments Ltd. (attached to and forming part of these minutes as Schedule 3); and
- John Roston, Richmond Rental Housing Advocacy Group (attached to and forming part of these minutes as Schedule 4).

Discussion ensued with regard to (i) enhancing incentives to develop market rental projects, (ii) adopting city-wide policies related to market rental requirements, (iii) reviewing building height restrictions, (iv) reducing development costs for market rental projects, (v) comparing the market rental policies and rates in other municipalities, and (vi) connecting new developments into the City's district energy.

In reply to queries from Committee, staff noted that proposed incentives to develop market rental projects include a density bonus, a reduction in parking rates and certainty in the development review process.

John Roston, Richmond Rental Housing Advocacy Group, referenced his submission and spoke on the proposed Market Rental Housing and LEMR Policy and the various development factors such as cost of land, land parcel size and total floor area. Robin Glover, Polygon Homes, spoke on the proposed Market Rental Housing and LEMR Policy and potential impact to the feasibility of future development projects. He encouraged the City to (i) implement the policies incrementally, (ii) grandfather instream applications to the current regulations, and (iii) enhance incentives to develop market rental projects.

Discussion ensued with regard to grandfathering instream rezoning applications with the current regulations and conducting an information workshop for Committee members.

In reply to queries from Committee, staff noted that (i) the current market rental and LEMR policies have yielded a significant number of market rental units, (ii) utilizing certain types of incentives or the scale at which they are applied will vary across all proposed developments, (iii) it would be extremely difficult to extrapolate the number of potential market rental units from the proposed requirements, and (iv) there are currently six instream rezoning applications with two of those applications located outside of the city centre area.

As a result of the discussion, the following **motion** was introduced:

It was moved and seconded

- (1) That the following staff reports titled:
 - (a) "Options to Secure Market Rental Housing in New Development and Options to Increase Low End Market Rental (LEMR) Contributions", dated April 19, 2021, from the Director, Policy Planning;
 - (b) "Low End Market Rental Contribution Rate Review," dated April 19, 2021, from the Director, Community Social Development; and
 - (c) "Supplementary Information: Options To Secure Market Rental Housing In New Development And Options To Increase Low End Market Rental (LEMR) Contributions," dated June 7, 2021, from the Director, Policy Planning;

be referred back to staff; and

(2) That staff be directed to conduct a workshop for Council members on the proposed changes related to market rental housing policy and low-end market rental housing regulations.

> **CARRIED** Opposed: Cllr. Day

Discussion then ensued with regard to options to grandfathering instream applications, and as a result, the following **referral motion** was introduced:

PLN - 7

It was moved and seconded

That instream rezoning applications are grandfathered under the current market rental housing policy and low-end market rental housing regulations and are processed concurrently during the consideration of the new proposed market rental housing policy and low-end market rental housing regulations.

CARRIED

Opposed: Cllrs. Day Steves

4. SUPPLEMENTARY INFORMATION - STEVESTON VILLAGE ADVISORY DESIGN COMMITTEE AND STEVESTON AREA PLAN REVIEW

(File Ref. No. 08-4200-01) (REDMS No. 6696866)

Staff noted that the proposed Steveston Village Advisory Design Committee will be incorporated into the Richmond Heritage Committee (RHC) and as such, the RHC's terms of reference and composition will be updated. Staff added that staff will report back to Committee on the member selection process this coming Fall 2021.

It was moved and seconded

- (1) That Richmond Heritage Commission Bylaw No. 7906, Amendment Bylaw 10280, to revise the terms of reference for and composition of the Richmond Heritage Commission to clarify and strengthen the review of relevant development applications city-wide and in the Steveston Village, be introduced and given first, second and third reading;
- (2) That the enhanced development review process described in the report titled "Steveston Village Advisory Design Committee and Steveston Area Plan Review" dated May 25, 2021, from the Director of Policy Planning (considered at the June 8, 2021 Planning Committee meeting), be endorsed;
- (3) That the revised implementation strategy, as further described in the report titled "Supplementary Information – Steveston Village Advisory Design Committee and Steveston Area Plan Review" dated June 14, 2021, from the Director of Policy Planning, be endorsed, and that all new and in-stream applications be referred to the Richmond Heritage Commission once the proposed design members are appointed by Council; and

(4) That staff be directed to report back to Council in two years regarding the effectiveness of the enhanced development application review process and the revised Richmond Heritage Commission.

CARRIED

5. MANAGER'S REPORT

(i) Special Planning Committees

Joe Erceg, General Manager, Planning and Development, noted that due to the number of upcoming agenda items, staff are recommending that additional Planning Committee meetings be scheduled in September, October and November 2021.

(ii) Steveston Streetscape Design

Mr. Erceg noted that staff are planning to meet with TransLink to discuss the matter and will be presenting a report to Committee in the Fall 2021.

ADJOURNMENT

It was moved and seconded *That the meeting adjourn (5:43 p.m.).*

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, June 23, 2021.

Councillor Linda McPhail Chair Evangel Biason Legislative Services Associate



Richmond Home Builders Group #2240 – 4871 Shell Rd Richmond BC V6X 3Z6 604-825-4433 www.myrichmond.ca info@myrichmond.ca

Schedule 1 to the Minutes of the Special Planning Committee meeting of Richmond City Council held on Wednesday, June 23, 2021.

Hello Spencer,

To start I wanted to thank you and the rest of the staff who participated in the discussion with us about the proposed changes to the City's rental housing policies. We now have a clear understanding of the changes that are being proposed.

We feel that changes are needed, and we are in support of these changes. We did express some concerns. However, we do feel that if these concerns were addressed that it would not only make it easier for developers to build more rental homes in Richmond, but encourage it.

The goal should be to have developers build as much as possible, but they will only do so if it is feasible, if it is not they simply just will not build.

The concerns that were expressed during the meeting was as follows:

- Proposed increase in Affordable Housing contribution rate or additional community amenity contribution requirements to create rental housing/LEMR will negatively affect the housing affordability in Richmond for entry level homes especially condos and townhouses by way of increased cost associated with the development and lack of return on these units. A relaxation in Development costs will ease this burden.
- In a smaller townhouse development, as developer we found that density bonusing for LEMR is not enough to make it worthwhile for small developers to include such rental housing in these projects. It is too difficult to fit the bonus density on these sites because of size constraints. These smaller developers will end up holding those units as they are difficult to sell because of the economics of rental of returns and the market value for those rental units with LEMR decreased substantially and with ongoing inflation and increased cost of construction, the return of the unit is not justifiable against the cost of building those units.
- Additional density bonus that is flexible and that fits to allow for more Market Rental and LEMR Units
- Reduced parking requirements should be considered to encourage developers to consider building rental housing.
- Reduction of DCC rates for Market Rentals and DCC waivers for LEMR units would help to bring the cost down to encourage for more of these units to be built.



#2240 – 4871 Shell Rd Richmond BC V6X 3Z6 604-825-4433 www.myrichmond.ca info@myrichmond.ca

- Those projects where developer opts for building Market rental or LEMR should be considered as priority and should be rezoned on fast-track basis.
- Potential variance approvals to adjust for bonus density to allow for Market Rentals and LEMR units.
- All in-stream application should be considered for being grandfathered under old rules.

Thank You

Raman Kooner

Schedule 2 to the Minutes of the Committee Planning Special Richmond City . of meeting Council held on Wednesday, June 23, 2021.

> TO: MAYOR & EACH COUNCILLOR

From: Sent: To: Subject:

MayorandCouncillors UDI Letter - Proposed New Market Rental Policy and Increased LEMR Requirements -Planning Committee - June 23, 2021

Attachments:

UDI Letter - Additional Comments on Proposed Market Rental and LEMR Requirements - Richmond Planning Committee, June 23, 2021.pdf

From: Cassandra McColman <cmccolman@udi.org>

Sent: June 22, 2021 2:20 PM

FROM: CITY CLERK'S OFFICE To: McPhail,Linda <LMcPhail@richmond.ca>; Loo,Alexa <ALoo@richmond.ca>; Day,Carol <<u>CDay@richmond.ca</u>>;

McNulty,Bill <BMcNulty@richmond.ca>; Steves,Harold <hsteves@richmond.ca>

Cc: Anne McMullin <AMcMullin@udi.org>; Hopkins,John <JHopkins@richmond.ca>; Spencer,Cody

MayorandCouncillors

June 23, 2021 9:25 AM

<<u>CSpencer@richmond.ca</u>>; Craig,Wayne <W<u>Craig@richmond.ca</u>>; CityClerk <<u>CityClerk@richmond.ca</u>>; Nikolic,Diana <DNikolic@richmond.ca>

Subject: UDI Letter - Proposed New Market Rental Policy and Increased LEMR Requirements - Planning Committee -June 23, 2021

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Good afternoon Councillor McPhail,

Ahead of tomorrow's Planning Committee meeting, please find attached UDI's additional comments regarding the proposed new market rental policy and increased LEMR requirements and the supplementary information provided for consideration.

If you have any questions regarding our comments, please let us know.

Warm regards,

Cassandra McColman | Manager, Policy and Research Urban Development Institute cmccolman@udi.org Direct: 604.661.3032



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URBAN DEVELOPMENT INSTITUTE – PACIFIC REGION #1100 – 1050 West Pender Street Vancouver, British Columbia V6E 357 Canada T. 604.669.9585 F. 604.689.8691 www.udi.bc.ca

June 22, 2021

Councillor Linda McPhail Chair, Planning Committee City of Richmond 6911 No. 3 Road Richmond BC V6Y2C1

Dear Cllr. McPhail:

RE: Draft Low End Market Rental and Secured Market Rental Policies

We would like to thank the Council for its continued leadership on rental housing policies for both market rental and Low End Market Rental (LEMR) homes in new projects to address the housing crisis. Following discussions at our UDI Liaison Committee meeting in May, and after reviewing the supplementary information provided by staff, UDI does have additional comments on the implementation of the policy that would assist our members in delivering the affordable housing Richmond needs.

Clarification of Proposed Density Bonus and the Need for Certainty

UDI appreciates the clarification of the density bonus approach currently in place to secure additional rental units. This is helpful to our members in providing an enhanced sense of certainty and predictability for calculating the viability of projects with market rental and LEMR requirements.

The existing 0.1 FAR density bonus for the provision of market rental units, and .2/.25 FAR density bonus for additional rental provision or 100% purpose-built rental projects are helpful offsets – especially since Richmond faces unique challenges for increasing density as the result of soil conditions and the YVR flight path. We encourage Council to consider additional options to incentivize rental housing given these constraints, such as:

- Allowing builders to retain Low Carbon District Energy Systems (LCES) instead
 of providing them to the City at no cost; and
- Allowing an aggregation of the required market rental and LEMR units to be provided in stand-alone PBR buildings.

UDI further recommends that Council consider a menu of options with additional incentives to increase the provision of additional rental homes. This would provide greater certainty for builders than a negotiated approach does. By creating a moving target for the provision of rental units, it is difficult for builders to purchase sites because they do not know what their costs will be – ultimately this undermines their ability to move forward with projects. In addition, unanticipated costs or expectations jeopardize the viability of new projects, contradicting the goal to provide more rental and affordable housing.

New DCC Waivers for LEMR Offsets

UDI supports the new recommendation brought forward by staff to Council to request a review and assessment of the feasibility of reducing or waiving DCCs for affordable housing provided in new developments. A DCC waiver would help support the delivery of affordable housing in the City. If Council supports this recommendation, we would be pleased to work collaboratively with staff to support this review.

Review of Additional Parking Rates

While further assessment of parking rates is currently conducted on a case-by-case basis, UDI encourages additional review of parking rates. We would like to see further parking reductions to enable our members to deliver more affordable housing. In the Metro Vancouver *2018 Regional Parking Study*, it was found there was a substantial surplus of parking spaces in projects, with parking supply exceeding utilization by over 35%. With parking spaces costing \$50,000 per stall, our members have found that enabling reduction of parking can create substantial savings if parkades no longer require additional below-grade floors. This is particularly relevant given Richmond's soil conditions. These savings increase viability of market rental and LEMR units in projects, in addition to promoting transit use.

We ask that Planning Committee consider the recommendations provided in this letter while evaluating the proposals brought forward by staff. UDI looks forward to working collaboratively with Richmond in delivering more affordable homes for City residents, as well as other key issues.

Yours sincerely,

Anne McMullin President and CEO

Schedule 3 to the Minutes of the Special Planning Committee meeting of Richmond City Council held on Wednesday, June 23, * 2021.

> TO: MAYOR & EACH COUNCILLOR

FROM: CITY CLERK'S OFFICE

From: Sent: To: Subject:

June 23, 2021 9:24 AM MayorandCouncillors June 23rd Planning Committee Agenda Item #3 Securing Market Rental Housing in New Development & Increasing LEMR Contributions 210623 Vanprop letter to Planning Ctte.pdf

Attachments:

From: Pansy >pansy@vanpropinvestments.com
Sent: June 21, 2021 4:01 PM

To: CityClerk < CityClerk@richmond.ca>

Cc: Kim McInnes <<u>kim@vanpropinvestments.com</u>>; Jesse Galicz <<u>jesse@vanpropinvestments.com</u>>; Alexander Changfoot <<u>alexander@vanpropinvestments.com</u>>; Pansy <<u>pansy@vanpropinvestments.com</u>> **Subject:** June 23rd Planning Committee Agenda Item #3 Securing Market Rental Housing in New Development & Increasing LEMR Contributions

MayorandCouncillors

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Good afternoon,

Please find attached Vanprop's letter to the Mayor and Councillors in response to the proposed draft policies to secure Market Rental Housing in New Development and Increasing LEMR contributions to be presented at the June 23rd Planning Committee as part of Agenda item #3.

Sincerely,

PANSY HUI Communications & Office Manager

VANPROP

355 – 601 W Cordova Street Vancouver, BC V6B 1G1 Office: 604 398 6033 Cell: 604 809 4946 lansdownedistrict.com



VANPROP

June 21st, 2021

City of Richmond Mayor and Councillors City of Richmond 6911 No. 3 Road Richmond, BC V6Y 2C1

Dear Planning Committee and Richmond City Council,

RE: Draft Policies – Securing Market Rental Housing in New Development and Increasing Low End Market Rental (LEMR) Contributions (Agenda Item #3)

Vanprop Investments ("Vanprop"), as long-time owner, operator, and now the master planner of the redevelopment of Lansdowne Centre recognizes the value and need for more access to diverse forms of housing in Richmond, of which affordable housing plays an important role. However, upon reviewing the updated Staff report, our concerns related to the need for more supportive measures for the development community to implement the increased affordable housing requirements as set out in the proposed policy do not seem to have been considered.

At Vanprop we believe that a collaborative approach is required to achieve the development of more affordable housing. To accomplish this, as stated in our previous letter dated May 3rd, 2021 to Council, Vanprop believes that more supportive measures are needed in the form of increased density bonus provisions to facilitate the creation of more affordable and rental housing within Richmond. While we acknowledge that Richmond is challenged with both ground water conditions and YVR flight paths, exploring reduced setbacks and allowing for design flexibility will enable innovative solutions to these constraints.

In addition to density bonus provisions, other ways to support the development of Market Rental and LEMR housing would be to reduce parking requirements, relax height and unit restrictions where possible, and reduce fees for Affordable and Market Rental housing components.

Therefore, Vanprop again respectfully suggests that the City considers revising its policy to include more supportive measures to help facilitate the delivery of more affordable housing. Most importantly, a more meaningful density bonus provision to offset the financial impacts of the increased LEMR and Market Rental proposed policy is required. Without significant incentives, the development community's ability to deliver other much needed affordable housing will be negatively impacted.

Vanprop Investments Ltd. 355 – 601 W Cordova St. Vancouver, BC V6B 1G1

VANPROP

We ask that Planning Committee consider the concerns and recommendations provided in this letter while evaluating the proposed market rental housing and LEMR policy requirements.

Thank you for your consideration and we at Vanprop look forward to continuing our work together with staff and Councillor in building a stronger, more vibrant Richmond City Centre.

Sincerely,

JesseRGaliz

Jesse Galicz Vice President, Development Vanprop Investments Ltd.

Schedule 4 to the Minutes of the Special Planning Committee meeting of Richmond City Council held on Wednesday, June 23, 2021.

From: Sent: To: Subject: Attachments: MayorandCouncillors June 23, 2021 12:00 PM MayorandCouncillors Market Rental Housing Policy - Planning Committee - June 23, 2021. Planning Committee June 23 2021 Market Rental Policy.pdf



From: John Roston, Mr <<u>iohn.roston@mcgill.ca</u>>

Sent: June 22, 2021 8:26 PM

To: McPhail,Linda <<u>LMcPhail@richmond.ca</u>>; Loo,Alexa <<u>ALoo@richmond.ca</u>>; Day,Carol <<u>CDay@richmond.ca</u>>; McNulty,Bill <<u>BMcNulty@richmond.ca</u>>; Steves,Harold <<u>hsteves@richmond.ca</u>> Cc: Brodie, Malcolm <<u>MBrodie@richmond.ca</u>>; Wolfe,Michael <<u>MWolfe@richmond.ca</u>>; Au,Chak <<u>CAu@richmond.ca</u>>; Hobbs,Andy <<u>AHobbs@richmond.ca</u>>; Michelle Li (<u>michelleli@shaw.ca</u>) <<u>michelleli@shaw.ca</u>>; Laura Gillanders (<u>lauragillanders@gmail.com</u>) <<u>lauragillanders@gmail.com</u>>; CityClerk <<u>CityClerk@richmond.ca</u>>; Hopkins,John <<u>JHopkins@richmond.ca</u>>; Maria Rantanen <<u>mrantanen@richmond-news.com</u>> Subject: Market Rental Housing Policy - Planning Committee - June 23, 2021.

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Dear Councillor McPhail,

Submission attached from the Richmond Rental Housing Advocacy Group for tomorrow's Planning Committee on Agenda Item 3 with reference to the proposed Market Rental Housing Policy.

We urge the Committee to refer the proposed policy back to staff to address the issues outlined in the submission.

Note that the updated staff report to be presented at the meeting includes feedback from a developer pointing out that market rental housing is most profitable when an entire building is market rental. Major investors in rental housing such as pension plans are only interested in buying or financing entire buildings. While everyone is tired of the continuing saga to arrive at an effective rental housing policy, it's extremely important to get it right and the proposed policy has not yet got it right.

Thank you for your consideration.

Richmond Rental Housing Advocacy Group John Roston, Coordinator

iohn.roston@mcgill.ca 12262 Ewen Avenue Richmond, BC V7E 6S8 Phone: 604-274-2726



Planning Committee Meeting – June 23, 2021 – Agenda Item 3.

Richmond Rental Housing Advocacy Group Presentation on the Proposed Market Rental Housing Policy

We support the proposed below market LEMR housing policy. This presentation deals with the proposed market rental housing policy.

Policy Objective

The objective is to dramatically increase the amount of market rental housing in the city centre, close to mass transit, and alleviate the rental housing crisis by bringing supply and demand more into balance.

Reasons to Refer These Reports Back to Staff

- The consultant's report assumed that in all cases the developer is purchasing the land required for the project and this has a major impact on reducing the profitability of market rental housing. No consideration is given to the situation where new housing is being added to an existing commercial and/or housing development and there is little or no new cost of land.
- 2. Although below market LEMR housing managed by a non-profit group can be incorporated into a building containing strata condo units, market rental housing is most profitable in buildings that are entirely market rental. No consideration is given to whether the **land parcel is large enough to** construct a separate building which is entirely market rental.
- 3. Although total floor area is given as a better measure of the size of a development, the staff reports stick to specifying one threshold of 60 housing units for requiring that market rental be built. This ignores increasing economies of scale whereby **the larger the development**, the more profitable market rental becomes.
- 4. The original staff report on a new market rental policy was requested in order to apply it to the very large Polygon Talisman Park development. The staff reports recommends not applying it to that development nor to five other projects of more than 60 housing units without saying how large they are. This reverses course and **abandons the opportunity to secure significant amounts of market rental housing.**

Recommendations for a Market Rental Policy

- 1. Staff should establish a land parcel size threshold that enables two separate housing buildings to be built. Below that threshold, the developer has the option of making cash contributions in lieu of building the market rental housing. Above that threshold, the required market rental housing must be built. Although a separate rental housing building is highly recommended, the developer can choose whether to do so.
- 2. The amount of required market rental housing should be expressed as a percentage of the total floor area of all of the housing being constructed. Under the existing policy which refers to housing units, staff do not calculate the required percentage on all of the housing units being constructed.

- 3. There should be larger market rental requirements for projects where housing is being added to an existing commercial or housing development and at least 80% of the land required has been owned by the developer or its associates for more than five years.
- 4. The amount of required market rental housing:
- a) Below land size threshold: 10% built or cash in lieu
- b) Above land size threshold and more than 20% of land purchased in last 5 years: 25% built
- c) Land size is at least twice the threshold and less than 20% of land purchased in last 5 years: 50% built

Relevant Factors When Developing a Market Rental Policy

- 1. Given the high purchase and operating cost of an individual condo, an investor cannot make a significant profit renting it out and therefore looks to evict the tenant and sell it a profit as soon as the market rises.
- 2. Major investors in rental housing gain the advantage of economies of scale and do make a profit on rental and look to hold the housing for the long term. However, they buy entire rental buildings and not individual condos.
- 3. If the limited amount of land in the city centre is used to build condos primarily for sale to individual investors, it becomes impossible thereafter to convert them to entirely rental buildings.
- 4. The profitability of building rental buildings depends largely on the cost of the land.
- 5. If the developer has owned the land for some time, then it will be profitable to build an entirely rental building, but not as profitable as building condos for sale to investors.
- 6. Developers will build rental buildings if they cannot build condos for sale to investors, but only City bylaws can make that happen.



Report to Committee

To: Planning Committee

From: Wayne Craig Director, Development Date: June 30, 2021 File: RZ 20-896900

Re: Application by Rav Bains for Rezoning at 3220/3240 Blundell Road from the "Single Detached (RS1/E)" Zone to the "Single Detached (RS2/C)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10281, for the rezoning of 3220/3240 Blundell Road from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/C)" zone, be introduced and given first reading.

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

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REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Affordable Housing	I	the Erceg	

Staff Report

Origin

Rav Bains has applied to the City of Richmond, on behalf of the owners Trivia Homes Ltd. and Avjot Construction Co. Ltd, to rezone the properties at 3220/3240 Blundell Road (Attachment 1) from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/C)" zone in order to permit the properties to be subdivided into two single-family lots, each with vehicle access from Blundell Road (see Attachment 2). There is currently an existing strata-titled duplex on the subject site, which will be demolished.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

Subject Site Existing Housing Profile

There is an existing legal non-conforming duplex on the subject site, with each unit occupied by tenants.

Surrounding Development

The subject site is located on the south side of Blundell Road, between Seafair Drive and Dalemore Road, in an established residential neighbourhood consisting mainly of single detached housing and duplexes.

- To the North: Across Blundell Road, single-family residential lots zoned "Single Detached (RS1/E)".
- To the South: Directly behind the subject site, single-family residential lots zoned "Single Detached (RS1/E)" fronting Newmore Avenue.
- To the East: A single-family dwelling on a lot zoned "Single Detached (RS2/C)" that was part of a rezoning and subdivision from duplex to single-family dwellings (RZ 15-690340 and SD 15-690342).

To the West: A single-family dwelling on a lot zoned "Single Detached (RS1/C)".

Related Policies & Studies

Official Community Plan

The 2041 OCP Land Use Map designation for the subject site is "Neighbourhood Residential". This redevelopment proposal is consistent with this designation.

Lot Size Policy 5474

The subject site is located within the area covered by Lot Size Policy 5474, adopted by City Council in 2008 (Attachment 4). The Lot Size Policy permits existing duplexes to rezone and subdivide into two (2) equal lots. This redevelopment proposal is consistent with Lot Size Policy 5474, and would permit a subdivision to create two lots, each approximately 14.33 m wide and 465 m² in area.

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

There is currently a covenant registered on the title of the subject properties, restricting the use of the site to one two-family dwelling only (charge #RD201958). Prior to final adoption of the rezoning bylaw, the applicant must discharge the covenant from title of both subject strata properties. The applicant must also wind up and cancel the strata plan (NWS2187) for the site prior to subdivision.

There is an existing 3.0 m-wide statutory right-of-way (SRW) for BC Hydro registered on title within the rear yard of the subject lot, which will not be impacted by the proposed rezoning and subdivision. Additionally, the City has a 3.0 m-wide statutory right-of-way (SRW) that provides permission to BC Hydro for the use of the 3.0 m-wide SRW that runs the length of southern portion of the lot. The applicant is aware that encroachment and construction works are not permitted in the SRW.

Transportation and Site Access

Vehicle access to the proposed lots will be via two driveways to Blundell Road. The siting of existing sidewalk, boulevard, and driveway locations along Blundell Road development frontage can be maintained with upgrades to City standard specifications provided via a City Work Order at Subdivision stage.

PLN - 23

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 five bylaw-sized trees (tag# 794, 797, 798, 799, 800) two undersized trees (tag# 796 and a 19 cm caliper untagged Weeping Birch) on the subject property, and one street tree on City property (tag# ci795).

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

- Three trees, tag# 794 (a 70 cm caliper multi-stem Boulevard Cypress) located along the Blundell Rd frontage, tag# 798 (a 21 cm caliper multi-stem Mountain Ash) located in the rear yard, and tag# 799 (a 39 cm caliper multi-stem Hazelnut) located in the rear yard, are all in good condition and are to be retained and protected. A Tree Survival Security of \$25,000.00 for the three trees is required.
- Four trees, tag# 797 (a 28 cm caliper multi-stem Birch), tag# 800 (a 20 cm caliper multistem Fruit Plum), and two undersized trees - tag#796 (an undersized 19 cm caliper Weeping Birch), and an untagged 19 cm caliper Weeping Birch, located on-site are all in very poor condition due to sparse foliage, historical topping, and cavities at main unions, They are to be removed and replaced.
- One tree, tag# ci795 (a 22 cm caliper multi-stem Hinoki Cypress) located on City property is in good condition and is to be retained and protected. A \$5,000.00 Tree Survival Security is required.
- Replacement trees are to be specified at 2:1 ratio as per the Official Community Plan (OCP).

Tree Replacement

The applicant wishes to remove four on-site trees, of which, two trees are bylaw-sized (Tree tags# 797 and 800) which require replacement trees. The 2:1 replacement ratio would require a total of four replacement trees. The applicant has agreed to plant two trees on each lot proposed; for a total of four trees. Prior to final adoption of the rezoning bylaw, the applicant is required to submit a Landscape Plan for both lots prepared by a Registered Landscape Architect, along with a Landscape security based on 100% of the cost estimate provided by the Landscape Architect for the proposed works. A portion of the security will be released after construction and landscaping of the subject site is completed and a landscape inspection by City staff has been passed. The City may retain the balance of the security for a one-year maintenance period to ensure the landscaping survives. The required replacement trees are to be of the following minimum sizes and in accordance with Tree Protection Bylaw No. 8057.

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

Tree Protection

Four trees (tag# 794, 798, 799 and ci795) on-site and on City property 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.
- Prior to final adoption of the rezoning bylaw, submission of a Tree Survival Security in the amount of \$30,000.00 for the four trees to be retained (3 on-site trees (\$25,000.00) and 1 City tree (\$5,000.00)).
- 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.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite on 100% of new lots created; a secondary suite on 50% of new lots created together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the remaining lots; or, where a secondary suite cannot be accommodated in the development, a cash-in-lieu contribution to the Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the development.

Consistent with the Affordable Housing Strategy, the applicant has proposed to provide a one-bedroom secondary suite of minimum 43.3 m² (466.4 ft²) in each of the dwellings to be constructed on the new lots, for a total of two suites. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on title to ensure that no final Building Permit inspection is granted until a minimum one-bedroom secondary suite of approximately 43.3 m² (466.4 ft²) is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

At the subsequent Subdivision stage, the applicant will be required to pay servicing costs for engineering servicing as outlined in Attachment 6 and costs associated with driveway and sidewalk upgrades to City standards via a City Work Order.

Financial Impact or Economic Impact

None.

Conclusion

This rezoning application to permit the subdivision of the subject site into two lots zoned "Single Detached (RS2/C)" is consistent with the applicable policies and land use designations outlined within the Official Community Plan (OCP) and with Single-Family Lot Size Policy 5474.

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) outlined in Attachment 6.

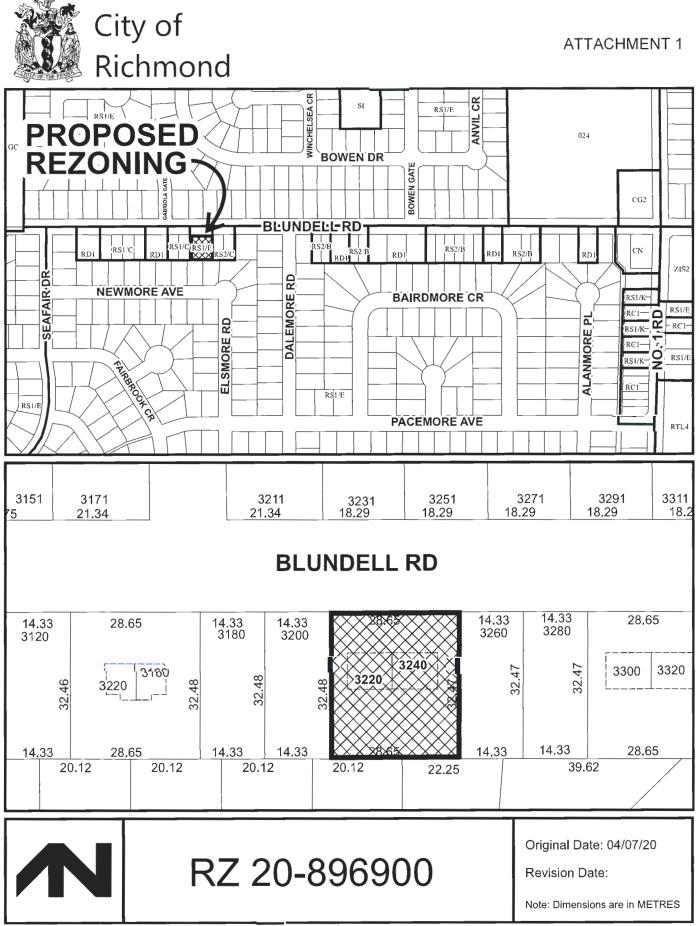
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10281 be introduced and given first reading.

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Nathan Andrews Planning Technician (604-247-4911)

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Attachment 1: Location Map Attachment 2: Survey and Conceptual Development Plans Attachment 3: Development Application Data Sheet Attachment 4: Lot Size Policy 5474 Attachment 5: Tree Retention Plan Attachment 6: Rezoning Considerations



PLN - 27



City of Richmond



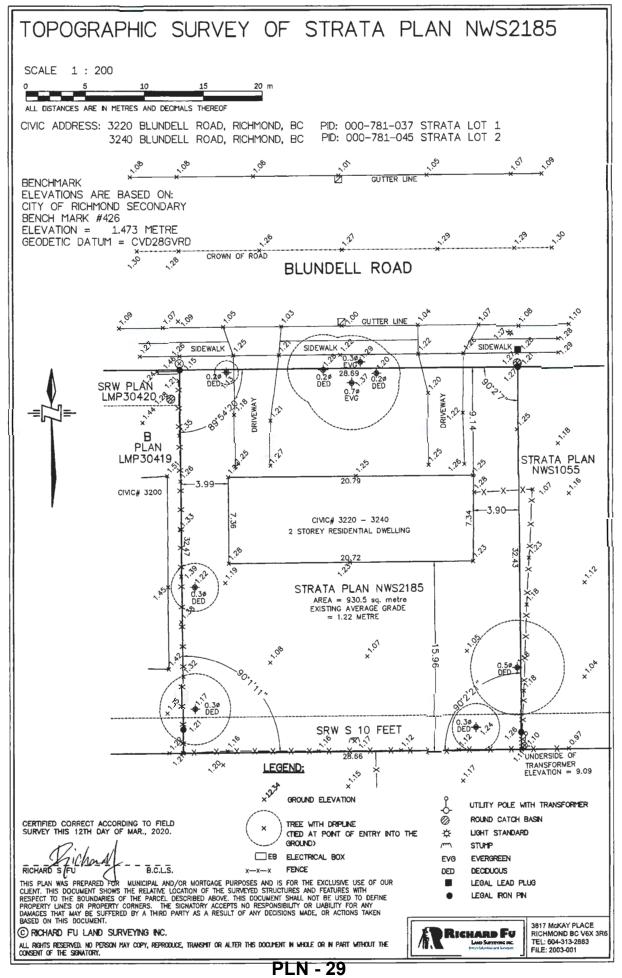


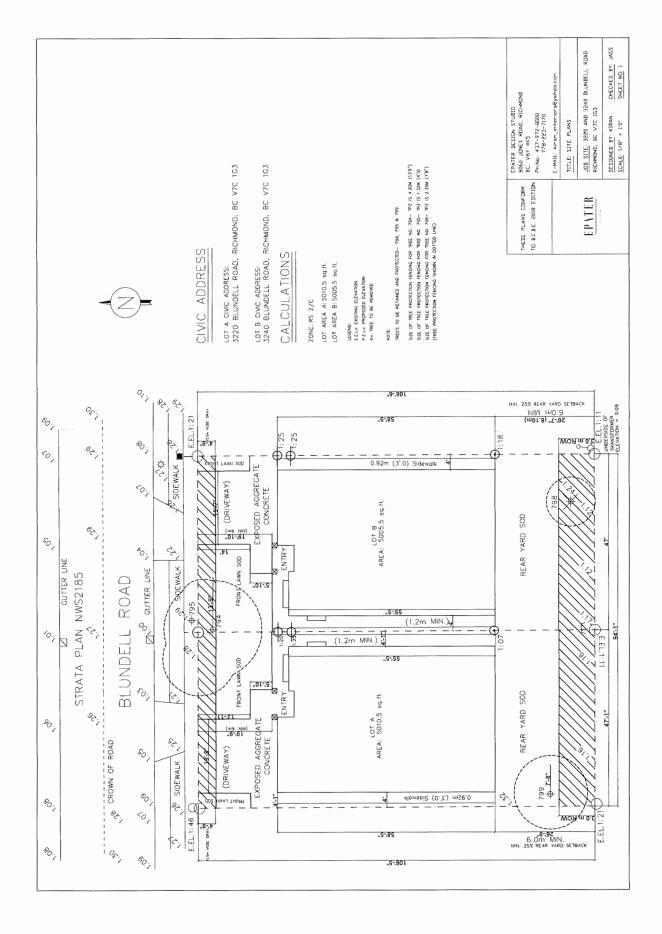
RZ 20-896900

Original Date: 04/07/20

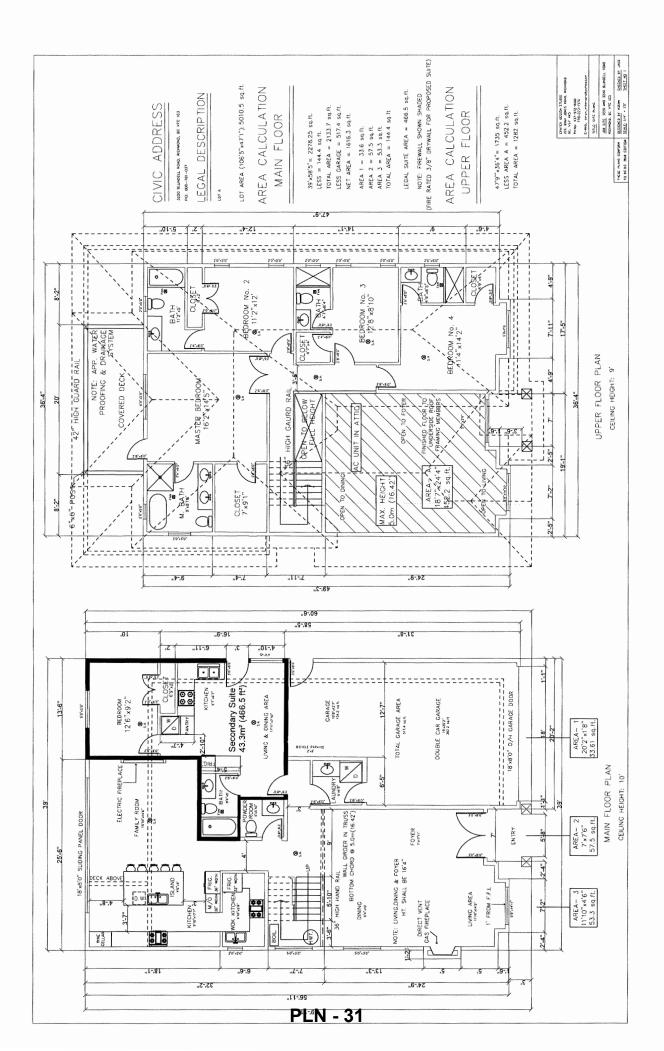
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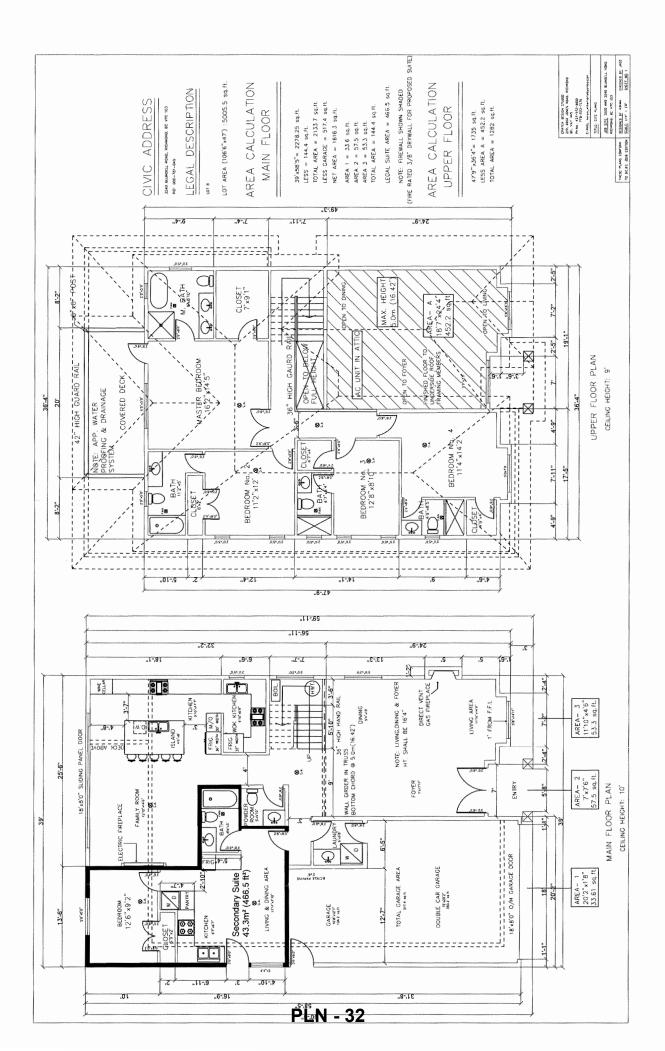
Note: Dimensions are in METRES





PLN - 30







Development Application Data Sheet

Development Applications Department

Attachment 3

RZ 20-896900

Address: 3220/3240 Blundell Road

Applicant: Rav Bains

Planning Area(s): Seafair

	Existing	Proposed	
Owner:	Trivia Homes Ltd. Avjot Construction Co. Ltd.	To be determined	
Site Size (m²):	929 m² (10,000 ft²)	Two lots, each approximately 465 m² (5,005 ft²)	
Land Uses:	Two-family residential (duplex)	Single-family residential	
OCP Designation:	Neighbourhood Residential	No change	
Area Plan Designation:	N/A	No change	
702 Policy Designation:	Single-Family Lot Size Policy 5474	Complies	
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/C)	
Number of Units:	One duplex (two units)	Two units plus two suites No change	
Other Designations:	N/A		

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Buildable Floor Area (m ²):* Max. 255.75 m ² (2753 ft ²) M		Max. 255.75 m² (2753 ft²)	none permitted
Lot Coverage (% of lot area):	overage (% of lot area): Building: Max. 45% Non-porous Surfaces: Max. 70% Total: Max. 25% Building: Max. 45% Non-porous Surfaces: Max. 70% Total: Max. 25%		none
Lot Size:	Min. 360 m²	Approx. 465 m² each	none
Lot Dimensions (m):	Width: Min. 12 m Depth: Min. 24 m		
Setbacks (m):	Ks (m): Front: Min. 6.0 m Front: Min. 6.0 m Side: Min. 6.5 m Rear: 8.10 m Side: Min. 1.2 m Side: Min. 1.2 m		none
Height (m):	Max. 2.5 storeys or 9.0 m Max. 2.5 storeys or 9.0 m		none

Other: Tree replacement compensation required for loss of significant trees.

* 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

ı É	Page 1 of 2	Adopted by Council: May 20, 2008	Poli	cy 5474
F	ile Ref: 4430	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION	S 21-4-	7 & 22-4-7

Policy 5474:

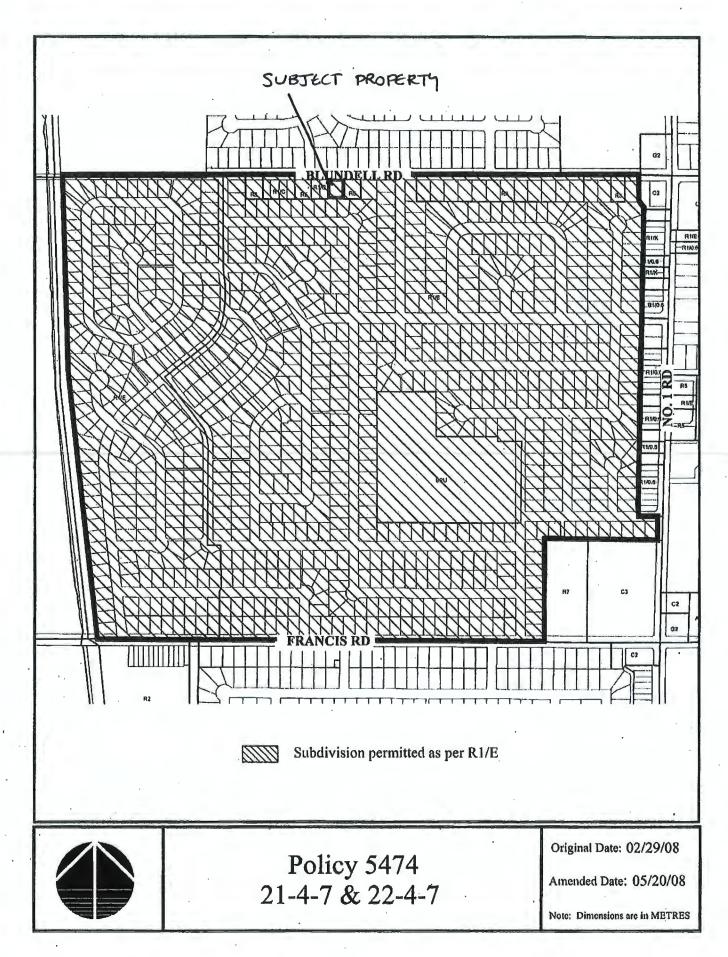
The following policy establishes lot sizes in Sections 21-4-7 & 22-4-7, in the area generally bounded by Blundell Road, No. 1 Road, Francis Road, and West Dyke Trail as shown on the attached map:

1. That properties within the area generally bounded by Blundell Road, No. 1 Road, Francis Road, and West Dyke Trailin Section 21-4-7 & 22-4-7, as shown on the attached map, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) in Zoning and Development Bylaw No. 5300 with the following exceptions:

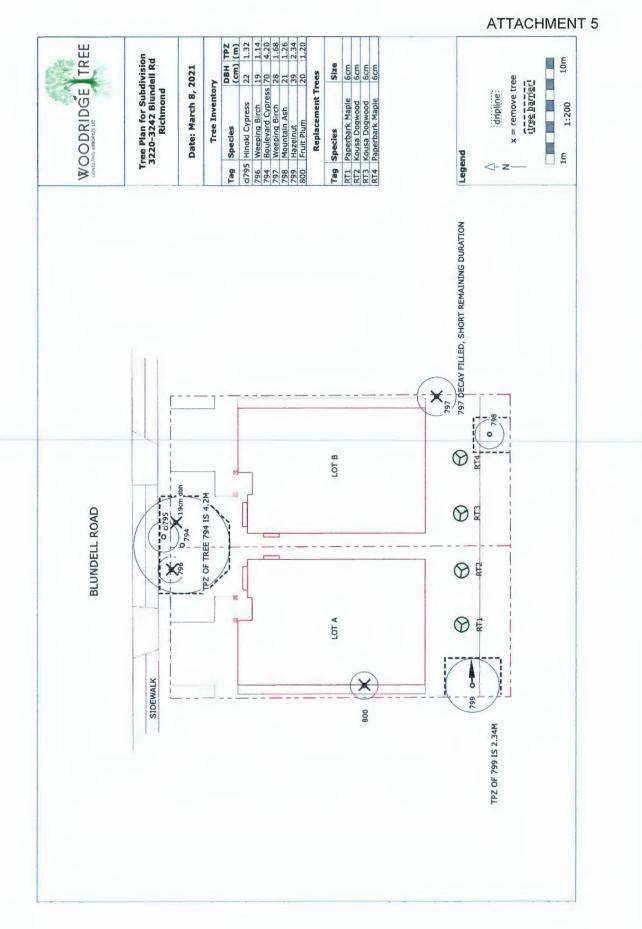
That lots with existing duplexes be permitted to rezone and subdivide into two (2) equal halves lots;

and that this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Zoning and Development Bylaw No. 5300.

2. Multiple-family residential development shall <u>not</u> be permitted.



PLN - 35



Arborist Report for 3220-3240 Blundell Rd., Richmond Woodridge Tree Consulting Arborists Ltd.

Page 11



Rezoning Considerations

Development Applications Department 6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 3220/3240 Blundell Road

File No.: RZ 20-896900

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10281, the developer is required to complete the following:

- 1. Registration of a flood indemnity covenant on title.
- 2. Registration of a new 1.5 m wide Statutory Right-of-Way along the entire north property line for service connections, water meters and inspection chambers.
- 3. Discharge of existing covenant RD201958 registered on title of the strata lots, which restricts the use of the property to a duplex.
- 4. Discharge of existing Strata Plan (NWS2187).
- 5. 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 installation costs. 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 four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
4	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.

- 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 \$30,000.00 for the 4 trees to be retained (3 on-site trees (\$25,000.00) and 1 City tree (\$5,000.00)).
- 8. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a one bedroom secondary suite of approximately 43.3 m² (466.4 ft²) is constructed on both future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

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

1. Pay servicing costs for the design and construction of frontage and engineering infrastructure improvements via City Work Order. Works include, but may not be limited to:

Water Works:

- a) Using the OCP Model, there is 250 L/s of water available at a 20 psi residual at the Blundell Rd frontage. Based on your proposed development, your site requires a minimum fire flow of 95.0 L/s.
- b) The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the 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.

- c) At the Developers cost, the City is to:
 - Cut and cap at main the existing water service connections.
 - Install two new 25mm diameter service connections complete with water meters to service the two lots that will be created. The water meters shall be placed within a new 1.5m wide right of way along the north property line.

Storm Sewer Works:

- d) The Developer is required to:
 - Renew portions of the AC watermain that will be exposed from the installation of storm service connections. Details to be finalized in the service connection design.
- e) At the Developers cost, the City is to:
 - Cut and cap the existing storm service connections and remove the existing inspection chamber.
 - If the existing tree at the common property line will be retained, install 2 new storm service connections complete with separate inspection chambers to service the two lots that will be created. Otherwise, a new single storm lead at the common property line complete with an inspection chamber with dual connection is acceptable. The inspection chambers shall be placed within a new 1.5m wide right of way along the north property line.

Sanitary Sewer Works:

- f) At the Developers cost, the City is to:
 - Cut and cap the existing sanitary service connection at the northwest corner of the subdivision site.
 - If the existing tree at the common property line will be retained, install 2 new storm service connections complete with separate inspection chambers to service the two lots that will be created. Otherwise, a new single sanitary lead at the common property line complete with an inspection chamber with dual connection is acceptable. The inspection chambers shall be placed within a new 1.5m wide right of way along the north property line.

Frontage Improvements:

- g) Developer to coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground proposed Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
 - Complete other frontage improvements as per Transportation's requirements:
 - Along the Blundell Road site frontage, construct a new concrete sidewalk and grass boulevard. The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the east and west of the subject site. The behind-the-curb frontage improvements are to have the following cross-section (measuring from the fronting property line of the site):
 - o 1.5m wide concrete sidewalk.
 - Minimum 1.5m grass boulevard with street trees over the remaining width between the new sidewalk and the fronting road curb.
 - o 0.15 m wide curb.
 - (Note: The exact dimensions of the frontage works are to be determined based on legal surveys and the Work Order process).
 - Reinstate/back-fill street signage and pavement marking affected by the frontage works.

Initial:

- The two existing driveway locations can be maintained with upgrades to City standard specifications for Arterial roads driveways. The Developer is responsible for the removal of existing driveway let-downs and pathways and replaced with new driveway construction.
- Consult Parks on the requirements for tree protection.
- Consult Engineering on lighting and other utility requirements as part of the frontage works.
- All above ground hydro/telephone kiosks and other third party equipment must not be placed within any frontage works area including sidewalk and boulevard. On-site SRW's are to be secured for the placement of this equipment.

General Items:

- h) 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.
- i) The existing 3m BC Hydro SRW along the southern property line shall remain.

At Demolition Permit* / Building Permit* Stage, the developer must complete the following requirements:

2. 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:

- 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. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
- 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,

PLN - 39

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

Bylaw 10281



Richmond Zoning Bylaw 8500 Amendment Bylaw 10281 (RZ 20-896900) 3220/3240 Blundell 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 **"SINGLE DETACHED (RS2/C)"**.

P.I.D. 000-781-037 Strata Lot 1 Section 22 Block 4 North Range 7 West New Westminster District Plan NW2187 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form 1

P.I.D. 000-781-045 Strata Lot 2 Section 22 Block 4 North Range 7 West New Westminster District Plan NW2187 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form 1

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10281".

FIRST READING	 CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON	 By H.
SECOND READING	 APPROVED by Director
THIRD READING	 or Solicitor
OTHER CONDITIONS SATISFIED	 <i>U</i> · · <i>u</i>
ADOPTED	

MAYOR

CORPORATE OFFICER



Report to Committee

To: Planning Committee

From: Wayne Craig Director, Development Date: July 6, 2021 File: RZ 15-691744

Re: Revised Rezoning Considerations for the Application by Rick Sian for Rezoning at 7220 Railway Avenue from the "Single Detached (RS1/E)" Zone to the "Compact Single Detached (RC2)" Zone

Staff Recommendation

- 1. That Third Reading of Richmond Bylaw 8500, Amendment Bylaw 9292 be rescinded and the rezoning considerations revised in order to comply with the City's current Affordable Housing Policy; and
- 2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9292, as amended, for the rezoning of 7220 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, be forwarded to a Public Hearing.

Wayne Co

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

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REPORT CONCURRENCE				
CONCURRENCE	CONCURRENCE OF GENERAL MANAGER			
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Staff Report

Origin

New applicants Gary Aujla and Navin Sidhu have applied on behalf of the owner, Rick Sian, to rezone 7220 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone to permit subdivision to create two new compact single-family lots fronting Railway Avenue with vehicle access from the rear lane. The original application was referred to Public Hearing on November 16, 2015 and was granted 3rd reading. For the application to proceed at this time the existing rezoning bylaw (at 3rd Reading) must be rescinded and the rezoning considerations revised to meet current Affordable Housing Policy requirements. Staff recommend the proposed rezoning as amended be referred to a new Public Hearing due to this change and the amount of time that has passed since the original Public Hearing.

Background

On October 20, 2015, Council granted first reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9292. The Bylaw was subsequently granted second and third reading at the Public Hearing held on November 16, 2015. The associated Lot Size Policy 5463 Amendment was approved at that time to exclude four properties (7180, 7200, 7220, and 7240 Railway Avenue), fronting Railway Avenue with existing rear lane access north of Linfield Gate, which enabled the development of compact lots and coach houses in keeping with the Arterial Road redevelopment policy in the Official Community Plan (OCP). The original Staff Report to Council, dated September 23, 2015, is provided in Attachment A.

Through the 2015 proposal, the applicant, agreed to provide one secondary suite on one of the two lots proposed. There was no Affordable Housing contribution provided for the second lot, in keeping with the Affordable Housing policies at the time. As the application and rezoning bylaw did not advance to final approval at the time and the affordable housing policy requirements have since changed, the application has been revised accordingly as discussed in the Affordable Housing Contribution section of this report. The proposed site plan is provided in Attachment B, and the proposed Landscape Plan is provided in Attachment C.

Findings of Fact

Please refer to the original Staff Report dated September 23, 2015 (provided in Attachment A) for detailed information regarding the rezoning application.

The original Staff Report includes information on the relevant City policies and studies, proposed amendment to Single-Family Lot Size Policy 5463, public consultation prior to the original Planning Committee meeting, and staff comments on built form, architectural character, transportation and site access, tree retention and replacement, and site servicing and frontage improvements.

Surrounding Development

The subject site contains an older character single-detached dwelling, which is proposed to be demolished. Existing development immediately surrounding the subject site is as follows:

- To the North: Four (4) lots zoned "Coach Houses (RCH1)," which were the subject of rezoning application to permit subdivision to create small lots, each with a principal dwelling and accessory coach house above a detached garage with access from the rear lane (RZ 14-674043 and RZ 15-710175).
- To the South: A lot zoned "Single Detached (RS1/E)" that contains an existing non-conforming duplex.
- To the East: Across the rear lane, a lot zoned "Single Detached (RS1/E)" fronting Lindsay Road, which contains a single-family dwelling.

To the West: Across Railway Avenue, is the Railway Greenway trail on City-owned property.

Analysis

Affordable Housing Contribution

The original proposal was subject to a previous Affordable Housing policy. As the single-family development proposal was received prior to September 14, 2015, the City's Affordable Housing Strategy contribution required a secondary suite within a dwelling on 50 per cent of new lots created through rezoning and subdivision, or a cash-in-lieu of \$1.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund. The applicant at the time proposed one legal secondary suite on one (1) of the two (2) lots proposed at the subject site.

In order to achieve the full density permitted in the zone, the current Affordable Housing requirements for the "Compact Single Detached (RC2)" zone is that:

- a) 100% of the lots contain secondary suites; or
- b) at least 50% of the lots contain a secondary suite and the owner, at the time Council adopts a zoning amendment bylaw to include the owner's lot in the RC2 zone, pays into the affordable housing reserve the sum specified in Section 5.15 (\$4.00/ft²) of Richmond Zoning Bylaw 8500 for the floor are permitted on any lot not containing a secondary suite; or
- c) the owner, at the time Council adopts a zoning amendment bylaw to include the owner's lot in the RC2 zone, pays into the affordable housing reserve the sum specified in Section 5.15 of Richmond Zoning Bylaw 8500

The applicant now proposes to provide a one-bedroom secondary suite on each proposed lot which will be secured by covenant and required as a condition of the attached revised rezoning considerations (Attachment D). Each proposed lot will be providing a single-family dwelling with one-bedroom secondary suite of approximately 36 m² (389 ft²) to comply with the current Affordable Housing Policy requirements.

PLN - 44

Landscape Plan

A Landscape Plan was required as part of the original Rezoning Considerations. It was required to ensure the front yards and other areas of the proposed lots are enhanced at future development stage. No bylaw sized trees are on the subject property and two new trees per lot are proposed to be planted as per Attachment C. The proposed Landscape Plan incorporates minimum 20 per cent lot coverage for live landscaping and meets the requirements for provision of private outdoor space in the rear yard. A Landscape Security in the amount of 100 per cent of a cost estimate for the works provided by the Registered Landscape Architect (including 10 per cent contingency, fencing, hard surfaces, trees, soft landscaping, and installation) is also required prior to Rezoning adoption.

Rezoning Considerations

The revised rezoning considerations are provided in Attachment D. Only one item in the rezoning considerations is proposed to be altered:

• Registration of a legal agreement on Title to ensure that no final building inspection is granted until a minimum of one-bedroom secondary suite of approximately 36 m² (389 ft²) is constructed on each of the two lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

No other conditions from the previous rezoning considerations are proposed to change. The revised rezoning considerations are provided in Attachment D.

Public Consultation

Council endorsed the Lot Size Policy Amendment associated with this application at the time it granted Third Reading to the Bylaw at the Public Hearing held on November 16, 2015.

As the Affordable Housing contribution, and associated rezoning considerations have changed from what was presented at the Public Hearing, staff recommend that Council rescind Third Reading of the Bylaw and forward the application to a new Public Hearing. The development presented to the public at that time included only one secondary suite and no cash-in-lieu Affordable Housing contribution. The revised proposal includes construction of two secondary suites, one on each of the two proposed lots which meets Zoning Bylaw 8500 requirements.

Should Council endorse the staff recommendation, the Bylaw would be forwarded to the Public Hearing to be held on September 7, 2021, 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*.

Conclusion

Gary Aujla and Navin Sidhu, on behalf of Rick Sian, have requested to revise the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9292, for the rezoning of 7220 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to modify considerations to meet current affordable housing requirements through the provision of two secondary suites.

On this basis, it is recommended that Council rescind Third Reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9292, and forward the Bylaw, as amended, to a Public Hearing to be held on September 7, 2021.

Holms

Nathan Andrews Planning Technician (604-247-4911)

NA:js

Attachment A: Original Report to Council dated January 3, 2018 Attachment B: Proposed Site Plan Attachment C: Proposed Landscape Plan Attachment D: Revised Rezoning Considerations (Red-lined Version)

ATTACHMENT A



Report to Committee Planning and Development Division

To: Planning Committee From: Wayne Craig Director, Development Date: September 23, 2015 File: RZ 15-691744

Re: Application by Maryem Ahbib for Rezoning at 7220 Railway Avenue from Single Detached (RS1/E) to Compact Single Detached (RC2)

Staff Recommendations:

- 1. That the following recommendation be forwarded to a Public Hearing:
 - a) That Single-Family Lot Size Policy 5463 for the area generally bounded by Railway Avenue, Blundell Road, and No. 2 Road, in a portion of Section 13 Block 4 North Range 7 West, be amended as shown in the proposed draft Single-Family Lot Size Policy 5463 (Attachment 5).
- 2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9292, for the rezoning of 7220 Railway Avenue from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

Maure Wayne Craig

Director, Development

WC:cl Att.

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE OF GENERAL MANAGER		
Affordable Housing	Ø	pe tenes	

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Staff Report

Origin

Maryem Ahbib has applied to the City of Richmond for permission to rezone the property at 7220 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two (2) lots with vehicle access to/from the existing operational rear lane (Attachment 1). A survey of the subject site showing the proposed subdivision plan is included in Attachment 2.

In order to consider this rezoning application, an amendment to Single-Family Lot Size Policy 5463 is required to remove the subject site from the Lot Size Policy, along with three (3) other properties fronting Railway Avenue north of Linfield Gate, which have existing lane access. Further discussion on the proposed amendment to Lot Size Policy 5463 is provided below.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

Surrounding Development

The subject site contains an older character single-detached dwelling, which is proposed to be demolished. Existing development immediately surrounding the subject site is as follows:

To the North are two (2) lots zoned "Single Detached (RS1/E)" containing single-family dwellings, which are each the subject of an active rezoning application to the "Coach Houses (RCH1)" zone to permit subdivision to create small lots, each with a principal dwelling and accessory coach house above a detached garage with access from the rear lane (RZ 14-674043 and RZ 15-710175).

To the South is a lot zoned "Single Detached (RS1/E)" that contains an existing non-conforming duplex.

To the East, immediately across the rear lane is a lot zoned "Single Detached (RS1/E)" fronting Lindsay Road, which contains a single-family dwelling.

To the West, immediately across Railway Avenue, is the Railway Greenway trail on City-owned property.

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 Policy

Since 2001, the City has encouraged redevelopment to compact lots along arterial roads where access is or can be made available to a rear lane. The Arterial Road Policy identifies the subject site for redevelopment to compact lots or coach house lots, with rear lane access.

Where such conditions exist on lots that are governed by a Lot Size Policy that is older than five (5) years, there is past precedent in place for amending the Lot Size Policy to exclude the properties fronting the arterial road.

It is on this basis that the proposed rezoning application and amendment to the Lot Size Policy are being considered.

Lot Size Policy 5463

The subject site is located within the area governed by Lot Size Policy 5463, adopted by Council on February 19, 1996 (Attachment 4). The Lot Size Policy permits those properties along Railway Avenue with rear lane access to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone (i.e., 12 m wide lots, 360 m² in area).

Consideration of the rezoning application at the subject site requires an amendment to Lot Size Policy 5463. The proposed amendment to the Lot Size Policy is to exclude four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy (i.e., 7180, 7200, 7220, and 7240 Railway Avenue). All other provisions of the Lot Size Policy would remain unchanged. The proposed amendment to Lot Size Policy 5463 is shown in Attachment 5.

A letter dated May 27, 2015 (Attachment 6), was sent to the owners and residents of all properties located within the area governed by Lot Size Policy 5463 to describe the proposed amendment to the Lot Size Policy and to advise them of the proposed rezoning application at the subject site. The letter indicated that any comments or concerns with either the proposed amendment to the Lot Size Policy or the proposed rezoning of 7220 Railway Avenue, were to be submitted to the City by June 26, 2015.

In response to the letter, the City received two (2) pieces of email correspondence (see Attachment 7):

- One (1) of which expressed support for the infill development application as it was an optimal location to increase density as the lot is located on an arterial road with a transit stop within a short walk; and
- One (1) of which expressed opposition to the proposal.

An amendment to the Lot Size Policy to enable the subject site and three (3) other lots along this block of Railway Avenue to redevelop for compact lots and coach houses is supported on the basis of: a) consistency with the Arterial Road Policy designation for this block in the OCP; b) locating infill development where there is existing access to transit, parks, community centres

PLN - 34 PLN - 49

etc.; and c) the ability to utilize the existing operational rear lane in keeping with the Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

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. Other than the public consultation process described above for the proposed Lot Size Policy amendment, staff have not received any comments from the public about the development proposal in response to the placement of the rezoning sign on the property.

Should the proposed amendment to Lot Size Policy 5463 be endorsed by City Council and the rezoning bylaw associated with this application be granted 1st reading, the rezoning bylaw would proceed to a Public Hearing for consideration, at which time further opportunity for public input into the proposal will be provided.

Analysis

Proposed Site Access

Access to the proposed lots is to be from the existing operational rear lane, with no access permitted to Railway Avenue, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

Trees & Landscaping

A survey has been submitted by the applicant, which shows that there are no bylaw-sized trees on the subject property (Attachment 2).

To ensure that the front yards of the proposed lot are enhanced at future development stage, the applicant is required to submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a security in the amount of 100% of a cost estimate for the works provided by the Registered Landscape Architect (including 10% contingency, fencing, hard surfaces, trees, soft landscaping, and installation). The Landscape Plan must respond to the guidelines of the Arterial Road Policy, including the planting and maintenance of two (2) trees in the front yard of each lot proposed. The Landscape Plan, Cost Estimate, and Security are required to be submitted prior to final adoption of the rezoning bylaw. The Security will be reduced by 70% after construction and landscaping on the proposed lots is completed and a landscaping inspection has been passed by City staff. The City will retain 30% of the Security for a one (1) year maintenance period to ensure that the landscaping survives.

Affordable Housing Strategy

For single-family development proposals received prior to September 14, 2015, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund. This rezoning application was submitted on January 28, 2015, and is subject to these requirements.

The applicant proposes to provide a legal secondary suite on one (1) of the two (2) lots proposed at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on title stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw. This agreement may be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for the design and construction of off-site improvements along Railway Avenue and the rear lane, as described in Attachment 8.

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 proposal is to rezone the property at 7220 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two (2) lots, with vehicle access to/from the existing rear lane. Concurrent with the rezoning application, the applicant requests that Council consider an amendment to Lot Size Policy 5463 to exclude the four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy.

This recording application complies with the applicable land use designations for the subject site that are contained within the OCP.

The list of Rezoning Considerations associated with this application is included in Attachment 8, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that the proposed amendment to Lot Size Policy 5463 to exclude four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy be approved.

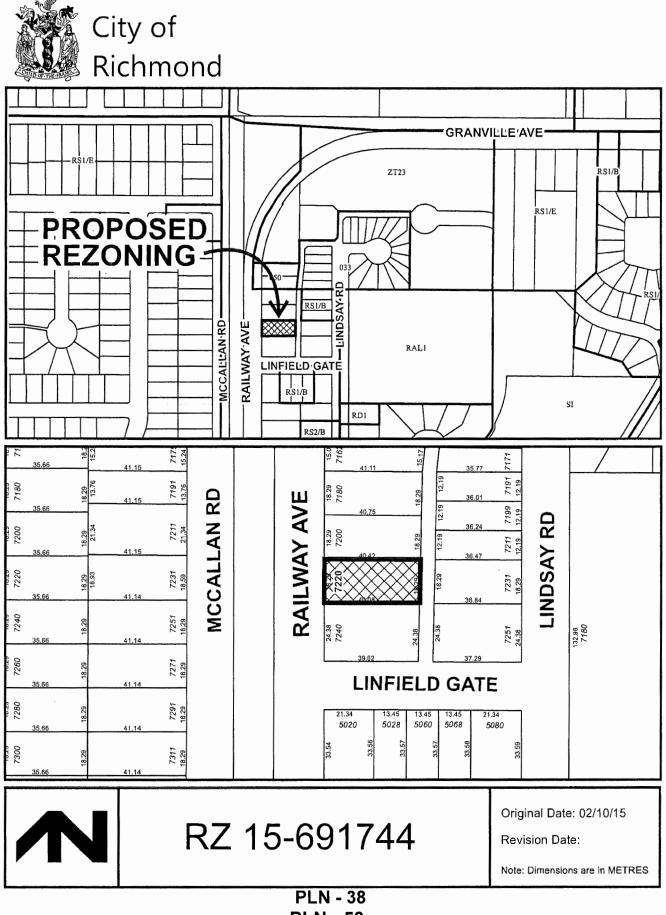
It is further recommended that Zoning Bylaw 8500, Amendment Bylaw 9292 be introduced and given first reading.

Cynthia Lussier Planning Technician

CL:rg

Attachment 1: Location Map/Aerial Photo Attachment 2: Survey showing proposed subdivision plan Attachment 3: Development Application Data Sheet Attachment 4: Lot Size Policy 5463 Attachment 5: Proposed amendment to Lot Size Policy 5463 Attachment 6: City's letter dated May 27, 2015 Attachment 7: Correspondence received from residents Attachment 8: Rezoning Considerations

ATTACHMENT 1



PLN - 53



City of Richmond

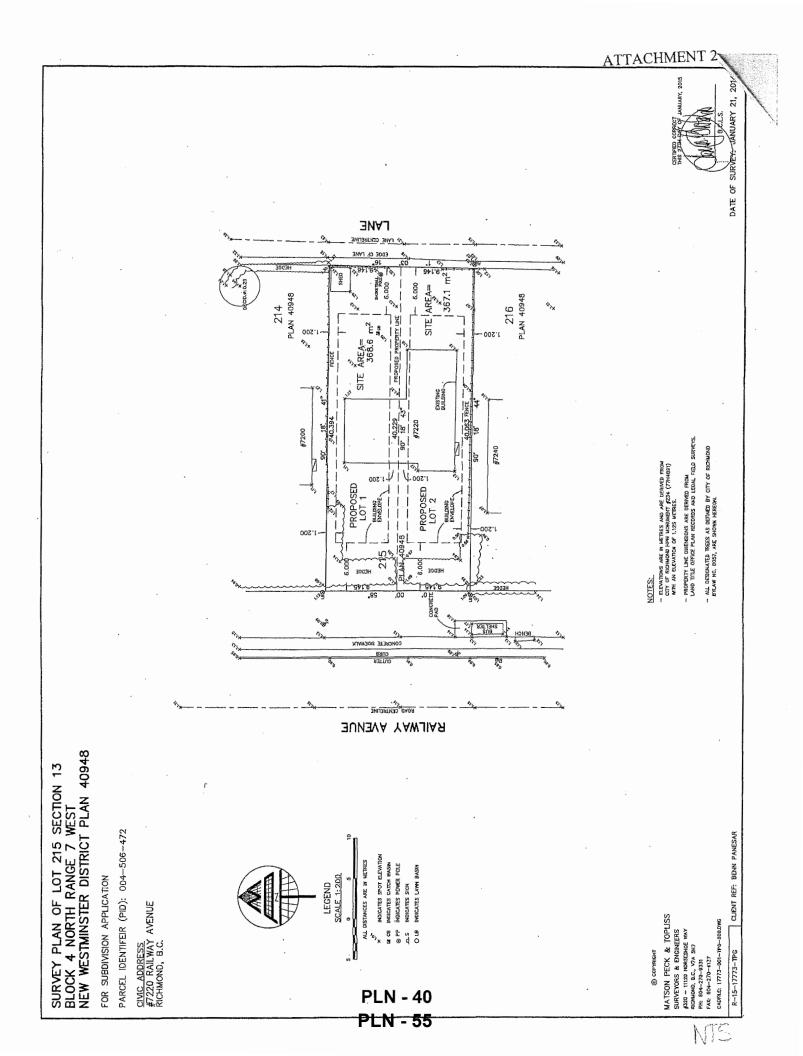


RZ 15-691744

Original Date: 02/10/15

Revision Date

Note: Dimensions are in METRES





Development Application Data Sheet

Development Applications Department

Attachment 3

RZ 15-691744

Address: 7220 Railway Avenue

Applicant: Maryem Ahbib

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Madan Jhim Poonam Mehay	To be determined
Site Size (m ²):	735.7 m ² (7,919 ft ²)	Proposed north lot – 368.6 m^2 Proposed south lot – 367.1 m^2
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	No change
Lot Size Policy Designation:	Lots along Railway Avenue with lane access are permitted to rezone and subdivide in accordance with RS2/B	Proposed amendment to remove the four (4) existing lots fronting Railway Avenue with rear lane access north of Linfield Drive to be excluded from the Lot Size Policy
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Other Designations: The Arterial Road Policy designates the subject site for redevelopment to compact lots and coach houses No change		No change

On Future Subdivided Lots			Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Buildings:	Max. 50%	Max. 50%	none
Lot Coverage – Non-Porous Surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Live plant material:	Min. 20%	Min. 20%	none
Lot Size (min. dimensions):	270 m²	Proposed north lot -368.6 m^2 Proposed south lot -367.1 m^2	none
Setback - Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

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City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: February 19, 1996	POLICY 5463
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 1	3-4-7

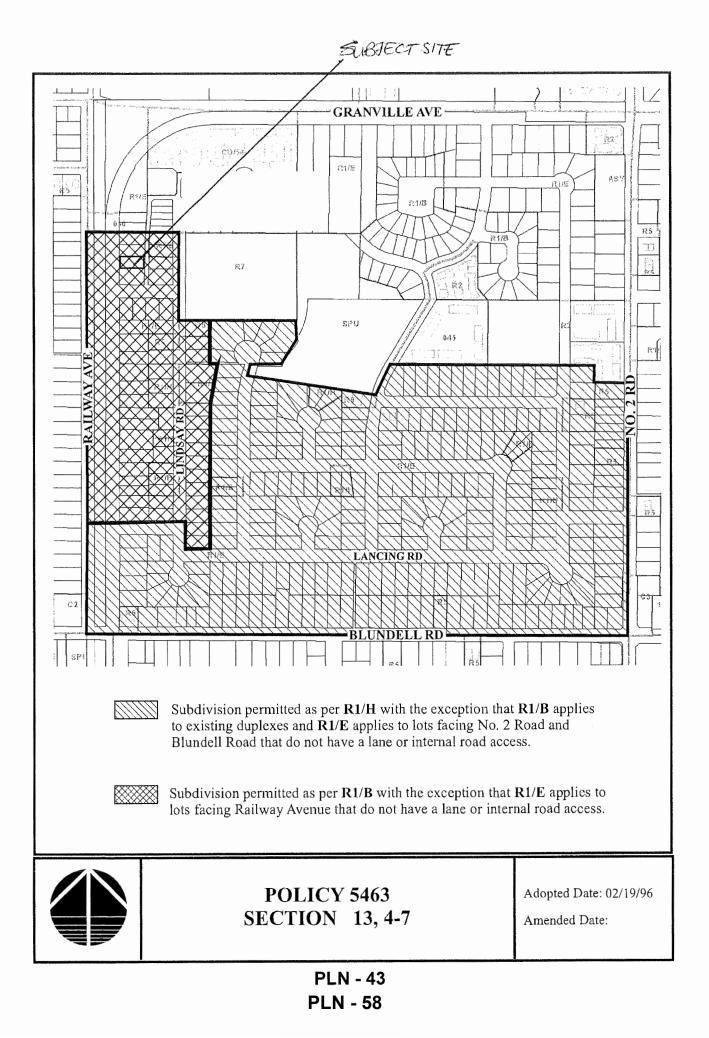
POLICY 5463:

The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:

That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone in accordance with the provisions of Single-Family Housing District, Subdivision Area H (R1/H) in Zoning and Development Bylaw 5300, with the exception that:

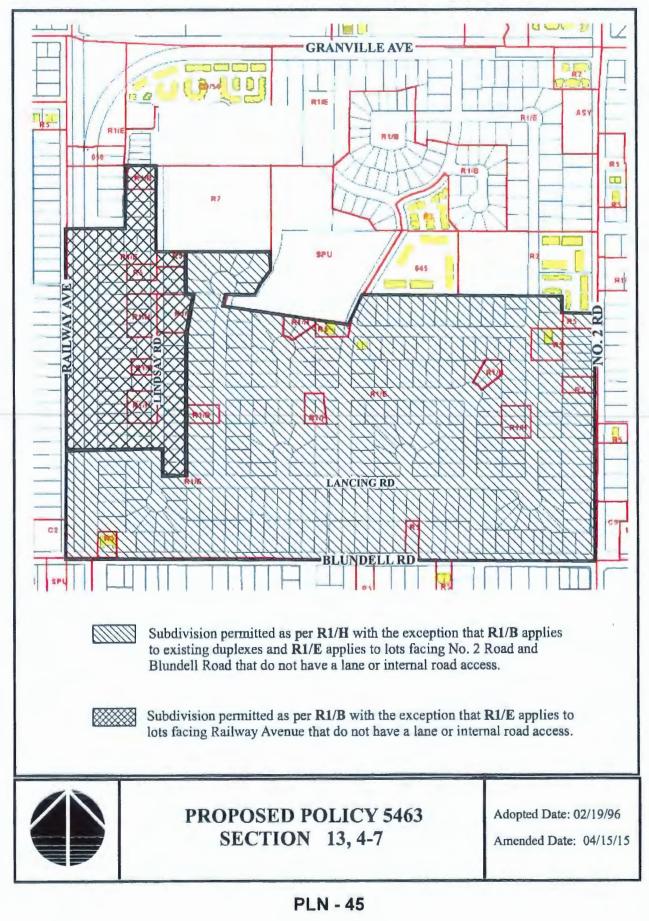
- Single-Family Housing District, Subdivision Area E (R1/E) applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
- Single-Family Housing District, Subdivision Area B (R1/B) applies to properties with duplexes on them with the exception that Single-Family Housing District, Subdivision Area E (R1/E) applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
- Single-Family Housing District, Subdivision Area B (R1/B) applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Bylaw No. 5300.



City of Richmond Policy Manual

Page 1 of 2	Adopted by Council:	DRAFT
		PROPOSED POLICY 5463
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTI	-
POLICY 540	53:	
	g policy establishes lot sizes for properties within the area g enue, Blundell Road and No. 2 Road, in a portion of Section map:	
and acco	properties within the area generally bounded by Railway Av No. 2 Road, in a portion of Section 13-4-7, be permitted to rea rdance with the provisions of the "Single Detached (RS2/H ng Bylaw 8500, with the exception that:	zone and subdivide in
1.	The "Single Detached (RS2/E)" zone applies to lots with fro and Blundell Road that do not have a lane or internal road a	
2.	The "Single Detached (RS2/B)" zone applies to properties with duplexes on them with the exception that the "Single Detached (RS2/E)" zone applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;	
3.	The "Single Detached (RS2/B)" zone applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and	
That this policy be used to determine the disposition of future single-family rezonir applications in this area, for a period of not less than five years, unless amende according to Richmond Zoning Bylaw 8500.		



PLN - 60

ATTACHMENT 6



6911 No. 3 Road, Richmond, BC V6Y 2C1 www.richmond.ca

May 27, 2015 File: RZ 14-674043 RZ 15-691744 Planning and Development Department Development Applications Fax: 604-276-4052

Dear Owner/Resident:

Re: Proposed amendment to Single-Family Lot Size Policy 5463 and proposed rezoning applications at 7180 Railway Avenue and 7220 Railway Avenue

This is to advise you that the City of Richmond has received two (2) rezoning applications for properties in your neighbourhood at 7180 Railway Avenue and 7220 Railway Avenue. These applications also propose an amendment to Single-Family Lot Size Policy 5463 that is established for your neighbourhood. Details on these applications are provided below:

- Rezoning Application at 7180 Railway Avenue: Landcraft Homes Ltd. has applied to the City of Richmond for permission to rezone 7180 Railway Avenue from "Single Detached (RS1/E)" to "Coach Houses (RCH1)" to permit subdivision into two (2) lots, each with a principal dwelling and detached coach house with vehicle access to and from the existing rear lane. The application is being processed under City file RZ 14-674043. A location map and proposed subdivision plan of the subject site is included in Attachment 1.
- Rezoning Application at 7220 Railway Avenue: Maryem Ahbib has applied to the City of Richmond for permission to rezone 7220 Railway Avenue from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)" to permit subdivision into two (2) compact lots with vehicle access to and from the existing rear lane. The application is being processed under City File RZ 15-691744. A location map and proposed subdivision plan of the subject site is included in Attachment 2.

Single-Family Lot Size Policy 5463

In 1996, City Council adopted Lot Size Policy 5463 to establish the lot sizes that would be considered on properties generally bounded by Railway Avenue, Blundell Road, and No. 2 Road (see Attachment 3). The Lot Size Policy provides the following direction:

- Properties along No. 2 Road, Blundell Road, and Railway Avenue are restricted to the "Single Detached (RS1/E)" zone (i.e., 18 m wide lots, 550 m² in area), with the exception that those lots with lane or internal road access may be permitted to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone (i.e., 12 m wide lots, 360 m² in area);
- Properties with duplexes in the neighbourhood and along on arterial roads with lane or internal road access may be permitted to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone;
- Properties fronting Lindsay Road and Linfield Gate may be permitted to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone; and

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• Other remaining lots in the neighbourhood (as shown on the attached map), may be permitted to rezone and subdivide in accordance with the "Single Detached (RS1/H)" zone (i.e., 16.5 m wide lots, 360 m² in area).

Proposed Amendment to Single-Family Lot Size Policy 5463

The Lot Size Policy currently permits the two (2) subject properties (7180 and 7220 Railway Avenue) to rezone and subdivide in accordance with the "Single Detached (RS1/B)" zone.

Consistent with the Arterial Road Policy in Richmond's Official Community Plan, which allows for compact lot and coach house development at a higher density on designated properties along arterial roads with lane access, the applicants at 7180 and 7220 Railway Avenue are requesting permission to amend Lot Size Policy 5463 and to rezone the subject properties to permit a subdivision to create two (2) smaller lots with vehicle access to/from the existing rear lane (note: vehicle access to Railway Avenue is not permitted).

The proposed amendment to Lot Size Policy 5463 is to exclude the four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy (i.e., 7180, 7200, 7220, and 7240 Railway Avenue). All other provisions of Lot Size Policy 5463 would remain unchanged. The proposed amendment to Lot Size Policy 5463 is shown in Attachment 4.

The minimum lot dimensions, area, and density of the zones proposed for 7180 and 7220 Railway Avenue are listed below:

Site Address	Proposed Zone	Min. Width	Min. Depth	Min. Area	Max. FAR	Purpose
7180 Railway Avenue	"Coach Houses (RCH1"	9.0 m (29.5 ft)	35.0 m (114.8 ft)	315.0 m ² (3,390.6 ft ²)	0.6	Single- detached ·housing and a detached coach house
7220 Railway Avenue	"Compact Single Detached (RC2)"	9.0 m (29.5 ft)	24.0 m (78.7 ft)	270.0 m² (2,906.3 ft²)	0.6 applied to a max. of 464.5 m ² of lot area, together with 0.30 applied to the balance of lot area in excess of 464.5 m ²	Single- Detached housing

Process

Please review the accompanying materials. Please forward any comments or concerns you may have about the proposed amendment to Lot Size Policy 5463, and/or the redevelopment proposals at 7180 Railway Avenue and 7220 Railway Avenue, to my attention at the following address by Friday June 26, 2015:

Cynthia Lussier, Planning Technician – Design Development Applications Department City of Richmond 6911 No. 3 Road Richmond BC V6Y 2C1

> PLN - 47 PLN - 62

Staff will complete reports to Planning Committee on the proposed Lot Size Policy amendment and rezoning applications, and will incorporate your feedback as part of the reports. If the applications are supported by the Planning Committee, both applications would then be subsequently considered by Richmond City Council at a Council meeting and a Public Hearing. You will be provided with the opportunity to address Council directly if the proposed amendment to Lot Size Policy 5463 and the rezoning applications at 7180 Railway Avenue and 7220 Railway Avenue proceed to a Public Hearing.

It is emphasized that the proposed amendment to Lot Size Policy 5463 and proposed rezoning applications at 7180 Railway Avenue and 7220 Railway Avenue does not change the zoning permitted on other properties in the area. Any future rezoning applications on other properties within the Lot Size Policy area must undergo the standard rezoning application review process, which involves a Public Hearing process.

If you have any questions or require further explanation, please contact me by phone at 604-276-4108, or via email at clussier@richmond.ca.

Sincerely,

Cynthia Lussier Planning Technician - Design

AY/CL:cl

Attachments:

Attachment 1:	Location Map and Proposed Subdivision Plan of Rezoning Application at 7180
	Railway Avenue (RZ 14-674043)
Attachment 2:	Location Map and Proposed Subdivision Plan of Rezoning Application at 7220
	Railway Avenue (RZ 15-691744)
Attachment 3:	Existing Single-Family Lot Size Policy 5463
Attachment 4:	Draft Proposed Amendment to Single-Family Lot Size Policy 5463

-3-

PLN - 48 PLN - 63

Lussier, Cynthia

Subject:

FW: street address entered twice in database

From: Mike Davison [mailto:mazzyfan@live.com] Sent: Monday, 01 June 2015 5:02 PM To: Lussier, Cynthia Subject: RE: street address entered twice in database

Hi Cynthia,

There were 2 Files:

RZ 14-674043 RZ 15-691744

Regarding 7180 & 7220 Railway Ave.

One proposal doubles the # of dwellings on the lot while the other quadruples it but the lots are on an arterial road with a transit stop within a ~2 walk so as optimal a location to increase density as there is.

Regards, Mike

From: <u>CLussier@richmond.ca</u> To: <u>mazzyfan@live.com</u> Subject: RE: street address entered twice in database Date: Mon, 1 Jun 2015 19:47:01 +0000

Hi Mike Thank you for your email. I'm not familiar with which development application your email is associated.

It is my assumption that the envelopes you received contained information about a development proposal in your area. If so, what is the address for the development site?

Once I have an address, I can look into whether there were any other problems with the mailout.

In the meantime, do you have any concerns about the development application?

Please let me know if you do.

Cynthia Lussier Planning Technician Development Applications Division City of Richmond Tel: 604-276-4108

> PLN - 49 PLN - 64

Email: clussier@richmond.ca www.richmond.ca

From: Mike Davison [mailto:mazzyfan@live.com] Sent: Friday, 29 May 2015 8:46 PM To: Lussier, Cynthia Subject: street address entered twice in database

Hello Cynthia,

Two envelopes with the exact same planning information were delivered to my address and so one should be deleted. Below I give the exact info (including punctuation and whether in upper or lower case) that was on the mailing labels:

OCCUPANT 5111 BLUNDELL RD RICHMOND, BC V7C 1H3

OCCUPANT, 5111 Blundell Rd Richmond, BC, V7C 1H3

Thanks, Mike

> PLN - 50 PLN - 65

Lussier, Cynthia

From: Sent: To: Subject: Kerry Starchuk [kerrystarchuk@hotmail.com] Wednesday, 24 June 2015 8:31 AM Lussier, Cynthia Re Letter May 23, 2015

Re: RZ14-674043 RZ15 -691744

To Whom this may concern,

I received a letter about zoning on Railway Avenue. Why waste my time reading this crap and sending it out to all the residents?

The city is going to do what they want and really couldn't care less about what the residents want. There was a petition on

Railway about development of town houses and it was ignored.

Greed has taken over this city and there will be long term consequences.

For the City of Richmond to be the most appealing, livable, and well-managed community in Canada.

Have a nice day!

Regards,

Kerry Starchuk

cc: Carol Day - Counciller

PLN - 51 PLN - 66

ATTACHMENT 8



Rezoning Considerations

Development Applications Department 6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 7220 Railway Avenue

File No.: RZ 15-691744

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9292, the developer is required to complete the following:

- 1. 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 10% contingency, fencing, hard surfaces, trees, soft landscaping, and installation costs). 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;
- 2. Registration of a flood indemnity covenant on title.
- 3. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
- 4. Enter into a Servicing Agreement* for the design and construction of off-site improvements along Railway Avenue and the rear lane. The scope of works is to include (but is not limited to) the following:
 - regrading of the rear lane to create a center swale and installation of a 200 mm storm sewer complete with
 manholes and inspection chambers from the subject site's north property line tying into the existing drainage
 system on Linfield Gate. The City will fund approximately 31 m of this work, subject to funding approval.
 - upgrading of the existing storm sewer service connection and inspection chamber at the subject site's south corner along the Railway Avenue frontage to City of Richmond standards.
 - installation of a new storm service connection complete with inspection chamber along the Railway Avenue frontage at the subject site's northwest corner.
 - construction of a new 1.5 m wide concrete sidewalk at the property line along Railway Avenue, with connections to the existing sidewalk north and south of the subject site.
 - removal of the existing sidewalk next to the curb and backfilling of the area between the new sidewalk and curb with a grassed boulevard to include trees, lighting, and other utility requirements as determined through the Servicing Agreement review process (note: the sidewalk and boulevard works must not affect the existing bus stop pad and bus shelter located in the development frontage).
 - reconstruction of the existing rear lane along the entire length of the east frontage of the site to the current City lane design standards (5.4 m wide pavement and 0.3 m wide rollover curb on both sides of the lane, along with lane lighting).
 - The Servicing Agreement design is to include the design of the following required water, storm, and sanitary service connection works:

Water Works

- Using the OCP Model, there is 55.4 L/s of water available at a 20 psi residual at the Railway Avenue east frontage and 421.7 L/s of water available at a 20 psi residual at the Railway Avenue west frontage. Based on your proposed development, your site requires a minimum fire flow of 95.0 L/s.

PLN - 67

protection. Calculations must be signed and scaled by a Professional Engineer and be based on Building Permit Stage and Building designs.

- At the developer's cost, the City is to a) cut and cap all existing water service connections at the watermain, along Railway Avenue frontage; and b) install two (2) new 25 mm water service connections complete with meters and meter boxes along the Railway Avenue frontage.

Sanitary Sewer Works

- At the developer's cost, the City is to: a) upgrade the existing sanitary service connection and inspection chamber at the site's southeast corner along the rear lane frontage to City of Richmond standards, to service the proposed south lot; and b) install one (1) new sanitary service connection complete with new inspection chamber (approximately 5 m south from the north property line) along the rear lane frontage to service the proposed north lot.
- General Items:

The developer is to coordinate with BC Hydro, Telus and other private communication service providers:

- for their servicing requirements;
- to underground proposed Hydro service lines;
- when relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- To determine if above-ground structures are required and to coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).

Notes:

Further details on the scope of work associated with the Servicing Agreement to be confirmed during the Servicing Agreement design and review process.

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.

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

 Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and Servicing Costs.

At Building Permit* stage, the developer must complete the following requirements:

- 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 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.
- 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

PLN - 53 PLN - 68 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.

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- 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

PLN - 54 PLN - 69

Bylaw 9292

CITY OF

RICHMOND APPROVED by

ΒĽ

APPROVED by Director or Solicitor

hl



Richmond Zoning Bylaw 8500 Amendment Bylaw 9292 (RZ 15-691744) 7220 Railway Avenue

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. 004-506-472

Lot 215 Section 13 Block 4 North Range 7 West New Westminster District Plan 40948

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9292".

FIRST READING A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

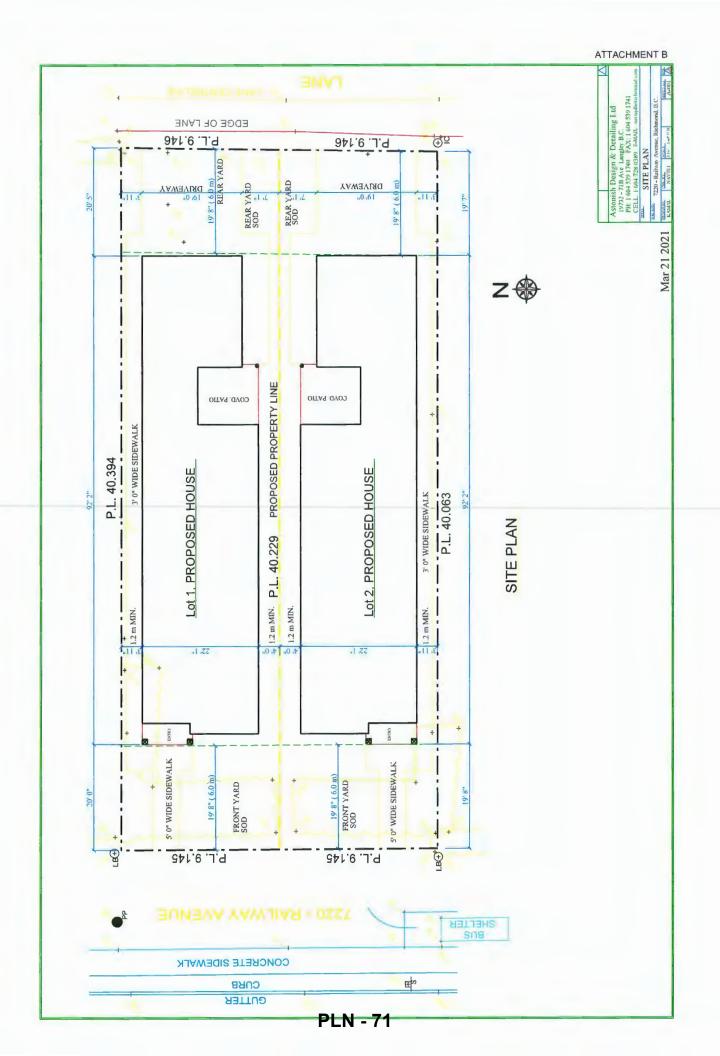
OTHER REQUIREMENTS SATISFIED

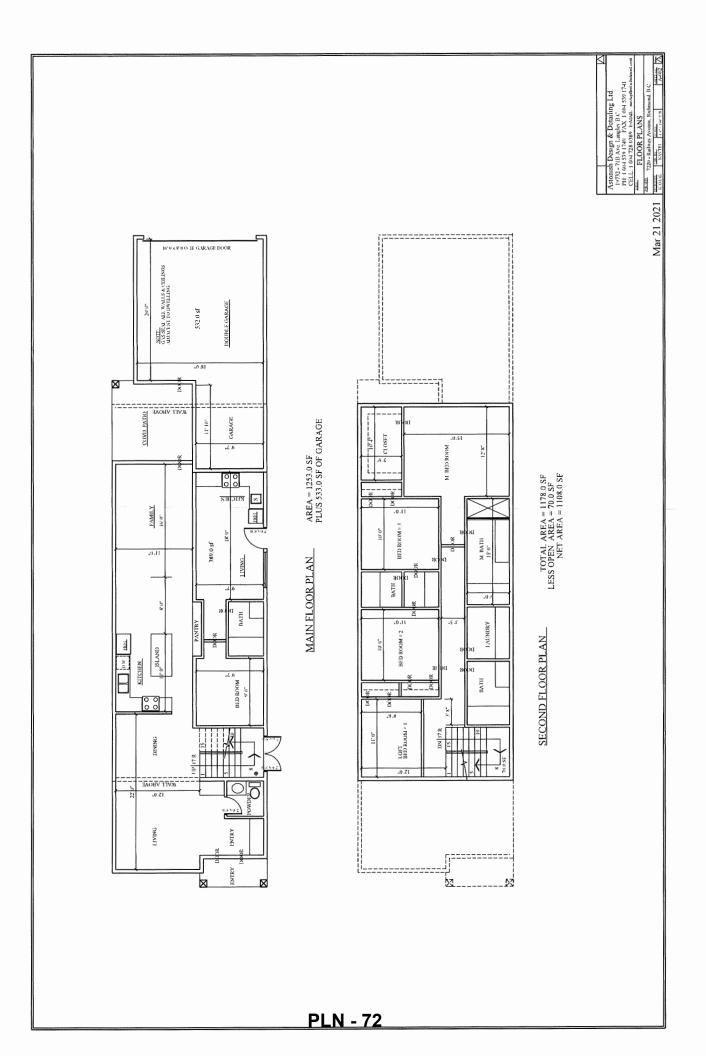
ADOPTED

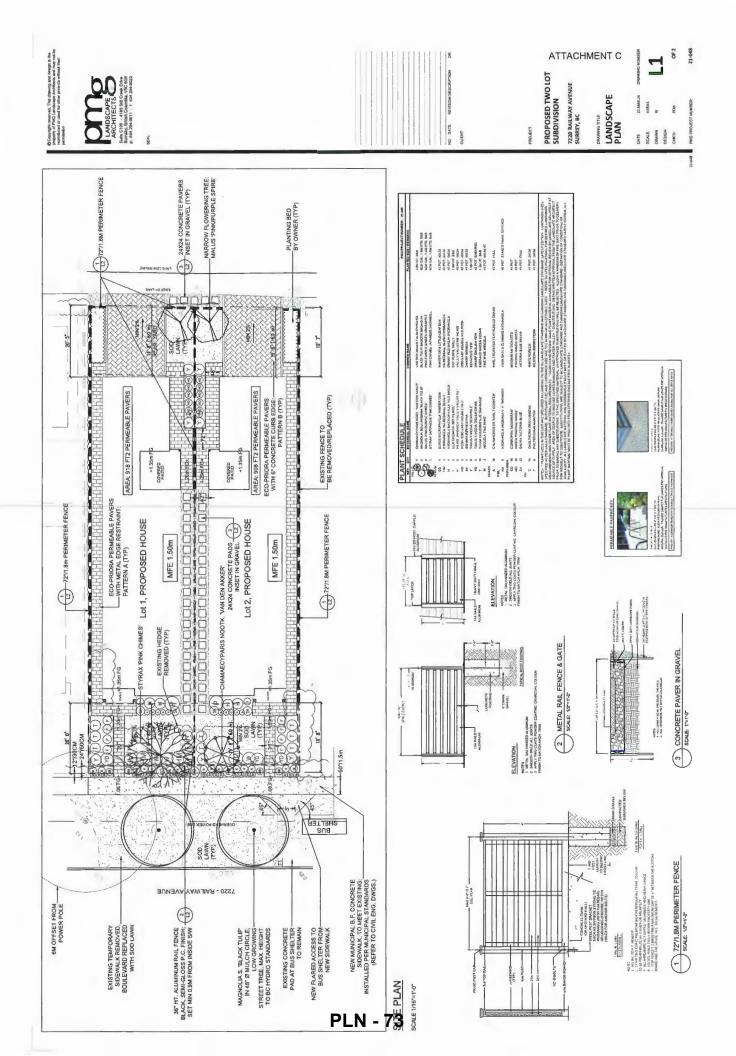
MAYOR

CORPORATE OFFICER

4737623







ATTACHMENT D



Rezoning Considerations

Development Applications Department 6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 7220 Railway Avenue

File No.: RZ 15-691744

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9292, the developer is required to complete the following:

- 1. 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 10% contingency, fencing, hard surfaces, trees, soft landscaping, and installation costs). 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;
- 2. Registration of a flood indemnity covenant on title.
- 3. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of a legal agreement on Title to ensure that no final building inspection is granted until a minimum of one-bedroom secondary suite of approximately 36 m² (389 ft²) is constructed on both of the two lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
- 4. Enter into a Servicing Agreement* for the design and construction of off-site improvements along Railway Avenue and the rear lane. The scope of works is to include (but is not limited to) the following:
 - regrading of the rear lane to create a center swale and installation of a 200 mm storm sewer complete with manholes and inspection chambers from the subject site's north property line tying into the existing drainage system on Linfield Gate. The City will fund approximately 31 m of this work, subject to funding approval.
 - upgrading of the existing storm sewer service connection and inspection chamber at the subject site's south corner along the Railway Avenue frontage to City of Richmond standards.
 - installation of a new storm service connection complete with inspection chamber along the Railway Avenue frontage at the subject site's northwest corner.
 - construction of a new 1.5 m wide concrete sidewalk at the property line along Railway Avenue, with connections to the existing sidewalk north and south of the subject site.
 - removal of the existing sidewalk next to the curb and backfilling of the area between the new sidewalk and curb with a grassed boulevard to include trees, lighting, and other utility requirements as determined through the Servicing Agreement review process (note: the sidewalk and boulevard works must not affect the existing bus stop pad and bus shelter located in the development frontage).
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Initial:

- The developer is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the 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 and Building designs.
- At the developer's cost, the City is to a) cut and cap all existing water service connections at the watermain, along Railway Avenue frontage; and b) install two (2) new 25 mm water service connections complete with meters and meter boxes along the Railway Avenue frontage.

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• General Items:

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- 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



Report to Committee

To: Planning Committee	o:	Planning	Committee	
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From: Wayne Craig Director, Development Date: June 30, 2021 File: RZ 20-910360

Re: Application by Madan Aheer, Chalinder Aheer, Khial Aheer and Harbakhas Aheer for Rezoning at 10726/10728 River Drive from the "Two-Unit Dwellings (RD1)" Zone to the "Single Detached (RS2/B)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10282 for the rezoning of 10726/10728 River Drive from the "Two-Unit Dwellings (RD1)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.

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

WC:na Att. 6

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Affordable Housing	Я	be Erreg	

Staff Report

Origin

Madan Aheer, Chalinder Aheer, Khial Aheer & Harbakhas Aheer have applied to the City of Richmond to rezone the properties at 10726/10728 River Drive (Attachment 1) from the "Two-Unit Dwellings (RD1)" zone to the "Single Detached (RS2/B)" zone in order to permit the properties to be subdivided into two single-family lots, each with vehicle access from River Drive (see Attachment 2). There is currently an existing strata-titled duplex on the subject site, which will be demolished.

Findings of Fact

Background

A Rezoning (RZ 16-723542) application was approved in October 2016 to rezone from the "Single Detached (RS1/D)" zone to the "Two-Unit Dwellings (RD1)" zone to facilitate the stratification of the existing duplex on the subject property. The duplex was stratified following adoption of the rezoning bylaw. In 2016, staff also noted that rezoning of the subject site and existing duplex to the RD1 zone would not preclude future subdivision of the subject site. The owners of the property are proposing to redevelop the site into single detached houses with secondary suites to ensure their living needs are met as the current 33 year old structure is in need of plumbing, electrical, and exterior repairs. The current owners have been living at the subject site since 1993 and intend to continue living at the property in the future.

A Development Application Data Sheet providing details about the current development proposal is attached (Attachment 3).

Subject Site Existing Housing Profile

There is an existing duplex on the subject site, which is proposed to be removed, and both units are owner occupied.

Surrounding Development

The subject site is located on the south side of River Drive, between McLennan Avenue and Shell Road, in an established residential neighbourhood consisting mainly of single detached housing and duplexes.

To the North:	Across River Drive, existing industrial buildings on a lot zoned "Industrial Storage (IS)" that is currently being reviewed for rezoning to multi-family residential development consisting of townhouses and apartment units in two-storey and three- storey buildings (RZ 15-708599 and DP 15-708607).
To the South:	Directly behind the subject site, single-family residential lots zoned "Single Detached (RS1/D)" and "Single Detached (RS2/B)" fronting Gilmore Crescent
To the East:	A single-family dwelling on a lot zoned "Single Detached (RS1/D)".
To the West:	A single-family dwelling on a lot zoned "Single Detached (RS1/D)".

PLN - 78

Related Policies & Studies

Official Community Plan/ Bridgeport Area Plan

The 2041 OCP Land Use Map designation for the subject site is "Neighbourhood Residential" and the Bridgeport Area Plan land use designation for the subject site is "Residential (Single Family)". This redevelopment proposal is consistent with this designation.

Lot Size Policy 5448

The subject site is located within the area governed by Single-Family Lot Size Policy 5448 (adopted by Council September 16, 1991 and amended in 2012) (Attachment 4). The Policy permits properties to be subdivided in accordance with "Single Detached (RS1/B)" or "Single Detached (RS1/C)". Properties along River Drive are restricted to "Single Detached (RS1/C)" unless there is lane or internal road access in which case "Single Detached (RS1/B)" is permitted.

While the subject site does not have access from a lane, subdivision can be considered given that the subject site contains a legal duplex. Section 2.3.7 of Richmond Zoning Bylaw 8500 provides that the Lot Size Policy does not apply to a rezoning application on a site that contains a legal duplex and that is intended to be subdivided into no more than two single detached housing lots. This redevelopment proposal would result in a subdivision to create two single-family lots; each approximately 635.5 m^2 (6,840 ft²) in area. Further, the proposed subdivision would comply with the minimum lot dimensions and size identified in the "Single Detached (RS2/B)" zone.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Discharge of the existing flood indemnity covenant (CA5422301) and registration of a replacement flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

Aircraft Noise Sensitive Development Policy

The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area 2. Registration of an aircraft noise sensitive use covenant on title was completed as part of the previous rezoning application (RZ 16-723542).

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*.

PLN - 79

Analysis

Existing Legal Encumbrances

There is currently a covenant registered on the title of the subject properties, restricting the use of the site to a two-family dwelling only (CA5422303). Prior to final adoption of the rezoning bylaw, the applicant must discharge the covenant from title of both subject strata properties. The applicant must also wind up and cancel the strata plan for the site prior to subdivision.

Transportation and Site Access

Vehicle access to the proposed lots will be via River Drive and reinstatement of the existing offsite works are to be in accordance with the City's Engineering Design Specifications.

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 two (tag# 085 and 086) bylaw-sized trees, one Cedar hedge row comprised of 15 trees on the subject property and three (tag# C1, C2, C3) street trees on City property.

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

- Two trees (tag# 085 (a 36 cm caliper Gleditsia triacanthos var. inermis) located in the rear yard and tag# 086 (an 85 cm caliper Thuja plicata) located in the rear yard are identified in good condition and should be retained and protected. Special measures will be required for both trees as detailed in Tree Protection section. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03. A Tree Survival Security of \$20,000.00 will be required for the two trees on-site.
- Three trees (tag# C1, C2 & C3 all 7 cm caliper Crataegus crus-galli 'Inerms') located on City property are in good health and condition. Retained trees should be protected as per City of Richmond Tree Protection Information Bulletin Tree-03. A Tree Survival Security of \$15,000.00 is required for the three City trees.
- One hedge comprised of 15 trees (tag# hedgerow) located on-site noted to be partially removed and replaced. The seven southernmost Cedar trees as part of the hedgerow as shown on the Tree Management Plan are to be retained and protected. The nine northernmost Cedar trees as part of the hedgerow are to be removed to accommodate building envelope and walkway access to the rear yard.

Tree Replacement

The applicant wishes to remove zero on-site bylaw-sized trees. The applicant has agreed to plant a minimum of two trees on Lot 1 and a minimum of 4 trees on Lot 2; for a total of 6 new trees. The new trees are to be of the following minimum sizes:

No. of NewTrees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
6	8 cm	4 m

• Prior to final adoption of the rezoning bylaw, submission to the City of a Landscape Security in the amount of \$4,500.00 for six new trees to be provided on the subject property.

Tree Protection

Two trees (tag# 085 and 086) and seven of the 15 Cedar hedgerow trees on the subject property are to be retained and protected, and three trees (tag# C1, C2, C3) on City property are to be retained and protected. The applicant has submitted a tree management 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 Tree Survival Security in the amount of \$35,000.00 for the trees to be retained and protected (\$20,000.00 for on-site trees and \$15,000.00 for City trees).
- 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. The special measures of note for tree protection are that:
 - the Project Arborist must approve and supervise the construction of the deck or patio area as the posts for the construction of the rear deck on proposed Lot 2 must accommodate the Critical Root Zone (CRZ) of tree tag # 085 and be excavated via AirSpade;
 - No excavation or trenching is permitted within the Tree Protection buffer of tree tag# 085 and 086. All root pruning for the lot excavation around tree tag# 085 and 086 must be documented and performed with clean, sanitized hand tools; and
 - The cedar hedgerow trees identified for removal in close proximity to the retained cedar hedge trees must be done by hand or stump grinder in order to prevent damage to retained trees.

• 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.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite on 100% of new lots created; a secondary suite on 50% of new lots created together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the remaining lots; or, where a secondary suite cannot be accommodated in the development, a cash-in-lieu contribution to the Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the development.

Consistent with the Affordable Housing Strategy, the applicant has proposed to provide a two-bedroom secondary suite of minimum 46 m² (495 ft²) in each of the dwellings to be constructed on the new lots, for a total of two suites. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on title to ensure that no final Building Permit inspection is granted until a minimum two-bedroom secondary suite of approximately 46 m² (495 ft²) is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

At future Subdivision stage, the applicant will be required enter into a City Work Order for servicing, utility and frontage improvements as outlined in Attachment 6 and costs associated with driveway construction, which will include sidewalk panel replacement and sidewalk letdown alterations.

Financial Impact or Economic Impact

None.

Conclusion

This rezoning application to permit the subdivision of the subject site into two lots zoned "Single Detached (RS2/B)" is consistent with the applicable policies and land use designations outlined within the Official Community Plan (OCP) and with Single-Family Lot Size Policy 5448.

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) outlined in Attachment 6.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10282 be introduced and given first reading.

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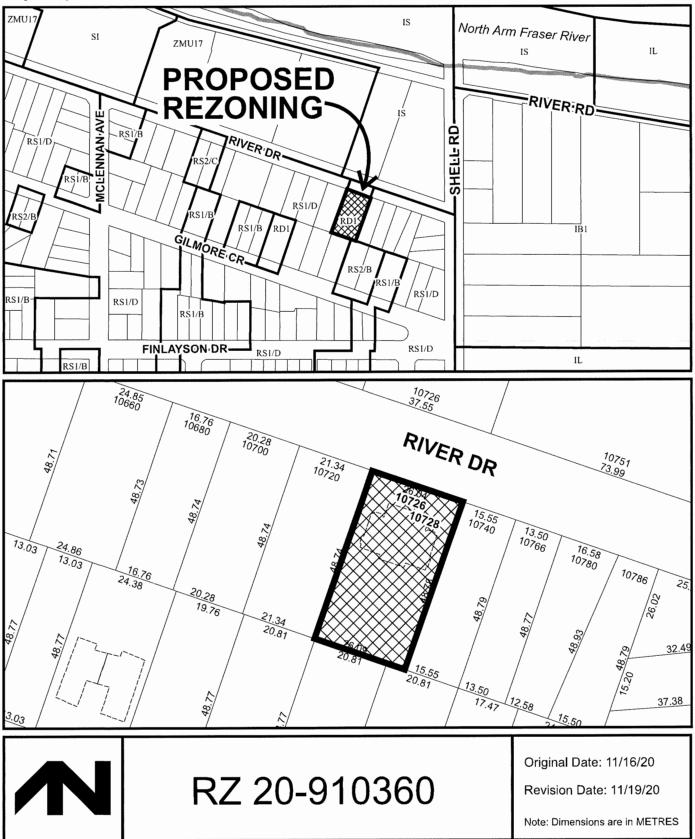
Nathan Andrews Planning Technician (604-247-4911)

NA:blg

Attachments Attachment 1: Location Map Attachment 2: Survey and Conceptual Development Plans Attachment 3: Development Application Data Sheet Attachment 4: Lot Size Policy 5448 Attachment 5: Tree Management Plan Attachment 6: Rezoning Considerations

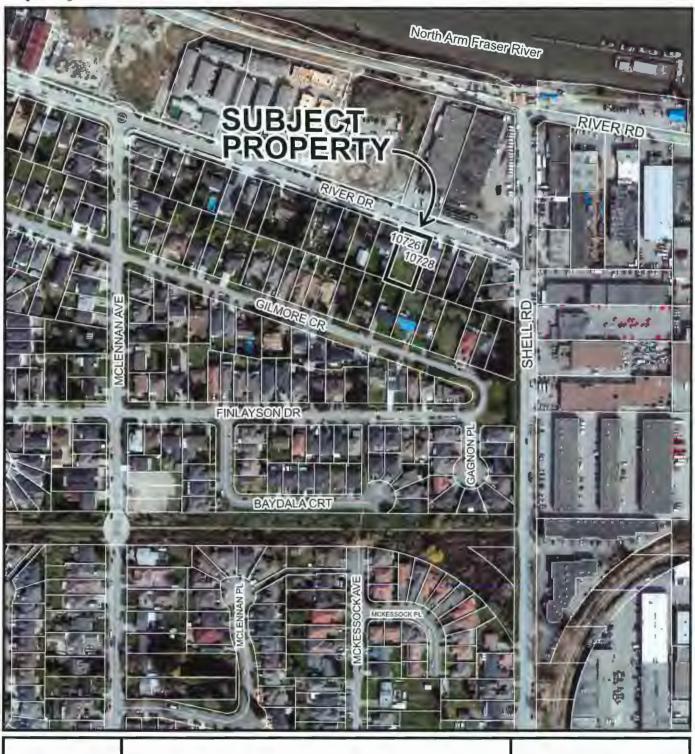


ATTACHMENT 1



PLN - 84





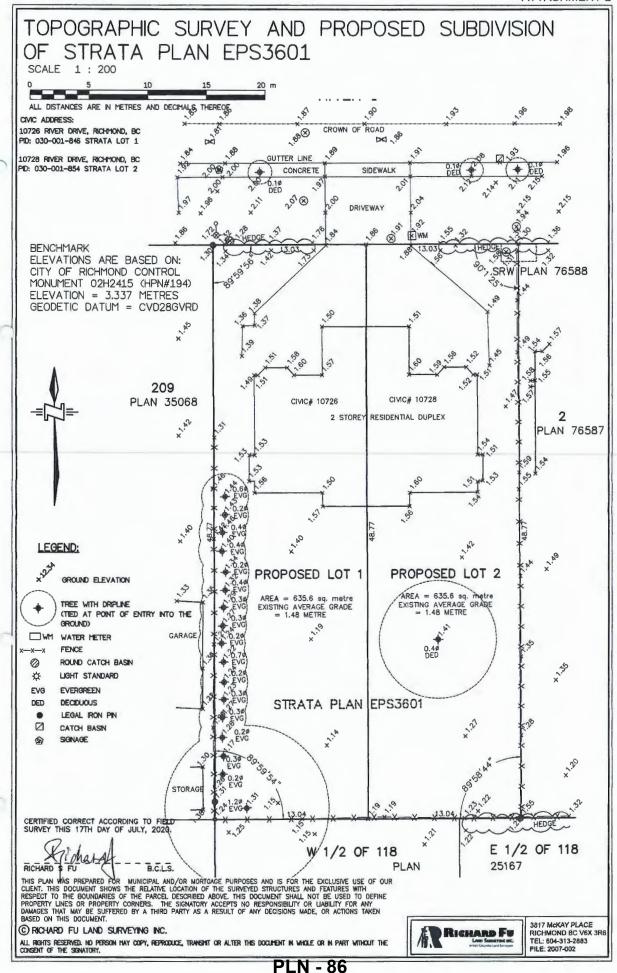


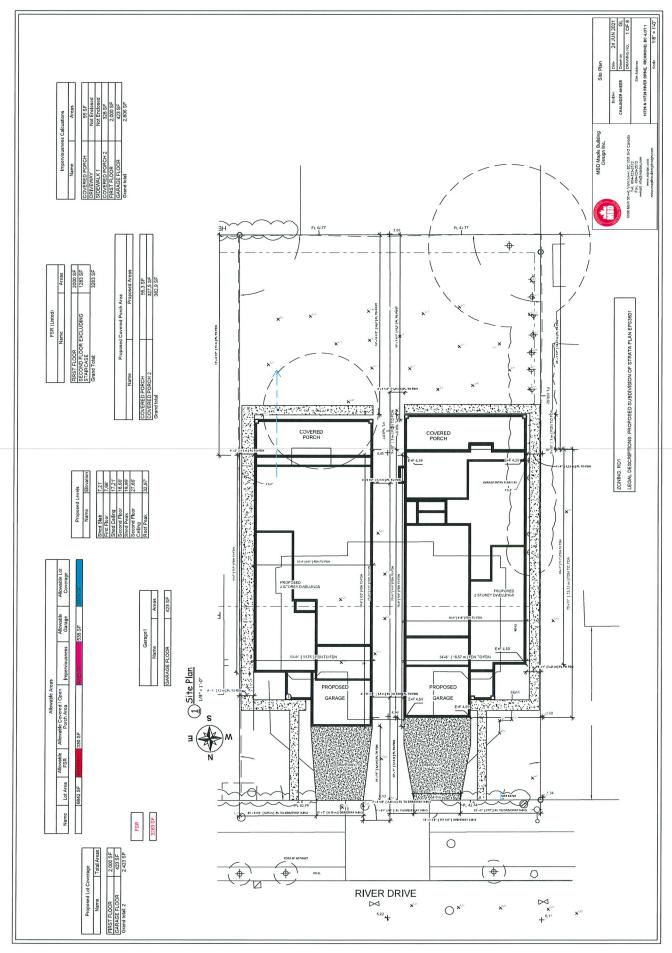
RZ 20-910360

Original Date: 11/16/20 Revision Date: 11/19/20

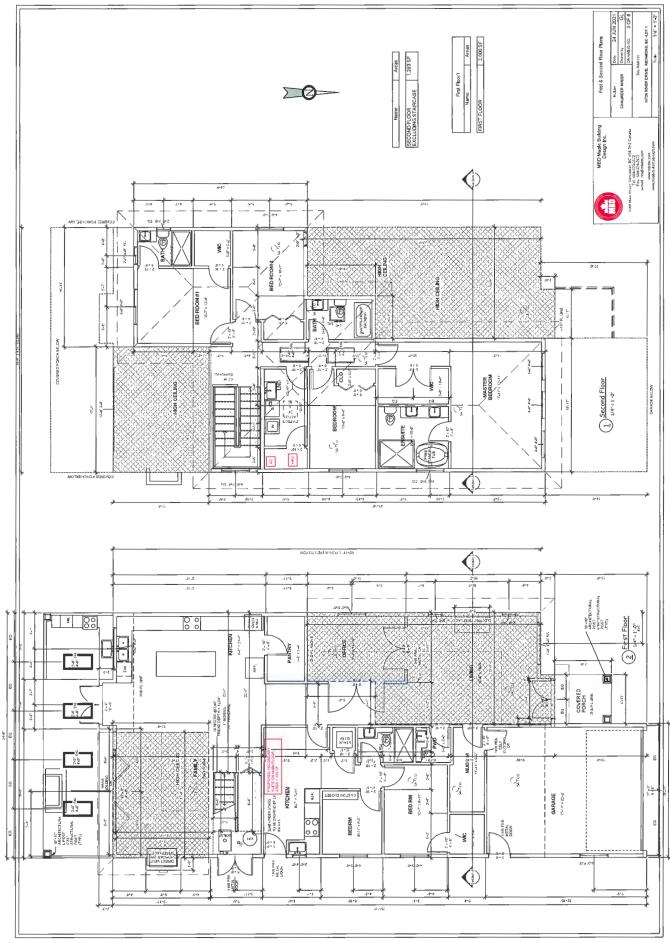
Note: Dimensions are in METRES

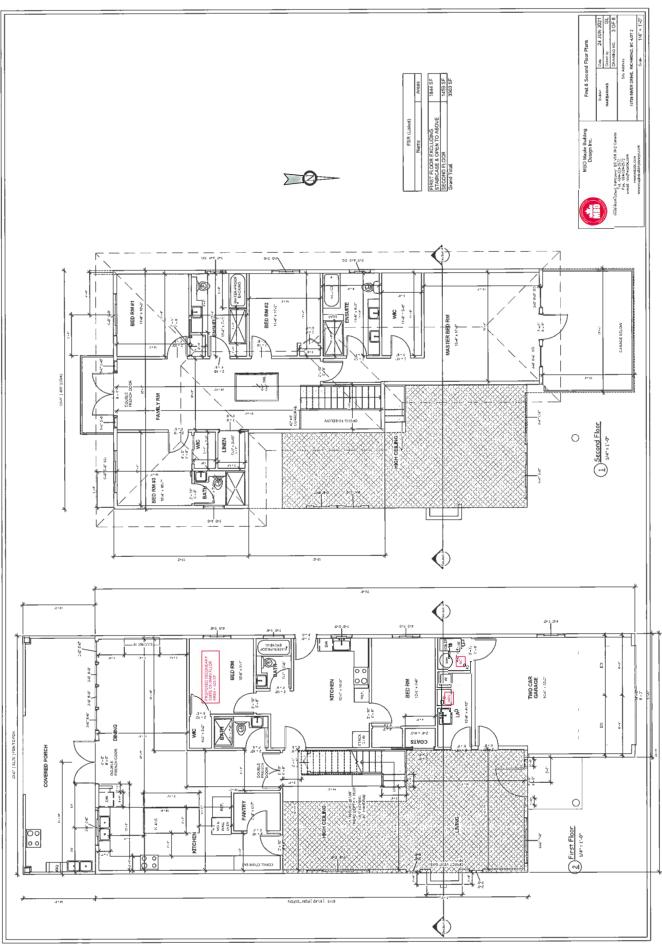
ATTACHMENT 2





PLN - 87





PLN - 89



Development Application Data Sheet

Development Applications Department

RZ 20-910360

Attachment 3

Address: 10726/10728 River Drive

Applicant: Madan Aheer, Chalinder Aheer, Khial Aheer & Harbakhas Aheer

Planning Area(s): Bridgeport

	Existing	Proposed	
Owner:	Madan Aheer, Chalinder Aheer, Khial Aheer & Harbakhas Aheer	No change	
Site Size (m²):	1,271 m² (13,681 ft²)	635.6 m ² (6,841.5 ft ²)/lot	
Land Uses:	One legal two-family dwelling	Two single-family dwellings each with 2-bedroom secondary suites	
OCP Designation:	Neighbourhood Residential	No change	
Area Plan Designation:	Residential (Single family)	No change	
702 Policy Designation:	Lot Size Policy 5448 permits RS1/B	No change	
Zoning:	Two-Unit Dwelling (RD1)	Single Detached (RS2/B)	
Number of Units:	Тwo	No change	

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	o 464.5 m²area up to 464.5 m²none permittedfor area inplus 0.3 for area innone permitted	
Buildable Floor Area (m²):*	Lot A: Max. 307 m ² (3,304 ft ²) Lot B: Max. 307 m ² (3,304 ft ²)	Lot A: Max. 307 m ² (3,304 ft ²) Lot B: Max. 307 m ² (3,304 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Total: Max. 25%	Building: Max. 45% Non-porous Surfaces: Max. 70% Total: Max. 25%	none
Lot Size:	360 m²	635.5 m²	none
Lot Dimensions (m):	Width: 12.0 m Depth: 24.0 m	Width: 13.03 m Depth: 48.77 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 9.75 m for 60% of the rear wall of the 1 st storey and 10.7 m for 40% of the rear wall and any 2 nd storey Side: Min. 1.2 m	Front: Min. 6.4 m Rear: Min. 15.5 m Side: Min. 1.2 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	9.0 m or 2.5 storeys	9.0 m	none
Off-street Parking Spaces – Total:	2	2 per lot plus 1 secondary suite parking	none
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	Permitted – Maximum of 50% of required spaces	none
Other:			

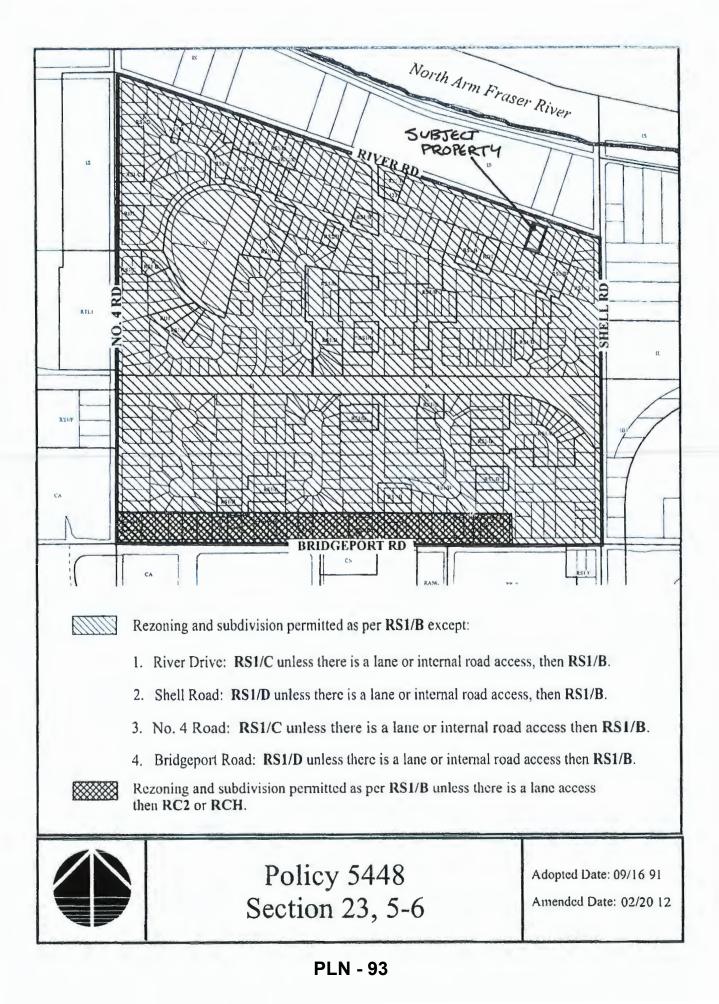
* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



City of Richmond

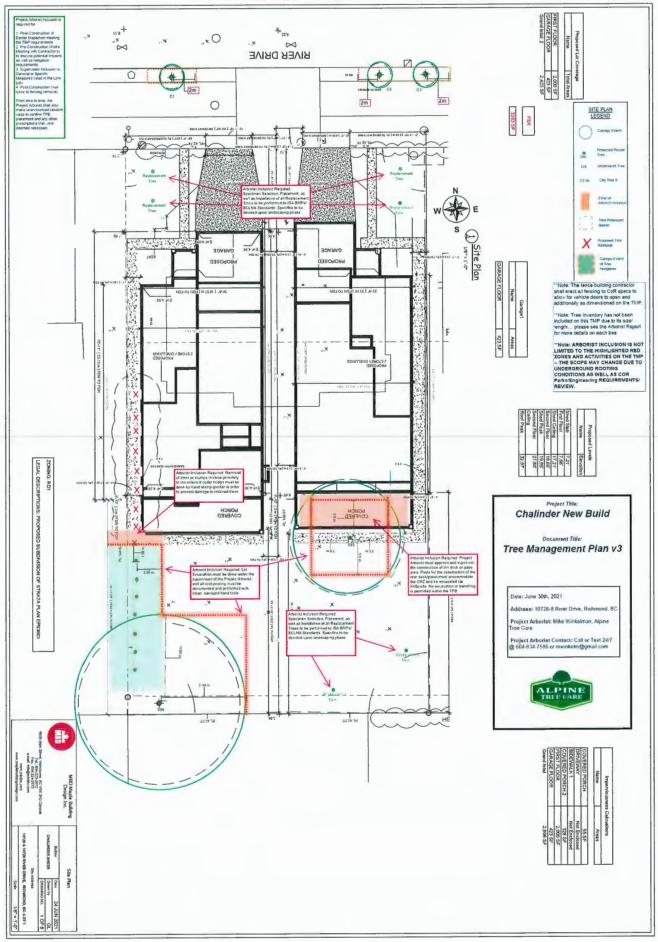
Policy Manual

Page 1 of 2	Adopted by Council: September 16, 1991	POLICY 5448
	Amended By Council: February 20, 2012	
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SE	CTION 23-5-6
POLICY 54	48:	
	ng policy establishes lot sizes in a portion of Section Road, Shell Road, No. 4 Road and River Drive:	23-5-6, bounded by the
the r 23-5 Deta	properties within the area bounded by Bridgeport Road on north, Shell Road on the east and No. 4 Road on the wes -6, be permitted to rezone and subdivide in accordance wit ached (RS1/B) in Zoning and Development Bylaw 8 isions:	st, in a portion of Section th the provisions of Single
 Properties along Bridgeport Road (between McKessock Avenue and Shell Roa and along Shell Road will be restricted to Single Detached (RS1/D) unless there lane or internal road access in which case Single Detached (RS1/B) will permitted; 		ed (RS1/D) unless there is
(b)	Properties along Bridgeport Road between No. 4 Road will be restricted to Single Detached (RS1/D) unless ther case Compact Single Detached (RC2) and Coach Houses	re is lane access in which
(C)	Properties along No. 4 Road and River Drive will be rest (RS1/C) unless there is lane or internal road access in wh (RS1/B) will be permitted;	
disp	that this policy, as shown on the accompanying plan, b osition of future single-family rezoning applications in this than five years, unless changed by the amending proc ng and Development Bylaw.	area, for a period of not



Tree Management Plan

ATTACHMENT 5





Rezoning Considerations

Development Applications Department 6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 10726/10728 River Road

File No.: RZ 20-910360

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10282, the developer is required to complete the following:

- Submission of a Landscape Security in the amount of \$4,500.00 (\$750/tree) to ensure that 6 trees are planted and maintained on the subject property; minimum 8 cm deciduous caliper or 4 m high conifers). NOTE: minimum size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.
- 2. 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. The special measures of note for tree protection are that:
 - The Project Arborist must approve and supervise the construction of the deck or patio area as the posts for the construction of the rear deck on proposed Lot 2 must accommodate the Critical Root Zone (CRZ) of tree tag # 085 and be excavated via AirSpade;
 - No excavation or trenching is permitted within the Tree Protection buffer of tree tag# 085 and 086. All root pruning for the lot excavation around tree tag# 085 and 086 must be documented and performed with clean, sanitized hand tools; and
 - The cedar hedgerow trees identified for removal in close proximity to the retained cedar hedge trees must be done by hand or stump grinder in order to prevent damage to retained trees.
- 3. Submission of a Tree Survival Security to the City in the amount of \$35,000.00 for the trees to be retained (\$20,000.00 for on-site trees and \$15,000.00 for City trees).
- 4. Discharge of the existing CA5422301 and registration of a replacement flood indemnity covenant on title.
- 5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a two bedroom secondary suite of a minimum 46 m² (495 ft²) is constructed on both of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
- 6. Discharge of two-unit only restrictive covenant CA5422303.
- 7. Discharge of strata title plan EPS3601.

Prior to a 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.

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

1. The works to be done at the developer's sole cost via City Work Order.

Water Works

a) Using the OCP Model, there is 600 L/s of water available at a 20 psi residual at the River Drive frontage. Based on your proposed development, your site requires a minimum fire flow of 95.0 L/s.

- b) The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the 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.

PLN - 95

c) At the Developers cost, the City is to:

- Install a new 25mm diameter service connections complete with water meters to service the western lot that will be created. The water meter shall be placed within the existing boulevard at the property line.
- Use the existing water service connection to service the eastern lot that will be created. Install a new water meter if the existing connection is not metered. If required, the water meter shall be placed within the existing boulevard at the property line.

Storm Sewer Works

a) At the Developers cost, the City is to:

- Cut and cap the existing storm service connections.
- Install two new storm service connections to service the proposed subdivision. The existing drainage connections are servicing both the boulevard and adjacent properties. Separate drainage connections to service the proposed subdivision are required.

Sanitary Sewer Works

a) At the Developers cost, the City is to:

- Cut and cap the existing sanitary service connection at the northeast corner of the proposed development.
- For the proposed eastern, remove the existing inspection chamber and replace with a new 600mm diameter inspection chamber at the same location. The eastern lot shall be serviced via a stub at the south side of the new inspection chamber. Re-connect the existing sanitary lead to the east to maintain service to 10740 River Drive.
- For the proposed western lot, install a new sanitary service connection complete with inspection chamber in the existing boulevard at the property line.

Frontage Improvements

a) Developer to coordinate with BC Hydro, Telus and other private communication service providers:

- To underground proposed Hydro service lines.
- When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
- Complete other frontage improvements as per Transportation's requirements. Reinstatement of the existing off-site works with the works designed in accordance with the City's Engineering Design Specifications.

General Items

a) 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.

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

- 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



Richmond Zoning Bylaw 8500 Amendment Bylaw 10282 (RZ 20-910360) 10726/10728 River Drive

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 **"SINGLE DETACHED (RS2/B)"**.

P.I.D. 030-001-846 Strata Lot 1 Section 23 Block 5 North Range 6 West New Westminster District Strata Plan EPS3601 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form V

P.I.D. 030-001-854 Strata Lot 2 Section 23 Block 5 North Range 6 West New Westminster District Strata Plan EPS3601 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form V

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10282".

FIRST READING	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON	by A.
SECOND READING	APPROVED by Director
THIRD READING	or Solicitor
OTHER CONDITIONS SATISFIED	
ADOPTED	

MAYOR

CORPORATE OFFICER



Report to Committee

Re:	Metro Vancouver's Draft Updated Regional Growth Strategy, Metro 2050		
From:	John Hopkins Director, Policy Planning	File:	01-0157-30- RGST1/2021-Vol 01
То:	Planning Committee	Date:	June 21, 2021

Staff Recommendation

That the staff report titled "Metro Vancouver's Draft Updated Regional Growth Strategy, Metro 2050" dated June 21, 2021 from the Director, Policy Planning be received for information.

John Hopkins Director, Policy Planning

A	tt.	1

REPORT CONCURRENCE				
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Affordable Housing Sustainability & District Energy Transportation Economic Development	য য য য	be Erceg		
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO		

Staff Report

Origin

The Metro Vancouver Regional District (Metro Vancouver) is in the process of updating the Regional Growth Strategy, currently titled *Metro 2040*. A draft of the updated strategy, titled *Metro 2050 Regional Growth Strategy*, has recently been released by Metro Vancouver and is being circulated to member jurisdictions for comment.

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.

Findings of Fact

Metro 2050 Development Process

In April 2019, Metro Vancouver began a comprehensive update to *Metro 2040*, the current Regional Growth Strategy. To date, they have completed these steps:

- 1. Review policies on 11 themes.
- 2. Engage member jurisdictions, regional stakeholders, the public and First Nations.
- 3. Develop policy review recommendations, endorsed or received by the Metro Vancouver Board.
- 4. Draft updated policy content on a goal-by-goal basis.
- 5. Provide draft content to the Regional Planning Advisory Committee, Metro Vancouver Board, and member local governments and other agencies for comment.
- 6. Prepare a complete draft of the updated Regional Growth Strategy, *Metro 2050*, informed by comments received.

Between June and November 2021, Metro Vancouver is requesting member jurisdiction, regional stakeholder, public and First Nation to comment on the complete draft *Metro 2050* strategy. A copy of the draft *Metro 2050* strategy is attached (Attachment 1). Metro Vancouver staff are in the process of coordinating Council presentations with member jurisdictions as part of this engagement period. Following this engagement, Metro Vancouver staff will consider opportunities to improve the draft based on the comments received.

July 2022 is the target date for adoption of the final Metro 2050 Regional Growth Strategy.

June 21, 2021	-

Requirements Following Adoption of Metro 2050

Following adoption of the Regional Growth Strategy by Metro Vancouver, each member jurisdiction must update their Regional Context Statement contained in their Official Community Plan (OCP) within 24 months. The Regional Context Statement describes how the OCP is consistent with or will work towards consistency with *Metro 2050* over time.

3 -

Analysis

Nature of the Metro 2050 Update

The *Metro 2050* update is not a comprehensive re-write of *Metro 2040*. Instead, changes build on the current strategy's 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 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*;
- 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 throughout policy.

To establish a long-term regional growth management framework, the draft Regional Growth Strategy provides updated population, dwelling unit, and employment projections at a subregional level. Sub-regional projections are being used instead of projections for each member jurisdiction because they are less sensitive to short-term or local variations and so will not need to be as frequently amended. Individual member jurisdiction projections will still be prepared as a service to member jurisdictions. Projections related to Richmond are prepared for the "South of Fraser – West" sub-region, which includes Richmond, Delta and the Tsawwassen First Nation. The projections are shown in the table below.

	2016	2020	2030	2040	2050
Population	314,500	337,900	381,100	414,100	441,300
Dwelling Units	113,500	123,100	146,700	163,400	175,400
Employment	194,100	207,500	236,000	257,700	271,900

The projections are in alignment with Richmond's growth projections in the OCP and City Centre Area Plan (CCAP).

The draft Regional Growth Strategy is focused on 5 main goals which are:

- Goal 1: Create a Compact Urban Area. This goal continues to combine an urban containment boundary with promotion of growth in urban centres.
- **Goal 2: Support a Sustainable Economy.** This goal supports development of an equitable economy, with a focus on employment growth in urban centres, protection of agricultural lands, and industrial intensification.
- Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards. Metro Vancouver has enhanced provisions for climate mitigation and adaptation, including resilience to natural hazards.
- Goal 4: Provide Diverse and Affordable Housing Choices. Three key strategies support this goal: promotion of adequate supply; expansion of rental housing; and advocacy for greater funding support.
- **Goal 5: Support Sustainable Transportation Choices.** This goal continues to link land use patterns and transportation, using an updated framework to align anticipated growth and transit connections and improving management of the regional road network for goods movement.

Next Steps

With the recent release of Metro 2050, staff will:

- Conduct a detailed, coordinated cross-departmental review of the objectives and proposed policies and assess their local impacts;
- Work with Metro Vancouver staff to set a date for a presentation to Council in the fall (tentatively September 2021); and
- Report back to Council with analysis and feedback on *Metro 2050* prior to Metro Vancouver's November 2021 deadline.

As noted in the Findings of Fact, once *Metro 2050* has been adopted by the Metro Vancouver Board (targeted for July 2022), the City must update their Regional Context Statement and provide it to the regional Board within 24 months.

PLN - 102

Richmond Official Community Plan Review

Staff anticipate that the update to the City's Regional Context Statement will be conducted as part of the next review and update of the City's Official Community Plan (OCP). Leading up to the review, a draft Housing Needs Report and a Terms of Reference for the OCP review, outlining the anticipated scope, will be brought to Council in fall 2021. While the plan for the OCP review will be finalized in the Terms of Reference, staff anticipate the first phase will begin in early 2022 and will include a workshop with Council, public consultation, and research on priority topics. Staff would anticipate that a draft OCP, along with an updated Regional Context Statement, could be brought forward for Council's consideration in early 2023.

Financial Impact

None.

Conclusion

Metro Vancouver has recently released a draft of the revised Regional Growth Strategy, titled *Metro 2050* which is attached for information. Staff will conduct a detailed review of the draft *Metro 2050* Regional Growth Strategy, coordinate a presentation from Metro Vancouver staff on *Metro 2050* in fall 2021 (tentatively September 2021), and report back to Council with analysis and feedback prior to Metro Vancouver's November 2021 deadline.

It is recommended that Council receive the report titled "Metro Vancouver's Draft Updated Regional Growth Strategy, Metro 2050" dated June 21, 2021 from the Director, Policy Planning for information.

Pator Whotelaw

Peter Whitelaw, MCIP, RPP Planner 3 (604-204-8639)

PW:cas

Att. 1: Metro 2050 Regional Growth Strategy, Draft dated June, 2021

metrovancouver

ATTACHMENT 1





Metro 2050 Regional Growth Strategy



ABLE REGION

PLN - 104



Metro 2050

4730 Kingsway, Burnaby, BC, V5H 0C6 metrovancouver.org

June, 2021

45986709

Acknowledgement 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



PLN - 106 Regional Planning Committee

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.

Contents

A. Metro 2050 Scope and Linkages to Other Plans1
B. Introduction to the Region
Context for the Regional Growth Strategy4
Challenges and Opportunities5
C. Introduction to the Regional Growth Strategy9
Metro 2050 Vision9
Guiding Regional Planning Principles9
Responding to the Challenges: Metro 2050 Goals10
D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections
Growth Projections
E. Goals, Strategies & Actions
E. Goals, Strategies & Actions
Goal 1: Create a Compact Urban Area25
Goal 1: Create a Compact Urban Area25 Goal 2: Support a Sustainable Economy41
Goal 1: Create a Compact Urban Area
Goal 1: Create a Compact Urban Area25Goal 2: Support a Sustainable Economy41Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards53Goal 4: Provide Diverse and Affordable Housing Choices69
Goal 1: Create a Compact Urban Area25Goal 2: Support a Sustainable Economy41Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards53Goal 4: Provide Diverse and Affordable Housing Choices69Goal 5: Support Sustainable Transportation Choices77
Goal 1: Create a Compact Urban Area 25 Goal 2: Support a Sustainable Economy 41 Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards 53 Goal 4: Provide Diverse and Affordable Housing Choices 69 Goal 5: Support Sustainable Transportation Choices 77 F. Implementation 85

Click to return to Table of Contents

List of Tables, Figures, and Maps

Table 1. Regional and Sub-Regional Projections by Decade to 2050	20
Table 2. Dwelling Unit and Employment Growth Targets for Urban Centres	01
and Frequent Transit Development Areas	
Table 3. Guidelines for Urban Centres and Frequent Transit Development Areas	33
Table 4. Urban Centre and Frequent Transit Development Areas Type	
Reclassification Framework	
Table 5. Major Natural Hazards and Climate Change Impacts Affecting Metro Vancouver	64
Table 6: Regional Growth Strategy Implementation Framework	86
Figure 1. Metro Vancouver Entities and Services	iii
Figure 2. Projected Population to 2050 for Metro Vancouver	18
Figure 3. Metro Vancouver's Sub-regions for the Purposes of Metro 2050 Projections	19
Figure 4. Ecosystem Services Provided by Healthy Ecosystems	54
Figure 5: Relationship between the Regional Growth Strategy and	
Official Community Plans	.86
Map 1: Metro Vancouver Region	103
Map 2: Regional Land Use Designations	104
Map 3: Urban Containment Boundary and General Urban Lands	105
Map 4: Urban Centres and Frequent Transit Development Areas	106
Map 5: Major Transit Growth Corridors and Major Transit Network	107
Map 6: Rural Lands	108
Map 7: Industrial and Employment Lands	109
Map 8: Agricultural Lands	110
Map 9: Conservation and Recreation Lands	111
Map 10: Regional Greenway Network and Major Bikeway Network	112
Map 11: Sensitive Ecosystem Inventory	113
Map 12: Special Study Areas and Sewerage Extension Areas	114

PLN - 109 Regional Planning Committee

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. 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 Regional Economic Prosperity Service.

Metro Vancouver and TransLink: Working Together for a Livable Region

Metro Vancouver has a unique relationship with its sister agency, 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 long-range plan, 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:

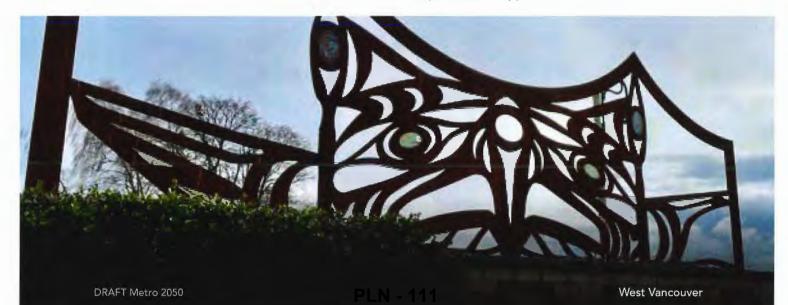
- communicate its objectives for the regional transportation system to TransLink;
- provide transportation planning input through the provision of land use, growth management and air quality information and forecasts and, as appropriate, the evaluation of land use and vehicle emissions impacts; and
- 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 resiliency.

Working Together with First Nations

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 also respects that, as federal lands, First Nations reserve lands are not subject to the land use policies in the regional growth strategy. However, if and when First Nations develop land management plans, Metro Vancouver, the respective First Nations, 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. 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.

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. Situated on the Salish Sea, bisected by the Fraser River, and flanked by the Cascade 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 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. Further, many First Nation peoples from other areas of Canada, as well as Inuit and Métis peoples, live within this region.

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 has, and continues to, enrich the region and helps make the region an attractive place to live and supports tourism, immigration, and investment.

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.

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. Carefully structured, with the right diversity and mix 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 connected hess, and resiliency. 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. An intent of the regional growth strategy is to provide an adequate supply of jobs-producing research, and 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

Social equity in Metro Vancouver is considered to be the promotion of justice and fairness and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people. This can include consideration of the many dimensions of identity, such as socioeconomic status, race, ethnicity, sex, age, disability, gender, sexuality, religion, indigeneity, class, and other equity-related issues.

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 resiliency, 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, 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

Working towards reconciliation introduces a crossjurisdictional consideration for regional districts, since the primary intergovernmental relationship for First Nations is with the Federal Government. 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.

Protecting the Environment

Many natural assets in Metro Vancouver are of national and international significance. Managed carefully, they also 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.

Preparing for Climate Change and Natural Hazards

The major natural hazards in Metro Vancouver include earthquakes, floods, and landslides. 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 will be to prepare for the anticipated 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 displacement may impact population 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 locating 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.

Protecting Agricultural Land to Support Food Production

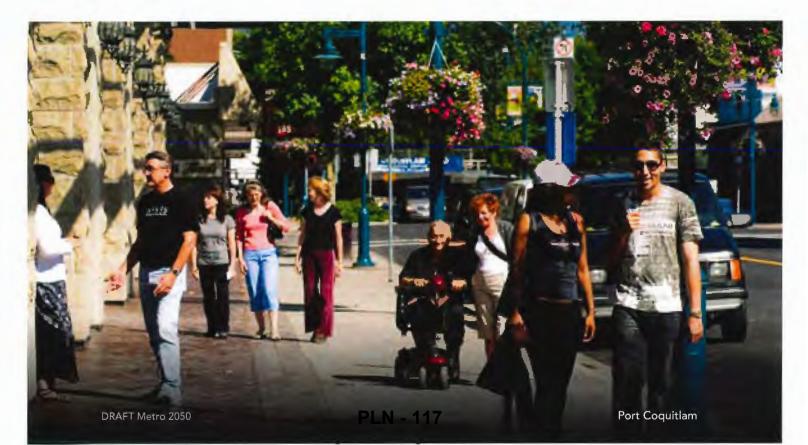
Local production of food is dependent on a protected land base for agriculture. Metro Vancouver has approximately 60,000 hectares in the provincial Agricultural Land Reserve, and that land is a vital asset for the economic viability of the region, the agricultural sector in particular, along with supporting local food production for future generations. The ongoing importance of producing fresh, local food contributes to a secure food supply, economic resilience, and supports other co-benefits such as ecosystem services. Yet land speculation and the conversion pressures from other land uses on agricultural lands continues 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 complete and walkable communities, directing growth towards transitoriented areas, and managing transportation demand through parking requirements, transportation user pricing, and other means.

Changing Generational Preferences and Behaviours

Younger and older generations often have different perspectives and preferences 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 has impacted 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. An awareness and consideration of changing generational preferences 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

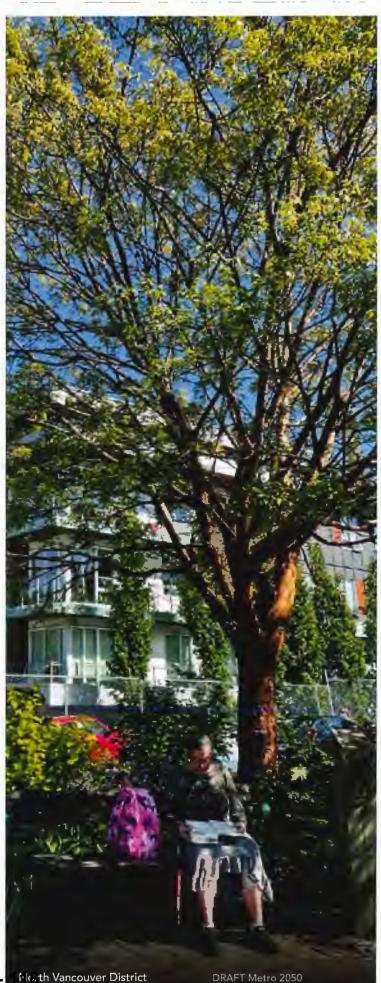
Metro Vancouver is a region of diverse and complete communities connected by sustainable transportation choices where residents take pride in vibrant neighbourhoods that offer a range of opportunities to live, work, play, and learn, and where natural, agricultural, and employment lands are protected 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 gasses, and contributes to resiliency 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 mobility, housing, and employment choices; and
- 5. Support the efficient provision of infrastructure.



PLN -**Regional Plannin**



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 key overarching goals intended to achieve the desired outcomes.

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, and close to employment opportunities, amenities, and services. Concentrating growth in a network of transit-oriented centres and corridors helps reduce greenhouse gas emissions and pollution, and supports the efficient use of land and an efficient transportation network.

Goal 2. Support a Sustainable Economy

The objective is to protect and optimize the land base and transportation systems that are 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 and Respond to Climate Change and 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 also help Metro Vancouver and its member jurisdictions contribute to meeting the regional greenhouse gas emission reduction targets, and prepare for the anticipated 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, household expenditure 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 vital 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 defined by member jurisdictions, the locations of Urban Centre and Frequent Transit Development Area overlays are shown on Maps 4 and 5. The parcelbased boundaries of Urban Centre and Frequent Transit Development Area overlays, as determined by member jurisdictions, will be depicted on a reference map, which will be maintained by Metro Vancouver Regional District.

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, reduce energy demand and greenhouse gas emissions from commuter traffic, and 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. Higher density tripgenerating development is to be directed to Urban Centres and Frequent Transit Development Areas. Neighbourhood-serving shops and services are encouraged in General Urban lands outside of Urban Centres and Frequent Transit Development Areas. General Urban lands are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities, where transit, multipleoccupancy vehicles, cycling, and walking 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 the 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 located within 200 metres of rapid transit stations within Urban Centres or Frequent Transit Development Areas where residential (with an emphasis on affordable, rental) is permitted on the upper floors of mid- to high-rise buildings, as 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 transitoriented 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 uses and small scale commercial, industrial, 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 lowintensity 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 agriculture production and agricultural-related uses that are compatible with farming operations and 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, an enriched public realm, and promote transit-oriented communities, where transit, cycling, and walking 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 Centres 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 areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas (FTDAs). These corridors are intended to extend approximately 1 kilometre from the roadway centreline in both directions. The intent of these corridors is to provide an overall structure for the region in an effort to support the regional planning principle of directing portions of growth towards Urban Centres and areas around transit. Further local planning will be needed along these corridors to ensure that human settlement patterns support complete communities in an appropriate local context.

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. Major Transit Growth Corridors are not an overlay; rather, they are an organizing principle to support the identification of FTDAs. The Major Transit Growth Corridors are also a growth monitoring tool to assess performance on transit-oriented development objectives.

Frequent Transit Development Areas

Frequent Transit Development Areas (FTDAs) are intended to be 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, and may contain community, cultural and institutional uses. Urban design for these areas promotes transit-oriented communities where transit, cycling, and walking 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). There are two types of FTDAs: Corridor FTDAs which are linear areas within a Major Transit Growth Corridor; and Station Area FTDAs which are nodal areas surrounding a rapid transit station. Corridor FTDAs are intended to accommodate medium development densities and forms that are consistent with bus-based rapid transit, while Station Area FTDAs are intended to accommodate higher development densities and forms that are consistent with rail-based rapid transit.

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

Natural Resource Areas are 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 member jurisdictions, 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 focuses on encouraging this growth to 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 growth targets.

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 2).

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 of new 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.

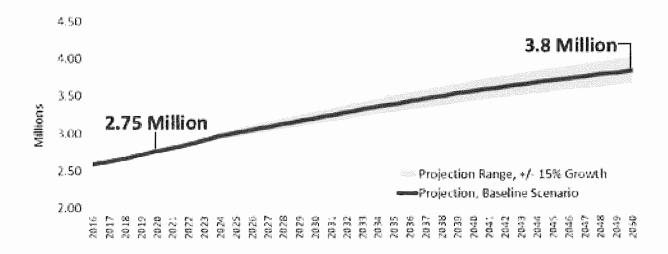


FIGURE 2. PROJECTED POPULATION TO 2050 FOR METRO VANCOUVER

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 3) to help frame growth distribution across the region and support the following principles:

- 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:

- North Shore (City of North Vancouver, Districts of North Vancouver and West Vancouver, Electoral Area A, and Lions Bay);
- Burrard Peninsula (Cities of Burnaby, New Westminster and Vancouver, UEL and UBC);
- Tri-Cities (Cities of Coquitlam, Port Coquitlam and Port Moody, Villages of Anmore and Belcarra);
- 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
- 6. North East (Cities of Maple Ridge and Pitt Meadows).

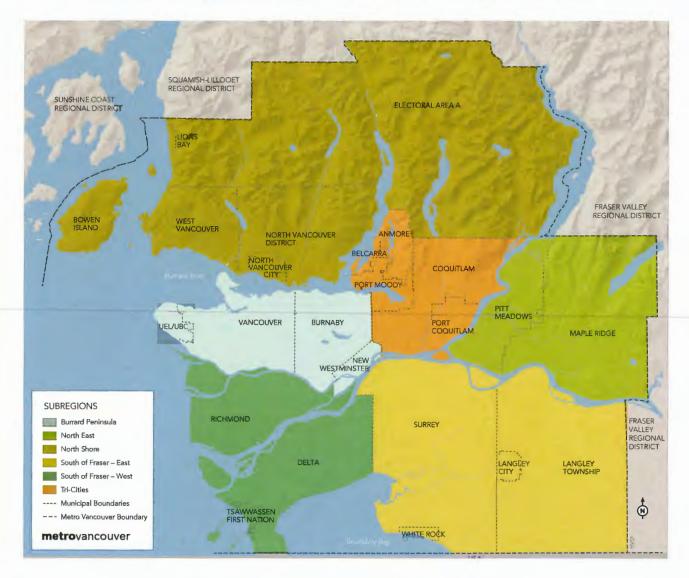


FIGURE 3. METRO VANCOUVER'S SUB-REGIONS FOR THE PURPOSES OF METRO 2050 PROJECTIONS

			POPULATION			
		2016	2020	2030	2040	2050
SUB-REGIONS	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	199,700	207,700	236,500	254,200	271,200
	South of Fraser – East	713,300	782,500	939,200	1,077,300	1,185,100
	South of Fraser – West	314,500	337,900	381,100	414,100	441,300
	North East	105,500	110,800	127,200	142,800	155,000
	Tri-Cities	245,300	263,100	316,100	363,800	396,500
			DWELLING UNITS			
		2016	2020	2030	2040	2050
	Metro Vancouver Total	1,000,500	1,075,500	1,287,700	1,460,500	1,589,400
ŝ	Burrard Peninsula	435,900	462,900	533,200	584,600	623,400
2	North Shore	79,600	83,600	100,600	111,900	122,000
SUB-REGIONS	South of Fraser – East	242,700	266,900	332,300	395,200	441,000
20	South of Fraser – West	113,500	123,100	146,700	163,400	175,400
	North East	38,800	42,200	50,000	56,800	61,900
	Tri-Cities	90,000	96,800	124,800	148,600	165,700
			EMPLOYMENT			
		2016	2020	2030	2040	2050
SUB-REGIONS	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
	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
	North East	35,800	38,600	45,500	51,200	55,100
	Tri-Cities	92,000	98,900	120,500	137,500	148,200

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

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 a target of focusing 40% of the region's dwelling unit growth and 50% of the region's employment growth to areas within Urban Centres, and a target 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).

PLN - 129 Regional Planning Committee

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

Location	Percent of Regional Dwelling Unit Growth 2006-204	
All Urban Centre Types	40%	
Frequent Transit Development Areas**	28%	
Urban Centre Type Breakdown		
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%	
Urban Centre Type Breakdown		
Metropolitan Core	10%	
Surrey Metro Core	5%	
Regional City Centres	19%	
Municipal Town Centres*	16%	

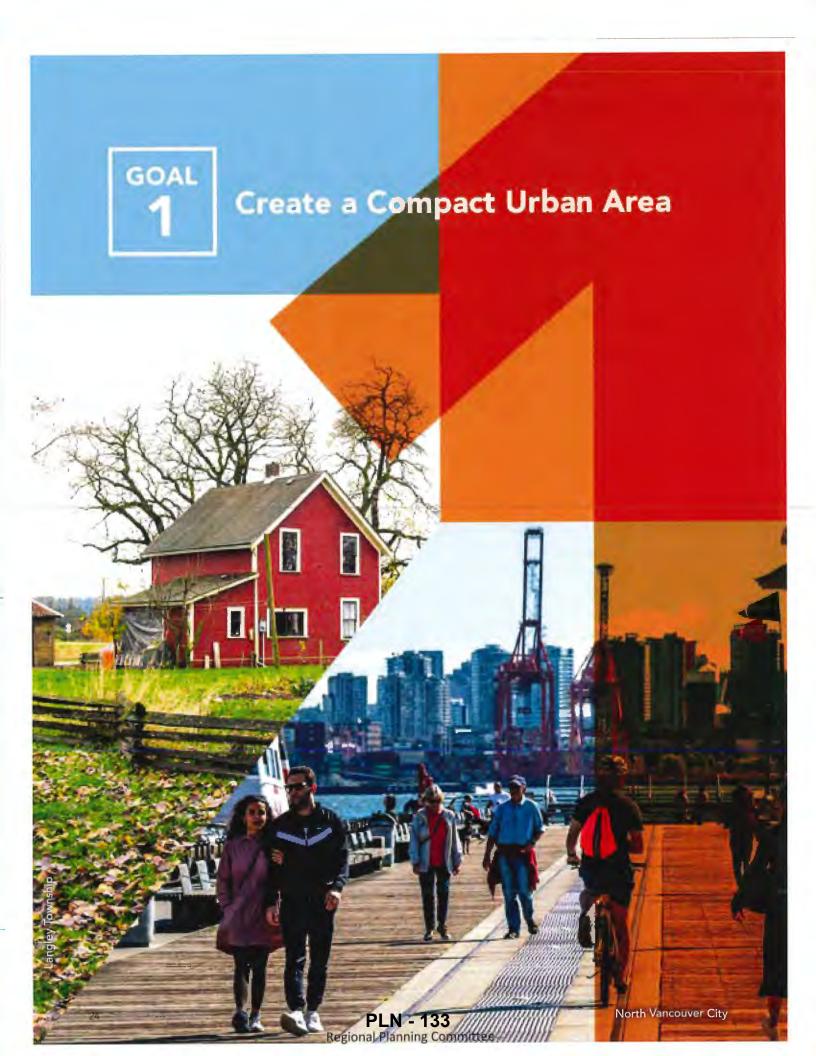
*Includes Municipal Town Centres and High Growth Municipal Town Centres

** Includes Corridor FTDAs and Station Area FTDAs

***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.

D: REGIONAL DESIGNATIONS, OVERLAYS AND PROJECTIONS

E. Goals, Strategies & Actions



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 gasses 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, housing and employment growth, 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 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 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 utilities 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.

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 to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers;

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 plan for 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, 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 Explore, with member jurisdictions, other governments and agencies, the use of financial 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, 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, Frequent Transit Development Areas, and Major Transit Growth Corridors.

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

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 TransLink, the Province, First Nations, and member jurisdictions to expand the supply of secure and affordable market and non-market rental housing within Major Transit Growth Corridors.

1.2.8 Consult with TransLink and utilize the required criteria set out in the Centre Type Classification 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 Centre Type Classification Framework (Table 4), all of the following criteria have been met:

a) it intersects with a Major Transit Growth Corridor identified on Map 5; and

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.

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 appropriate agencies to ensure that new development and infrastructure investment is directed to areas that are transit-oriented and resilient to climate change impacts and natural hazards.

1.2.16 Advocate to the Federal Government and the Province requesting that 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, public-serving health care service facilities, and government-owned or funded affordable or supportive housing developments. **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, 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 Vancouver Fraser Port and airport operators continue with efforts to measure, report, and manage traffic, noise, air pollution, and vibration 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, Frequent Transit Development Areas, and Major Transit Growth Corridors as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors);

b) Include policies for Urban Centres and Frequent Transit Development Areas that:

- 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 Urban Centres through policies, economic development programs, or other financial incentives;

- iv) reduce residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas 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 Major Transit Growth Corridors in a resilient and equitable way (e.g. community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity);
- vi) consider the support for 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; and
- x) consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms of commercial, light industrial; and only within 200 metres of rapid transit stations, consider residential uses (with an emphasis on affordable, rental units) on upper floors.

c) Include policies for General Urban lands that:

- identify General Urban lands and their boundaries on a map generally consistent with Map 2;
- 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) within walking distance of the Frequent Transit Network, as appropriate; 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 for areas 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 Urban Centres and Frequent Transit Development Areas.



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

CENTRE TYPE	FUNCTION	GENERAL EXPECTATIONS	LOCATION
Urban Centre - All (applies to Metro Core, Surrey Metro Centre, RCCs, HG-MTCs, and MTCs)	Primary hubs of activity. Accommodates significant regional residential and employment growth. Provides a range of amenities and services. Major Road Network access. Primary locations for Major Trip Generating Uses.	Complete communities with a balanced mix of housing, employment, services, and amenities. Primary focal points for concentrated growth in the region. High intersection densities. High quality, accessible walking and cycling environment. Provision of transit priority measures and other transit-supportive road infrastructure and operations. Industrial uses are maintained. Parks, green spaces, and public open spaces. The supply of affordable rental housing is protected and expanded.	Locations ·identified on Map 4
Metro Core - Vancouver	The Region's downtown. 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.	Existing SkyTrain transit service. High degree of cycling connectivity and cycling network completeness. High walkability index score. Office uses. Region-serving uses. Provision of transit priority measures and other transit- supportive road infrastructure and operations.	Vancouver
Metro Centre - Surrey	Centre of activity South of the Fraser River. Accommodates significant levels of regional employment and residential growth.	Existing SkyTrain transit service. 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.	Surrey
Regional City Centre	Sub-regional hub of activity. Accommodates significant levels of residential and employment growth.	Sub-region serving uses (hospital, post- secondary). Office uses. Existing frequent transit services. 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. Provision of transit priority measures and other transit-supportive road infrastructure and operations. Minimum density of 60-350 Jobs + People/ hectare.	Any location on the Major Transit Network.
High Growth Municipal Town Centre	Centre of activity for a member jurisdiction. Locations for significant levels of regional employment and residential growth.	Previously a Municipal Town Centre. High Regional Accessibility. Existing Major Transit Network service. Higher density commercial Uses. High density residential uses. Minimum density of 60-200 Jobs + People/ hectare.	Maximum 1,200m from a Major Transit Network station. Not in an area with known and unmitigated natural hazards. Locations with high regional accessibility to jobs.

			1
Municipal Town Centre	Centre of activity for a municipality. Accommodates municipal residential and employment growth.	Municipally-serving shops, services, uses, and amenities. Medium to high density forms of residential uses. Employment, services, business and commercial activities, typically serving the municipal or local area. Institutional, community, cultural, and entertainment uses. High and medium density forms of housing (in General Urban only), including affordable housing choices. Services and activities oriented to the local needs of the surrounding communities. Municipal focus for community and cultural activities. Minimum density of 20-150 Jobs + People/ hectare.	Any location on the Major Transit Network.
Frequent Transit Development Area (FTDA) – All (applies to both Corridor FTDAs and Station Area FTDAs)	Location for additional medium and higher density transit- oriented development forms and mixed uses in alignment with the Major-Transit-Growth Corridors. Location for additional employment growth. Location for affordable rental housing. Location for Major Trip Generating Uses.	Locations for transit-oriented employment and/or housing growth. Walkable and bike- friendly urban design. Managed parking supply. Transit priority measures. Provides appropriate noise, vibration, and air quality mitigation measures. Parks, green spaces, and public open spaces provided. Industrial uses are maintained. Supply of affordable rental housing is protected and expanded.	Located in appropriate locations within the Major Transit Growth Corridors.
Corridor Frequent Transit Development Area	Supports bus-based frequent and rapid transit. Location for medium density housing forms. Location for affordable, particularly affordable rental housing.	Linear shaped. Minimum density of 35-80 Jobs + People/ hectare.	Up to 1000m from the Major Transit Growth Corridor centreline.
Station Area Frequent Transit Development Area	Location for office employment uses. Accommodate significant residential and employment growth. Support high-capacity rapid and frequent transit.	Restricted parking supply. Nodal shaped. Minimum density of 60-350 Jobs + People/hectare.	Up to 1,000m from an existing Major Transit Network or RapidBus Station

PLN - 143 Regional Planning Committee

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

Centre Type	Required Criteria for a new Urban Centre or Urban Centre reclassification	Metro 2050 Amendment Type		
n order to become	The area must meet the following criteria	And pursue the following amendment process		
requent Transit	Required for reclassification to any FTDA types:	Туре 3		
evelopment Area TDA) – All	Located within a Major Transit Growth Corridor.	or		
applies to Corridor TDAs and Station Area TDAs)	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.	Regional Context Statement Update		
Corridor FTDA	Meets the above criteria for FTDAs, and:	Type 3 or		
	Located within a Major Transit Growth Corridor (on Map 5). Located up to 800m from the corridor centreline.	Regional Context Statement Update		
	Linear shaped			
Station Area FTDA	Meets the above criteria for FTDAs, and:	Туре 3		
	Located within a Major Transit Growth Corridor.	or		
	Located up to 1,200m from a station on the Major Transit Network or RapidBus station.	Regional Context Statement Update		
	May be nodal shaped.			
Urban Centre - All	Required for reclassification to any Urban Centre type:			
applies to all Urban	Located on the Major Transit Network. Not in a known unmitigated natural hazard area.			
Centre types)	OCP Land Use Map and policies supportive of infill and intensified residentia	al and employment growth.		
Municipal Town Centre	Meets the above criteria for Urban Centre, and:	Туре 3		
	Formerly a Frequent Transit Development Area.			
	Evidence that the area is a primary hub of activity within a member jurisdiction.			
	Minimum density of 60 Jobs + People / hectare.			
	Minimum area of 40 hectares.			
High Growth Municipal	Meets the above criteria for Urban Centre, and:	Туре 3		
Town Centre	Existing rapid rail transit service			
	High Regional Accessibility			
	Not in a known unmitigated natural hazard area.			
	Minimum 100 Jobs + People / hectare.			
	Formerly a Municipal Town Centre or FTDA.			
	Minimum area of 40 hectares.			

PLN - 144 Regional Planning Committee

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 to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhood. 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 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 and other agencies to improve air quality, reduce greenhouse gases, 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, 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 disproportionally 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 (atgrade, 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 methods in neighbourhood design and major infrastructure investments; and

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.

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.



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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 the 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;

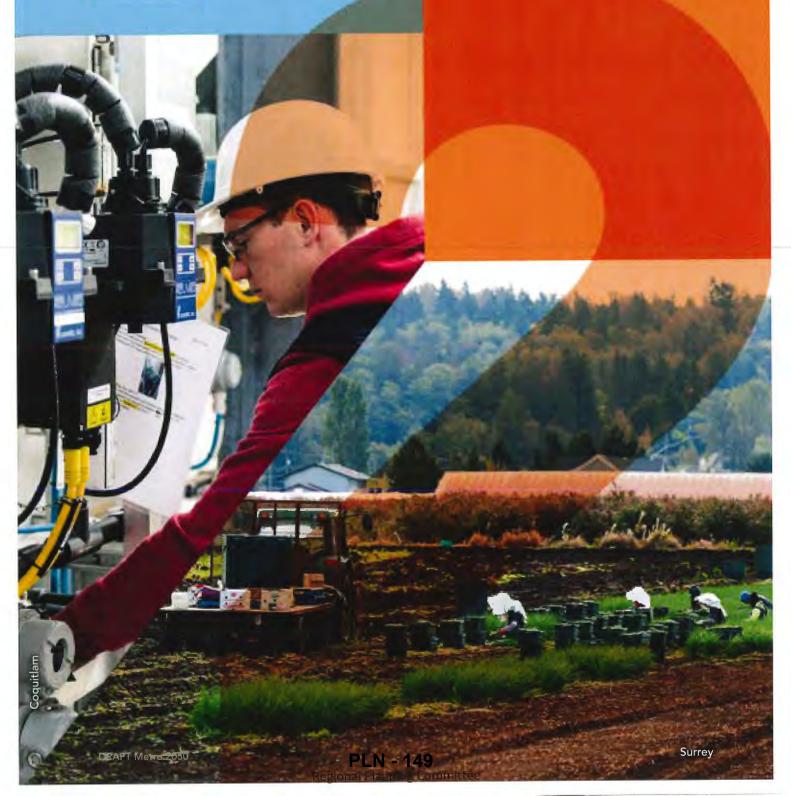
d) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve; and

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.

GOAL1: CREATE A COMPACT URBAN AREA



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, urban design, and transportation policies and strategies.

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 'tradeoriented' 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.

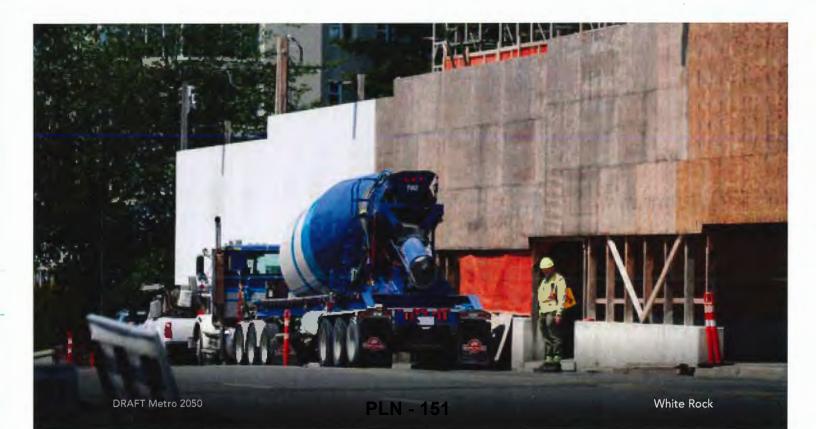
There are some economic activities that are not traditional industrial uses and cannot be easily accommodated or viable in Urban Centres or Frequent Transit Development Areas. The regional growth strategy provides for these activities to be accommodated in Employment areas, which are intended to complement 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. 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, efficient transportation system, sustainable practices that work to enhance and protect natural resources, build resilience through climate-smart agricultural approaches, and mitigate 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 utilization, 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 the Regional Economic Prosperity Service 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 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.

2.1.5 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.

2.1.6 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) accelerate the movement of goods by energy efficient, low and zero emission modes; and

c) develop strategies to adapt to climate change impacts and natural hazard risks.

2.1.7 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) accelerate the movement of goods by energy efficient, low and zero emission modes; and

c) develop strategies to adapt to climate change impacts and natural hazard risks.

2.1.8 Advocate that the Fraser Valley Regional District and the Squamish-Lillooet Regional District collaborate with the Metro Vancouver Regional District on shared initiatives related to economy, transportation, and other related matters.

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 largescale 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 office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives; and

c) include policies that discourage the development and expansion of major commercial and 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 Prepare 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) accelerate the movement of goods by energy efficient, low and zero emission modes; 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:

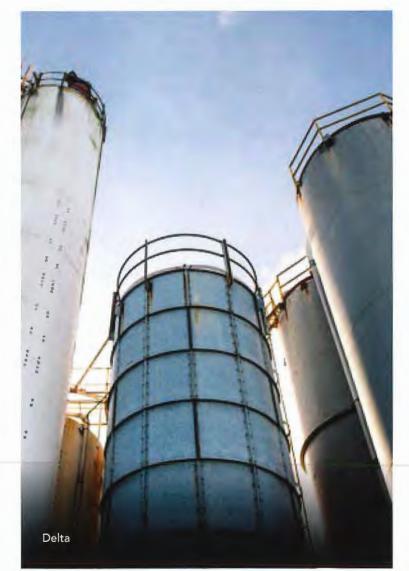
- consistently define, support, and protect industrial uses in municipal plans and bylaws, and ensure that non-industrial uses are not permitted;
- support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units;
- iii) exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and standalone 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 removing of any outdated municipal policies or regulatory barriers related to development form and density;

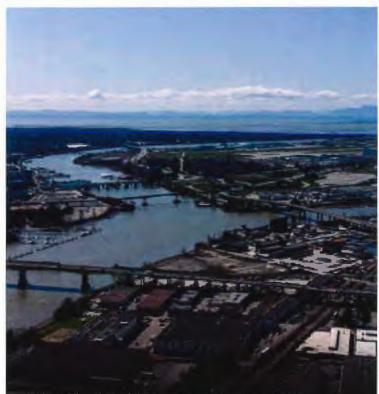
- v) review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the oversupply of parking;
- vi) explore municipal industrial strategies 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) introduces land use policies through area plans for rail-oriented, waterfront, and trade-oriented areas that may contain unique 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:
- 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;
- allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy;

- support the objective of concentrating largerscale 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;
- vi) notwithstanding 2.2.9 (d)(v), consider 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, where appropriate. Residential uses are to be located only on the upper floors of new office and light industrial developments, and to be subject to consideration of municipal objectives, local context, and other regional growth strategy objectives.

e) include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems.

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).





PLN -Regional Plannin

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 agriculture 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 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 the Province and the Agricultural Land Commission.

2.3.4 Work with the Agricultural Land Commission 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 except if the Agricultural Land Commission has:

a) provided written confirmation that the site is not subject to the *Agricultural Land Commission Act*; or

b) confirmed the site is subject to conditions prior to exclusion, and notifies Metro Vancouver that Metro Vancouver can consider such a proposed *Metro 2050* amendment. **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 hazards impacts as defined 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 and their boundaries within their jurisdiction on a map 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;

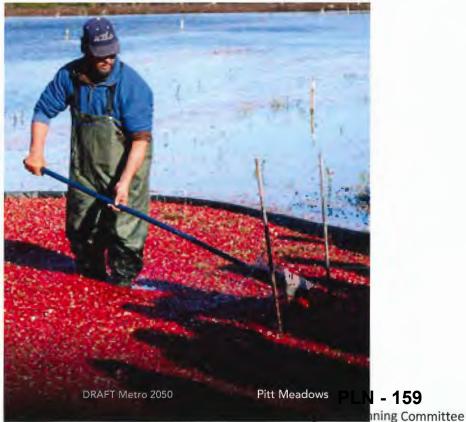
c) include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:

- 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;
- encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land;
- iii) support climate change adaptation including:
 - monitor storm water, flooding, and sea level rise impacts on agricultural land,
 - implement flood construction requirements for residential uses,
 - and maintain and improve drainage and irrigation infrastructure that supports 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;
- vi) align Official Community Plan policies and zoning regulations 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 2: SUPPORT A SUSTAINABLE ECONOMY



Langley Township

RAFI Metro

Protect the Environment and Respond to Climate Change and Natural Hazards

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

Metro Vancouver has a spectacular natural environment. Many of Metro Vancouver's ecosystems have global significance, providing 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 wellbeing. 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 lifesustaining services. If planned, designed, and built in harmony with nature, communities will be heathier 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, since many of the region's natural hazards will be worsened by a changing climate.

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, social disparities that are being exacerbated by low carbon solutions and the impacts of climate change. It includes developing a process that delineates resources for greenhouse gas reduction and resilience efforts equitably, prioritizing nature-based solutions and communities and support for people in the region that are disadvantaged or have been disproportionately impacted by climate change.

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

Provide Open Open

FIGURE 4. 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;

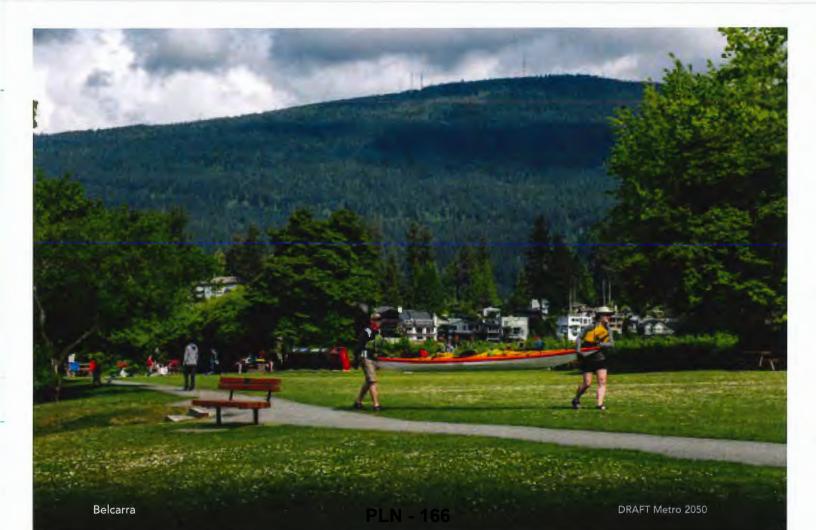
b) include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:

- 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-related 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 requiring 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 within 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 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 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-related impacts on ecosystems; and share these datasets with member jurisdictions; and

b) incorporate ecosystem services into Metro Vancouver's corporate planning, asset management systems and investments, and provide regionallyappropriate 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 the climate adaptation, 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; and

b) find joint stewardship and restoration opportunities on Metro Vancouver sites, and expand access to sustainably cultivate and harvest plants for cultural purposes.

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; and

b) support the uptake of nature-based climate solutions, including those that protect or restore foreshore ecosystems.

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:

- 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;
- 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:

- support the consideration of ecosystem i) 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 climate resiliency;
- 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;
- increase green infrastructure along the Regional v) 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 Encourage 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 encourage 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,

- accelerating the transition of energy efficiency requirements in the BC Building Code to netzero 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 building products;
- 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,

- revising enabling legislation to allow regional road usage charging for the purposes of managing congestion and greenhouse gasses;
- 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 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 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:

 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; 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 Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

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. 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.

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)

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

Metro Vancouver will:

3.4.1 Incorporate climate change and natural hazard risk assessments into the planning and location of 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 encourage 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 longterm 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 include policies that:

a) 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) 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 3: PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE AND NATURAL HAZARDS



Provide Diverse and Affordable Housing Choices

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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 belowmarket 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 essential to creating 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 Expand, retain, and renew rental housing supply and protect tenants
- 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness



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 Non-Treaty 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:

- increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum;
- 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 groundoriented 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, 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 Expand, retain, and renew rental housing supply and protect tenants

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 of 15% affordable rental housing in new and redeveloped housing development within Urban Centres and Frequent Transit Development Areas, and monitor progress towards the target every 5 years.

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, work towards the regional target of 15% affordable rental housing in redeveloped and new housing development within Urban Centres and Frequent Transit Development Areas;

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:

- increased supply of affordable rental housing in proximity to transit and on publicly-owned land;
- 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;

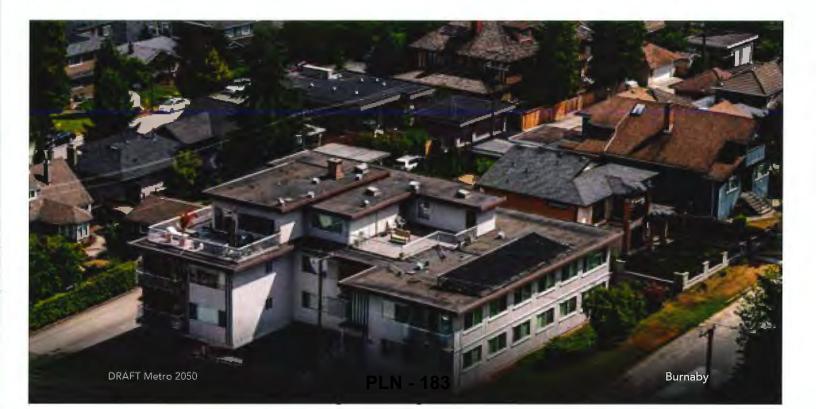
- iii) protection and renewal of existing non-market rental housing;
- iv) mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants; and
- reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering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

Support Sustainable Transportation Choices

PLN - 185 Regional Planning

GOAL

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Vancouver

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.

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, 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 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 prioritize the expansion of 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, and walking, and 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, 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, and walking, 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 reliable and sustainable funding for expanding, 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, polices, and programs related to new mobility, shared mobility, and inter-jurisdictional connectivity.

5.1.13 Advocate to the Province and TransLink to colocate active transportation 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 identify land use and transportation policies and actions that:

a) coordinate to encourage a greater share of trips made by transit, shared mobility options, cycling, and walking;

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 shared mobility services;

c) manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, and walking;

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 facilities that connect to the Regional Greenway Network or Major Bikeway Network.

TransLink will:

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

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 as set out in Action 5.1.2;

c) establish performance measures and/or targets that support an increased share of trips made by transit, shared mobility, zero-emission vehicles, cycling and walking, and the associated reductions in air emissions from on-road transportation sources, and monitor progress towards achieving these targets;

 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 regional cycling networks 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 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 and active transportation 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 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 infrastructure expansion, particularly for 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 to request that the following elements are considered when contemplating future expansion of private vehicle capacity on major roads, highways, and crossings:

a) transportation demand management and active transportation 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 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-ofway, 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 intraregionally; 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, and short sea shipping;

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:

Support the safe and efficient movement 5.2.7 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 and transit linkages between the region's Industrial and Employment lands and the regional labour force.

Support the protection of rail rights-of-5.2.8 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.

Seek to minimize negative impacts from 5.2.9 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;
- implementation guidelines.



TABLE 6: REGIONA	L GROWTH STRATEGY	IMPLEMENTATION FRAMEWORK*
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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 Board 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 Board vote
Region-wide significance for urban designations	Large scale Industrial area designation change	Type 3: 50% + 1 Board vote
Small scale urban designation changes	Small scale Industrial area designation change, changes to Urban Centre boundaries	Official Community Plan change only, no requirement to amend Regional Context Statement
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 Regional District (MVRD) Board's adoption of a regional growth strategy or of a Type 1 amendment, each member jurisdiction must include, or update, in its Official Community Plan, and submit to the MVRD Board for acceptance, a Regional Context Statement. 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 5: 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 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 Regional District 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 Regional District (MVRD) Board will respond within 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 MVRD 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 Regional District 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 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 hectare;

b) notwithstanding section 6.2.7 (a), for sites that are greater than one 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 redesignated 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 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;

I) 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 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 MVRD 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.

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.

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) 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.

6.5.2 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 the 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 onsite 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", 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 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 *Regional Growth Strategy Bylaw No. 1136*, on July 29, 2011, 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.

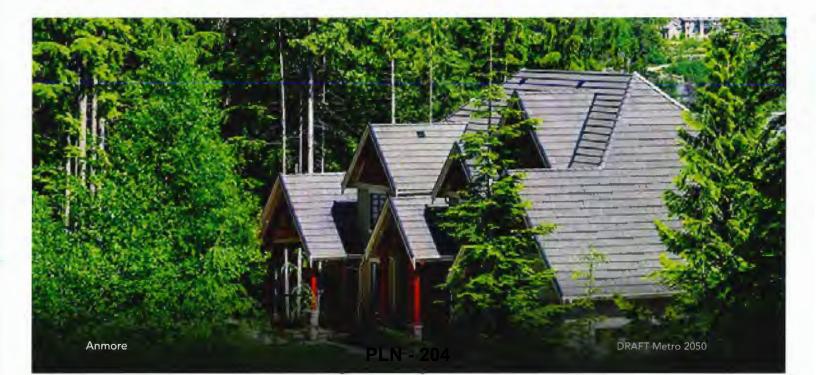
This includes any associated adjustment(s) to the Urban Containment Boundary for a Special Study Area. As part of any amendment establishing a change in regional land use designation, the Special Study Area boundaries for those amended lands will be removed from the regional growth strategy.

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: Table 6; Figures 1, 2, 3, 4, 5; 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 (UCB) to lands with an Agricultural, Rural, or Conservation and Recreation regional 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 people plus 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, green space and land use mix

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 and Respond to Climate Change and 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 affordable rental housing in new and redeveloped units in Urban Centres and Frequent Transit Development Areas
- 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 and Safety

• Total and per-capita change in annual vehicle kilometres travelled by transportation mode



H. Glossary of Terms

METRO 2050 GLOSSARY

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 sheltercost-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.

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.

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.).

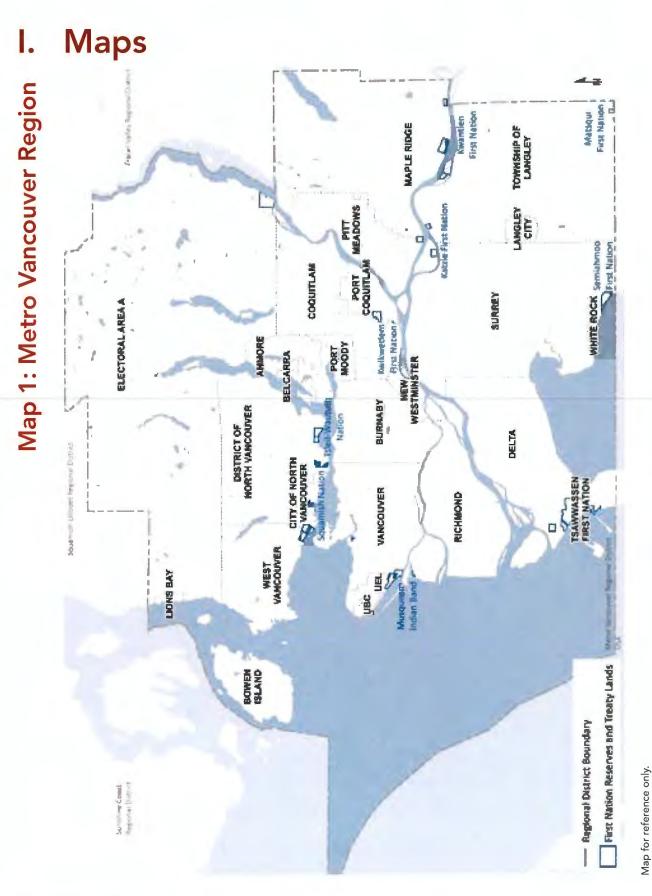
Sensitive Ecosystem Inventory - An inventory of the region's most ecologically important areas mapped using provincial methodology. It does not include small, young, significantly disturbed, farmed or landscaped vegetation (e.g. young forests <5 hectares, crop or fallow land, enhanced or engineered assets, 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 m). Distances over 800 m 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



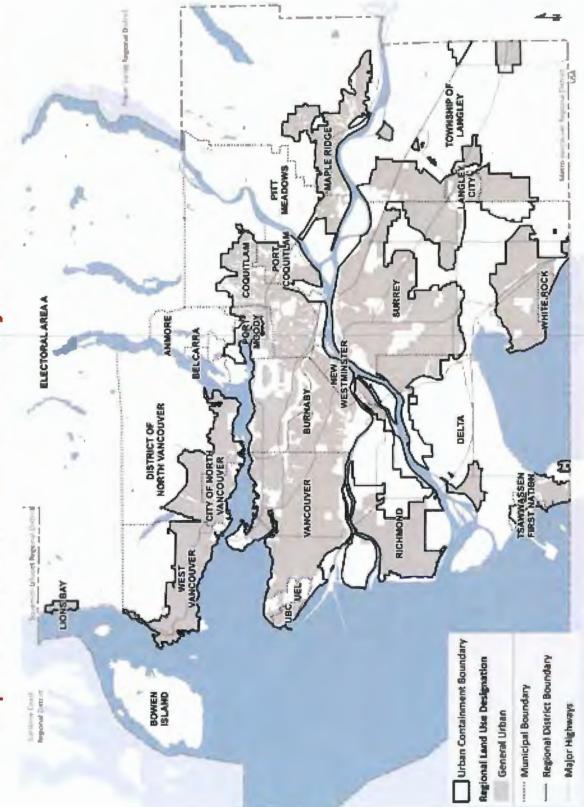
104 DRAFT Metro 2050

PLN - 213 Regional Planning Committee

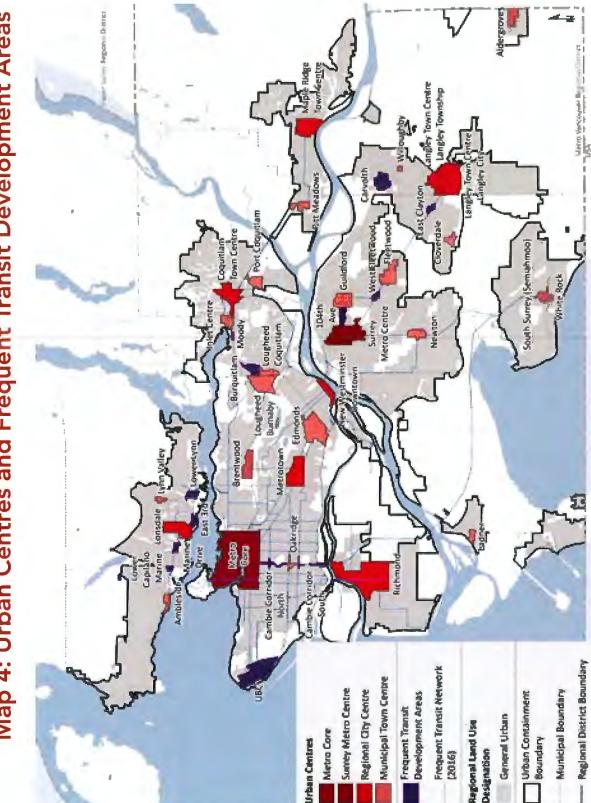








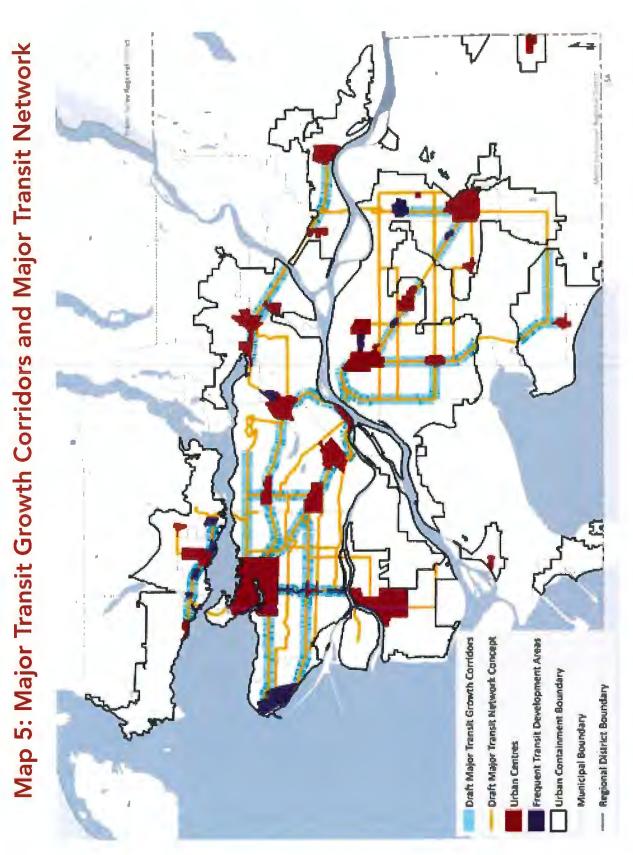
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Map 4: Urban Centres and Frequent Transit Development Areas

PLN - 216 Regional Planning Committee

Urban Centers and FTDAs are overlays for structuring residential and employment growth. The boundaries are identified by member jurisdictions. Where overlays cover ares other than General Urban or Mixed Employment, the intent and policies of the underlying regional land use designations still apply.

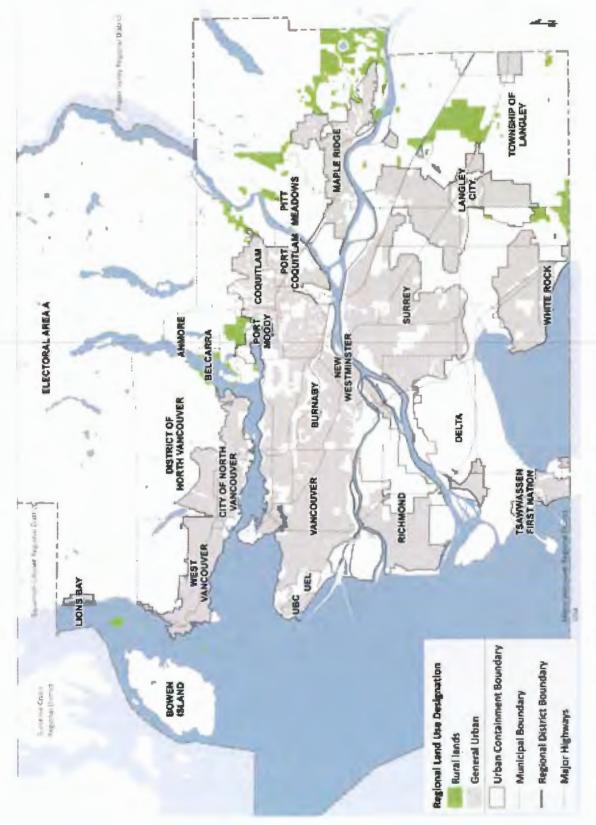


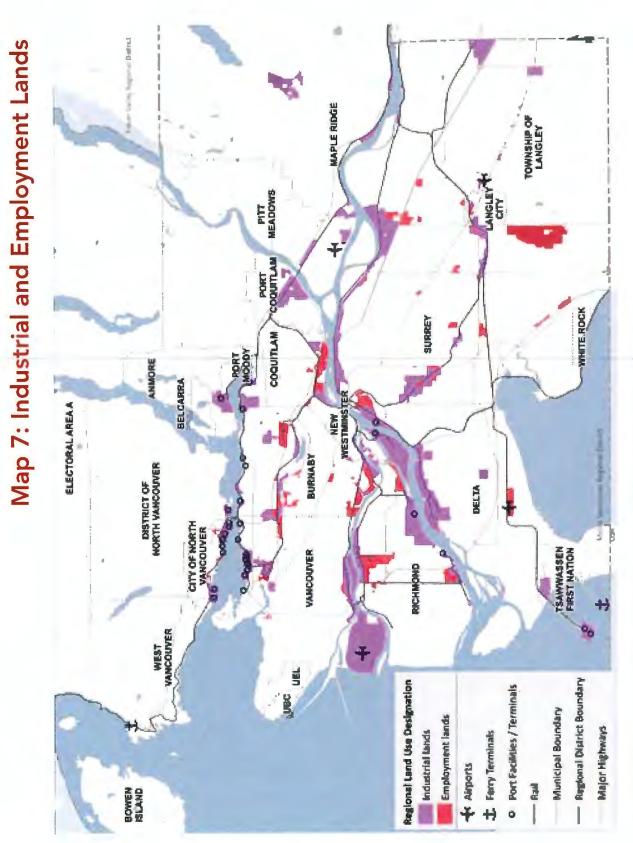
The Major Transit Growth Corridors are preliminary and subject to review and confirmation. The Draft Major Transit Network comprises both Transport 2050 Concepts A and B, which are also to be confirmed and are shown on this map for illustrative purposes only.

I: MAPS

PLN - 217 Regional Planning Committee







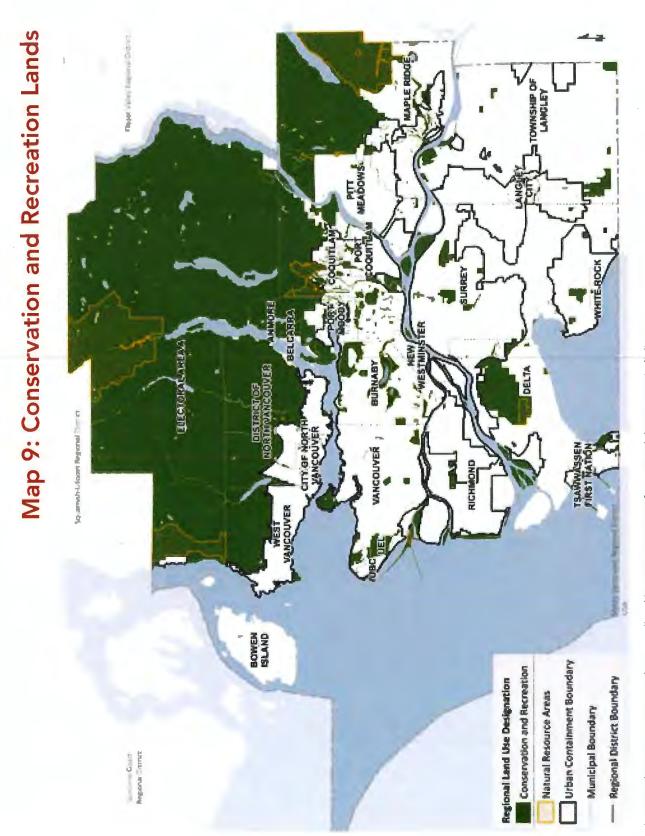
The depicted highway network, rail lines, and port / airport transportation facilities are shown for reference only.

PLN - 219 Regional Planning Committee



Map 8: Agricultural Lands





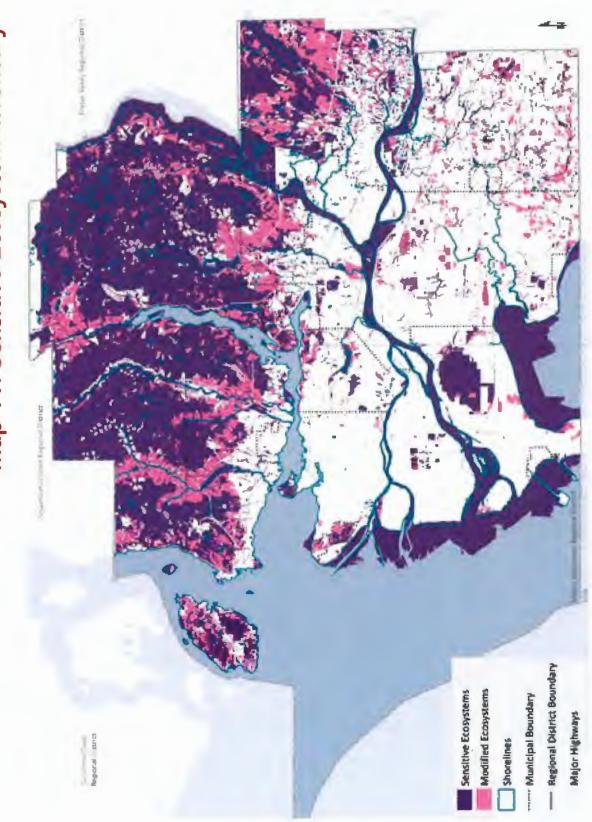
The Natural Resource Areas Overlay was collated by Metro Vancouver from several data sources including: Active managed forest tenure licenses, relevant OCPs, GVS&DD, and GVWD

PLN - 221 Regional Planning Committee





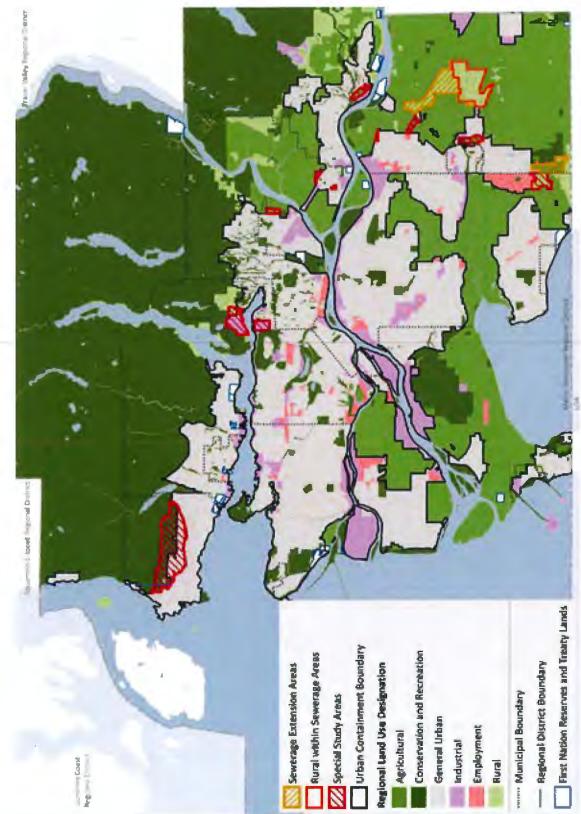
The Regional Greenway Network and Major Bikeway Network (MBN) are concepts illustrating existing and planned active transportation corridors of regional significance. The MBN is being developed through TransLink's Transport 2050 process and will be updated following the identification of a preferred MBN concept.





PLN - 223 Regional Planning Committee

Map 12: Special Study Areas and Sewerage Extension Area



Bylaw No 1136, 2010 and List of Amendments

This will be the same as current Metro 2040

List of Affected Local Governments and Dates of Acceptance

This will be the same as current Metro 2040



PLN - 226 Regional Planning Committee