



**AGENDA FOR THE REGULAR MEETING OF COUNCIL,
HELD ELECTRONICALLY FROM CITY HALL,
141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, NOVEMBER 15, 2021 AT 5:30 PM**

“Live” Broadcast via City Website www.cnv.org/LiveStreaming
Complete Agenda Package available at www.cnv.org/CouncilMeetings

*The City of North Vancouver acknowledges that this Council meeting is held on the
traditional territories of the Squamish and Tsleil-Waututh Nations.*

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, November 15, 2021

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, November 1, 2021

PUBLIC INPUT PERIOD

CONSENT AGENDA

Items *3, *4, *5, *6 and *7 are listed in the Consent Agenda and may be considered separately or in one motion.

BYLAWS – ADOPTION

- *3. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8794”
(Reza Nobari / Disa Design Group, 1348 Forbes Avenue, RS-2)
- *4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8870”
(L. Cheung / Karl Wein Associates, 620 Jones Avenue, CD-738)
- *5. “City of North Vancouver Hydronic Energy Service Bylaw, 2004, No. 7575,
Amendment Bylaw, 2021, No. 8878” (Schedule C and Other Fees)

CORRESPONDENCE

- *6. Board in Brief, Metro Vancouver Regional District, October 29, 2021

REPORT

- *7. 2022 Schedule of Council Meetings

PUBLIC HEARING – Duplex Special Study Implementation

BYLAWS – THIRD READING

8. “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2021, No. 8757” (Change Residential Levels in the Duplex Special Study Area – Northern Part and Revise the Duplex Special Study Area Boundary)
9. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8758” (New Residential Levels in the Duplex Special Study Area – Northern Part, RT-1)
10. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8873” (Farid Sayari / Royal Palace Construction and Design, 322 West 14th Street, CD-739)

PRESENTATION

Metro 2050 Draft – Update to the Regional Growth Strategy – Heather McNell, General Manager, Regional Planning and Housing Services, and Sean Galloway, Director, Regional Planning and Electoral Area Services, Metro Vancouver

REPORT

11. City of North Vancouver Response to Metro Vancouver Regional Growth Strategy: Metro 2050

PRESENTATION

Protecting and Growing Tree Canopy Coverage in the City – Manager, Transportation Planning

REPORT

12. Proposed New Noise Control Bylaw

BYLAWS – FIRST, SECOND AND THIRD READINGS

13. “Noise Control Bylaw, 2021, No. 8885”
14. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8886” (Noise Control Bylaw)
15. “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2021, No. 8887” (Noise Control Bylaw and Schedule A)

REPORTS

16. Feasibility of an Adopt-a-Street, Path or Trail Program
17. Sponsorship Policy Direction

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

ADJOURN

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, November 15, 2021

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, November 1, 2021

PUBLIC INPUT PERIOD

The Public Input Period is addressed in sections 12.20 to 12.28 of “Council Procedure Bylaw, 2015, No. 8500.”

The time allotted for each speaker addressing Council during the Public Input Period is 2 minutes, with the number of speakers set at 5 persons. Speakers’ comments will be audio recorded, as well as live-streamed on the City’s website, and will form part of the public record.

As City Hall remains closed to the public, the Regular Council Meetings will be held electronically via “WebEx”. To speak during the Public Input Period of a Regular Council Meeting, pre-registration is required by completing an online form at cnv.org/PublicInputPeriod. Persons can also pre-register by phoning 604-990-4230 and providing contact information. **All pre-registration must be submitted no later than 12:00 noon on the day of the meeting.**

Once you have pre-registered, you will receive login/call-in instructions via email/phone.

You will be required to login or phone into the Council meeting between 5:00 and 5:15 pm on the day of the meeting. At the meeting, speakers will be asked to state their name and address for the record. If speakers have written materials to accompany their presentation, these materials must be emailed to the Corporate Officer at clerks@cnv.org no later than 12:00 noon on the day of the meeting.

The Public Input Period provides an opportunity for comment only and places the speaker’s concern on record, without the expectation of a response from Council.

Speakers must comply with the General Rules of Conduct set out in section 5.1 of “Council Procedure Bylaw, 2015, No. 8500” and may not speak with respect to items as listed in section 12.25(2).

Speakers are requested not to address matters that refer to items from a concluded Public Hearing/Public Meeting or to Public Hearings, Public Meetings and Committee meetings when those matters are scheduled on the same evening’s agenda, as an opportunity for public input is provided when the particular item comes forward for discussion.

Please address the Mayor as “Your Worship” or “Mayor, followed by his/her surname”. Councillors should be addressed as “Councillor, followed by their surname”.

CONSENT AGENDA

Items *3, *4, *5, *6 and *7 are listed in the Consent Agenda and may be considered separately or in one motion.

RECOMMENDATION:

THAT the recommendations listed within the “Consent Agenda” be approved.

START OF CONSENT AGENDA

BYLAWS – ADOPTION

- *3. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8794”
(Reza Nobari / Disa Design Group, 1348 Forbes Avenue, RS-2)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8794”
(Reza Nobari / Disa Design Group, 1348 Forbes Avenue, RS-2) be adopted,
signed by the Mayor and Corporate Officer and affixed with the corporate seal.

- *4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8870”
(L. Cheung / Karl Wein Associates, 620 Jones Avenue, CD-738)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8870”
(L. Cheung / Karl Wein Associates, 620 Jones Avenue, CD-738) be adopted,
signed by the Mayor and Corporate Officer and affixed with the corporate seal.

- *5. “City of North Vancouver Hydronic Energy Service Bylaw, 2004, No. 7575,
Amendment Bylaw, 2021, No. 8878” (Schedule C and Other Fees)

RECOMMENDATION:

THAT “City of North Vancouver Hydronic Energy Service Bylaw, 2004, No. 7575,
Amendment Bylaw, 2021, No. 8878” (Schedule C and Other Fees) be adopted,
signed by the Mayor and Corporate Officer and affixed with the corporate seal.

CONSENT AGENDA – Continued

CORRESPONDENCE

- *6. Board in Brief, Metro Vancouver Regional District, October 29, 2021
– File: 01-0400-60-0006/2020

Re: Metro Vancouver – Board in Brief

RECOMMENDATION:

THAT the correspondence from Metro Vancouver, dated October 29, 2021, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

REPORT

- *7. 2022 Schedule of Council Meetings – File: 01-0550-01-0001/2021

Report: Corporate Officer, November 9, 2021

RECOMMENDATION:

PURSUANT to the report of the Corporate Officer, dated November 9, 2021, entitled “2022 Schedule of Council Meetings”:

THAT the 2022 Schedule of Council Meetings be endorsed.

END OF CONSENT AGENDA

PUBLIC HEARING – Duplex Special Study Implementation – 5:30 pm

“Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2021, No. 8757” (Change Residential Levels in the Duplex Special Study Area – Northern Part and Revise the Duplex Special Study Area Boundary) and “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8758” (New Residential Levels in the Duplex Special Study Area – Northern Part, RT-1) would amend the Official Community Plan and Zoning Bylaws to rezone all properties within the northern part of the “Duplex Special Study Area” to permit duplex development.

Bylaw Nos. 8757 and 8758 to be considered under Items 8 and 9.

AGENDA

Staff presentation
Representations from the public
Questions from Council
Motion to conclude the Public Hearing

BYLAWS – THIRD READING

8. “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2021, No. 8757” (Change Residential Levels in the Duplex Special Study Area – Northern Part and Revise the Duplex Special Study Area Boundary)

RECOMMENDATION:

THAT “Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2021, No. 8757” (Change Residential Levels in the Duplex Special Study Area – Northern Part and Revise the Duplex Special Study Area Boundary) be given third reading.

9. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8758” (New Residential Levels in the Duplex Special Study Area – Northern Part, RT-1)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8758” (New Residential Levels in the Duplex Special Study Area – Northern Part, RT-1) be given third reading.

10. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8873” (Farid Sayari / Royal Palace Construction and Design, 322 West 14th Street, CD-739)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8873” (Farid Sayari / Royal Palace Construction and Design, 322 West 14th Street, CD-739) be given third reading.

Public Hearing waived.

PRESENTATION

Metro 2050 Draft – Update to the Regional Growth Strategy – Heather McNell, General Manager, Regional Planning and Housing Services, and Sean Galloway, Director, Regional Planning and Electoral Area Services, Metro Vancouver

Item 11 refers.

REPORT

11. City of North Vancouver Response to Metro Vancouver Regional Growth Strategy: Metro 2050 – File: 13-6500-20-0001/1

Report: Manager, Long Range and Community Planning, November 3, 2021

RECOMMENDATION:

PURSUANT to the report of the Manager, Long Range and Community Planning, dated November 3, 2021, entitled “City of North Vancouver Response to Metro Vancouver Regional Growth Strategy: Metro 2050”:

THAT the report containing the City of North Vancouver’s comments regarding the July 2021 version of Metro 2050, the Draft Regional Growth Strategy, be forwarded to the Metro Vancouver Board of Directors for consideration.

PRESENTATION

Protecting and Growing Tree Canopy Coverage in the City – Manager, Transportation Planning

Information Report, November 5, 2021 – “Tree Protection and Canopy Expansion Updates”

REPORT

12. Proposed New Noise Control Bylaw – File: 09-3900-01-0001/2021

Report: Manager, Bylaw Services, November 9, 2021

RECOMMENDATION:

PURSUANT to the report of the Manager, Bylaw Services, dated November 9, 2021, entitled “Proposed New Noise Control Bylaw”:

THAT the following bylaws be considered:

- “Noise Control Bylaw, 2021, No. 8885”;
- “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8886” (Noise Control Bylaw); and
- “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2021, No. 8887” (Noise Control Bylaw and Schedule A).

Items 13, 14 and 15 refer.

BYLAWS – FIRST, SECOND AND THIRD READINGS

13. “Noise Control Bylaw, 2021, No. 8885”

RECOMMENDATION:

THAT “Noise Control Bylaw, 2021, No. 8885” be given first, second and third readings.

14. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8886” (Noise Control Bylaw)

RECOMMENDATION:

THAT “Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8886” (Noise Control Bylaw) be given first, second and third readings.

15. “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2021, No. 8887” (Noise Control Bylaw and Schedule A)

RECOMMENDATION:

THAT “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2021, No. 8887” (Noise Control Bylaw and Schedule A) be given first, second and third readings.

REPORTS

16. Feasibility of an Adopt-a-Street, Path or Trail Program
– File: 15-7710-01-0001/2021

Report: Acting Director, Community and Partner Engagement, November 10, 2021

RECOMMENDATION:

PURSUANT to the report of the Acting Director, Community and Partner Engagement, dated November 10, 2021, entitled “Feasibility of an Adopt-a-Street, Path or Trail Program”:

THAT staff be directed to implement a pilot Adopt-a-Street, Path or Trail Program that would provide basic equipment and supplies to the public for litter collection;

AND THAT staff report back on the findings of the pilot by fall 2022 with recommendations for next steps.

REPORTS – Continued

17. Sponsorship Policy Direction – File: 01-0340-01-0001/2021

Report: Acting Director, Community and Partner Engagement, November 10, 2021

RECOMMENDATION:

PURSUANT to the report of the Acting Director, Community and Partner Engagement, dated November 10, 2021, entitled “Sponsorship Policy Direction”:

THAT the Sponsorship Policy Outline be endorsed;

AND THAT staff report back with a Sponsorship Policy for Council’s consideration based upon the Sponsorship Policy Outline.

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

ADJOURN



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

PUBLIC HEARING GUIDELINES FOR ELECTRONIC MEETINGS

Public Hearings are included as part of a Regular Council agenda and governed by the provisions of the *Local Government Act*.

A Public Hearing is held to allow the public an opportunity to make representations to Council – in person at the Public Hearing or by written submission – on a proposed amendment to the City's Official Community Plan and/or Zoning Bylaw. All persons who believe their interest in property is affected by a proposed bylaw(s) are afforded a reasonable opportunity to be heard, voice concerns or present written submissions regarding matters contained within the bylaw(s).

All written submissions and representations made at the Public Hearing form part of the official public record. Minutes of the Public Hearing and a video recording of the proceedings will be posted on the City's website at cnv.org.

All written submissions must include the person's name and address. If this information is not provided, it cannot be included as part of the public record. Electronic submissions are preferred, and hand-delivered or mailed submissions will also be accepted. The deadline to submit email submissions is 12:00 noon on the day of the Public Hearing. Due to COVID-19, safety quarantine restrictions have been put in place and the deadline for submissions by mail or delivery to City Hall is 4:00 pm on the Friday prior to the Monday Public Hearing (a minimum of one clear day prior to the Public Hearing).

If persons wish to speak at the Public Hearing, we ask that everyone pre-register to be placed on the speaker's list. The pre-registration form is available at cnv.org/PublicHearings, or speakers can pre-register by contacting the Corporate Officer's office. All pre-registrations must be submitted no later than 12:00 noon on the day of the Public Hearing, to allow City staff time to contact all participants and provide them with call-in/online access instructions.

Comments from the public must specifically relate to the proposed bylaw(s). Speakers are asked to avoid repetitive comments and not to divert to other matters.

Speakers will be asked to confirm their name and address for the record and will be provided one, 5-minute opportunity to present their comments. There will be no opportunity to speak a second time. After all persons who have pre-registered have spoken, the Mayor (Chair) will ask if anyone else from the public has new information to provide. Speakers who have not pre-registered will also have an opportunity to provide input at cnv.org/PublicHearings. Call-in details will be displayed on-screen at the Public Hearing (watch web livestream). Once all registered speakers have provided input, the Mayor will call for a recess to allow additional speakers time to phone in.

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

PUBLIC HEARING GUIDELINES FOR ELECTRONIC MEETINGS (continued)

Everyone will be given a reasonable opportunity to be heard and no one should feel discouraged or prevented from making their views known. The City asks for everyone's patience during the electronic Public Hearing.

Procedural rules for the conduct of the Public Hearing are set at the call of the Chair and Council's main function is to listen to the views of the public regarding the change of land use in the proposed bylaw(s). It is not the function of Council to debate the merits of an application with speakers. Questions from members of the public and Council must be addressed through the Chair.

Once the Public Hearing concludes, no further information or submissions can be considered by Council.

Following adjournment of the Public Hearing, the Regular meeting reconvenes and the Zoning and/or Official Community Plan bylaw amendment(s) are discussed and debated by members of Council, followed by consideration of third reading of the bylaw(s).



**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD
ELECTRONICALLY FROM CITY HALL, 141 WEST 14TH STREET, NORTH
VANCOUVER, BC, ON **MONDAY, NOVEMBER 1, 2021****

PRESENT

COUNCIL MEMBERS

Mayor L. Buchanan
Councillor H. Back
Councillor D. Bell
Councillor A. Girard
Councillor T. Hu
Councillor J. McIlroy
Councillor T. Valente

STAFF MEMBERS

L. McCarthy, CAO
K. Graham, Corporate Officer
B. Pearce, Deputy CAO / Director, Strategic and Corporate Services
C. Baird, Deputy Corporate Officer
J. Peters, Assistant City Clerk
H. Granger, City Solicitor
L. Sawrenko, Director, Finance
L. Garber, Deputy Director, Finance
M. Epp, Director, Planning and Development
Y. Zeng, Manager, Development Planning
T. Ryce, Chief Building Official
M. Holm, Manager, Development Services
D. Pope, Director, Engineering, Parks and Environment
K. Magnusson, Deputy Director, Engineering, Parks and Environment
R. Skene, Director, Community and Partner Engagement
L. Orr, Deputy Director, Community and Partner Engagement
J. Spitale, Community Development Coordinator
D. Foldi, Senior Project Manager, Strategic Initiatives
K. Veng, CEO, Lonsdale Energy Corp.
S. Wood, Accountant, Lonsdale Energy Corp.

The meeting was called to order at 5:30 pm.

APPROVAL OF AGENDA

Moved by Councillor Back, seconded by Councillor McIlroy

1. Regular Council Meeting Agenda, November 1, 2021

CARRIED UNANIMOUSLY

PROCLAMATIONS

Veterans' Week – November 5 to 11, 2021

Mayor Buchanan presented a framed proclamation to the Colour Party of the *Royal Canadian Legion, Branch 118* and was presented with a centennial poppy in celebration of 100 years of the Remembrance Poppy in Canada.

Vancouver's North Shore Craft Beer Week – November 4 to 14, 2021

ADOPTION OF MINUTES

Moved by Councillor Girard, seconded by Councillor Bell

2. Regular Council Meeting Minutes, October 25, 2021

CARRIED UNANIMOUSLY

PUBLIC INPUT PERIOD

- Judith Brook, 2474 Lauralynn Drive, North Vancouver, spoke regarding Fossil Fuel Non-Proliferation Treaty.
- Laurie Parkinson, 600 Block East 4th Street, North Vancouver, spoke regarding Fossil Fuel Non-Proliferation Treaty.
- Melanie Crombie, 302-717 Chesterfield Avenue, North Vancouver, spoke regarding Fossil Fuel Non-Proliferation Treaty.
- Robyn Newton, 2104 Grand Boulevard, North Vancouver, spoke regarding Fossil Fuel Non-Proliferation Treaty.
- Diane Strub, 115 East Keith Road, North Vancouver, spoke regarding the 115 East Keith Road redevelopment and tenant concerns.

CONSENT AGENDA

Moved by Councillor Bell, seconded by Councillor Back

THAT the recommendation listed within the "Consent Agenda" be approved.

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

BYLAW – ADOPTION

- *3. "Financial Plan for the Years 2021 to 2030 Bylaw, 2021, No. 8822, Amendment Bylaw, 2021, No. 8881" (Revised Financial Plan)

Moved by Councillor Bell, seconded by Councillor Back

THAT "Financial Plan for the Years 2021 to 2030 Bylaw, 2021, No. 8822, Amendment Bylaw, 2021, No. 8881" (Revised Financial Plan) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

END OF CONSENT AGENDA

PUBLIC MEETING – Lonsdale Energy Corp. 2021 Rate Review

Moved by Councillor McIlroy, seconded by Councillor Bell

THAT the meeting recess to the Public Meeting regarding "Lonsdale Energy Corp. 2021 Rate Review".

CARRIED UNANIMOUSLY

The meeting recessed to the Public Meeting at 5:50 pm and reconvened at 6:11 pm.

BYLAW – THIRD READING

4. “City of North Vancouver Hydronic Energy Service Bylaw, 2004, No. 7575, Amendment Bylaw, 2021, No. 8878” (Schedule C and Other Fees)

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT “City of North Vancouver Hydronic Energy Service Bylaw, 2004, No. 7575, Amendment Bylaw, 2021, No. 8878” (Schedule C and Other Fees) be given third reading.

CARRIED UNANIMOUSLY

PRESENTATION

CNV4ME Update – Community Development Coordinator

The Community Development Coordinator provided a PowerPoint presentation regarding the “CNV4ME Update” and she and Kerry Watts, Community Development Consultant, responded to questions of Council.

PRESENTATION

Development Process Improvements – Director, Planning and Development, and Deputy Director, Engineering, Parks and Environment

The Director, Planning and Development, and Deputy Director, Engineering, Parks and Environment provided a PowerPoint presentation regarding the “Development Process Improvements” and responded to questions of Council.

REPORTS

5. 2021 Funding Appropriations #2148 – #2152 – File: 05-1705-30-0019/2021

Report: Chief Financial Officer and Director, Finance, October 20, 2021

Moved by Councillor Bell, seconded by Councillor McIlroy

PURSUANT to the report of the Chief Financial Officer and Director, Finance, dated October 20, 2021, entitled “2021 Funding Appropriations #2148 – #2152”:

THAT (Funding Appropriation #2148) an amount of \$609,600 be appropriated from the Capital General Reserve Fund for the purpose of funding the 2021 Capital Plan;

THAT (Funding Appropriation #2149) an amount of \$10,000 be appropriated from the Affordable Housing Reserve Fund for the purpose of funding the 2021 Capital Plan;

THAT (Funding Appropriation #2150) an amount of \$270,000 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the 2021 Capital Plan;

THAT (Funding Appropriation #2151) an amount of \$8,200 be appropriated from the General Building Reserve Fund for the purpose of funding the 2021 Capital Plan;

Continued...

REPORTS – Continued

5. 2021 Funding Appropriations #2148 – #2152 – File: 05-1705-30-0019/2021
– Continued

THAT (Funding Appropriation #2152) an amount of \$277,400 be appropriated from the Tax Sale Land Interest Reserve Fund for the purpose of funding the 2021 Capital Plan;

AND THAT should any of the amounts remain unexpended as at December 31, 2024, the unexpended balances shall be returned to the credit of the respective fund.

CARRIED UNANIMOUSLY

6. 2021 Funding Appropriation #2147 – File: 05-1705-01-0001/2021

Report: Senior Project Manager, Strategic Initiatives, October 20, 2021

Moved by Councillor Bell, seconded by Councillor Back

PURSUANT to the report of the Senior Project Manager, Strategic Initiatives, dated October 20, 2021, entitled “2021 Funding Appropriation #2147”:

THAT (Funding Appropriation #2147) an amount of \$9,073,365 be appropriated from the Civic Amenity Reserve Fund – Harry Jerome for the purpose of funding the 2021 Capital Plan;

THAT should any of the amount remain unexpended as at December 31, 2025, the unexpended balance shall be returned to the credit of the Civic Amenity Reserve Fund – Harry Jerome;

AND THAT previous appropriations related to the Harry Jerome Community Recreation Centre, North Vancouver Lawn Bowling Club, Mickey McDougal Recreation Centre and Silver Harbour Seniors’ Activity Centre be extended to December 31, 2025, with the unexpended balances returned to the credit of the respective fund.

CARRIED UNANIMOUSLY

7. COVID-19 Safe Restart Grant Allocations Phase 3 – File: 14-7130-20-0015/1

Report: Research and Communications Specialist, October 20, 2021

Moved by Councillor McIlroy, seconded by Councillor Girard

PURSUANT to the report of the Research and Communications Specialist, dated October 20, 2021, entitled “COVID-19 Safe Restart Grant Allocations Phase 3”:

THAT an update on projects approved through the COVID-19 Safe Restart allocations approved in Phases 1 and 2 be received;

AND THAT the allocation of \$415,717 in funding for Phase 3 projects be approved.

CARRIED UNANIMOUSLY

COUNCIL INQUIRIES / REPORTS

8. Fossil Fuel Non-Proliferation Treaty – File: 01-0220-01-0001/2021

Inquiry by Councillor McIlroy

- Councillor McIlroy inquired of Mayor Buchanan for staff to provide an information report in response to the public input received this evening meeting regarding the Fossil Fuel Non-Proliferation Treaty. Mayor Buchanan advised that this matter has been forwarded to staff for an information report to Council.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Nil.

RECESS TO CLOSED SESSION

Moved by Councillor Back, seconded by Councillor Bell

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(a) [personal information] and 90(1)(e) [land matter].

CARRIED UNANIMOUSLY

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

9. Preliminary Development Application Density Transfer Consideration – 120-128 East 14th Street (Barry Savage / Three Shores Development) – File: 02-0870-01-0001/2021

Report: Manager, Real Estate, and Planner 2, November 1, 2021

Moved by Councillor Back, seconded by Councillor Girard

PURSUANT to the report of the Manager, Real Estate, and the Planner 2, dated November 1, 2021, entitled “Preliminary Development Application Density Transfer Consideration – 120-128 East 14th Street (Barry Savage / Three Shores Development)”:

THAT staff be directed to receive and process the proposed rezoning application, including contemplated density transfer from the City-owned ‘donor’ site at 2300 Lonsdale Avenue and 116 East 23rd Street;

THAT the potential sale of transferable density to Barry Savage / Three Shores Development, at a rate of \$250 per square foot, valid for 24 months from November 1, 2021, be subject to the successful completion of rezoning;

Continued...

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION) – Continued

9. Preliminary Development Application Density Transfer Consideration – 120-128 East 14th Street (Barry Savage / Three Shores Development) – File: 02-0870-01-0001/2021 – Continued

AND THAT the report of the Manager, Real Estate, and the Planner 2, dated November 1, 2021, entitled “Preliminary Development Application Density Transfer Consideration – 120-128 East 14th Street (Barry Savage / Three Shores Development)”, remain in the Closed session.

CARRIED UNANIMOUSLY

10. Crickmay and Rodger Burnes Park Task Force Appointments
– File: 01-0360-20-0115/2021

Report: Deputy Corporate Officer and Manager, Parks and Environment,
October 26, 2021

Moved by Councillor Back, seconded by Councillor Girard

PURSUANT to the report of the Deputy Corporate Officer and the Manager, Parks and Environment, dated October 26, 2021, entitled “Crickmay and Rodger Burnes Park Task Force Appointments”:

THAT the Terms of Reference of the Crickmay and Rodger Burnes Park Task Force be amended as follows:

- The section “Term of Membership” be deleted in its entirety, due to redundancy;
- Under the section “Membership Composition”, the words “Up to” be added at the beginning of the first bullet;
- Under the section “Membership Composition”, the following wording be added before the last paragraph:

“Where a vacancy or vacancies results in membership of less than 5 community representatives, staff will undertake recruitment to fill the vacancy/vacancies and will proceed with meetings while the recruitment process is underway.

One of the community representatives is to be appointed as Chair, and the appointment be made by a majority vote of all members in attendance at the first meeting. The appointment will be in effect for the full term. If the Chair is absent from a meeting, members in attendance shall appoint an Interim Chair for that meeting.”

THAT Kseniia Latek be appointed as the representative for park planning or landscape architecture;

THAT Constance Blundy be appointed as the representative for the City’s senior population;

Continued...

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION) – Continued

10. Crickmay and Rodger Burnes Park Task Force Appointments
– File: 01-0360-20-0115/2021 – Continued

THAT Kai Jacques, with parent Nicole Acerra, be appointed as the representative for young children (under 12) with parent;

THAT Alexander Buzek be appointed as the representative for youth (12-18);

THAT Ali Hounsell and Shellene Paull be appointed as the representatives for the community at large;

THAT Brad Baker be appointed as the representative for the Squamish Nation;

THAT all members be appointed to the Crickmay and Rodger Burnes Park Task Force for a term concluding on December 31, 2022;

AND THAT the report of the Deputy Corporate Officer and the Manager, Parks and Environment, dated October 26, 2021, entitled “Crickmay and Rodger Burnes Park Task Force Appointments”, remain in the Closed session.

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor Bell seconded by Councillor Back

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 8:51 pm.

“Certified Correct by the Corporate Officer”

CORPORATE OFFICER

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8794

A Bylaw to amend “Zoning Bylaw, 1995, No. 6700”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as **“Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8794” (Reza Nobari / Disa Design Group, 1348 Forbes Avenue, RS-2).**
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of RS-2 (One-Unit Residential 2 Zone):

Lot	Block	D.L.	Plan	
1	65	271	750	from RS-1

READ a first time on the 28th day of September, 2020.

READ a second time on the 28th day of September, 2020.

READ a third time on the 26th day of October, 2020.

ADOPTED on the <> day of <>, 2021.

MAYOR

CORPORATE OFFICER

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8870

A Bylaw to amend “Zoning Bylaw, 1995, No. 6700”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8870**” (L. Cheung / Karl Wein Associates, 620 Jones Avenue, CD-738).
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of CD-738 (Comprehensive Development 738 Zone):

Lot	Block	D.L.	Plan
A (Reference Plan 2804) of Lot X	71	271	750 from RT-1

3. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:

- A. Adding the following section to Section 1100, thereof, after the designation “CD-737 Comprehensive Development 737 Zone”:

“CD-738 Comprehensive Development 738 Zone”

- B. Adding the following to Section 1101, thereof, after the “CD-737 Comprehensive Development 737 Zone”:

“CD-738 Comprehensive Development 738 Zone”

In the CD-738 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the RS-1 Zone, except that:

- (1) The Gross Floor Area (One-Unit and Two-Unit Residential), combined and in total, to not exceed 0.75 times the lot area;
- (2) Lot Coverage shall not exceed a maximum of 45 percent;
- (3) Siting (Principal Building) shall not be less than:
 - (a) 2.8 metres (9.2 feet) from the Rear Lot Line;
- (4) Height (Principal Building):
 - (a) shall not exceed a Top of Plate height of 6.25 metres (20.5 feet) as measured by the Height Envelope;

- (b) notwithstanding 4(a), a roof may project above the Top of Plate height to a maximum overall Building Height of 7.6 metres (24.9 feet) as measured by the Height Envelope;
 - (c) the First Storey of the Principal Building shall be a minimum 0.76 metres (2.5 feet) above the reference grade determined by the Height Envelope if a Basement (One-Unit and Two-Unit Residential) is present;
- (5) Section 410 (1) (e) shall be varied to allow unenclosed steps, projecting beyond the face of the Principal Building, be sited not less than 0.9 metres (2.95 feet) from the Front Lot Line;
- (6) Section 410 (1) (b) shall be varied to allow eaves, cornices, leaders, gutters, canopies or Sunlight Control Projections, projecting beyond the face of the Principal Building, be sited not less than 0.49 metres (1.61 feet) from the south Interior Side Lot Line;
- (7) Section 410 (1) (i) (i) shall be varied to allow exterior ramps, lifts or similar mobility and/or accessibility-enhancing equipment, including required guards, projecting beyond the face of the Principal Building, be sited 0 metres (0 feet) from the north Interior Side Lot Line;
- (8) Section 412 (2) (e) shall be varied to allow a guard Structure of up to 1.07 meters (3.5 feet) in Height, adjacent to unenclosed steps, to be sited not less than 2.44 meters (8 feet) of the intersection of the Lot lines along a Street and a Lane;
- (9) Accessory Buildings shall be sited as per section 514 (5), except that Accessory Buildings with a Height not exceeding 1.52 metres (5 feet) shall be sited not less than:
 - (a) 0.61 meters (2 feet) from the Rear Lot Line;
 - (b) 0 metres (0 feet) from a Principal Building;

- (10) Parking and Access shall comply with Part 9, except that 1 Disability Parking Space provided on the Lot shall be the minimum required number of Accessory On-Site Parking Spaces.

READ a first time on the 21st day of September, 2021.

READ a second time on the 21st day of September, 2021.

READ a third time on the 18th day of October, 2021.

ADOPTED on the <> day of <>, 2021.

MAYOR

CORPORATE OFFICER

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8878

**A Bylaw to amend the City of North Vancouver
“Hydronic Energy Service Bylaw, 2004, No. 7575”**

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as **“City of North Vancouver Hydronic Energy Service Bylaw, 2004, No. 7575, Amendment Bylaw, 2021, No. 8878” (Schedule C and Other Fees)**.
2. “Hydronic Energy Service Bylaw, 2004, No. 7575” is amended as follows:
 - A. In the “Application Fee” in the “Standard Fees and Charges Schedule”, by deleting:

“When the Service Provider is involved in the process of building permit issuance or is required to perform an inspection or inspections to determine compliance with an issued building permit, the Service Provider shall charge a fee in the amount equal to 0.15% of the construction value of the work associated with the building permit.”

and replacing it with the following:

“When the Service Provider is involved in the process of building permit issuance or is required to perform an inspection or inspections to determine compliance with an issued building permit, the Service Provider shall charge a fee in the amount equal to 0.15% of the construction value of the work associated with the building permit with a minimum fee of \$225.00.”.
 - B. In the “Service Connection Fee” in the “Standard Fees and Charges Schedule”, by deleting “\$82.23 per kilowatt” and replacing it with “\$85.23 per kilowatt”.
 - C. In the “Meter Reading and Invoicing Fee” in the “Standard Fees and Charges Schedule”, by deleting “\$31.56 per month” and replacing it with “\$32.48 per month”.
 - D. By deleting Schedule “C” in its entirety and replacing it with the Schedule “C” attached to this bylaw.

3. This Bylaw shall be effective as of the 1st day of December, 2021.

READ a first time on the 4th day of October,
2021.

READ a second time on the 4th day of October,
2021.

READ a third time on the 1st day of November,
2021.

ADOPTED on the <> day of <>, 2021.

MAYOR

CORPORATE OFFICER

SCHEDULE “C” FEES, RATES AND CHARGES

The rates, fees and charges payable in respect of the Service defined in “Hydronic Energy Service Bylaw, 2004, No. 7575” are as set out below.

Except as otherwise stated, capitalized terms in this Schedule “C” shall have the meaning defined in the General Terms and Conditions of “Hydronic Energy Service Bylaw, 2004, No. 7575” attached as Schedule “B”.

PROVISION OF HEATING TO PREMISES:

The rates payable for the provision of Hydronic Energy Heating Service to Premises are a combination of the meter charge, capacity charge and commodity charge.

RESIDENTIAL SERVICE

RATE SCHEDULE 1

- (a) **Meter Charge** – A monthly charge of \$32.48 for each Service Connection serving the Premises.
- (b) **Capacity Charge** – A monthly charge of \$4.4544 per kilowatt multiplied by the energy capacity of the Premises, as determined by a professional engineer qualified for such purposes and described in kilowatts.
- (c) **Commodity Charge** – A charge per kilowatt hour of Hydronic Energy provided to the Premises calculated by multiplying \$0.03398 by the percentage increase or decrease in the price of 1,000 GJ/month under FortisBC rate schedule 3 from the price established as of July 1, 2016.

RATE SCHEDULE 2

- (a) **Meter Charge** – A monthly charge of \$174.90 for each Service Connection serving the Premises.
- (b) **Capacity Charge** – A monthly charge of \$4.4544 per kilowatt multiplied by the energy capacity of the Premises, as determined by a professional engineer qualified for such purposes and described in kilowatts.
- (c) **Commodity Charge** – A charge per kilowatt hour of Hydronic Energy provided to the Premises calculated by multiplying \$0.02871 by the percentage increase or decrease in the price of 1,000 GJ/month under FortisBC rate schedule 3 from the price established as of July 1, 2016.

COMMERCIAL SERVICE

RATE SCHEDULE 1

- (a) **Meter Charge** – A monthly charge of \$32.48 for each Service Connection serving the Premises.
- (b) **Capacity Charge** – A monthly charge of \$4.4544 per kilowatt multiplied by the energy capacity of the Premises, as determined by a professional engineer qualified for such purposes and described in kilowatts.
- (c) **Commodity Charge** – A charge per kilowatt hour of Hydronic Energy provided to the Premises calculated by multiplying \$0.03398 by the percentage increase or decrease in the price of 1,000 GJ/month under FortisBC rate schedule 3 from the price established as of July 1, 2016.

RATE SCHEDULE 2

- (a) **Meter Charge** – A monthly charge of \$174.90 for each Service Connection serving the Premises.
- (b) **Capacity Charge** – A monthly charge of \$4.4544 per kilowatt multiplied by the energy capacity of the Premises, as determined by a professional engineer qualified for such purposes and described in kilowatts.
- (c) **Commodity Charge** – A charge per kilowatt hour of Hydronic Energy provided to the Premises calculated by multiplying \$0.02871 by the percentage increase or decrease in the price of 1,000 GJ/month under FortisBC rate schedule 3 from the price established as of July 1, 2016.

PROVISION OF COOLING TO PREMISES:

The rates payable for the provision of Hydronic Energy Cooling Service to Premises shall be determined by Council for each Premises which connects to and uses the Hydronic Energy Cooling Service.

In addition to the foregoing rates the fees and charges set out in the Standard Fees and Charges attached as a schedule to the General Terms and Conditions will apply to the provision of the Service.

For Metro Vancouver meetings on Friday, October 29, 2021

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact: media@metrovanancouver.org.

Metro Vancouver Regional District**E1.1 Consideration of the City of Langley's Amended Regional Context Statement****APPROVED**

As part of its Official Community Plan (OCP) update, the City of Langley has submitted an amended Regional Context Statement (RCS) and associated Regional Land Use Designation Map to Metro Vancouver for consideration. The RCS is prepared to ensure consistency between the OCP and *Metro 2040*. The city's amended RCS includes Regional Land Use Designation Map changes to 31 parcels, resulting in a net increase of approximately 13.8 hectares of land with a Mixed Employment regional land use designation, and optimizing land uses to support future rapid transit infrastructure.

The Board accepted the updated Regional Context Statement and all associated changes to the regional land use designations, as submitted to Metro Vancouver on July 30, 2021.

E1.2 Request for Sanitary Service Connection at 12745 Laity Street, Maple Ridge**APPROVED**

The City of Maple Ridge submitted an application to the Greater Vancouver Sewerage and Drainage District to extend sewer service to a parcel to provide servicing to a new micro-brewery at 12745 Laity Street. The property is partially within the Fraser Sewerage Area, on land with a *Metro 2040* Agricultural land use designation and outside of the Urban Containment Boundary. Staff determined that the application is generally consistent with *Metro 2040* as the Agricultural Land Commission has confirmed the proposed brewery use is a permitted farm use; the proposed new buildings would be located within the existing Fraser Sewerage Area; an on-site septic system is not feasible for the proposed use, and the proposed use will not impact the surrounding agricultural uses; and sewerage infrastructure currently traverses the property.

The Board resolved that the extension of GVS&DD sewerage services to a new microbrewery at 12745 Laity Street in the City of Maple Ridge is consistent with the provisions of *Metro 2040*.

E1.1 Request for Sanitary Service Connection at 12606 224 Street, Maple Ridge**APPROVED**

The City of Maple Ridge submitted an application to the Greater Vancouver Sewerage and Drainage District to extend sewer service to an existing single-detached dwelling at 12606 224 Street due to a failing on-site septic system. The dwelling is located within the Fraser Sewerage Area, on land with a *Metro 2040* Rural land use designation and outside of the Urban Containment Boundary.

Reviewed by:


CAO

Staff determined that the dwelling is consistent with the surrounding neighbourhood; it does not conflict with *Metro 2040's* urban containment provisions or the intent of the regional Rural land use designation; the dwelling is located within the existing Fraser Sewerage Area boundary; and the sewerage infrastructure is adjacent to the property.

The Board resolved that the extension of GVS&DD sewerage services to an existing single detached dwelling at 12606 224 Street in the City of Maple Ridge is consistent with the provisions of *Metro 2040*.

E1.4 Metro 2050 Q2 / Q3 2021 Status Update

RECEIVED

During the second quarter of 2021, Metro Vancouver staff worked with members of the Metro 2050 Intergovernmental Advisory Committee, Regional Planning Committee and MVRD Board to develop the content of *Metro 2050*. At its meeting in June the MVRD Board referred the draft *Metro 2050* out for comment, initiating a five-month comment period. Metro Vancouver sent comment referral letters to all affected local governments, First Nations with consultative areas in the region, the province and a wide variety of regional agencies and non-profits. During the comment period to date, which ends November 26, Metro Vancouver has undertaken a number of engagement activities including policy working groups, and setting up 25 council and board presentations for fall 2021.

Metro Vancouver has also reached out to all in-region First Nations to hear how they would like to be engaged through the comment period and beyond. At the end of the comment period, the level of support and any outstanding issues will be considered, at which time the approved timeline for the regional growth strategy update can be re-evaluated by the MVRD Board. Should the *Metro 2050* bylaw not proceed to first and second reading in January 2022 in accordance with the project timeline, this will cause a delay and result in the updated regional growth strategy not being adopted within this local election cycle.

The Board received the report for information.

E2.1 Race to Zero Initiative

APPROVED

The Board resolved to:

- apply to join the Race to Zero initiative ahead of the 2021 Conference of the Parties (COP26) on behalf of Metro Vancouver Regional District; and
- forward the executive summary and presentation material from the October 15 delegation to the Climate Action Committee from Lia Cairone, C40 Cities Climate Leadership Group, to member jurisdictions for their consideration in joining the Race to Zero initiative.



E3.1 Metro Vancouver External Agency Activities Status Report – October 2021

RECEIVED

The Board received for information reports from Metro Vancouver representatives to the following external organizations:

- Delta Heritage Airpark Management Committee
- Fraser Basin Council Society
- Fraser Valley Regional Library Board
- Katzie Treaty Negotiation Table
- Lower Mainland Flood Management Strategy Leadership Committee
- Municipal Finance Authority of BC
- Ocean Watch Action Committee
- Pacific Parklands Foundation
- Sasamat Volunteer Fire Department Board of Trustees
- Union of British Columbia Municipalities
- Western Transportation Advisory Council

E3.2 2022 Schedule of Regular Board Meetings

RECEIVED

The Board received for information the schedule of regular board meetings, as follows:

Meeting Dates

- Friday, January 28, 2022 Electronic Meeting
- Friday, February 25, 2022 Electronic Meeting
- Saturday, February 26, 2022 Electronic Meeting
- Friday, March 25, 2022 Electronic Meeting
- Wednesday, April 27, 2022 Electronic Meeting
- Friday, April 29, 2022 Electronic Meeting
- Friday, May 27, 2022 Electronic Meeting
- Friday, June 24, 2022 Electronic Meeting
- Friday, July 29, 2022 Electronic Meeting
- Friday, September 23, 2022 Electronic Meeting
- Wednesday, October 19, 2022 Electronic Meeting
- Friday, October 28, 2022 In-Person Meeting
- Friday, November 25, 2022 In-Person Meeting

All meetings are scheduled for 9 a.m., unless otherwise specified on the meeting notice.

All in-person meetings will take place in the Metro Vancouver boardroom on the 28th Floor, 4515 Central Blvd, Burnaby, B.C., and all electronic meetings will take place using a hybrid model of simultaneous use of electronic facilities and the Metro Vancouver boardroom on 28th Floor, 4515 Central Blvd, Burnaby, B.C., unless otherwise specified on the meeting notice.

**G1.1 Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment
Request from the City of Surrey – South Campbell Heights****APPROVED**

The Board:

- initiated the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendments for the South Campbell Heights area, including extension of the Urban Containment Boundary and removal of the Special Study Area overlay;
- gave first, second and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021*;
- directed staff to notify and seek comment from affected local governments as per section 6.4.2 of *Metro 2040*; and
- directed staff to notify and seek comment from local First Nations on the proposed *Metro 2040* amendment.

**G1.2 Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment
Request from the City of Surrey – 228 175A Street****APPROVED**

The Board:

- initiated the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendment from Mixed Employment to General Urban for the lands located at 228 175A Street;
- gave first, second and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021*; and
- directed staff to notify affected local governments as per section 6.4.2 of *Metro 2040*.

**G1.3 Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment
Request from the City of Surrey – Cloverdale Hospital Site****APPROVED**

The Board:

- initiated the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendment for the Cloverdale Hospital Site located at 5510 180 Street, amending approximately nine hectares of land designated Industrial to Mixed Employment;
- gave first, second and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021*; and
- direct staff to notify affected local governments as per section 6.4.2 of *Metro 2040*.

G2.1 MVRD Air Quality Management Fees Regulation Bylaw No. 1330, 2021**APPROVED**

To continue protecting and improving air quality, Metro Vancouver made changes to its air quality management fees bylaw. Emissions of air contaminants from businesses in the Metro Vancouver region are conditionally authorized through site-specific authorizations and emission regulations. Metro Vancouver charges fees for authorized air emissions to recover the cost of its air quality regulatory services, incentivize emission reductions and improve air quality. Following an engagement process from January to April 2021, a proposed bylaw has been developed in alignment with Metro Vancouver's principles of continuous improvement, discharger pay and cost recovery.

The bylaw includes updated fees for emissions of air contaminants, new fees for odorous air contaminants, discontinuation of the measured discharge program and updates to application fees. In response to feedback, the initial increases to fee rates have been modified, and a phased-in approach has been introduced for the changes. Under the bylaw, it is expected that fees paid by dischargers would cover a greater share of Metro Vancouver's air quality regulatory services.

The Board gave first, second and third reading to *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1330, 2021* then passed and finally adopted said bylaw.

G2.2 MVRD Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021**APPROVED**

This report seeks to update Metro Vancouver's non-road diesel engine emission bylaw, which regulates the discharge of air contaminants from non-road diesel engines. The proposed bylaw was developed with consideration of the feedback received during consultation, which was held between November 1, 2020 and April 30, 2021.

Bylaw 1161 encourages the reduction of harmful diesel particulate matter (DPM) emissions from older, higher emitting Tier 0 and Tier 1 non-road diesel engines. The updated bylaw expands the scope to cover all tiers of non-road diesel engines and enhances economic instruments such as fees and rebates to promote further reduction of DPM as well as reduction of harmful nitrogen oxides. Other changes include restrictions for higher emitting engines near sensitive receptors such as hospitals and elementary schools, and additional requirements for emergency generators.

The Board gave first, second and third readings to *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021* then passed and finally adopted said bylaw.

G3.1 Election of the MVRD Representative on the 2021-2022 Union of British Columbia Municipalities Executive

Every year, the MVRD Board must elect, pursuant to the Union of British Columbia Municipalities (UBCM) Executive Bylaws, a representative to serve on the UBCM for a one-year term. The UBCM is an organization established under provincial statute, governed by an executive, to provide a common voice for local government on policy matters.

The Board elected by acclamation Director Craig Hodge as the MVRD representative to UBCM.

G4.1 MVRD 2022 Budget and 2022 – 2026 Financial Plan and Five Year Bylaw 1331**APPROVED**

Following the planning process outlined at the April 8, 2021 Board Budget Planning Workshop and as per the direction received at the October 20, 2021 Board Budget Workshop, the MVRD *2022 Annual Budget* and *2022–2026 Financial Plan* was brought forward to the Board for consideration and approval. The financial plan has been developed based on a detailed budgeting process that is designed to forecast anticipated future revenue requirements to cover operating expenditures, capital expenditures and debt servicing costs over the next five years.

Also brought forward was a request to authorize the application of 2022 reserve funds which requires the approval of the MVRD Board pursuant to the Board's Operating, Discretionary and Statutory Reserves Policy.

The Board approved the *2022 Annual Budget* and endorsed the *2022–2026 Financial Plan* as presented, in the following schedules:

- Revenue and Expenditure Summary
- Air Quality
- E911 Emergency Telephone Service
- Electoral Area Service
- General Government Administration
- General Government Zero Waste Collaboration Initiatives
- Housing Planning and Policy
- Regional Economic Prosperity
- Regional Emergency Management
- Regional Employer Services
- Regional Global Positioning System
- Regional Parks
- Capital Portfolio - Regional Parks
- Regional Planning

Then, the Board approved the *2022 Annual Budget* and endorsed the *2022–2026 Financial Plan* as shown presented for the Sasamat Fire Protection Service, and shown in the following schedules:

- Revenue and Expenditure Summary
- Sasamat Fire Protection Service

Furthermore, the MVRD Board approved the 2022 Reserve Applications as presented.

At last, the Board gave first, second and third readings to *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021*; then passed and finally adopted said bylaw.

I 1 Committee Information Items and Delegation Summaries**RECEIVED**

The Board received information items and delegation summaries from standing committees.

George Massey Crossing Task Force – October 1, 2021**Information Items:****5.1 George Massey Crossing Program Update**

On August 18, 2021, the province announced that the George Massey Tunnel will be replaced by a new eight-lane immersed-tube tunnel at an estimated cost of \$4.15 billion to be completed by 2030 as part of the George Massey Crossing (GMC) Program. Two of the eight lanes will be dedicated for bus rapid transit and the new tunnel will include a separated tube for active transportation. In addition, the GMC Program includes corridor improvements designed to help alleviate traffic congestion and improve transit and cycling infrastructure along the Highway 99 corridor to be completed in advance of construction of the new crossing. Corridor improvement projects include the Steveston Interchange Project, Bridgeport Bus Connection, Highway 99 and 17A Off-ramp Widening and Highway 99 Bus on Shoulder lanes.

Mayors Committee – October 1, 2021**Information Items:****5.1 Zoning Bylaw Resource for Member Jurisdictions**

In response to direction from the Mayors Committee, staff have consulted with member jurisdictions through the Regional Administrator's Advisory Committee and the Regional Planning Advisory Committee about interest in Metro Vancouver coordinating the development of a zoning bylaw template and associated resources to support members in their respective municipal planning processes.

Performance and Audit Committee – October 6, 2021**Information Items:****5.2 Interim Financial Performance Report – August 2021**

The projected overall operational results for 2021 for Metro Vancouver's functions is a surplus of close to \$30.3 million on an approved budget of \$943.8 million (or approximately 3.2 per cent of the approved budget.) Historically, Metro Vancouver has observed an operating surplus in the range of three to five per cent per annum.

As we move from the COVID-19 pandemic events of 2020 into the current year, alongside ratepayers, residents and businesses of the region Metro Vancouver is continuing to face some extraordinary circumstances and financial pressures as a result of the pandemic. As the year progresses and financial impacts to Metro Vancouver are monitored, work plans will be adjusted to adapt to the changing circumstances to minimize financial impacts to the final results while also examining all opportunities for mitigation and maintaining service levels.

5.3 Capital Program Expenditure Update as at August 31, 2021

Updates on the capital program and its expenditures are brought to the Committee to keep members informed on Metro Vancouver's financial performance. This is the second report for the 2021 fiscal year and covers the eight months ending August 31, 2021. The report provides a summary of the 2021 actual capital spending compared to the prorated Capital Cash Flow Budget.

For the eight months of 2021, Metro Vancouver's Capital expenditures were underspent by approximately \$681.3 million of the prorated budget on a linear basis. Much of this variance represents a timing difference. Any surplus resulting from capital program variance at the end of the year will be utilized as per the Board approved Operating, Statutory and Discretionary Reserves Policy.

5.4 Semi-Annual Report on GVS&DD Development Cost Charges

Total GVS&DD Development Cost Charges (DCCs) collected in the first half of 2021 were \$38.3 million (up from \$33.4 million in the prior year.) This is due primarily to the DCC rate increases which came fully into effect in May 2019 combined with the continued stream of developments in the region. Building permit activity in the region has been relatively consistent over the last 18 months with the January 2020 to June 2021 permit value being close to \$4.5 billion. The bulk of this activity has been in the residential development sector (averaging close to 69 per cent of building permit values over the period January 2020 to June 2021) with the balance being generated in the industrial (four per cent), commercial (20 per cent) and institutional/governmental (seven per cent) development sectors over the same period. The total GVS&DD DCCs that are currently held in reserve at December 31, 2020 are \$213.1 million.

5.5 Investment Position and Returns – June 1, 2021 to August 31, 2021

The annualized return for Metro Vancouver's investment portfolio in 2021 at the end of August was 1.01 per cent for short-term, 2.21 per cent for long-term and 2.25 per cent for the Cultural Reserve Fund. The investment portfolio performed favourably against benchmarks for the current period. Due to the timing of the committee meeting, results and balance information cover a three-month period from June through August.

Interest rates are expected to remain relatively low for the balance of the year and into next year. Metro Vancouver's overall rate of return will continue to be pressed lower as a significant portion of the portfolio is placed in short-term products and held in cash for liquidity.

5.6 Tender/Contract Award Information – June 2021 to August 2021

During the period June 1, 2021 and August 31, 2021, the Purchasing and Risk Management Division issued 17 new contracts, each with a value in excess of \$500,000 (exclusive of taxes). In addition, there were 16 existing contracts requiring contract amendments which necessitate further reporting to the Performance and Audit Committee. All awards and amendments were issued in accordance with the *Officers and Delegation Bylaws 1208, 284 and 247 – 2014* and the *Procurement and Real Property Contracting Authority Policy*.

Indigenous Relations Committee – October 7, 2021

Information Items:

5.3 Quarterly Report on Reconciliation Activities

This report provides information on reconciliation events and activities undertaken by Metro Vancouver over the past several months as well as information on upcoming events and activities over the next few months. Details of the events and activities are included as charts, which appear in this report as attachments.

5.4 Overview of the BC Supreme Court Decisions in *Yahey v. British Columbia*

This information report provides an overview of the recent British Columbia Supreme Court decision in *Yahey v. British Columbia* involving a Treaty 8 First Nation located in the northeastern part of the province. The court decided that, by authorizing the cumulative impacts of industrial development within the Blueberry River First Nations territory over the past 120 years including roads, dams, transmission lines and natural gas extraction, the province had unjustifiably infringed the First Nation's treaty rights. As a result, the First Nation can no longer meaningfully exercise its rights to hunt, trap or fish. While the decision deals with treaty and Treaty 8 rights, the provincial review of the regulatory regime by the province may impact other First Nations and stakeholders, which may include Metro Vancouver. The province has announced that it will not appeal the court's decision in this matter.

Regional Planning Committee – October 8, 2021

Delegations:

3.1 Anita Huberman, Surrey Board of Trade

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

3.2 Dr. S.K. Stepney, Langley

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

3.3 Barry Smith

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

3.4 David Riley, Little Campbell Watershed Society

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

3.5 Deb Jack, Surrey Environmental Partners

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

3.6 Christy Juteau and David Anderson

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

3.7 Brent Tedford, Isle of Mann Property Group

Subject: Proposed Amendment at 228 175A Street, Surrey

3.8 Sofi Hindmarch, Wildlife Biologist

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

3.9 Sarah Rush, Friends of Hazelmere, Campbell Valley

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

3.10 Myles Lamont, TerraFauna Wildlife Consulting and Hancock Wildlife Foundation

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

3.11 Chris MacCauley, Personal Real Estate Corporate

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

3.12 Todd Yuen, Beedie

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

3.13 Raj Hundal

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

3.14 Tegan Smith, Channel Consulting

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

3.15 Scott Wheatley, Cloverdale District of Commerce

Subject: Proposed Metro 2040 Amendment for South Campbell Heights

Climate Action Committee – October 15, 2021

Delegations:

3.1 Lia Cairone, C40 Cities Climate Leadership Group, Inc.

Subject: Cities Race to Zero Initiative

3.2 Ken Carrusca, Cement Association of Canada and Stephanie Voysey, Lafarge

Subject: MVRD Air Quality Management Fees Regulation

3.3 Jennifer Ahluwalia, Matt McAra and Jeffrey Styles, GFL Environmental Inc.

Subject: MVRD Air Quality Management Fee Regulation

Greater Vancouver Water District**E1.1 Award of Contract Resulting from Request for Proposal (RFP) No. 20-354: Annacis Water Supply Tunnel – Construction****APPROVED**

The Annacis Water Supply Tunnel project is part of Metro Vancouver's regional plan to upgrade and increase the capacity of the existing drinking water transmission system to meet future demand, to withstand a major earthquake and to provide protection against river scour.

A Request for Proposal No. 20-354: Annacis Water Supply Tunnel - Construction was issued on April 7, 2021, and proposals were received from the three proponents short-listed from the Request for Qualification process (RFQ No. 20-136).

The Board approved the award of a contract in an amount of up to \$287,842,000 (exclusive of taxes) to Traylor-Aecon General Partnership resulting from Request for Proposal (RFP) No. 20-354: Annacis Water Supply Tunnel – Construction, subject to final review by the Commissioner.

E1.2 Award of Contract Resulting from Request for Proposal (RFP) No. 20-287: Coquitlam Main No. 4 Tunnel – Preliminary Design, Detailed Design and Construction Consulting Engineering Services **APPROVED**

The new Coquitlam Main No. 4 will address a capacity shortfall in the existing Coquitlam conveyance system, and also provide additional capacity for the future Coquitlam Lake Water Supply Project. The 12-kilometre-long Coquitlam Main No. 4 consists of four sections, including the Central, South, Tunnel and Cape Horn Sections. The 2.3-km-long section located in the City of Coquitlam's Town Centre area will be tunnelled to reduce construction impacts.

A Request for Proposal No. 20-287: Coquitlam Main No. 4 Tunnel – Preliminary Design, Detailed Design and Construction Consulting Engineering Services was issued on June 10, 2021.

The Board approved the award of a contract for Phase A work in an amount of up to \$7,018,783 (exclusive of taxes) to Hatch Limited resulting from Request for Proposal (RFP) No. 20-287: Coquitlam Main No. 4 Tunnel – Preliminary Design, Detailed Design and Construction Consulting Engineering Services, subject to final review by the Commissioner.

E1.3 Drinking Water Conservation Plan 2022 Update **APPROVED**

The region experienced a record-breaking heatwave in June 2021 resulting in sustained high water demand that was equally unprecedented. To help reduce seasonal demands, Metro Vancouver has updated the *Drinking Water Conservation Plan* to decrease the allowable residential and non-residential lawn watering days from two days per week to one day per week during Stage 1. Changes to Stage 2 will ban both residential and non-residential lawn watering. Member jurisdictions will be responsible for their respective bylaw amendments for implementation in 2022.

The changes combined with a strong education and enforcement program will help reduce summer demands which results in a number of regional benefits, including financial savings, potential deferral of infrastructure projects, greenhouse gas reductions, operational flexibility for environmental flows and avoiding advancing to higher stages which have significant impacts on local businesses.

The Board approved the revised *Drinking Water Conservation Plan*, as presented, to take effect on November 1, 2021.

G1.1 GVWD 2022 Budget and 2022–2026 Financial Plan**APPROVED**

The Board:

a) approved the 2022 Annual Budget and endorsed the 2022–2026 Financial Plan as presented in the following schedules:

- Revenue and Expenditure Summary
- Water Services
- Capital Portfolio – Water Services

b) approved the 2022 Reserve Applications as presented,

c) set the Water Rate for 2022 at:

- \$1.0371 per cubic metre for June through September; and
- \$0.7119 per cubic metre for January through May and October through December

I 1 Committee Information Items and Delegation Summaries**RECEIVED**

The Board received an information item from a standing committee.

Water Committee – October 14, 2021

Information Items:

5.3 Water Services Capital Program Expenditure Update to August 31, 2021

The capital expenditure reporting process as approved by the Board provides for regular status reports on capital expenditures three times per year. This is the second report for 2021, which includes both the overall capital program for Water Services with a multi-year view of capital projects and the actual capital spending for the 2021 fiscal year to August 31, 2021 in comparison to the prorated annual budget. In 2021 the annual capital expenditures for Water Services are \$123.3 million to date, compared to a prorated annual capital budget of \$289.0 million. The actual expenditures are 43 per cent of the prorated annual capital budget and our projections to the end of the year are 61 per cent of the annual budget. The lower projections are the result of four delayed projects. Forecasted expenditures for the current Water Services capital program remain within the approved budgets through to completion.

Greater Vancouver Sewage and Drainage District**E1.1 Board Appointments and Rescindments of Bylaw Enforcement Officers****APPROVED**

Recent changes in staff have resulted in a need to update staff appointments as Board-designated municipal sewage control officers under the Greater Vancouver Sewerage and Drainage District Sewer Use Bylaw, the Environmental Management Act and the Offence Act.

The Board, pursuant to the GVS&DD Sewer Use Bylaw and the Environmental Management Act:

- appointed Metro Vancouver employees Eugene Lee, Toby Gritten and Matt Brinkworth as municipal sewage control officers
- appointed City of Vancouver employees Jason Koepke and Ze Chen Liu as municipal sewage control officers
- rescinded the appointments of former Metro Vancouver employees Corey Pinder and Rick Laird as municipal sewage control officers
- rescinded the appointment of former City of Vancouver employee Linda Kwan as a municipal sewage control officer

The Board, pursuant to Section 28 of the Offence Act for the purpose of serving summons for alleged violations under the Greater Vancouver Sewerage and Drainage District Sewer Use Bylaw:

- appointed Metro Vancouver employees Eugene Lee, Toby Gritten and Matt Brinkworth
- appointed City of Vancouver employees Jason Koepke and Ze Chen Liu
- rescinded the appointments of former Metro Vancouver employees Corey Pinder and Rick Laird
- rescinded the appointment of former City of Vancouver employee Linda Kwan

E2.1 Board Appointment of Solid Waste Bylaw Enforcement Officers

APPROVED

A recent change in staff has resulted in a need to update staff appointments as Board-designated officers under the *GVS&DD Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, 1996*, the Environmental Management Act and the Offence Act.

The Board, pursuant to the *GVS&DD Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, 1996* and the Environmental Management Act:

- appointed Metro Vancouver employees Matt Brinkworth, Toby Gritten, Rei Van and Eugene Lee as officers
- rescinded the appointment of Rick Laird as Deputy Solid Waste Manager; and Corey Pinder as officer

The Board, pursuant to the Offence Act:

- appointed Matt Brinkworth, Toby Gritten, Rei Van and Eugene Lee for the purpose of serving summons under Section 28 of the Offence Act

G1.1 GVS&DD Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 350, 2021

APPROVED

The *GVS&DD Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 306, 2017* sets rates and requirements at Metro Vancouver solid waste facilities. The bylaw is typically amended or replaced on an annual basis as changes are needed. This report proposes an increase to the 2022 garbage tipping fees of \$4 per tonne, or between 2.6-per-cent and 3.9-per-cent increase depending on the load weight. The proposed tipping fees increase matches the projections for 2022 in the *2021–2025 Financial Plan*.

The report also proposes reducing the threshold for the large load tipping fee from nine tonnes to eight tonnes, and increasing the generator levy by \$6 per tonne. Provisions in the *Tipping Fee Bylaw* that apportion costs of recycling depots at Metro Vancouver recycling and waste centres are proposed to be removed consistent with the Board approved recycling depot funding strategy. A number of other bylaw updates are also proposed all to take effect January 1, 2022.

The Board approved the following amendments to the *Tipping Fee Bylaw* effective January 1, 2022:

- increased garbage tipping fees by \$4 per tonne to:
 - Municipal garbage \$121
 - Up to .99 tonne \$155
 - 1 to 7.99 tonnes \$133
 - 8 tonnes and over \$107
- reduced the threshold for the large load tipping fee from nine tonnes to eight tonnes
- increased the generator levy by \$6 per tonne to \$54 per tonne
- increased the following rates by approximately two per cent:
 - special handle waste to \$255 per tonne
 - source-separated organic waste, green waste, and clean wood to \$102 per tonne
 - surcharge for loads containing banned materials to \$66 per load
 - new recycling fee titled "Municipal Organics" with a fee of \$108 per tonne
- deleted apportionment of recycling depot costs provisions as per the recycling depot funding strategy
- updated terminology and added the Central Surrey Recycling and Waste Centre

The Board gave first, second and third readings to *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 350, 2021*, then passed and finally adopted said bylaw.

G2.1 GVS&DD 2022 Budget and 2022–2026 Financial Plan

APPROVED

Following the planning process outlined at the April 8, 2021 Board Budget Planning Workshop and as per the direction received at the October 20, 2021 Board Budget Workshop, the MVRD *2022 Annual Budget* and *2022–2026 Financial Plan* was brought forward to the Board for consideration and approval. The financial plan was developed based on a detailed budgeting process that is designed to forecast anticipated future revenue requirements to cover operating expenditures, capital expenditures and debt servicing costs over the next five years.

In line with the direction received at the Board Budget Workshop on October 20, it also included the North Shore Wastewater Treatment Plant amortization period set at 30 years for the communities in the North Shore Sewerage Area.

Staff also brought forward a request to authorize the application of 2022 reserve funds which requires the approval of the GVS&DD Board pursuant to the Board's *Operating, Discretionary and Statutory Reserves Policy*.

The Board approved the 2022 Annual Budget and endorse the 2022–2026 Financial Plan as presented, in the following schedules:

- Revenue and Expenditure Summary
- Liquid Waste Services
- Capital Portfolio – Liquid Waste Services
- Solid Waste Services
- Capital Portfolio – Solid Waste Services

The Board approved the 2022 Reserve Applications presented, and endorsed amendments to the *Cost Apportionment Bylaw* to enable the division of the GVS&DD levy into separate dry and wet weather components and issue a separate requisition for each component.

NOTICE OF MOTION**DEFERRED**

The Notice of Motion from Director Harvie was deferred to the next GVS&DD Board Meeting.

I 1 Committee Information Items and Delegation Summaries**RECEIVED**

The Board received information items from standing committees.

Liquid Waste Committee – October 14, 2021

Information Items:

5.3 Burrard Inlet and Lower Fraser River Hydrodynamic Modelling

Burrard Inlet and the Lower Fraser River receive treated effluent from four of the five Metro Vancouver wastewater treatment plants (WWTPs). In addition, untreated or partially treated wastewater in the forms of combined sewer overflows, sanitary sewer overflows and WWTP emergency discharges occasionally occur during wet weather and under interrupted operational conditions. Various environmental management programs have been implemented as part of Metro Vancouver's effort to protect human health and the environment and to maintain regulatory compliance.

Environmental modelling is playing an increasingly important role in our overall environmental management strategy. To enhance our in-house environmental modelling capability, three-dimensional estuarine circulation and effluent transport models have been developed for Burrard Inlet and the Lower Fraser River. These computer models are used to simulate, analyze and track environmental performance of the Metro Vancouver's liquid waste management facilities.

5.5 Liquid Waste Services Capital Program Expenditure Update as at August 31, 2021

The capital expenditure reporting process as approved by the GVS&DD Board provides for regular status reports on capital expenditures three times per year. This is the second report for 2021 which includes the overall capital program for Liquid Waste Services with a multi-year view of capital projects, and the actual capital spending for the 2021 fiscal year to August 31, 2021 in comparison to the prorated annual budget.

As of August 31, the 2021 capital expenditures for Liquid Waste Services are \$164.2 million, compared to a prorated annual capital budget of \$623 million. This shortfall is primarily due to large milestone payments expected later in the year and some project delays related to the timing of tenders, construction delays, and issues relating to COVID-19.

Forecasted expenditures for the current Liquid Waste Services capital program generally remain within the approved budgets through to completion.

Zero Waste Committee – October 15, 2021

Information Items:

5.4 Solid Waste Services Capital Program Expenditure Update as of August 31, 2021

The capital expenditure reporting process, as approved by the Board, provides for regular status reports on capital expenditures three times per year. This is the second report for 2021, and includes the overall capital program for Solid Waste Services with a multi-year view of capital projects and the actual capital spending compared to the prorated budget to August 2021. For the first eight months of 2021, the capital expenditures for Solid Waste Services were \$30.7 million compared to a 2021 prorated capital budget of \$64.2 million. The underspend is primarily due to longer than expected pre-construction phases for Waste-to-Energy Facility projects, and the property purchase timing for the North Surrey Recycling and Waste Centre recycling depot development. Projects underway are expected to be completed within approved budgets and remaining funds not spent in 2021 have been re-budgeted in 2022.

5.5 2021 Single-Use Item Reduction Campaign Results

A regional single-use item reduction campaign ran from May 31 to August 1, 2021. The objective was to reduce the use and disposal of single-use items in Metro Vancouver through voluntary reduction among Metro Vancouver residents aged 18-44. The creative direction, "Superhabits," celebrates the small, everyday actions that people take to reduce single-use items. Paid media included social media, television, radio, digital transit shelter ads and billboards. The campaign performed well, with 23.3 million impressions, 1.6 million video views and more than 1,600 social media engagements. A "Superhabits" photo wall was used at Metro Vancouver's PNE activation. Many members used the campaign materials in their communities and on social media. The campaign will run again in 2022 and will use the "Superhabits" creative platform.

Metro Vancouver Housing Corporation

E1.1 CMHC Seed Funding Agreements – Signing Resolutions

APPROVED

Metro Vancouver Housing has received \$420,900 in seed funding for three affordable housing developments at Malaspina Phase 1, Coquitlam (\$152,000), Civic Centre, Pitt Meadows (\$150,000) and Heather Place B, Vancouver (\$118,900). The Canada Mortgage and Housing Corporation (CMHC) requires MVHC to sign loan and contribution agreements to receive the approved seed funding and requires their standard form of directors' resolutions to be passed and certified.

The Board authorized the execution and delivery of the loan and contribution agreements as required by the Canada Mortgage and Housing Corporation for the purposes of the seed funding for Malaspina Phase 1, Coquitlam (CMHC Seed #26696310), Civic Centre, Pitt Meadows (CMHC Seed #26696450), and Heather Place B, Vancouver (CMHC Seed #26696435), affordable housing developments.

E1.2 Expression of Interest (Round 2) – Identifying Member Jurisdiction Lands for Metro Vancouver Housing Affordable Rental Housing Development **RECEIVED**

Metro Vancouver Housing has issued its second Expression of Interest (EOI) to member jurisdictions, seeking the lease or transfer of member lands to MVH at nominal cost to support the development of new affordable rental housing across the region.

The Metro Vancouver Housing 10-Year Plan sets a target for Metro Vancouver Housing to increase its housing portfolio with 1,350 new and redeveloped units over the next 10 years, 500 of which are targeted through new development on member and regional lands. The current round of the EOI is now accepting submissions from member jurisdictions and will close on December 31.

E2.1 Award of Contract Resulting from Tender No. 21-241: Construction of Welcher Avenue Multi-Family Affordable Housing **APPROVED**

The Welcher Avenue Multi-Family Affordable Housing project is a 63-unit rental development located at 2481 Welcher Avenue in Port Coquitlam. Tender No. 21-241 consisted of the general construction of the affordable housing complex including both onsite and offsite works. Of the two compliant bids submitted in response to Tender No. 21-241, Yellowridge Construction Ltd (Yellowridge) was found to be the lowest bidder with a total price of \$24,838,050 which is within the project budget approved by the MVHC Board in May 2021.

The Board approved the award of a contract for an amount of \$24,838,050 (exclusive of taxes) to Yellowridge Construction Ltd. resulting from Tender No. 21-241: Construction of Welcher Avenue Multi-Family Affordable Housing, subject to final review by the Chief Administrative Officer.

G1.1 MVHC 2022 Budget and 2022 - 2026 Financial Plan **APPROVED**

Following the planning process outlined at the April 8 Board Budget Planning Workshop and as per the direction received at the October 20 Board Budget Workshop, the MVHC 2022 *Annual Budget and 2022–2026 Financial Plan* was brought forward to the Board for consideration and approval. The financial plan was developed based on a detailed budgeting process that is designed to forecast anticipated future revenue requirements to cover operating expenditures, capital expenditures and debt servicing costs over the next five years.

Staff also brought forward a request to authorize the application of 2022 reserve funds which requires the approval of the MVHC Board pursuant to the Board's Operating, Discretionary, and Statutory Reserves Policy.

The Board approved the *2022 Annual Budget* and endorse the *2022–2026 Financial Plan* as presented, in the following schedules:

- Revenue and Expenditure Summary
- Housing
- Capital Portfolio – Housing

The Board approved the 2022 Reserve Applications as presented.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received an information item from a standing committee.

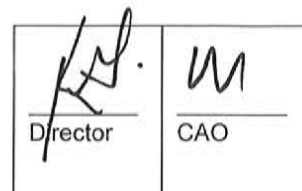
Housing Committee – October 6, 2021

Information Item:

5.5 Metro Vancouver Housing Approach to Comprehensive Repairs and Renovations

The *Metro Vancouver Housing 10-Year Plan* set goals to preserve existing affordable housing through investments in maintenance and renewal of existing homes, supporting the provision of safe and affordable homes for tenants. Metro Vancouver Housing (MVH) has initiated comprehensive repair and renovation projects with several more planned in the coming years. This report provides information on MVH's approach to comprehensive repairs and renovations that provide long-term benefits through improved tenant comfort and livability, improved building performance, increased energy efficiency and reduced GHG emissions.

MVH completes comprehensive repair and renovation projects without relocating tenants during the process to preserve existing affordable rents and provide rental security for tenants. Ongoing tenant engagement is essential to develop tenants' understanding of project benefits and to create buy-in to the process. The approach to comprehensive renovations is tenant based and improves livability for the whole community.



The Corporation of **THE CITY OF NORTH VANCOUVER**
CITY CLERK'S DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Karla Graham, Corporate Officer

Subject: 2022 SCHEDULE OF COUNCIL MEETINGS

Date: November 9, 2021 File No: 01-0550-01-0001/2021

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Corporate Officer, dated November 9, 2021, entitled "2022 Schedule of Council Meetings":

THAT the 2022 Schedule of Council Meetings be endorsed.

ATTACHMENTS

1. 2022 Schedule of Council Meetings (CityDocs 2110826)

DISCUSSION

The purpose of this report is to present Council with the Schedule of Council Meetings for the 2022 calendar year (Attachment 1) and request that the schedule be endorsed.

The Schedule of Council Meetings was prepared in accordance with "Council Procedure Bylaw, 2015, No. 8500".

Summary of Council Meetings for 2021

By the end of 2021, a total of 28 Regular Council Meetings will have been held. This includes 12 Public Hearings/Meetings and 7 Special Council Meetings, as at the date of this report.

Proposed 2022 Schedule of Council Meetings

The proposed 2022 Schedule of Council Meetings includes 30 Regular Council meetings, including the Inaugural Council Meeting (November 7, 2021) with an average of 3 Regular Council meetings per month, except for March due to spring break, the summer recess in August and the winter recess in December.

The schedule avoids conflicts with the annual Union of BC Municipalities (UBCM) and Federation of Canadian Municipalities (FCM) conventions. Any Council workshops will be scheduled separately.

The 2022 General Local Election is scheduled to be held on October 15, 2022. The Inaugural Council Meeting is proposed for November 7, 2022.

In accordance with the provisions of the *Community Charter*, notice of the Regular Council Meeting Schedule must be posted and advertised at least once a year on or before January 1st in each year. Staff will publish notice following Council endorsement of the schedule.

FINANCIAL IMPLICATIONS

Financial considerations are limited to administrative costs for posting, circulating and advertising the schedule.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

Providing the schedule of Council meetings prior to the start of the calendar year supports Council's priorities in the Strategic Plan to engage with the community to encourage a vibrant city and a city for the well-being of all its residents.

RESPECTFULLY SUBMITTED:



Karla Graham, MMC
Corporate Officer

2022 SCHEDULE OF COUNCIL MEETINGS

Meetings commence at 6:00pm in the Council Chamber (5:30pm when held electronically)
141 West 14th Street, North Vancouver, BC (unless otherwise indicated)

January	3	No Council Meeting	July	4	No Council Meeting
	10	No Council Meeting		11	Regular Council Meeting
	17	Regular Council Meeting and Public Hearing		18	Regular Council Meeting and Public Hearing
	24	Regular Council Meeting		25	Regular Council Meeting
	31	Regular Council Meeting and Public Hearing			
February	7	Regular Council Meeting and Public Hearing (tentative)	August		No Council Meetings – Summer Recess
	14	Regular Council Meeting			
	21	No Council Meeting – Family Day			
	28	Regular Council Meeting and Public Hearing			
March	7	Regular Council Meeting	September	5	No Council Meeting – Labour Day
	14	No Council Meeting – Spring Break		12	No Council Meeting – UBCM
	21	No Council Meeting – Spring Break		19	Regular Council Meeting
	28	Regular Council Meeting		26	Regular Council Meeting and Public Hearing
April	4	Regular Council Meeting	October	3	Regular Council Meeting
	11	Regular Council Meeting		10	No Council Meeting – Thanksgiving
	18	No Council Meeting – Easter Monday		17	No Council Meeting
	25	Regular Council Meeting and Public Hearing		24	Regular Council Meeting (tentative)
				31	No Council Meeting
May	2	Regular Council Meeting	November	7	Inaugural Council Meeting
	9	Regular Council Meeting		14	Regular Council Meeting
	16	Regular Council Meeting and Public Hearing		21	Regular Council Meeting and Public Hearing
	23	No Council Meeting – Victoria Day		28	No Council Meeting
	30	Regular Council Meeting			
June	6	No Council Meeting – FCM	December	5	Regular Council Meeting
	13	Regular Council Meeting		12	Regular Council Meeting and Public Hearing
	20	Regular Council Meeting		19	No Council Meeting – Winter Recess
	27	Regular Council Meeting and Public Hearing		26	No Council Meeting – Winter Recess

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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Karen Montgomerie, Planner 2

Subject: DUPLEX SPECIAL STUDY IMPLEMENTATION: NORTHERN BLOCKS
OFFICIAL COMMUNITY PLAN AMENDMENT AND ZONING BYLAW
AMENDMENT

Date: October 6, 2021 File No: 13-6520-20-0056/1

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Planner 2, dated October 6, 2021, entitled "Duplex Special Study Implementation: Northern Blocks Official Community Plan Amendment and Zoning Bylaw Amendment":

THAT "Official Community Plan Bylaw, No. 8400, Amendment Bylaw, 2021, No. 8757" (A Bylaw to Change Residential Levels in the Duplex Special Study Area – Northern Part and Revise the Duplex Special Study Area Boundary) be considered and referred to a Public Hearing;

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8758" (New Residential Levels in the Duplex Special Study Area, RT-1) be considered and referred to the same public hearing.

AND THAT notification of the public hearing be circulated in accordance with the *Local Government Act*.

ATTACHMENTS

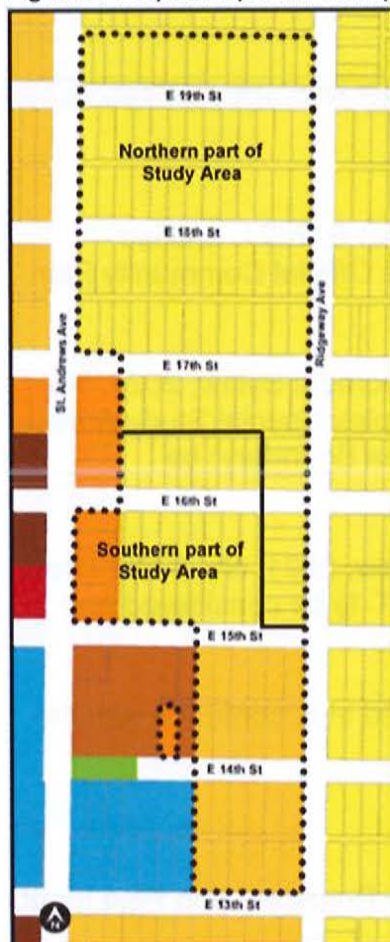
1. Duplex Special Study Area OCP Boundary, Initial Study Boundary and Post Input Boundary (CityDocs [#2099805](#))
2. Duplex Special Study Area Existing Land Use Map (CityDocs [#2051505](#))
3. Duplex Special Study Recommended Option Land Use Map (CityDocs [#2051508](#))

4. Staff Report: Duplex Special Study Results and Direction, dated February 28, 2018 (CityDocs [#2051510](#))
5. Staff Report: Duplex Special Study Implementation Update, dated May 11, 2021 (CityDocs [#2099820](#))
6. Official Community Plan Amendment Bylaw No. 8757 (CityDocs [1850252](#))
7. Zoning Amendment Bylaw No. 8758 (CityDocs [1850254](#))

SUMMARY

This report outlines the Official Community Plan (OCP) and Zoning Bylaw amendments necessary to implement the Duplex Special Study recommended option for the northern part of the special study area (as defined in the OCP). This would allow for duplex development for the 88 lots in the northern part of the special study area without a requirement for individual rezoning applications. The OCP amendment would also revise the Duplex Special Study Area boundary to remove the northern blocks from the area, and include all lots identified in the recommended option for the southern part of the study area with corresponding text amendments.

Figure 1 Duplex Special Study Area, 300 blocks between East 13th and East 19th Streets



Northern Part

- Properties fronting E 19th St
- Properties fronting E 18th St
- Properties fronting E 17th St
- Ridgeway between E 15th & E 17th St

Southern Part

- Properties fronting E 16th St
- Properties fronting E 15th St
- Properties fronting E 14th St
- Properties on north side of E 13th St
- St Andrews between E 15th & E 16th St

BACKGROUND

During the final stages of the 2014 OCP update, a number of residents between East 15th and East 19th Streets approached Council and requested a change from Residential Level 1 (0.5 FSR) to Residential Level 2 (0.5 FSR) in the Official Community Plan (OCP). This was to allow for duplex development consistent with the proposal for the eastern half of the 300 blocks between 13th and 15th Streets to the south. This request came late in the process, and in response a Special Study Area designation was applied to this area in the OCP. Special Study Areas are areas that have been identified for a possible Schedule A land use change at a later date.

The blocks on the eastern half of the 300 blocks from 13th to 15th Streets were designated Residential Level 2 (0.5 FSR) in the OCP, however they were not rezoned at the time which means currently individual re-zonings are required to build duplexes on these properties.

Duplex Special Study Process

In spring of 2017, staff were directed by Council to initiate the Duplex Special Study and explore housing options for the 300 blocks of East 13th to East 19th Streets in consultation with area residents. The following resolution was passed:

THAT, as set out in Option 1 of the report, staff be directed to proceed with the OCP Duplex Special Study to consider expanding the Residential Level 2 designation to apply to the 300 blocks East 15th through East 19th Streets, and to explore zoning the land and the east half of 300 blocks East 13th through 15th Streets to allow for duplex development.

CARRIED UNANIMOUSLY

The resolution expanded the Duplex Special Study Area beyond the study area identified in the OCP. Refer to Attachment 1, Duplex Special Study Area OCP Boundary, Initial Boundary and Post Input Boundary.

Staff conducted community engagement and analysis of options. A Preference Survey was mailed to owners and occupants of the 151 properties in the area to assess the level of interest in considering land use change and to invite input on initial options. The survey was also made available more broadly online. A total of 138 responses were received, 88 (64%) from residents within the study boundary, and there was majority support for change in the area.

As a result of the Preference Survey and staff analysis, the study boundary was adjusted to include the north side of East 19th Street (to the lane) and the block between East 15th Street and East 16th Street on the east side of St. Andrew's Avenue (Attachment 1).

Following engagement, the Duplex Special Study area boundary includes a total of 146 properties, with the following current land use designations (Attachment 2, Duplex Special Study Area Existing Land Use Map):

- 115 lots at Residential Level 1 (Low density, single family detached, 0.5 FSR)
- 24 lots at Residential Level 2 (Low density, duplex, 0.5 FSR)
- 7 lots at Residential Level 3 (Low density, rowhouse and townhouse, 0.75 FSR)

Input from the Preference Survey assisted staff in their analysis and development of a series of land use options. These options were presented at an Open House, with paper and online feedback forms used to gather results. The greatest support was for the option that would provide for more ground oriented housing including duplex and rowhouse forms with the potential for accessory secondary suites on nearly all lots.

Recommended Option

The results of further staff analysis and the two rounds of public engagement led to a recommended option (Attachment 3, Recommended Option Land Use Map) being presented to Council as follows:

- Duplex development on 76 lots (Residential Level 2, 0.5 FSR);
- Small lot duplex (no suites) on 12 lots (Residential Level 2, 0.5 FSR);
- Rowhouse or townhouse development on 51 lots (Residential Level 3, 0.75 FSR);
- Garden apartment development on seven lots (Residential Level 4A, 1.0 FSR).

From an urban form perspective, the structure of development in the City follows a pattern of transitional densities, with higher densities along the north/south spine of Lonsdale Avenue stepping down in density along the blocks to the east and west. The 300 blocks east of Lonsdale Avenue function as a transition between highest density to the west and lower density to the east. The study area is bisected along East 15th Street by a significant arm of the Frequent Transit Network, providing 15 minute connectivity from the west, through the Lonsdale Regional Centre and into Lynn Valley Town Centre.

The recommended option provides for a wide range of ground orientated housing in the study area, including the potential for accessory secondary suites on nearly all lots. For the 88 lots proposed to change from Residential Level 1 to duplex development (Residential Level 2), there would be no increase in density, as Residential Level 1 also has a density of 0.5 FSR. For the 58 lots proposed to change to Residential Levels 3 and 4 in the southern part of the study area, there would be a marginal increase in density of between 0.25 – 0.5 FSR which would create a more gradual transition to the medium density areas to the west.

By transitioning from traditional single family forms, more ground orientated rental suites and smaller, less expensive ownership options can be made available in the community. With the introduction of varied development options, the potential number of units within the study area increases to 648 (as compared to the current OCP potential of 477 units) with an estimated population increase of approximately 425 people should

every lot redevelop to its full potential. The forms of development proposed do not involve large consolidations, and it is anticipated that redevelopment in this area would occur at a small scale incrementally over time.

The introduction of rowhouse, townhouse and garden apartment development forms of development would also support the transit network and encourage active transportation. A review of underground infrastructure capacity revealed no concerns regarding water and sewer to accommodate this future growth. The drainage system has one gap on E 16th Street that may require an applicant to extend the existing drainage main to service a new development as per the Subdivision and Development Control Bylaw. Any longer term infrastructure upgrades would come through regular upgrades set out in the City's capital plan, as is the case in other lower density areas of the City.

At the time of developing the recommended option, staff also met with representatives of the North Vancouver School District (NVSD) regarding the potential increase in population and the potential need for additional school spaces. The School District advised that should Council proceed with the proposed changes, they would request additional funding from the Province to add additional capacity. The NVSD Capital Plan was presented and adopted at the public Board meeting in September 2021. The NVSD have requested an expansion for a new Queensbury Elementary, and have also put forward a request for land acquisition in the CNV in anticipation of future need.

Based on the staff recommended option (Attachment 4, Duplex Special Study: Results and Direction) at its regular meeting on March 5, 2018, Council passed the following resolution:

PURSUANT to the report of the Planner 2, dated February 28, 2018, entitled "Duplex Special Study: Results and Direction":

THAT the results of the Duplex Special Study be received and community members thanks for their input;

CARRIED

AND THAT the study be concluded and staff be directed to return with draft bylaws and process for implementation.

CARRIED

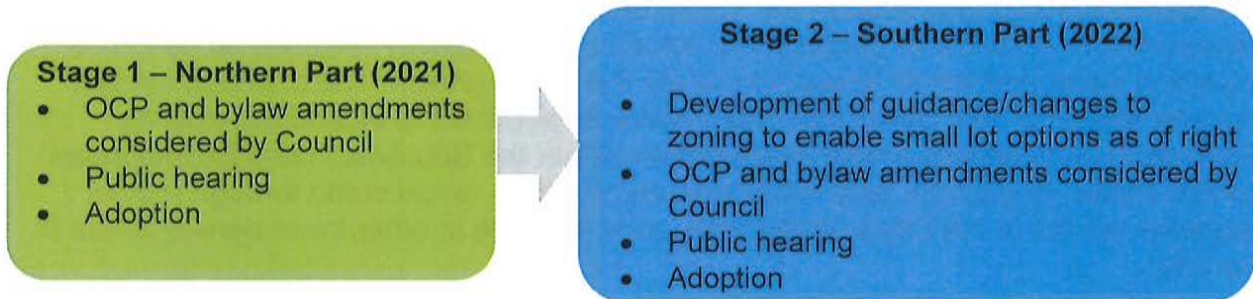
DISCUSSION

Staff provided an Information Report to Council (Attachment 5, Duplex Special Study Implementation Update) on May 11, 2021 to outline the proposed two-stage process for implementing the recommended option.

As outlined in the Information Report, residents of the area have been notified of the process for implementing the recommended option (via website updates and the study

email contact list). Additionally, a virtual open house was held on September 14, 2021 where staff presented the study and attendees were able to ask questions and provide comments.

Figure 2 Overview of Two-stage Implementation Process



Stage 1 – Northern Part

For the properties (88 lots) on the northern blocks that are currently zoned One Unit Residential (RS-1) with a current OCP land use designation of Residential Level 1, the process for implementing the recommended option requires an OCP amendment to change the land use designation to Residential Level 2 and a corresponding change in zoning to Two Unit Residential (RT-1). There is no further analysis required to implement changes in the northern part of the study area and this report includes draft bylaws for implementation of the recommended option in the northern part of the study area. The controls for any new development in the northern part of the study area would be handled through the building permit process.

As part of implementing the recommended option in the northern part of the study area, the Duplex Special Study Area boundary in the OCP will be revised to reflect the adjusted study boundary for the southern part of the study area and include all properties to which the recommended option applies.

Stage 2 – Southern Part

The recommended option proposes a change to OCP land use designations for the remaining properties to Residential Level 3 (51 lots) and Residential Level 4A (7 lots). The process for implementing this is more complex, as the rowhouse and garden apartment forms do not currently exist in the Zoning Bylaw. This means that if an OCP amendment was taken forward for these lots, individual rezoning applications would still be required to take forward this form of development. Further analysis is required to develop the required guidance and/or corresponding changes to zoning that would allow for rowhouse, garden apartment or other small lot options in the southern part of the study area.

The increase in density proposed in the southern portion of the study area also presents an opportunity to explore how the development of new affordable home ownership options could be supported on these properties through the OCP amendment and rezoning process. The City's *Density Bonus and Community Benefits Policy*, in

conjunction with the OCP, requires community benefit cash contributions based on the lift gained for certain forms of development, including Residential Levels 3 and 4 (the policy does not apply to lower density OCP designations). The further analysis will consider the interaction of the density bonus policy and the potential for supporting affordable home ownership options.

NEXT STEPS

Should council approve this report, the attached draft Bylaws will proceed to Public Hearing. Should Council support the adoption of the OCP and zoning bylaw amendments following the Public Hearing, applications for duplex development in the northern part of the study area would be processed through the building permit process.

Staff will undertake the further analysis in 2022 to take forward implementation of the recommended option in the southern part of the special study area.

STATUTORY REVIEW

The *Local Government Act* Section 475(2)(b) specifies entities that may require opportunity for consultation during consideration of an OCP amendment. As part of meeting this requirement, staff met with representatives of the North Vancouver School District 44 regarding the potential increase in population prior to presenting the Recommended Option to Council in March 2018 (Attachment 4). Should Council proceed with changes to land use designations within the study area, the OCP amendment bylaw would be formally referred to the school district as part of the public hearing notification process.

Section 477(3) (a) of the *Local Government Act* requires municipalities to consider whether the changes would have any impacts on the City's Financial Plan or Waste Management Plan. The proposed change to the OCP presents no significant impact on the City's infrastructure, therefore no significant impact to the City's Financial Plan or Waster Management Plan are contemplated.

FINANCIAL IMPLICATIONS

There are no anticipated financial costs to the City as a result of the proposed OCP and zoning bylaw amendments. The City's Density Bonus and Community Benefits Policy (2019) does not apply to land designated Residential Levels 1 and 2 in the OCP.

INTER-DEPARTMENTAL IMPLICATIONS

The two-stage process for implementing the recommended option was presented and discussed at the Advisory Planning Committee in June 2021. The Duplex Special Study has also been presented to other departments and internal committees throughout the project.


STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The proposal is intended to support and build on the key housing relative objectives and policies in the City's *Official Community Plan* (2014), including:

- Policy 1.3.1 Ensure that new development is compatible with the established urban form of the City, reflecting the primacy of the Lonsdale Regional City Centre and the transition through mid- and low-rise buildings to lower-density residential neighbourhoods
- Policy 1.3.2 Avoid "zoning cliffs" at the edges of high and medium density residential areas by designating lower density multiple residential development between higher density and single family areas
- Policy 1.5.1 Provide opportunities for a range of housing densities, diversified in type, size and location.
- Policy 1.5.2 Increase the amount of affordable and adequate accommodations for lower income households (including non-market housing) in an effort to meet the Metro Vancouver Housing Demand Estimates articulated for the City over the next 10 years

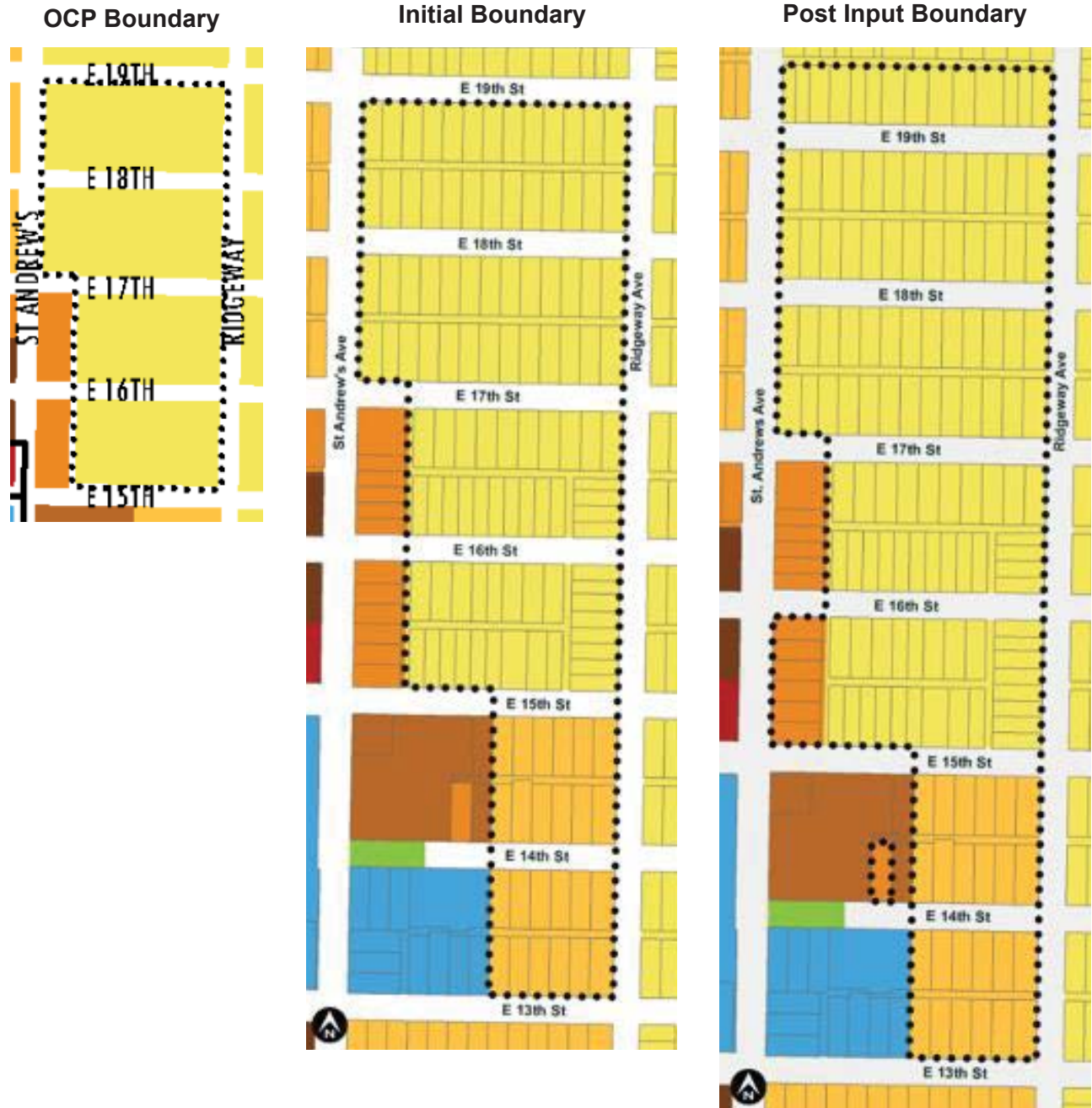
It also supports the vision of the *Housing Action Plan* (2016) to ensure there are diverse and appropriate housing options for current and future residents of all ages, incomes, and abilities supports, and the 2018-2022 *Council Strategic Plan* priority of a 'City for People'.

RESPECTFULLY SUBMITTED:

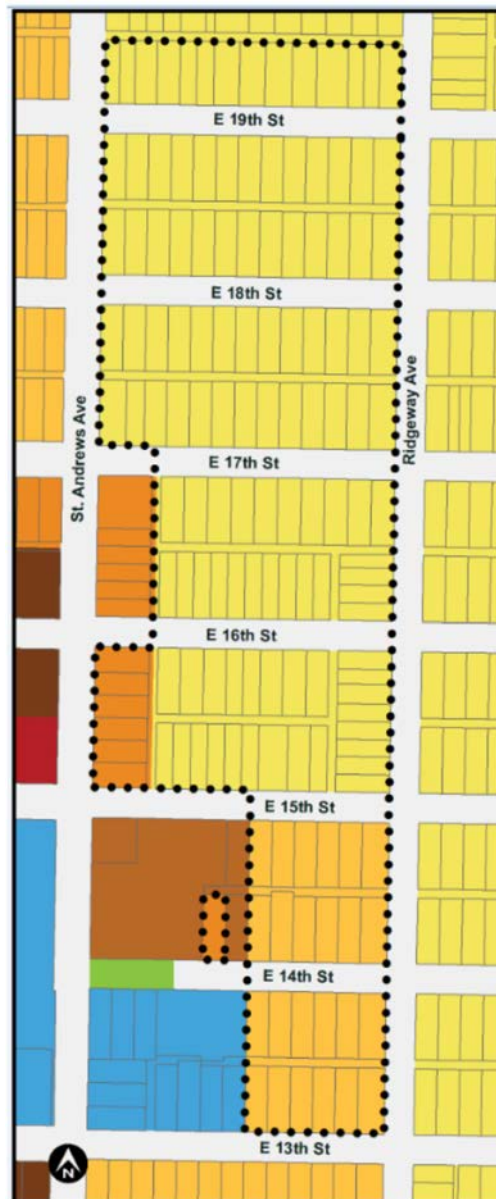


Karen Montgomerie
Planner









Duplex Special Study Area OCP Boundary, Initial Boundary and Post Input Boundary



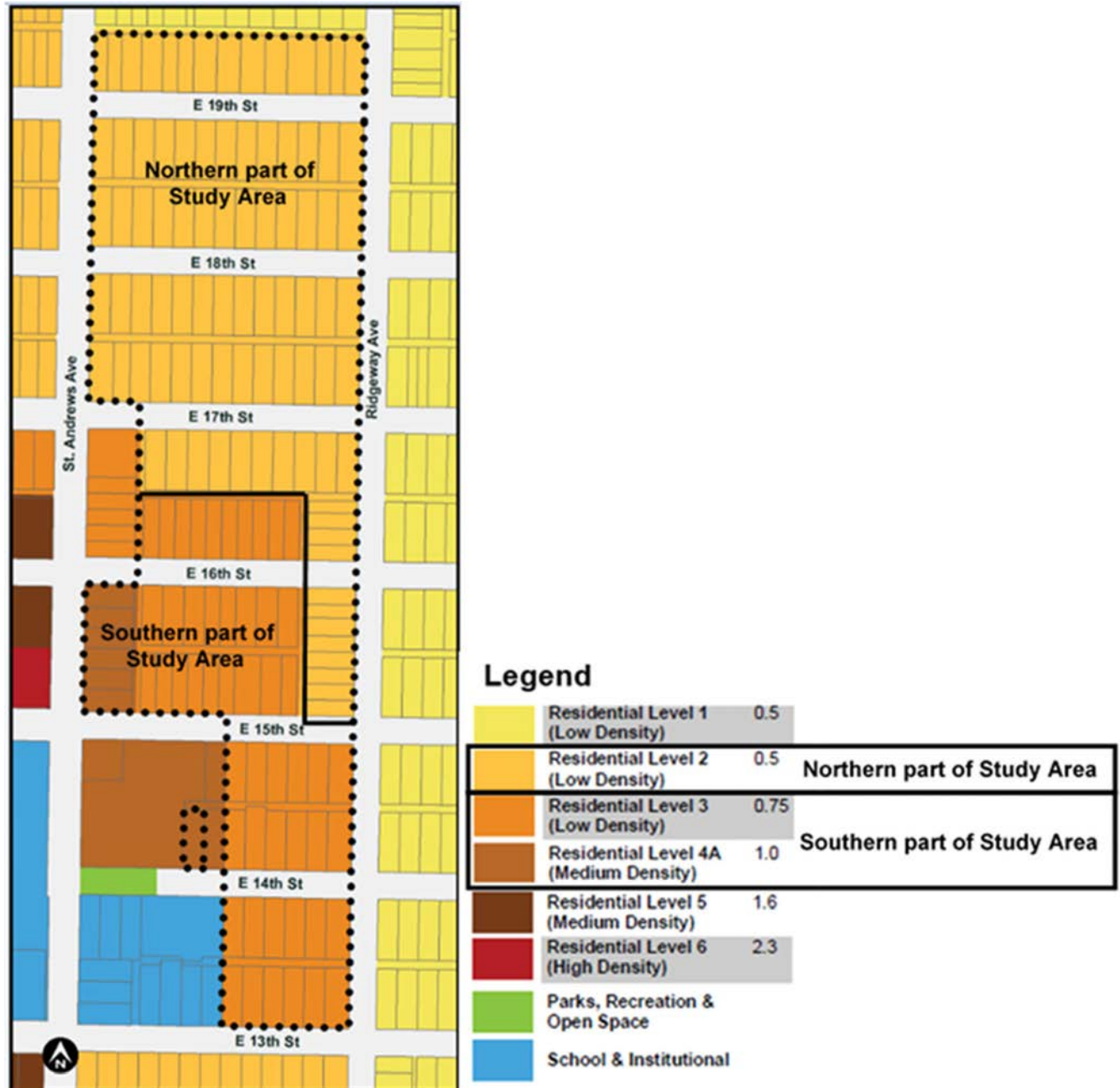
Duplex Special Study Area Existing Land Use Map






Legend

 Residential Level 1 (Low Density)	0.5	 Residential Level 5 (Medium Density)	1.6
 Residential Level 2 (Low Density)	0.5	 Residential Level 6 (High Density)	2.3
 Residential Level 3 (Low Density)	0.75	 Parks, Recreation & Open Space	
 Residential Level 4A (Medium Density)	1.0	 School & Institutional	

Duplex Special Study Area Recommended Option Land Use Map





 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING DEPARTMENT

REPORT

To: Mayor Darrell R. Mussatto and Members of Council

From: Suzanne A. Smith, Planner 2

SUBJECT: DUPLEX SPECIAL STUDY: RESULTS AND DIRECTION.

Date: February 28, 2018 File No: 13-6520-01-0002/2018

The following is a suggested recommendation only. Please refer to Council Minutes for adopted resolution.

RECOMMENDATION:

PURSUANT to the report of the Planner 2, dated February 28, 2018, entitled "Duplex Special Study: Results and Direction":

THAT the results of the Duplex Special Study be received and community members thanked for their input;

AND THAT the study be concluded and staff be directed to return with draft bylaws and process for implementation.

ATTACHMENTS:

1. Context Map: Duplex Special Study Area (Doc #1625324);
2. Duplex Special Study Input Summary Report (Doc #1626137);
3. Recommended Option (Doc #1624736);
4. Rowhouse Form Example (Doc #1624589).

PURPOSE:

This report presents the results of the Duplex Special Study and seeks direction to proceed with bylaw amendments to implement the preferred option. Staff would return with proposed bylaw amendments for consideration to guide future development. This would include options for rezoning some or all of the study area.

BACKGROUND:

Portions of the 300 block east of Lonsdale have been under transition for some time. Prior to 1980, the 300 blocks were all designated single family development form. In 1980, with the introduction of the City's first Official Community Plan (OCP), the blocks to the south of the Duplex Special Study area, from Keith Road up to the south side of 13th Street, received a combination of land use designations. The plan introduced Residential Level 1 in the eastern half of the blocks and Residential Level 2 (duplex development potential) in the western half, resulting in a mid-block split as a transition between the higher density blocks and Lonsdale Avenue to the west and the single family area to the east.

This mid-block split OCP designation was unique at the time. OCP land use designations are generally applied on a block by block basis with either a street or a lane separating the uses. Referred to as the 'mid-block area', the divided nature of this transition resulted in considerable discussion over the years. By 2006 the blocks were re-designated from OCP Residential Level 1 (0.5 FSR) land use designation to Residential Level 2 (0.5 FSR). Then in 2014, with the introduction of Duplex Development Permit Guidelines, the blocks were rezoned to permit duplex development. Where new development complies with related guidelines Development Permits are then issued by staff.

During the process to develop the 2014 Official Community Plan, the blocks on the eastern half of the 300 Blocks from 13th to 15th Street were designated Residential Level 2 in the land use map. They were not rezoned at the time, which means individual rezonings are still required to build a duplex development.

In 2015, during the final stages of the 2014 OCP update, some residents in the 300 blocks between East 15th and 19th Streets approached Council and requested a change from Residential Level 1 to Residential Level 2 in the OCP, which would allow for duplex development, consistent with the 300 blocks to the south. This request came late in the process and a new Public Hearing would have been required to incorporate this request. As an alternative, a Special Study Area designation was applied to this area in the OCP prior to Bylaw adoption. Special Study Areas are areas that have been identified for a possible Schedule A Land use change at a later date.

In the spring of 2017, staff were directed by Council to initiate the Duplex Special Study and explore housing options for the 300 blocks of East 13th to 19th Street in consultation with area residents (Attachment #1). The following resolution was passed:

THAT, as set out in Option 1 of the report, staff be directed to proceed with the OCP Duplex Special Study to consider expanding the Residential Level 2 designation to apply to the 300 blocks East 15th through 19th Streets, and to explore zoning the lands and the east half of 300 blocks East 13th through 15th Streets to allow for duplex development.

CARRIED UNANIMOUSLY

In the Council discussion, staff were encouraged to consider a variety of approaches to producing housing options for the area as this effort contributes to the implementation of the City's Housing Action Plan (HAP). The HAP includes a variety of strategies to address the housing needs of City residents, including the provision of smaller, more affordable ownership options and increasing the stock of accessory rental units in proximity to transit and services.

This report presents results of the Duplex Special Study and recommended next steps for implementation.

DISCUSSION:

A notification boundary was established for the Duplex Special Study and an initial mail out was sent to invite residents to participate in the process (Attachment #1). A series of large project signs were also posted throughout the study area to provide notification and direct community members to the project webpage and staff contact information. The project webpage includes staff reports and additional materials as they have become available at www.cnv.org/duplexstudy.

A Preference Survey (see the Input Summary Report in Attachment #2) was mailed to owners and occupants to assess the current level of interest in considering land use change in the area and for input on some initial housing concepts. This survey was also made available more broadly online.

Preference Survey

The survey was well received with 138 responses representing an area with 151 properties. Of the responses, 88 (64%) were received from residents within the study boundary and 50 (36%) from residents living outside the boundary (Attachment #2). Overall, there was majority support for change in the area, with the strongest support initially for duplex development and for rowhouse form of development in some areas. Comments in support of change cited the ability of density to help increase housing options and affordability and expansion of the study boundary. A number of comments encouraged higher density than proposed in the survey. Concerns included the current level of use of on street parking.

As a result of both input received and staff analysis, the study boundary was adjusted to include the north side of East 19th Street (to the lane) and the block between 15th and 16th Streets on the east side of St. Andrew's Ave (Attachment #1). In both cases, a number of letters were received in support of inclusion in the study; and one email of opposition for the inclusion of 19th Street (Attachment #2). Staff included the north side of 19th Street based on the urban design principle of providing a transition of form over the laneway to, rather than on, 19th Street.

Open House and Feedback Form

Input from the Preference Survey assisted staff in their analysis and development of a series of land use change options for further discussion and input. These options were refined and presented at an Open House in September. The open house was well attended and a feedback form (paper and online) used to gather results.

The results of the input and further staff analysis produced a recommended option. The greatest support was for the option which would provide for more ground oriented housing including duplex and rowhouse forms with the potential for accessory secondary suites on nearly all lots. The introduction of the rowhouse form would contribute to a wider variety of housing forms in the City, using less land and a lower cost as compared with contemporary housing in the community.

The preferred option (Attachment #3) would introduce the potential for:

- duplex development on 76 lots (0.5 FSR);
- small lot duplex on 12 lots (0.5 FSR);
- rowhouse (fee simple) or townhouse (strata) development on 51 lots (0.75 FSR);
- garden apartment development on 7 lots (1.0 FSR).

Comments received through the open house and feedback form included interest in housing options for 'empty nesters' to downsize and remain in the same area, concern for local school capacity, the potential for displacement of long-term renters in the study area, parking related concerns and concern for property developers benefiting from any proposed uplift.

ANALYSIS:

The implications for the recommended option from an urban form perspective and an analysis of the number of dwelling units, owned and rented, schools, infrastructure and transportation has been completed. Each element is outlined in more detail below.

Urban Form

The structure of development in the City follows a pattern of transitional densities, featuring higher densities along the north/south spine of Lonsdale Avenue and then stepping down in density along the blocks to the east and west. As a result, the 300 blocks east of Lonsdale Avenue function as a transition between the higher density to the west and lower density to the east. This transition is more varied on the east side of Central Lonsdale, including the blocks closer to the hospital lands.

The study area is bisected along East 15th Street by a significant arm of the Frequent Transit Network and is identified in the North Shore Area Transit Plan as providing 15 minute bus service connectivity from the west, through the City's Lonsdale Regional City Centre and into the Lynn Valley Town Centre.

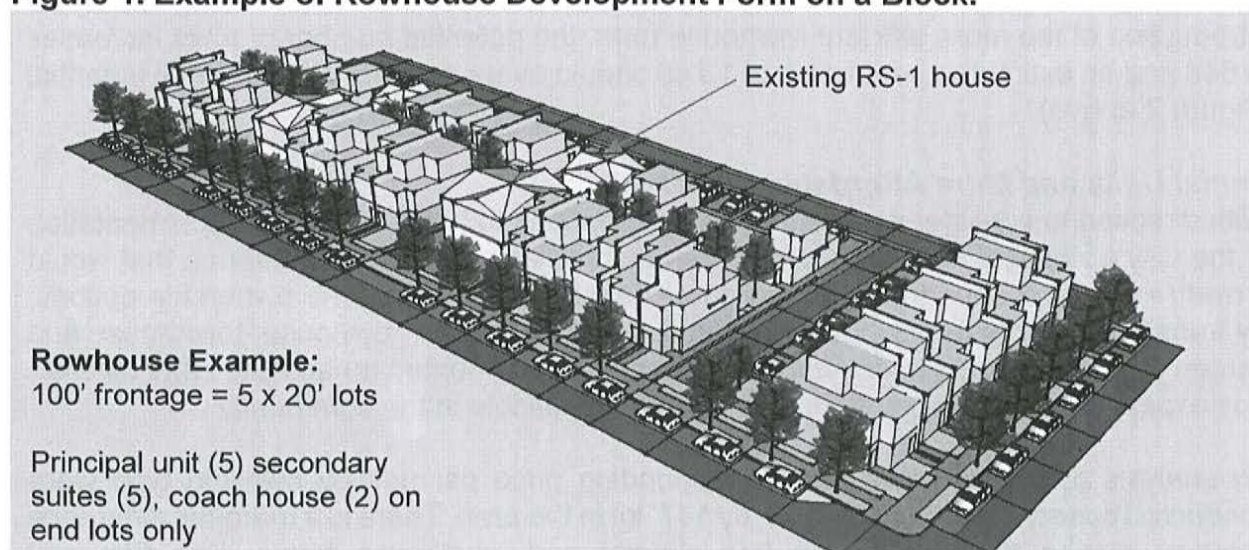
The introduction of Residential Level 3 in the study area at 0.75 FSR could allow for rowhouse (fee simple) or townhouse (strata) development in support of the transit network.

A rowhouse, in essence, is a narrow single family house on a narrow lot with parking on site, and a shared wall agreement with a neighbour on one or both sides. It can have an accessory secondary suite and, in some cases an accessory coach house unit. This form can be compared with townhouse development which features shared common property under the guidance of a strata and a form that often results in centralized parking. The townhouse form at 0.75 FSR does not typically include accessory rental units. This can, however, be facilitated through the subsequent zoning amendments.

The rowhouse form creates a pedestrian scale streetwall which is positive for the streetscape. As a result, this form is beneficial for use adjacent to frequent transit routes like 15th Street, and in close proximity to the city centre. This form, with shared walls, is also more energy efficient than its larger stand alone traditional single family form. The rowhouse form was generally supported when reviewed by members of the Advisory Design Panel in February.

Figure 1 below, and Attachment #4 provide some visual examples of how the rowhouse form could be applied in this instance.

Figure 1. Example of Rowhouse Development Form on a Block.



If directed by Council to proceed, staff would return with zoning bylaw amendments which would establish performance standards including: building setbacks and articulation, suite sizes and parking standards.

Population and Dwelling Units

An analysis of the population and dwelling unit implications associated with the preferred option is outlined below. The following chart presents a comparison of the current built conditions with the full build out potential under the existing land use designations in the

Official Community Plan, and the recommended land use changes including the introduction of the rowhouse form.

Under current conditions, 19% or 26 of 137 single family dwellings in the area are recorded as having one accessory secondary suite. Under the 2014 OCP and current zoning provisions, there is potential for each principle unit to have an accessory in-house suite and a detached suite in the form of a coach house on each lot in the study area. Similarly, areas permitting duplex development can accommodate two principal units, each with an accessory secondary suite for a total of four units on each lot.

Figure 2. As Built, OCP and Option Comparison: Units and Population.

	OCP Level	#Units	Estimated Population
As Built Today	R1, R2	198	333*
2014 OCP Buildout	R1, R2	477 (potential)	1,322*
Recommended Option (see Attachment #4)	R2, R3, R4	648 (potential)	1,749**

*Based on 2.7 – 3.0 persons per household by dwelling type – 2016 Census.

**Based on 2.7 persons per household by dwelling type – 2016 Census.

The shift to duplex potential over nearly half of the study area would see an increase of one additional rental unit over what is permitted under the current zoning. With the introduction of the more efficient rowhouse form, the potential number of units increases to 648 and an estimated population of 1,749 should every lot redevelop to its full potential (Figure 2 above).

Rental Units and More Affordable Ownership

With direction to consider a variety of housing options to help further the implementation of the City's Housing Action Plan, consideration of land uses and built forms that would provide increased opportunity for more low density rental and home ownership options. By transitioning from traditional single family forms to duplex, rowhouse, townhouse and garden apartment forms of development, more ground oriented rental suites and smaller, less expensive ownership options can be made available in the community.

An analysis of the lot value and corresponding price per unit by dwelling type were conducted based on the standard 50' by 147' lot in the area. There is a marginal difference between pricing for a rowhouse (fee simple) and townhouse forms. See Figure 3 following.

Figure 3. Land Value and Price Per Door Analysis

	Single Family Dwelling*	Duplex*	Rowhouse** (20' lot, 0.75FSR, \$910/sqft)	Townhouse**
Lot Value	\$1.8 million	\$1.125 million	\$1.1 million	\$1.1 million
Price per Unit (new)	\$3.2 million	\$1.9 million	\$1.8 million	\$1.6-1.8 million

*Single family and Duplex sales based on Central Lonsdale area.

**Rowhouses and Townhouses sales compared across communities with rowhousing: New Westminster (Queensborough), Coquitlam (Burke Mountain), South Surrey (Grandview Neighbourhood), Langley (Willoughby Heights) and Mission.

The typical single family lot in Central Lonsdale is currently hovering close to \$1.8 million. With a new single family house that increases to a price of \$3.2 million. This compares with \$1.125 million for half of a duplex in the same area. Built new, the price would be \$1.9 million per unit. For rowhouse development, assuming the consolidation of two 50'x147' lots then subdivided into 5 rowhouses at 0.75 FSR and 20' frontages, the land value per lot would be \$1.1 million or \$1.8 million based on new construction. The values are similar for townhouse development based on the recent regional comparison.

It is clear that land values in the City are still on the rise as is the cost of construction. The price of a new single family dwelling is still significantly greater than the other ground oriented housing forms considered in the study.

Local Schools

Staff have met with representatives of the North Vancouver School District regarding the potential increase in population which require additional school spaces. Should Council proceed with the proposed changes, school district staff have advised they will add additional capacity to their current request to the Province for additional funding and redevelopment of area schools such as Queensbury Elementary. Should Council proceed with changes to the land use designations within the study area, the bylaw would be formally referred to the school district, as required by legislation.

Infrastructure, Transportation & Parking

A review of underground infrastructure capacity revealed no concerns regarding water, sewer and drainage to accommodate future growth. Longer term infrastructure upgrades would come through regular upgrades set out in the City's capital plan, as is the case in other lower density areas of the City.

The introduction of Residential Levels 2 & 3 on the east side of Lonsdale Avenue mirror similar development on the blocks west of Lonsdale Avenue and as a result, localized major transportation upgrades are generally not anticipated. Transportation studies are underway for larger redevelopments closer to Lonsdale which will result in some area improvements in the short term.

During the study, concerns were raised regarding the availability of parking in the neighbourhood; often in reference to hospital staff using available on-street parking. Parking standards for the area will be confirmed at the time of rezoning. One space per unit would be consistent with current bylaw requirements that are applied City-wide.

Parkland Considerations

The study area is located within one block of Ray Perrault Park at the south end and two blocks from Grand Boulevard through the blocks to the north. This proximity is consistent with standards for parkland access outlined in the Parks Master Plan. The 2014 Official Community Plan identifies Central Lonsdale East as a priority for park land acquisition which would provide additional open space in the higher density neighbourhood to the west of the study area.

Implementation Considerations

Some community members expressed concern about the potential pace of redevelopment in the area, some citing the rapid transformation of the Moodyville neighbourhood. The Duplex Study area is different in two ways. First, the increase in development potential or value as a result of the change is much smaller in the Duplex Study area. The northern half of the area which would change from Residential Level 1 to Level 2 would see no increase in density and would remain at 0.5 FSR. Second, the forms involved do not involve large consolidations. It is anticipated that the redevelopment of this area will occur more piecemeal over time as a result.

STATUTORY REVIEW:

When an amendment to the Official Community Plan is being considered, Section 882 (3)(a) of the Local Government Act requires municipalities to note whether the change would have any impact on the City's Financial Plan or Waste Management Plan. While the OCP Amendment proposed would see an increase in low density development in the study area, it is anticipated this increase can be accommodated within planned upgrades and otherwise not impact the Financial Plan or Waste Management Plan.

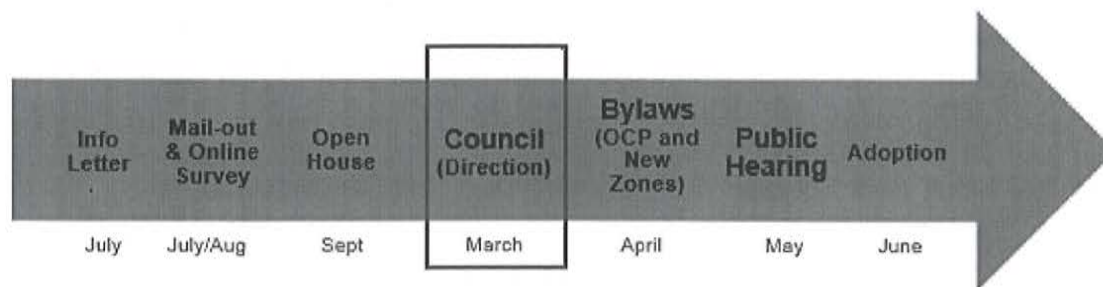
OPTIONS:

Option 1 – Direct Staff to Report Back with OCP and Zoning Bylaw Amendments to Implement the Preferred Option (Recommended)

Based on the input received and subsequent analysis, staff recommend concluding the study and proceeding with land use changes in the study area (Attachment #5).

With direction to proceed staff would return with the Official Community Plan Amendment Bylaw to introduce new land use density designations and new zoning that could be applied to the area. These bylaws would be referred to public hearing at the same time.

The associated timeline forward would be as shown below:



With this change, these properties would have the potential for different forms of development, some at the same density level, some with an increase. This approach would also include zoning amendments to introduce new zones for rowhouse and garden apartment development and options for rezoning the area. Zones currently exist in the City's Zoning Bylaw for duplex and townhouse forms.

Some of the proposed implementation would occur through existing zoning and potentially guidelines. For the northern blocks, the transition from Residential Level 1 (0.5 FSR) to Level 2 (0.5 FSR), and the corresponding change in zoning from RS-1 changing to RT1-A zoning (duplex) could occur through existing zoning and the existing Duplex Development Permit and guideline process. If the blocks were rezoned, where compliance with Duplex Development Permit Guidelines is confirmed, a Development Permit would be issued at the staff level.

For portions of the study area proposed for Residential Levels 3 and 4 (0.75 FSR), a customized rowhouse and townhouse zone will be proposed for inclusion in the zoning bylaw. The same approach would be applied to the block proposed for Residential Level 4 (1.0 FSR).

When staff return with bylaws for introduction, the report would include options for area wide rezoning of some or all of the study area to new zones or implementing the new zoning on a case by case rezoning basis. Area wide rezoning involves the approval of new zoning across multiple lots with consideration at one collective public hearing. This compares with site specific re-zonings which would require an individual application and public hearing for each development.

To proceed with this option, the staff recommendation outlined at the front of this report would apply.

Option 2 – Further Study

Should Council wish to explore additional housing opportunities for the study area that could result in lower cost per unit forms, staff could be directed to return with options for proceeding. If this is the direction for Council, the staff resolution could be changed to:

THAT staff be directed to report back with a wider range of housing opportunities for the 300 Block East Special Study area including higher densities;

AND THAT staff outline a process to engage the community on those opportunities.

Option 3 – Receive and File the Results and Thank the Community

Alternatively, should Council choose not to proceed with the recommended changes resulting from the study, the results could be received and filed and community members thanked for their participation in the process. The staff recommendation could then be changed to:

THAT the results of the Duplex Special Study be received and filed

AND THAT community members thanked for their input.

FINANCIAL IMPLICATIONS:

The costs associated with conducting the Duplex Special Study Area have been taken from existing funding and have worked within existing staff resources.

The City's Density Bonus & Community Benefits Policy does not apply to lower density OCP designations (Levels 1 & 2). A community amenity contribution is therefore not anticipated for the blocks proposed to change to Residential Level 2. For the lots proposed to change to Residential Levels 3 & 4, community amenity contributions would be collected at the time of rezoning; or, if Council decides to implement area-wide rezoning, they would be collected at the building permit stage.

A review of underground infrastructure capacity revealed no concerns regarding water, sewer and drainage to accommodate future growth. As the introduction of Residential Levels 2 & 3 on the east side of Lonsdale Avenue mirror similar development on the blocks west of Lonsdale, localized major transportation upgrades are not anticipated. Future regular upgrades to both transportation and infrastructure would come through those set out in the City's asset management process and capital plan, as is the case in other lower density areas of the City.

INTER-DEPARTMENTAL IMPLICATIONS:

This report was reviewed by the Civic Projects Team and the Directors' Team at their joint meeting on February 27, 2018. All comments have been incorporated into the report.

SUSTAINABILITY COMMENTS:

Ensuring a variety of housing forms to meet diverse community needs is a fundamental element in meeting the City's vision of becoming a more sustainable community. Ground oriented dwelling units like duplexes and rowhouses with suites produce smaller and less costly units than the traditional single family house form. Located close to transit, this housing form encourages active transportation and reduces the need to use a vehicle which is more environmentally sustainable and contributes to a more complete community.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

Increasing the stock of ground-oriented multi-family housing stock in the City is consistent with the vision and goals of both the Official Community Plan and Housing Action Plan. The proposed changes are in keeping with the desired pattern of urban form transitioning from Lonsdale down to the lower density blocks to the east. Significantly, the continued diversification of the City's housing stock provides for more housing forms suitable for families with children and multi-generational families.

Relevant OCP policy includes:

- 1.3.1 Ensure that new development is compatible with the established urban form of the City, reflecting the primacy of the Lonsdale Regional City Centre and the transition through mid- and low-rise buildings to lower-density residential neighbourhoods;
- 1.3.2 Avoid "zoning cliffs" at the edges of high and medium density residential areas by designating lower density multiple residential development between higher density and single family areas;
- 5.7.1 To provide a range of housing densities diversified in type, cost and location, to accommodate the diverse needs of the community.

Future implementation of the Housing Action Plan and improvements to the Duplex Development Permit Area guidelines to refine details related to improving the livability of accessory secondary suites will be forthcoming in the near future. These considerations will involve community and Council input.

RESPECTFULLY SUBMITTED:



S. A. Smith, MCIP, RPP
Planner 2

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 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Karen Montgomerie, Planner 2

Subject: DUPLEX SPECIAL STUDY IMPLEMENTATION UPDATE

Date: May 11, 2021 File No: 13-6520-20-0056

ATTACHMENTS

1. Duplex Special Study Area Existing Land Use Map (Citydocs [#2051505](#))
2. Duplex Special Study Recommended Option Land Use Map (Citydocs [#2051508](#))
3. Staff Report: Duplex Special Study Results and Direction, dated February 28, 2018 (Citydocs [#2051510](#))

PURPOSE

The results of the Duplex Special Study were received by Council at its regular meeting on March 5, 2018. At that time, staff were directed to return with draft bylaws and a process for implementation of the recommended option. This report provides an overview of the study to-date and outlines the next steps required to implement the Duplex Special Study recommended option.

BACKGROUND

In 2015, during the final stages of the 2014 OCP update, a number of residents between East 15th and East 19th Streets approached Council and requested a change from Residential Level 1 (0.5 FSR) to Residential Level 2 (0.5 FSR) in the Official Community Plan (OCP). This was to allow for duplex development, consistent with the proposal for the eastern half of the 300 blocks between 13th and 15th Streets to the south. This request came late in the process, and in response a Special Study Area designation was applied to this area in the OCP; Special Study Areas are areas that have been identified for a possible Schedule A land use change at a later date. The blocks on the eastern half of the 300 blocks from 13th to 15th Streets were designated Residential Level 2 (0.5 FSR) in the OCP, however they were not rezoned at the time which means currently individual re-zonings are required to build duplexes on these properties.

Duplex Special Study Process

In spring of 2017, staff were directed by Council to initiate the Duplex Special Study and explore housing options for the 300 blocks of East 13th to 19th Streets in consultation with area residents. The following resolution was passed:

THAT, as set out in Option 1 of the report, staff be directed to proceed with the OCP Duplex Special Study to consider expanding the Residential Level 2 designation to apply to the 300 blocks East 15th through East 19th Streets, and to explore zoning the land and the east half of 300 blocks East 13th through 15th Streets to allow for duplex development.

CARRIED UNANIMOUSLY

There are a total of 146 properties in the Duplex Special Study area, with the following land use designations (Attachment 1, Existing Land Use Map):

- 115 lots at Residential Level 1 (0.5 FSR)
- 24 lots at Residential Level 2 (0.5 FSR)
- 7 lots at Residential Level 3 (0.75 FSR)

Staff conducted community engagement and analysis of options through various techniques. A Preference Survey was mailed to owners and occupants of the 151 properties in the area to assess the level of interest in considering land use change and to invite input on initial options. The survey was also made available more broadly online. A total of 138 responses were received, 88 (64%) from residents within the study boundary, and there was majority support for change in the area.

Input from the Preference Survey assisted staff in their analysis and development of a series of land use change options. These options were presented at an Open House, with a paper and online feedback form used to gather results. The greatest support was for the option that would provide for more ground oriented housing including duplex and rowhouse forms with the potential for accessory secondary suites on nearly all lots.

Recommended Option

The results of further staff analysis and the two rounds of public engagement led to a recommended option (Attachment 2, Recommended Option Land Use Map) being presented to Council as follows:

- Duplex development on 76 lots (Residential Level 2, 0.5 FSR);
- Small lot duplex (no suites) on 12 lots (Residential Level 2, 0.5 FSR);
- Rowhouse or townhouse development on 51 lots (Residential Level 3, 0.75 FSR);
- Garden apartment development on seven lots (Residential Level 4A, 1.0 FSR).

From an urban form perspective, the structure of development in the City follows a pattern of transitional densities, with higher densities along the north/south spine of Lonsdale Avenue stepping down in density along the blocks to the east and west. The 300 blocks east of Lonsdale Avenue function as a transition between highest density to the west and lower density to the east. The study area is bisected along East 15th Street by a significant arm of the Frequent Transit Network, providing 15 minute connectivity from the west, through the Lonsdale Regional Centre and into Lynn Valley Town Centre.

The recommended option provides for a wide range of ground orientated housing in the study area, including the potential for accessory secondary suites on nearly all lots. For the 88 lots proposed to change from Residential Level 1 to duplex development (Residential Level 2), there would be no increase in density, as Residential Level 1 also has a density of 0.5 FSR. For the 58 lots proposed to change to Residential Levels 3 and 4 in the southern part of the study area, there would be a marginal increase in density of between 0.25 – 0.5 FSR which would create a more gradual transition to the medium density areas to the west.

By transitioning from traditional single family forms, more ground orientated rental suites and smaller, less expensive ownership options can be made available in the community. With the introduction of varied development options, the potential number of units within the study area increases to 648 (as compared to the current OCP potential of 477 units) and an estimated population of 1,749 should every lot redevelop to its full potential. The forms of development proposed do not involve large consolidations, and it is anticipated that redevelopment in this area would occur at a small scale incrementally over time.

The introduction of rowhouse, townhouse and garden apartment development forms of development would also support the transit network and encourage active transportation. A review of underground infrastructure capacity revealed no concerns regarding water, sewer and drainage to accommodate future growth. Any longer term infrastructure upgrades would come through regular upgrades set out in the City's capital plan, as is the case in other lower density areas of the City.

At the time of developing the recommended option, staff also met with representatives of the North Vancouver School District regarding the potential increase in population and the potential need for additional school spaces. The School District advised that should Council proceed with the proposed changes, they would request additional funding from the Province to add additional capacity.

Based on the staff recommended option (Attachment 3, Duplex Special Study: Results and Direction) at its regular meeting on March 5, 2018, Council passed the following resolution:

PURSUANT to the report of the Planner 2, dated February 28, 2018, entitled "Duplex Special Study: Results and Direction":

THAT the results of the Duplex Special Study be received and community members thanks for their input;

CARRIED

AND THAT the study be concluded and staff be directed to return with draft bylaws and process for implementation.

CARRIED

PROCESS FOR IMPLEMENTATION

Change from Residential Level 1 to Residential Level 2

For the properties (88 lots) on the northern blocks that are currently zoned One Unit Residential (RS-1) with a current OCP land use designation of Residential Level 1, the process for implementing the recommended option requires an OCP amendment to change the land use designation to Residential Level 2 and a corresponding change in zoning to Two Unit Residential (RT-1). This would allow for duplex development potential without a requirement for individual rezoning applications for properties within the area. These changes require consideration by Council and referral to a Public Hearing, and can be implemented without further analysis.

Changes to Residential Level 3 and Residential Level 4A

The recommended option proposes a change to OCP land use designations for the remaining properties to Residential Level 3 (51 lots) and Residential Level 4A (7 lots). The process for implementing this is more complex, as the rowhouse and garden apartment forms do not currently exist in the Zoning Bylaw. This means that if an OCP amendment was taken forward for these plots, individual rezoning applications would still be required to take forward this form of development. Further analysis is required to develop the required guidance and/or corresponding changes to zoning that would allow for rowhouse, garden apartment or other small lot options in the southern part of the study area.

The increase in density proposed in the southern portion of the study area also presents an opportunity to explore how the development of new affordable home ownership options could be supported on these properties through the OCP amendment and rezoning process. The City's *Density Bonus and Community Benefits Policy*, in conjunction with the OCP, requires community benefit cash contributions based on the lift gained for certain forms of development, including Residential Levels 3 and 4 (the policy does not apply to lower density OCP designations). The further analysis will consider the interaction of the density bonus policy and the potential for supporting affordable home ownership options.

NEXT STEPS

Due to the period of time that has passed since the results of the Duplex Special Study were received by Council, prior to returning to Council with draft bylaws for implementation of the recommended option in the northern part of the study area, staff will notify residents in the study area about the indicative timeline and proposed two-stage process for implementing the recommended option. Residents will also be invited to attend a virtual open house where staff will present on the study and the public can ask questions and provide comments.

Following this period of reengagement, staff will prepare a report to Council with the OCP Amendment Bylaw to introduce new land use density designations and a corresponding change in zoning to Two Unit Residential (RT-1) for the 88 plots in the northern part of the study area. These bylaws would be referred to a public hearing at the same time should Council resolve to progress the proposed changes. With this change, these properties would have the potential for duplex development without a requirement for an individual rezoning application. The controls for any new development would be handled through the building permit process. The process for implementing this change is expected to take approximately four to six months. Outreach and information would be made available on the project page of the City's website and on other communication tools.

For the portions of the study area proposed for Residential Levels 3 and 4A, staff will undertake further analysis of this area following adoption of the bylaws for the northern area. Given the number of current priorities, the timeframe for the implementation of the recommended option for the southern properties will be the subject of a future report.

RESPECTFULLY SUBMITTED:



Karen Montgomerie
Planner 2

Public Hearing

Duplex Special Implementation

– Northern Part

OCP Amendment Bylaw 8757 &

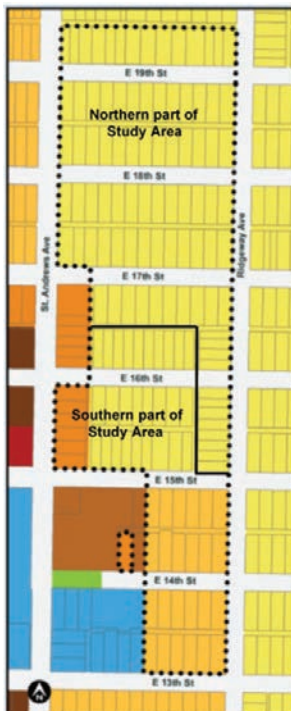
Zoning Amendment Bylaw 8758

Presented November 2021

Planning & Development

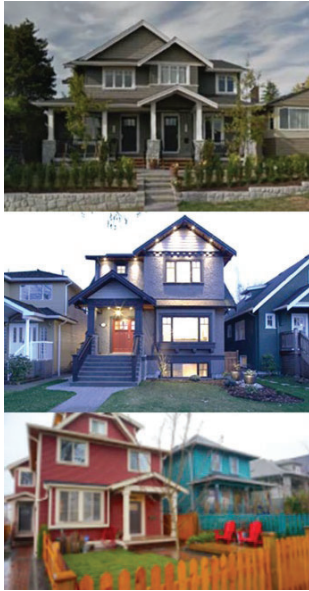


Purpose



Recommended amendments to the Official Community Plan (OCP) & Zoning Bylaw to implement the Duplex Special Study Recommended Option in the northern part of the special study area.

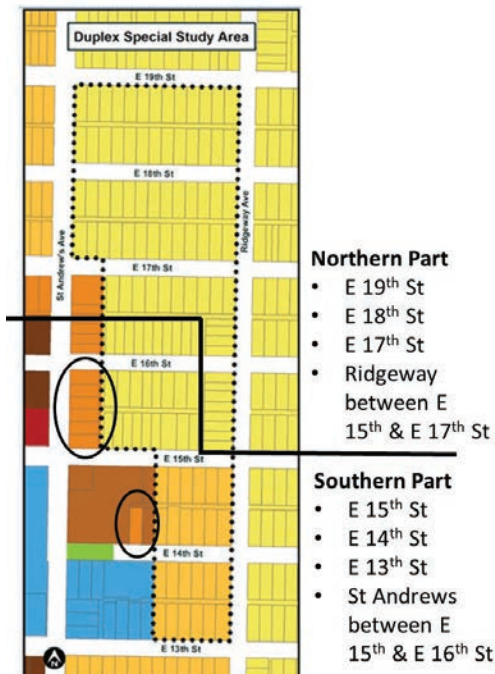
OCP Amendment No. 8757 & Zoning Bylaw Amendment No. 8758



If adopted would:

- Permit duplex development for the 88 lots in the northern part of the special study area without a requirement for individual rezoning applications.
- Revise the special study area boundary to remove the northern blocks from the area with corresponding text amendments.

Background



Study Objectives

- Provide a variety of housing forms including duplexes, row houses, and garden apartments to help meet the diverse needs of the community.
- Provision of smaller, more affordable ownership options.
- Increasing the stock of accessory rental units in proximity to transit and services.

Background

- Spring 2017, staff directed by Council to initiate the Duplex Special Study
- Community Engagement
 - Preference Survey (July 2017)
 - Open House (September 2017)
- Staff analysis and community input culminated in a recommended option

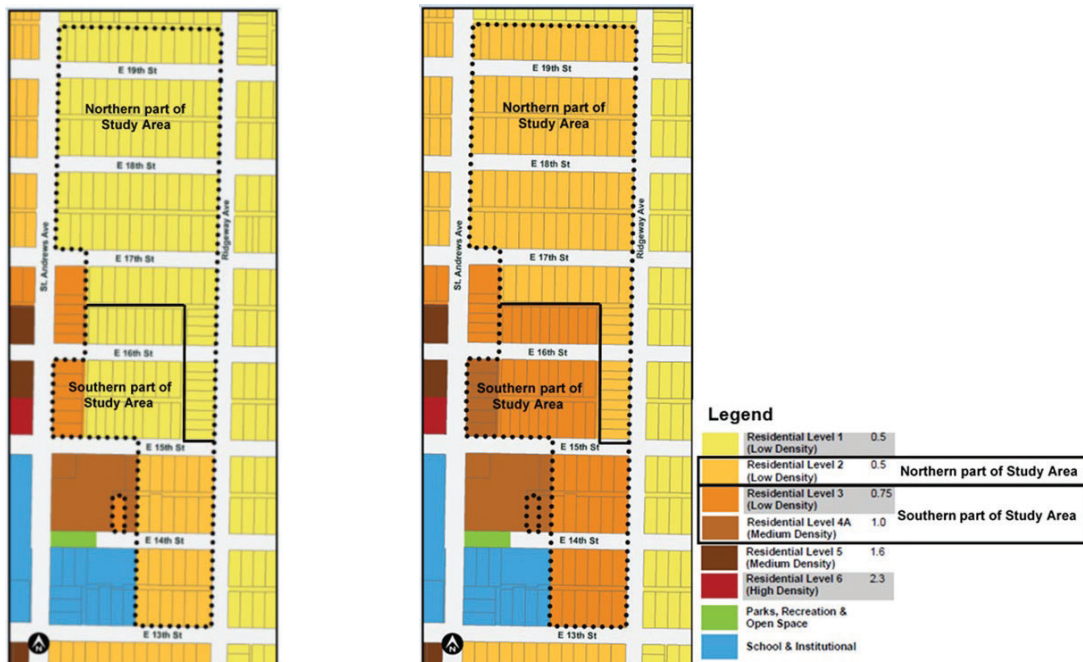


Duplex Study Recommended Option

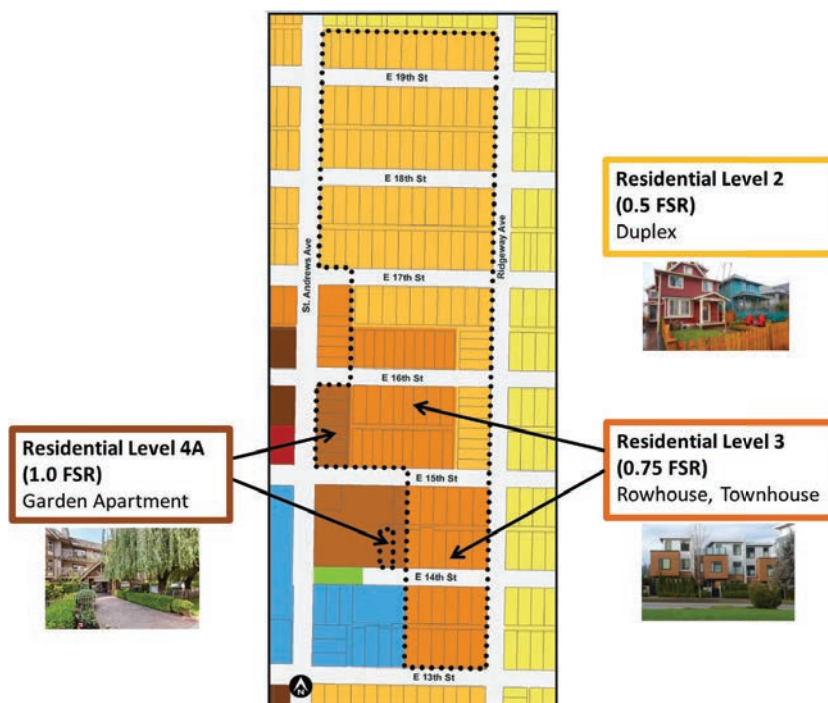
- Presented to Council Feb 2018
- Direction to proceed with necessary OCP and Zoning Bylaw amendments:
 - ☐ Duplex development on 88 lots (Residential Level 2, no change in FSR from 0.5)
 - ☐ Rowhouse or townhouse development on 51 lots (Residential Level 3, increase in FSR to 0.75)
 - ☐ Garden apartment development on 7 lots (Residential Level 4A, increase in FSR to 1.0)

Recommended Option

From this → to this



Recommended Option



Two-stage Implementation Process

Stage 1 – Northern Part (2021)

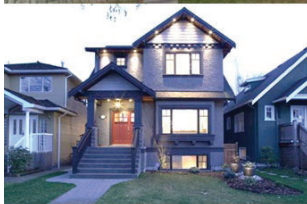
- OCP and Bylaw Amendment
- Public Hearing
- Adoption



Stage 2 – Southern Part (2022)

- Development of guidance / changes to zoning to enable small lot options as-of-right
- OCP and Bylaw Amendments
- Public Hearing
- Adoption

Northern Part



1. Information Report to Council outlining two-stage process for implementation (May 2021)
2. Virtual Information Session for residents (September 2021)
3. Consideration by Council for referral to public hearing (October 2021)
4. Public Hearing to consider Amendments to OCP & Zoning Bylaw (November 2021)

Southern Part



Further analysis required to develop guidance/changes to zoning to enable small lot options (e.g. rowhouse, garden apartments) without a requirement for rezoning applications.

- Work anticipated to start in early 2022.



Thank you.

NOTICE OF PUBLIC HEARING

WHO: City of North Vancouver
WHAT: Official Community Plan Amendment Bylaw No. 8757
Zoning Amendment Bylaw No. 8758
Duplex Special Study Area
WHEN: Monday, November 15, 2021 at 5:30 pm
HOW: View the meeting online at cnv.org/LiveStreaming

Notice is hereby given that Council will consider:

Official Community Plan Amendment Bylaw No. 8757 and Zoning Amendment Bylaw No. 8758 to amend the Official Community Plan and Zoning Bylaws to rezone all properties within the northern part of the "Duplex Special Study Area", as outlined in red on the map, to permit duplex development.

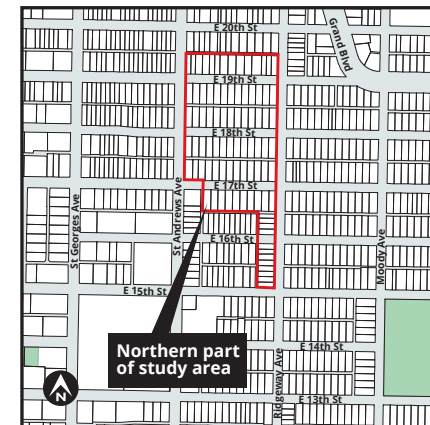
The Public Hearing will be held electronically via WebEx. All persons who believe their interest in property may be affected by the proposed bylaws will be afforded an opportunity to speak at the Public Hearing and/or by email or written submission. All submissions must include your name and address and should be sent to the Corporate Officer at input@cnv.org, or by mail or delivered to City Hall, **no later than 12:00 noon on Monday, November 15, 2021**, to ensure their availability to Council at the Public Hearing. Once the Public Hearing has concluded, no further information or submissions can be considered by Council.

To speak at the Public Hearing by phone: Pre-register by completing the online form at cnv.org/PublicHearings, or by phoning 604-990-4230 and providing contact information, so call-in instructions can be forwarded to you. **All pre-registration must be submitted no later than 12:00 noon on Monday, November 15, 2021.**

Speakers who have not pre-registered will also have an opportunity to speak at the Public Hearing. Once all registered speakers have provided input, the Mayor will call for a recess to allow time for additional speakers to phone in. Call-in details will be displayed on-screen at the Public Hearing (watch web livestream).

The proposed Official Community Plan and Zoning Amendment Bylaws, background material and staff presentation will be available for viewing online at cnv.org/PublicHearings on Friday, November 5, 2021.

Please direct inquiries to Karen Montgomerie at kmontgomerie@cnv.org or 604-982-3973.



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8757

A Bylaw to amend “Official Community Plan Bylaw, 2014, No. 8400”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as **“Official Community Plan Bylaw, 2014, No. 8400, Amendment Bylaw, 2021, No. 8757” (Change Residential Levels in the Duplex Special Study Area – Northern Part and Revise the Duplex Special Study Area Boundary)**.
2. “Official Community Plan Bylaw, 2014, No. 8400” is hereby amended by:
 - A. Amending “Schedule ‘A’ Land Use” by deleting the ‘Special Study Area’ designation in the 300 blocks East 15th to 19th Streets and replacing with the attached Schedule 138;
 - B. Subsection 2.8.3 “Duplex Special Study Area (300 block East 15th – 19th Street)” is deleted in its entirety and replaced with the following:

“Duplex Special Study Area – Southern Part

Parts of the 300 blocks of East 13th, 14th, 15th and 16th Streets are designated as a Special Study Area in consideration of a potential change to Residential Level 3 (0.75 FSR mixed housing) or Residential Level 4A (1.0 FSR ground orientated). These properties comprise the Southern Part of the Duplex Special Study Area. Land use changes in the Northern Part of the Duplex Special Study Area have been implemented through a previous OCP amendment. The Residential Level 3 and 4A designations would allow for ground-oriented housing in a variety of forms, including smaller, more affordable housing.”

READ a first time on the 18th day of October, 2021.

READ a second time on the 18th day of October, 2021.

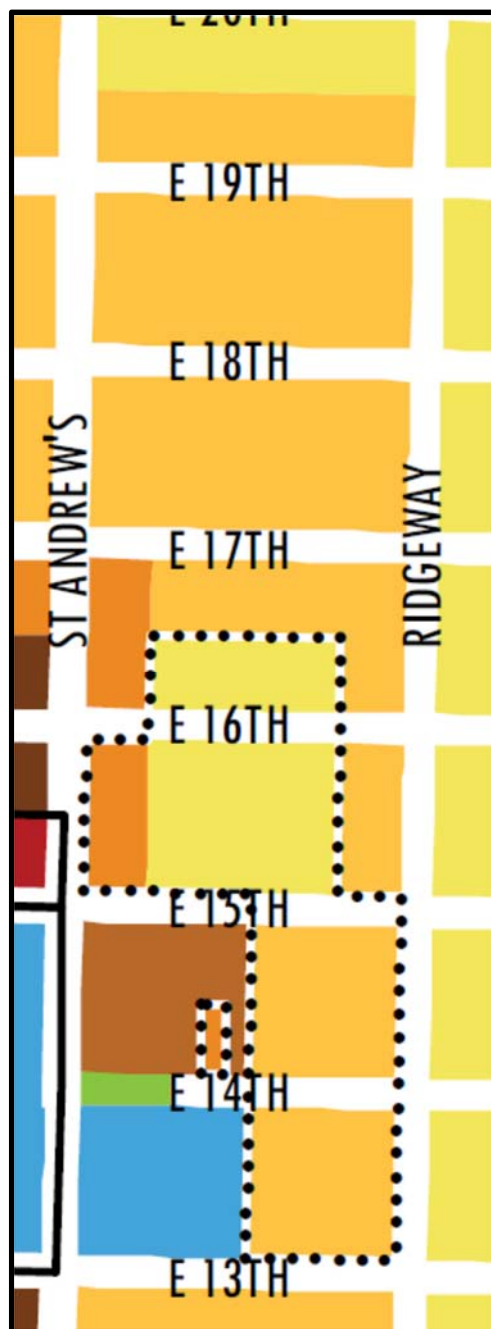
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ADOPTED on the <> day of <>, 2021.

MAYOR

CORPORATE OFFICER

REVISED PORTION OF SCHEDULE 'A' LAND USE MAP



Legend

	Residential Level 1 (Low Density)	0.5
	Residential Level 2 (Low Density)	0.5
	Residential Level 3 (Low Density)	0.75
	Residential Level 4A (Medium Density)	1.0
	Residential Level 5 (Medium Density)	1.6
	Residential Level 6 (High Density)	2.3
	Parks, Recreation & Open Space	
	School & Institutional	
	Special Study Area	

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8758

A Bylaw to amend “Zoning Bylaw, 1995, No. 6700”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8758**” (New Residential Levels in the Duplex Special Study Area – Northern Part, RT-1).
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of RT-1 (Two-Unit Residential 1) Zone:

ADDRESS	LOT	BLOCK	DISTRICT LOT	PLAN	ZONE
308 E 17th St	25	16A	550	2642	From RS-1
363 E 18th St	13	16A	550	2642	From RS-1
329 E 19th St	6	16	550	2642	From RS-1
359 E 17th St	J	33	550	7665	From RS-1
314 E 19th St	AM31	9A	550	3738	From RS-1
342 E 17th St	18	16A	550	2642	From RS-1
323 E 18th St	5	16A	550	2642	From RS-1
326 E 17th St	21	16A	550	2642	From RS-1
350 E 19th St	E	9A	550	9912	From RS-1
1848 St. Andrews Ave	1	16	549/550	2642	From RS-1
315 E 19th St	3	16	550	2642	From RS-1
331 E 18th St	6	16A	550	2642	From RS-1
333 E 19th St	7	16	550	2642	From RS-1
335 E 18th St	7	16A	550	2642	From RS-1
356 E 18th St	15	16	550	2642	From RS-1
352 E 17th St	16	16A	550	2642	From RS-1
353 E 19th St	11	16	550	2642	From RS-1
353 E 18th St	11	16A	550	2642	From RS-1
345 E 19th St	10	16	550	2642	From RS-1
322 E 18th St	22	16	550	2642	From RS-1
1790 St. Andrews Ave	1	16A	549/550	2642	From RS-1
342 E 18th St	18	16	550	2642	From RS-1
318 E 17th St	23	16A	550	2642	From RS-1
336 E 17th St	19	16A	550	2642	From RS-1
306 E 19th St	B	9A	550	LMP48079	From RS-2
322 E 19th St	29	9A	550	3738	From RS-1
357 E 18th St	12	16A	550	2642	From RS-1
337 E 17th St	D	33	550	7665	From RS-1
362 E 17th St	14	16A	550	2642	From RS-1
312 E 17th St	24	16A	550	2642	From RS-1
339 E 17th St	E	33	550	7665	From RS-1
339 E 19th St	8	16	550	2642	From RS-1
312 E 18th St	24	16	550	2642	From RS-1

ADDRESS	LOT	BLOCK	DISTRICT LOT	PLAN	ZONE
343 E 19th St	9	16	550	2642	From RS-1
302 E 19th St	A	9A	549/550	LMP48079	From RS-2
318 E 19th St	30	9A	550	3738	From RS-1
364 E 18th St	14	16	550	2642	From RS-1
350 E 15th St	26	33	549/550	1657	From RS-1
1551 Ridgeway Ave	2	33	550	20549	From RS-1
333 E 17th St	C	33	550	7665	From RS-1
1541 Ridgeway Ave	1	33	550	15895	From RS-1
363 E 17th St	K	33	550	7665	From RS-1
358 E 19th St	2	9A	550	BCP48143	From RS-2
307 E 18th St	2	16A	550	2642	From RS-1
338 E 19th St	G	9A	550	11101	From RS-1
348 E 17th St	17	16A	549/550	2642	From RS-1
348 E 18th St	17	16	549/550	2642	From RS-1
308 E 19th St	J	9A	549/550	11323	From RS-1
308 E 18th St	25	16	550	2642	From RS-1
332 E 17th St	20	16A	550	2642	From RS-1
317 E 17th St	A	33	550	7665	From RS-1
1521 Ridgeway Ave	24	33	550	1657	From RS-1
304 E 17th St	26	16A	550	2642	From RS-1
359 E 19th St	12	16	550	2642	From RS-1
364 E 19th St	18	9A	550	3738	From RS-1
323 E 19th St	5	16	550	2642	From RS-1
360 E 16th St	26	33	550	2308	From RS-1
332 E 19th St	26	9A	550	3738	From RS-1
347 E 18th St	10	16A	550	2642	From RS-1
328 E 18th St	21	16	550	2642	From RS-1
319 E 18th St	4	16A	550	2642	From RS-1
1845 Ridgeway Ave	13	16	550	2642	From RS-1
324 E 17th St	22	16A	550	2642	From RS-1
356 E 19th St	1	9A	550	BCP48143	From RS-2
343 E 17th St	F	33	550	7665	From RS-1
1808 St. Andrews Ave	26	16	549/550	2642	From RS-1
318 E 18th St	23	16	550	2642	From RS-1
1625 Ridgeway Ave	23	33	550	2308	From RS-1
319 E 19th St	4	16	550	2642	From RS-1
343 E 18th St	9	16A	550	2642	From RS-1
1513 Ridgeway Ave	25	33	550	1657	From RS-1
347 E 17th St	G	33	550	7665	From RS-1
1529 Ridgeway Ave	23	33	550	1657	From RS-1
315 E 18th St	3	16A	549/550	2642	From RS-1
338 E 18th St	19	16	550	2642	From RS-1
339 E 18th St	8	16A	550	2642	From RS-1
334 E 18th St	20	16	550	2642	From RS-1
1621 Ridgeway Ave	24	33	549/550	2308	From RS-1
325 E 17th St	B	33	550	7665	From RS-1
351 E 17th St	H	33	550	7665	From RS-1
1535 Ridgeway Ave	2	33	550	15895	From RS-1

ADDRESS	LOT	BLOCK	DISTRICT LOT	PLAN	ZONE
326 E 19th St	28	9A	550	3738	From RS-1
358 E 17th St	15	16A	550	2642	From RS-1
309 E 19th St	2	16	550	2642	From RS-1
1615 Ridgeway Ave	25	33	550	2308	From RS-1
1557 Ridgeway Ave	1	33	550	20549	From RS-1
352 E 18th St	16	16	550	2642	From RS-1
344 E 19th St	H	9A	550	11101	From RS-1

READ a first time on the 18th day of October, 2021.

READ a second time on the 18th day of October, 2021.

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ADOPTED on the <> day of <>, 2021.

MAYOR

CORPORATE OFFICER

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 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Meg Wray, Planner 1

Subject: REZONING APPLICATION: 322 WEST 14TH STREET (FARID SAYARI / ROYAL PALACE CONSTRUCTION & DESIGN)

Date: October 6, 2021 File No: 08-3400-20-0019/1

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Planner 1, dated October 6, 2021, entitled "Rezoning Application: 322 West 14th Street (Farid Sayari / Royal Palace Construction & Design)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8873" (Farid Sayari / Royal Palace Construction & Design, 322 West 14th Street, CD-739) be considered and the Public Hearing be waived;

THAT notification be circulated in accordance with the *Local Government Act*;

AND THAT the community benefits listed in the report section "Density Bonus and Community Benefits" be secured through agreements at the applicant's expense and to the satisfaction of staff.

ATTACHMENTS

1. Context Map (CityDocs [2090577](#))
2. Architectural and Landscaping Drawings Consolidated for Council, dated August 20, 2021 (CityDocs [2094072](#))
3. Public Consultation Summary (CityDocs [2094066](#))
4. Zoning Bylaw Amendment Bylaw No. 8873 (CityDocs [2093806](#))

SUMMARY

This report presents a rezoning application to allow a three-unit development consisting of a duplex and rear infill building. No secondary suites are proposed.

DISCUSSION

Site Context

The site is located on the north side of West 14th Street between Mahon Avenue and Jones Avenue near the western edge of the Central Lonsdale neighbourhood. It is designated Residential Level 2 in the OCP, and is situated between higher density areas to the east, and lower density areas to the north and west.

The surrounding area consists of mainly detached houses, duplexes and triplexes. A heritage building is directly located to the west. The buildings immediately surrounding the subject site are described in Table 1 below.

Table 1. *Surrounding uses*

Direction	Address	Description	Zoning
North – across the lane	323 West 15 th Street	Detached house	RS-1
South – across the street	319-323 West 14 th Street	Triplex	CD-679
East	310-312 West 14 th Street	Duplex	RT-1
West	328 West 14 th Street	Detached house – Heritage A	RS-1

The existing 1953 duplex on site is proposed to be demolished.

Planning Analysis & Proposed Variances

The existing zoning is RT-1 (two-unit residential) and the triplex proposal requires rezoning to a comprehensive development zone (CD-739), for the reasons of the variances to existing Zoning Bylaw as outlined in Table 1 below.

Table 2. *Requested Changes to the Zoning By-law*

	Current Designation/Regulation	Proposed Designation/Regulation
Buildings	One Principal Building	Two Principal Buildings
Use	Two-Unit Residential Use	Two Principal Dwelling Units in the southernmost duplex, and One Principal Unit in the northernmost infill building.
GFA	Lesser of 0.35 FSR + 93 sq. m (1000 sq. ft), or 0.5 FSR. For this site, this equates to 320.5 sq. m (3,449 sq. ft.) of gross floor area.	0.5 FSR. This equates to 325.1 sq. m (3,499 sq. ft.) of gross floor area.

	Attached garages/carports are included.	Attached garage /carport excluded.
Lot Coverage	35%	41%
Setbacks	Principal Buildings: 14.9 m (49 ft.) from Rear Lot Line, and 1.2 m (4 ft.) from Interior Side Lot Line Accessory Buildings behind the front face of, and 3.1 m (10 ft.) from, the Principal Building.	Northernmost Principal Building: 1.22 m (4 ft.) from the Rear Lot Line, and 0.91 m (3ft.) from the west Interior Side Lot Line. Accessory Building for bike storage in front of, and not less than 1 m (3.3 ft.) from, the northernmost Principal Building.

Use

The policy framework supports the proposed triplex use.

Density

The OCP Residential Level 2 designation permits a density up to 0.5 FSR. The City's Density Bonusing Policy does not apply to this OCP designation. The proposed density of 0.5 FSR would be a minor increase, by approximately 5 sq. m. (54 sq. ft.), from what is permitted by the current zoning of the site.

Generally, for development with three or more units, the attached parking garage is excluded from GFA calculation. Therefore staff support the proposed attached garage to the infill building being excluded from GFA calculation.

Lot Coverage and Setbacks

The lot coverage permitted by the current zoning is intended for duplexes, so it's typical that a triplex may require a modest increase in lot coverage. The proposed lot coverage leaves sufficient outdoor space on site and is supported.

The principal building setbacks are also considered appropriate for a proposed triplex form with attached parking. In response to the local context, the proposed front setback is greater than required by zoning in order to be more consistent with neighbours; this supports a cohesive streetscape. The bike storage enclosure is appropriately setback from neighbouring property lines, and provides six bike parking spaces for the three units.

Landscaping

The landscaping plan provides private patios and outdoor space for each unit. A robust planting plan includes six new trees on site.

Permeable paving is provided along the pathways. The two-fold benefit of permeable paving is: helping to protect a significant tree on a neighbour's property to the west, and

supporting the City's Sustainable Development Guideline of providing hardscaping that enhances rainwater infiltration.

Advisory Body Review

Advisory Design Panel

The proposed design was reviewed by the Advisory Design Panel in November 2020, and again in March 2021. At the second meeting, the Panel recommended approval subject to some minor issues to be addressed to the satisfaction of staff.

Staff are satisfied that the Panel's comments have been addressed, including:

- Refining and simplifying the architecture in terms of massing and colour palette;
- Landscaping improvements such as pathways design and permeable paving;
- Increasing natural lighting to the basement; and
- Drawing clarifications.

COMMUNITY CONSULTATION

A virtual Developer's Information Session was held on September 15, 2020. Two parties attended the virtual session. There were some concerns regarding height and architectural style, and questions about the window placement and overlook.

The proposal responds to these concerns:

- The proposed building is well below the maximum allowable height;
- The proposal was supported by the Advisory Design Panel, and the modern architectural style is aligned with general policy and good urban design practice which encourage neighbourhoods with varied designs; and
- Windows are offset from those of neighbouring properties to maintain privacy.

Given the modest increase in density of the proposal from what could be permitted under existing zoning, staff is recommending that the Public Hearing be waived. Should Council wish to refer the application to Public Hearing, the first active clause in the resolution should be amended to read:

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8873"
(Farid Sayari / Royal Palace Construction & Design, 322 West 14th Street, CD-739) be considered and referred to a Public Hearing;"

DENSITY BONUSING & COMMUNITY BENEFITS

In addition to the standard City bylaw requirement to reconstruct the south half of the lane adjacent the site, the applicant is required to reconstruct the north half of the lane. This condition would be secured as part of the Servicing Agreement.

CONCLUSION

Legal Documents

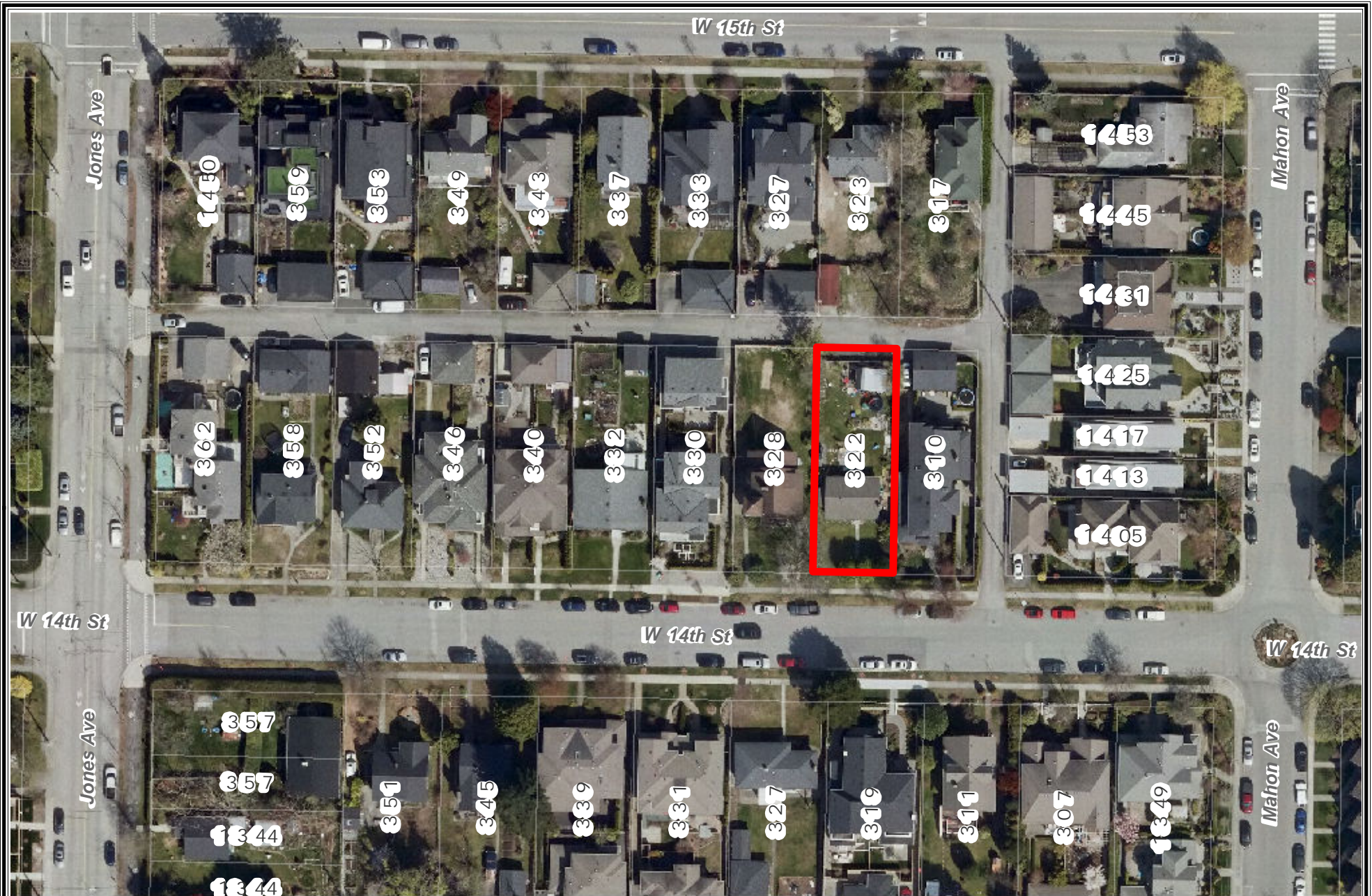
Should Council approve the proposal, the following legal documents would be required to be completed prior to final adoption of the Bylaw:

- Development Covenant;
- Servicing Agreement;
- Good Neighbour Agreement; and
- Flooding Covenant.

RESPECTFULLY SUBMITTED:



Meg Wray
Planner 1







INFILL SOUTH EAST VIEW

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2	ISSUED FOR REZONING AND CONSULTANT PERMIT	01 - 08 - 2020
3	RE-ISSUED FOR REZONING AND CONSULTANT PERMIT	12 - 10 - 2020
4	RE-ISSUED FOR REZONING AND CONSULTANT PERMIT	02 - 05 - 2021
5	ISSUED FOR REZONING AND ADP	02 - 23 - 2021
6	RE-ISSUED FOR REZONING AND ADP	04 - 10 - 2021
7	RE-ISSUED FOR DP	08 - 12 - 2021



SALEHI ARCHITECT INC.

207 - 132 19th West Street
NORTH VANCOUVER
TEL : 778-9904 7853
EMAIL : rsalehi@salehiarchitect.ca

CLIENT :

LTD.

PROJECT NO. 01 - 18

PROJECT :

322 - W 14TH
NORTH VANCOUVER

DRAWING TITLE :

3D VIEW

SEAL

A-000
00

DATE : 10-04-2019

DRAWN : M.K

SCALE :

CHECKED : R.S.



DUPLEX NORTH VIEW

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4	RE-ISSUED FOR REZONING AND CONSULTANT PERMIT	02-05-2021
5	ISSUED FOR REZONING AND ADP	02-23-2021
6	RE-ISSUED FOR REZONING AND ADP	04-10-2021
7	RE-ISSUED FOR DP	08-12-2021



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207 - 132 19th West Street
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3D VIEW

SEAL

**A-000
000**

DATE : 10-04-2019

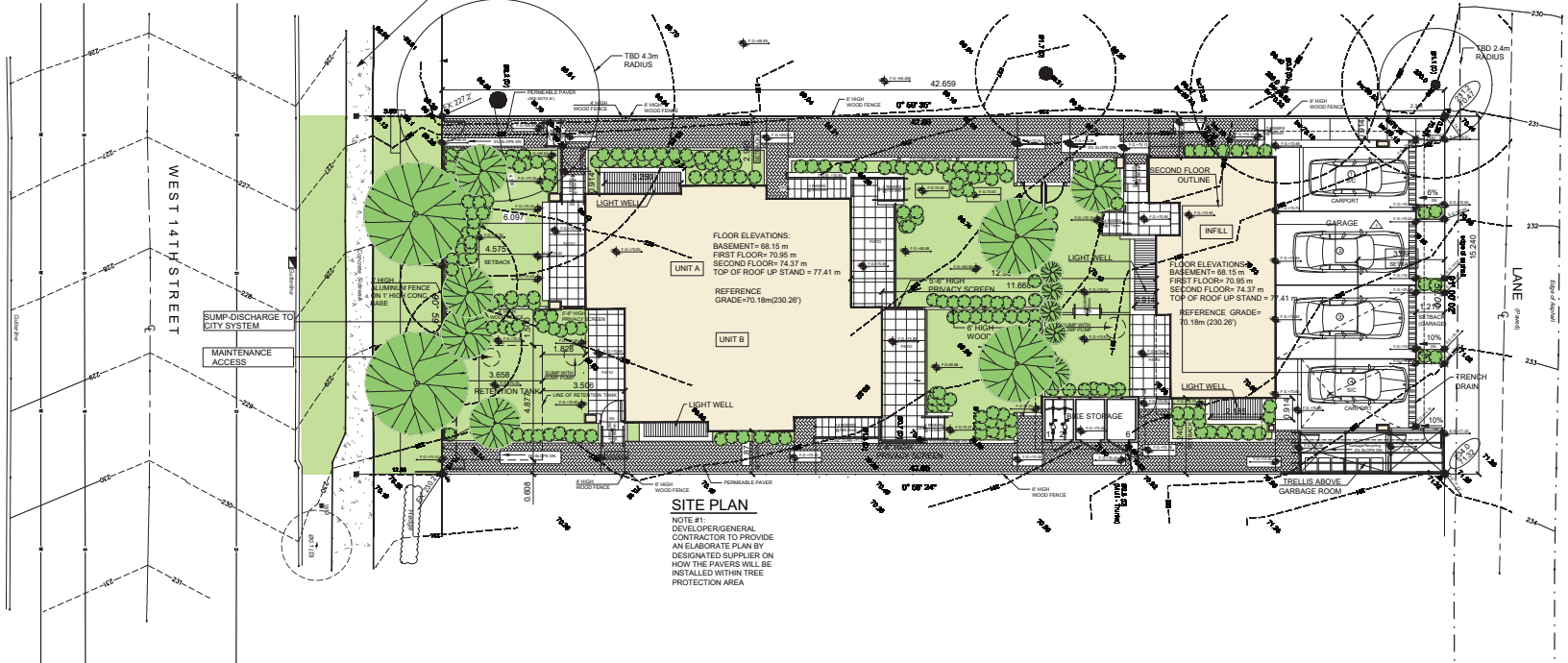
DRAWN : M.K

SCALE :

CHECKED : R.S.



STREET INFRASTRUCTURE WILL BE DESIGNED AS PER FOLLOWING GUIDELINES AND THE COMPLETE DESIGN DRAWINGS WILL BE PROVIDED AT THE TIME OF BUILDING PERMIT STAGE:
- NEW 1.8M WIDE BOULEVARD SIDEWALK COMPLETE WITH TRANSITION PANELS BEYOND EAST AND WEST PROPERTY LINES TO MEET EXISTING SIDEWALK.
- PROPOSED SIDEWALKS TO BE INSTALLED TO CNV AND MMCD STANDARDS.
- NEW MMCD CS BARRIER CURB & GUTTER TO CNV STANDARDS.
- NEW LED OVERHEAD AND PEDESTRIAN LEVEL STREET LIGHTING TO CNV STANDARDS.
- MILL AND PAVE 1/2 READ ADJACENT TO SITE TO CNV STANDARDS.
- REGULATORY STAGE AND THERMOPLASTIC PAVEMENT MARKINGS AS REQUIRED.



PROJECT DATA:

LEGAL DESCRIPTION :

LOT 18 BLOCK 47
DISTRICT LOTS 271 AND 548 GROUP 1 NWD PLAN 1658
P.I.D 009-788-735

CIVIC ADDRESS

322 WEST 14TH STREET, NORTH VANCOUVER, BC

ZONING

EXISTING ZONING: RS1
PROPOSED ZONING: CD (COMPREHENSIVE DEVELOPMENT R2)

SITE AREA: 650.14 M²(6998 FT²)

FSR : 0.5

BUILDABLE AREA= 650.14 M²X 0.5 = 325.07 M²(3499 FT²)

PROPOSED BUILDABLE AREA

UNIT A: 55.51 + 57.44 = 112.95 M²(1215.78 FT²)
BASEMENT= 55.51 M²(597.50 FT²) (EXEMPT)
UNIT B: 53.85+57.33=111.18 M²(1196.73 FT²)
BASEMENT= 53.85 M²(579.66 FT²) (EXEMPT)
INFILL UNIT: 49.06+51.79=100.85 M²(1085.54 FT²)
BASEMENT= 47.82 M²(514.73 FT²) (EXEMPT)

TOTAL AREA: 324.98 M²(3498.05 FT²)

BUILDING HEIGHT

HEIGHT ENVELOPE CALCULATION:
AVERAGE FRONT = (227.2+230.2) / 2 = 228.7'
AVERAGE REAR = (231.2+234.0) / 2 = 232.6'
REF. GRADE = 228.7+(232.6-228.7)x0.4 = 228.7+1.56 = 230.26'(70.18M)
FIRST FLOOR ELEVATION: 230.26+2.50 = 232.76'(70.95M)
TOP OF UPSTAND = 232.76'+21.2' = 253.96'(77.41M)
PERMITTED HEIGHT ENVELOPE: 7.986M (26.2')
PROVIDED HEIGHT ENVELOPE: 7.23M (23.72')

SET BACKS:

DUPLEX BUILDING (TYPE "A+B")
FRONT SETBACK: 4.57M (15.0')
REAR SETBACK: 11.14M (36.55')
(DISTANCE BETWEEN DUPLEX AND UNIT "C")
WEST SETBACK: 2.96M (9.71')
EAST SETBACK: 1.87M (6.13')

INFILL UNIT (TYPE "C")

FRONT SETBACK: 11.14M (36.55')
(DISTANCE BETWEEN UNIT "C" AND DUPLEX)
REAR SETBACK: 3.69M (11.87')
REAR SETBACK (GARAGE): 1.20M (4.0')
WEST SETBACK: 1.75M (5.74')
WEST SETBACK (GARAGE): 0.99 M (3.25')
EAST SETBACK: 3.24M (10.63')

SITE COVERAGE

PERMITTED= 650.14 X35%=227.55M²(2449.3 FT²)
PROVIDED: 287.87M²(3098.60 FT²) 44.28%
INCLUDING GARAGES, CARPORT, BICYCLE STORAGE AND GARBAGE/RECYCLING ROOM

PARKING & BIKE STORAGE

REQUIRED PARKING: 3 STALLS
PROVIDED PARKING: 4 STALLS
REQUIRED BIKE STORAGE: 6
PROVIDED BIKE STORAGE: 6

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4	ISSUED FOR REZONING AND DEVELOPMENT PERMIT	02-05-2021
5	ISSUED FOR REZONING AND ADP	02-20-2021
6	RE-ISSUED FOR REZONING AND ADP	04-18-2021
7	REVISED AS PER DEVELOPMENT DEPARTMENT COMMENTS DATED 04-22-2021	06-08-2021
8	RE-ISSUED FOR UP	06-15-2021
9	ADJUSTED THE FLOOR ELEVATIONS	08-26-2021



SALEHI ARCHITECT INC.

207 - 132 15th West Street
NORTH VANCOUVER
TEL : 778-906 7833
EMAIL : msalehi@salehiarchitect.ca

CLIENT :

LTD.

PROJECT NO. 01 - 18

PROJECT :

322 - W 14TH
NORTH VANCOUVER

DRAWING TITLE :

SITE PLAN

SEAL

A-01

DATE : 10-04-2019 DRAWN : F.N.

SCALE : 1/200 CHECKED : R.S.



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1	ISSUED FOR PRE-CONSULTATION	10-04-2019
2	ISSUED FOR REZONING AND PRELIMINARY PERMIT	01-08-2020
3	RE-ISSUED FOR REZONING AND PRELIMINARY PERMIT	19-10-2020
4	RE-ISSUED FOR REZONING AND PRELIMINARY PERMIT	02-05-2021
5	ISSUED FOR REZONING AND ADP	02-23-2021
6	RE-ISSUED FOR REZONING AND ADP	04-16-2021
7	RE-ISSUED FOR ADP	06-12-2021
8	ADJUSTED THE FLOOR ELEVATIONS	08-26-2021



SALEHI ARCHITECT INC.

207 - 152 15th West Street
NORTH VANCOUVER
TEL : 778-906 7833
EMAIL : rsalehi@salehiarchitect.ca

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LTD.

PROJECT NO. 01 - 18

PROJECT :
322 - W 14TH
NORTH VANCOUVER

DRAWING TITLE :

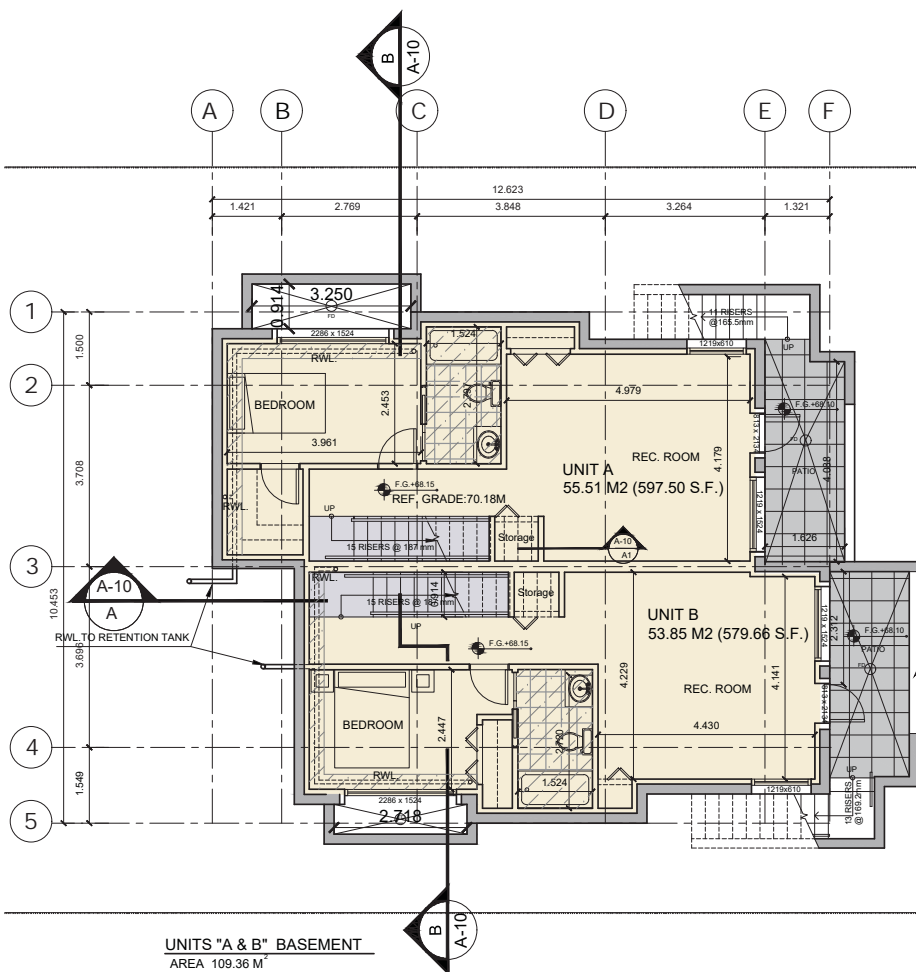
BASEMENT
FLOOR PLAN

SEAL

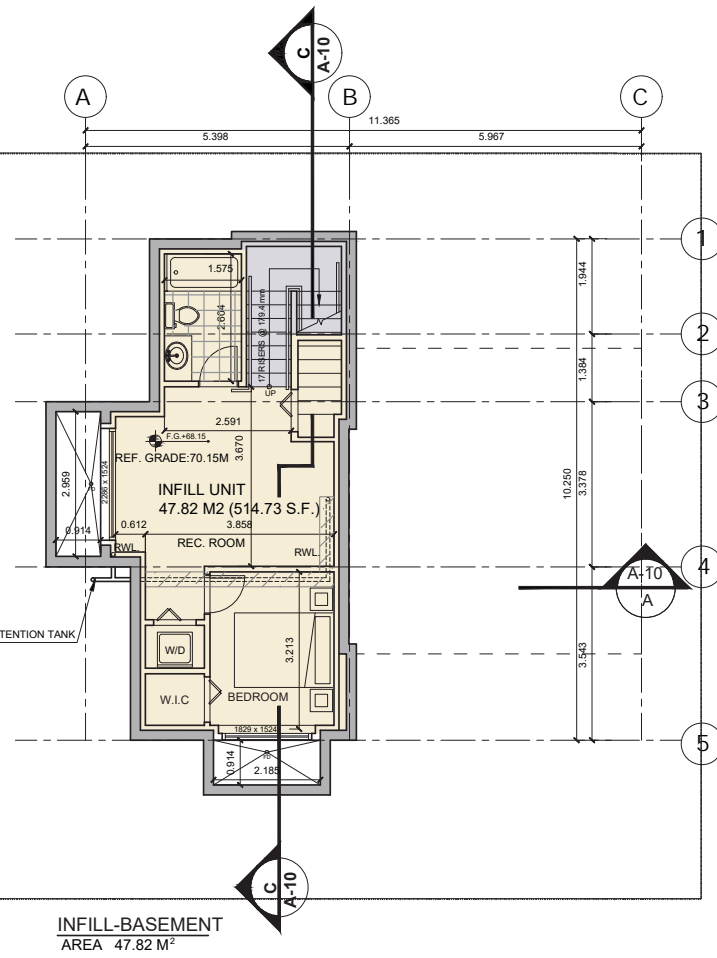
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DATE : 10-04-2019 DRAWN : F.N.

SCALE : 1/100 CHECKED : R.S.



OPENING ABOVE
SEE SECTION A-A





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3	REBID FOR REZONING AND	12-10-2020
4	REBID FOR REZONING AND	02-05-2021
5	ISSUED FOR REZONING AND ADP	02-23-2021
6	RE-ISSUED FOR REZONING AND ADP	04-15-2021
7	RE-ISSUED FOR LP	08-10-2021
8	ADJUSTED THE FLOOR ELEVATIONS	08-26-2021



SALEHI ARCHITECT INC.

207 - 132 15th West Street
NORTH VANCOUVER
TEL : 778-999-7833
EMAIL : r.salehi@salehiarchitect.ca

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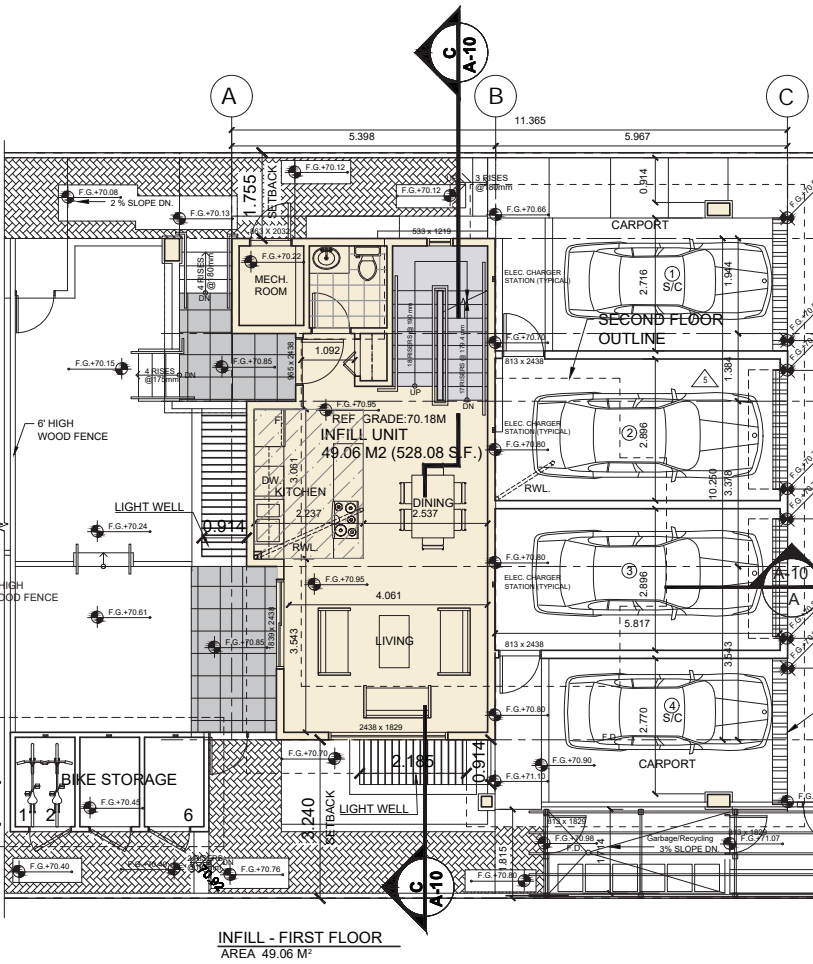
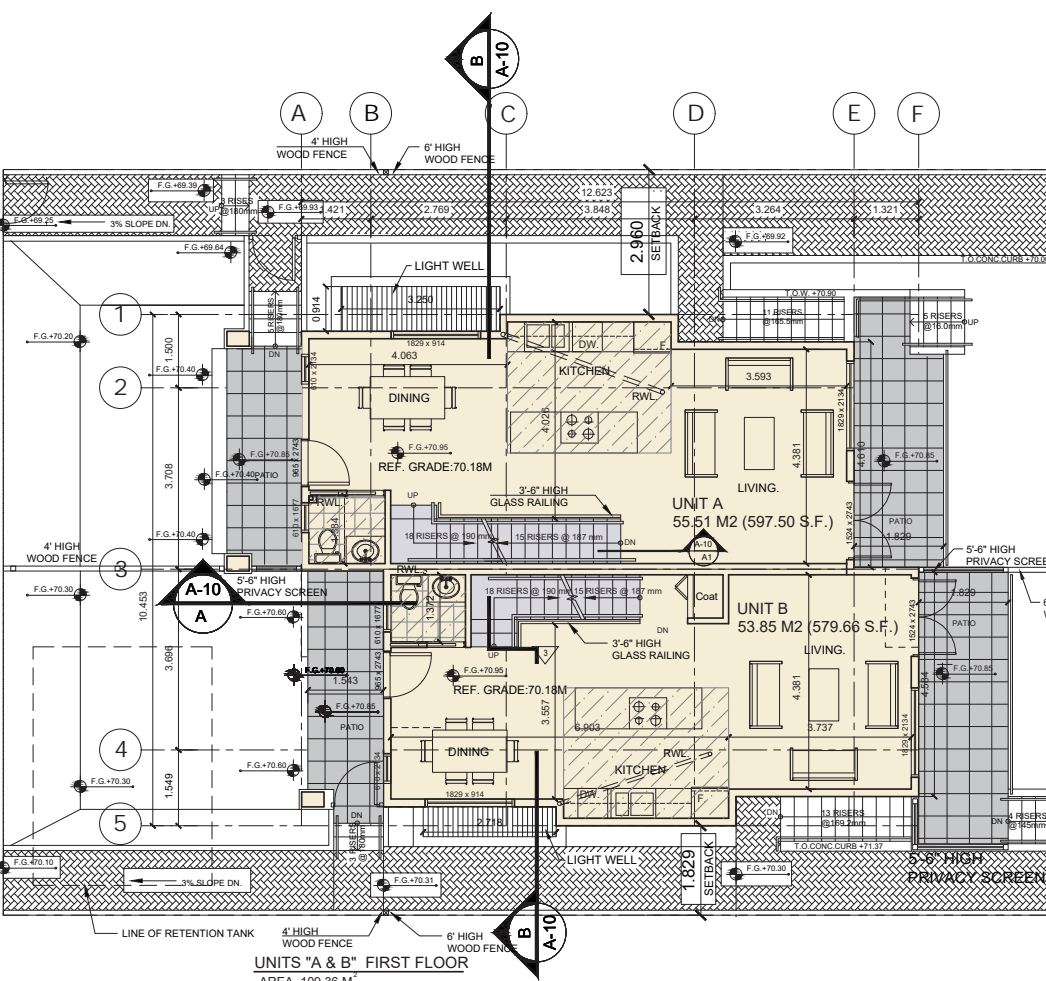
FIRST FLOOR PLAN

SEAL

A-03

DATE : 10-04-2019 DRAWN : F.N.

SCALE : 1/100 CHECKED : R.S.

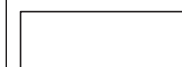




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4	RE-ISSUED FOR REZONING AND DEVELOPMENT PERMIT	02-06-2021
5	ISSUED FOR REZONING AND ADP	10-23-2021
6	RE-ISSUED FOR REZONING AND ADP	04-16-2021
7	RE-ISSUED FOR CP	08-10-2021
8	ADJUSTED THE FLOOR ELEVATIONS	08-28-2021



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207 - 152 15th West Street
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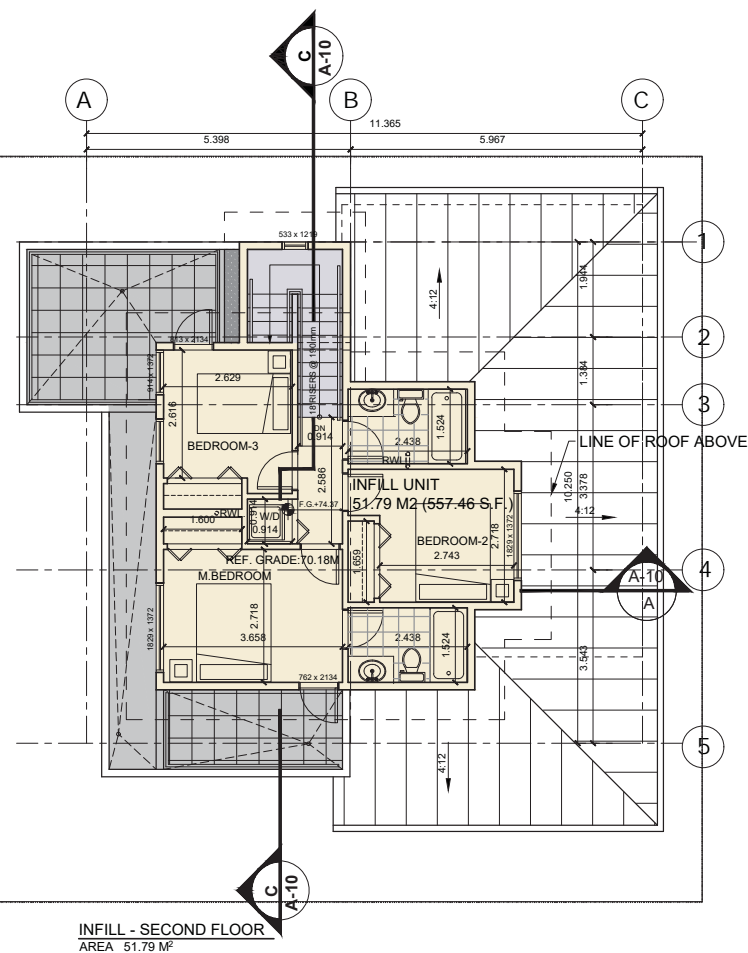
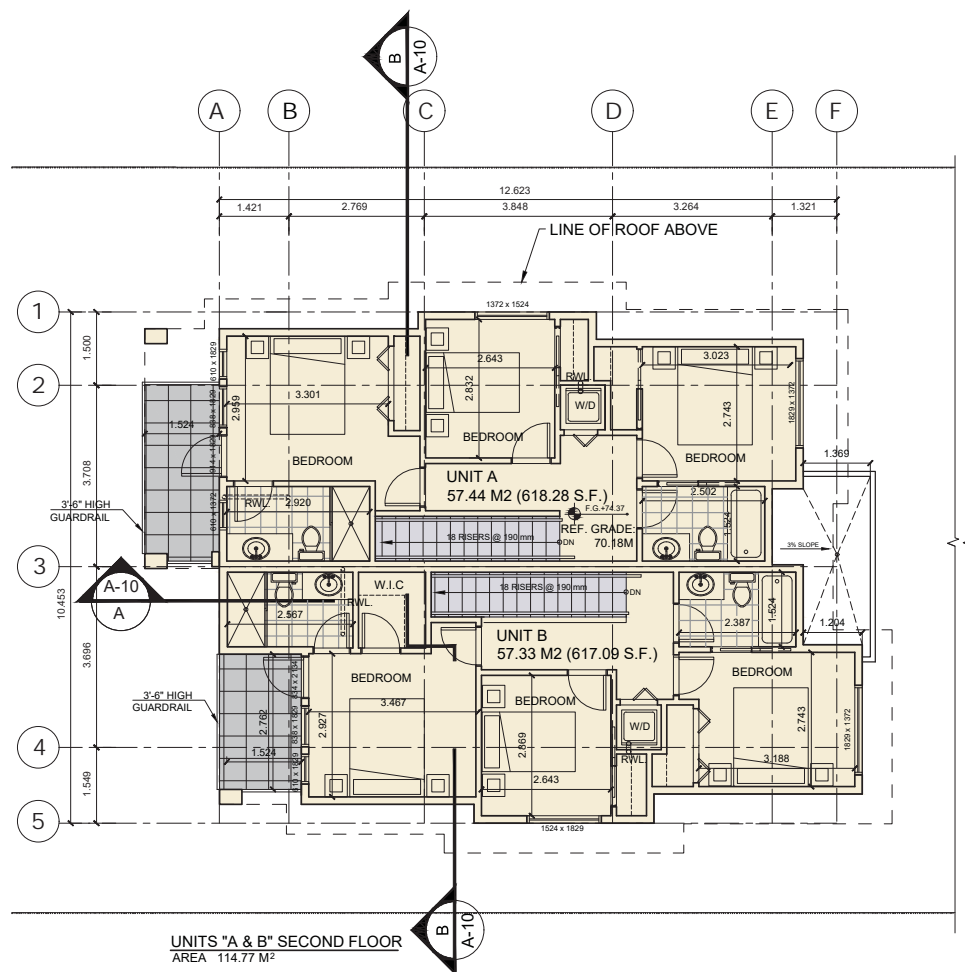
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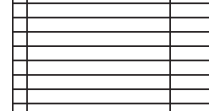
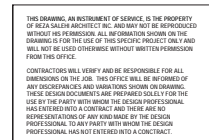
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SECOND FLOOR PLAN

SEAL

A-04

DATE : 10-04-2019
SCALE : 1/100
DRAWN : F.N.
CHECKED : R.S.





207 - 132 15th West Street
NORTH VANCOUVER
TEL : 778-996 7833
EMAIL : rsaiehi@saiehiarchitect.ca

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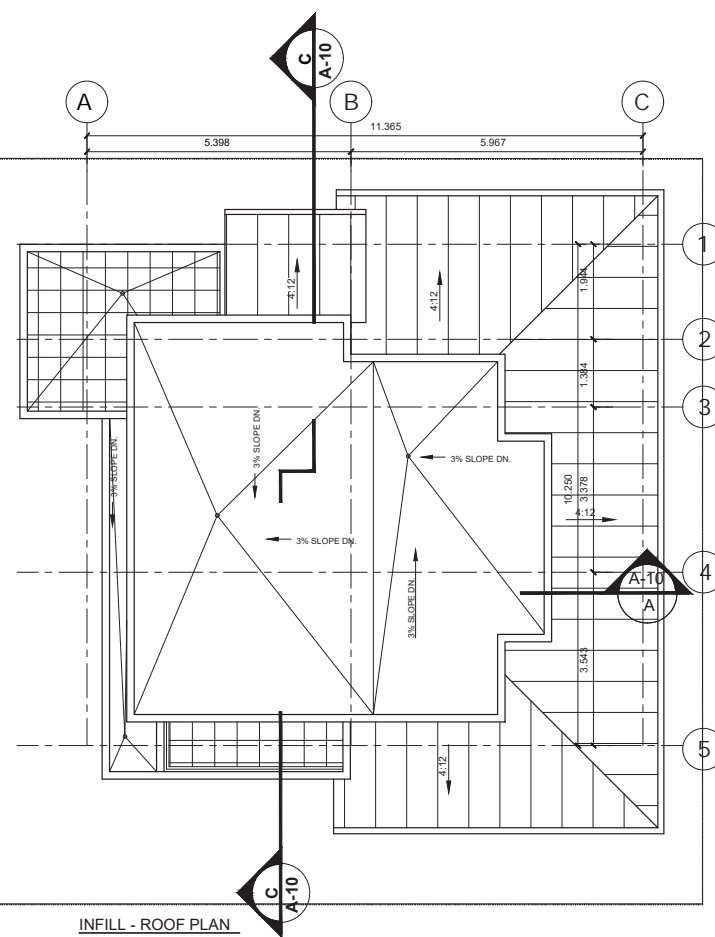
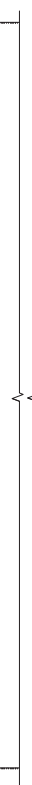
ROOF PLAN

SEAL

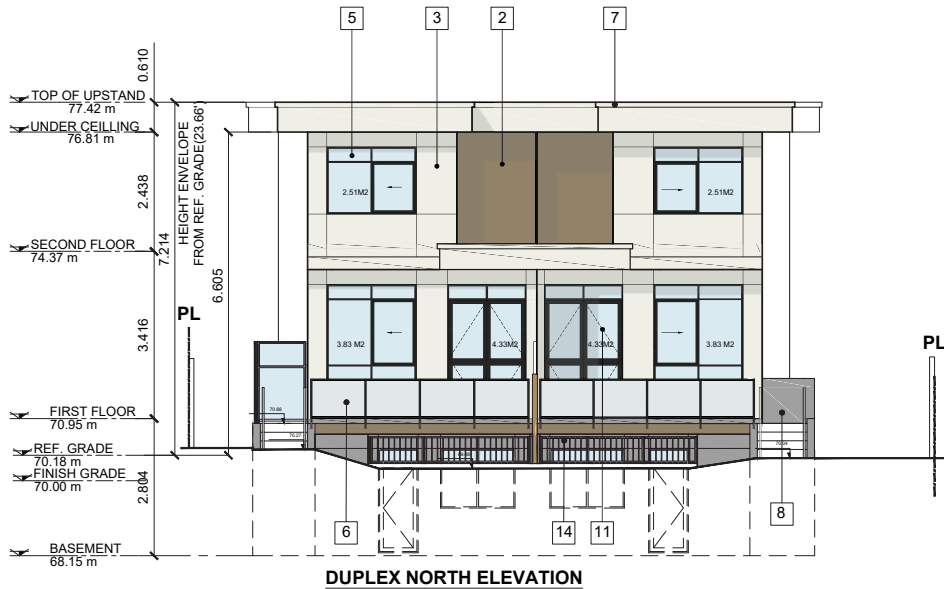
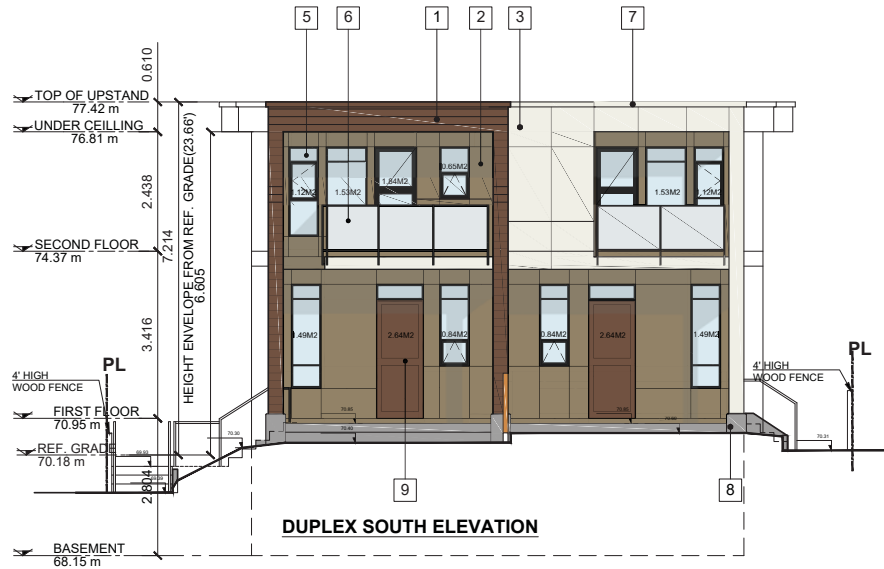
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DATE : 10-04-2019	DRAWN : F.N.
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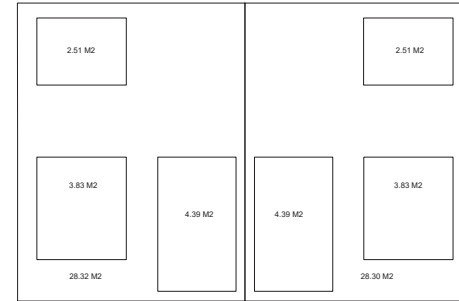
SCALE : 1/100	CHECKED : R.S.
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INFILL - ROOF PLAN



FINISH MATERIALS LIST :					
1	STAINED CEDAR SIDING PINE CONE - SW 3046	5	RESIDENTIAL VINYL WINDOW FRAMES WHITE COLOUR	10	INSULATED PVC GARAGE DOOR SHADOW GRAY- 2125-40 BENJAMIN MOORE
2	FIBER CEMENT HARDIE PANEL HAMMERED SILVER - SW 2840	6	ALUMINUM GUARDRAIL WITH CLEAR GLAZING BLACK	11	ALUMINUM PATIO / BALCONY DOORS
3	FIBER CEMENT HARDIE PANEL WHITE DOVE - OC 17 BENJAMIN MOORE	7	METAL FLASHING TO MATCH BACKGROUND COLOUR	12	STUCCO GALLERY BUFF- 305P-225 BENJAMIN MOORE
4	METAL ROOF LIGHT BRONZE	8	PAINTED CAST IN PLACE CONCRETE (SW 6254)	13	STAINED CEDAR POST CEDAR MILL SW 3512
		9	OAK SOLID WOOD DOOR PINE CONE - SW 3046	14	ALUMINUM GUARDRAIL (BLACK)



UNPROTECTED OPENINGS UNIT "A"	
EXPOSING BUILDING FACE AREA : TOTAL :	28.30 m²
LIMITING DISTANCE :	6.66 m
ALLOWABLE UNPROTECTED OPENINGS :	26.55 m² = 91.96%
PROPOSED UNPROTECTED OPENINGS :	10.73 m² = 37.91%

UNPROTECTED OPENINGS UNIT "B"	
EXPOSING BUILDING FACE AREA : TOTAL :	28.32 m²
LIMITING DISTANCE :	5.48 m
ALLOWABLE UNPROTECTED OPENINGS :	21.88 m² = 75.26%
PROPOSED UNPROTECTED OPENINGS :	10.73 m² = 37.88 %

REF. : TABLE 9.10.15.4 CBC 2018

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5	ISSUED FOR PERIZONING AND ADP	10-21-2021
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7	RE-ISSUED FOR ADP	08-12-2021
8	ADJUSTED THE FLOOR ELEVATIONS	08-26-2021



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PROJECT NO. 01 - 18

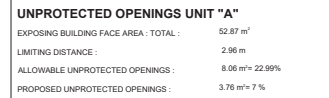
PROJECT :
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NORTH VANCOUVER

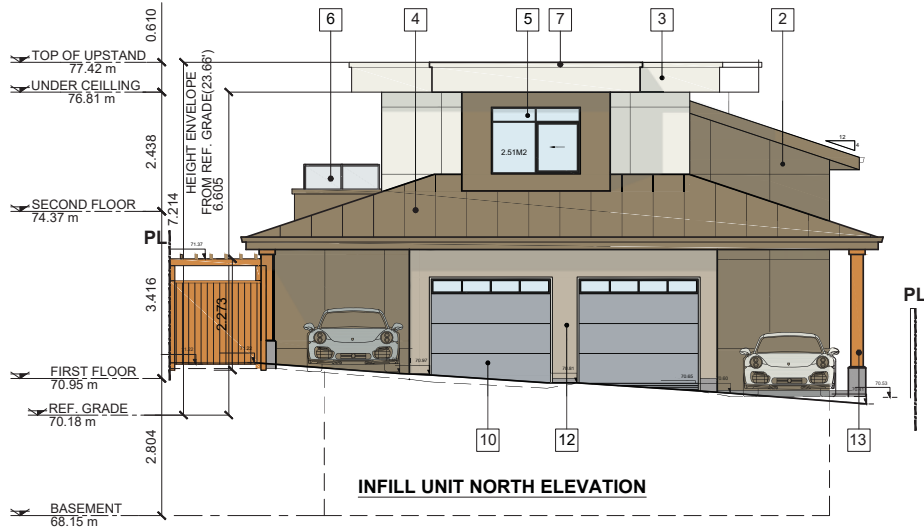
DRAWING TITLE :
NORTH & SOUTH
ELEVATIONS
"DUPLEX"

SEAL

A-06

DATE : 10-04-2019 **DRAWN :** F.N.
SCALE : 1/100 **CHECKED :** R.S.

[illegible]



FINISH MATERIALS LIST :

- 1 STAINED CEDAR SIDING
PINE CONE - SW 3046
- 2 FIBER CEMENT HARDIE PANEL
HAMMERED SILVER - SW 2840
- 3 FIBER CEMENT HARDIE PANEL
WHITE DOVE - OC 17 BENJAMIN MOORE
- 4 METAL ROOF
LIGHT BRONZE

- 5 RESIDENTIAL VINYL WINDOW FRAMES
WHITE COLOUR

- 6 ALUMINUM GUARDRAIL WITH CLEAR GLAZING
BLACK

- 7 METAL FLASHING
TO MATCH BACKGROUND COLOUR

- 8 PAINTED CAST IN PLACE CONCRETE
(SW 6254)

- 9 OAK SOLID WOOD DOOR
PINE CONE - SW 3046

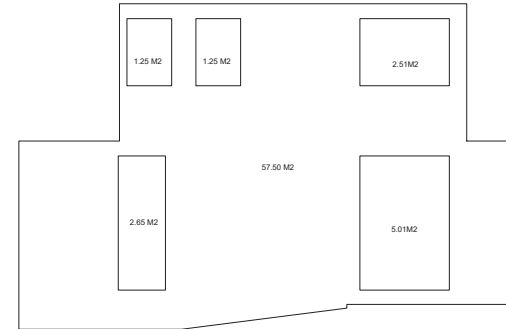
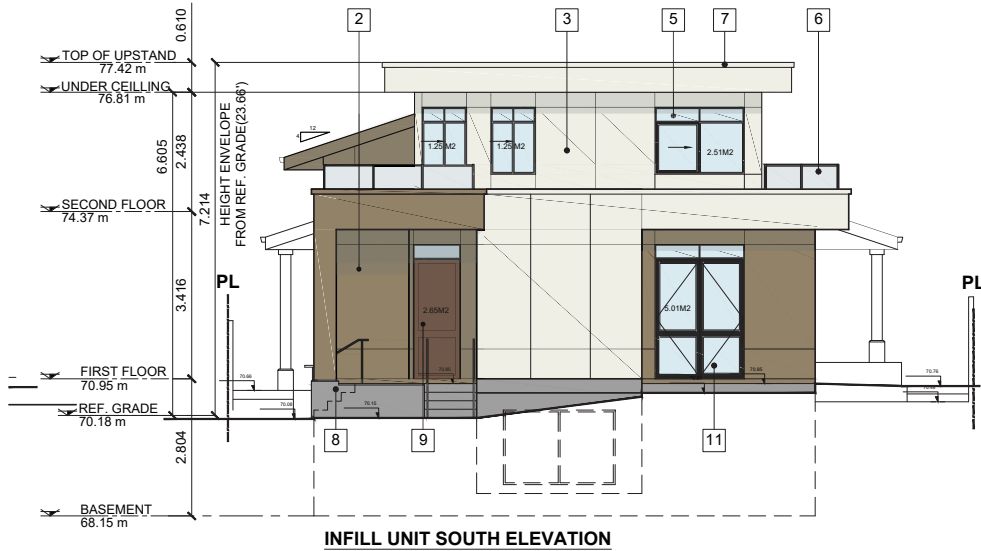
- 10 INSULATED PVC GARAGE DOOR
SHADOW GRAY- 2125-40 BENJAMIN MOORE

- 11 ALUMINUM PATIO / BALCONY DOORS

- 12 STUCCO
GALLERY BUFF- 305P-225 BENJAMIN MOORE

- 13 STAINED CEDAR POST
CEDAR MILL SW 3512

- 14 ALUMINUM GUARDRAIL (BLACK)



UNPROTECTED OPENINGS UNIT "C"

EXPOSING BUILDING FACE AREA : TOTAL :	56.82 m ²
LIMITING DISTANCE :	5.48 m.
ALLOWABLE UNPROTECTED OPENINGS :	25.17 m ² ~ 48.87%
PROPOSED UNPROTECTED OPENINGS :	12.67 m ² ~ 22.3 %

REF. : TABLE 9.10.15.4 BCBC 2018

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NO	DESCRIPTION	DATE
1	ISSUED FOR PRE-CONSULTATION	10-04-2019
2	ISSUED FOR REZONING AND DEVELOPMENT PERMIT	01-08-2020
3	RE-ISSUED FOR REZONING AND DEVELOPMENT PERMIT	18-10-2020
4	RE-ISSUED FOR REZONING AND DEVELOPMENT PERMIT	22-05-2021
5	ISSUED FOR REZONING AND ADP	02-20-2021
6	RE-ISSUED FOR REZONING AND ADP	04-16-2021
7	RE-ISSUED FOR ADP	04-13-2021
8	ADJUSTED THE FLOOR ELEVATIONS	08-26-2021



SAHEHI ARCHITECT INC.

207 - 132 15th West Street
NORTH VANCOUVER
TEL : 778-906 7833
EMAIL : sahehi@sahehiarchitect.ca

CLIENT :
LTD.

PROJECT NO. 01 - 18

PROJECT :
322 - W 14TH
NORTH VANCOUVER

DRAWING TITLE :
NORTH & SOUTH
ELEVATIONS
"INFILL"

SEAL

A-09

DATE : 10-04-2019

DRAWN : F.N.

SCALE : 1/100

CHECKED : R.S.

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NO	DESCRIPTION	DATE
1	ISSUED FOR PRE-CONSULTATION	10-04-2019
2	ISSUED FOR REZONING AND DEVELOPMENT PERMIT	01-06-2020
3	RE-ISSUED FOR REZONING AND DEVELOPMENT PERMIT	14-10-2020
4	RE-ISSUED FOR REZONING AND DEVELOPMENT PERMIT	02-05-2021
5	ISSUED FOR REZONING AND ADP	02-23-2021
6	RE-ISSUED FOR REZONING AND ADP	04-16-2021
7	RE-ISSUED FOR OP	09-19-2021
8	ADJUSTED THE FLOOR ELEVATIONS	09-26-2021



SALEHI ARCHITECT INC.

207 - 152 15th West Street
NORTH VANCOUVER
TEL : 778-906 7833
EMAIL : msalehi@salehiarchitect.ca

CLIENT :
LTD.

PROJECT NO. 01 - 18

PROJECT :
322 - W 14TH
NORTH VANCOUVER

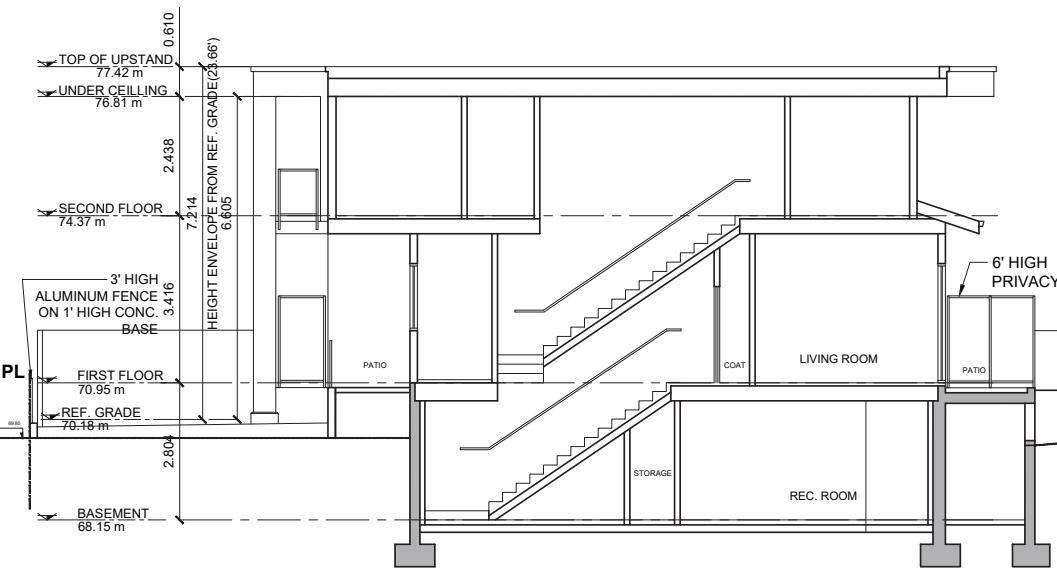
DRAWING TITLE :
SECTIONS

SEAL

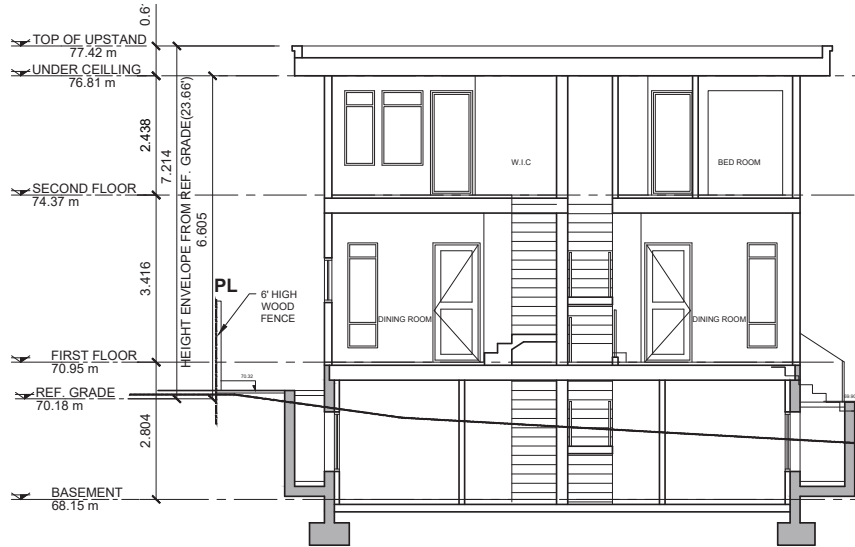
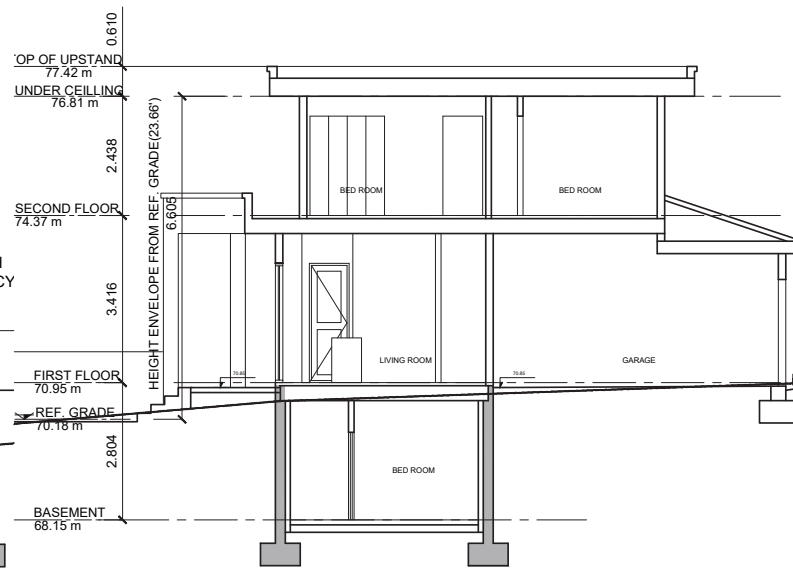
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DATE : 10-04-2019 **DRAWN :** F.N.

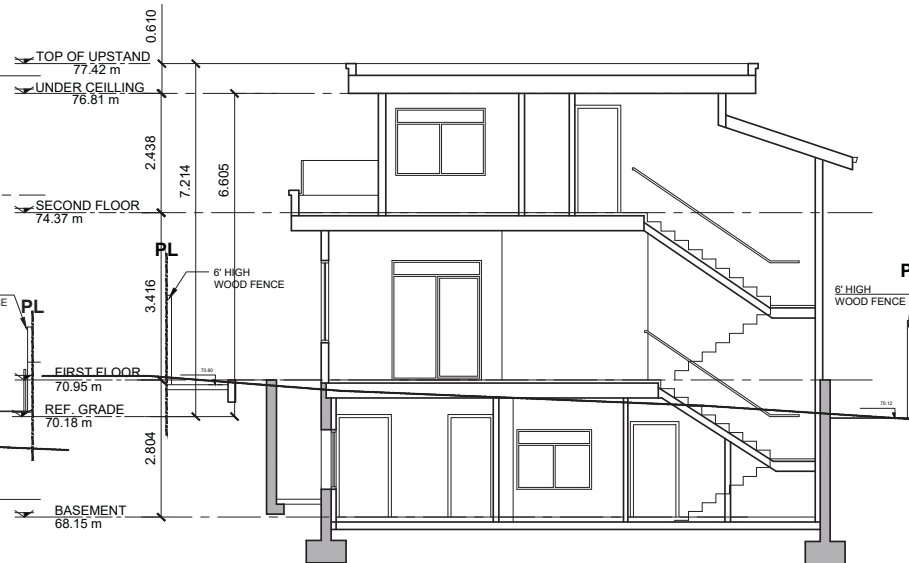
SCALE : 1/100 **CHECKED :** R.S.



SECTION A - A



SECTION B - B



SECTION C - C



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1	ISSUED FOR PRE-CONSULTATION	10-04-2019
2	ISSUED FOR REZONING AND PERMITS/AMENDMENT	01-08-2020
3	ISSUED FOR REZONING AND ADP	02-23-2021
4	RE-ISSUED FOR REZONING AND ADP	04-18-2021
5	RE-ISSUED FOR DIP	08-12-2022



SALEHI ARCHITECT INC.

207 - 132 19th Street
NORTH VANCOUVER
TEL : 778-996 7653
EMAIL : rsalehi@salehiarchitect.ca

CLIENT :
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PROJECT NO. 01 - 18

PROJECT :
322 - W 14TH
NORTH VANCOUVER

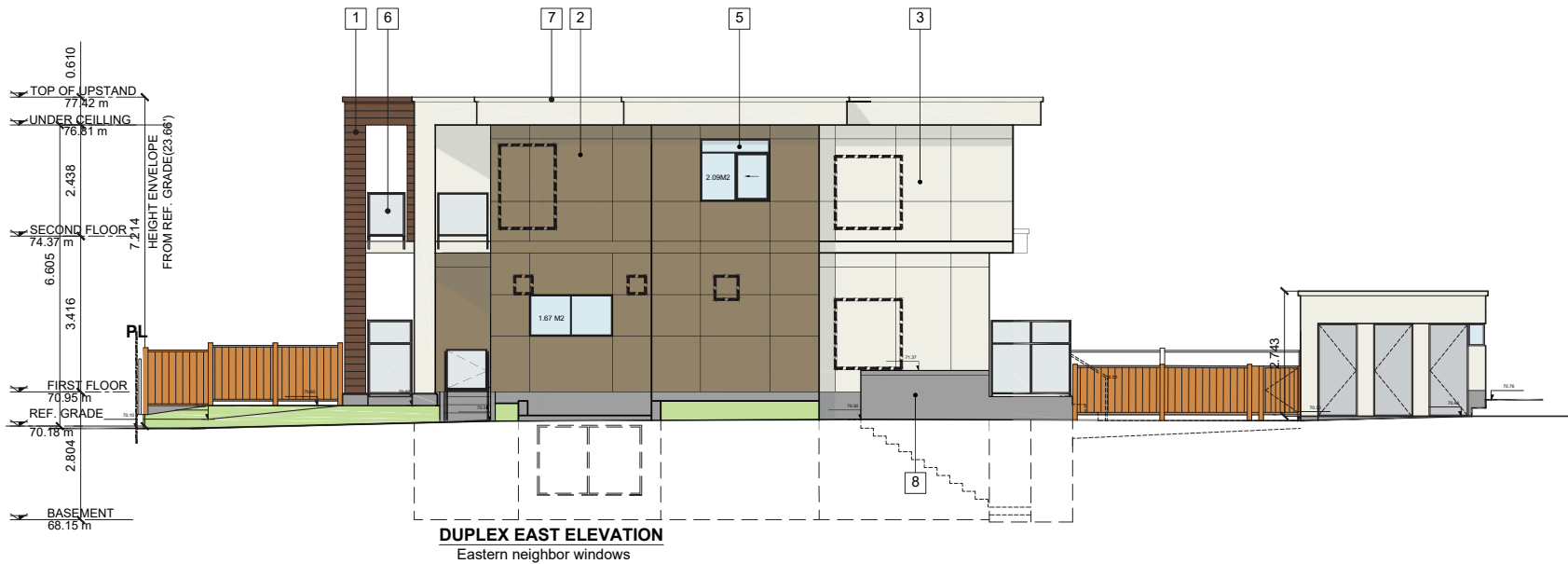
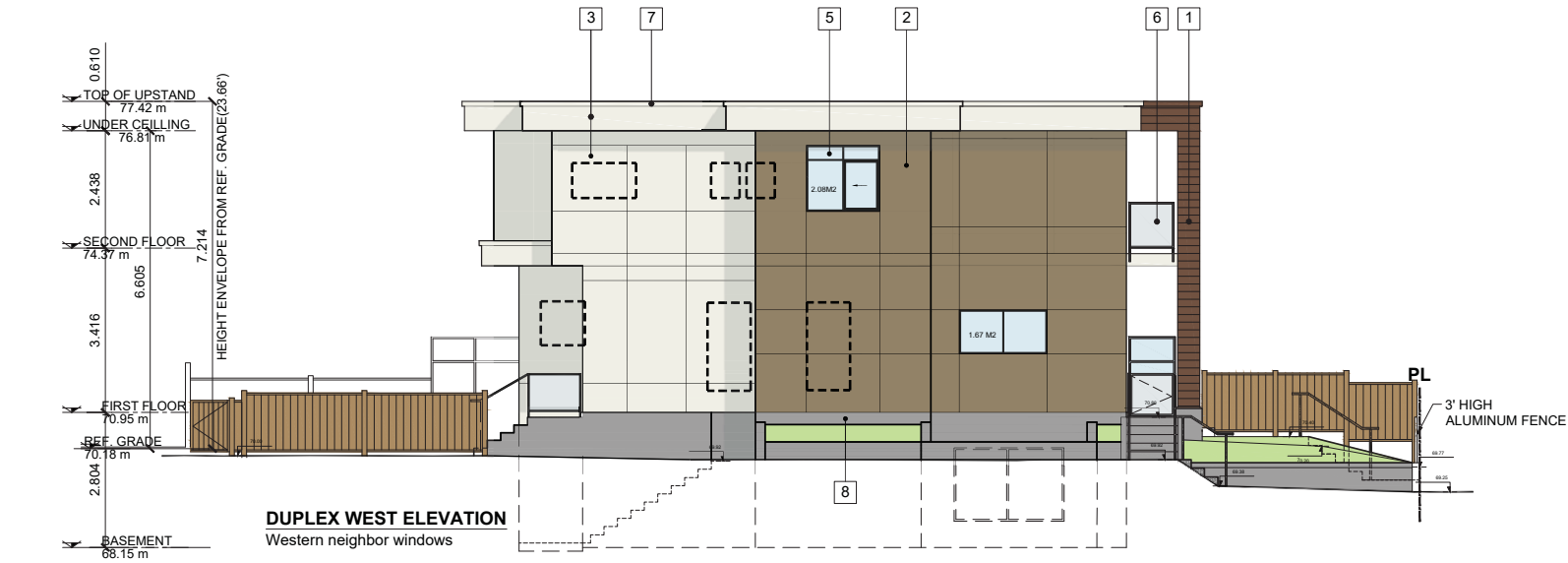
DRAWING TITLE :
MATERIAL BOARD

SEAL

A-12

DATE : 10-04-2019 **DRAWN :** F.N.

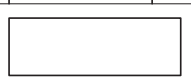
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NO	DESCRIPTION	DATE
1	ISSUED FOR PRE-CONSULTATION	10 - 04 - 2019
2	ISSUED FOR REZONING AND PRELIMINARY PERMITS	01 - 08 - 2020
3	ISSUED FOR REZONING AND ADP	02 - 23 - 2021
4	RE-ISSUED FOR REZONING AND ADP	04 - 16 - 2021
5	RE-ISSUED FOR DIP	06 - 12 - 2021



SALEHI ARCHITECT INC.

207 - 132 19th West Street
 NORTH VANCOUVER
 TEL : 778-9967 7653
 EMAIL : rsalehi@salehiarchitect.ca

CLIENT :

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PROJECT NO. 01 - 18

PROJECT :

322 - W 14TH
 NORTH VANCOUVER

DRAWING TITLE :

REFLECTED EAST & WEST
 ELEVATIONS NEIGHBOR'S
 WINDOWS ON SIDE ELEVATIONS

SEAL

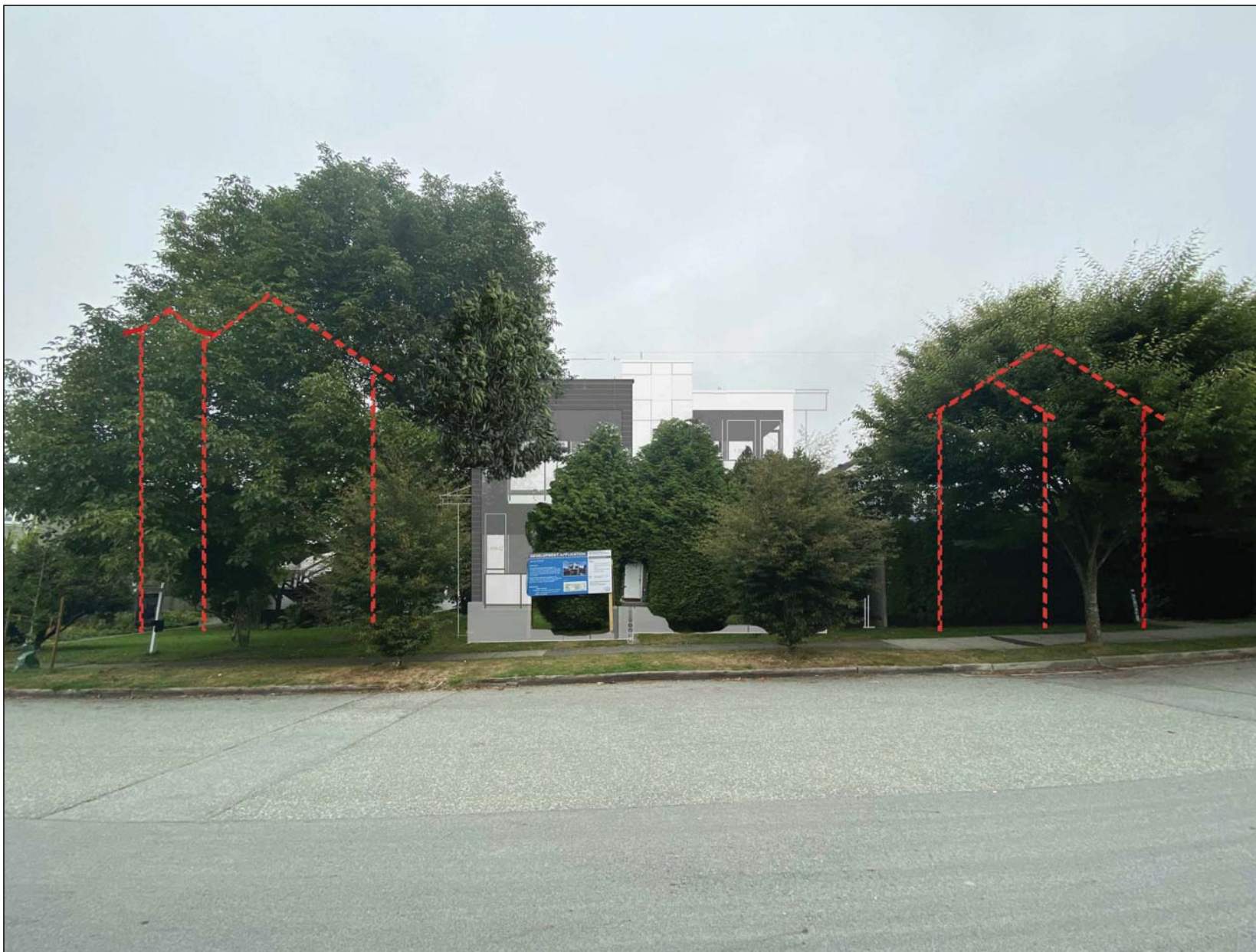
A-14

DATE : 10-04-2019

DRAWN : F.N.

SCALE : 1/100

CHECKED : R.S.



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3	ISSUED FOR REZONING AND ADP	02-23-2021
4	RE-ISSUED FOR REZONING AND ADP	04-18-2021
5	RE-ISSUED FOR DP	08-12-2021



SALEHI ARCHITECT INC.

207 - 132 19th West Street
NORTH VANCOUVER
TEL : 778-999-7653
EMAIL : rsalehi@salehiarchitect.ca

CLIENT :
LTD.

PROJECT NO. 01 - 18

PROJECT :
322 - W 14TH
NORTH VANCOUVER

DRAWING TITLE :
SUMMER STREETSCAPE

SEAL

A-15

DATE : 10-04-2019 **DRAWN :** F.N.

SCALE : **CHECKED :** R.S.



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2	ISSUED FOR REZONING AND PERMITTING PERMITS	01-08-2020
3	ISSUED FOR REZONING AND ADP	02-23-2021
4	RE-ISSUED FOR REZONING AND ADP	04-16-2021
5	RE-ISSUED FOR OP	08-12-2021



SALEHI ARCHITECT INC.

207 - 132 15th West Street
NORTH VANCOUVER
TEL : 778-999-7653
EMAIL : rsalehi@salehiarchitect.ca

CLIENT :
LTD.

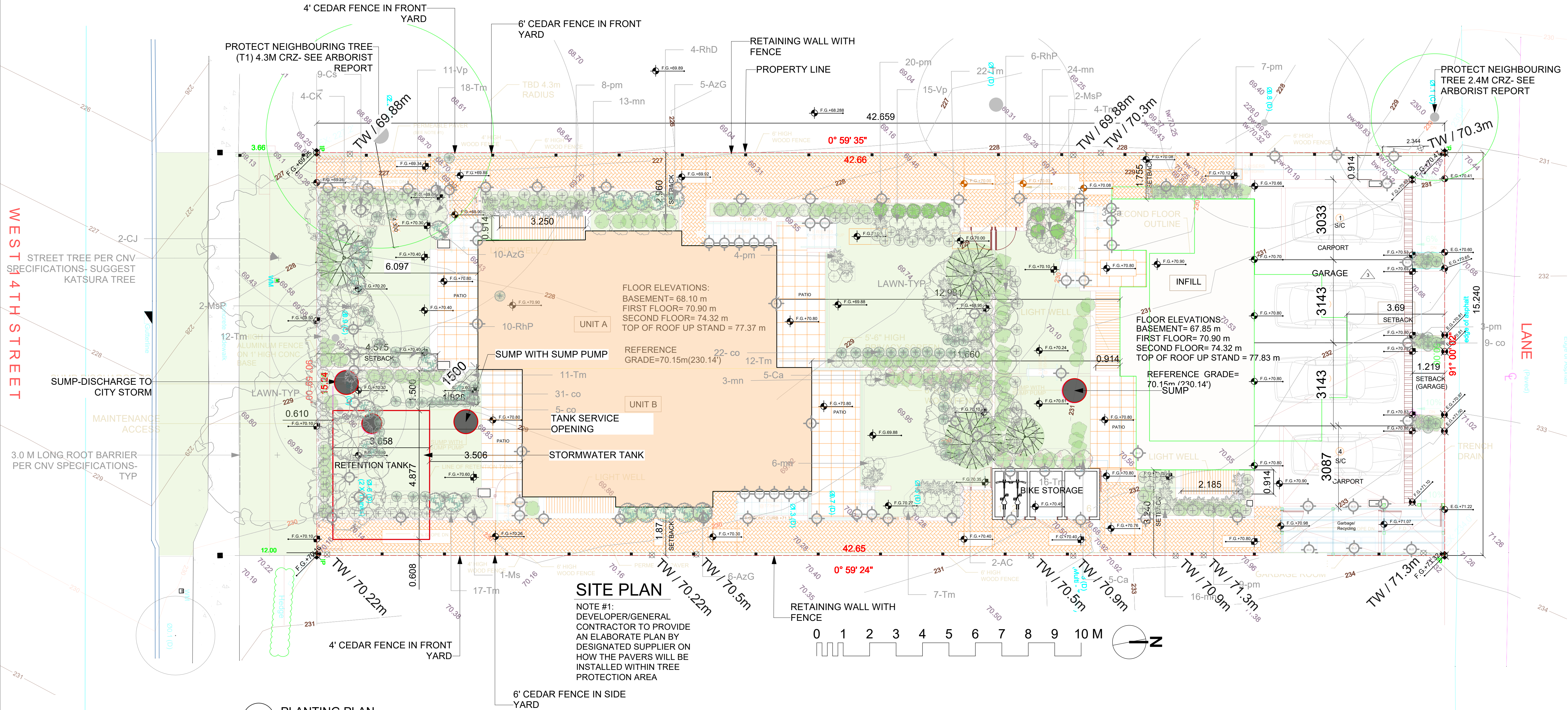
PROJECT NO. 01 - 18

PROJECT :
322 - W 14TH
NORTH VANCOUVER

DRAWING TITLE :
CONTEXT SITE PLAN

SEAL	A-16
DATE : 10-04-2019	DRAWN : F.N.
SCALE : 1/200	CHECKED : R.S.

CONTRACTOR'S RESPONSIBILITIES: Drawings of existing facilities are, in general, diagrammatic. Exact locations shall be determined by the Contractor from field measurements taken by Contractor's personnel. Actual arrangement of the work shall follow locations shown on the drawings within the constraints of existing equipment and construction. Dimensions shall govern these drawings and they are not to be scaled. Drawing and notes to drawings are correlative and have equal authority and priority. Should there be discrepancies in themselves or between them, Contractor shall base bid pricing on the most expensive combination of quality and/or quantity of the work indicated. In the event of discrepancies, the appropriate method of performing the work and/or items to be incorporated into the scope of the work shall be determined by the appropriate design professional (eg Landscape Architect, Engineer)



18 PLANTING PLAN
Scale: 1:75

No.	Date	Issue/Revision Notes
1	1/20/2020	REVIEW
2	7/1/2020	SUBMIT
3	11/2/2020	ADP
4	2/2/2021	ADP
5	3/1/2021	ADP
6	4/7/2021	SUBMIT TO CITY
7	8/9/2021	BUILDING PERMIT

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Design Firm
SW LANDSCAPE ARCHITECT
919 MELBOURNE AVENUE, NORTH VANCOUVER
www.swlandscapearchitect.com
778 834-8959 cell

Client
1209661 BC LTD.

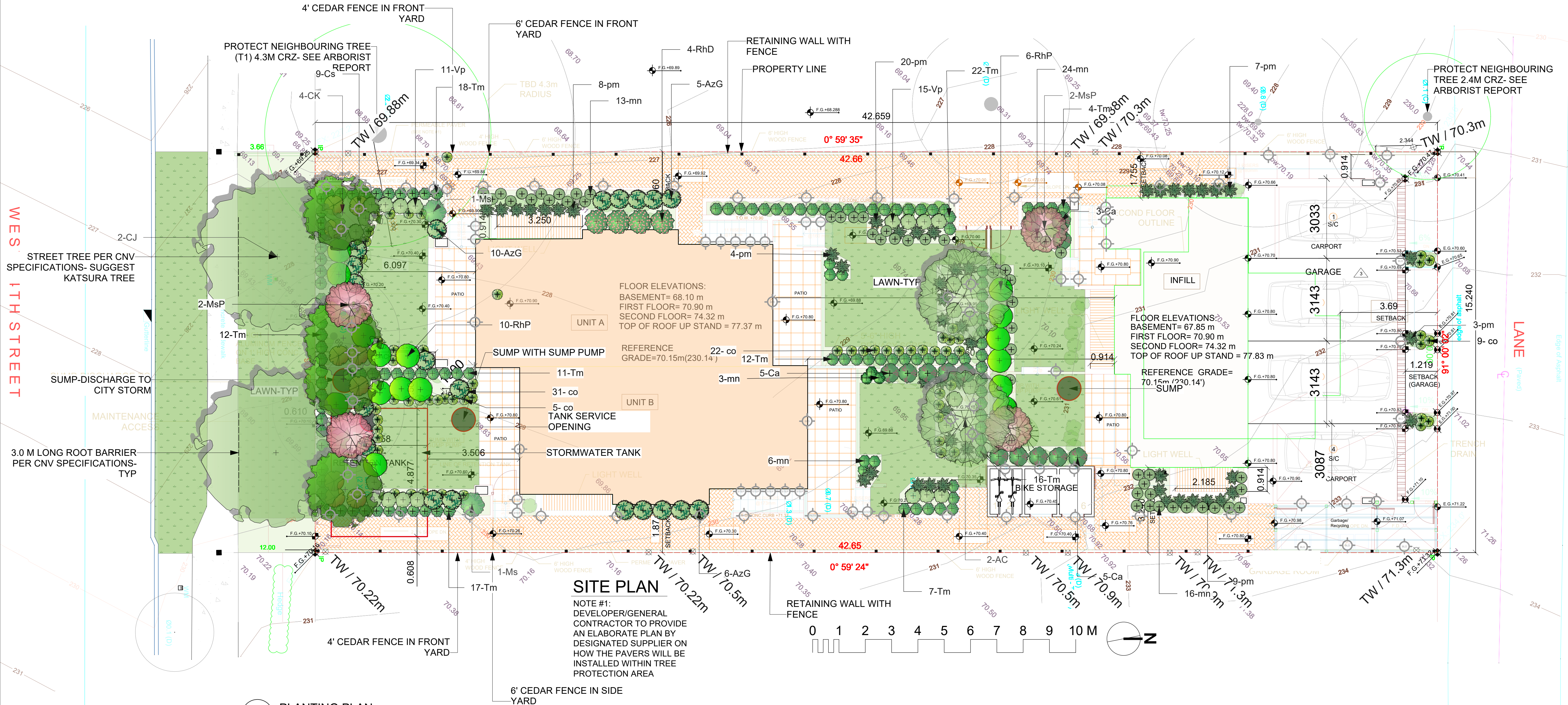
Project Title
MULTI-FAMILY DWELLING
322 WEST 14TH STREET
NORTH VANCOUVER

Sheet Title
LAYOUT

Project Manager STEVE WONG	Project ID 2020-06
Drawn By SW	Scale AS NOTED
Date JANUARY/20/2020	Sheet No. L-1
CAD File Name W 14 ST v5.vwx	of 5

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PLANT LIST 322 WEST 14 ST., CNV					
Botanical Name	Common Name	No.	Size	Spacing	Sym
TREES					
Acer circinatum	Vine maple	2	2.4m	as shown	AC
Cercidiphyllum japonicum (suggested street tree species)	Katsura tree	2	7 cm cal	as shown	CJ
Cornus kousa 'Milky Way'	Chinese dogwood	4	7 cm cal	as shown	CK
SHRUBS					
Azalea 'Girard Fuchsia'	Azalea	21	#2 pot	as shown	AzG
Cornus alba 'Elegantissima'	Variegated dogwood	13	#2 pot	as shown	Ca
Cornus stolonifera	Redtwig dogwood	9	#2 pot	as shown	Cs
Magnolia stellata	Star magnolia	2	1.8m	as shown	Ms
Magnolia stellata 'Pink Star'	Star magnolia PS	4	1.8m	as shown	MsP
Rhododendron 'Dora Amateis'	Rhododendron	4	#5 pot	as shown	RhD
Rhododendron 'PJM'	Rhododendron	16	#5 pot	as shown	RhP
Taxus media 'Hilli'	Yew	119	1.2m	as shown	Tm
Vaccinium parvifolium	Red huckleberry	26	#2 pot	as shown	Vp
VINES, GROUND COVERS AND HERBACEOUS PERENNIALS					
Carex oshimensis 'Evergold'	Sedge	67	#1 pot	as shown	co
Mahonia nervosa	Dull Oregon grape	62	#1 pot	as shown	mn
Polystichum munitum	Western sword fern	51	#1 pot	as shown	pm
Contractor to be certified by BCNA All plants and installation to meet or exceed latest Canadian Landscape standard (CLS) #1 standards Contractor to verify numbers and placement of plants prior to installation					



No.	Date	Issue/Revision Notes
1	1/20/2020	REVIEW
2	7/1/2020	SUBMIT
3	11/2/2020	ADP
4	2/2/2021	ADP
5	3/1/2021	ADP
6	4/7/2021	SUBMIT TO CITY
7	8/9/2021	BUILDING PERMIT

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Design Firm
SW LANDSCAPE ARCHITECT
919 MELBOURNE AVENUE, NORTH VANCOUVER
www.swlandscapearchitect.com
778 834-8959 cell

Client
1209661 BC LTD.

Project Title
MULTI-FAMILY DWELLING
322 WEST 14TH STREET
NORTH VANCOUVER

Sheet Title
PLANTING PLAN

Project Manager STEVE WONG	Project ID 2020-06
Drawn By SW	Scale AS NOTED
Date JANUARY/20/2020	Sheet No. L-2
CAD File Name W 14 ST v5.vwx	of 5

NOTE: REFER TO, AND COORDINATE
LANDSCAPE DRAWINGS WITH ARCHITECT
AND ENGINEER DRAWINGS

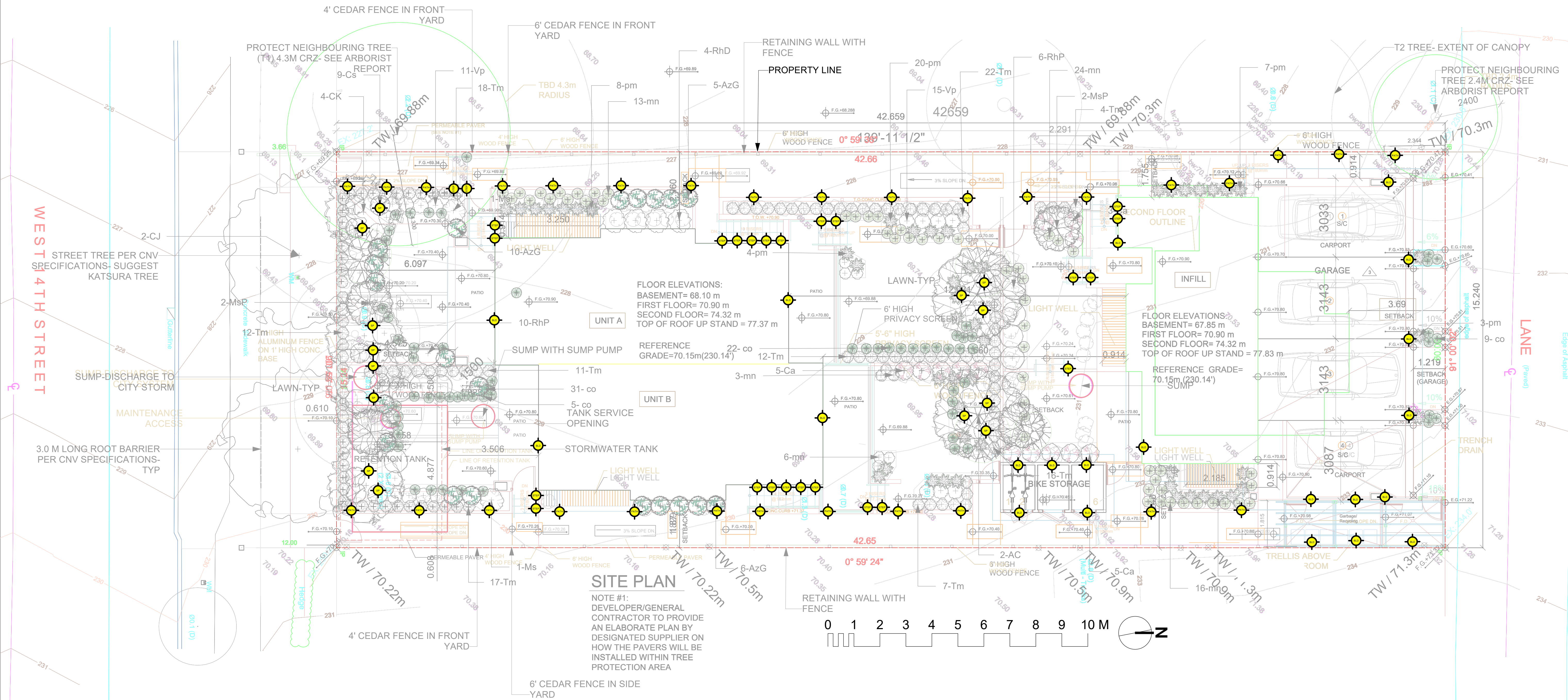
LIGHTING SCHEDULE

LIGHTING: ALL FIXTURES TO BE ENERGY EFFICIENT WITH LED LAMPS: by Maxtar Lighting, available from Builderpack Supplier, 604 770-3315, all lights to be LED lighting, 3000k running on 24 volts. Uplighting/ Spotlights: Model EM-SP16W292L-COL, 6 watt/fixture; Powdercoated black aluminum. Wall/ Step Lighting: Model EM-STE5WW24507-KP, 5.3 watts/fixture; Stainless Steel finish. Pathlighting: Model EM-LAW8W12558-600/1000-ROY, 7.5 watt/fixture; Powdercoated black aluminum

LIGHTING LEGEND

- BUILDING
- PATH
- SPOT
- STEP/WALL

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LIGHTING PLAN
Scale: 1:75

No.	Date	Issue/Revision Notes
1	1/20/2020	REVIEW
2	7/1/2020	SUBMIT
3	11/2/2020	ADP
4	2/2/2021	ADP
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919 MELBOURNE AVENUE, NORTH VANCOUVER
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Project Title
**MULTI-FAMILY DWELLING
322 WEST 14TH STREET
NORTH VANCOUVER**

Sheet Title
LIGHTING PLAN

Project Manager STEVE WONG	Project ID 2020-06
Drawn By SW	Scale AS NOTED
Date JANUARY/20/2020	Sheet No. L-3
CAD File Name W 14 ST v5.vwx	of 5

LANDSCAPE STATEMENT OF INTENT

The landscape was designed to be compatible with the 3 dwelling units that are planned for this small area. The plants help to define and provide some degree of separation and privacy between adjacent dwelling units. The landscape plants were chosen to be attractive in all seasons, low maintenance, sustainable and at a reasonable cost.

The exterior landscape provides for safe passage through the site at night, as well as including some upward spot lights directed to the trees for ambience as well as general lighting. All the lighting fixtures are low voltage LED for sustainable operation and long life.

GENERAL NOTES

- Contractor and their subcontractors and workers to be sufficiently insured and have WCB coverage
- Work to be done by the industry certified personnel. All work to be done to meet or exceed industry standards
- Contractor to adhere to safe work practices on site
- Contractor to confirm location of all utilities and to protect throughout construction
- Contractor to verify layout dimensions, measurements and grades prior to bidding and construction and to inform consultant of any discrepancies
- The landscape drawings are intended to meet municipal Zoning and Building By-Laws. The Contractor is responsible for obtaining approved Engineering drawings and sign-off for all structural and geotechnical work, including all retaining walls over 4 feet in height, or where there are issues with soil stability
- All stairs to have handrails and all drops in elevation of 600 mm or more to have guardrails per BC Building By-Law
- All manufactured products (eg segmental block walls/stairs, pavers, irrigation, lighting) to be installed per manufacturer's instructions
- If there are retained trees on site, all work to be outside the tree protection zone unless approved by certified ISA arborist

LANDSCAPE NOTES

- All landscape works are to meet the specifications and standards of the latest edition of the CANADIAN LANDSCAPE STANDARD, published by the Canadian Society of Landscape Architects and the Canadian Nursery landscape Association, per Specifications section.
- All landscape works to be carried out by a contractor with minimum 5 years' experience doing similar work, who is a member in good standing with the appropriate trade organization: eg. B.C. Landscape and Nursery Association (BCLNA), Irrigation Industry Association of B.C. (IIABC). Execution of work to be under the direct supervision of qualified industry certified technicians.
- All grades to meet adjacent grades at property line
- All stormwater is to be contained on site and away from adjacent properties
- All hard surfaces to be sloped a minimum of 1.0% to avoid standing water
- All lawns to be sloped a minimum of 2% to avoid standing water
- No slopes to be steeper than 2.5 horizontal: 1 vertical
- All plant material and growing medium to meet Canadian Landscape Standard #1 specifications
- All shrub beds to contain minimum 18" (450) mm depth of approved growing medium over scarified subgrade

- All lawn areas to contain minimum 6" (150) mm of approved growing medium over scarified subgrade
- Installation to be reviewed by a registered Landscape Architect

MATERIALS LIST (as applicable)

CONCRETE WALKS: Medium broom finish with 2% cross slope, over 4" compacted granular base, expansion joints as required, control joints 5'OC and where potential for cracking

CONCRETE STEPS: Medium broom finish, sloped 2% to front of tread

PAVERS: by Abbotsford Concrete Products, Standard Series, 4 7/16" by 8 7/8" by 2 3/8" inches, Granite Blend, mixed with half standard and double standard sizes to suit owner; pavers over 1" bedding sand and minimum 4" compacted 3/4" minus base course.

PERMAEABLE PAVERS: by Abbotsford Concrete Products, Standard Series, 4 5/16" by 8 3/4" by 3 1/8" inches, Granite Blend, running bond with soldier course, installed per manufacturer's instructions.

LANDSCAPE SLABS: by Abbotsford Concrete Products, Hydrapressed slabs, typically 18" by 18", 24" by 24" by 1 5/8", over 4" compacted granular base

ASPHALT: 3" of compacted hot mix asphalt applied in 2 lifts over 4" of well compacted 3/4" minus base course.

ADDRESS POST: Architectural concrete finish, with square edges

WOOD FENCE : 1 X6 cedar boards, finished with Sikkens semi-transparent cedar stain

GATES: 1 X6 cedar boards, finished with Sikkens semi-transparent cedar stain

RAILINGS: 42" high, powder coated medium gloss black aluminum, where there is a fall height of 2' or more, installed to code

HANDRAILS FOR STAIRS: 36 " high, powder coated medium gloss black aluminum, installed to code

PLANT MATERIAL: All plant material are to meet current Canadian Landscape Standard (CLS) #1 and installed according to current CLS standards.

SOD: sand based sod (Perennial rye/Kentucky bluegrass) with no netting. Supplied by Bos Sod Farms, or equivalent

GROWING MEDIUM: in accordance with CLS standards; FOR TURF AREAS: Level 2H (High Traffic Lawn Areas), containing by weight: 70-90% sand, maximum 15% fines (max 15% clay), 3-5% organic matter, with pH between 6-7; FOR PLANTING AREAS: Level 2P (Planting Areas), containing by weight: 40-80% sand, maximum 35% fines (max 25% clay), 10-20% organic matter, with pH between 4.5-6.5. Supplied by Veratec Engineered Products, or equivalent; 6"min for lawn areas, 18" min for planted areas, over scarified base. Soil samples to be submitted by contractor to Pacific Soil Analysis for analysis to confirm conformance with CLS specifications. Address: 5-11720 Voyageur Way Richmond, BC V6X 3G9: Phone (604) 273-8226

MULCH: to be composted fir bark, having dark brown, fine texture and 1/2" minus, applied evenly at a 2" depth over plant beds. Available from Augustine Soil and Mulch (604 465-5193) or equivalent.

IRRIGATION: SUSTAINABLE, LOW FLOW SYSTEM: Rainbird ESP-mw WiFi compatible controller, 4-22 stations, or equivalent, with outdoor control box, mounted on side of the house, with electrical plug-in. Shrub spray, turf heads and valves to be Rainbird, and installed per Irrigation Industry Association of B.C. (IIABC) standards for residential installations, with shrub and lawn areas on separate zones. Contractor to submit proposed irrigation design for approval by Landscape Architect.

LIGHTING: ALL FIXTURES TO BE ENERGY EFFICIENT WITH LED LAMPS: by Maxtar Lighting, available from Builderpack Supplier, 604 770-3315, all lights to be LED lighting, 3000k running on 24 volts. Uplighting/ Spotlights: Model EM-SP16W292L-COL, 6 watt/fixture; Powdercoated black aluminum. Wall/ Step Lighting: Model EM-STES5WW245407-KP, 5.3 watts/fixture; Stainless Steel finish. Pathlighting: Model EM-LAW8W12558-600/1000-ROY, 7.5 watt/fixture; Powdercoated black aluminum



LED PATH LIGHTING
Scale: 1:25

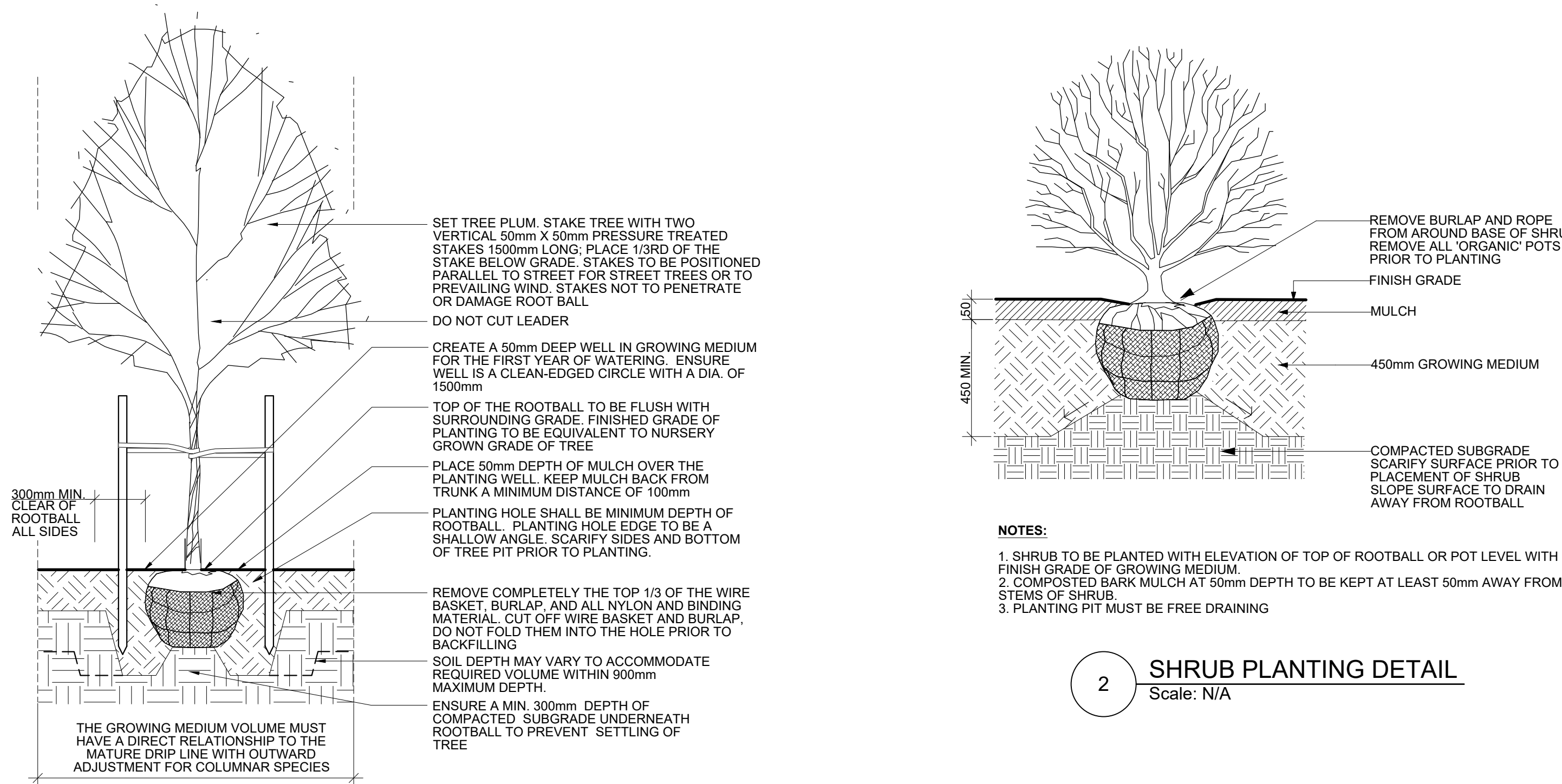


LED SPOTLIGHT
Scale: 1:25



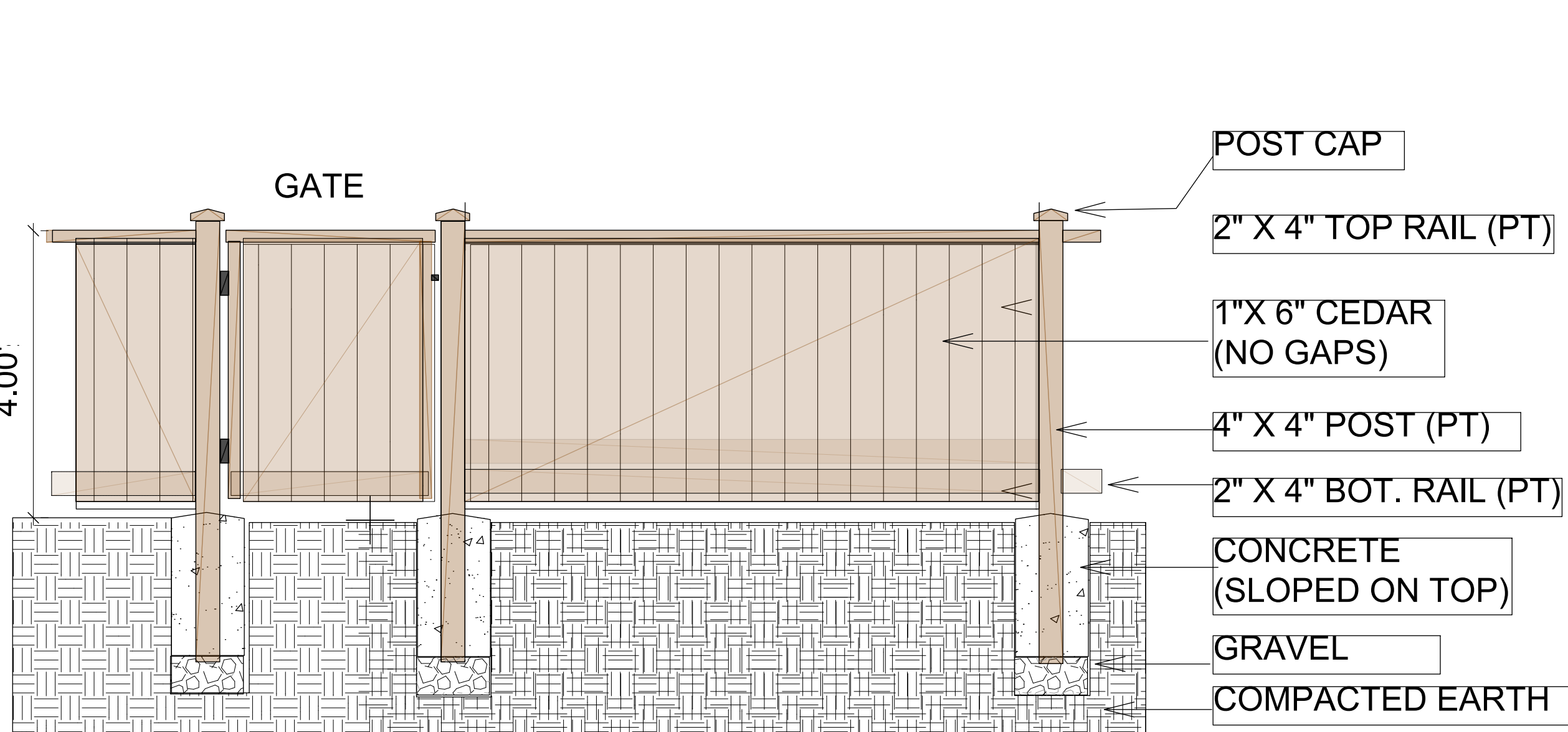
DESCRIPTION
•Housing: 12" Die-Casting Grey Powder

LED STEP LIGHT
Scale: 1:25

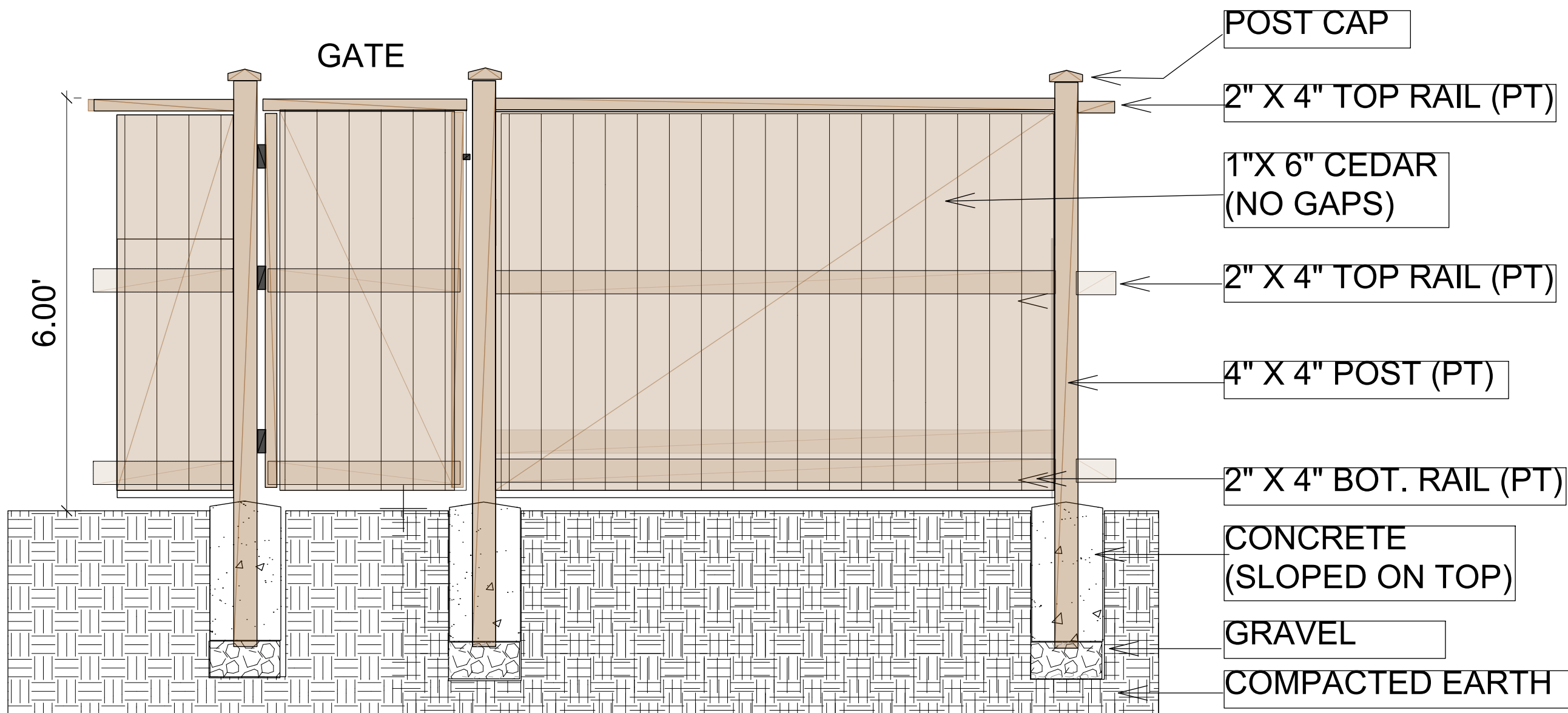


SHRUB PLANTING DETAIL
Scale: N/A

TREE PLANTING DETAIL
Scale: N/A



4' WOOD FENCE-FRONT YARD
Scale: 1:20



6' WOOD FENCE-BACK/SIDE YARD
Scale: 1:20

No.	Date	Issue/Revision Notes
1	1/20/2020	REVIEW
2	7/1/2020	SUBMIT
3	11/2/2020	ADP
4	2/2/2021	ADP
5	3/1/2021	ADP
6	4/7/2021	SUBMIT TO CITY

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Design Firm
SW LANDSCAPE ARCHITECT
919 MELBOURNE AVENUE, NORTH VANCOUVER
www.swlandscapearchitect.com
778 834-8959 cell

Client
1209661 BC LTD.

Project Title
MULTI-FAMILY DWELLING
322 WEST 14TH STREET
NORTH VANCOUVER

DETAILS

Project Manager STEVE WONG	Project ID 2020-06
Drawn By SW	Scale AS NOTED
Date JANUARY/20/2020	Sheet No. L-4
CAD File Name W 14 ST v5.vwx	of 5



DIS VIRTUAL MEETING REPORT

Regarding 322 West 14th On September 15th, 2020 from 6:00 to 7:30 pm a DIS Virtual meeting was held.

Two parties attended in the virtual meeting, one family and one real estate agent and his client.

Three topics were discussed:

- 1- Building height.
- 2- Elevation design style.
- 3- East side and West Side windows place to provide maximum privacy for neighbours.

Project's architect answered:

- 1-This is a two story building and height is limited to city zoning bylaw.
- 2- We can see modern and classic design in the area and most of the brand new houses are modern style.
- 3- We make sure there is no face to face windows or overlooking with the neighbours.

Regards,

Farid



WWW.ROYALPALACECONSTRUCTION.CA

933 Eymount Dr West Vancouver BC V7S2B2

Phone :+1 604-220-9967

info@royalpalaceconstruction.ca



NOTICE OF PUBLIC HEARING (Waived)

WHO: Farid Sayari / Royal Palace Construction & Design

WHAT: Zoning Amendment Bylaw No. 8873

WHERE: 322 West 14th Street

WHEN: Monday, November 15, 2021 at 5:30 pm

HOW: View the meeting online at cnv.org/LiveStreaming

Notice is hereby given that Council will consider:

Zoning Amendment Bylaw No. 8873 to permit the development of a triplex, consisting of a duplex plus rear infill building. The proposed density is 0.5 FSR and building height is below the maximum permitted by the existing zoning. No suites are proposed.

The Regular Council Meeting will be held electronically via WebEx. All persons who believe their interest in property may be affected by the proposed bylaw will be afforded an opportunity to be heard by email or written submission. All submissions must include your name and address and should be sent to the Corporate Officer at input@cnv.org, or by mail or delivered to City Hall, **no later than 12:00 noon on Monday, November 15, 2021** to ensure their availability to Council at the meeting. No further information or submissions can be considered by Council after third reading of the bylaw.

The proposed Zoning Amendment Bylaw and background material will be available for viewing online at cnv.org/PublicHearings on Friday, November 5, 2021.

Please direct inquiries to Meg Wray at mwray@cnv.org or 604-982-3989.



141 WEST 14TH STREET / NORTH VANCOUVER / BC / V7M 1H9
T 604 985 7761 / F 604 985 9417 / [CNV.ORG](https://cnv.org)



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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8873

A Bylaw to amend “Zoning Bylaw, 1995, No. 6700”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8873**” (Farid Sayari / Royal Palace Construction and Design, 322 West 14th Street, CD-739).
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of CD-739 (Comprehensive Development 739 Zone):

Lots	Block	D.L.	Plan	
18	47	271 and 548	1658	from RT-1

3. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:

- A. Adding the following section to Section 1100, thereof, after the designation “CD-738 Comprehensive Development 738 Zone”:

“CD-739 Comprehensive Development 739 Zone”

- B. Adding the following to Section 1101, thereof, after the “CD-738 Comprehensive Development 738 Zone”:

“CD-739 Comprehensive Development 739 Zone”

In the CD-739 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the RT-1 Zone, except that:

- (1) Two Principal Buildings shall be permitted on one Lot;
- (2) The permitted Principal Use on the Lot shall be limited to:
 - (a) Two Principal Dwelling Units in the southernmost duplex building;
 - (b) One Principal Dwelling Unit in the northernmost infill building;
- (3) Gross Floor Area (One-Unit and Two-Unit Residential) combined and in total, shall not exceed 0.5 FSR:
 - (a) Attached parking garage and carport shall be excluded;
- (4) Lot Coverage shall not exceed 41%, which shall include the parking garage and carport;

- (5) Siting shall be as in the RT-1 Zone, except that:
- (a) The northernmost Principal Building shall be sited not less than:
 - i. 1.22 metres (4.0 feet) from the Rear Lot Line;
 - ii. 0.91 metres (3.0 feet) from the west Interior Side Lot Line;
 - (b) Siting of the Accessory Building bike storage use shall be in front of, and not less than 1 metre (3.3 feet) from, the northernmost Principal Building;
- (6) The garbage and recycling Accessory Structure shall be screened and may be covered by a trellis without a waterproof roof up to 2.44 metres (8 feet) in height.

READ a first time on the 18th day of October, 2021.

READ a second time on the 18th day of October, 2021.

READ a third time on the <> day of <>, 2021.

ADOPTED on the <> day of <>, 2021.

MAYOR

CORPORATE OFFICER



metrovancouver | METRO 2050

Metro 2050 Draft

UPDATE TO THE REGIONAL GROWTH STRATEGY

Heather McNell

General Manager, Regional Planning and Housing Services

Sean Galloway

Director, Regional Planning and Electoral Area Services

City of North Vancouver Council | November 1, 2021 | 5:30pm

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OUTLINE

Objective: To provide an overview of the content in *Metro 2050* and help member jurisdiction prepare to provide comments by November 26, 2021

- Regional Growth Strategies
- Scope of Update
- Overview of *Metro 2050*
 - Vision
 - Projections
 - 5 Goals
 - What's Proposed
- Providing Comment



REGIONAL GROWTH STRATEGIES

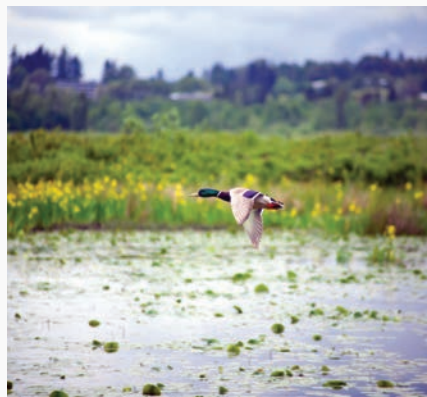
Our collective vision for how to manage and shape long-term growth



- Long-range plan
- Defined in *Local Government Act*
- Manage growth
- Strong history of regional planning
- Signed on to by all member jurisdictions

SCOPE OF THE UPDATE

- Build on success
- Align with *Transport 2050*
- Apply what we've learned
- Respond to critical challenges



ENGAGEMENT PROCESS

2019-2020

- Engagement with municipalities, regional agencies, First Nations and TransLink
- 11 Themed Policy Reviews
- Public Dialogue Events
- Online Engagement & Webinar
- Regional Planning Committee and MVRD Board

2021

- Engagement with municipalities, regional agencies, First Nations and TransLink
- M2050 Intergovernmental Advisory Committee
- Regional Planning Committee and MVRD Board
- Comment Period



METRO 2050 DRAFT

- Builds on *Metro 2040* content
- 2 years of engagement
- Changes respond to municipal and other requests
- Strong input from Intergovernmental Advisory Committee
- Board distributed by letter in July
- Actions for Metro Vancouver, Member Jurisdictions and TransLink



GROWTH PROJECTIONS

Forecasting our region's population in 2050

- Planning guidance; **not targets**
- ~35,000 new residents / year
- Scenario based model uses trends, immigration, migration & natural increase with + / - 15% range built in
- Ground-truthed with members

	2020	2050
Population	2.75 million	3.8 million
Homes	1.1 million	1.6 million
Jobs	1.4 million	1.9 million

GOAL
1

Create a Compact Urban Area

GOAL
2

Support a Sustainable Economy

GOAL
3

Protect the Environment and Respond to
Climate Change and Natural Hazards

GOAL
4

Provide Diverse and Affordable Housing Choices

GOAL
5

Support Sustainable Transportation Choices

WHAT'S PROPOSED?

- Clarity on Urban Centres and Frequent Transit Development Areas – new types
- Stronger alignment of planned locations for growth with transit investment through new tool - 'Major Transit Growth Corridors'
- Target that 15% of new & redeveloped housing in Urban Centres and Frequent Transit Development Areas will be affordable, rental housing
- Policies to encourage transit-oriented affordable housing, increase stock and protect existing non-market rental units
- Stronger protection for Industrial lands; flexibility for residential near rapid transit stations

WHAT'S PROPOSED?

- Stronger climate action, including collective actions to meet greenhouse gas emission reduction targets and prepare for impacts
- Target to protect 50% of land for nature and achieve 40% tree canopy cover within the Urban Containment Boundary
- More explicit integration of equity outcomes
- Emphasis on building relationships with First Nations, incorporating development and planning needs

Regional Targets. Each member works within local context and contributes what they can towards regional targets.



OPPORTUNITY FOR COMMENT

- New opportunity in advance of bylaw process
- Requesting written comments by Council resolution
- November 26, 2021
- Online Feedback Form for residents, businesses, others
- Nov / Dec – assess feasibility to go forward as scheduled

FALL ENGAGEMENT OPPORTUNITIES

- Council / Board presentations
- Public Webinar
- Social Media Promotions
- Intergovernmental Advisory Committee
- Feedback Form
- Open Houses



NEXT STEPS

- Comment period (July - Nov)
- Re-assess process (Dec)
- First Bylaw Reading (Jan / Feb)
- Public Hearing (Feb / March)
- Signatory Adoption (Apr - Jun)
- Final Bylaw Reading (Jul)








metrovancouver | METRO 2050

PLANNING NOW FOR FUTURE GENERATIONS

Thank you

metrovancouver
Together we make our region strong



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Renée de St. Croix, Manager, Long Range and Community Planning

Subject: CITY OF NORTH VANCOUVER RESPONSE TO METRO VANCOUVER
REGIONAL GROWTH STRATEGY: METRO 2050

Date: November 3, 2021 File No: 13-6500-20-0001/1

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Manager, Long Range and Community Planning, dated November 3, 2021, entitled "City of North Vancouver Response to Metro Vancouver Regional Growth Strategy: Metro 2050":

THAT this report containing the City of North Vancouver's comments on the July 2021 version of Metro 2050, the Draft Regional Growth Strategy, be forwarded to the Metro Vancouver Board of Directors for consideration.

ATTACHMENTS

1. Metro Vancouver Regional Growth Strategy: Process Update (CityDocs #2059828)
2. Metro Vancouver Regional Growth Strategy: Draft Metro 2050 (CityDocs #2110163)
3. Metro Vancouver Regional Industrial Lands Strategy (Council Report) (CityDocs #2005673)

SUMMARY

This report provides formal comments on the *Metro Vancouver Regional Growth Strategy* update, titled *Metro 2050*.

BACKGROUND

Metro Vancouver began working on the *Metro 2050* update in 2019 and has engaged with member jurisdictions on a variety of policy review studies and specific topics. The

intent was to explore the existing policies and identify opportunities for improvement. City staff participated and provided comments on these reviews.

In 2021, Metro Vancouver began the process of content creation for the *RGS* update. Throughout the year, Metro Vancouver staff brought this work through the various boards and committees to receive ongoing feedback at all levels (Intergovernmental Advisory Committee, Member Councils, municipal staff, Regional Planning Committee, the Metro Vancouver Board, etc.). City of North Vancouver staff have participated in those meetings as appropriate. In addition, each month Metro Vancouver staff circulated content by goal area for the draft *Metro 2050* for staff review and input.

Staff prepared an information report in June 2021 (Attachment 1), which provided a process update and highlighted key comments on the work to date. This information was provided prior to the commencement of the draft *Metro 2050* public consultation.

The draft *Metro 2050* document was presented at both the Regional Planning Committee at its meeting on June 9, 2021 and to the MVRD Board at its meeting on June 25, 2021. The Board passed the recommendation to refer the draft out for comment and has run a public engagement period between July and November 2021.

Metro Vancouver staff held a public open house specific to the City of North Vancouver on September 27, 2021 from 3pm-5pm, there were no attendees. This was advertised through Metro Vancouver's communications as well as City communications and social media.

DISCUSSION

The following sections provide a high level overview of *Metro 2050* and provides formal comments on the *Metro Vancouver Regional Growth Strategy* update, titled *Metro 2050* (Attachment 2).

About Metro 2050

A majority of the key policy directions and tools in *Metro 2040* are working well, including the Urban Containment Boundary, Urban Centres and Frequent Transit Development Areas (FTDA's), regional land use designations, and sewerage extension policies.

The update to the *Regional Growth Strategy (Metro 2050)* is being undertaken to extend the timeframe to the year 2050, integrate with *Transport 2050* (TransLink's new *Regional Transportation Strategy*), enable consideration of significant drivers of change, respond to new and emerging policy issues, fill policy gaps, and to implement policy improvements.

The focus of the update was largely framed around the results of the policy reviews; updates that reflect newly completed plans; a greater focus on affordable housing, the integration of land use and transportation planning, and climate adaptation; the addition of an equity lens; and, the strengthening of policies to be resilient to future uncertainties.

The following table provides the “at-a-glance” policy improvements and what they mean for the City of North Vancouver:

TOPIC	KEY POLICY UPDATES	WHAT DOES THIS MEAN FOR CITY OF NORTH VANCOUVER?
General Overview	<ul style="list-style-type: none"> The <i>Regional Growth Strategy (Metro 2040)</i> is being updated. The new document will be titled <i>Metro 2050</i>. 	<ul style="list-style-type: none"> Within two years of adoption, CNV will be required to update the Regional Context Statement in the <i>Official Community Plan</i> to ensure alignment with the new and updated policy directions. Given the City's current work on the new <i>Mobility Strategy</i>, <i>Community Wellbeing Strategy</i>, and <i>Climate and Environment Strategy</i>, many of these policy updates will have been addressed.
Growth Projections	<ul style="list-style-type: none"> Updated projections to 2050 for population, housing, and employment. Projections are provided by sub-region and not specific to individual member jurisdictions. This is intended to provide flexibility for member jurisdictions in preparing and adjusting local projections over time. The North Shore sub-region includes the City of North Vancouver, the District of North Vancouver, and the District of West Vancouver. Housing Demand Estimates have been removed from the RGS but are available as a data set for municipal use. 	<ul style="list-style-type: none"> The updated projections are in alignment with anticipated City growth and current trends. During a future <i>Official Community Plan</i> review, the City will need to consider land use capacities in alignment with these projections. In recognition of the new provincial requirement to undertake local Housing Needs Reports (HNR) every five years, the Metro Vancouver Housing Demand Estimates (HDEs) have been removed from the regional growth strategy, but will continue to be made available to member jurisdictions to support research and policy development. Municipal progress in meeting housing needs will now be measured against the local HNR, with the expectation that Housing Action Plans are aligned with the HNR and updated accordingly.
Goal 1: Create a Compact Urban Area	<ul style="list-style-type: none"> A clearer definition and hierarchy for Urban Centres and Frequent Transit Development Areas (FTDA's). Three new designations: Corridor FTDA, Station Area FTDA, and High Growth Municipal Town Centre. Components of the “Complete Communities” goal in <i>Metro 2040</i> were moved into Goal 1 to enable “Housing” to be its own goal in <i>Metro 2050</i>. Improved definition of the regional role in the development of “Complete Communities” to better address the areas of social equity, 	<ul style="list-style-type: none"> The criteria and definitions will help to provide clarity on expectations, growth parameters, and transportation expectations and impacts for these designations. The new Corridor FTDA will be applied to the existing Marine Drive/East 3rd Street FTDA. Metro Vancouver has provided a variety of data and information to support the development of complete communities which the City uses to support the creation of new policy, initiatives, and projects. (Ex. Social Equity and Regional Growth Study which includes detailed equity mapping) The City's upcoming <i>Community Wellbeing Strategy</i> will provide further

	housing, walkability, transportation, health outcomes, etc.	guidance related to social equity, housing, walkability, transportation, health outcomes, etc. as a part of building "complete communities".
Goal 2: Support a Sustainable Economy	<ul style="list-style-type: none"> Alignment with the <i>Regional Industrial Land Strategy</i>. Inclusion of a "Trade-Oriented Lands Overlay". Industrial lands with a Trade-Oriented Lands Overlay are not intended for stratification tenure or small lot subdivision in an effort to preserve these lands for industrial use. Enabling limited residential uses (with an emphasis on affordable, rental units) on employment lands within 200 metres of a rapid transit station, and located within Urban Centres or FTDA's, where appropriate. 	<ul style="list-style-type: none"> City policy generally aligns with the <i>Regional Industrial Land Strategy</i>. The City has 0.84km² of land designated as Industrial Use, a majority of which is owned by the Vancouver Fraser Port Authority. These lands are not currently contemplated for the "Trade-Oriented Lands Overlay", but could be reviewed as a part of a future OCP review. The City has 0.43km² of land designated as Employment Use which could potentially consider the inclusion of limited residential uses. However, this is not contemplated at this time and would be subject to a future OCP review. Future guidelines are anticipated to support the implementation of these policies.
Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards	<ul style="list-style-type: none"> Enhanced environmental policies to better integrate Sensitive Ecosystems and Ecosystem Services, and identify a regional green infrastructure network. Updated policy actions to reduce energy consumption and greenhouse gas (GHG) emissions in the building and transportation sectors to align with <i>Climate 2050</i> and achieve regional targets of a 45% reduction in emissions below 2010 levels by 2030 and carbon neutral by 2050. New targets to increase the total tree canopy cover within the Urban Containment Boundary from 32% to 40% and increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050. Improved natural hazards and climate change impacts policy direction. 	<ul style="list-style-type: none"> City policy is generally in alignment with the proposed policies. The City's upcoming <i>Climate and Environment Strategy (CES)</i> addresses and/or includes policy and targets to protect and enhance natural areas, and reduce GHG emissions from buildings and transportation to achieve climate targets. The City's 2050 target of net zero emissions aligns with the <i>Metro 2050</i> target, and consideration will be given to Metro Vancouver's 2030 interim target in the development of the City's <i>CES</i>. Given the tree canopy cover and protected lands targets are regional, staff will consider the City's contribution and appropriate City-specific targets through natural systems and upcoming <i>Urban Forest Management Strategy</i> policy development. Metro Vancouver has provided data and resources related to sensitive ecosystems, carbon storage and climate-related risks and vulnerabilities to support development of City policies.
Goal 4: Provide Diverse and Affordable Housing Choices	<ul style="list-style-type: none"> Creation of a stand-alone "Housing" Goal and moving the "Complete Communities" components into Goal 1; Emphasis on affordable housing in transit-oriented locations. 	<ul style="list-style-type: none"> The main change regarding how housing issues are addressed in <i>Metro 2050</i> is that 'Housing' is now a standalone goal, which underscores the importance of coordinated local and regional action. Additional guidelines are anticipated to support the implementation of the

	<ul style="list-style-type: none"> • A regional target that 15% affordable rental housing be provided by development within Urban Centres and Frequent Transit Development Areas; and, • The addition of policies seeking expansion of rental housing supply and tenant protections. 	<p>proposed regional target of 15% affordable rental housing to be provided by development within Urban Centres and Frequent Transit Development Areas. Given this is a regional target, staff will be analyzing the data to see how this fits with the City's current housing program and development.</p> <ul style="list-style-type: none"> • City policy is generally in alignment with the proposed policies on the expansion of rental housing supply and tenant protections, clarity of expectations, and advocacy. • The City's upcoming <i>Community Wellbeing Strategy</i> will provide further guidance related housing policy.
Goal 5: Support Sustainable Transportation Choices	<ul style="list-style-type: none"> • The addition of Major Transit Growth Corridors (MTGC) to align with <i>Transport 2050</i> and provide clarity for where Frequent Transit Development Areas (FTDA) can be located. • MTGC's are areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new FTDA's. The MTGCs have been identified as good potential locations for regionally-significant levels of transit-oriented growth. They are intended to be an organizing tool to support the identification of FTDA's as well as a growth monitoring tool to assess performance on transit-oriented development objectives. 	<ul style="list-style-type: none"> • The MTGC's provide additional clarity for where FTDA's can be located. The City currently has two FTDA designations: (1) East 3rd Street and (2) Marine Drive. During future land use policy reviews, should there be a desire to add another designation, this will provide clarity on where would be most appropriate. • The City's upcoming <i>Mobility Strategy</i> will provide further guidance related to transportation policy. • Additional guidelines to support implementation are anticipated. • City policy is generally in alignment with the proposed policies.
Implementation	<ul style="list-style-type: none"> • Metro Vancouver will be providing additional guidelines on key topics to support implementation and the updates of Regional Context Statements. • Updated alignment of agricultural policies with ALC legislation and regulations; and • A clearer and more nuanced definition for the Rural land use designation. 	<ul style="list-style-type: none"> • The City will use the additional guidelines to ensure alignment with and support the implementation of the <i>Metro 2050</i> policies.

The general directions and changes being proposed in the draft *Metro 2050 Regional Growth Strategy* are consistent with City goals, objectives, and policies. The City of

North Vancouver comments and feedback are largely around clarifying definitions and implementation requirements, which have been provided at the staff-to-staff level, as previously outlined in Attachment 1.

NEXT STEPS

With Council's endorsement of this report, these comments will be submitted to Metro Vancouver to meet the consultation deadline of November 26, 2021.

The formal acceptance period will begin in January of 2022 when a revised draft of *Metro 2050*, appended to a bylaw, will be considered for first and second reading by the MVRD Board, and a regional public hearing will be held in February of 2022. Between March and May of 2022 the City will have the opportunity to consider acceptance of *Metro 2050* by resolution. In June of 2022, at the end of the acceptance period, the *Metro 2050* bylaw will be presented to the MVRD Board for consideration of adoption.

The City will then have two years, until July 2024, to submit a new Regional Context Statement that demonstrates how the Official Community Plan is generally consistent, or will become consistent with *Metro 2050* over time.

FINANCIAL IMPLICATIONS

Nil.

INTER-DEPARTMENTAL IMPLICATIONS

Staff will continue to share information provided by Metro Vancouver related to the *Regional Growth Strategy* update, as it is received, for input and general awareness.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The *Regional Growth Strategy* is intended to align with and build on the key objectives and policies in the City's *Official Community Plan* (2014). The *RGS* also aligns with the vision and priorities of Council's 2018-2022 *Strategic Plan*.

RESPECTFULLY SUBMITTED:



Renée de St. Croix, Manager, Long Range
and Community Planning



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Renée de St. Croix, Manager, Long Range and Community Planning

Subject: METRO VANCOUVER REGIONAL GROWTH STRATEGY: PROCESS UPDATE

Date: June 9, 2021 File No: 13-6500-20-0001/1

PURPOSE

This report provides an update on the process and activities for the *Metro Vancouver Regional Growth Strategy* update, titled *Metro 2050*. It also includes a high level description of proposed changes and staff comments to date.

BACKGROUND

The update began in 2019 with engaging member jurisdictions on a variety of policy review studies on specific topics:

- Urban Centre and Frequent Transit Development Area Policy Review
- Environment Policy Review
- Climate Change Policy Review
- Agriculture Policy Review
- Rural Lands Policy Review
- Industrial and Mixed Employment Policy Review
- Housing Policy Review
- Transportation Policy Review
- Complete Communities Policy Review
- Implementation Policy Review

The intent was to explore the existing policies and identify opportunities for improvement.

In 2021, Metro Vancouver began the process of content creation for the *RGS* update. Throughout the year, Metro Vancouver staff brought this work through the various boards and committees to receive ongoing feedback at all levels (Intergovernmental

Advisory Committee, Member Councils, municipal staff, Regional Planning Committee, the Metro Vancouver Board, etc.). City of North Vancouver staff have participated in these meetings as appropriate. In addition, each month Metro Vancouver staff circulated content by goal area for the draft *Metro 2050* for staff review and input.

Metro Vancouver has now completed the staff input period and is preparing to launch the public and Council consultation on the draft *Metro 2050* content. The full draft of *Metro 2050* will be presented to the Regional Planning Committee at its meeting on June 9, 2021 and to the MVRD Board at its meeting on June 25, 2021. If the Board passes the recommendation to refer the draft out for comment, an engagement period between July and November of 2021 will begin.

Following the Board meeting, letters will be prepared and sent to all affected local governments, school districts, IAC members, First Nations with interests in the region, and other stakeholders requesting that they review and provide formal written comments on the draft *Metro 2050*.

DISCUSSION

The following sections provide a high level overview of *Metro 2050* and the highlights of staff comments to date.

About Metro 2050

A majority of the key policy directions and tools in *Metro 2040* are working well, including the Urban Containment Boundary, Urban Centres and Frequent Transit Development Areas (FTDA's), regional land use designations, and sewerage extension policies.

The update to the *Regional Growth Strategy (Metro 2050)* is being undertaken to extend the timeframe to the year 2050, integrate with *Transport 2050* (TransLink's new *Regional Transportation Strategy*), enable consideration of significant drivers of change, respond to new and emerging policy issues, fill policy gaps, and to implement policy improvements.

The focus of the update was largely framed around:

- The results of the policy reviews;
- Updates to reflect completed plans since *Metro 2040*'s adoption;
- A greater focus on affordable housing, the integration of land use and transportation planning, and climate adaptation;
- The addition of an equity lens; and,
- The strengthening of policies to be resilient to future uncertainties.

The “at-a-glance” policy improvements include, but are not limited to:

- **Growth Projections:**
 - Updated projections (to 2050) for population, housing, employment and land use; and,

- Updated Housing Demand Estimates (removed from *RGS* but available for municipal use).
- **Goal 1: Create a Compact Urban Area**
 - A clearer definition and hierarchy for Urban Centres and Frequent Transit Development Areas (FTDA's), including 3 new designations:
 - Corridor FTDA
 - Station Area FTDA
 - High Growth Municipal Town Centre (new Urban Centre)
 - Components of the "Complete Communities" goal in *Metro 2040* were moved into Goal 1 to enable "Housing" to be its own goal in *Metro 2050*;
 - Improved definition of the regional role in the development of "Complete Communities" to better address the areas of social equity, housing, walkability, transportation, health outcomes, etc.; and,
 - Clarification on definition and application of regional land use designations.
- **Goal 2: Support a Sustainable Economy**
 - Alignment with the *Regional Industrial Land Strategy*;
 - Inclusion of a Trade-Oriented Lands Overlay; and,
 - Enabling some residential use in employment areas within 200m of rapid transit.
- **Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards**
 - Enhanced environmental policies to better integrate Sensitive Ecosystems and Ecosystem Services.
- **Goal 4: Provide Diverse and Affordable Housing Choices**
 - Creation of a "Housing" Goal and moving the "Complete Communities" components into Goal 1;
 - Emphasis on affordable housing in transit-oriented locations;
 - A proposed regional target that 15% affordable rental housing be provided by development within Urban Centres and Frequent Transit Development Areas; and,
 - The addition of policies seeking expansion of rental housing supply and tenant protections.
- **Goal 5: Support Sustainable Transportation Choices**
 - The addition of Major Transit Growth Corridors (MTGC's) to align with *Transport 2050* and provide clarity for where FTDA's can be located.
- **Implementation:**
 - Updated alignment of agricultural policies with ALC legislation and regulations; and
 - A clearer and more nuanced definition for the Rural land use designation.

The general directions and changes being proposed are consistent with City goals, objectives, and policies.

Highlights of Staff Comments

Throughout the *Regional Growth Strategy* update process, City staff have been participating in discussions, presentations, and meetings, and providing feedback as requested. The areas of comment have been focused on the following:

- **Growth Projections:** City staff worked with Metro Vancouver staff to review and analyze the growth projections, including population, dwelling units, and jobs, such that they align with anticipated City growth and trends. Other key considerations included whether these were targets or projections as the terminology could impact how they are used and referenced in future work.
- **Goal 1 Create a Compact Urban Area:** *Metro 2050* contemplates two forms of Frequent Transit Development Areas – Corridor and Station Area – to better articulate the different forms of transit oriented development occurring in the Region. There is also a new Urban Centre – High Growth Municipal Town Centre – presented as an opportunity to acknowledge those areas that are experiencing high growth and are beyond the expectations of a Municipal Town Centre, but would not be considered a Regional City Centre or Metro Core. City staff requested further clarity on the definitions of the designations and the reasoning for choosing one designation over another, with particular attention to criteria for each classification.
- **Goal 2 Support a Sustainable Economy:** *Metro 2050* contemplates enabling limited residential use within employment areas if located within 200m of a rapid transit station to encourage more affordable options close to transit and to jobs. The focus of staff commentary was on clarity and consistency of the definition of industrial lands and employment lands and what the trade-oriented lands overlay would look like.
- **Goal 3 Protect the Environment and Respond to Climate Change and Natural Hazards:** The City's comments focused on the alignment of the new targets provided for climate neutrality, protected lands, and tree canopy, as well as data and measures to support these targets, with the City's climate and environmental policy directions. Additional comments were focused on coordinating mapping and directions between the *Metro 2050* and *Climate 2050*.
- **Goal 4 Provide Diverse and Affordable Housing Choices:** The main change regarding how housing issues are addressed in *Metro 2050* is that 'Housing' is now a standalone goal, which underscores the importance of coordinated local and regional action. The City's input focused on the data (Housing Demand Estimates), a proposed regional target that 15% affordable rental housing be provided by development within Urban Centres and Frequent Transit Development Areas, the addition of policies seeking expansion of rental housing supply and tenant protections, clarity of expectations, and advocacy.

In recognition of the new provincial requirement to undertake local Housing Needs Reports (HNR) every five years, the Metro Vancouver Housing Demand Estimates (HDEs) have been removed from the regional growth strategy, but will continue to be made available to member jurisdictions to support research and policy development. Municipal progress in meeting housing needs will now be measured against the local HNR, with the expectation that Housing Action Plans are aligned with the HNR and updated accordingly.

The proposed new actions for rental housing and tenant protections largely align with the approaches that the City already has in place.

- **Goal 5 Support Sustainable Transportation Choices:** *Metro 2050* proposes the addition of Major Transit Growth Corridors, which are intended to align with *Transport 2050* and provide guidance as to where FTDA's can be located. The City's comments focused on providing clarity on the use of this designation and its implementation. Additional comments were focused on coordinating mapping and directions between the *Metro 2050* and *Transport 2050*.
- **Implementation:** Metro Vancouver will be providing implementation guidelines to support the implementation of *Metro 2050*. The City's offered feedback on the proposed processes and timeframes.

NEXT STEPS

Metro Vancouver will present to Council an update on the process and highlight key areas of interest to the City of North Vancouver on June 21, 2021. Following the MVRD Board meeting of June 25, 2021, the City will be requested to review and provide formal written comments on the draft *Metro 2050*. Metro Vancouver staff will return to Council to provide a presentation and information on the draft, highlighting key content changes, in the early fall. Staff will then prepare a report in the fall for Council's consideration on the draft to submit formal written comments before the deadline of November 26, 2021.

In addition to the above, City staff will be participating in a series of optional "working group" sessions over the summer, hosted by Metro Vancouver. They will be focused on specific topic areas of *Metro 2050* and enable further discussion of any concerns, ideas or comments, as well as support the preparation of the formal comments.

The formal acceptance period will begin in January of 2022 when a revised draft of *Metro 2050*, appended to a bylaw, will be considered for first and second reading by the MVRD Board, and a regional public hearing will be held in February of 2022. Between March and May of 2022 the City will have to opportunity to consider acceptance of *Metro 2050* by resolution. In June of 2022, at the end of the acceptance period, the *Metro 2050* bylaw will be presented to the MVRD Board for consideration of adoption.

The City will then have two years, until July 2024, to submit a new Regional Context Statement that demonstrates how the Official Community Plan is generally consistent, or will become consistent with *Metro 2050* over time.

FINANCIAL IMPLICATIONS

NIL.

INTER-DEPARTMENTAL IMPLICATIONS

Staff will continue to share information provided by Metro Vancouver related to the *Regional Growth Strategy* update, as it is received, for input and general awareness.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The *Regional Growth Strategy* is intended to align with and build on the key objectives and policies in the City's *Official Community Plan* (2014). The *RGS* also aligns with the vision and priorities of Council's 2018-2022 *Strategic Plan*.

RESPECTFULLY SUBMITTED:



Renée de St. Croix
Manager, Long Range and Community
Planning



Metro 2050

Regional Growth Strategy



DRAFT

Metro 2050

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

June, 2021

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



Mission

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

1. Serve as a Regional Federation

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

2. Deliver Core Services

Provide regional utility services related to drinking water, liquid waste, and solid waste to members. Provide regional services, including parks and affordable housing, directly to residents and act as the local government for Electoral Area A.

3. Plan for the Region

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

Building a Resilient Region

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

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A. Metro 2050 Scope and Linkages to Other Plans

Regional Growth Strategies: Legislative Authority

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

Metro Vancouver’s Management Plans

Metro Vancouver’s regional growth strategy, *Metro 2050*, is one plan among a suite of interconnected management plans developed around Metro Vancouver’s Board Strategic Plan. 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:

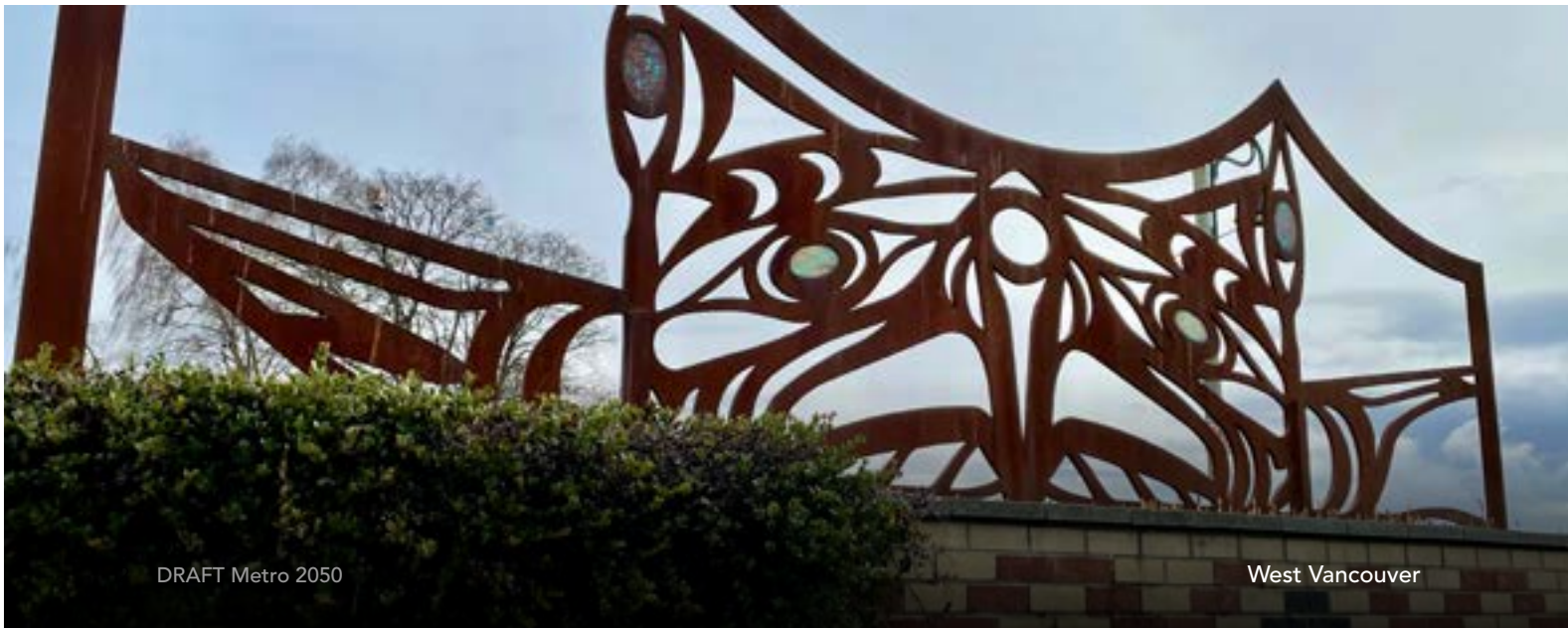
- communicate its objectives for the regional transportation system to TransLink;
- provide transportation planning input through the provision of land use, growth management and air quality information and forecasts and, as appropriate, the evaluation of land use and vehicle emissions impacts; and
-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





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 parcel-based 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, long-term, 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 trip-generating 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, multiple-occupancy 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 transit-oriented neighbourhood, Urban Centre, or Frequent Transit Development Area.

Non-Urban Land Use Designations

Rural

Rural lands are intended to protect the existing character, landscapes, and environmental qualities of rural communities outside the Urban Containment Boundary. Land uses in these areas include low density forms of residential, agricultural 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 low-intensity residential or built environments that are historical, remote, or not contiguous with the urban area, and may have topographic constraints.

Agricultural

Agricultural lands are intended for 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 long-term 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).

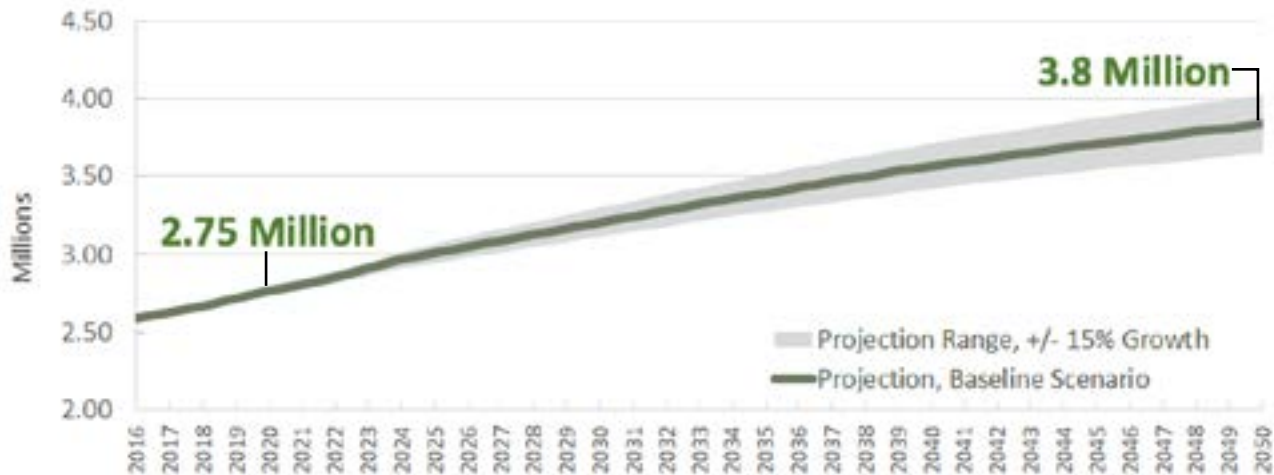
Similar to the majority of Canadian cities, Metro Vancouver's population is aging. While the percentage of seniors (aged 65 and over) comprised 14.7% of the total population in 2016, this is projected to increase to 22% by 2050. The aging population will have a significant impact on the demand for services 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:

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

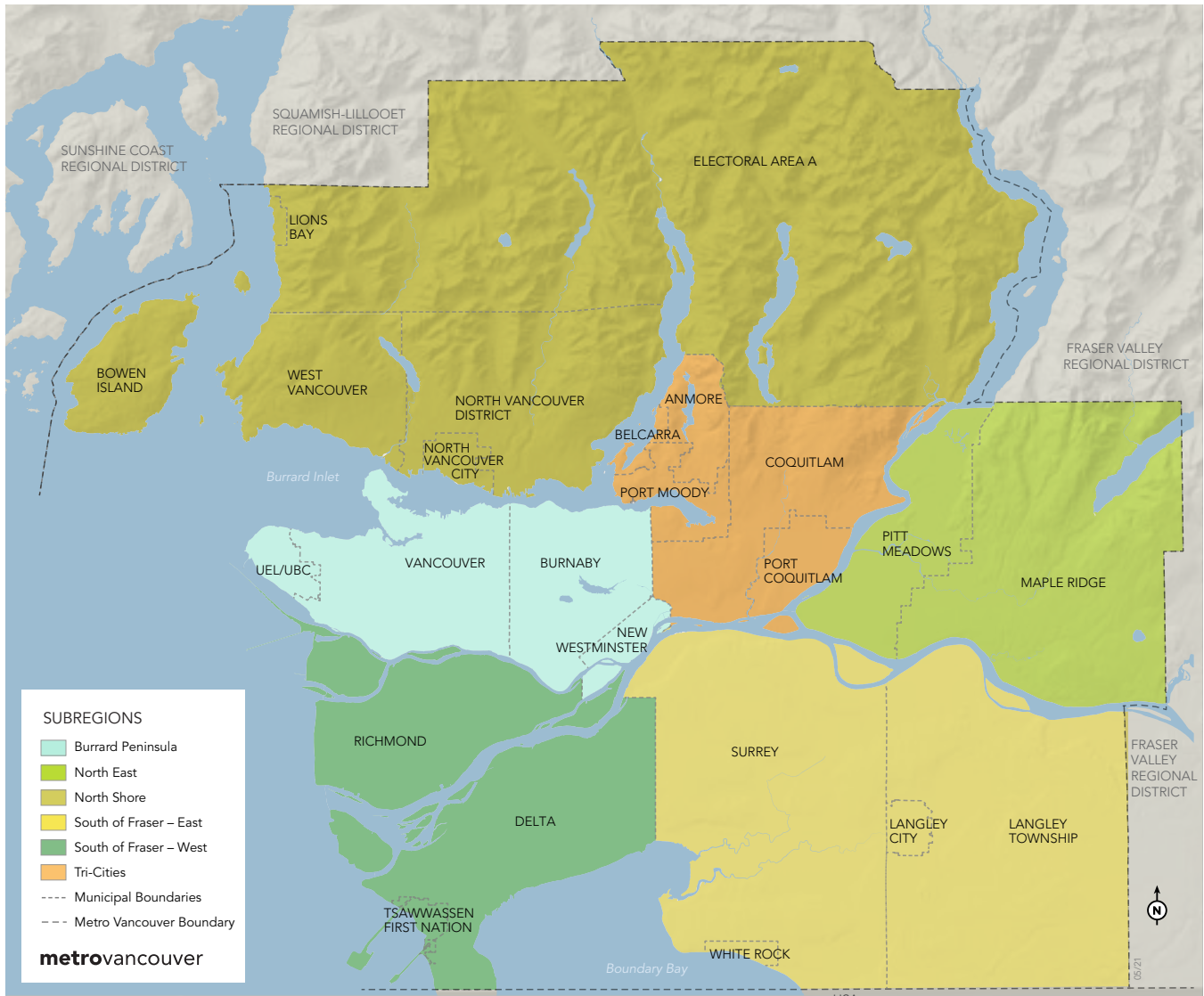
FIGURE 3. METRO VANCOUVER'S SUB-REGIONS FOR THE PURPOSES OF METRO 2050 PROJECTIONS

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

POPULATION						
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	2,593,200	2,767,000	3,206,100	3,564,100	3,836,800
	Burrard Peninsula	1,014,800	1,064,900	1,206,000	1,311,900	1,387,800
	North Shore	199,700	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						
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	1,000,500	1,075,500	1,287,700	1,460,500	1,589,400
	Burrard Peninsula	435,900	462,900	533,200	584,600	623,400
	North Shore	79,600	83,600	100,600	111,900	122,000
	South of Fraser – East	242,700	266,900	332,300	395,200	441,000
	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						
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	1,342,200	1,420,100	1,621,600	1,775,300	1,883,600
	Burrard Peninsula	643,700	671,700	739,500	786,500	820,000
	North Shore	89,400	94,000	107,200	115,900	123,200
	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

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).

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

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

*Includes Municipal Town Centres and High Growth Municipal Town Centres

** Includes Corridor FTDA's and Station Area FTDA's

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

E. Goals, Strategies & Actions

GOAL
1

Create a Compact Urban Area



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:
 - i) identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4;
 - ii) focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13;
 - iii) encourage office development to 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:
- i) identify General Urban lands and their boundaries on a map generally consistent with Map 2;
 - ii) exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas;
 - iii) encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) 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 <i>(applies to Metro Core, Surrey Metro Centre, RCCs, HG-MTCs, and MTCs)</i>	<p>Primary hubs of activity.</p> <p>Accommodates significant regional residential and employment growth. Provides a range of amenities and services.</p> <p>Major Road Network access.</p> <p>Primary locations for Major Trip Generating Uses.</p>	<p>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.</p>	Locations identified on Map 4
Metro Core - Vancouver	<p>The Region's downtown. Region-serving uses (central business district).</p> <p>Accommodates significant levels of regional employment and residential growth. Principal centre of business, employment, cultural, and entertainment activity for the region.</p>	<p>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.</p>	Vancouver
Metro Centre - Surrey	<p>Centre of activity South of the Fraser River.</p> <p>Accommodates significant levels of regional employment and residential growth.</p>	<p>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.</p>	Surrey
Regional City Centre	<p>Sub-regional hub of activity.</p> <p>Accommodates significant levels of residential and employment growth.</p>	<p>Sub-region serving uses (hospital, post-secondary). Office uses. Existing frequent transit services.</p> <p>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.</p> <p>Minimum density of 60-350 Jobs + People/ hectare.</p>	Any location on the Major Transit Network.
High Growth Municipal Town Centre	<p>Centre of activity for a member jurisdiction.</p> <p>Locations for significant levels of regional employment and residential growth.</p>	<p>Previously a Municipal Town Centre.</p> <p>High Regional Accessibility.</p> <p>Existing Major Transit Network service.</p> <p>Higher density commercial Uses.</p> <p>High density residential uses.</p> <p>Minimum density of 60-200 Jobs + People/ hectare.</p>	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.

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 <i>(applies to both Corridor FTDA's and Station Area FTDA's)</i>	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.

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

CENTRE TYPE RECLASSIFICATION FRAMEWORK		
Centre Type	Required Criteria for a new Urban Centre or Urban Centre reclassification	Metro 2050 Amendment Type
In order to become...	The area must meet the following criteria...	And pursue the following amendment process...
Frequent Transit Development Area (FTDA) – All <i>(applies to Corridor FTDAs and Station Area FTDAs)</i>	<i>Required for reclassification to any FTDA types:</i> Located within a Major Transit Growth Corridor. 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.	Type 3 or Regional Context Statement Update
Corridor FTDA	Meets the above criteria for FTDAs, and: Located within a Major Transit Growth Corridor (on Map 5). Located up to 800m from the corridor centreline. Linear shaped	Type 3 or Regional Context Statement Update
Station Area FTDA	Meets the above criteria for FTDAs, and: Located within a Major Transit Growth Corridor. Located up to 1,200m from a station on the Major Transit Network or RapidBus station. May be nodal shaped.	Type 3 or Regional Context Statement Update
Urban Centre - All <i>(applies to all Urban Centre types)</i>	<i>Required for reclassification to any Urban Centre type:</i> Located on the Major Transit Network. Not in a known unmitigated natural hazard area. OCP Land Use Map and policies supportive of infill and intensified residential and employment growth.	
Municipal Town Centre	Meets the above criteria for Urban Centre, and: 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.	Type 3
High Growth Municipal Town Centre	Meets the above criteria for Urban Centre, and: 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.	Type 3
Regional City Centre and Metro Centres	Reclassification from any centre type to or from the “Regional City Centre” or to “Metro Centre” types is not contemplated by the regional growth strategy.	

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 disproportionately impacted; and

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

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

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

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

Member Jurisdictions will:

1.3.7 Adopt Regional Context Statements that:

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

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

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

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

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

f) consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact 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.



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.

GOAL
2

Support a Sustainable Economy



Goal 2: Support a Sustainable Economy

The regional growth strategy leverages the region's existing economic strengths to provide for a prosperous future by supporting diverse commercial and industrial sectors, employment growth, ensuring well designed regional places with an emphasis on public space and transit, and recognizing the region's role as a key provincial and national gateway. The regional growth strategy supports a sustainable economy through its regional land use, 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 'trade-oriented' lands. Preserving the region's industrial lands supports existing businesses by allowing them to expand and supports new businesses to locate in the region, all the while avoiding long transportation distances, business inefficiencies, and higher greenhouse gas emissions. In response to the vulnerability of industrial land, policies are included to protect and intensify the use of the limited supply in the region. Efforts that encourage industrial densification and intensification provide a range of benefits such as: more efficient use of lands and resources; reduced pressures on other lands; improved capacity for businesses to grow to create employment opportunities; increased job opportunities; greater clustering of co-located operations; circular economy; and a more efficient transportation system.

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

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

Agriculture is an important sector of the region's economy and a critical component of the local food system. The agricultural industry is dependent on the protection and availability of agricultural land for the production of food and other goods and services. 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 large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for 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:

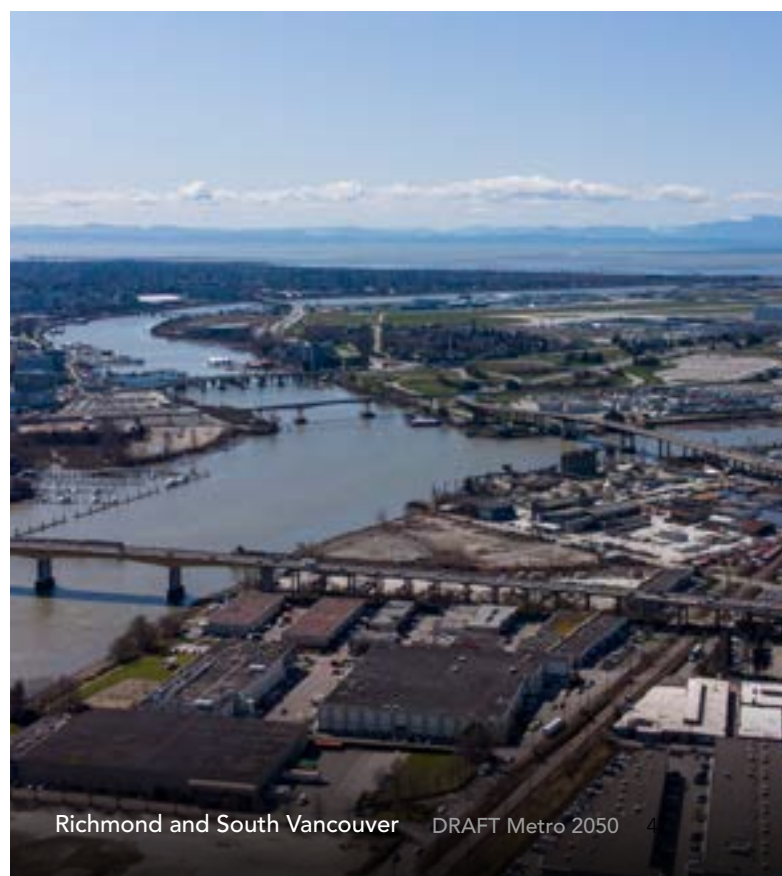
- i) consistently define, support, and protect industrial uses in municipal plans and bylaws, and ensure that non-industrial uses are not permitted;
- ii) support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units;
- iii) exclude uses that are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

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

- iii) support the objective of concentrating larger-scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas;
 - iv) support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere;
 - v) do not permit residential uses, except for an accessory caretaker unit;
 - 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).



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:

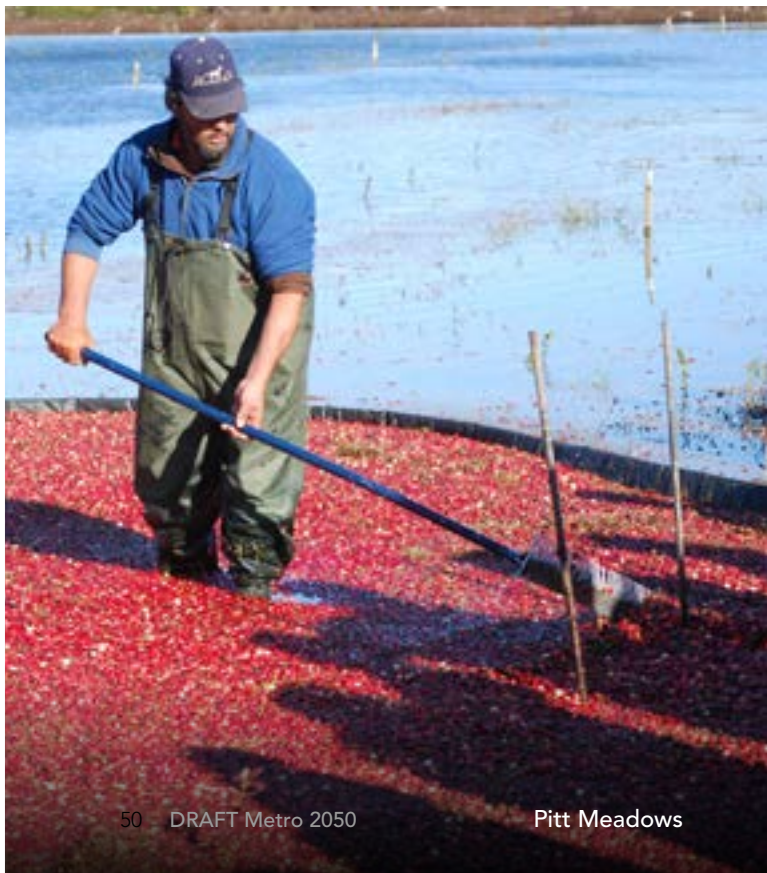
- a) specify the Agricultural lands and their boundaries within their jurisdiction on a map consistent with Map 8;
- b) consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents;
- c) include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:
 - i) assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability;
 - ii) encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land;
 - iii) support climate change adaptation including:
 - 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;



Delta

- 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
3

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 life-sustaining services. If planned, designed, and built in harmony with nature, communities will be healthier and more resilient over the long-term.

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

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:

- i) 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
- ii) 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 regionally-appropriate guidance on methodologies, tools and decision-making frameworks.

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

- a) protect, enhance, and restore ecosystems as identified on Map 11 or more detailed local ecological and cultural datasets;
- b) identify ecosystems that may be vulnerable to climate change and natural hazard impacts as part of regional multi-hazard mapping in Action 3.4.2 a);
- c) identify a regional green infrastructure network that connects ecosystems and builds on existing local networks, while maximizing 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:
 - i) support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions;
 - ii) seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network;
 - iii) discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity; and
 - iv) indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.



c) include policies that:

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

Strategy 3.3 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,

- i) accelerating the transition of energy efficiency requirements in the BC Building Code to net-zero energy ready levels by 2032;
- ii) setting greenhouse gas and energy performance requirements for new and existing buildings;
- iii) increasing incentives and financing tools for new low-carbon, zero-emissions, and resilient buildings;
- iv) supporting large-scale building electrification;
- v) requiring benchmarking and energy labels for new and existing buildings;
- vi) supporting reductions in embodied emissions of buildings, and the increased use of low-carbon 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,

- i) revising enabling legislation to allow regional road usage charging for the purposes of managing congestion and greenhouse gasses;
- ii) supporting electric vehicle charging in new and existing buildings through requirements and programs;
- iii) continuing to increase the amount of reliable and sustainable funding available for sustainable transportation infrastructure and low emission travel modes, such as active transportation and public transit; and
- iv) continuing to advance stringent standards for on-road vehicle emissions and fuel carbon content.

Member jurisdictions will:

3.3.7 Adopt Regional Context Statements that:

- a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas 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:
 - i) existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoechange systems, and zero emission vehicle charging infrastructure;

- ii) community design, infrastructure, and programs that encourage transit, cycling, rolling and walking; and
- c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors.

TransLink will:

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

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



Strategy 3.4 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.

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

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

Metro Vancouver will:

3.4.1 Incorporate climate change and natural hazard risk assessments into the planning and location of 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 long-term implications of sea level rise on infrastructure planning, construction, and operations;
- b) incorporate resilience considerations into building codes and standards;
- c) modernize the provincial *Emergency Program Act* and associated regulations with requirements for land use planning, and consider land use implications in the development of climate change adaptation strategies; and
- d) provide guidelines, programs, funding, and timely data and information to support regional and local planning for climate change impacts and natural hazards.

Member jurisdictions will:

3.4.5 Adopt Regional Context Statements that 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
4

Provide Diverse and Affordable Housing Choices

Maple Ridge

DRAFT Metro 2050

New Westminster

Goal 4: Provide Diverse and Affordable Housing Choices

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

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

In response to these challenges, a diverse mix of housing types and tenures that respond to an aging population, changing family and household characteristics, and a range of household incomes across the region is needed. Having housing choices means that all residents can find adequate and suitable housing that is affordable based on their household income, and that meets their unique needs and preferences. For the purpose of implementing *Metro 2050's* policies, "affordable housing" is defined as housing that is affordable to households earning up to 120% of the Regional Median Household

Income. Goal 4 encourages diverse and affordable housing choices as a means to provide opportunities for residents to live in their desired community or neighbourhood, close to employment, transit, schools, parks, amenities and important social connections.

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

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

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

A commitment to social equity prioritizes planning and decision-making processes that ensure the housing needs of the region's residents and populations that are housing insecure are met, so that everyone can access safe, quality, affordable, and climate resilient housing. Furthermore, it means intentionally seeking to prevent economic, health or access disparities in the housing market that are primarily experienced by lower income populations, renter households, and individuals experiencing or at risk of homelessness. Essential to this commitment is examining and modifying any systemic and institutional practices and policies that may limit the quality, affordability, accessibility, and equitable distribution of housing that is 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:
 - i) increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum;
 - ii) increased supply of family-friendly, age-friendly, and accessible housing;
 - iii) increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing;
 - iv) increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit;
 - v) integration of land use and transportation planning such that households can reduce their combined housing and transportation costs;

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

4.1.9 Prepare and implement housing strategies or action plans that:

- a) are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs;
- b) are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability;
- c) identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, 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:
 - i) increased supply of affordable rental housing in proximity to transit and on publicly-owned land;
 - ii) increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss;

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

4.2.8 Prepare and implement housing strategies or action plans that:

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



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

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

Metro Vancouver will:

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

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

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

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

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

4.3.6 Advocate to the Federal Government and the Province to provide and expand ongoing rent supplements and housing benefits, 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.

GOAL
5

Support Sustainable Transportation Choices



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, policies, and programs related to new mobility, shared mobility, and inter-jurisdictional connectivity.

5.1.13 Advocate to the Province and TransLink to co-locate active transportation 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:

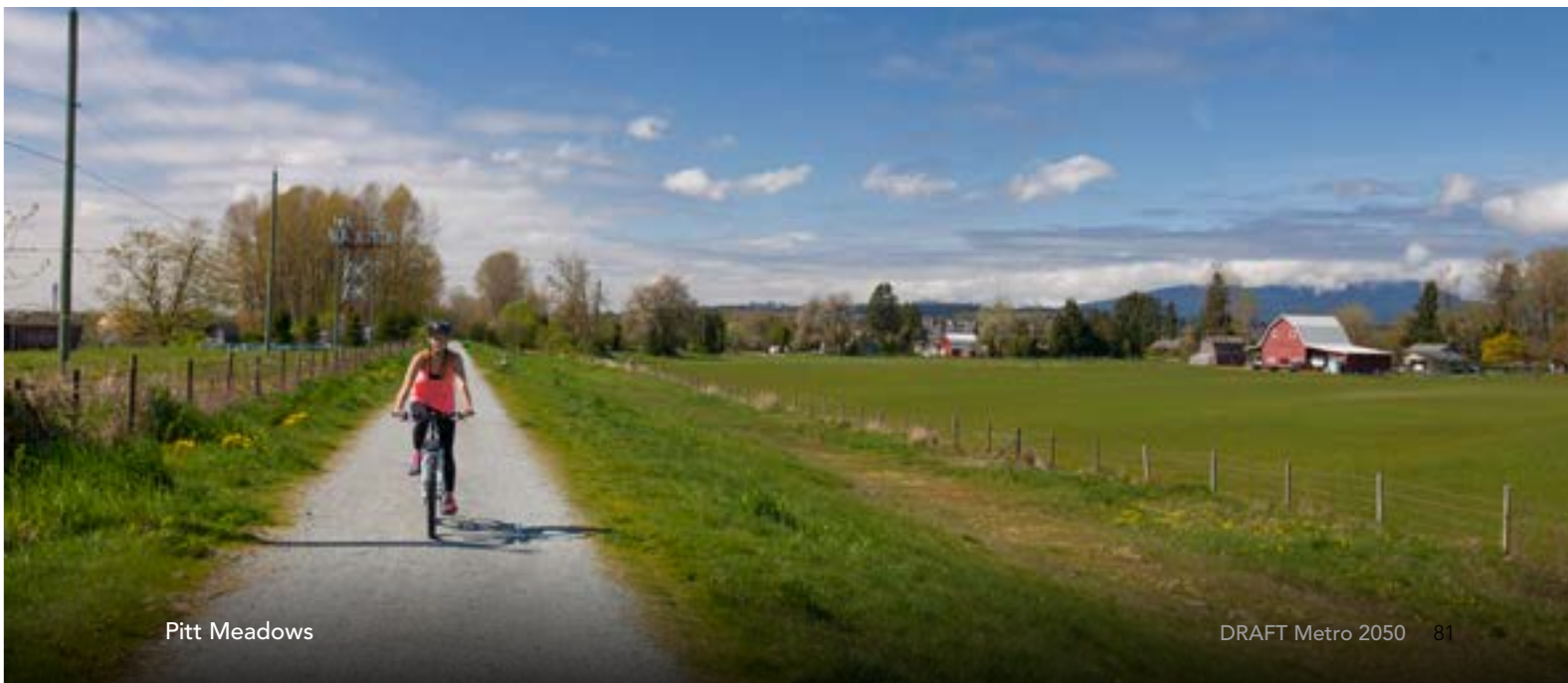
- a) coordinate to encourage a greater share of trips made by transit, shared mobility options, cycling, and walking;
- b) support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities 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-of-way, truck routes, transit routes, and access points to navigable waterways;
- b) policies and regulations to protect communities and habitats by mitigating air quality impacts;
- c) local government funding programs for applied research into transportation system and demand management-related technologies, policies, and regulations to optimize the low-carbon movement of vehicles for passengers, goods, and services, in particular to and from airports, ports, intermodal goods handling facilities, last mile delivery, and distribution centres for e-commerce;
- d) local government funding programs for survey instruments to obtain timely and comprehensive data on the travel patterns of residents, workers, and goods and service vehicles travelling inter- and intra-regionally; and
- e) local government funding programs and regulations to encourage the transition to zero-emissions options for medium- and heavy-duty vehicles.

Member jurisdictions will:

5.2.6 Adopt Regional Context Statements that:

- a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Major Transit Growth Corridors, Industrial, Employment and Agricultural lands, ports, airports, and international border crossings;
- b) identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, 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:

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

a) managing and maintaining the Major Road Network and Regional Truck Route Network;

b) implementing the Regional Goods Movement Strategy;

c) preparing and implementing regional transportation system and demand management strategies; and

d) continuing to identify viable new opportunities to create and improve active transportation and transit linkages between the region's Industrial and Employment lands and the regional labour force.

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

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

F. Implementation

6.1 Regional Growth Strategy Implementation Framework

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

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

This collaborative decision-making process applies to:

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



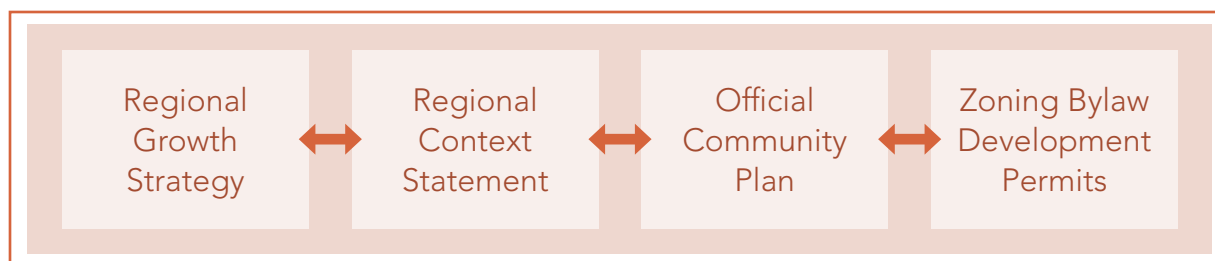
TABLE 6: REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK*

PRINCIPLES	EXAMPLES	PROCEDURES
Fundamental change to core goals or strategies	Amend the goals or strategies; delete an entire goal; change the amendment process	Type 1: 50% + 1 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 re-designate land:
 - from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or

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

provided that:

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

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

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

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

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

6.3 Categories of Regional Growth Strategy Amendments

Type 1 Amendments to the Regional Growth Strategy

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

- a) the addition or deletion of regional growth strategy goals or strategies;
- b) an amendment to the process for making minor amendments to the regional growth strategy, which is specified in sections 6.3.3 and 6.3.4; and

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

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

Type 2 Amendments to the Regional Growth Strategy

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

- a) amendment to the Urban Containment Boundary;
- b) amendment of Agricultural or Conservation and Recreation regional land use designations, except as set out in section 6.3.4 (e), (f) and (g);
- c) amendment from Rural to Industrial, Employment, or General Urban regional land use designations;

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

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

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

Type 3 Amendments to the Regional Growth Strategy

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

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



6.4 Procedures for Regional Growth Strategy Amendments

Who Can Apply for an Amendment

6.4.1 The process to initiate amendments to the regional growth strategy is by resolution of the Metro Vancouver Regional District (MVRD) Board. Member jurisdictions may, by resolution, request amendments. The MVRD Board will not give first reading to an amendment bylaw which proposes to change a regional land use designation or 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 on-site sewage treatment system in accordance with all laws and regulations applicable in British Columbia. The MVRD Board may also obtain its own opinion from a professional and consider such opinion.

6.9 Sewerage Area Extensions

6.9.1 Notwithstanding any other provision in the regional growth strategy, within the areas identified on Map 12 in the Township of Langley as "Rural within the Sewerage Area", which includes part of the Salmon River Uplands that is contained within the Greater Vancouver Sewerage and Drainage District's Fraser Sewerage Area, and within the area identified as "Sewerage Extension Areas", regional sewer servicing will be permitted subject only to the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.

6.9.2 All connections to regional sewerage services approved by the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board as per sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1 will be contained within a sewerage area footprint boundary as determined by the Metro Vancouver Regional District (MVRD) and GVS&DD Boards. Any sewerage service connection outside of that boundary will require MVRD Board and GVS&DD Board approval.

6.10 Special Study Areas

6.10.1 Special Study Areas as depicted on Map 12 identify locations where, prior to the adoption of *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 shelter-cost-to-income ratio, where no more than 30% of a household’s gross income is spent on housing (including all housing-related costs like utilities).

Air Contaminant - Any substance that is introduced into the air that: injures or is capable of injuring the health or safety of a person; injures or is capable of injuring property or any life form; interferes or is capable of interfering with visibility; interferes or is capable of interfering with the normal conduct of business; causes or is capable of causing material physical discomfort to a person; or damages or is capable of damaging the environment.

Carbon Neutral Region - A region that generates no net greenhouse gas emissions. This is achieved by any greenhouse gas emissions across all economic sectors being balanced out by the removal of carbon dioxide from the atmosphere by the plants, trees, and soil of the region, or through technological means.

Carbon Storage - The total amount of carbon stored in ecosystems such as forests, wetlands and intertidal areas, which often takes thousands of years to accumulate. A conservative estimate of the total carbon stored in the vegetation and soils of the region’s ecosystems is 65 million tonnes. This estimate is derived from Metro Vancouver’s regional carbon storage dataset and applies to the full extents of the watersheds that supply the Metro Vancouver region’s drinking water, along with estuarine and intertidal areas.

Climate Change Impacts - The consequences of realized climate change risks on ecosystems, economies, infrastructure, and communities.

Dwelling Unit - For the purposes of *Metro 2050*, the term “Dwelling Unit” is used as a short-form for “private dwelling that is occupied by usual residents” and is measured using Census household data.

Ecosystem Connectivity - The physical and functional links between ecosystems that support biodiversity by allowing the movement of species within and between ecosystems. Ecosystem connectivity is achieved by conserving and maintaining a connected network of natural and urban ecosystems.

Ecosystem Fragmentation - The process of ecosystems being divided into smaller and isolated patches of land thereby reducing ecosystem integrity.

Ecosystem Integrity - The ability of an ecosystem to support diverse communities of organisms and maintain ecological processes (e.g. water, carbon, and nutrient cycling).

Ecosystem Services - The benefits people obtain from ecosystems. These services can be grouped into four main types: supporting, provisioning, cultural, and regulating.

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.

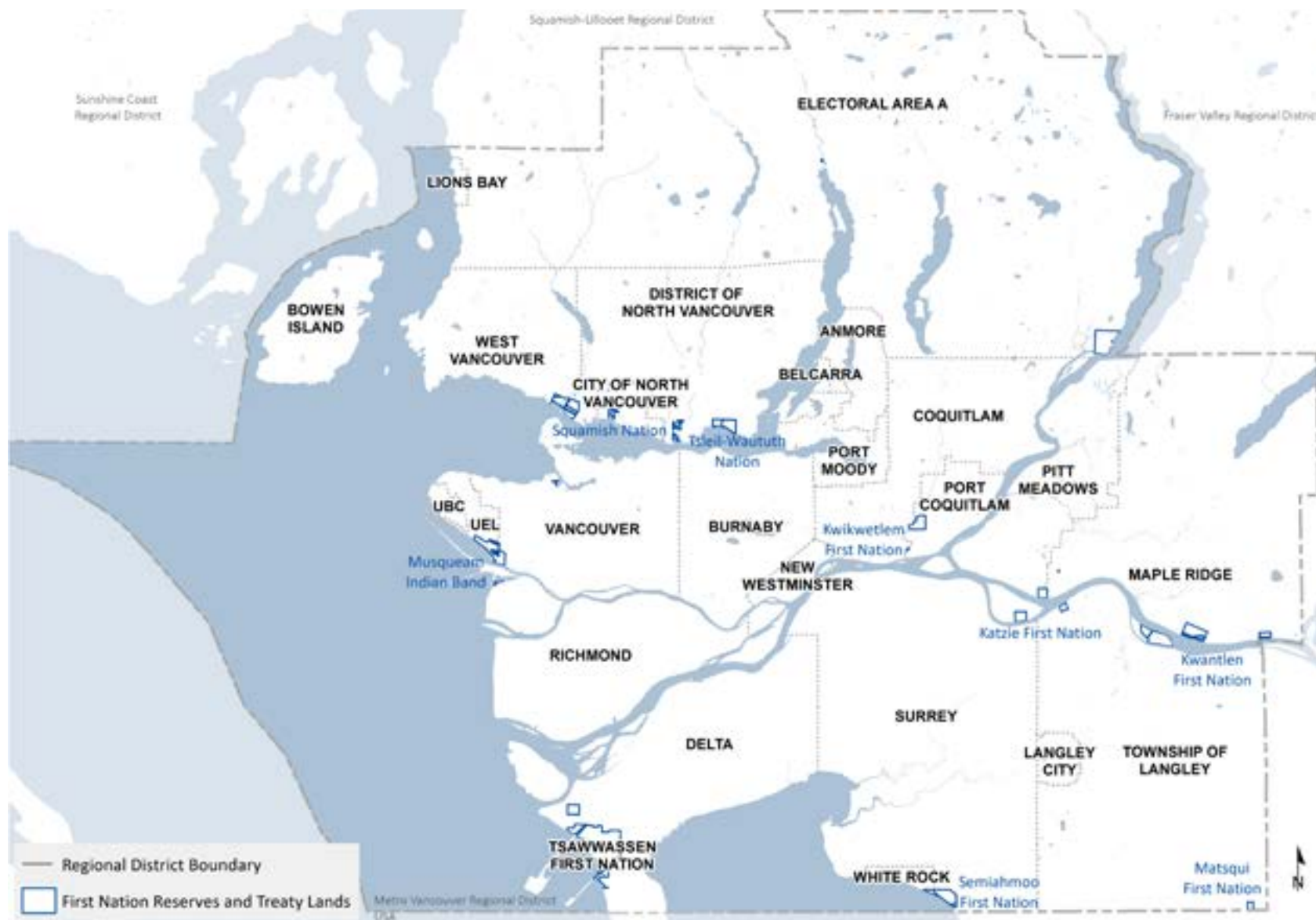
Social Equity - The promotion of fairness and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people. This can include the many dimensions of identity, such as socioeconomic status, ethnicity, race, sex, age, disability, gender, sexuality, religion, 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).

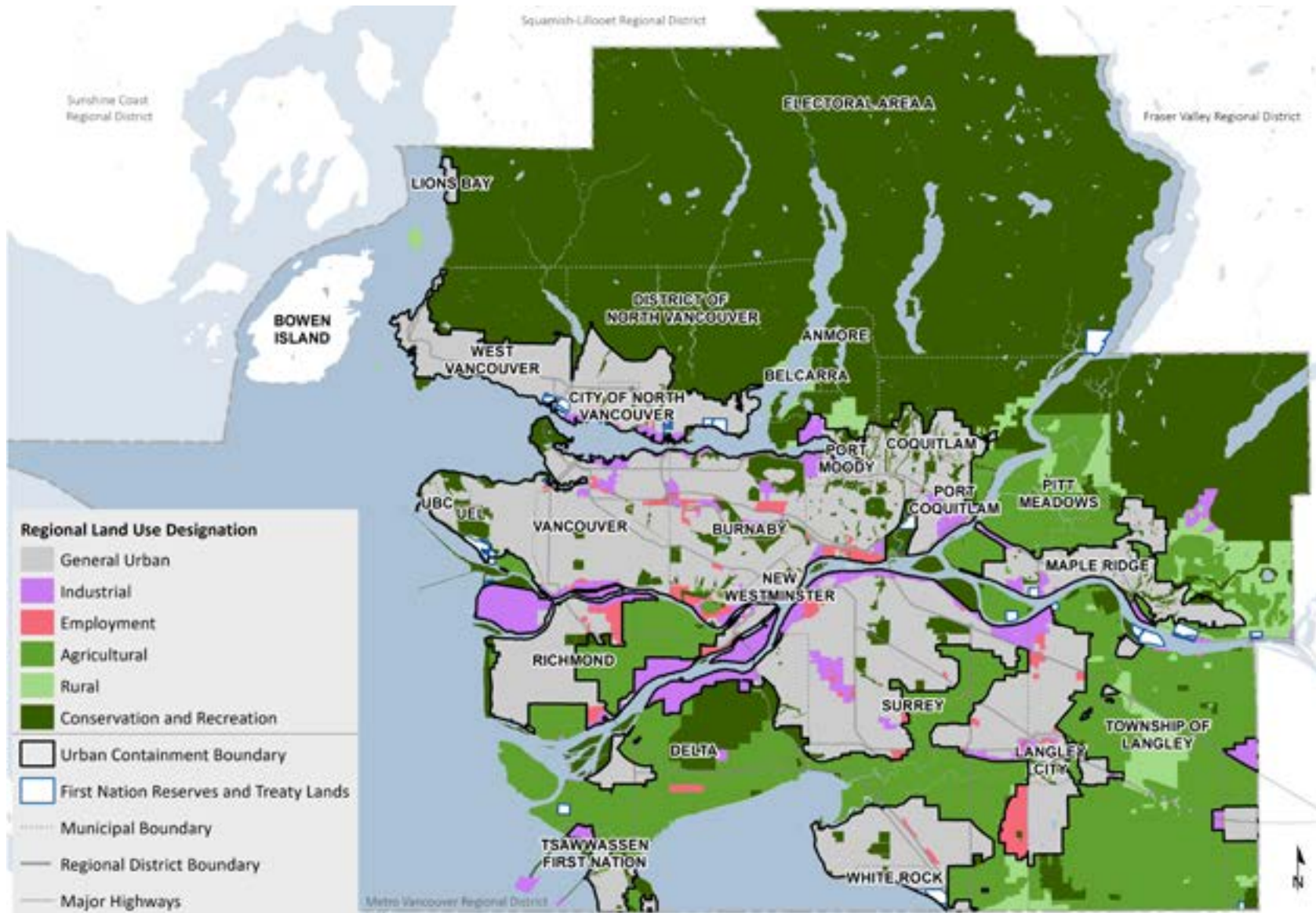
Map 1: Metro Vancouver Region

1. Maps



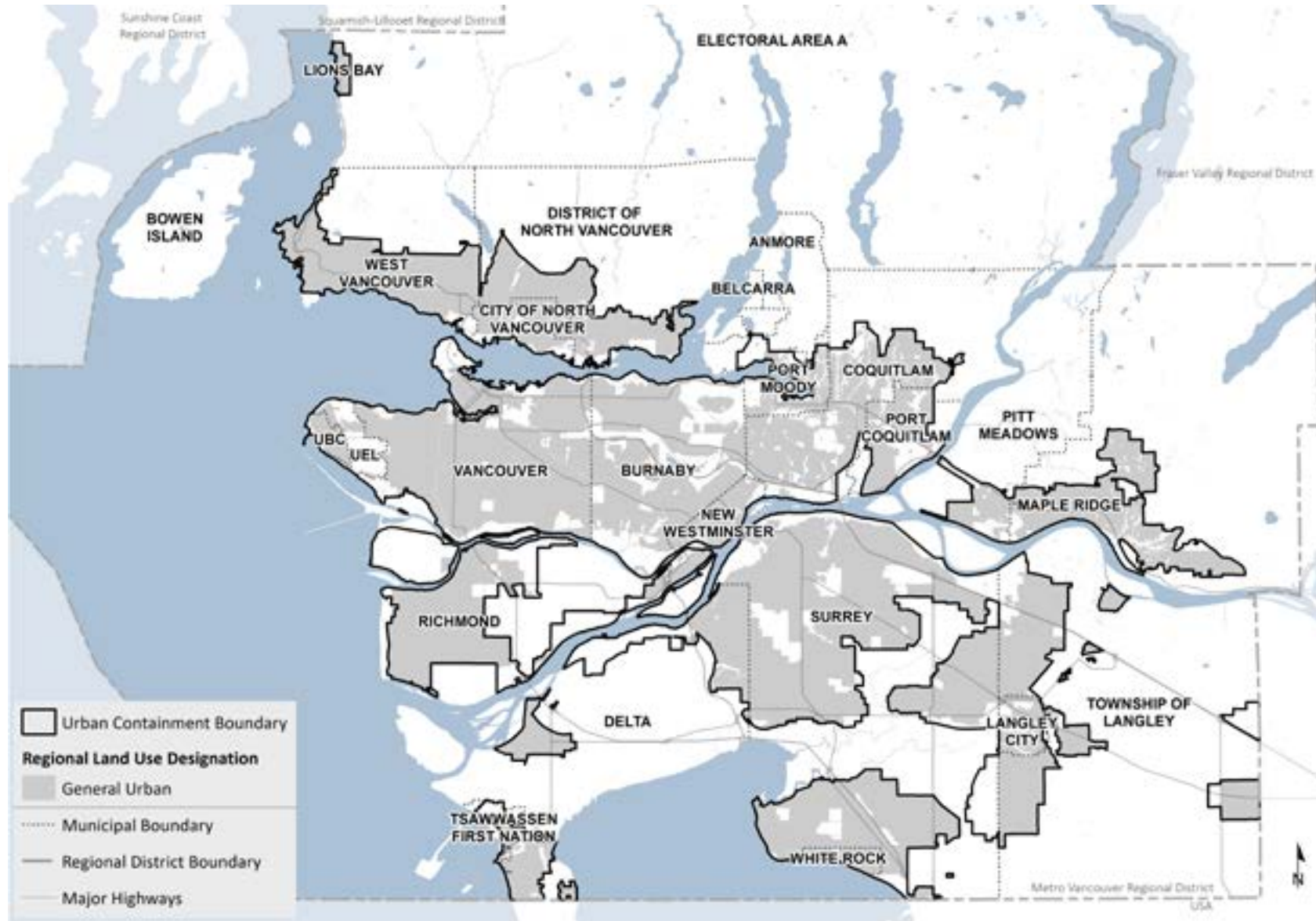
Map for reference only.

Map 2: Regional Land Use Designations

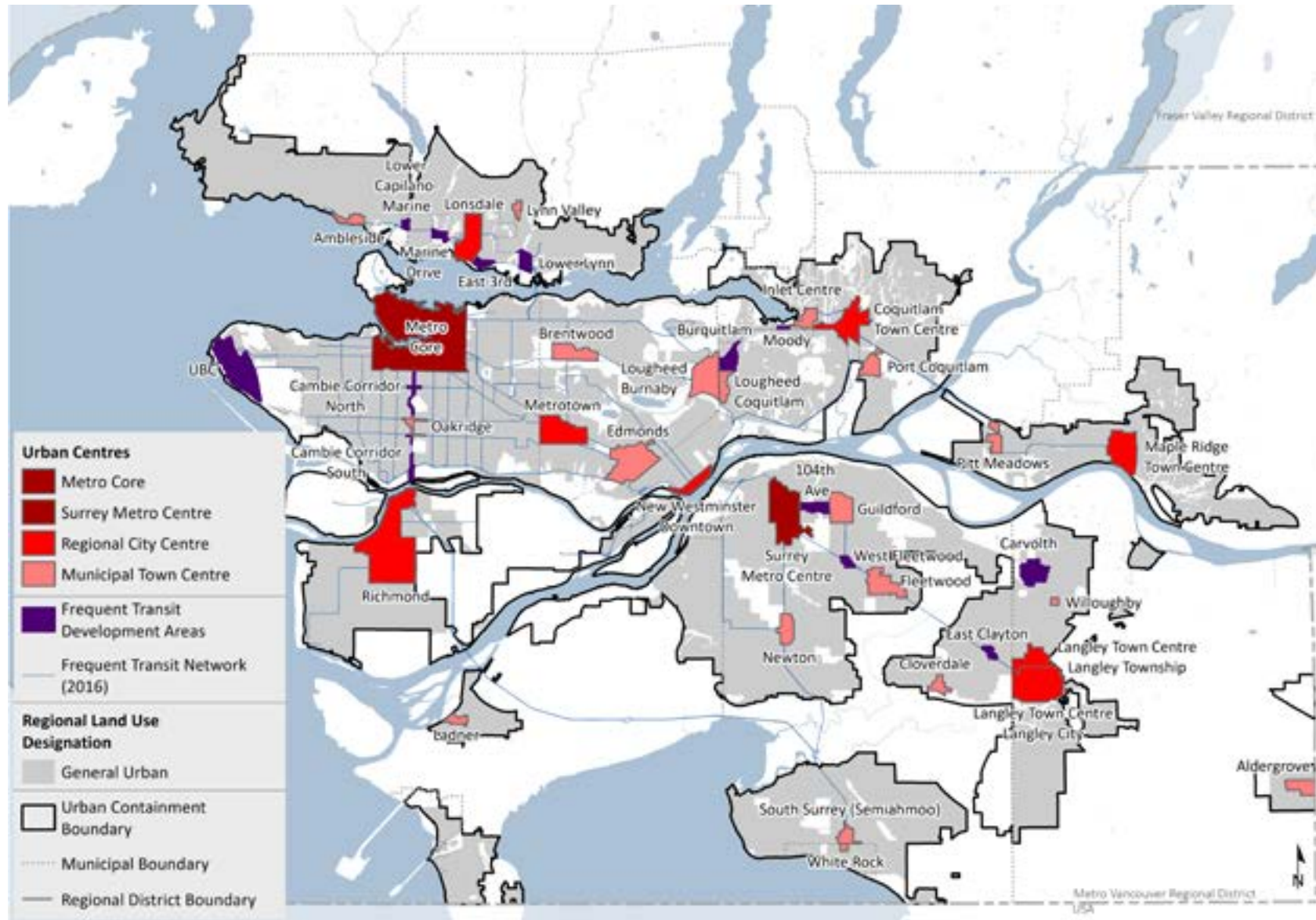


This map is a small scale depiction of the Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land use designation boundaries. The official Regional Land Use Designation Map can be viewed on the Metro Vancouver website.

Map 3: Urban Containment Boundary and General Urban Lands

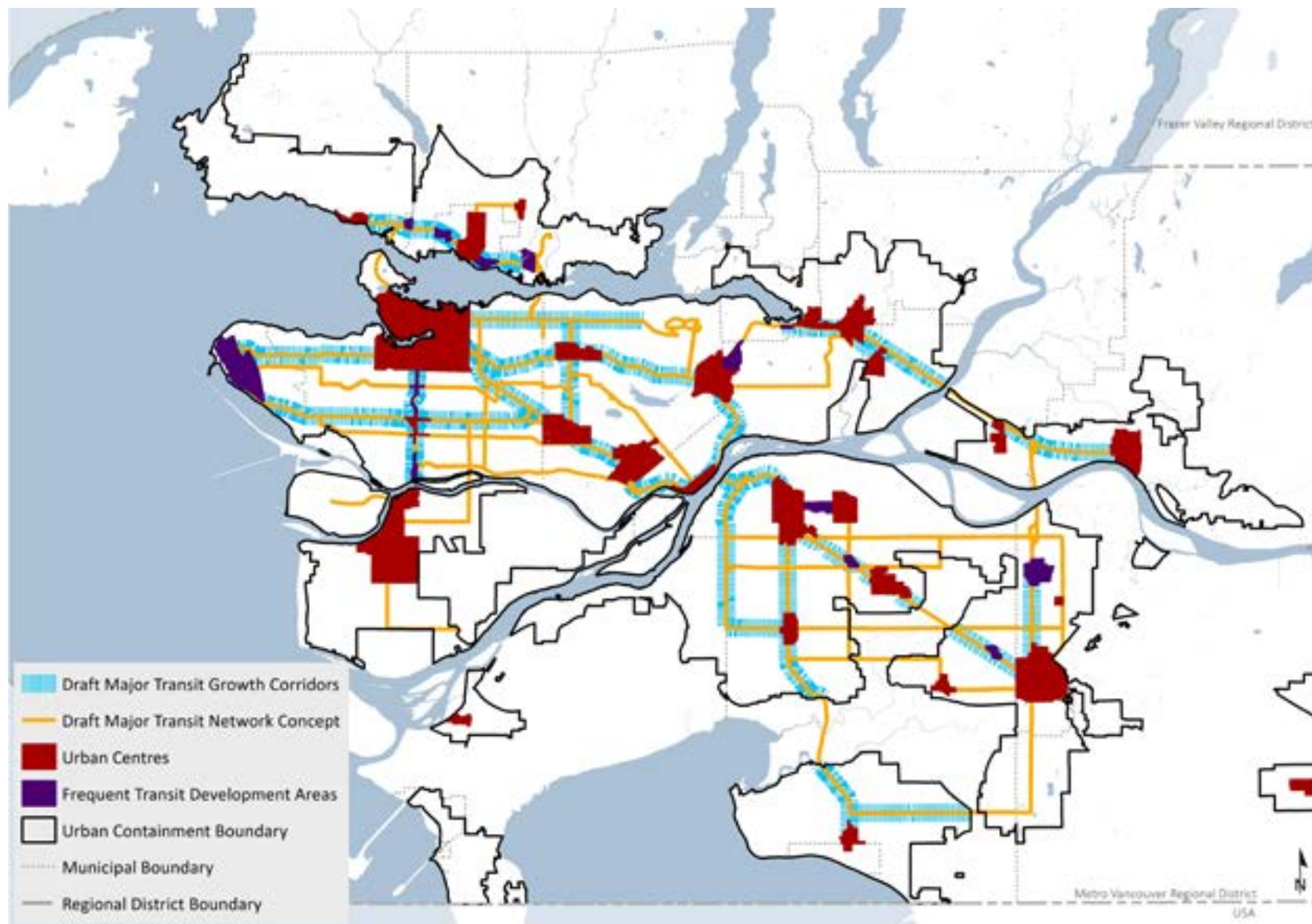


Map 4: Urban Centres and Frequent Transit Development Areas



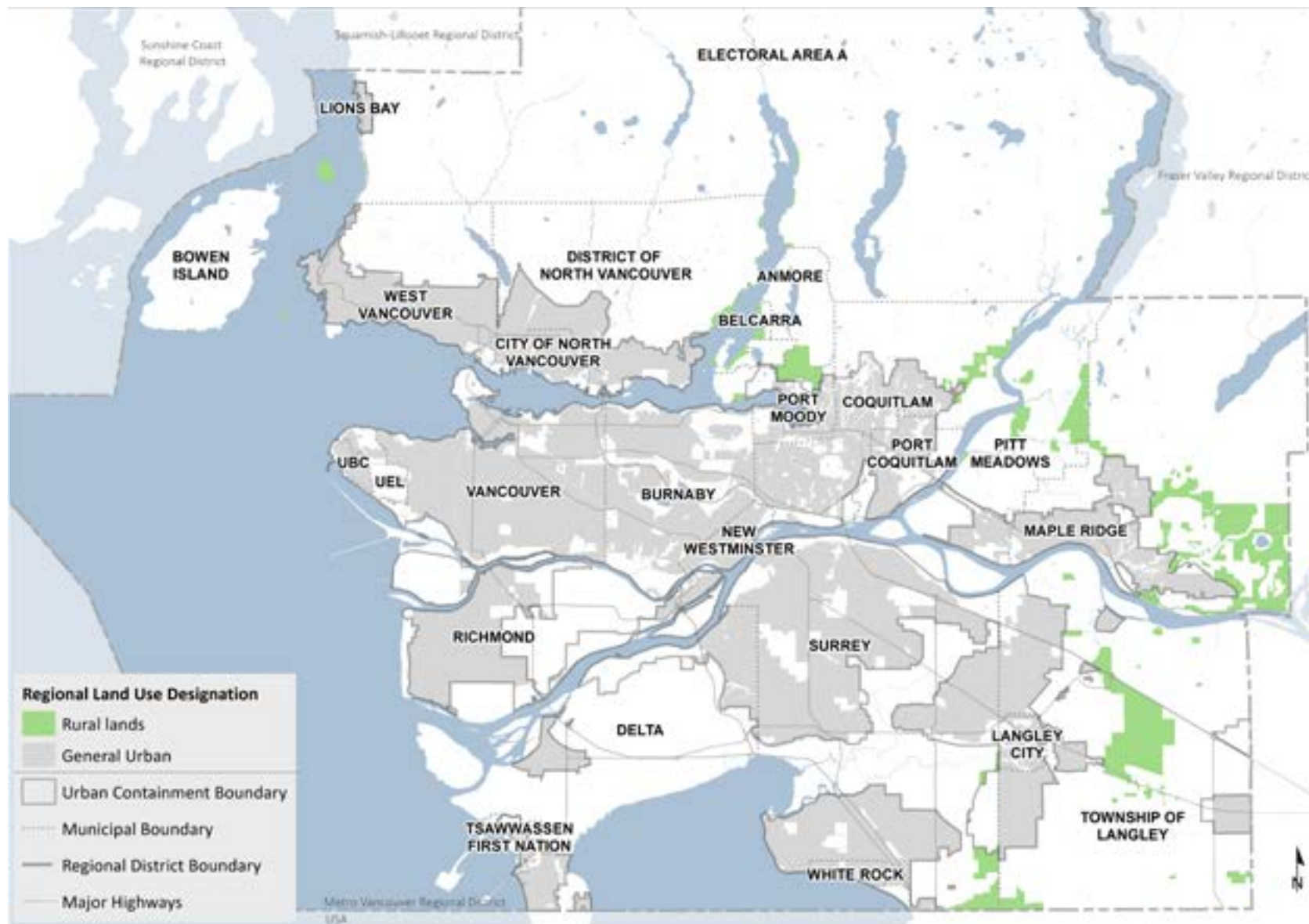
Urban Centers and FTDAs are overlays for structuring residential and employment growth. The boundaries are identified by member jurisdictions. Where overlays cover areas other than General Urban or Mixed Employment, the intent and policies of the underlying regional land use designations still apply.

Map 5: Major Transit Growth Corridors and Major Transit Network

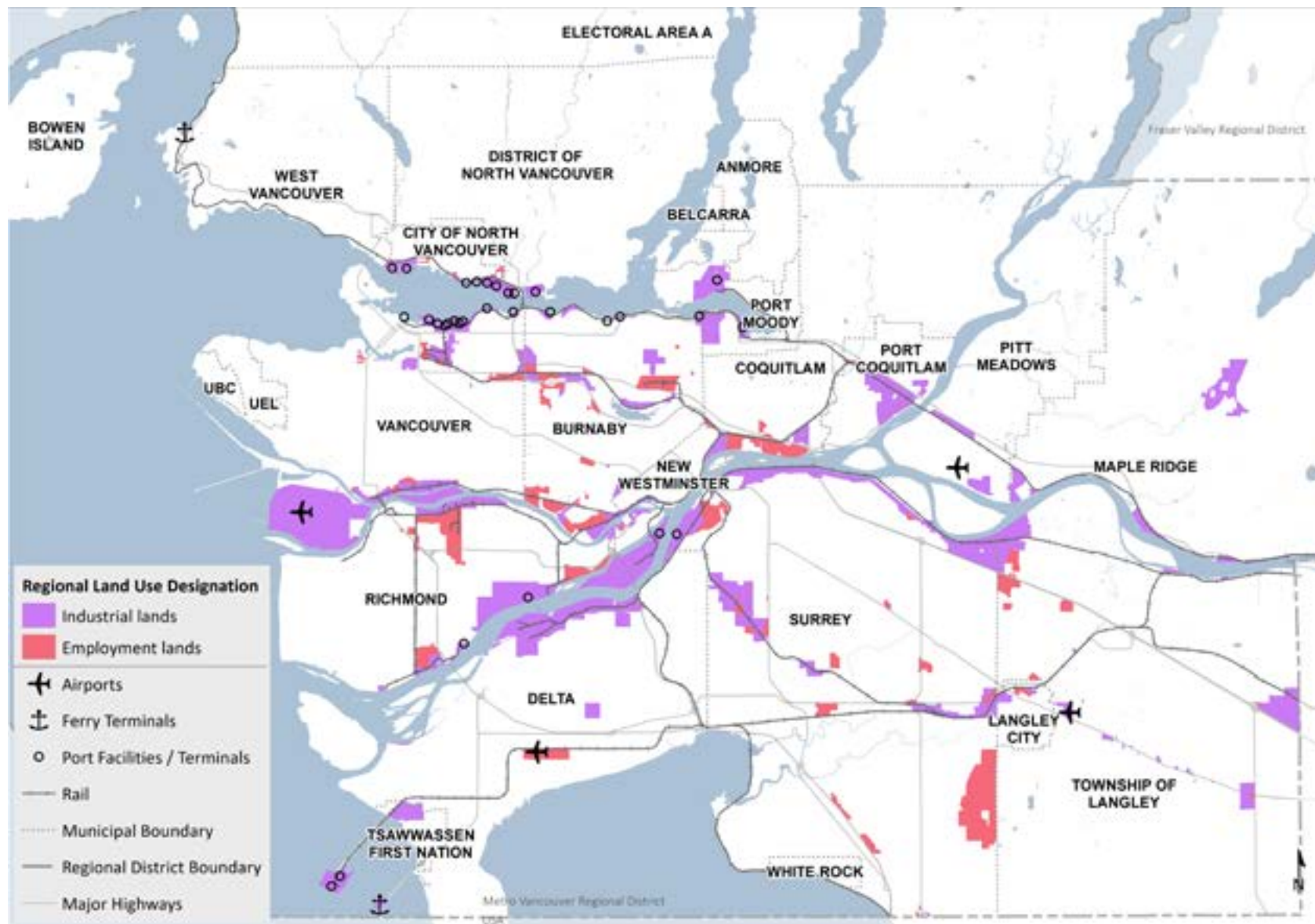


The Major Transit Growth Corridors are preliminary and subject to review and confirmation. The Draft Major Transit Network comprises both Transport 2050 Concepts A and B, which are also to be confirmed and are shown on this map for illustrative purposes only.

Map 6: Rural Lands

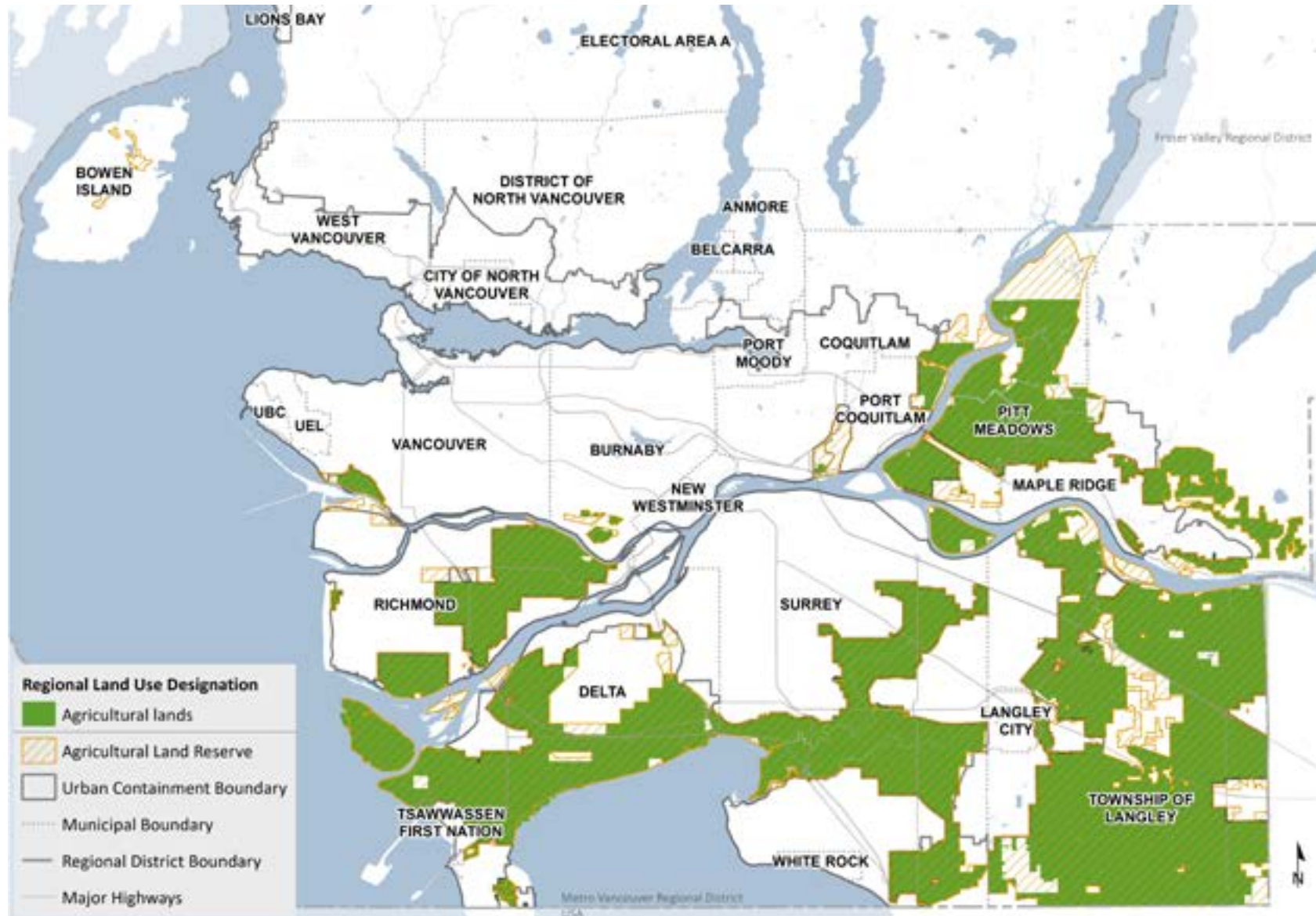


Map 7: Industrial and Employment Lands



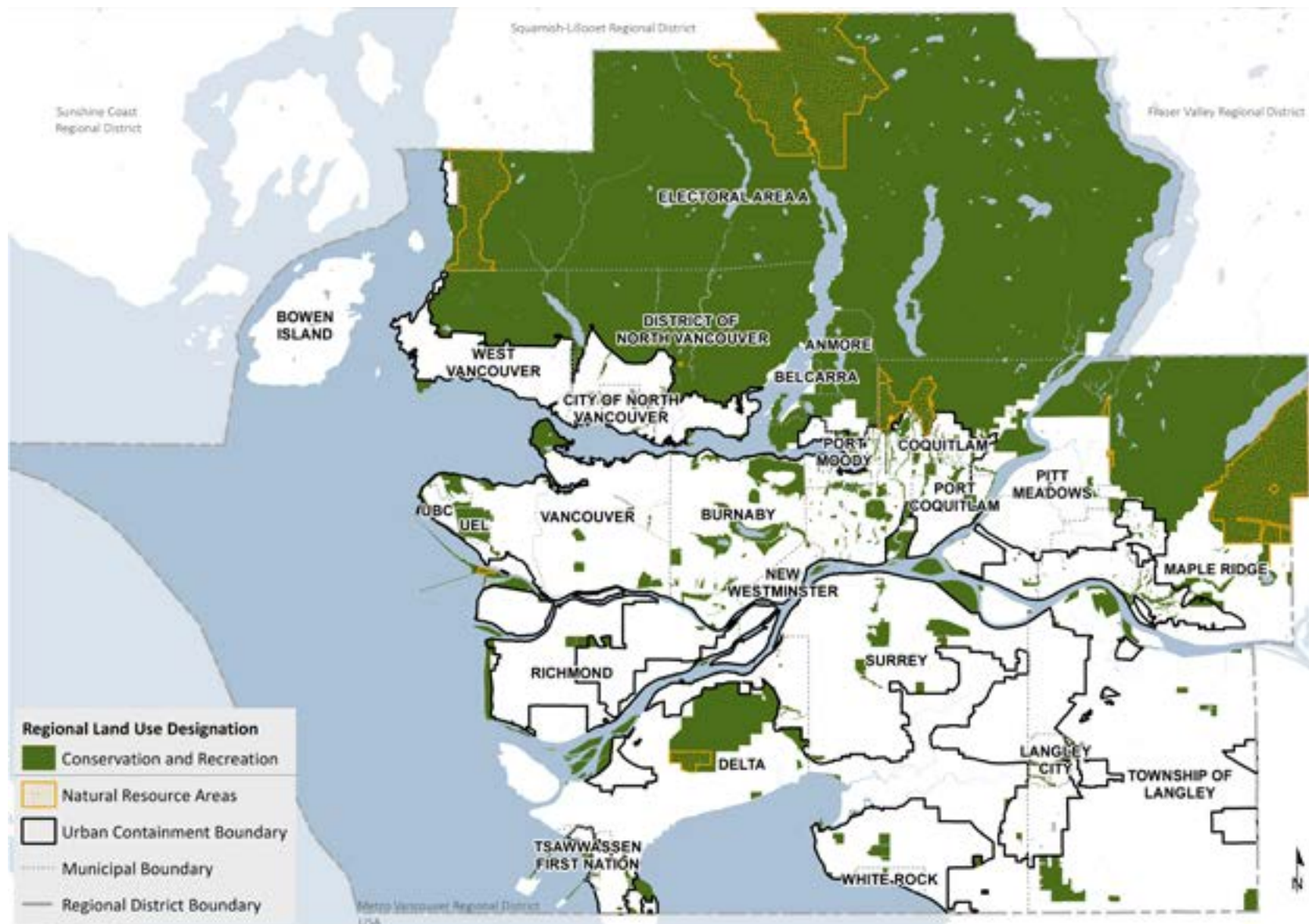
The depicted highway network, rail lines, and port / airport transportation facilities are shown for reference only.

Map 8: Agricultural Lands



For the latest ALR geography, please visit the Agricultural Land Commission website at www.alc.gov.bc.ca

Map 9: Conservation and Recreation Lands



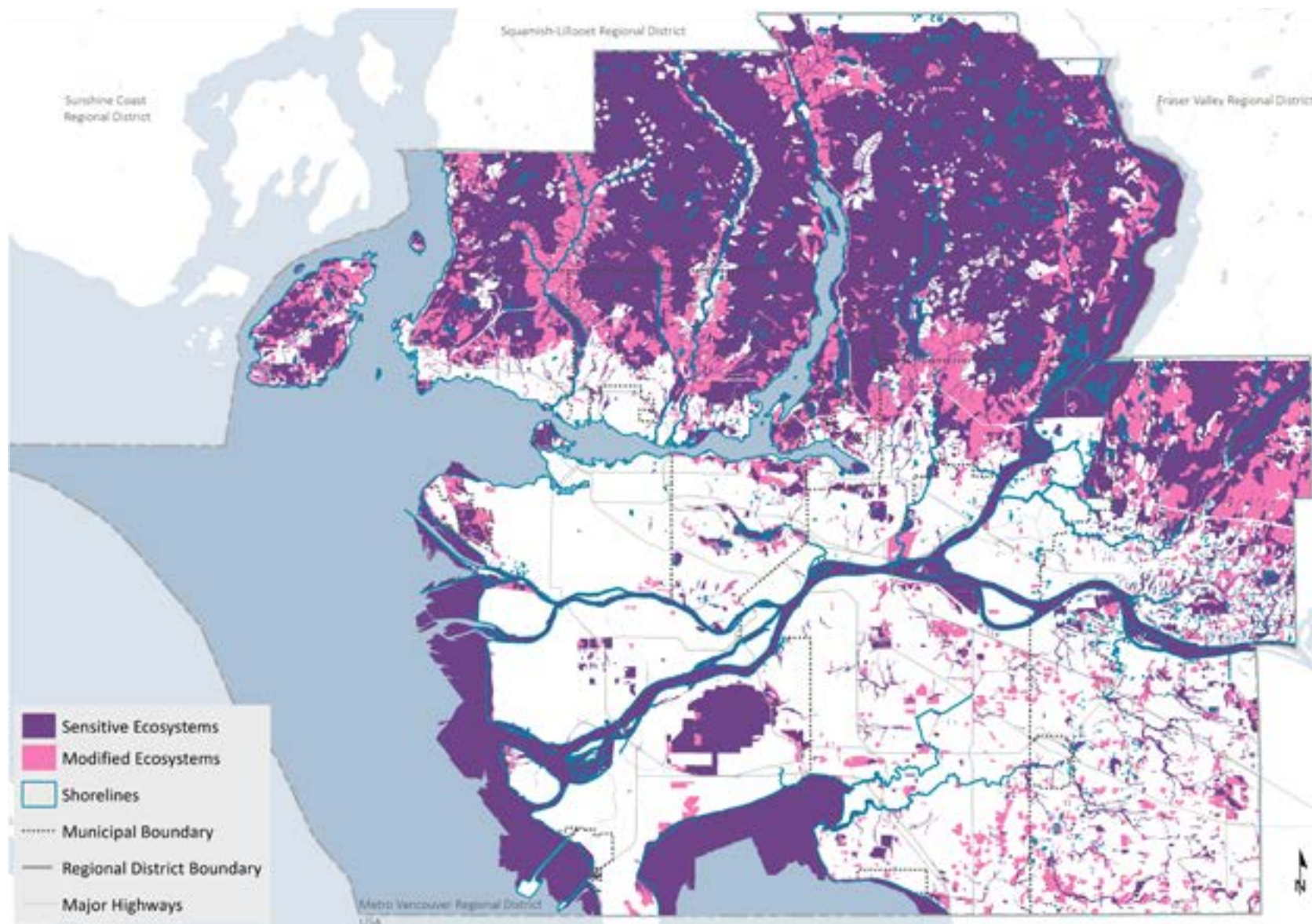
The Natural Resource Areas Overlay was collated by Metro Vancouver from several data sources including: Active managed forest tenure licenses, relevant OCPs, GVS&DD, and GVWD

Map 10: Regional Greenway Network and Major Bikeway Network



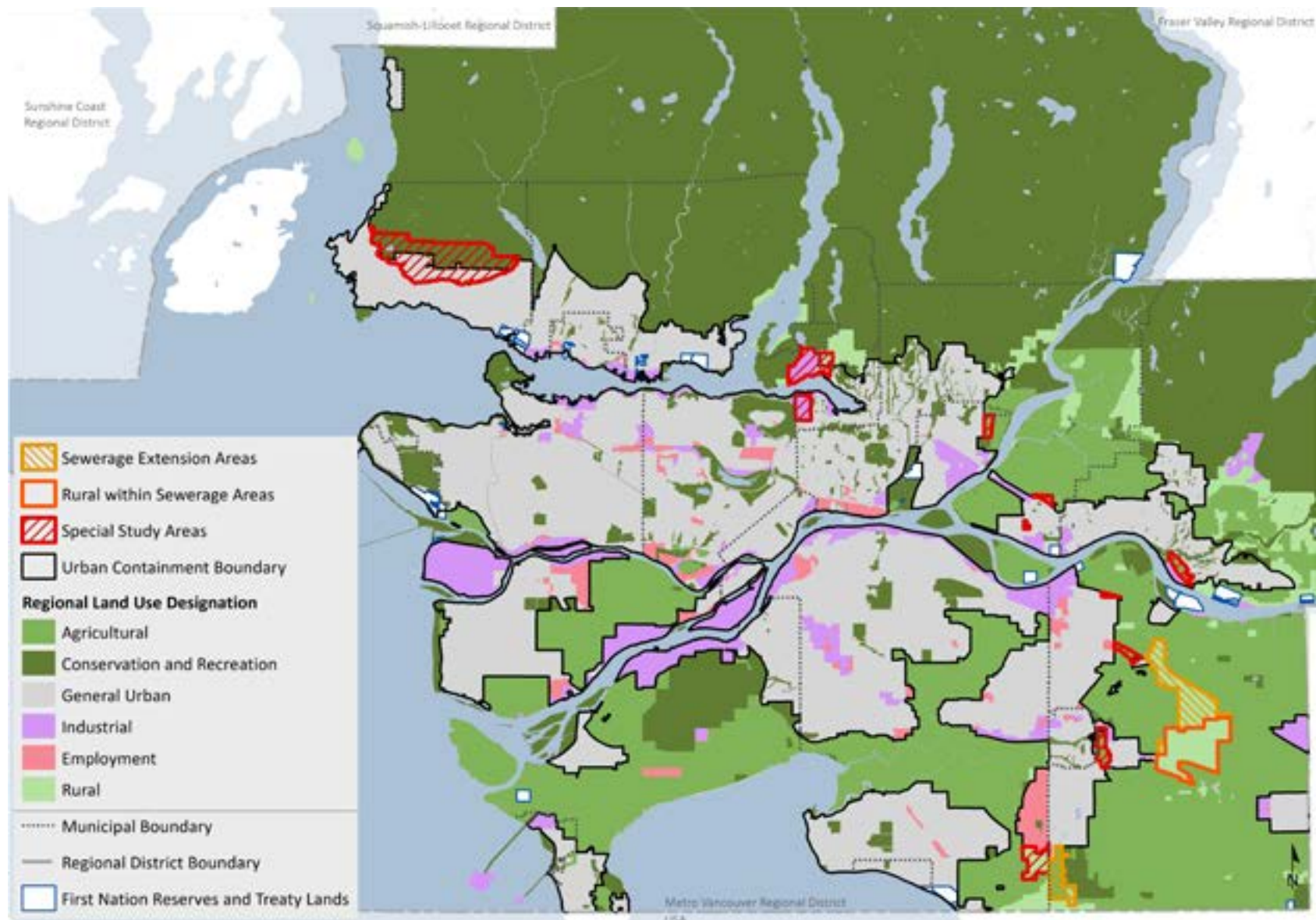
The Regional Greenway Network and Major Bikeway Network (MBN) are concepts illustrating existing and planned active transportation corridors of regional significance. The MBN is being developed through TransLink's Transport 2050 process and will be updated following the identification of a preferred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

Map 11: Sensitive Ecosystem Inventory



Map for reference only. An online SEI Tool is available at <https://gis.metrovancouver.org/mvmaps/SEI> and downloadable from <http://www.metrovancouver.org/data>. The SEI dataset is from 2014. Local ecological datasets may be more current and detailed.

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

DRAFT



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SERVICES AND SOLUTIONS FOR A LIVABLE REGION



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Renée de St. Croix, Manager, Long Range and Community Planning

Subject: METRO VANCOUVER REGIONAL INDUSTRIAL LANDS STRATEGY

Date: November 25, 2020 File No: 13-6440-01-0001/2020

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Manager, Long Range and Community Planning, dated November 25, 2020, entitled "Metro Vancouver Regional Industrial Lands Strategy Endorsement":

THAT the City of North Vancouver endorse the *Metro Vancouver Regional Industrial Lands Strategy* and direct staff to consider and recommend opportunities to implement the *Strategy's* actions, as appropriate.

ATTACHMENTS

1. Metro Vancouver Regional Industrial Lands Strategy (CityDocs [#1996027](#))
2. Metro Vancouver Regional Industrial Lands Strategy – Executive Summary (CityDocs [#1996026](#))
3. Summary of Regional Industrial Lands Strategy Recommendations and their Application to the City of North Vancouver – Appendix A (CityDocs [#1995803](#))
4. Metro 2040 Industrial and Mixed Employment Policy Review Recommendations (CityDocs [#1996108](#))

PURPOSE

The purpose of this report is to provide an update and overview of the *Metro Vancouver Regional Industrial Lands Strategy*, outline its relationship to the City of North Vancouver, describe how it relates to the *Metro Vancouver Regional Growth Strategy* Update work on the *Industrial and Mixed Employment Lands Policy Review*, and recommend that Council endorse the *Regional Industrial Lands Strategy*.

BACKGROUND

The *Regional Industrial Lands Strategy (RILS)* was created to address challenges in the Metro Vancouver Region related to industrial lands.

On July 3, 2020 the Board of Directors of the Metro Vancouver Regional District approved the *Metro Vancouver Regional Industrial Lands Strategy* (see Attachment #1). At the time of approval, the Board adopted a resolution that the *Strategy* be forwarded to member jurisdictions and to request the endorsement and implementation of the actions attributed to each specific organization.

DISCUSSION

The following sections provide:

- An overview of the *Regional Industrial Lands Strategy (RILS)*;
- The relationship of the *RILS* to the City of North Vancouver; and,
- The relationship of the *RILS* to the *Metro Vancouver Regional Growth Strategy Update*

Overview of the Regional Industrial Lands Strategy

The intent of the *Regional Industrial Lands Strategy (RILS)* is to “ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050.”

Defining Industrial Lands

The definition of ‘Industrial’ for the purposes of the *RILS* includes light and heavy industrial production, distribution, repair, construction materials and equipment, infrastructure, outdoor storage, and wholesale. In addition to the more traditional industrial uses, the *RILS* recognizes other uses that may be compatible with industrial uses (based on a criteria), which include other employment, non-industrial, or context specific uses.

Challenges for Industrial Lands

The main challenges that Metro Vancouver’s industrial lands face include:

- Constrained land supply
- Pressure on industrial lands
- Site and adjacency issues
- Complex jurisdictional environment

Vision

Ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050.

Big Moves and Actions

The big moves are to:

1. Protect remaining industrial lands
2. Intensify and optimize industrial lands
3. Bring the existing land supply to market and address site issues
4. Ensure a coordinated approach

The *RILS* includes 34 actions under these big moves - ten of which have been identified as 'Priority Actions' for early implementation. The 'Priority Actions' are formed, in part, by packaging together related actions from the list of 34 actions.

Metro Vancouver staff intend to continue to work on the recommendations within the *RILS* and look forward to collaborating with the various organizations and partners. In addition, Metro Vancouver staff have been directed to continue to explore the feasibility of an industrial land reserve, and other potential policy measures and initiatives, and report back on the findings.

Relationship of the *RILS* to the City of North Vancouver

"Industrial lands are crucial to supporting a prosperous, sustainable regional economy, and to providing space to accommodate the industrial services needed in our growing region."

The City of North Vancouver has a land area of 11.85km². Of that, approximately 7% is designated Industrial (excludes water lots) and 4% is designated Mixed Employment.

Table 1. City of North Vancouver Land Area

	Total Area in City of North Vancouver	Total Area in CNV Owned by the Vancouver Fraser Port Authority
Designated Industrial Use	1.19km ²	0.81km ²
Land	0.84km ²	0.63km ²
Water Lots	0.35km ²	0.18km ²
Designated Mixed Employment Use	0.43km ²	0 km ²

The Metro Vancouver Region has 113.31km² of designated industrial lands. The North Shore is home to approximately 4% of those lands, with less than 1% located within the City of North Vancouver.

The Metro Vancouver Region has 33.7km² of designated mixed employment lands. The City of North Vancouver is home to approximately 1.3% of those lands.

The *Regional Industrial Lands Strategy (RILS)* is largely focused on the more suburban / larger scale industrial lands that are primarily south of the Fraser. However, there are a number of the actions / recommendations that are pertinent to the City:

For the full summary of thirty-four Actions and their application to the City, see Attachment 3.

Table 2. Summary of Regional Industrial Lands Strategy Actions and their Application to the City

Recommendations (Actions)	Application to CNV
1. Undertake a Regional Land Use Assessment	CNV would participate as required
2. Strengthen Regional Policy (RGS)	<p>Given CNV's dense, mixed-use environment, this could have ramifications in the future should there be a desire to transition from industrial and employment designations to other designations.</p> <p>Providing there is flexibility within the RGS policies related to proximity with Frequent Transit Networks and the ability to meet other RGS objectives, these changes should be manageable.</p>
3. Define 'Industrial' Use and Create Guidelines for Primary and Secondary Uses	As part of the Regional Context Statement update, CNV would commit to review and potentially update the Zoning Bylaw using the guidelines as a resource to amend the permitted uses in the local industrial and employment lands zones.
4. Define Trade-Oriented Lands and Develop an Overlay	<p>CNV would participate as required.</p> <p>CNV would seek to ensure that the overlay does not eliminate the opportunity to intensify adjacent lands, where appropriate. In addition, the overlay should not negatively impact the desired street character designations near or within the overlay, particularly as it relates to trucking routes.</p>
5. Consider Trade-Oriented Zoning	CNV would be judicious in applying any new zoning so as not to limit flexibility and future use that this zoning could place on these lands.
7. Facilitate Intensification / Densification	CNV would review the Zoning Bylaw and other policies to determine if any opportunities to make such adjustments exist and prepare policy options for consideration.
13. Manage Land Use Conflicts through Buffering Policies and Guidelines	<p>CNV would participate as required.</p> <p>CNV would seek to ensure flexibility in the guidelines' application so that lands adjacent to light industrial and employment lands are able to reasonably redevelop.</p>
17. Ensure Transportation Connectivity – Regional Truck Route Network	<p>CNV will continue to monitor and bring forward changes as required.</p> <ul style="list-style-type: none"> • This could impact CNV's most important commercial high streets (i.e. Lonsdale Avenue, East and West Esplanade). • CNV needs to form part of the conversation concerning the route planning for commercial and heavy vehicles. • CNV and regional bodies need to explore all options to develop appropriate solutions to protect our residents and create vibrant, liveable, and healthy urban environments, while still accommodating the required heavy vehicles.
24. Reduce Environmental Impacts	CNV continues to work on this through its policy efforts including the upcoming Mobility Strategy, Environment Strategy, Economic Investment Strategy, and more.

It is important to note that the City of North Vancouver continues to be a leader in maintaining and directing regional goods movement through our community. However, given that many of our goods movement corridors are routes for other transportation users, such as cyclists, pedestrians, and transit, staff will be seeking to establish policy guidance and actions to better manage the movement of goods and services on City streets. This will enable the continued support of a prosperous regional gateway and local economy while maximizing neighbourhood livability and safety for all road users. TransLink, Metro Vancouver, and key stakeholders will be engaged to provide key input into this process through 2021. The City will also continue to work with the Gateway Transportation Collaboration Forum to implement priority trade corridor infrastructure and collaborate with neighbouring municipalities through NXSTPP to ensure that trade and goods movement infrastructure is appropriately integrated within our local context.

The City recognizes the importance of sustaining and growing employment across all sectors, including the industrial sector, and that coupled with the delivery of diverse housing types and amenities, the City will be able to reduce commutes while enhancing economic prosperity.

In addition, the City is undertaking an Economic Investment Strategy, which will also review and incorporate key components of the *RILS* and *RGS* related to mixed employment and industrial lands to support our economy into the future.

Overall, the City of North Vancouver is supportive of the *Regional Industrial Land Strategy* and staff will participate in its ongoing implementation.

Relationship of the RILS to the Metro Vancouver Regional Growth Strategy Update

The *Industrial and Mixed Employment Policy Review*, which is a component of the *Metro Vancouver Regional Growth Strategy (RGS)* update, began in early 2020 with the intent to explore: what's working, what's not working, and what's missing. In 2021, Metro Vancouver Staff will be creating new and refined policy language for this component as a part of Phase 2 of the *RGS* update.

At the Metro Vancouver Regional District Board meeting of October 30, 2020, the Board received for information the *Metro 2040 Industrial and Mixed Employment Policy Review Recommendations* report (see Attachment #4) outlining the directions that will guide the new and refined policies for this component of the *RGS* update.

The directions outlined in the report were shaped using the approved *Regional Industrial Lands Strategy (RILS)*. The *RILS* contains specific recommendations for updating the Industrial and Mixed Employment policies in the *RGS*. The intent for this work is to use the *RILS* to inform and improve the policies in the *RGS*.

The key issues for the City to consider as the *RGS* update progresses include:

- Direction #2a – The proposed minor amendment to the voting threshold could have ramifications in the future should there be a desire to transition from

industrial and employment designations to other designations. The City would seek to ensure flexibility for lands in proximity to Frequent Transit Networks or for lands that could achieve other *RGS* objectives.

- Direction #2b – The City would seek to ensure that the regional overlay for trade-oriented land does not eliminate the opportunity to intensify adjacent lands, where appropriate. In addition, the overlay should allow flexibility in the role and function of local streets and/or corridor types near or within the overlay to accommodate diverse needs.
- Direction #3 – Consideration should be given to allowing non-industrial uses (i.e. commercial and residential) in association with employment based uses (not industrial). This would have an impact on the Capilano Mall area and the Lower Lonsdale Area (E Esplanade), particularly as it relates to future transit investments in those areas.

Please note that these issues are similar to the comments noted in Table 2 above because this work is the implementation of those *RILS* actions that recommended changes to the *RGS*.

Staff will continue to monitor and participate in the *RGS* update and review the new and refined policies as these items come forward from Metro Vancouver. Staff will also continue to provide updates to Council at key milestones.

SUSTAINABILITY COMMENTS

A key component of both the *Regional Industrial Land Strategy* and of the *Metro Vancouver Regional Growth Strategy* update, as noted above, is to improve on climate action and other environmental considerations:

- *RILS* – Recommendation #24 states: Regional organizations and stakeholders continue to investigate and implement options designed to reduce the environmental impacts related to the transportation of goods and people in the region, through their respective plans and policies.
- *RGS* Update – Direction #6: Improve Climate Action.

In addition, the climate impacts relating to industrial and mixed employment lands will be considered in the City's upcoming Environment Strategy, Mobility Strategy, and Economic Investment Strategy.

FINANCIAL IMPLICATIONS

There are no direct financial implications to the City, however there would be a moderate amount of staff time required to participate in the *RILS* implementation and *RGS* update, which is part of existing work plans.

INTER-DEPARTMENTAL IMPLICATIONS

This report has been prepared with input from the Community and Partner Engagement department. Planning staff will continue to work with CPE staff in undertaking future actions related to mixed employment and industrial lands.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This work supports the following *Official Community Plan* objectives:

- 7.2.6 Maintain the City's industrial land base and enhance the contribution of the Port to the local economy by supporting improved rail access, goods movement and attainable housing for workers in addition to identifying potential opportunities for local businesses to supply more goods and services to the Port operators;
- 7.2.7 Maintain the City's mixed employment areas which provide light industrial and service commercial uses in the City;
- 7.2.9 Provide a high level of public services and infrastructure for commercial and industrial lands; and,
- 7.2.12 Ensure that permitted uses on designated industrial lands are most appropriate for an industrial location (as opposed to being better suited to a commercial location), allow for intensification of industrial lands and prohibit residential as a principal use.

In addition, this work supports the *2018-2022 Council Strategic Plan* priority of "A Prosperous City supports a diverse economy by creating an environment where new and existing businesses can grow and thrive."

RESPECTFULLY SUBMITTED:



Renée de St. Croix
Manager, Long Range and Community Planning



Metro Vancouver Regional Industrial Lands Strategy

June 2020

ACKNOWLEDGEMENT OF APPRECIATION

Metro Vancouver would like to thank the following for participating in the development of the Regional Industrial Lands Strategy.

The Industrial Lands Strategy Task Force provided core input and guidance. The Task Force was chaired in turn by Mayor George Harvie, City of Delta and Mayor Richard Stewart, City of Coquitlam. Task Force representatives included:

- Elected officials from within Metro Vancouver
- BC Ministry of Jobs, Trade and Technology
- Port of Vancouver
- TransLink
- BC Chamber of Commerce
- Agricultural Land Commission
- Urban Development Institute
- Beedie Group
- Value Property Group

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EXECUTIVE SUMMARY

Industrial lands are crucial to supporting a prosperous and sustainable regional economy. Industrial lands accommodate over one-quarter of the region's total employment, and contribute to the region's economic well-being, along with important linkages to transportation, trade, and taxation matters. Across the region, Metro Vancouver's industrial lands serve as home to a wide range of employment activities that, in turn, play a crucial role in supporting the broader regional, provincial, and national economies. From providing services to other local businesses, offering a broad range of well paying jobs, to enabling trade between Canada and the rest of the world, industrial lands are a key component to accommodating Metro Vancouver's continued growth.

The Metro Vancouver region is facing a critical shortage of industrial land. Years of steady population and economic growth in the region, ongoing conversion and non-industrial uses of industrial lands, and the constrained geography of the region, have precipitated the challenges facing Metro Vancouver's industrial land supply. It is important to align industrial land use planning with the region's economic interests. The productivity of industrial land is inherently tied and linked to the larger system of buildings, transport infrastructure, and access to labour, which all contribute to the vitality and viability of the system.

Demand for industrial land continues to increase. Land values have increased significantly over the past few years and vacancy rates are at record lows. As a result of all these factors, the limited supply of vacant industrial land across the region is anticipated to face a worsening shortage over the coming years. With continued pressure for growth, limited options for expansion and increasing competition between other land uses, these issues now threaten not only new opportunities for growth, but also existing economic and employment activities.

The Challenge

Through canvassing industrial stakeholders and users around the region, the four main challenges facing Metro Vancouver's industrial lands are:

1. A Constrained Land Supply

Bounded by the ocean, mountain ranges and an international border, the region is geographically constrained with limited options to expand the land base. As the region's population and economy continue to grow, this results in increasing demand for, and competition amongst, various land uses including residential, commercial, recreational, agricultural and industrial. With a limited supply of vacant industrial land remaining, there are fewer opportunities to accommodate both new industrial businesses and those businesses that are seeking to expand their operations, particularly for uses that require larger parcel sizes with the necessary access to services and transportation infrastructure.

2. Pressures on Industrial Lands

As other land uses also compete for the limited amount of land available in the region, industrial lands are facing increased speculation and other market pressures to convert to non-industrial uses, such as commercial and residential. These other uses typically are higher value; often pricing-out industrial land uses when a range or mix of land uses are permitted in industrial areas.

In addition, there is an increasing trend toward permitting more accessory and non-industrial uses on lands intended for industrial activities. These employment uses, although important to the regional economy, may displace and create location challenges for more traditional industrial uses.

3. Site and Adjacency Issues

In some cases, the high cost of delivering servicing to undeveloped industrial areas has proven prohibitive. Similar issues related to environmental constraints, lack of transportation and public transit infrastructure and the encroachment of nearby sensitive uses have discouraged or prevented industrial development where it might otherwise be accommodated. Similarly, the encroachment of sensitive land uses often result in conflicts with industrial operations (i.e. truck traffic, noise, odours) which can prove disruptive to existing and prospective industrial uses.

4. A Complex Jurisdictional Environment

The issues facing Metro Vancouver's industrial land supply involve multiple stakeholders, including the public sector, crown corporations, private sector, industry associations, chambers of commerce and boards of trade. In some cases, these challenges are compounded by overlapping jurisdictions amongst government agencies, leading to a fractured regulatory landscape and competing mandates. Similarly, varying approaches to industrial land use (including permitted activities and intensities) may be in conflict with the aspirations of the region and neighbouring jurisdictions.

The Response

In response to the challenges facing industrial lands and interests of industrial stakeholders in the region, the Metro Vancouver Regional District (Metro Vancouver) struck an Industrial Lands Strategy Task Force (the Task Force) comprising appointed MVRD Board Directors and representatives from other stakeholder agencies and organizations.

The Task Force's mandate was to guide the development of a Regional Industrial Lands Strategy to address the challenges noted. This has been a collaborative process involving a range of stakeholders with an interest in the current and future role that industrial lands should play in the region. This includes understanding how current industry sectors in Metro Vancouver use land for different types of industrial activities, challenges facing the development and operation of industrial lands within the region, and how the changing nature of work and industry could impact the future demand for land, along with associated transportation implications. Despite uncertain impacts on the future, all indications are that demand for industrial land will continue to grow.

Vision

The Regional Industrial Lands Strategy seeks to:

Ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050

The vision statement speaks to both the timeframe for the Strategy as well as acknowledging the challenges posed by the changing nature of work and potential impacts on the regional economy and industrial land use and demand.

The Regional Industrial Lands Strategy supports and advances the policy objective to protect and intensify industrial lands in the region as articulated through a series of plans, including *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, TransLink's Regional Goods Movement Strategy, the Port of Vancouver's Land Use Plan, and local Official Community Plans.

The 4 'Big Moves' and 10 Priority Actions

The challenges facing Metro Vancouver's industrial lands are complex and interconnected, and no single action or stakeholder will resolve them alone. Market forces and types of industrial activity vary significantly by sub-region, such that for example, forms of densification that may be possible in certain urban locations may not be appropriate in other locations. There are a wide range of national, regional and local serving industrial activities in the region, which have different site and location needs, and which, as a result require different policy responses. Accordingly, recommended actions need to balance regional objectives, while addressing local contexts – 'one size' does not fit all.

To respond to the challenges noted above, the Strategy identifies **34 recommendations** with **10 priority actions** organized around **4 Big Moves**:

- Protect Remaining Industrial Lands
- Intensify and Optimize Industrial Lands
- Bring the Existing Land Supply to Market & Address Site Issues
- Ensure a Coordinated Approach

The priority actions are formed, in part, by packaging together related actions in the longer list of recommendations into combined shorter-term actions, to be implemented over the first few years of endorsement of the Regional Industrial Lands Strategy.

In considering the 4 'Big Moves' and the recommendations that follow, the Strategy affirms that conversion or use of agricultural lands is not a solution to the shortage of industrial lands in the region. This principle was endorsed by the Industrial Lands Strategy Task Force and Metro Vancouver Board.

Big Move 1 - Protect Remaining Industrial Lands

Given the ongoing and projected demand for industrial land in the region, it is imperative to protect the region's remaining industrial lands and curb the threats that undermine their use for industrial activities. This means lands for trade-oriented purposes as well as for small, local serving businesses; businesses that are responding to the changing nature of industry as well as more traditional industrial activities. The priority actions for this Big Move are:

1. **Define Trade-Oriented Lands:** Trade-oriented lands are large sites associated with the transportation of goods to and through the region, such as by rail and the port, which serve a national function and are crucial to the region's economy, warranting additional attention and possible protection. A clear, consistent and collaboratively developed definition and understanding of the extent and location of these important lands will support their protection. Metro Vancouver will work with member jurisdictions to establish a definition for trade-oriented lands. (Subsequent actions identified in the 34 recommendations include consideration of a regional trade-oriented land use overlay in the regional growth strategy and municipal consideration of trade-oriented zoning.)

2. **Undertake a Regional Land Use Assessment:**

Given Metro Vancouver's constrained land base, there is significant pressure for competing, legitimate land uses across the region. Metro Vancouver will undertake a targeted or region-wide assessment of land use, looking at and beyond the existing policy framework to proactively identify the 'best' locations for different land uses based on a collaboratively developed set of criteria.

3. **Strengthen Regional Policy:** Through the update of the regional growth strategy, Metro Vancouver will explore implementation changes, such as a consistent definition for Industrial, higher voting thresholds to amend the regional Industrial land use designation, and exploration of 'no net loss' as part of the amendment criteria.

4. **Seek Greater Consistency in Local Government Zoning Definitions and Permitted Uses:**

Metro Vancouver will, in collaboration with member jurisdictions and other regional agencies, develop a consistent definition of 'industrial' and guidelines for permitted uses. Member jurisdictions, through regional context statement updates, will review and update their zoning bylaws using the established guidelines.



Big Move 2 - Intensify and Optimize Industrial Lands

Given the region's constrained land base, it is critical to encourage the most efficient use of the remaining land supply for all types of industrial users, to remove barriers to the intensification of industrial land, and investigate opportunities to optimize the location of certain land uses over time. The priority action for this Big Move is:

5. **Facilitate the Intensification / Densification of Industrial Forms Where Possible:** Municipalities will review and remove unnecessary restrictions to density or height limits where appropriate; plan space to accommodate new, smaller industrial uses when older, centrally located industrial areas densify; allow mixing of industrial with other employment uses so long as the industrial component is secured as a condition of redevelopment; and explore opportunities to encourage intensification / densification in target areas. Metro Vancouver will explore allowing mixed-use with residential on Mixed Employment lands immediately proximate to Rail Rapid Transit Stations (distance to be determined, but suggest 200 metres) as long as existing industrial space is maintained or expanded and other *Metro 2040* objectives are met (e.g. affordable, rental housing).

Big Move 3 - Bring the Existing Land Supply to Market & Address Site Issues

Certain parts of the vacant industrial land supply suffer from site-specific challenges, such as limited infrastructure support, environmental concerns, and under-sized parcels. Where vacant lands have not come to the market, local municipalities may benefit from the preparation of a bring-to-market strategy. Such a strategy would identify the issues that have prevented the development of the undeveloped or under-developed industrial land, while providing a roadmap to achieve the municipality's economic goals for its remaining industrial lands. The priority actions for this Big Move are:

6. Prepare Bring-to-Market Strategies for Vacant or Under-developed Industrial Lands:

Municipalities with vacant or under-developed industrial lands will prepare a bring-to-market strategy for their industrial land that addresses strengths, weaknesses, opportunities and challenges, to encourage reinvestment and more

intensive use, considers municipal assembly and consolidation of fragmented parcels, whether environmental remediation is required, and if local servicing and infrastructure improvements are required and can be accommodated through front-ending infrastructure investment agreements.

7. **Ensure Transportation Connectivity:** The efficient movement of goods and people is critical for many industrial businesses, both local serving and trade-oriented, in terms of where they choose to locate. The maintenance and growth of a resilient and reliable transportation network, including various modes of transit, is an integral component in planning for the effective management of the region's industrial lands. TransLink, Metro Vancouver, the Port, the Airport and municipalities will continue to work together to coordinate investment in the transportation network, implement the Regional Goods Movement Strategy, enhance the regional truck route network, support efficient container drayage, and provide transit for industrial workers.



Big Move 4 - Ensure a Coordinated Approach

Improved cooperation and data tracking among governments and other agencies and organizations is necessary to ensure effective land management and accurate monitoring into the future. Coordination also guides future alignment of policy responses to issues as they arise across Metro Vancouver and southwestern British Columbia. The priority actions for this Big Move are:

8. **Coordinate Strategies for Economic Growth and Investment:** Metro Vancouver and member jurisdictions have a shared interest in attracting new investment and supporting economic and employment activities across the region. Many municipalities have an economic development office or department that work to retain and support the expansion of local businesses. Metro Vancouver's new Regional Economic Prosperity Service provides the opportunity for a regional approach to economic development that will amplify and complement the work of member jurisdictions.
9. **Improve Data and Monitoring:** Timely access to quality data is critical for land management and the development of effective economic policy. Metro Vancouver will update the Industrial Lands Inventory to have a better understanding of the current land uses and supply, and complete a Regional Employment Survey.

10. Develop a Framework for Coordination:

Pressures on industrial lands are not limited to Metro Vancouver. Adjacent regional districts are part of the same goods movement network and commuter-shed and they are facing similar land pressures and challenges. The Province will work collaboratively with Metro Vancouver, TransLink, and municipalities on cross-boundary economic and land use planning matters and will develop a framework for economic and land use planning coordination between neighbouring regions in the broader southwestern BC economic region to support industrial land use and protection. For example, Metro Vancouver will seek to sign a memorandum of understanding with the Fraser Valley Regional District outlining shared priorities regarding the effective and efficient management, protection, and development of industrial lands within the Lower Mainland.

Implementation

Taken together, these 10 Priority Actions will ensure Metro Vancouver's industrial lands continue to provide an attractive and viable location for industrial businesses to locate, grow and prosper, while supporting the broader regional economy and community. Further details for each action will be developed during implementation, including key stakeholder engagement. Furthermore, it is recognized that there is a logical sequencing of actions to inform subsequent work.

The Regional Industrial Lands Strategy will be periodically reviewed for effectiveness. The status of policy progress and market conditions can inform adjustments to actions as needed. Additional actions will be identified for prioritization in subsequent periods through the implementation work.

SETTING THE STAGE

Metro Vancouver is facing a shortage of industrial land. With strong demand for industrial space, many industrial businesses are finding it increasingly difficult to find suitable locations, while the prevalence of conversions to non-industrial uses in some areas further reduces the remaining supply of industrial land.

Industrial lands are crucial to supporting a prosperous, sustainable regional economy and to providing space to accommodate the industrial businesses and services needed across Metro Vancouver. These lands are home to over one-quarter of the region's jobs, and are used mainly for transportation and warehousing, wholesale trade, retail trade, manufacturing, and professional and technical services.

Some industrial activities provide critical regional services, such as infrastructure maintenance and repair, while other activities contribute to a diversified regional economy. Many activities on industrial lands provide for the day-to-day needs of Metro Vancouver's residents and businesses, providing locations for services like regional utilities, vehicle repair, hotel laundry services, catering companies, couriers, breweries, goods manufacturing, and design space. These different businesses need different types of spaces to optimize their operations.

While some industries are and will continue to be land-intensive, other forms may be accommodated in high density / intensity buildings. Modern industry needs different types of space than traditional industry, and will both impact and respond to changing business, economic, employment, and transportation conditions.

Furthermore, the type of industrial activity varies greatly across the Metro Vancouver region, from urban industrial in Vancouver to logistics facilities in locations close to port terminals, and warehouses in Surrey and Langley. Each jurisdiction has unique competitive strengths and strategies for supporting international, regional and/or local demand.

Due to a constrained land base and strong demand for all types of land use, the regional supply of industrial land is under significant pressure for conversion to permit uses that can command higher market values, such as retail, commercial and residential uses. In some parts of the region, flexible zoning has allowed non-industrial businesses to occupy industrial lands, competing for and at times displacing the industrial uses that cannot easily locate elsewhere. In other areas, the encroachment of sensitive uses, like residential, next to existing industrial operations is resulting in conflicts that threaten the continued operation of the original industrial use. These challenges, along with many others, are eroding opportunities for industrial businesses to operate and grow, which in turn threatens the economic diversity and vitality of the broader regional economy.



Metro Vancouver's Industrial Lands Strategy Task Force

In response to the challenges facing the region's industrial lands, Metro Vancouver struck an Industrial Lands Strategy Task Force in March of 2018, which continued into early 2020.

The mandate of the Task Force is to guide the development of the Regional Industrial Lands Strategy. It was intended to be a collaborative process involving a range of stakeholders with an interest in the present and future role that industrial lands play in the region. This includes developing a greater understanding of how current industry sectors use land for different types of industrial activities, the challenges facing the development and operation of industrial lands, and considering how the changing nature of work and industry could impact the demand for land in the future in the region.

The Task Force includes both voting members, comprising appointed Metro Vancouver Board Directors, and non-voting members, comprising representatives from agencies and organizations with an interest in, and specialized knowledge about industrial lands. Non-voting members included representatives of the Port of Vancouver, TransLink, the Urban Development Institute, the BC Ministry of Jobs, Trade and Technology, BC Chamber of Commerce, Agricultural Land Commission, and representatives from the industrial development community. The Task Force was responsible for guiding the development of research and stakeholder consultation to support the development of the Regional Industrial Lands Strategy, before reporting back to the Metro Vancouver Board with the recommended Strategy.

Vision

One of the first efforts of the Task Force was to confirm a vision for the Regional Industrial Lands Strategy.

Ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050

The vision statement speaks to both the timeframe for the Strategy as well as acknowledging the challenges posed by the changing nature of work and potential impacts on the regional economy and land demand.

Definition of 'Industrial'

If the objective of the Regional Industrial Lands Strategy is to ensure the sufficient supply of industrial lands, the first step is to develop a greater understanding of what the Strategy is seeking to protect lands for – i.e. how is 'industrial' defined.

Across the region, municipal policies and bylaws vary in terms of what uses are permitted within industrial and employment zoning. For example, some municipal bylaws limit permitted uses to more traditional industrial activities, such as manufacturing, warehousing and distribution logistics, while others provide more flexibility to accommodate a range of uses, such as commercial, places of worship, and indoor recreation. This flexibility of use can be beneficial towards realizing opportunities associated with the changing nature of industry and the emerging innovation economy, but it can also result in the displacement of more traditional industrial activities and increasing space and land supply challenges for industrial activities.

This is of particular concern in the context of the region's constrained land supply as it relates to the infiltration of industrial areas by non-industrial uses that could potentially locate elsewhere. The challenge is striking the right balance of narrowing the permitted uses to protect the needs of region-serving and trade-oriented activities, while remaining sufficiently flexible to allow for innovation in appropriate locations and ensure sufficient space for non-industrial and employment uses (e.g. in Urban Centres, which generally have better transit infrastructure and more amenities).

'Industrial' represents a wide spectrum of uses and intensities, ranging from large distribution and transportation lands, warehouses, manufacturing and processing facilities, to small local-serving production and suppliers, and new technology-driven businesses with integrated work spaces, which all need different types of accommodations to optimize their operations. Many regional jobs and businesses are also connected to national trade and the port, which require industrial lands for handling goods – e.g. for container storage, freight forwarding, warehouses, and other distribution functions. Towards this end, the Task Force, through consultation with regional stakeholders, developed a working definition for 'industrial' uses for the purpose of the Regional Industrial Lands Strategy.

Industrial is defined as:

- Light and heavy industrial production (e.g. cement manufacturing, food and beverage manufacturing, furniture manufacturing, metalwork and fabrication, sawmills)
- Distribution (e.g. warehousing, industrial storage, freight trucking, intermodal couriers)
- Repair (e.g. autobody shops, truck and trailer repair, consumer goods repair)
- Construction materials and equipment (e.g. building supplies and specialty trade contractors, heavy equipment rental and leasing)
- Infrastructure (e.g. public utilities such as wastewater treatment facilities and pumping stations, works yards, rail / port terminals)
- Outdoor storage activities (e.g. container storage)
- Wholesale (e.g. merchant and logistics wholesalers)

In addition to the more traditional industrial uses, the Strategy also recognizes other non-traditional industrial uses that may be compatible with industrial uses based on a number of criteria, best dealt with at the local and site levels (Tables 1 and 2).



TABLE 1: CRITERIA TO ASSIST IN DEFINING INDUSTRIAL USE & COMPATIBILITY

CRITERIA	DESCRIPTION
Compatibility with adjacent uses	Whether a business is an emitter of noise, vibration, odour or visual nuisances that make occupying areas proximate to other land uses (e.g. residential, commercial institutional) challenging
Access (to site and goods movement network)	Whether the business requires access to particular infrastructure or modes of transportation such as water, rail, airport, and highway
Space requirements and scale of business	Whether the business requires large / unique site or building characteristics
Product produced	Whether the business manufactures, distributes or repairs a physical product
Trip generation	Whether the business generates or handles relatively large amounts of truck or client traffic
Client type	Whether the business is geared toward other business or the public
Ancillary/hybrid use	Percentage of the business that is office if a hybrid use (e.g. bio-tech)

SOURCE: DEFINING INDUSTRIAL FOR THE REGIONAL INDUSTRIAL LANDS STRATEGY, METRO VANCOUVER, SEPTEMBER 2018

Through consultation with stakeholders, these criteria were used to categorize a spectrum of uses into four land use categories that align with *Metro 2040's* land use designations. These include traditional industrial activities that are appropriate for lands designated or zoned Industrial; flexible uses considered appropriate for lands designated or zoned Employment;

non-industrial uses that should not be permitted on Industrial lands; and context-specific uses that could be appropriate for Industrial or Employment lands depending on the criteria listed in Table 1. The spectrum of uses by applicable land use category are summarized in Table 2.

TABLE 2: APPLICABLE USES BY LAND USE CATEGORY

INDUSTRIAL	<ul style="list-style-type: none"> • Light and heavy industrial production • Distribution • Repair • Construction materials and equipment • Infrastructure • Outdoor storage • Wholesale
EMPLOYMENT	<ul style="list-style-type: none"> • Indoor Storage (e.g. self-storage) • Stand-alone office (e.g. law and financial offices) • Stand-alone recreation (e.g. karate studios, theatres, crossfit and climbing gyms, badminton/tennis facilities) • Retail / wholesale (e.g. big box, car dealerships, furniture, automotive parts) • High tech software development • Consulting services (e.g. engineering, architecture, environmental)
NON-INDUSTRIAL	<ul style="list-style-type: none"> • Residential and supportive housing • Artist studios and live / work space • Agriculture (soil based growing) • Places of worship • Institutional uses (e.g. schools, day cares, hospitals)
CONTEXT SPECIFIC	<ul style="list-style-type: none"> • Restaurants (i.e. serving adjacent industrial activities versus being a draw for the public) • Retail (i.e. micro-breweries depends on scale and percent retail) • Services (i.e. commercial laundry, bakery, catering depends on scale) • Research and development (i.e. high-tech, bio-tech that require 'industrial' space) • Media production studios (i.e. movie, recording, television and radio)

SOURCE: DEFINING INDUSTRIAL FOR THE REGIONAL INDUSTRIAL LANDS STRATEGY, METRO VANCOUVER, SEPTEMBER 2018

The Changing Nature of Industrial Activities

The changing nature of the economy means that business and industrial activities are evolving, as are desired space needs and location preferences, and associated employment and transportation implications. This may include new types of manufacturing, advanced technology, and integrated work spaces. In some cases, these uses may be less impactful in terms of external nuisances, and different levels of employment density.

The new types of business models may not neatly fit within the traditional paradigm of 'heavy' or 'light' industrial. The types and definitions of industrial activities are evolving and becoming more diverse. Notable new forms of industrial activity include:

- Clustering together or co-locating of related operations can support eco-industrial networks and circular economy systems, where companies collaborate to utilize each other's by-products (material loops) and share resources (peer-to-peer lending) to increase overall efficiencies. These sectors can include: innovative R&D, green / clean-tech, and smart technologies.
- Local artistry 'maker movement' craftsmanship.
- High tech and other newer forms of industry such as: e-commerce, direct-to-consumer deliveries, co-facilities, advanced technology, on-demand manufacturing, and creative / media / design.
- Significant industrial land intensification as a result of market forces, specifically new industrial uses, growth in logistics, smart warehouses, and e-commerce. The reasons are that new industrial capital investments often leverage existing and emerging technologies to either scale their output or increase value-added production.

- Logistics, distribution, global supply chains, and new forms of industrial or manufacturing activity are driving demand for industrial property.
- New forms of intense industrial development such as mega-distribution facilities and e-commerce logistics facilities have become dominant features of the major industrial real estate markets in the world. The availability of a sufficient number of large-sized land parcels to support this activity, along with labour availability, influences site selection for these activities worldwide. In certain cases, the shortage of large parcels of industrially zoned land may be an obstacle to attracting such developments of a certain size.
- Evolving business models in response to e-commerce and technology are placing increasing importance on the need for integrated space where design, manufacturing, distribution, and showroom / retail activities can occur within a single building.

Findings - Role of Industrial Lands

In setting the stage for the Regional Industrial Lands Strategy, a significant body of research was undertaken. The following findings provide an overarching summary of that work, and set the stage for the Strategy's recommendations:

1. Industrial lands play a critical role in supporting both local employment and the broader regional and national economies.
2. A broad spectrum of employment activities take place on industrial lands, many of which are unlikely or unable to locate elsewhere within the region.

3. Industrial land uses have specific spatial and infrastructural needs that must be planned and protected to ensure their efficient operation and continued growth.
4. Many industrial businesses rely on dependable access to the goods movement network to ensure the timely movement of product to and from suppliers and their clients, along with transit services to link businesses with a broader range of the region's workforce.
5. While industrial areas can benefit from a mix of complementary and secondary uses, many industrial uses struggle to compete when non-industrial uses are allowed to encroach upon and develop within industrial lands:
 - there is limited alignment on what constitutes an 'industrial' use and some local zoning have permitted distinctly non-industrial uses to locate and occupy a significant amount of industrial land.
 - the encroachment of sensitive uses, such as residential, often creates conflicts with abutting industrial activities. Without sufficient buffering to separate these uses, or mitigation measures to limit conflict, encroachment may threaten the operation and growth outlook for existing industrial operations.
6. The market for industrial land and how it is used varies across the region, with differing land values, rents, and spatial characteristics in different sub-markets.
7. There are a number of ways in which industrial uses can make more efficient use of a limited land supply, including intensification of built form where local development restrictions, geotechnical / soil conditions, and market factors permit. However, not all market areas or industrial operations are well suited to multi-level industrial buildings.
8. Innovation and the changing nature of work in industrial areas requires a careful balance between protecting for certain uses and enabling flexibility to realize emerging economic opportunities:
 - the limited supply of available industrial land, coupled with speculation and competition amongst other land uses, is resulting in rising costs and fewer options for new and existing industrial businesses.
 - without careful management of the region's remaining industrial land supply, there is a real risk that industrial activities may be displaced or may choose to (re)locate elsewhere outside of the region.
 - mismanagement of the region's industrial land supply has the potential to impact not only industrial employment and economic activity, but also the broader economic outlook for Metro Vancouver.
9. Given the diverse characteristics of Metro Vancouver's industrial sub-markets and geographies, policy options that work well in one jurisdiction or area may not apply to another. As such, policy recommendations in the Regional Industrial Lands Strategy must not be implemented in a blanket manner but instead must recognize local context and applicability.

THE ROLE OF INDUSTRIAL LANDS BY SECTOR IN THE METRO VANCOUVER ECONOMY

The Metro Vancouver regional industrial market stretches from the North Shore and Vancouver area to the Fraser Valley. The Metro Vancouver region is experiencing an acute shortage of industrial land supply, which manifests as very low vacancy rates, increasing land prices, and higher lease rates. These factors impact the industrial real estate market, spurring more development of industrial projects (within the limitations of land supply) and more intense / dense forms of industrial development.

Demand for industrial space continues to set new records as both owner-operator and investor interest in industrial assets strengthen amid low vacancy, constrained land supply, and rising rental rates throughout Metro Vancouver.

According to market reports, demand is driven by distribution of consumer goods (warehouses), food / beverage (processing), building supplies, technology users, and film production. Logistics associated with last-mile delivery and e-commerce are also in strong demand, requiring well-located urban premises. In core locations, increasing prices force a transition to more specialized light manufacturing, tech, office and showroom-type uses.

Also identified as new users of industrial space are small scale, artisanal businesses, such as custom manufacturing, small batch production, and food processing, some relating to the sharing economy, such as facilities with common kitchens. Many of these businesses require small space, and are local serving, benefiting from close proximity to the consumer population.

In recent years the rapidly growing film industry has been turning to warehouse sites to convert the structures into large production studios. As such, modern warehouse space is now becoming more attractive to both the logistics and film industry.

The anticipated growth trajectory of the Port of Vancouver's containerized cargo volumes will remain a structural driver of demand for industrial real estate in the region. The Port and associated operations require trade-oriented lands, which are large and close to transportation infrastructure.

Growth is also occurring in tech firms in urban light industrial areas, noting the diverse types: high tech, bio-tech, software, and digital. These businesses often need high ceiling, studios, labs, storage, and power, with various activities including, R&D, packaging, and distribution on site -- industrial space that meets their needs. Furthermore, different types of tech companies have different abilities to pay, in terms of both wages and accommodations; most small and young companies cannot afford high lease rents or to purchase strata space.

Economic Contribution of Industrial Lands

Industrial lands are the foundation for a significant component of the Metro Vancouver region's economic activity, representing a large amount of employment and economic activity:

- Comprising only 4% of the region's land base, industrial lands are home to nearly 27% (364,000) of the region's 1.3 million jobs, while also supporting an additional 163,000 jobs through indirect and induced impacts.
- Jobs located in industrial areas tend to be high paying, offering an average wage of \$61,100 per worker, which is roughly 10% higher than the regional average wage of \$55,000 per worker.
- In 2016, business activities on industrial lands generated \$27 billion in direct Gross Domestic Product (GDP), equating to 30% of the region's total GDP. These activities also accounted for an additional \$30 billion in indirect and induced GDP, of which \$16 billion is within the region, \$5 billion is accrued elsewhere in the province, and \$9 billion accrues elsewhere in Canada.



The Metro Vancouver industrial market continues to experience very strong demand for space and a limited supply of land. As described by one brokerage firm, "with record-low vacancy, escalating rental rates, an expensive and constrained industrial land supply and an insufficient volume of new development" there is a "ravenous appetite for industrial real estate among tenants, owner-occupiers, developers as well as private and institutional investors".

The demand is based on a growing regional population and economy, Metro Vancouver's geographic role as a transportation gateway for the nation, and evolving and emerging forms of industrial. Notable drivers of demand are: e-commerce, logistics and distribution, light manufacturing, food processing, advanced technologies, and creative and media production sectors, many of which desire urban locations to be close to their customers and workforce.

On the supply side, the quantity of available land is essentially fixed, and the amount of new industrial building floor area being built cannot keep up with absorption:

- Metro Vancouver had, as of 2015, approximately 11,300 hectares (28,000 acres) of industrial land, about 80% of which is already developed. Within this supply, local brokerages estimate there to be 210 million square feet of industrial building floor space.

- Because the development of new space has not kept pace with demand, the industrial vacancy rate of 1.4% is a record low for the region, and counts amongst the lowest in North America's major markets.
- Competition for space is resulting in increasing rental rates across the region, ranging from \$10.50 per square foot in Surrey and Delta to \$14.50 per square foot in Vancouver and North Vancouver.
- Values for vacant industrial land are also up significantly in recent years, past the \$2 million per acre mark in many areas, and much higher in the City of Vancouver.
- Purchase prices for strata industrial space have followed similar trends ranging from \$300 to \$500 per square foot depending on the sub-market, with Vancouver representing the higher end.
- Despite the development of new supply being at an all time high, with some 6 million square feet of building space under construction, absorption levels have yet to abate, indicating demand is outpacing the market's ability to provide space.

Within this market, industrial tenants are facing limited space options to accommodate their new and expanding businesses, while also experiencing increased pressure from rising market rents, maintenance costs and property taxes. Businesses are faced with either renewing their lease at notably higher rates, or relocating further away from the region's core markets, driven – or indeed, pushed – by availability and costs rather than location preferences.

Employment and Economic Activity

Of the 364,100 jobs located on the region's industrial lands, 200,400 (55%) are associated with industrial activities, involving production, distribution, repair, public infrastructure, and trade-oriented uses (employment activity located on lands associated with the Port of Vancouver and Vancouver Airport Authority). Industrial activities are significant contributors to the local economy, contributing proportionally more GDP per job than the regional average. These jobs generated an estimated \$17.3 billion in direct GDP in 2016.

Non-industrial activities, that is those jobs in sectors related to media, film and art production, research and development in professional and technical services, retail and other services, also play a significant role on the region's industrial lands. These sectors account for 163,700 direct jobs and approximately \$9.5 billion in direct GDP (Table 3), though their impact is proportionally lower on a per jobs basis than the industrial sectors. This is primarily on account of the higher economic multipliers (linkages and spending with other sectors) and higher average wages associated with activity in the industrial sectors.

TABLE 3: ECONOMIC IMPACTS OF EMPLOYMENT LOCATED ON INDUSTRIAL LANDS,
BY SECTOR, 2016

ECONOMIC IMPACT		IMPACTS:	REGION	BRITISH COLUMBIA	CANADA
EMPLOYMENT (JOBS)	Industrial Sectors	Direct	200,400	200,400	200,400
		Indirect	59,200	78,100	111,400
		Induced	48,000	62,900	87,900
		Total	307,600	341,400	399,600
	Non-Industrial Sectors	Direct	163,700	163,700	163,700
		Indirect	28,900	36,000	50,400
		Induced	28,900	33,600	45,800
		Total	219,400	233,200	259,900
	All Sectors	Total	527,100	574,600	659,500
GDP (\$ BILLIONS)	Industrial Sectors	Direct	\$ 17.3	\$ 17.3	\$ 17.3
		Indirect	\$ 5.5	\$ 7.3	\$11.2
		Induced	\$ 5.2	\$ 6.8	\$ 9.5
		Total	\$ 28.0	\$ 31.4	\$ 38.0
	Non-Industrial Sectors	Direct	\$ 9.5	\$ 9.5	\$ 9.5
		Indirect	\$ 2.5	\$ 3.2	\$ 4.6
		Induced	\$ 2.9	\$ 3.6	\$ 4.9
		Total	\$ 15.0	\$ 16.3	\$ 19.1
	All Sectors	Total	\$ 43.0	\$ 47.7	\$ 57.1

SOURCE: STATISTICS CANADA CENSUS 2016, METRO VANCOUVER AND INTERVISTAS ANALYSIS AND CALCULATIONS.

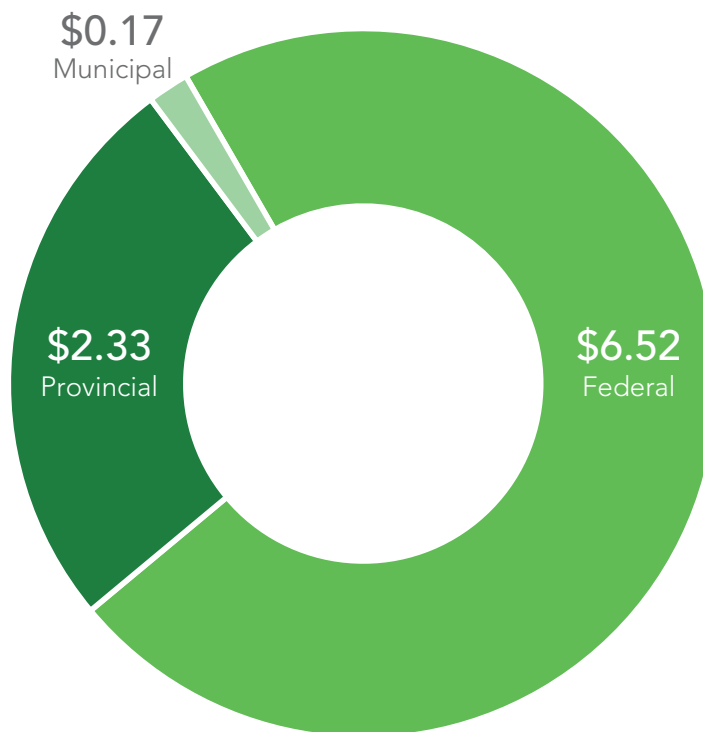
NOTE: DATA ARE ROUNDED AND MAY NOT SUM. PRICES ARE 2016 DOLLARS.

Tax Impacts

Metro Vancouver's industrial lands are estimated to generate \$6.5 billion in tax revenues and fees for the Federal government and \$2.3 billion for the Provincial government (Figure 1). Industrial sector jobs make a

greater contribution to Federal and Provincial revenues when compared to non-industrial sector jobs located in the industrial areas, primarily on account of their higher average wages for industrial related jobs.

FIGURE 1: ESTIMATED FEDERAL, PROVINCIAL AND MUNICIPAL TAX REVENUES GENERATED BY INDUSTRIAL LANDS (\$BILLIONS)



SOURCE: INTERVISTAS' TAX MODEL AND CALCULATIONS, AND ANALYSIS OF BRITISH COLUMBIA GOVERNMENT TAX BURDEN SCHEDULE 707 2016 ASSESSMENTS, TAX RATES, MUNICIPAL TAXES AND CLASS PROPORTIONS OF TAXES AND ASSESSMENTS.

METRO VANCOUVER INDUSTRIAL LANDS - ISSUES AND TRENDS

Industrial lands are crucial to supporting a prosperous and sustainable regional economy and to providing space to accommodate the industrial businesses and services needed across Metro Vancouver. Industrial lands serve both an important regional role in the economy and employment, and, as a facilitator of trade-oriented activities, a critical national role to the wider economy. Industrial lands, while only comprising 4% of the land base, accommodate over one-quarter of the region's total employment, and contribute to the region's economic well-being, along with the associated linkages to transportation, trade, and taxation matters, supporting the broader regional, provincial, and national economies.

'Industrial' represents a wide spectrum of uses and intensities, ranging from large distribution and transportation lands, warehouses, manufacturing and processing facilities, to small local-serving production and suppliers, and new technology-driven businesses with integrated work spaces. These businesses all have different needs in terms of accommodations to optimize their operations, as well as location, property and building size requirements.

Industrial lands accommodate many businesses that serve the wider economy, and provide employment opportunities close to home for residents, as well as taxation benefits to the respective local municipality. Industrial lands provide for the day-to-day needs of the population, locations for services like vehicle repair, hotel laundry, catering companies, breweries and couriers, etc., that serve and provide employment opportunities for both the region and the surrounding communities. Many regional businesses and jobs are also connected to national trade through the Port of Vancouver, which requires industrial lands for the handling of goods including: container storage, rail shunting, freight forwarding, warehouses, and other distribution functions.

The Metro Vancouver market conditions are a function of a very tight supply of industrial lands in the region, and strong demand from multiple business sectors. Strong economic fundamentals are driving demand for industrial space in the region, while a shortage of developable space (especially larger size land parcels) has kept available supply constrained. The price to lease industrial space in Metro Vancouver has increased greatly. In response, some new industrial developments are built to more intense / dense levels, while some industrial tenants are rationing space or being displaced, and in other cases are leaving the region.

This section assesses the current state of industrial lands in Metro Vancouver and provides information on trends, issues, context, opportunities and challenges for the Strategy's recommendations. Research was compiled through a comprehensive review of various market and academic sources, including a series of studies and white papers prepared for the Task Force. These studies include:

- Regional Industrial Lands Strategy – Issues and Initiatives Summary (June 2018);
- Industrial Lands and the Innovation Economy (June 2018);
- Defining Industrial for the Regional Industrial Lands Strategy (September 2018);
- Stratification of Industrial Land in Metro Vancouver (September 2018);
- Industrial Edges: Compatibility and Interface Issues in Metro Vancouver (September 2018);
- Agri-Industrial Activities in Metro Vancouver (February 2019);

- Regional Industrial Lands Strategy – Survey of Industrial Users (February 2019);
- Economic Value of Industrial Lands to the Metro Vancouver Region (February 2019); and
- The Changing Nature of Industry and Industrial Land Demand in Metro Vancouver (July 2019).

Regional plans should guide market forces in ways that respond to industrial needs while considering other community objectives. The complexity lies in balancing industrial trends, development viability, business needs, responsive regulations, and other community interests. The challenge and opportunity is how to best use and intensify industrial uses without losing the industrial function of the lands.

Challenges Facing Metro Vancouver Industrial Lands

With regional population and employment growth, and a constrained land base, the region faces a number of challenges related to the protection, management and promotion of industrial and employment lands. These challenges have been categorized into four themes:

- A. Constrained Land Supply
- B. Pressure on Industrial Lands
- C. Site and Adjacency Issues
- D. Complex Jurisdictional Environment

The challenges are complex and interconnected, and addressing them will require creative responses and collaboration among all stakeholders in the region.



A. Constrained Land Supply

The challenges facing Metro Vancouver and its industrial land supply are somewhat unique, at least in the North American context. Unlike most other North American markets, where continued demand can often be accommodated via development and growth into outer areas, Metro Vancouver is bounded both physically and politically between mountains, an ocean and an international border. While there is some potential for industrial development in the neighbouring Fraser Valley Regional District to the east, it too has a limited supply of vacant industrial land available, leaving the land supply within the Lower Mainland predominantly capped.

Between the limited supply of vacant industrial lands and high demand for new space, there is a scarcity of lands in general. This is of particular concern as it relates to larger parcel sizes (20+ acres / 8+ hectares), that are typically required for major industrial and logistical uses. This problem is further exacerbated by the fragmented nature of much of the region's remaining vacant land parcels, which results in lands that are suitable for some industrial activities, but insufficient for large-scale development, in terms of size, location, or other attributes.

With limited options through traditional expansion-based methods, Metro Vancouver will need to embrace creative options for increasing both the supply and capacity of its industrial lands. These alternative approaches are not without their own challenges, as discussed in the following examples.

In the past, it was common to expand industrial and port areas into shorelines by using fill. However, the environmental and economic costs and necessary approvals and mitigation measures can be prohibitive, resulting in the practice being used much more sparingly in recent years. The Port of Vancouver is

currently undertaking a comprehensive study to expand the Roberts Bank container terminal using this approach; though beyond that project there are few prospects for this approach to be applied elsewhere in the region.

B. Pressure on Industrial Lands

Not only are the region's industrial lands in short supply, they are also under threat of being further diminished due to a number of factors, including allowance of non-industrial uses and being out-priced due to high land values and property taxation. At the same time, industrial uses seeking other locations to suit their needs are putting pressure on the region's agricultural land.

Competition and encroachment from non-employment uses are putting considerable pressure on industrial lands. The encroachment of these sensitive land uses often result in conflicts with industrial operations (i.e. truck traffic, noise, odours) which can prove disruptive to existing and prospective industrial uses. Mixing non-industrial uses in industrial areas or converting the lands entirely runs the risk of encouraging speculation, which in turn may drive up land values and prevent industrial growth or displace existing industrial users.

Industrial areas can benefit from the presence of a number of complementary non-industrial uses, including restaurants and amenities to serve local workers, and ancillary retail and office components that are related to the primary industrial use. However, these and many other non-industrial uses can also compete for space in the industrial area. Many non-industrial uses are able to locate in other parts of the urban land supply, but given the comparatively lower cost of land and space, may prefer to locate in industrial areas if permitted to do so.

C. Site and Adjacency Issues

In addition to the macro-level challenges facing industrial lands, various site-specific issues are creating barriers to the effective development and redevelopment of the region's industrial lands:

- In the case of unserviced industrial lands, the high cost of delivering necessary servicing and infrastructure may be preventing the establishment of new industrial activity;
- A number of industrial areas have limited access to the Regional Truck Route Network and other infrastructure intended for the movement of goods and materials, including access to railways and navigable waterways;
- Recognizing that some industrial lands are located in areas that are challenging to serve efficiently with transit, limitations to transportation and transit infrastructure, coupled with a lack of local amenities, can make it difficult for some industrial businesses to attract and retain workers; and
- Regulations and policies related to industrial impacts on sensitive environmental features are limiting the development capacity of certain sites, requiring setbacks / buffers that can reduce building footprints to unusable sizes. Similar requirements for the remediation of previously occupied industrial sites have proven cost-prohibitive for some industrial developments.

D. Complex Jurisdictional Environment

Industrial lands and industrial activities play a crucial role in the region and its economy. While land use is primarily managed at the municipal level, decisions related to the effective management of industrial lands have the potential to affect neighbouring municipalities, the broader region, and even aspects of the economy at the provincial and national level.

At the same time, the issues facing industrial lands involve multiple stakeholders and overlapping jurisdictions of government, which may have their own organizational mandates. The result is a fractured regulatory landscape which can occasionally result in redundancies or competing policy objectives that stifle the effective utilization of the region's remaining industrial lands for various purposes. For example, the Port of Vancouver, with its federal mandate to accommodate and grow trade-related economic activity, is not subject to provincial or regional policy. As the Port has acquired lands to support this objective, critics have raised concern that the Port is overriding local, regional and provincial land use policies and objectives, including the protection of agricultural land or other local priorities.

In other regards, competition between neighbouring municipalities to attract business and grow their respective property tax bases may result in decisions that undermine the resiliency of the broader regional economy. This is best exemplified by the continued conversion of industrial areas to higher value land uses, despite the limited amount of industrial land remaining in the region.

Lack of collaboration and coordination between government agencies is also resulting in insufficient data sharing, and policy alignment between organizations. These gaps have resulted in policy misalignment (such as overly permissive zoning in industrial areas) and blind spots (such as infrequent reporting on industrial land take up) which make it difficult to track and respond to issues facing industrial lands in a timely manner.

Taking Stock: Finding Opportunities

Trade-Oriented Uses

Industrial businesses cover a range of activities, locational preferences and site needs. For example, a manufacturer of specialized computer components may require a far different type of space than that of a distribution and logistics warehouse operation. Much like the competition between industrial and non-industrial space users, industrial uses with different operational needs may also be able to support different values for land and space.

This disparity is of particular note when it comes to trade-oriented uses, such as the logistics, warehousing and distribution of goods. These uses tend to require specific locations with good access to port, rail or highway infrastructure, often in the form of large warehouses with ample space for the loading and unloading of trucks. However, smaller specialized industrial users can also compete for these types of sites, and may be a more financially viable form of development on high value lands, particularly if developing multi-storey and / or stratified sites. This can prove a challenge given the limited number of large sites in the region that have the characteristics needed by trade-oriented businesses.

In some cases, there can be a real or perceived tension between stratification (including small lot subdivision) and trade-oriented lands (requiring large, flat sites near the goods movement network). Nevertheless, creative solutions are possible, and a variety of uses and tenures are not mutually exclusive for large sites.

Stratification of Industrial

Another way in which Metro Vancouver is unique in the North American context is the popularity of owner-operated strata industrial space. Whereas most commercial and industrial users in North American markets tend to operate in leased space, the limited land supply and high land prices in the Metro Vancouver market, coupled with sustained periods of low interest rates, have resulted in significant demand for owner-occupied strata units.

The benefit of strata-ownership is that it allows smaller industrial users to have security of tenure over their space, providing stability while also enabling the owner-occupier to experience capital appreciation. The upfront nature (i.e. pre-sales) and high sales prices for strata property sales also enable developers to de-risk the development of more capital-intensive built forms, including multi-storey industrial projects, and can prove beneficial for users seeking space in denser inner-city locations.

However, stratified space is not conducive to all industrial users. The high cost may be prohibitive to smaller businesses and may limit the flexibility of firms looking to expand. The subdivision of individual units within buildings may also prove problematic for larger firms seeking large, cohesive spaces. This also poses a potential long-term issue for the redevelopment of existing space, requiring the consolidation of fragmented ownership within buildings. Speculation for strata may also price-out larger traditional and trade-oriented industrial land users from being able to acquire properties.

Increasing Industrial Capacity Through Intensification / Densification

With limited options to increase the land base, many industrial projects are now considering building upwards; modern warehouse distribution centres are developed to be significantly more volumetrically intensive than traditional warehousing operations. Multi-storey industrial buildings are rare in North America due to the high capital costs associated with constructing space that meets the needs of modern industrial businesses, which in turn requires a much higher rent in order to ensure a sufficient return on investment for developers. This also includes the need for sufficient truck access to enable the movement of goods, requiring ramps, freight elevators and loading bays, making site design more complex.

Traditionally, this meant that only smaller users were likely to occupy multi-storey industrial space, specifically those that needed to be located in proximity to the urban core, and were flexible in their space needs. However, as market pressures have increased, interest in multi-storey industrial projects is beginning to grow more broadly, with a number of new multi-storey projects in Metro Vancouver and similar North American markets in recent years. Some of these projects have involved a mix of uses and tenures, most commonly strata industrial space with office uses on upper floors.

Allowing for, and potentially incentivizing, the creation of multi-storey industrial space has the potential to modestly increase the supply of industrial space within the region, so long as the market conditions are sufficient to support it. It is important to recognize that such an option will be contextual within the region, as factors such as local rents, site size, industry activity, and geotechnical conditions will determine where such projects are feasible.

Other Forms of Industrial Intensification

In addition to increasing the amount of built space, there are a number of other ways to measure industrial intensity or density on the land base. These methods may not be as directly tied to land use policy, but can still accommodate increased employment and economic activity. Examples of utilization measures of industrial activity include:

- Labour activity (employees per land acre / hectare or per building sq. ft. / m²)
- Business revenue per unit (value generated per unit of land, or building floor area)
- Volume of goods produced / processed / stored per unit (per floor space, land area, employee)
- Vehicle or equipment movement per hour (trucks, loading, crane lifts)
- Quality and pay of jobs (education and pay levels)
- Value or level of equipment / technology investment (e.g. automation, racking warehouses)
- Transportation infrastructure utilization rates (goods / trips per unit)
- Building lease absorption period, vacancy rates, rental rates
- Longer hours of operation (shift work)

Industrial users are not the only ones constrained by the region's limited amount of available land, as the region's commercial, office, retail and other employment sectors also compete for space. While some of these uses are compatible with industrial activities, the market economics of these other uses may potentially undermine existing and potential industrial activity. These other employment uses typically tend to offer a higher return on investment

and higher rents on a per square foot basis, often pricing-out industrial land uses for floor space. Similarly, the rising popularity of industrial stratification, while providing the option of occupant-ownership, poses a potential disruptor to large scale industrial and trade-oriented activities, as the latter may not be able to compete with other industrial users for the remaining industrial land base.

Mixing Residential with Light Industrial Redevelopment in Specific Areas

With increasing competition for land and an overlap in regional and local land use policy objectives, some proponents are advocating for changes to zoning to allow for the development of mixed-residential uses in existing industrial areas, specifically for those in close proximity to rail rapid transit station areas. Advocates of this kind of zoning suggest that it will encourage the redevelopment of industrial space to modern standards while also addressing non-industrial policy objectives such as providing affordable housing and transit-oriented development. By mixing in higher-value residential uses, there is also the potential to cross-subsidize the redevelopment of new industrial space in an expensive urban context.

Given the conflicts that can occur between industrial and residential activities, the successful integration of these two uses is quite challenging. Generally speaking, only certain light industrial activities are compatible with sensitive residential uses in such close proximity, and even then, site design that ensures both livability and functionality for both uses can be difficult and expensive. Even with strict covenants on what uses are permitted, allowing higher value uses like residential also creates the risk of encouraging speculation on neighbouring industrial properties, and could result in the loss or displacement of the intended industrial uses over time.

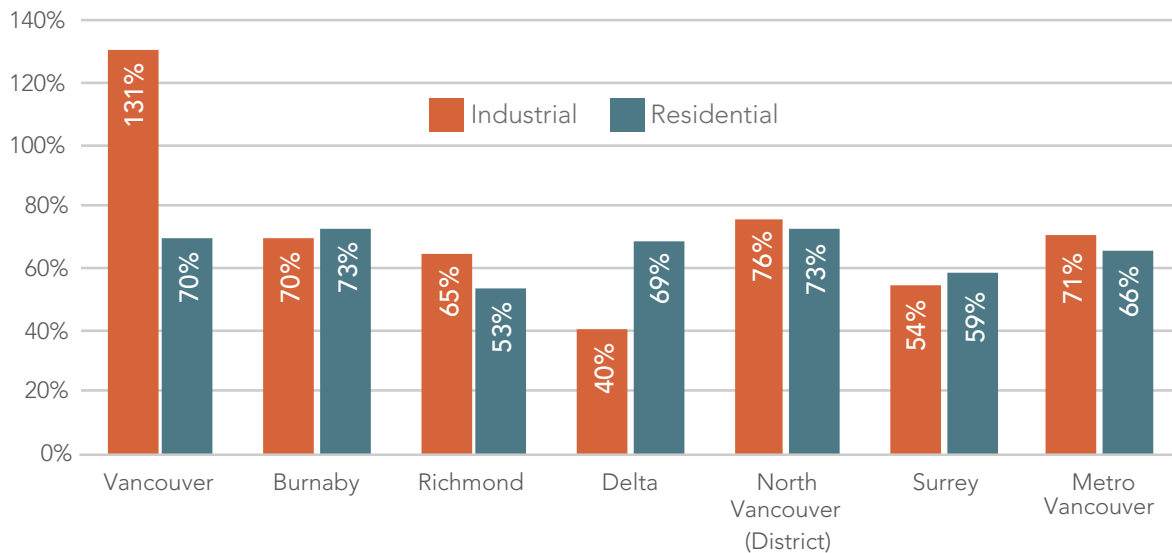
Accommodating Innovation and the Changing Nature of Work

When seeking to protect industrial lands for industrial uses, it is important to recognize that industrial activity can cover a broad range of businesses and involve the production of various types of goods. Not all industrial businesses produce goods one might otherwise associate with traditional industrial activities, such as concrete, construction goods or chemicals. As new technologies have emerged in recent decades, Metro Vancouver has benefited from the growth of numerous high-skill tech and innovation clusters. While these jobs are commonly associated with office-related employment, they also spur demand for space to accommodate the production of goods related to bio-tech, green tech, and other innovative products.

Demand for these types of spaces tends to focus on certain industrial sub-markets, most commonly found in proximity to post-secondary institutions and amenities, which in turn provide linkages to emerging high-skilled labour opportunities. These businesses often seek well-located and well-equipped facilities, which means they are often able to afford more expensive and urban industrial areas.



FIGURE 2: ASSESSMENT VALUE INCREASE, BY MUNICIPALITY, 2012-2017



SOURCE: ADAPTED FROM ANDY YAN, CITY PROGRAM, SFU, USING DATA FROM BC ASSESSMENT, 2019

Rising Land Values and the Impact of Taxation

As industrial areas continue to experience rising land values (Figure 2), this not only increases rental rates, but also taxation. Property tax in British Columbia is based on assessed land value; not just on its use as it is today, but as the 'highest and best' use of the land. As industrial areas begin to permit a broader mix of densities and uses, this means that the value of the land can rise sharply, in some cases well beyond the value being generated by the existing industrial users. For example, a small automotive repair business in an area that permits multi-storey office uses would be assessed as if it were a multi-storey office. In a five-year period between 2012 and 2017, the rate of industrial assessment growth outpaced residential assessment growth in the region, with the greatest impacts being observed in more urban municipalities.

This increase has the potential to put pressure on both landowners and leaseholders, as many leases are "triple net", meaning that the leaseholder is responsible for paying rent, along with building maintenance and property tax. As land prices and the associated assessment values rise across the region, so too can the tax payment – leading to an increase in costs that many businesses, particularly smaller ones, may not be able to absorb. These rising taxes may push businesses to relocate elsewhere in the region, or shut down entirely. As a result, this also creates pressure to convert industrial land to non-industrial use.

Industrial Edges and Buffers – Tools for Mitigating Conflict

Industrial land edges and buffers are a common means to mitigate conflict between industrial and adjacent sensitive uses, such as residential. Establishing these measures helps to ensure, for example, that residents are not negatively impacted by industrial activities, while also providing industrial users with a degree of certainty that they will be able to conduct their business without disruption.

There is no single approach among Metro Vancouver member jurisdictions in how to manage the interface between industrial and sensitive uses, though there are some common elements. These include design guidelines to manage noise, odour and light, and minimum setbacks to ensure a reasonable degree of physical separation from other uses. Most commonly these are established in a municipality's Official Community Plan (OCP) or zoning bylaw, requiring on-site mitigation measures at time of site development, but may also include more broad buffers, including transitional land uses (such as light industry or office parks) or other physical separation be located in between industrial and sensitive uses.

Depending on the approach and standard required, these measures can restrict the development of some industrial uses, or may require site plan elements that add additional cost to the design.

Addressing the Interplay between Industrial and Agricultural Land Uses

In much the same fashion of how speculation for other land uses is driving up real estate prices on industrial lands, so too is speculation impacting lands designated for agricultural uses across the region. While most of these lands are subject to provincial regulation as part of the Agricultural Land Reserve (ALR), which prevents non-agricultural uses, speculation from various land

uses is raising land prices, undermining the feasibility of using these lands for their intended agricultural use and driving pressure for conversion.

While both industrial and agricultural land bases are under pressure to convert from other land uses, there is also pressure between the two. Industrial and agricultural land uses are often posited against one another, with agricultural interests advocating that agri-industrial uses be located on industrial lands, and industrial interests advocating agri-industrial uses be allowed on agricultural lands.

Currently, ALR regulations limit industrial and commercial uses from locating on industrial land, requiring that 50% of the product involved in these activities be grown / raised on site. This "50/50 rule" plays a critical role in determining what agri-industrial activities are permitted on ALR land, barring approval from the Agricultural Land Commission. Limits to infrastructure, servicing, and transportation in both *Metro 2040* and ALR regulations also direct many agri-industrial uses to industrial areas instead. Given the comparatively high cost of industrial land, agri-industrial activities that qualify as farm use (or successfully apply to the Agricultural Land Commission for an exception) will usually locate on agricultural land instead. In a general sense, agri-industrial uses are not a significant component or threat to either land base. However, given the limited land supply and similarities between site profiles (large, flat sites) there is some pressure to convert agricultural lands to industrial uses, particularly in the case of sites that are considered under-performing or poorly located for their designated use.

The Importance of Transportation and Goods Movement

Metro Vancouver's network of trucking routes, highways, railways, and ports support both local serving businesses and the region's broader role as a gateway city between Canada and the world. From local deliveries, to the movement of materials and components for production, to importing and exporting goods to marketplaces beyond the region, having access to reliable and efficient methods of goods movement is an integral consideration for many industrial businesses.

Land use and transportation planning are complementary, although there are sometimes tensions between different types of uses and transportation implications. For example, large low-density industrial sites are typically cost ineffective to service via transit, whereas uses with greater densities of employees are more appropriately located by transit service. Furthermore, non-industrial uses in industrial areas can have negative traffic implications, such as increased transit demand that is difficult to efficiently serve and truck trips interaction with pedestrians. Accordingly, the following should be determined for appropriate locations for different types of industrial uses:

- Identifying industrial uses that benefit most from transit proximity (e.g. high employment density and person trips generation) and those that benefit least (e.g. low employment density, reliance on truck route access) to facilitate better alignment of use with transit service;
- Goods movement uses with higher goods movement needs should be located with access to the Major Road Network and Truck Route Network. This may in general apply to the more traditional heavy industrial uses; and

- More job intensive uses that generate significant person-trips are best located with access to the Frequent Transit Network (FTN), and likewise those uses that do not generate significant person trips are generally not the best use of land within closer proximity to the FTN.

Much as growth in the context of a finite land base is putting pressure on the region's industrial land base, so too does it put pressure on the region's transportation infrastructure network for moving goods and people. Concerns related to congestion, aging infrastructure, road safety, pollution and other externalities like truck parking all affect the outlook for lands throughout the region. Towards this end, planning for the effective management of industrial land is intertwined with planning for the effective management of the transportation network.

A number of organizations and agencies in the region have made strides towards supporting the effective management of the transportation network, including initiatives such as:

- TransLink's Regional Goods Movement Strategy and Regional Transportation Strategy;
- The BC Ministry of Transportation and Infrastructure's innovations and improvements in commercial vehicle monitoring and emissions standards;
- The Greater Vancouver Gateway Council's work to coordinate investment on regional infrastructure projects; and
- The Greater Vancouver Urban Freight Council's work to coordinate and champion initiatives related to goods movement.

Climate Change Vulnerability

Another issue of note impacting the long-term functionality of the industrial land supply is the risk posed by climate change. Detailed climate change projections have been completed for the Metro Vancouver region, and significant work is underway to understand the impacts, including increased flood risk.

A significant portion of the region's industrial land supply, including most major port and airport facilities, are located within low-lying areas. Many of these areas would be vulnerable to major coastal flood events in the absence of considerable adaptation measures. Should sea level rise continue as projected, significant portions of the industrial land supply may no longer be considered viable for long-term development, further reducing opportunities for growth and economic resiliency. While certain measures can be engineered to adapt to this risk, including diking and improved site design, these measures may be cost prohibitive for many industrial users to implement.

In addition to responding to the impacts of a changing climate, industrial activities also have a role to play with regards reducing regional greenhouse gas (GHG) emissions. Metro Vancouver is currently developing Climate 2050, which reflect climate issues specific to the region by addressing ten key issue areas, one of which is industrial activities. Metro Vancouver's manufacturing sector (including cement production, food processing, metal fabrication, chemical manufacturing, forest products, and petroleum refining) and construction industry contribute approximately 23% of the region's total GHG emissions combined.

As part of developing Climate 2050, the region is preparing "roadmaps" for each issue area, providing a summary analysis of current conditions and challenges facing each issue area. These roadmaps will identify regional and corporate goals and actions necessary to achieve a carbon neutral, resilient region. In the case of industrial activities, this is likely to include targeted approaches to reduce emissions by encouraging or requiring switching to low carbon fuels and adopting new technologies where appropriate.



The Future of Industry and Changing Space Needs

Like many other industrial markets around the world, the region's industrial lands have undergone a long-term transition in the nature and form of their use. A steady shift away from heavy manufacturing and natural resource sectors, particularly amongst forestry-related businesses, coupled with increasing competition with other markets in an increasingly globalized economy, have changed the balance and character of the region's industrial lands. Throughout this transition, the region has evolved a diverse sectoral mix, while also retaining its role as a leading global port and economic gateway.

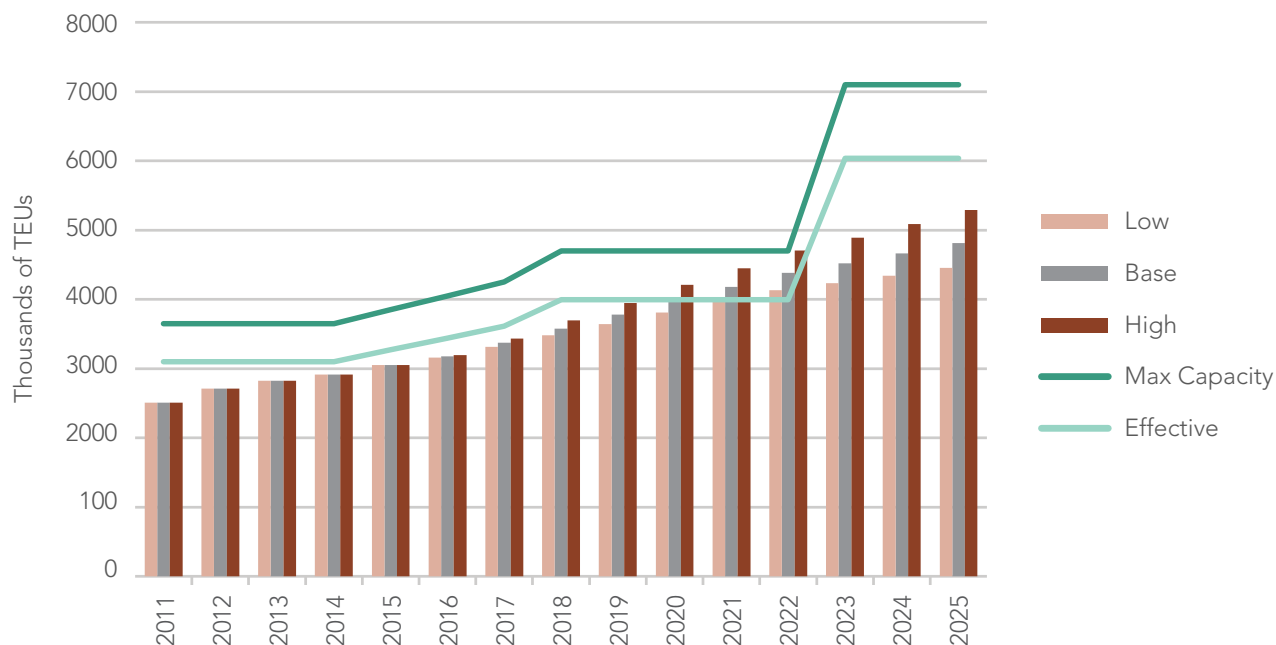
For example, locations including Granville Island, shores of False Creek, Fraser River and Burrard Inlet were once dominated by heavy industry, sawmills, large scale manufacturing, and rail operation. While a few of these uses still exist today, many industrial businesses have moved eastward or have ceased operation altogether, being replaced by predominantly commercial and residential development. In instances where employment uses have been retained, they tend to be in the form of light industrial, office and mixed commercial space.

Though some traditional waterfront-oriented industrial activities have relocated or dissipated, the core 'gateway' functions of the Port of Vancouver and Airport have continued to thrive. Continued growth in global trade have driven demand for additional space, including the need for additional container terminals, warehousing space, and logistical facilities.

In terms of growth, the Port of Vancouver has consistently outperformed other North American ports since 1990, with growth in container traffic forecasted to outpace all other ports in the Pacific Northwest for the foreseeable future. Even with the establishment of a second provincial port in Prince Rupert and improvements and expansions to local port facilities, demand is forecast to drive the need for additional port-related facilities on Metro Vancouver's industrial lands, as shown in Figure 3.

Trade-oriented uses associated with the Port and Airport represent only one part of the demand for industrial lands. Despite the changing nature of industrial activities in the region, industrial lands continue to also serve a fundamental role in facilitating city-serving activities, such as vehicle repair, food production, commercial laundry, utilities, light manufacturing and local distribution. These activities are crucial to the continued function of a range of economic activities across the region, including tourism (tour bus repair, restocking cruise ships), major office employment (printing, couriers, transit infrastructure management), and local retail businesses (food production and distribution, wholesales). At the same time, continued population growth has increased the in-region demand for goods and related services, such as e-commerce, transportation, warehousing and distribution space, particularly last mile and fulfillment centres in close proximity to major population centres.

FIGURE 3: PORT OF VANCOUVER CAPACITY AND DEMAND DEVELOPMENT TO 2025



SOURCE: CONTAINER TRAFFIC FORECAST STUDY – PORT OF VANCOUVER, 2016

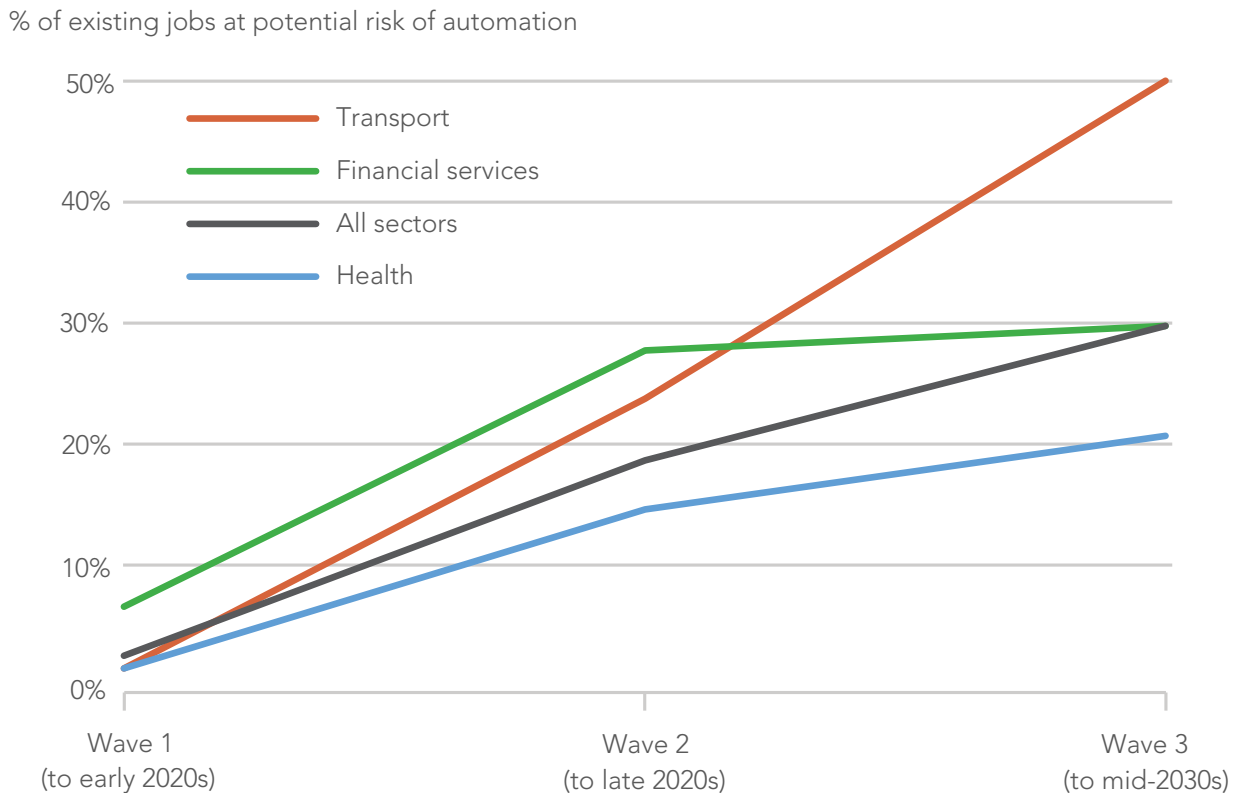
NOTE: DEMAND AND CAPACITY ARE MEASURED IN TWENTY-FOOT EQUIVALENT UNITS (TEU). DEMAND SCENARIOS PRESENT A LOW, BASE AND HIGH SCENARIO FOR EACH YEAR. THE INCREASE IN CAPACITY IN 2023 REPRESENTS THE ANTICIPATED EXPANSION OF ROBERTS BANK CONTAINER TERMINAL 2.

In addition to these city-serving functions, industrial lands are also playing a prominent role in accommodating the region's emerging innovation economy. These businesses do not fit easily into any one classic or conventional employment sector, as the nature of their work encompasses a wide range of activities including light manufacturing, media and digital entertainment production, clean-tech and bio-tech, software and hardware design, and various other uses. The space needs of these businesses can vary, but typically require a diversity of spaces at different scales, including offices, production space, and logistical facilities, many of which are most commonly associated with industrial and employment lands.

Changing industry profiles are not the only factor resulting in different land and space needs. Technological innovations are also dramatically changing the relationship between employment, productivity, and how industrial lands are occupied and used.

Automation, which has already significantly affected the manufacturing industry, is expected to continue to change how goods are produced and tasks accomplished. With the potential advent of artificial intelligence and advanced robotics, there is a real possibility that more jobs in many more sectors could be affected by automation than ever, with 42% of the

FIGURE 4: ESTIMATED POTENTIAL JOB AUTOMATION RATES
BY INDUSTRY ACROSS WAVES

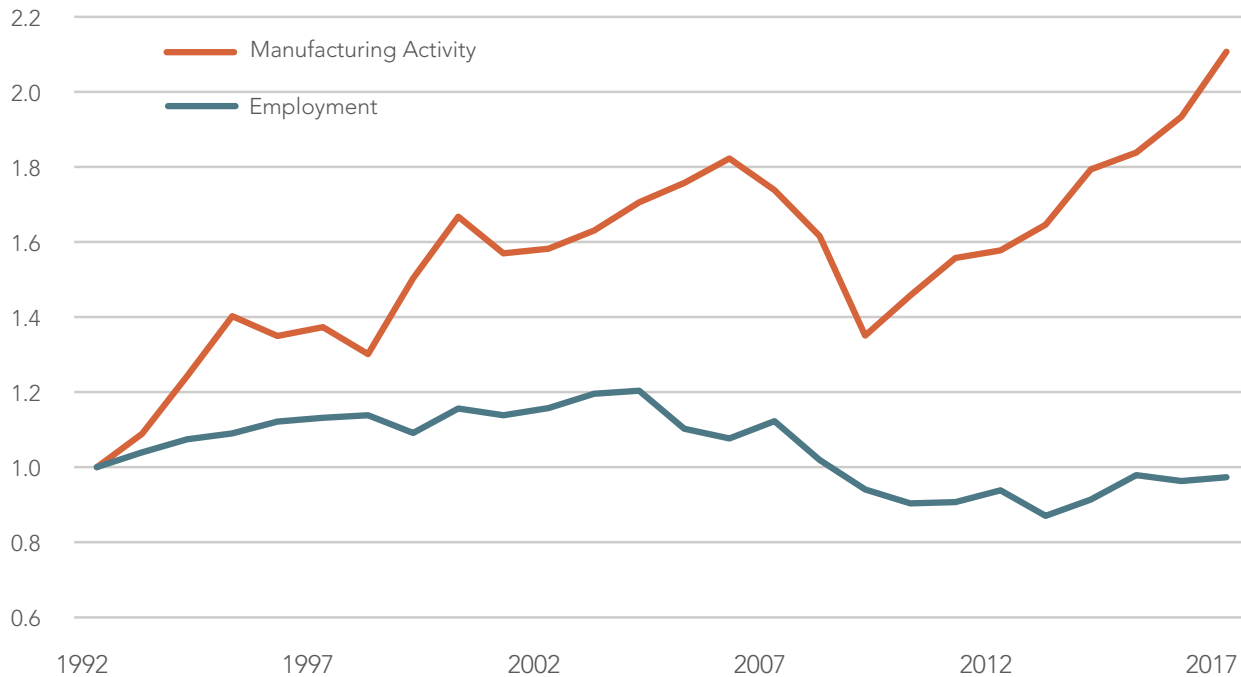


SOURCE: 'WILL ROBOTS REALLY STEAL OUR JOBS?', PWC, BASED ON OECD PIAAC DATA, 2018

Canadian labour force at high risk of being affected by automation in the next decade or two. As shown in Figure 4, artificial intelligence, advanced robotics, and automation will have a different impact on different sectors over time, with some sectors being susceptible to a significantly reduced need for labour as different waves of technological advancement occur over the next few decades.

This change has the potential to affect the demand for labour in different sectors, but it does not necessarily mean that there will be any less demand for industrial land. While automation can lead to a number of operational efficiencies, it typically still requires space to conduct the business activity (e.g. production and warehousing of goods). As shown in Figure 5, manufacturing productivity in British Columbia has continued to grow, despite declines in total manufacturing employment.

FIGURE 5: COMPARISON OF ANNUAL MANUFACTURING ACTIVITY (DOLLARS)
AND EMPLOYMENT, PROVINCE OF BRITISH COLUMBIA, 1992-2017



SOURCE: HEMSON CONSULTING LTD. USING DATA FROM STATISTICS CANADA TABLES 304-0015 & 14-10-0023-01

NOTE: FIGURES HAVE BEEN INDEXED (1992 = 1)

The separation between manufacturing activity and employment has been occurring for quite some time in North America; however, this trend began to accelerate most notably following the 2008-2009 Global Recession. While manufacturing employment has yet to recover to its pre-recession levels, manufacturing activity has continued to grow.

Over this same period (2008-2018), Metro Vancouver increased its industrial floor space by over 30 million square feet. This translates into an average growth rate of nearly 1.7% per year, significantly higher than the average annual industrial employment growth rate of 0.5% per year. While the amount of land take-up associated with this growth has declined over time (due to limited supply), suggesting denser industrial buildings are being built, the demand for space is still resulting in a net demand for land.

Industrial Land Demand Forecast to 2030 and 2050

Forecasting the longevity of the industrial land supply is a particularly challenging task in Metro Vancouver because of its unique situation as a region with a fixed land supply. While not quantifiable for the overall market, there is ample evidence that industrial development and land absorption is being limited by the availability of land for development. Some larger distribution and manufacturing facilities are already locating outside of Metro Vancouver simply because there are few large industrial sites available today or likely to be available in the future.

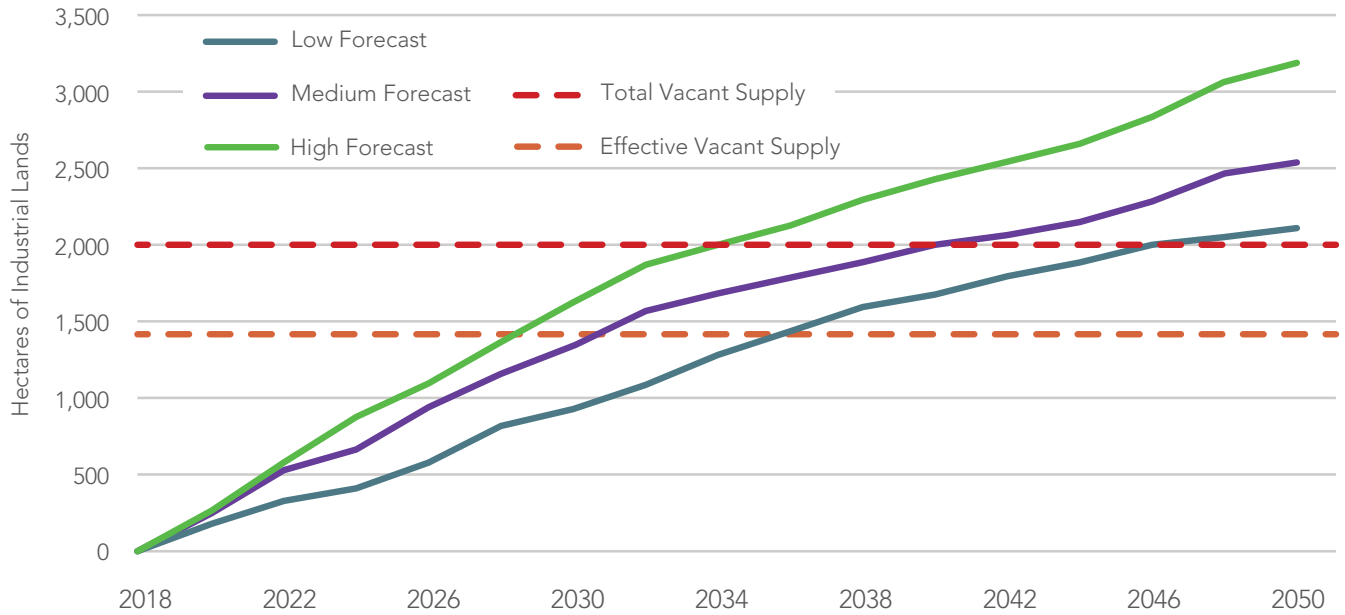
The most recently prepared forecast of regional industrial land demand used an absorption method with a range of 80 to 110 ha per year (200 to 275 acres per year). Applied to the effective supply of 1,820 ha (4,500 acres) identified in its analysis, full development would be reached between 2035 and 2045. Of course, land development does not proceed in a linear fashion until the last parcel is consumed, rather it nearly always tails off because the remaining land is of limited viability. This means that there is demand that cannot be met by the available supply well before a point of build out is reached.

These unconstrained land demand forecasts are shown in Figure 6. Depending on the scenario, the region is anticipated to absorb the last of its effective supply sometime between 2028 and 2035, with the total inventory being absorbed sometime between 2035 and 2047. However, as previously noted, absorption is likely to tail off as supply dwindles. Figure 7 demonstrates what the demand and land absorption is likely to look like when factoring in the effects of a constrained land supply.

In the absence of additional land to meet the needs of continued demand, the rate of land absorption will tail off until near full development is reached. This decline in absorption will not be due to a lack of interest, but instead will be the result of businesses and jobs having relocated to markets that are more readily able to meet their needs. The combination of a constrained land supply and steady demand will keep the price of industrial land high, likely even higher than experienced today. This will be a limiting factor for some industrial activities, but will likely also force more intensive use of land where possible.

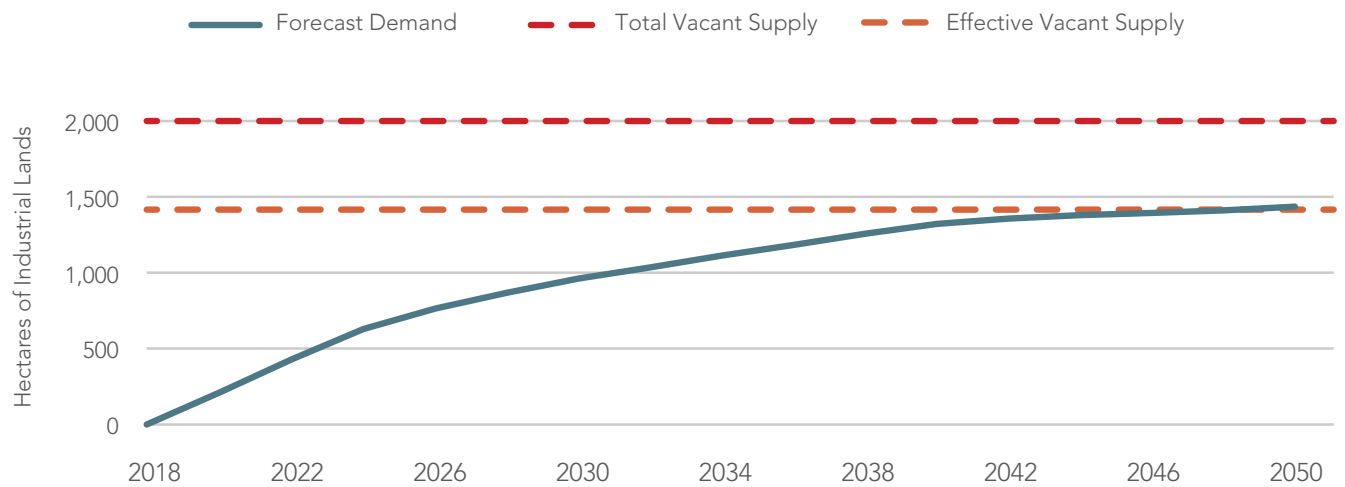


FIGURE 6: EMPLOYMENT GROWTH BASED INDUSTRIAL LAND DEMAND FORECAST, 2019 TO 2050



SOURCE: HEMSON CONSULTING LTD.

FIGURE 7: CONSTRAINT BASED FORECAST OF INDUSTRIAL LAND DEMAND, 2019 TO 2050



SOURCE: HEMSON CONSULTING LTD.

Implications for the Regional Economy

Industrial lands serve a crucial role in accommodating a diverse and resilient economy. Regions that are more economically diverse tend to experience less instability and lower unemployment rates when compared to regions with more homogeneous economies. Complex economies, that is those that feature a web of interconnected industries and business sectors, also tend to be far more resilient, experiencing less economic decline during periods of recession, and faster recoveries.

In the same regard, failing to ensure a suitable amount of industrial land could limit growth and investment, and even weaken existing sectors that rely on these lands. Even with the changing nature of work and technological innovations resulting in evolving land and space needs, industrial lands will still be necessary to ensure regional economic diversity and resiliency for the future.

The consequences of a constrained land supply are already being witnessed, with a number of large industrial businesses and activities being unable to find suitable space to locate or expand their business. For example, the Port of Vancouver has noted that, despite significant improvements to site intensification and optimization in recent years, it may be unable to accommodate future trade demand given its current land supply. As the Port approaches its capacity, it risks losing business to other ports along the western coast.

Similarly, a shortage of space for logistics terminals is seeing demand grow for inland distribution ports as far away as Calgary. These inland ports serve as staging areas for containers that are unloaded in Vancouver, transported by rail to the distribution hub to be unpacked and sorted, and then (for some of the cargo) transported back to Vancouver to be delivered to end users and points of sale. Ashcroft offers an inland terminal focused on processing exports, such as lumber in containers. In other cases, larger manufacturers are choosing to locate, or relocate, to areas with more available and affordable land south of the border, in communities such as Blaine, Washington.

The relocation of these business and trade activity could have a negative impact on the region, province and even country. For example:

- Should a business relocate to another port in the province, such as Prince Rupert, the impact might be neutral for British Columbia and Canada, but negative for the Metro Vancouver region;
- Should a business relocate to Alberta, the net impact might be neutral for Canada, but negative to the Metro Vancouver region and British Columbia; and
- Should a business relocate south of the border (such as Washington, Oregon or California), the net impact would be negative to the Metro Vancouver region, British Columbia, and Canada.

The potential impacts of losing industrial activity due to lack of available land are threefold:

- The loss of local businesses could negatively affect the economy due to the loss of potential or existing jobs and tax revenues for governments.
- The further abroad these businesses locate, the greater the distance goods must be transported, resulting in increased fuel consumption, GHG emissions, traffic congestion and cost to consumers.
- The loss of industrial activity could weaken the region's economic diversity and resiliency, potentially exposing the economy to greater fluctuations in market cycles and broader economic shifts.

It is worth noting that adding new industrial uses in Metro Vancouver could result in its own set of costs and challenges, including increased competition for land and the potential to increase traffic, business related emissions, and possible conflicts with other uses. However, on the whole, these costs and challenges are unlikely to be greater than the net loss and environmental impact that is likely to occur if these businesses relocate elsewhere.



RECOMMENDATIONS

To achieve the Strategy's Vision, and to address the Challenges facing industrial lands in the region, 4 'Big Moves' have been identified:

1. Protect Remaining Industrial Lands
2. Intensify and Optimize Industrial Lands
3. Bring the Existing Land Supply to Market & Address Site Issues
4. Ensure a Coordinated Approach

The 4 'Big Moves' are used to frame and organize the Strategy's 34 recommendations and 10 priority actions.

In considering the 4 'Big Moves' and the recommendations that follow, the Strategy affirms that conversion or use of agricultural lands is not a solution to the shortage of industrial lands in the region. This principle was endorsed by the Industrial Lands Strategy Task Force and Metro Vancouver Board.

Protect Remaining Industrial Lands

Given the ongoing and projected demand for industrial land in the region, it is imperative to protect the region's remaining industrial lands and curb the threats that undermine their use for industrial activities. This means lands for trade-oriented purposes as well as for small, local serving businesses; businesses that are responding to the changing nature of industry as well as more traditional industrial activities.

RECOMMENDATION 1:

That Metro Vancouver, in collaboration with member jurisdictions, First Nations, regional agencies, and other relevant stakeholders, conduct a comprehensive regional land use assessment.

In the context of Metro Vancouver's finite and constrained land base, there is significant pressure for competing, legitimate land uses across the region. There is an opportunity to undertake either a targeted or region-wide assessment of land use, seeking not to reflect what is already in existing policy frameworks, but rather to proactively identify the 'best' locations for different land uses depending on a developed set of criteria (e.g. location, adjacent land uses, lot size, proximity to the goods movement network). Such an assessment could potentially identify areas where a swap of existing land uses may be reasonable, including opportunities to optimize the remaining supply of industrial land.

This assessment will identify, based on a defined set of criteria and cross-jurisdictional considerations, opportunities for more optimized locations and uses of land in order to support regional and local policy objectives and to inform policy changes.

The regional land use assessment will include:

- Metro Vancouver and member jurisdictions work with the Provincial and Federal governments, the Port of Vancouver, and Vancouver Airport Authority, to identify if industrial functions can be integrated or co-located on public industrial lands. This includes examining the potential for joint use for large non-intensive land uses such as extractive activities, public rights-of-way, and others;
- where existing designated land uses are determined to be under-utilized, Metro Vancouver, in consultation with the owners of the subject lands, the member jurisdiction in which they are located, and other relevant stakeholders, may consider the potential for swaps with other land uses. The proposed swap should be considered between lands that are identified as being under-utilized through the land use assessment, located within the same jurisdiction or elsewhere within the region, and improve the potential for the intended uses per the land use assessment criteria; and
- Metro Vancouver assess whether or not there are sufficient supplies of suitable land to reasonably accommodate retail, service or recreational uses that may be restricted from otherwise locating within Industrial areas.

RECOMMENDATION 2:

That Metro Vancouver endeavour to strengthen regional policy to protect industrial lands as part of the update to the regional growth strategy, *Metro 2040*.

Examples of ways to strengthen the regional growth strategy to be considered are:

- increase the voting threshold required for a minor amendment of the Industrial and / or Mixed Employment regional land use designation to General Urban;
- explore 'no net loss of land' as part of the amendment criteria for Industrial lands, recognizing the regional benefit of conversions that are offset by land-swaps in suitable locations within the municipality or elsewhere in the region;
- clarify the definitions and permitted uses on the Industrial and Mixed Employment regional land use designations, including appropriate principal and accessory uses by type and scale; and
- explore permission of mixed-use including residential on Mixed Employment lands immediately proximate to Rail Rapid Transit Stations (distance to be determined, suggest 200 metres) as long as existing industrial space is maintained or expanded and other *Metro 2040* objectives are met (e.g. affordable, rental housing).

RECOMMENDATION 3:

That Metro Vancouver, in collaboration with member jurisdictions and other regional agencies, develop a consistent definition of 'industrial' and guidelines for which primary and secondary (or ancillary) land uses should be permitted in Industrial and Mixed Employment designated areas, respectively.

Member municipalities, as part of their regional context statement updates, would commit to review and update their zoning bylaws using the guidelines as a resource to amend the permitted uses in their local industrial and employment lands.

The definition of 'industrial' in zoning bylaws and associated permitted uses (and scale of accessory uses) varies significantly across the region. Different zoning bylaws permit accessory and non-industrial uses, such as recreation, big-box retail, and places of worship, on industrially zoned lands, creating additional competition for industrial land from uses that should be located elsewhere. The bylaw review and update should remove non-industrial uses from the industrial zoning while adding new types of industrial uses, and limit the scale or size of accessory uses. Definition consistency would limit non-industrial, commercial and institutional uses in certain industrial locations across the region, and would create a clearer understanding and more consistent permissible uses while aligning with the regional growth strategy.

Protecting Trade-Oriented Lands

The following three recommendations have to do with protecting trade-oriented lands in the region. It is important to recognize that trade-oriented industrial uses (e.g. logistics, warehouses, distribution centres, transportation terminals) are a crucial part of the region's role as an economic gateway between the

Asia-Pacific and the rest of the country. These uses typically have a very specific set of location and site needs, such as large, flat sites that allow for movement and storage of goods, with proximate access to highway, port, or rail infrastructure. Amongst the region's industrial land supply, sites that offer these characteristics are limited.

Because these sites also tend to offer attractive characteristics for other types of industrial (and other) uses, trade-oriented uses often compete with other industrial uses when looking to purchase and develop these lands. The low-density nature of many trade-oriented industrial uses means that they often struggle to compete, particularly when increased development densities are permitted under more broad industrial zoning. This is of particular concern when stratification of industrial is permitted, which tends to both significantly increase the price competing users can offer for the land, while also fragmenting ownership of the property, which can be an issue for operators that require large sites. To ensure these strategically located sites are protected, a coordinated approach is required between the region and member jurisdictions.

That is not to say that smaller lots and stratification do not play a critical role in the region. On the contrary, the importance of stratification is recognized in enabling small businesses to own their space, have security of tenure, and opportunity for capital appreciation. Other recommendations are focused on different types of industrial businesses.

Based on feedback from stakeholders, there is a desire when looking for solutions to address conversion of industrial lands to other uses, to first consider local government and regional policy options, rather than a provincial industrial land reserve.

RECOMMENDATION 4:

That Metro Vancouver conduct a collaborative process to develop a clear definition of Trade-Oriented Lands, and subsequently, as part of the *Metro 2040* update, develop a Trade-Oriented land use overlay.

A clear, consistent and collaboratively developed definition and understanding of the extent and location of these lands will support their protection as well as the protection of other types of important industrial lands. A regional overlay identified in the regional growth strategy would distinguish trade-oriented lands within the Industrial land use designation based on confirmed criteria (i.e. site size, proximity to transportation infrastructure linkages) and provide additional guidance to member jurisdictions regarding permitted land uses to protect trade-oriented industrial activities.

RECOMMENDATION 5:

That municipalities identify appropriate areas through Trade-Oriented zoning.

Subsequent to participating in the development of a consistent and collaboratively developed definition for trade-oriented lands, municipalities, through the regional context statement process, would be asked to identify trade-oriented lands within their jurisdiction, and to consider zoning that would limit or restrict non-industrial uses and the fragmentation of parcels with an aim to protecting these strategically located lands for trade-oriented activity. This would be a judiciously applied approach, recognizing the potential limits to flexibility and future use that this zoning would place on these lands.

RECOMMENDATION 6:

That the Province grant municipalities the legislative powers to define permitted forms of tenure (i.e. leasehold versus stratified freehold) on industrial land through local zoning bylaws.

Given the limited control municipalities have over tenure of non-residential land uses through zoning, the province would be requested to grant additional powers under the Local Government Act to ensure these sites are reserved for their intended use. Member jurisdictions may seek to limit stratification of ownership to a minimum size to prevent the fragmentation of large trade-oriented parcels.

Intensify and Optimize Industrial Lands

Given the region's constrained land base, it is critical to encourage the most efficient use of the remaining industrial land supply for all types of industrial users, to remove barriers to the intensification of industrial land, and to investigate opportunities to optimize the location of certain land uses over time. Currently multi-storey industrial buildings are rare in most North American markets because, for most uses, multi-storey space is much more expensive than single storey buildings. However, as the remaining industrial land supply is diminished, it may become feasible for more of this type of development to occur in the future. To encourage more efficient use, it would be beneficial to industrial users to be able to locate in more intensive / dense built forms not restricted by policy or regulation. In addition to removing height and density restrictions in areas that have the opportune market and physical characteristics necessary to support intensive development, municipalities may also seek to offer incentives to attract and realize this form of development in strategic locations.

RECOMMENDATION 7:

That municipalities facilitate the intensification / densification of industrial forms where possible.

Actions to support industrial intensification include:

- removing any unnecessary restrictions to density or height limits, where contextually appropriate;
- planning the space to accommodate new, smaller industrial uses when older, centrally located industrial areas densify;
- allowing mixing of industrial with other employment uses so long as the industrial component is secured as a condition of redevelopment; and
- exploring opportunities to encourage intensification in target areas (i.e. proper geotechnical conditions, access to infrastructure and transit) via incentives. These could include pre-zoning, density bonuses, financial incentives, and/or others.

RECOMMENDATION 8:

That Metro Vancouver conduct a study of the financial factors and other issues that prevent the development of multi-storey industrial spaces in various regional market areas.

The study should identify the gap between development costs and market rents or sales prices in different municipalities to assess if there are ways that Metro Vancouver and member jurisdictions could improve the feasibility of delivering higher-density industrial spaces.

RECOMMENDATION 9:

That the Province review the current approach to property tax assessment and tax rates based on the highest and best use of a property with regard to its impact on industrial businesses.

Growth in assessment values on the region's industrial lands have risen rapidly in recent years. The associated rise in property taxes is putting increasing pressure on industrial businesses, particularly in high growth and high value urban areas where assessing property is based on the highest and best use. These costs can displace industrial users and undermine the intended use for the land. This review should identify if there are reasonable approaches to mitigate the destabilizing effect of rapidly rising assessments and taxes on industrial businesses.

Provide Greater Clarity on Agri-Industrial Uses in the Agricultural Land Reserve

While both industrial and agricultural lands are under pressure to convert to other land uses, these two types of land uses are often posited against one another, particularly as it relates to agri-industrial businesses. While there are some permissible agri-industrial uses within the Agricultural Land Reserve, there is some uncertainty over the scope and scale of activity that can be permitted before these uses would have to relocate to industrial areas.

RECOMMENDATION 10:

That the Ministry of Agriculture, in consultation with the Agricultural Land Commission, amend legislation to define under what conditions, if any, large-scale organic waste processing facilities are permitted in the Agricultural Land Reserve.

RECOMMENDATION 11:

That the Ministry of Agriculture produce guidelines or amend legislation to: define the metrics used to measure the 50/50 rule (i.e. volume, weight, value, etc.) to facilitate consistent application; and clarify the permitted value-added infrastructure of an approved use on an agricultural parcel and define a cap on building infrastructure footprint.

Ensure Consideration of Industrial Lands in a Regional Flood Management Strategy

Climate change and the impacts of rising sea levels are likely to be one of the greatest challenges of our time, and their potential impact on the industrial land supply cannot be ignored. A significant portion of the region's industrial land supply, including most major port and airport facilities, are located within low-lying areas that are anticipated to be at risk in the face of rising sea levels and more frequent flooding events. As the Fraser Basin Council develops a flood management strategy for the region, it is critical that that industrial lands be given proper consideration to ensure the continued economic resiliency of the region, while also recognizing the cost that adaptation measures may have on industrial development in the future.

RECOMMENDATION 12:

That in developing a Regional Flood Management Strategy, the Fraser Basin Council recognize industrial lands and their economic contributions to the broader region when identifying and prioritizing measures to adapt to rising sea levels and flood events.

Bring the Existing Supply to Market & Address Site Issues

To ensure the region's remaining vacant industrial land supply gets to market, identify the local issues facing these lands and the linkages between them, and map out the necessary policy updates and strategic investments in response.

Manage Land Use Conflicts through Buffering Policies

Managing the interface between industrial uses and other sensitive land uses, particularly residential, is a significant issue when it comes to preserving the functionality of existing industrial uses, while also protecting for future economic activity. A broad range of planning tools exist that may contribute to the mitigation of potential, existing or perceived nuisances, offering varying degrees of flexibility or conversely, prescriptiveness. Member jurisdictions across Metro Vancouver incorporate a range of approaches to managing this interface. However, while there are common elements amongst these approaches, there is no single approach that meets the context and needs of each community. While there is little appetite for a "one-size-fits-all" approach to interface management, there are certain leading practices that could be formally recognized through regional guidance to encourage more effective management of industrial edges and conflict prevention.

RECOMMENDATION 13:

That Metro Vancouver, in consultation with member jurisdictions, develop guidelines for land use policies along the edge of planned or developing Industrial areas where no natural or other physical buffer already exists.

These guidelines will serve as reference for member jurisdictions on how to mitigate the potential for conflict with other sensitive uses depending on the context:

- Where the industrial area is already established, direct employment uses, including light industrial, commercial, and office, or other non-sensitive uses to the area abutting the Industrial lands to serve as a transitional land use.
- Where the industrial use is encroaching upon an established sensitive use, direct light industrial and ancillary components of the primary industrial use to the edge of the industrial area where the sensitive use is located to serve as a transitional / buffer land use.
- In cases where the abuttal of industrial and sensitive uses cannot be separated by other land uses, the guidelines should also provide direction towards:
 - Site design best practices including recommended minimum setbacks for different industrial uses, on-site migration measures such as visual screening of mechanical equipment, requirements for enclosing industrial activities, lighting fixtures, and recommended performance standards, where appropriate.
 - Mitigation requirements for residential and other sensitive uses that are encroaching upon areas of existing or planned industrial activity and associated vehicle traffic, including consideration for the potential for future intensification of industrial uses.

RECOMMENDATION 14:

That the Province enable municipalities the discretion to place a warning of anticipated nuisance effects on the title of the lands with sensitive uses that are being developed within a defined proximity of an established or planned industrial use or goods movement corridor.

The notification warning could be included in any offers of purchase and sale, notifying current and prospective owners and tenants that they are within the potential area of influence of the industrial use, and may experience adverse effects as a result.

RECOMMENDATION 15:

That municipalities consider adopting the Railway Association of Canada and Federation of Canadian Municipalities Guidelines for New Development in Proximity to Railway Operations when considering development permissions and changes of use in proximity to active railway corridors and other major goods movement corridors.

Develop Local Bring-To-Market Strategies

Certain parts of the vacant industrial land supply suffer from site-specific challenges, such as limited infrastructure support, environmental concerns, and under-sized parcels. Where vacant lands have not come to the market, municipalities may benefit from the preparation of a bring-to-market strategy. Such a strategy would identify the issues that prevent the development of undeveloped or under-developed industrial land, while providing a roadmap to achieve the municipality's economic goals for its remaining industrial lands.

RECOMMENDATION 16:

That municipalities with vacant or under-developed industrial lands prepare a bring-to-market strategy for their industrial land supply.

The strategy should address:

- assessing the strengths, weaknesses, opportunities and challenges facing the development of vacant industrial land;
- identifying opportunities to encourage reinvestment and more intensive use of existing industrial lands;
- whether municipal assembly and consolidation of fragmented parcels may be required, or is feasible, in order to bring the lands to market;
- if environmental remediation is required and if current programs are sufficient to facilitate the required degree of site remediation; and
- if local servicing and infrastructure improvements are required and can be accommodated through front-ending infrastructure investments or cost-sharing agreements.

Ensure Transportation Connectivity

The efficient movement of goods and people is critical for many industrial businesses, both local serving and trade-oriented, in terms of where they choose to locate. The maintenance and growth of a resilient and reliable transportation network, including various modes of transit, is an integral component in planning for the effective management of the region's industrial lands. Through the development of the Strategy, transportation issues and linkages were consistently rated one of the highest priorities. As a result, seven recommendations focus on this critical issue.

RECOMMENDATION 17:

That TransLink, Metro Vancouver, the Port of Vancouver, the Vancouver Airport Authority and municipalities continue to work together to proactively designate, manage, and regularly update the Regional Truck Route Network in line with the recommendations of the Regional Goods Movement Strategy to ensure the safety and reliability of the regional goods movement network, while also considering human health implications, such as air quality and noise.

RECOMMENDATION 18:

That TransLink, as part of the update to the Regional Transportation Strategy and implementation through Investment Plans, continue to identify viable new opportunities to create and improve transit linkages between the region's industrial areas and local workers, where such transit can operate efficiently and effectively as part of the region's transit network.

RECOMMENDATION 19:

That the Port of Vancouver, Metro Vancouver, TransLink, the Vancouver Airport Authority, and rail line operators, work together to identify policies and actions that support the optimization and safety of goods movement to and from industrial lands via roads, highways, railways, air, and access points to navigable waterways including short sea shipping.

RECOMMENDATION 20:

That the Province work with municipalities and industry partners to understand, forecast, plan for, and mitigate the impacts of the land demands for truck traffic and truck parking related to goods movement and drayage.

RECOMMENDATION 21:

That the Port of Vancouver continue to work with Metro Vancouver and TransLink to optimize port-related land uses and container drayage.

RECOMMENDATION 22:

That the Greater Vancouver Gateway Council continue its efforts to attract grants and other funding, and leverage their success towards improved infrastructure linkages and capital investments that support regional and local policy goals.

RECOMMENDATION 23:

That the Greater Vancouver Urban Freight Council continue its efforts to coordinate the implementation of the Regional Goods Movement Strategy between its member organizations.

RECOMMENDATION 24:

That regional organizations and stakeholders continue to investigate and implement options designed to reduce the environmental impacts related to the transportation of goods and people in the region, through their respective plans and policies.

This includes:

- the Province's efforts to improve standards such as the Renewable & Low Carbon Fuel Requirements Regulation and improved permitting and tracking to help reduce GHG emissions from the commercial trucking industry;
- Metro Vancouver's efforts towards protecting and improving air quality while ensuring infrastructure, ecosystems and communities are resilient to the impacts of climate change through Climate 2050;
- the Port of Vancouver's efforts to optimize and reduce the carbon impact of its operations;
- TransLink's efforts to optimize goods movement and public transit options through the Regional Goods Movement Strategy and Transport 2050; and
- local municipal efforts to expand access to charging station infrastructure for electric vehicles.

Ensure a Coordinated Approach

Improved cooperation and data tracking between governments and other organizations will be necessary to ensure accurate monitoring and effective land management into the future, while also guiding future coordination and alignment in terms of policy responses to issues as they arise in Metro Vancouver and across southwestern British Columbia.

Improve Data and Monitoring

A challenge for the effective planning and management of industrial lands is timely access to quality data. This is true for both land management and the development of effective economic policy. However, many of the data sources available to the region are prepared infrequently, such as the Census and Industrial Lands Inventory Update, or are not fine-grained enough to provide useful guidance at the local level, such as the Labour Force Survey. Through the development of more effective data collection frameworks and sharing agreements, the region and its partners would be able to greatly improve the quality of data used to inform policy decisions. The following four recommendations are focused on data provision.

RECOMMENDATION 25:

That Metro Vancouver produce an annual report that summarizes changes to the Industrial Lands Inventory, while continuing to publish a comprehensive Regional Industrial Land Inventory every five years.

RECOMMENDATION 26:

That municipalities provide a summary report of local development activity on lands in the Metro Vancouver Industrial Lands Inventory as part of their regional Development Cost Charge reporting, once per year.

RECOMMENDATION 27:

That Metro Vancouver, in collaboration with member jurisdictions, conduct a regional employment survey on a bi-annual basis.

RECOMMENDATION 28:

That major regional industrial land users and organizations, such as the Port of Vancouver, Vancouver Airport Authority, NAIOP Commercial Real Estate Development Association and other relevant stakeholders, consider expanding data sharing partnerships for the purpose of improving economic development and infrastructure investment, guiding land use and goods movement planning, and informing the development of associated policies.

Encourage Growth and Investment through Regional Economic Coordination

Both Metro Vancouver and member jurisdictions have a shared interest in attracting new investment and supporting the retention and expansion of economic activity across the region. In the past, cooperation and collaboration between the economic development initiatives of member jurisdictions has occurred on an ad hoc basis.

Metro Vancouver's new Regional Economic Prosperity Service represents the adoption of a collaborative regional approach to attracting investment to the region. With a focus on regional collaboration to advance shared economic, livability, and sustainability goals, the new service will work closely with member jurisdictions, provincial and federal governments, and other stakeholders to attract new investment in the region - investment that will both increase the number of well-paying, high quality jobs and generate new tax revenues.

RECOMMENDATION 29:

That Metro Vancouver, in consultation with member jurisdictions, First Nations and relevant stakeholder organizations, document and promote the region's value proposition from an industrial economy perspective.

RECOMMENDATION 30:

That Metro Vancouver seek to enhance collaboration across the region to encourage economic growth and diversity, including on industrial lands.

RECOMMENDATION 31:

That Metro Vancouver assist member jurisdictions seeking to develop and update their own local bring-to-market strategies by providing data and research support in line with its mandate.

Coordinate with Neighbouring Regions

Pressures on industrial lands are not limited to Metro Vancouver. Adjacent regional districts are part of the same goods movement network and commuter-shed and they are facing similar land pressures and challenges. However, with these challenges also comes the possibility of shared opportunity. The broader economic region of southwestern British Columbia presents opportunities for collaborative planning that reaches beyond Metro Vancouver's borders, building on shared infrastructure linkages to expand upon the role as an economic gateway, while also creating new opportunities for growth.

RECOMMENDATION 32:

That the Province develop a framework for economic and land use planning coordination between neighbouring regions in the broader southwestern BC economic region to support industrial land use and protection.

The components and benefits of the framework could include the following:

- providing a Lower Mainland-wide view for industrial land management, infrastructure investment and other economic development opportunities between Metro Vancouver and the Fraser Valley Regional District;
- identifying options to expand the Lower Mainland's economic linkages with trade-oriented and industrial uses along major highway and rail corridors in the Squamish-Lillooet Regional District, Thompson-Nicola Regional District, and Regional District of Okanagan-Similkameen; and
- identifying opportunities for short sea shipping and maritime linkages with other port facilities located on Vancouver Island and along the Georgia Strait.

RECOMMENDATION 33:

That the Metro Vancouver Regional District and the Fraser Valley Regional District develop and sign a memorandum of understanding that outlines their shared priorities regarding and commitment to the effective and efficient management, protection, and development of industrial lands within the Lower Mainland.

RECOMMENDATION 34:

That the federal government, in implementing the Port's Modernization Review, take a broader provincial perspective for ports in British Columbia, in part to alleviate land pressure in the Lower Mainland.

THE 4 'BIG MOVES' AND 10 PRIORITY ACTIONS

The challenges facing Metro Vancouver's industrial lands are complex and interconnected, and no single action or stakeholder will resolve them alone. Market forces and types of industrial activity vary significantly by sub-region, such that for example, forms of densification that may be possible in certain urban locations may not be appropriate in other locations. There are a wide range of national, regional and local serving industrial activities in the region, which have different site and location needs, and which, as a result require different policy responses. As a result, recommended actions need to balance regional objectives, while addressing local contexts – 'one size' does not fit all.

Successfully achieving the vision of the Regional Industrial Lands Strategy will require a collaborative approach and sustained effort on the part of various governing bodies and stakeholders with overlapping, yet distinct areas of business and jurisdictions in the region. Each of the identified actions will take time and resources to realize their full potential, and while some recommendations can be implemented in the near term, others may take additional time to build capacity before implementation. The key to success will be to act in partnership, setting early priorities with clearly defined roles.

Success is defined as a prosperous regional economy, full workforce employment, and an efficient transportation system, achieved through an adequate supply and location, as well as use and utilization, of industrial lands that can house a wide variety of industrial functions that support both the regional as well as national economies.

From the list of 34 recommendations, a short-list of 10 priority actions is identified organized within the 4 Big Moves. These priority actions are formed, in part, by packaging together related actions in the longer list into combined shorter-term actions, to be implemented over the first few years of endorsement of the Regional Industrial Lands Strategy.

This priority list reflects the immediacy of specific pressures facing the region's industrial land supply, along with stakeholder feedback gathered through the development of the Strategy. The actions have been identified as having an optimum balance of: short term readiness, a wide level of support, a logical sequence to feed into the subsequent steps of the implementation program, and a direct relevance to inform the update of the regional growth strategy.

Due to the complexity of the issues and areas of overlapping jurisdiction among partner organizations, lead roles are identified for implementation with respect to the core mandates of each partner (see Appendix 1).

Together, these priority actions will work to ensure the region's industrial lands continue to provide an attractive and viable location for industrial businesses to locate, grow and prosper, while supporting the broader regional economy and community. Implementation is expected to be an iterative and ongoing process that will need to be monitored and adapted over time. As recommendations are implemented, new issues will emerge and new priorities may need to be adjusted and the roles of partner organizations may need to be reshuffled. As new challenges arise and new information becomes available, new actions will inevitably need to be identified and prioritized, which may augment or replace other short-listed recommendations.

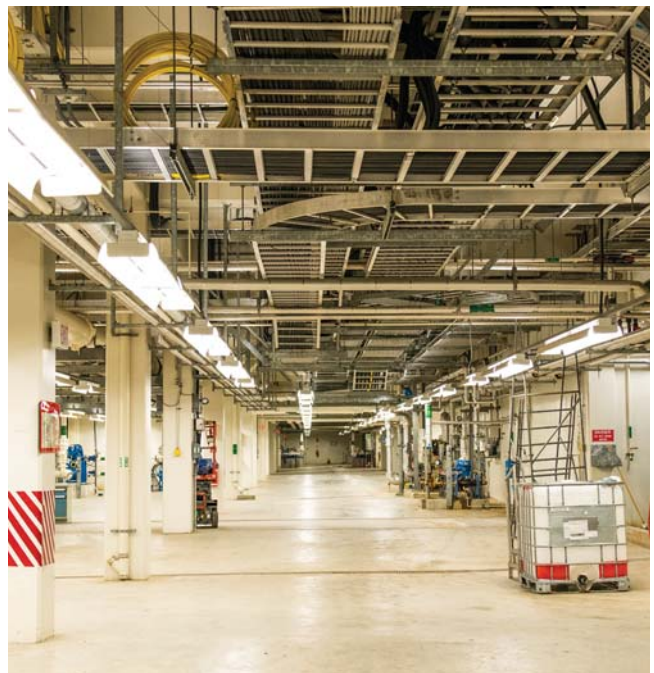
The 4 Big Moves:

- Protect Remaining Industrial Lands
- Intensify and Optimize Industrial Lands
- Bring the Existing Land Supply to Market & Address Site Issues
- Ensure a Coordinated Approach

Big Move 1 - Protect Remaining Industrial Lands

Given the ongoing and projected demand for industrial land in the region, it is imperative to protect the region's remaining industrial lands and curb the threats that undermine their use for industrial activities. This means lands for trade-oriented purposes as well as for small, local serving businesses; businesses that are responding to the changing nature of industry as well as more traditional industrial activities. The priority actions for this Big Move are:

1. **Define Trade-Oriented Lands:** Trade-oriented lands are large sites associated with the transportation of goods to and through the region, such as by rail and the port, which serve a national function and are crucial to the region's economy, warranting additional attention and possible protection. A clear, consistent and collaboratively developed definition and understanding of the extent and location of these important lands will support their protection. Metro Vancouver will work with member jurisdictions to establish a definition for trade-oriented lands. (Subsequent actions identified in the 34 recommendations include consideration of a regional trade-oriented land use overlay in the regional growth strategy and municipal consideration of trade-oriented zoning.)
2. **Undertake a Regional Land Use Assessment:** Given Metro Vancouver's constrained land base, there is significant pressure for competing, legitimate land uses across the region. Metro Vancouver will undertake a targeted or region-wide assessment of land use, looking at and beyond the existing policy framework to proactively identify the 'best' locations for different land uses based on a collaboratively developed set of criteria.
3. **Strengthen Regional Policy:** Through the update of the regional growth strategy, Metro Vancouver will explore implementation changes, such as a consistent definition for Industrial, higher voting thresholds to amend the regional Industrial land use designation, and exploration of 'no net loss' as part of the amendment criteria.
4. **Seek Greater Consistency in Local Government Zoning Definitions and Permitted Uses:** Metro Vancouver will, in collaboration with member jurisdictions and other regional agencies, develop a consistent definition of 'industrial' and guidelines for permitted uses. Member jurisdictions, through regional context statement updates, will review and update their zoning bylaws using the established guidelines.



Big Move 2 - Intensify and Optimize Industrial Lands

Given the region's constrained land base, it is critical to encourage the most efficient use of the remaining land supply for all types of industrial users, to remove barriers to the intensification of industrial land, and investigate opportunities to optimize the location of certain land uses over time. The priority action for this Big Move is:

5. **Facilitate the Intensification / Densification of Industrial Forms Where Possible:** Municipalities will review and remove unnecessary restrictions to density or height limits where appropriate; plan space to accommodate new, smaller industrial uses when older, centrally located

industrial areas densify; allow mixing of industrial with other employment uses so long as the industrial component is secured as a condition of redevelopment; and explore opportunities to encourage intensification / densification in target areas. Metro Vancouver will explore allowing mixed-use with residential on Mixed Employment lands immediately proximate to Rail Rapid Transit Stations (distance to be determined, but suggest 200 metres) as long as existing industrial space is maintained or expanded and other *Metro 2040* objectives are met (e.g. affordable, rental housing).



Big Move 3 - Bring the Existing Land Supply to Market & Address Site Issues

Certain parts of the vacant industrial land supply suffer from site-specific challenges, such as limited infrastructure support, environmental concerns, and under-sized parcels. Where vacant lands have not come to the market, local municipalities may benefit from the preparation of a bring-to-market strategy. Such a strategy would identify the issues that have prevented the development of the undeveloped or under-developed industrial land, while providing a roadmap to achieve the municipality's economic goals for its remaining industrial lands. The priority actions for this Big Move are:

6. **Prepare Bring-to-Market Strategies for Vacant or Under-developed Industrial Lands:** Municipalities with vacant or under-developed industrial lands will prepare a bring-to-market strategy for their industrial land that addresses strengths, weaknesses, opportunities and challenges, to encourage reinvestment and more intensive use, considers municipal assembly and consolidation

of fragmented parcels, whether environmental remediation is required, and if local servicing and infrastructure improvements are required and can be accommodated through front-ending infrastructure investment agreements.

7. **Ensure Transportation Connectivity:** The efficient movement of goods and people is critical for many industrial businesses, both local serving and trade-oriented, in terms of where they choose to locate. The maintenance and growth of a resilient and reliable transportation network, including various modes of transit, is an integral component in planning for the effective management of the region's industrial lands. TransLink, Metro Vancouver, the Port, the Airport and municipalities will continue to work together to coordinate investments in the transportation network, implement the Regional Goods Movement Strategy, enhance the regional truck route network, support efficient container drayage and provide transit for industrial workers.



Big Move 4 - Ensure a Coordinated Approach

Improved cooperation and data tracking among governments and other agencies and organizations is necessary to ensure effective land management and accurate monitoring into the future. Coordination also guides future alignment of policy responses to issues as they arise across Metro Vancouver and southwestern British Columbia. The priority actions for this Big Move are:

8. **Coordinate Strategies for Economic Growth and Investment:** Metro Vancouver and member jurisdictions have a shared interest in attracting new investment and supporting economic and employment activities across the region. Many municipalities have an economic development office or department that work to retain and support the expansion of local businesses. Metro Vancouver's new Regional Economic Prosperity Service provides the opportunity for a regional approach to economic development that will amplify and complement the work of member jurisdictions.
9. **Improve Data and Monitoring:** Timely access to quality data is critical for land management and the development of effective economic policy. Metro Vancouver will update the Industrial Lands Inventory to have a better understanding of the current land uses and supply, and complete a Regional Employment Survey.

10. **Develop a Framework for Coordination:** Pressures on industrial lands are not limited to Metro Vancouver. Adjacent regional districts are part of the same goods movement network and commuter-shed and they are facing similar land pressures and challenges. The Province will work collaboratively with Metro Vancouver, TransLink, and municipalities on cross-boundary economic and land use planning matters and will develop a framework for economic and land use planning coordination between neighbouring regions in the broader southwestern BC economic region to support industrial land use and protection. For example, Metro Vancouver will seek to sign a memorandum of understanding with the Fraser Valley Regional District outlining shared priorities regarding the effective and efficient management, protection, and development of industrial lands within the Lower Mainland.



APPENDIX 1 – REGIONAL INDUSTRIAL LANDS STAKEHOLDERS

Many different agencies and organizations play a key role in the management, development, and use of industrial lands in the Metro Vancouver region. Each stakeholder has a different role, different responsibilities, and different authority over the rules, guidelines and decision making as it relates to industrial land and its use.

	ORGANIZATION	PURPOSE/MANDATE	ROLES AND RESPONSIBILITIES RELATED TO INDUSTRIAL LANDS
LOCAL	Member Jurisdictions (21 municipalities, 1 Treaty First Nation, 1 Electoral Area)	Represent the interests and respond to the different needs and changing circumstances of their communities, residents and businesses	<ul style="list-style-type: none"> Designates permitted land uses and regulates the density and form of development through local zoning by-laws, neighbourhood plans, and Official Community Plans Builds and maintains streets, sidewalks, and local infrastructure Regulates traffic, use of streets (including on-street parking) and the size and weight of vehicles that are permitted to travel on municipal streets Sets municipal property tax rates for industrial and commercial uses
REGIONAL	Metro Vancouver	Delivers regional services, policy and political leadership on behalf of 23 member jurisdictions	<ul style="list-style-type: none"> Supports coordinated land use planning around common framework for regional growth management Communicates value of industrial land uses and improved regional transportation network, including efficient goods movement, as components of broader economic ecosystem
	TransLink: South Coast British Columbia Transportation Authority (SCBCTA)	<p>Transportation authority for Metro Vancouver region</p> <p>Mandate to provide a regional transportation system that moves people and goods and supports the regional growth strategy and regional and provincial environmental and economic objectives</p>	<ul style="list-style-type: none"> Operates integrated regional transit system Owns and operates 5 bridges Together with municipalities, co-funds and co-manages the Major Road Network (MRN) Leads and facilitates regional goods movement research and planning

	ORGANIZATION	PURPOSE/MANDATE	ROLES AND RESPONSIBILITIES RELATED TO INDUSTRIAL LANDS
PROVINCIAL	Government of British Columbia	<p>Authority to create local governments and their governing legislation</p> <p>Authority over Provincial Highways, roads and other infrastructure</p> <p>Coordinates high level economic development issues of provincial interest</p> <p>Authority to identify and legislate use for specific lands</p>	<ul style="list-style-type: none"> • Provincial legislation, such as the Local Government Act • Provincial transportation planning and policy • Administers a number of acts related to transportation and goods movement, including the Motor Vehicle Act and the Commercial Transport Act • Highway construction and maintenance • Commercial vehicle safety and enforcement • Port and airport development • Infrastructure grants • Major capital project management • Provincial emergency management
	Agricultural Land Commission	<p>Preservation of agricultural land</p> <p>Encourage local governments, First Nations, and others to enable and accommodate farm use of agricultural land and uses compatible with agriculture in their plans, by-laws and policies</p>	<ul style="list-style-type: none"> • Sets regulations for determining which business activities are permitted within the Agricultural Land Reserve • Determines the scope and scale at which agri-industrial businesses are allowed to locate within the ALR before having to relocate to industrial lands in the urban containment boundary
FEDERAL	Government of Canada	<p>Promotes safe, secure, efficient and environmentally-responsible transportation and trade-oriented land uses in Canada</p>	<ul style="list-style-type: none"> • Administers a number of Acts related to transportation, including vehicle requirements on new equipment pursuant to the Canada Motor Vehicle Safety Standards (CMVSS), engine emission standards, and rail safety standards • Provides funding to help improve major infrastructure systems, including Asia Pacific Gateway initiatives • Works with its portfolio partners, other government departments and jurisdictions and industry to ensure that trade-related networks and transportation systems work well • 18 Port authorities fall under the federal portfolio across Canada

	ORGANIZATION	PURPOSE/MANDATE	ROLES AND RESPONSIBILITIES RELATED TO INDUSTRIAL LANDS
FEDERAL	Port of Vancouver	Responsible for the stewardship of federal port lands in and around the region	<ul style="list-style-type: none"> Oversees transportation operation in collaboration with terminal operators, railroads and shippers to ensure efficient goods movement on port lands and waters Acquires and develops lands to support current and anticipated port-related operations
	Vancouver Airport Authority	Oversees Vancouver International Airport's operations	<ul style="list-style-type: none"> Develops and maintains airport infrastructure and oversees day-to-day operations at Vancouver International Airport Plays active role in the development and growth of air cargo and the Asia Pacific Gateway
NON-PROFIT INDUSTRY AND BUSINESS ASSOCIATIONS	Greater Vancouver Gateway Council	Collaborate to establish a globally competitive Pacific Gateway in trade and travel between North America and the Asia Pacific economies	<ul style="list-style-type: none"> Advocates for members' interests Conducts and publish research studies Provides economic impact data Supports and coordinate application for infrastructure grants
	Greater Vancouver Urban Freight Council	Champion the implementation of the priority actions identified in the Regional Goods Movement Strategy (RGMS)	<ul style="list-style-type: none"> Advocates for members' interests Coordinates the implementation of policy recommendations related to goods movement in the region Monitors and assesses the progress of RGMS implementation Periodically reviews current priorities against the region's evolving goods movement needs
	BC Trucking Association (BCTA)	Province-wide, non-partisan, non-profit motor carrier association formed to advance the interests of British Columbia motor carriers and associated industrial land owners	<ul style="list-style-type: none"> Promotes prosperous, safe, efficient and responsible commercial road transportation industry Conducts research Advocates for member interests

	ORGANIZATION	PURPOSE/MANDATE	ROLES AND RESPONSIBILITIES RELATED TO INDUSTRIAL LANDS
NON-PROFIT INDUSTRY AND BUSINESS ASSOCIATIONS	NAIOP Commercial Real Estate Development Association	Non-partisan, non-profit business association formed to advance the interest of commercial land users, developers and real estate industry	<ul style="list-style-type: none"> • Conducts research • Provides education on commercial and industrial development and real estate related issues • Advocates for member interests
	Boards of Trade and Chambers of Commerce	Non-partisan, non-profit business associations formed to advance the interest of their members	<ul style="list-style-type: none"> • Conducts research • Advocates for member interests
	Fraser Basin Council	A charitable non-profit society committed to advancing sustainability in the Fraser Basin and across British Columbia	<ul style="list-style-type: none"> • Conducts and publishes research related to environmental and economic sustainability • Preparation of BC Regional Adaptation Collaborative to strengthen regional capacity and increase action to advance adaption planning and implementation related to climate change impacts, including coastal flooding
PRIVATE SECTOR	Railways	Delivers returns on investments by providing fast and reliable transportation for rail and intermodal customers	<ul style="list-style-type: none"> • Provides rail and intermodal services to customers consistent with federal Rail Transportation Acts • Coordinates with local governments on adjacent land use and road networks
	Goods Movers	Deliver returns on investments by providing fast and reliable transportation for their customers	<ul style="list-style-type: none"> • Provides road delivery services to customers consistent with federal, provincial and municipal regulations
	Business	Deliver a return on investment for shareholders or owners	<ul style="list-style-type: none"> • Consumes and produces goods and services to support customers and other businesses • Makes locational, transportation, investment, real estate, and scheduling decisions to advance business operations

APPENDIX 2 – INDUSTRIAL MARKET CONDITIONS

Industrial land values and lease rates across Metro Vancouver have increased significantly between 2014 and 2019. These changes reflect the scarcity of large, vacant, developable industrial land parcels, speculation that densities will increase on industrial lands, increased competition from other uses, or outright conversion to non-industrial uses.

METRO VANCOUVER INDUSTRIAL LAND VALUES AND LEASE RATES, 2014, 2017, 2019

	LATE 2014	LATE 2017	EARLY 2019
Average Vacant Industrial Land Value (\$million/acre)	\$1.1 million to \$1.6 million	\$1.9 million to \$3.0 million	\$2.0 million to \$4.0 million
Average Rental Rate for Industrial Space (\$/net square foot per year)	\$8	\$10	\$12

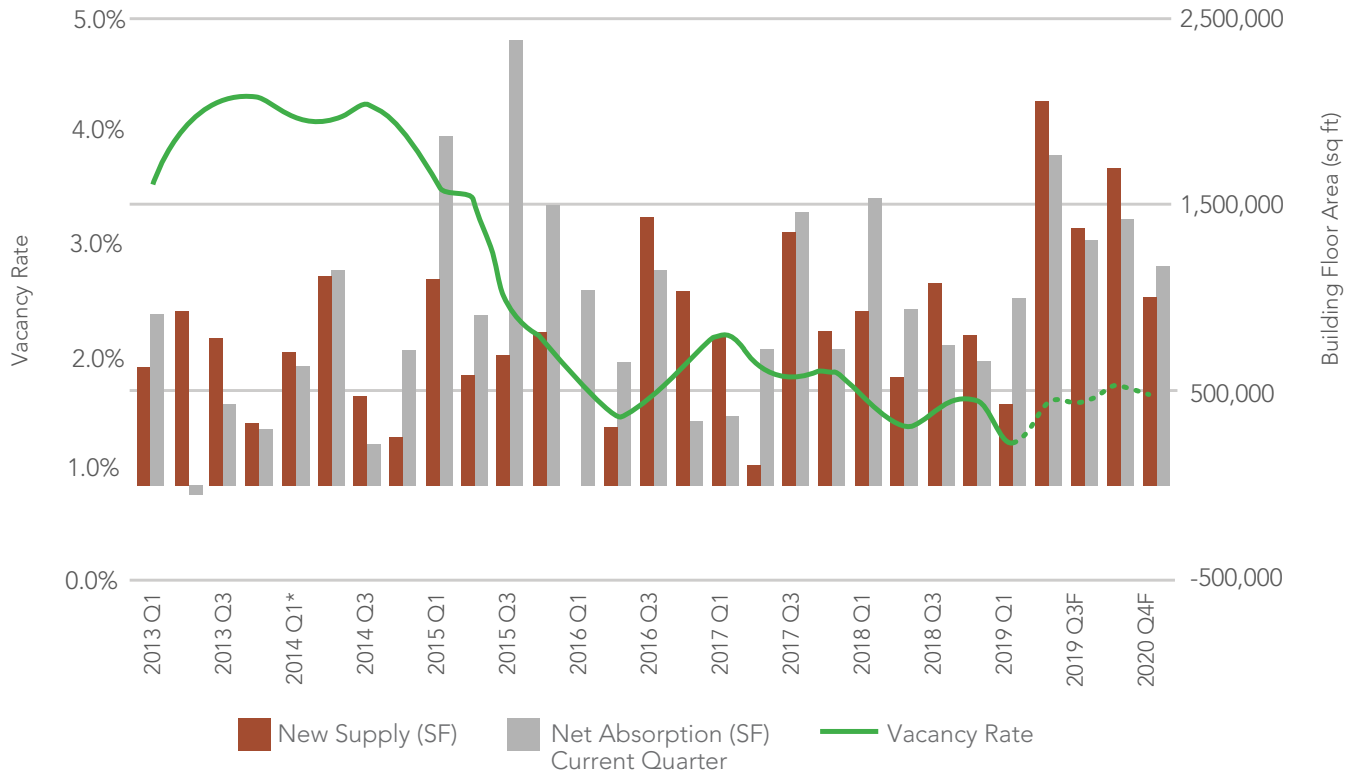
SOURCE: ADAPTED FROM THE CHANGING NATURE OF INDUSTRY AND INDUSTRIAL DEMAND IN METRO VANCOUVER: DISCUSSION PAPER, SECTION 4.7, 2019

NOTE: FIGURES REPRESENT AVERAGE VALUES FOR THE REGION AS COMPILED BY MAJOR BROKERAGES. INDUSTRIAL TRANSACTIONS IN SPECIFIC SUB-MARKETS MAY BE GREATER OR LESS THAN RANGE SHOWN.

These land price and lease rate increases are the result of changing dynamics between the supply and demand of industrial land and space availability. In the case of Metro Vancouver, demand and competition for these lands has been steadily increasing, while the supply of available industrial land has declined. Demand for industrial space has far outpaced how quickly developers have been able to bring new buildings to the market, resulting in a regional vacancy rate that has averaged below 2% for the past 4 years.

The industrial market has remained extremely tight over this period, with the lack of supply and strong demand putting upward pressure on lease rates and land values.

METRO VANCOUVER INDUSTRIAL MARKET ABSORPTION TRENDS AND FORECAST, 2013-2020



SOURCE: COLLIERS INTERNATIONAL, METRO VANCOUVER INDUSTRIAL MARKET: Q1 2019

APPENDIX 3 – INDUSTRIAL LANDS INVENTORY AND ABSORPTION

The preliminary update to Metro Vancouver's 2015 Industrial Lands Inventory indicates significant absorption of lands since 2015, including many of the last remaining larger well-configured sites. While the remaining supply of about 1,050 hectares (2,600 acres) of truly vacant land and another 750 ha (1,860 acres) of non-industrial land uses that may eventually be developed for industrial, may seem significant, much of it is lands that are difficult to develop, fragmented and require assembly to bring to market, otherwise encumbered or whose owners are disinterested in development. As more of the unencumbered available sites are developed, an increasing proportion of that supply will be the more "difficult" or unavailable sites.

Typically, full development of an industrial land supply is about a remaining 5% long-term land vacancy or 95% development; in Metro Vancouver's case the long-term vacancy would be about 570 ha of an 11,330 ha developed and vacant supply. Assuming there is no future conversion of industrial land to non-industrial uses, the effective available supply for future development would be about 1,430 ha.

The constrained land supply in Metro Vancouver means that there are two perspectives that can be taken to the demand forecast:

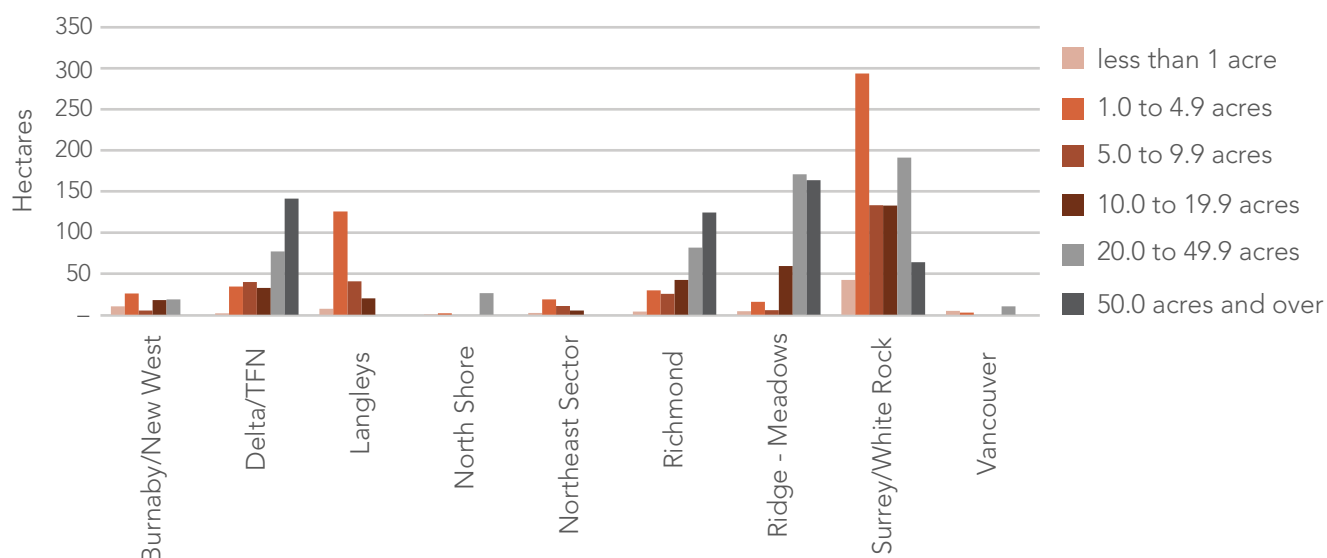
- What would the land demand be if there were no significant supply constraints in the region?
- Given the supply constraints, what is the demand for land that can be satisfied in the market and when will the available long-term supply near 95% full development?

There are two primary ways of forecasting land demand, both of which are appropriate ways to forecast and each can be used as a check on the other approach:

- The absorption method looks at the recent history of land absorption and projects the absorption forward for the forecast period. Adjustments to the forecast rate of absorption, up or down, are made to reflect expectations for a changing proportion of economic activity occurring on industrial land and higher or lower levels of overall growth expected, compared to the past.
- The employment-based method starts with a forecast of total employment and the relative growth by economic sector. The proportion of growth within sectors that may be accommodated on industrial lands provides an employment forecast for industrial areas. Applying an anticipated floor space per worker (in m² per employee) or an employment density (in employees per net ha) provides building space and land areas.

For larger sites (20+ acres / 8+ hectares) that point has already been reached in Metro Vancouver. To meet the demand forecast to 2050, an additional 800 to 1,600 ha (2,000 to 4,000 acres) would need to be added to current vacant land inventory.

VACANT LANDS BY SITE SIZE AND SUB-REGION, METRO VANCOUVER, 2015



SOURCE: METRO VANCOUVER 2015 INDUSTRIAL LANDS INVENTORY: TECHNICAL REPORT

As part of the Regional Industrial Lands Strategy work, Hemson Consulting looked at industrial land demand from an employment growth perspective. The forecast is based on a low, medium and high range of Metro Vancouver employment growth from the current base. Following a long-standing pattern of economic change, a continued shift in the employment base of Metro Vancouver away from those sectors occupying industrial land towards service sector uses is assumed to continue. Under this assumption, 20% of the region's job growth would be accommodated on industrial lands through forecast period to 2050 (from 27% of

total regional employment in the 2016 base year), with approximately 5% occurring within already developed industrial lands via intensification. Assuming an employment density of 35 jobs per net ha, the resulting industrial land demand to accommodate this growth would be 70 to 100 ha per year (175 to 250 acres per year). Similarly, an additional 650 to 1,550 ha (1,600 to 3,800 acres) of land on top of existing supply would be a reasonable estimate of the lands needed to satisfy this demand.



EXECUTIVE SUMMARY

Regional Industrial Lands Strategy

KEY STATS

- Industrial lands comprise **4%** of the region's land base, and accommodate **27%** of the region's jobs.
- Industrial land prices in Metro Vancouver are amongst the **highest** in North America.
- Industrial jobs pay **10% higher** than the regional average.
- Business activity on industrial lands generate **30%** of the region's total Gross Domestic Product (GDP).

THE CHALLENGE

The Metro Vancouver region is experiencing a critical shortage of industrial land. Continued population and employment growth in a constrained geography have contributed to the challenges facing Metro Vancouver's industrial land supply. With strong demand for industrial space, many industrial businesses are finding it increasingly difficult to find suitable space to operate in this region.

The main challenges facing Metro Vancouver's industrial lands are:

1. A Constrained Land Supply
2. Pressures on Industrial Lands
3. Site and Adjacency Issues
4. A Complex Jurisdictional Environment

VISION

The Regional Industrial Lands Strategy, approved by the Metro Vancouver Board on July 3, 2020, seeks to:

Ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050.



THE RESPONSE

In response to the challenges facing industrial lands and the interests of stakeholders in the region, Metro Vancouver, with the support of the Industrial Lands Strategy Task Force, prepared the Regional Industrial Lands Strategy. The Strategy includes **34 recommendations** with **10 priority actions**, organized around **4 Big Moves**:

Big Move 1 - Protect Remaining Industrial Lands

Given the ongoing and projected demand for industrial land in the region, it is imperative to protect the region's remaining industrial lands and curb the threats that undermine their use for industrial activities. This means lands for trade-oriented purposes as well as for small, local serving businesses; businesses that are responding to the changing nature of industry as well as more traditional industrial activities.

Big Move 3 - Bring the Existing Land Supply to Market & Address Site Issues

Certain parts of the vacant industrial land supply suffer from site-specific challenges, such as limited infrastructure support, environmental concerns, and under-sized parcels. Where vacant lands have not come to the market, local municipalities may benefit from the preparation of a bring-to-market strategy. Such a strategy would identify the issues that have prevented the development of the undeveloped or under-developed industrial land, while providing a roadmap to achieve the municipality's economic goals for its remaining industrial lands.

Big Move 2 - Intensify and Optimize Industrial Lands

Given the region's constrained land base, it is critical to encourage the most efficient use of the remaining land supply for all types of industrial users, to remove barriers to the intensification of industrial land, and investigate opportunities to optimize the location of certain land uses over time.

Big Move 4 - Ensure a Coordinated Approach

Improved cooperation and data tracking among governments and other agencies and organizations is necessary to ensure effective land management and accurate monitoring into the future. Coordination also guides future alignment of policy responses to issues as they arise across Metro Vancouver and southwestern British Columbia.



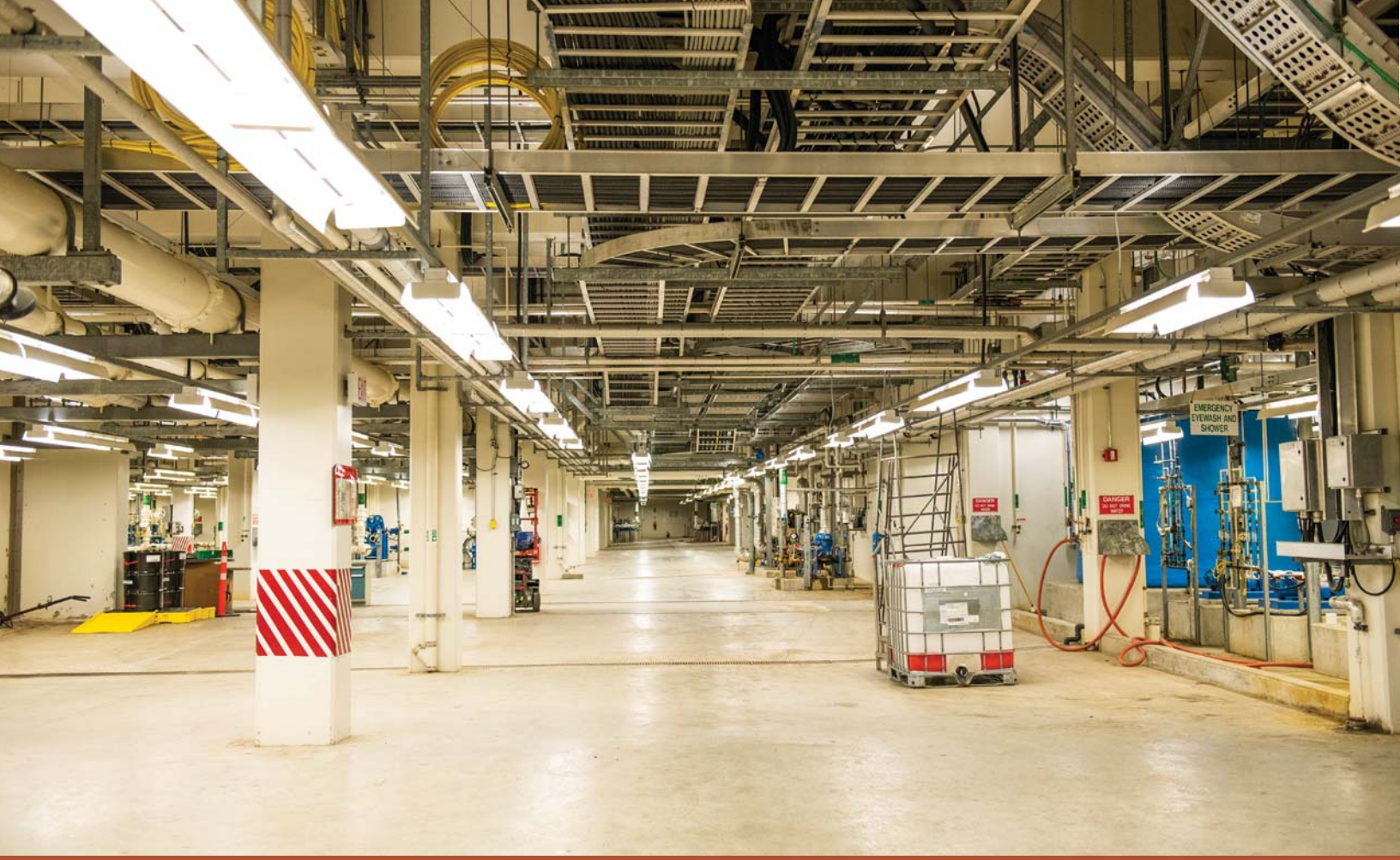
PRIORITY ACTIONS

The Strategy's 10 priority actions for early implementation are:

- 1. Define 'Trade-Oriented' Lands** – These large sites associated with the transportation of goods to and through the region serve a national function and are crucial to the economy. A clear, consistent and collaboratively-developed definition will support their protection.
- 2. Undertake a Regional Land Use Assessment** – Proactively, in collaboration with municipalities, identify the 'best' locations for different types of land uses based on a set of criteria.
- 3. Strengthen Regional Policy** – In *Metro 2040*, the regional growth strategy, explore stronger policy measures such as higher voting thresholds to amend the regional Industrial land use designation.
- 4. Seek Greater Consistency in Local Government Zoning Definitions and Permitted Uses** – Collectively develop consistent definitions for permitted industrial uses on Industrial lands and seek implementation through municipal plans and bylaws.
- 5. Facilitate the Intensification / Densification of Industrial Forms Where Possible** – Promote multi-level industrial buildings or other development forms, by removing regulatory barriers like zoning height and density limits to encourage a more efficient use of the limited land supply; also consider mixed-use on Mixed Employment lands near rapid transit stations.
- 6. Prepare Bring-to-Market Strategies for Vacant or Under-Developed Industrial Lands** – Proactively address issues preventing the development of vacant or under-utilized industrial lands, which may have unique site challenges, such as servicing limitations, soil qualities, and ownership assembly.
- 7. Ensure Transportation Connectivity** – Critical for industrial businesses, work together to coordinate investment in the transportation network, implement the Regional Goods Movement Strategy, enhance the regional truck route network, and promote efficient container drayage and transit for industrial workers.
- 8. Coordinate Strategies for Economic Growth and Investment** – Profile the importance of industrial lands for the economy, and link with municipal economic development objectives and the Metro Vancouver Regional Economic Prosperity Service, to attract investment to the region.
- 9. Improve Data and Monitoring** – Update the Metro Vancouver Regional Industrial Lands Inventory to have a better shared understanding of the current land uses and supply, and conduct a Regional Employment Survey.
- 10. Develop a Framework for Coordination** – For cross-boundary economic and land use planning matters, work with the adjacent regional districts and the Province to advance coordinated infrastructure investments, land use planning, and economic development.

Taken together, the actions in the Regional Industrial Lands Strategy will help to ensure Metro Vancouver's industrial lands continue to provide an attractive and viable location for industrial businesses to locate, grow and prosper, while supporting the broader economy and community.





INDUSTRIAL LANDS - FUNCTION AND DEFINITION

Industrial lands are crucial to supporting a prosperous and sustainable economy, and have important linkages with employment, transportation, and taxation matters in this region. Many activities on industrial lands provide for the day-to-day needs of Metro Vancouver's residents and businesses, and contribute to a diversified regional economy.

'Industrial' represents a wide spectrum of uses and intensities, ranging from large distribution and transportation lands, warehouses, manufacturing and processing facilities, to small local-serving production and suppliers, as well as new, emerging technology-driven businesses with integrated work spaces, which all need different types of accommodations and locations to support their operations. Many regional jobs and businesses are also connected to national / international trade through the port and airport, which require industrial lands for the handling of goods.

ACKNOWLEDGEMENTS

Metro Vancouver would like to thank all participants who contributed to the development of the Regional Industrial Lands Strategy.

The Industrial Lands Strategy Task Force provided core input, direction and guidance. Representatives included:

Appointed elected officials from Metro Vancouver

BC Ministry of Jobs, Trade and Technology

Port of Vancouver

TransLink

BC Chamber of Commerce

Agricultural Land Commission

Urban Development Institute

Beedie Group

Value Property Group

FOR MORE INFORMATION

metrovancover.org

(search 'Regional Industrial Lands Strategy')



metrovancover
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Summary of Regional Industrial Lands Strategy Recommendations and their Application to the City of North Vancouver

Recommendations (Actions)	Intent	Application to CNV
1. Undertake a Regional Land Use Assessment	Identify, based on a defined set of criteria and cross-jurisdictional considerations, opportunities for more optimized locations and uses of land in order to support regional and local policy objectives and to inform policy changes.	CNV would participate as required
2. Strengthen Regional Policy (RGS)	<ul style="list-style-type: none"> • Increase the voting threshold required for a minor amendments; • Explore 'no net loss of land' as part of the amendment; • Clarify the definitions and permitted uses on the Industrial and Mixed Employment regional land use designations; and, • Explore permission of mixed-use on Mixed Employment lands immediately proximate to Rail Rapid Transit Stations as long as existing industrial space is maintained or expanded and other RGS objectives are met. 	<p>Given CNV's dense, mixed-use environment, this could have ramifications in the future should there be a desire to transition from industrial and employment designations to other designations.</p> <p>Providing there is flexibility within the RGS policies related to proximity with Frequent Transit Networks and the ability to meet other RGS objectives, these changes should be manageable.</p>
3. Define 'Industrial' Use and Create Guidelines for Primary and secondary uses	<ul style="list-style-type: none"> • Create a consistent definition of 'industrial' uses • Create guidelines for which primary and secondary (or ancillary) land uses should be permitted in Industrial and Mixed Employment designated areas 	As part of the Regional Context Statement update, CNV would commit to review and potentially update the Zoning Bylaw using the guidelines as a resource to amend the permitted uses in the local industrial and employment lands zones.
4. Define Trade-Oriented Lands and Develop an Overlay	<ul style="list-style-type: none"> • Create a clear definition of Trade-Oriented Lands. • Develop a Trade-oriented land use Overlay in the RGS. 	<p>CNV would participate as required.</p> <p>CNV would seek to ensure that the overlay does not eliminate the opportunity to intensify adjacent lands, where appropriate. In addition, the overlay should not negatively impact the desired street character designations near or within the overlay, particularly as it relates to trucking routes.</p>
5. Consider Trade-Oriented Zoning	Consider zoning that would limit or restrict non-industrial uses and the fragmentation of parcels with an aim to protect these lands for trade-oriented activity.	CNV would be judicious in applying any new zoning so as not to limit flexibility and future use that this zoning could place on these lands.

APPENDIX A

6. Define Permitted Tenures	The province grant Municipalities the ability to define permitted forms of tenure.	CNV would participate as required.
7. Facilitate Intensification / Densification	Municipalities to facilitate intensification / densification through: <ul style="list-style-type: none"> removing restrictions to density or height limits, where appropriate; planning space to accommodate new, smaller industrial uses; allowing mixing of industrial with other employment; and exploring opportunities to encourage intensification in target areas via incentives. 	CNV would review the Zoning Bylaw and other policies to determine if any opportunities to make such adjustments exist and prepare policy options for consideration.
8. Undertake Metro Vancouver Financial Study	Metro Vancouver to conduct a study of the financial factors and other issues that prevent the development of multi-storey industrial spaces.	CNV would participate as required.
9. Review Taxation Approach	The Province review the current approach to property tax assessment and tax rates.	CNV would support this review.
10. Clarity on Agri-Industrial Uses in the ALR	Define under what conditions, if any, large-scale organic waste processing facilities are permitted in the ALR.	N/A
11. Clarity on Agri-Industrial Uses in the ALR	Ministry of Agriculture produce guidelines or amend legislation to: <ul style="list-style-type: none"> define the metrics used to measure the 50/50 rule; and, clarify the permitted value-added infrastructure and define a cap on building infrastructure footprint. 	NA
12. Undertake Regional Flood Management Strategy	The Fraser Basin Council recognize industrial lands and their economic contributions to the broader region when identifying and prioritizing measures to adapt to rising sea levels & flood events.	CNV would participate as required
13. Manage Land Use Conflicts through Buffering Policies and Guidelines	<ul style="list-style-type: none"> Develop guidelines for land use policies along the edge of planned or developing Industrial areas. The guidelines would serve as reference on how to mitigate the potential for conflict with other sensitive uses. 	<p>CNV would participate as required.</p> <p>CNV would seek to ensure flexibility in the guidelines' application so that lands adjacent to light industrial and employment lands are able to reasonably redevelop.</p>

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14. Enable Warning of Anticipated Nuisance Effects on the Title	The Province enable municipalities the discretion to place a warning of anticipated nuisance effects on the title of the lands with sensitive uses that are being developed within defined proximity of an established or planned industrial use or goods movement corridor.	CNV would support this
15. Adopt Railway Proximity Guidelines	Municipalities consider adopting the Railway Association of Canada and FCM Guidelines for New Development in Proximity to Railway Operations when considering development permissions and changes of use in proximity to active railway corridors and other major goods movement corridors.	CNV typically considers proximity issues through its development process CNV will review the guidelines to consider their adoption
16. Develop Local Bring-to-Market Strategies	Municipalities with vacant or under-developed industrial lands prepare a bring-to-market strategy.	N/A
17. Ensure Transportation Connectivity – Regional Truck Route Network	TransLink, Metro Vancouver, the Port of Vancouver, the Vancouver Airport Authority and municipalities continue to work together to proactively designate, manage, and regularly update the Regional Truck Route Network in line with the recommendations of the Regional Goods Movement Strategy.	CNV will continue to monitor and bring forward changes as required. <ul style="list-style-type: none"> • This could impact CNV's most important commercial high streets (i.e. Lonsdale Avenue, East and West Esplanade). • CNV needs to form part of the conversation concerning the route planning for commercial and heavy vehicles. • CNV and regional bodies need to explore all options to develop appropriate solutions to protect our residents and create vibrant, liveable, and healthy urban environments, while still accommodating the required heavy vehicles.
18. Ensure Transportation Connectivity – Transit Linages	TransLink, as part of the update to the Regional Transportation Strategy and implementation through Investment Plans, continue to identify viable new opportunities to create and improve transit linkages between the region's industrial areas and local workers.	CNV would participate as required CNV will review this as a part of the Mobility Strategy
19. Support the Optimization and Safety of Goods Movement	Port of Vancouver, Metro Vancouver, TransLink, Vancouver Airport Authority, and rail line operators, work together to identify policies & actions that support the optimization and safety of goods movement to and from industrial lands.	CNV would participate as required

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20. Understand Land Demands for Truck Traffic and Truck Parking	The Province work with municipalities and industry partners to understand, forecast, plan for, and mitigate the impacts of the land demands for truck traffic and truck parking.	CNV would participate as required
21. Optimize Port-Related Land Uses	Port of Vancouver continue to work with Metro Vancouver and TransLink to optimize port-related land uses and container drayage.	CNV would participate as required
22. Greater Vancouver Gateway Council	Greater Vancouver Gateway Council continue its efforts to attract grants and other funding, and leverage their success towards improved infrastructure linkages and capital investments that support regional and local policy goals.	CNV would participate as required
23. Greater Vancouver Urban Freight Council	Greater Vancouver Urban Freight Council continue its efforts to coordinate the implementation of the Regional Goods Movement Strategy between its member organizations.	CNV would participate as required
24. Reduce Environmental Impacts	Regional organizations and stakeholders continue to investigate and implement options designed to reduce the environmental impacts related to the transportation of goods and people in the region, through their respective plans and policies.	CNV continues to work on this through its policy efforts including the upcoming Mobility Strategy, Environment Strategy, Economic Investment Strategy, and more.
25. Improve Data and Monitoring	Metro Vancouver produce an annual report that summarizes changes to the Industrial Lands Inventory, while continuing to publish a comprehensive Regional Industrial Land Inventory every five years.	CNV would participate as required
26. Provide a Summary Report of Local Development Activity	Municipalities provide a summary report of local development activity on lands in the Metro Vancouver Industrial Lands Inventory as part of their regional Development Cost Charge reporting, once per year.	CNV would produce this report on an annual basis
27. Conduct an Employment Survey	Metro Vancouver, in collaboration with member jurisdictions, conduct a regional employment survey on a bi-annual basis.	CNV would participate as required
28. Expand Data Sharing Partnerships	Major regional industrial land users and organizations consider expanding data sharing partnerships for the purpose of improving economic development and infrastructure investment, guiding land	CNV would participate as required

APPENDIX A

	use and goods movement planning, and informing the development of associated policies.	
29. Regional Economic Coordination	Metro Vancouver, in consultation with member jurisdictions, First Nations and relevant stakeholder organizations, document and promote the region's value proposition from an industrial economy perspective.	CNV would participate as required
30. Enhance Regional Collaboration	Metro Vancouver seek to enhance collaboration across the region to encourage economic growth and diversity, including on industrial lands.	CNV would participate as required
31. Bring-to-Market Strategies Support	Metro Vancouver assist member jurisdictions seeking to develop and update their own local bring-to-market strategies by providing data and research support in line with its mandate.	N/A
32. Coordinate with Neighbouring Regions	The Province develop a framework for economic and land use planning coordination between neighbouring regions in the broader southwestern BC economic region to support industrial land use and protection.	CNV would participate as required
33. Memorandum of Understanding with the FVRD	Metro Vancouver Regional District and the Fraser Valley Regional District develop and sign a memorandum of understanding that outlines their shared priorities regarding and commitment to the effective and efficient management, protection, and development of industrial lands within the Lower Mainland.	CNV would participate as required
34. Port's Modernization Review	The Federal government, in implementing the Port's Modernization Review, take a broader provincial perspective for ports in British Columbia, in part to alleviate land pressure in the Lower Mainland.	N/A



To: Regional Planning Committee

From: Eric Aderneck, Senior Planner, Regional Planning and Housing Services

Date: September 18, 2020 Meeting Date: October 9, 2020

Subject: ***Metro 2040 Industrial and Mixed Employment Policy Review Recommendations***

RECOMMENDATION

That the MVRD Board endorse the *Metro 2040* Industrial and Mixed Employment Policy Review recommendations as presented in the report dated September 18, 2020, titled “*Metro 2040* Industrial and Mixed Employment Policy Review Recommendations” as the basis for *Metro 2050* industrial and employment policy updates.

EXECUTIVE SUMMARY

To inform the update to *Metro 2040*, Metro Vancouver has undertaken an Industrial and Mixed Employment Policy Review. To improve the regional growth strategy policies for Industrial and Mixed Employment lands and support the vision for the region’s industrial lands as outlined in the recently approved Metro Vancouver Regional Industrial Lands Strategy, staff are recommending the following directions to guide the development of new and amended policy language:

1. Update and clarify the definition of industrial uses;
2. Strengthen regional policies to protect Industrial lands for industrial uses, through:
 - a. Establishing a higher voting threshold to amend the regional land use designation for Industrial lands;
 - b. Developing a new regional overlay for trade-oriented lands, which may include restricting strata tenure and unit sizes;
 - c. Clarifying and strengthening the definition of industrial uses;
3. Introduce some flexibility for Mixed Employment lands by rail rapid transit stations to accommodate higher job density and other regional growth strategy objectives;
4. Encourage industrial lands intensification / densification, where contextually appropriate to the activity and location, and while also considering interface with other uses;
5. Undertake a regional land use assessment; and
6. Improve climate action.

PURPOSE

To seek endorsement by the Regional Planning Committee and MVRD Board of the *Metro 2040* Industrial and Mixed Employment Policy Review recommendations.

BACKGROUND

As part of the update to the regional growth strategy, Metro Vancouver is completing a series of policy reviews by topic area in 2020, which will inform the development of refined and new policy language as part of the second phase of work planned for 2021. The Policy Reviews are intended to explore: what’s working, what’s not working, and what’s missing, in terms of regional policies.

The purpose of the *Metro 2040* Industrial and Mixed Employment Policy Review is to identify ways to enhance the approach in the regional growth strategy by: taking into account research, best practices, industrial and economic trends, development patterns, implementation challenges, and input from stakeholders and member jurisdictions, including those received through the preparation of the new Regional Industrial Lands Strategy. The Policy Review recommendations are now ready for Committee and Board review.

INDUSTRIAL AND MIXED EMPLOYMENT POLICY REVIEW

On March 6, 2020, the Regional Planning Committee received a report outlining the scope of work for the Policy Review (Reference 1).

On July 3, 2020, the MVRD Board approved the Regional Industrial Lands Strategy, which contains as priority actions several recommendations for updating the regional growth strategy. The Policy Review work, along with recommendations from the recently completed Regional Industrial Lands Strategy, shaped the recommendations outlined in this report.

Critical Policy Issues and Stakeholder Engagement

The intended benefits of the proposed policy changes are to enhance the protection and utilization of the region's industrial land capacity and job supporting lands to meet the needs of a growing and evolving regional economy to the year 2050. These recommendations should be considered as a package; the responses should be holistically reviewed as a balancing set of trade-offs, rather than as individual or stand-alone items or options.

During the Policy Review, preliminary issues / challenges were identified, with each having policy implications:

- Commercial uses on Industrial lands
- The changing nature of industry
- Displacement of existing industrial uses on Mixed Employment lands
- Pressure for mixed use development by rail rapid transit stations
- Lack of industrial lands supply
- The role of Mixed Employment lands
- Emerging climate change issues

These issues were explored with multiple stakeholders in July 2020, through meetings with structured discussion questions. A meeting was held with the Regional Planning Advisory Committee (and other relevant member jurisdictions staff) on July 9, 2020, and separate meetings with other stakeholder groups were also held - Port of Vancouver (July 22), NAIOP (July 22), and UDI (July 23). The proposed *Metro 2040* Industrial and Mixed Employment Policy Review Recommendations were presented to the Regional Planning Advisory Committee (RPAC) on September 18, 2020. The purpose of the meetings was to seek municipal / agency / stakeholder feedback on possible directions for the Policy Review.

The stakeholder comments, provided in detail in the Attachment, include:

- A wide recognition of the limited supply of industrial lands in the region;

- Concerns about a possible single definition of 'industrial' for the entire region; noting the complexities and issues associated with higher density industrial and mixed use developments;
- Interest in a certain amount of flexibility to accommodate minor changes, but a desire for clarity of purpose to prevent encroachments of non-industrial uses onto industrial lands;
- Necessity for stronger measures to protect the region's remaining industrial land supply;
- The Port expressed a need for an immediate freeze on the rezoning of any industrial lands; concern over encroachments of non-industrial uses on industrial lands including possibly residential on Mixed Employment lands by rail rapid transit stations; and
- The development community sought greater flexibility in land uses and densities to better respond to market trends, particularly proximate to rail rapid transit stations.

The RPAC and other stakeholder comments have been considered and incorporated as appropriate into the proposed Policy Review's recommendations for consideration by the Regional Planning Committee and MVRD Board.

POLICY REVIEW RECOMMENDATIONS

Based on the research and engagement, the Policy Review recommendations are summarized in Table 1.

Table 1. Industrial and Mixed Employment Policy Review Recommendations

Directions	Benefit
1. Update and clarify the definition of industrial uses Update the definition of industrial land uses / activities, using current terms to reflect new and emerging technologies / methods.	<ul style="list-style-type: none"> • Clearer definition of 'Industrial' uses for a more consistent implementation across the region. • Recognition that different types of industrial activities require different types of land / access.
2. Strengthen regional policies to protect Industrial lands for industrial uses <ol style="list-style-type: none"> Establish a higher voting threshold to amend the regional land use designation for Industrial lands; Develop a new regional overlay for trade-oriented lands; Clarify and strengthen the definition of industrial uses 	<ul style="list-style-type: none"> • Recognition of role of trade-oriented lands in the region and greater protection. • Greater protection of industrial uses on industrial lands, possibly through new policy tier or overlay (e.g. change from Type 3 to Type 2 minor amendment). • Restrict strata tenure and unit sizes on trade-oriented lands.
3. Introduce some flexibility for Mixed Employment lands by rail rapid transit stations to accommodate higher job density and other regional growth strategy objectives Some lands in locations by rail rapid transit stations are facing pressures to develop to higher value and density forms.	<ul style="list-style-type: none"> • Introduce more flexible policies for Mixed Employment lands by rail rapid transit stations, for example within 200 metres. • Allow these sites to accommodate higher employment densities and possibly some residential uses, which help advance other regional and local objectives, such as transit-oriented development, and affordable rental housing.
4. Encourage industrial intensification / densification, where contextually appropriate to the activity and location	<ul style="list-style-type: none"> • Increase industrial intensification / densification to increase the industrial capacity of lands. • Further consider interface with other uses.

Recognizing local contexts, encourage appropriate new forms of industrial.	<ul style="list-style-type: none"> • Need to delineate urban form and use intensity.
5. Undertake a regional land use assessment In a region with constrained land base, there is significant pressure for competing, legitimate land uses.	<ul style="list-style-type: none"> • Proactively identify the 'best' locations for different land uses depending on a developed set of criteria (e.g. location, adjacent land uses, lot size, proximity to the goods movement network). • Identify opportunities for more optimized locations and uses of land in order to support regional and local policy objectives and to inform policy changes.
6. Improve climate action Climate change lens that explores opportunities for how climate change mitigation and adaptation issues can be better considered.	<ul style="list-style-type: none"> • Adapt to climate change, such as rising sea levels and flood events, and enhance resiliency, including through ecosystems services and green infrastructure. • Advance greenhouse gas reduction, climate change mitigation, and natural hazard resilience initiatives.

NEXT STEPS

If Policy Review recommendations are endorsed by the Regional Planning Committee and MVRD Board, staff will begin drafting specific policy language for *Metro 2050* early in 2021. The next phase of work will be informed by input from the other *Metro 2040* policy reviews underway, including work being undertaken on social equity, climate change, and resiliency. There will be further opportunities for the Regional Planning Committee, the Regional Planning Advisory Committee, and the Intergovernmental Advisory Committee members to consider and shape policy wording in this and the other policy areas of the regional growth strategy.

ALTERNATIVES

1. That the MVRD Board endorse the *Metro 2040* Industrial and Mixed Employment Policy Review recommendations as presented in the report dated September 18, 2020, titled "*Metro 2040* Industrial and Mixed Employment Policy Review Recommendations" as the basis for *Metro 2050* industrial and employment policy updates.
2. That the Regional Planning Committee receive for information the report dated September 18, 2020, titled "*Metro 2040* Industrial and Mixed Employment Policy Review Recommendations".

FINANCIAL IMPLICATIONS

There are no financial implications to this report. The *Metro 2040* Policy Reviews are all being undertaken as part of the regular work plan in the Board approved 2020 Regional Planning budget.

CONCLUSION

Industrial and Mixed Employment lands and the associated policies are a key component of the regional growth strategy. The purpose of the *Metro 2040* Industrial and Mixed Employment Policy Review is to explore and identify the challenges and opportunities to enhance the associated regional policies taking into account policy research, current practices, emerging trends, and stakeholder engagement. In focusing on the noted areas it will help to ensure the policy framework for *Metro 2050* better supports industrial and other employment activities in the region.

Attachment

Summary of Stakeholder Engagement Comments

Reference

[Metro 2040 Industrial and Mixed Employment Policy Review Scope of Work, Regional Planning Committee Meeting](#), March 6, 2020

41281269

SUMMARY OF STAKEHOLDER ENGAGEMENT COMMENTS

Regional Planning Advisory Committee (RPAC) Members

- Concern over additional regional land use restrictions; desire to retain municipal ability to make local land use decisions.
- Concern over strengthening Industrial lands protection policies in the regional growth strategy through higher Metro Vancouver Board voting thresholds for land use designation amendments, such as through creation of a second tier of industrial or a trade-oriented land use designation / overlay.
- Question the need of creating another higher protection level or tier for some industrial lands, as Mixed Employment lands already have some 'local industrial' uses that serve the community and are intended to be retained, although municipalities do not want those lands protected / encumbered by further regional growth strategy policies.
- Need for adequate time to review the proposed policy changes, specifically when the draft new / amended policy language is available, and for municipalities to consider how proposed policies relate to map designation changes that will be required in local OCPs.

Municipalities

- Concerned about the notion of a shared or single definition of 'industrial' for the entire region.
- Acknowledge that industrial is changing, and need for the definition and designation to also change over time. Suggest that the definition could be written to protect the first floor of a building as industrial, with other uses above.
- Desire flexibility, at least for the 'small' things. Balance of sometimes wanting a hard line to stop encroachment of non-industrial uses onto industrial lands, and in other cases flexibility to accommodate new mixes of uses.
- Recognize the conflict of objectives between residential development pressures by rail rapid transit locations and the protection of industrial lands and employment uses.
- Recognize that mixed use projects on high cost lands require a residential component to make them financially viable for developers. However, making it easier to introduce residential uses at rail rapid transit locations makes it harder to protect employment lands. Thus need for some level of flexibility of uses in such unique situations and recognizing local context, which is a difficult balance.

Port of Vancouver

- Immediate action is required - need to stop conversions of industrial lands now. Given the urgency of the issue, recommend an immediate freeze on rezoning and other actions.
- Support exploration of a possible Industrial Land Reserve. Furthermore, beyond only including existing lands, consider also including recently 'lost' industrial lands (such as redesignated/rezoned to other uses, but not yet built) into the Reserve.
- Supports a higher voting threshold for regional industrial land use designation changes.

- Mixed Employment designated lands used for industrial purposes should be re-designated to Industrial to protect them for industrial use regulations.
- Preserving the land base should be top priority, and possibly supplemented by a no-net-loss principle to add lands elsewhere as compensation.
- If industrial lands get displaced it only increases pressure on remaining lands elsewhere in the region.
- Concerned about possibly allowing more flexible and mixed uses by rail rapid transit stations, as lands would be subject to speculation and increased values, to the detriment of industrial uses.
- Metro Vancouver should press to protect industrial lands beyond its limited policy powers. For example, if stronger measures or additional tools are needed to protect industrial lands, seek legislation changes from senior levels of government.

NAIOP and UDI Development Industry Associations

- Need flexibility, rather than being too prescriptive. Restrictions are a disincentive to development. If the zoning is too restrictive, it will prevent change over time as is occurring in the market.
- Developers can be creative if they understand the problem/issue and opportunity.
- Mixed use at rail rapid transit stations makes sense, and a mix of light industrial in these locations could be accommodated. Commercial and industrial uses in buildings are possible on the right building/site configuration for the use. The uses could be a mixed use combination, with the addition rather than loss of industrial space.
- Distance from rail rapid transit stations of only 200 metres is too short – need a minimum of 400 metres or 800 metres, which is an acceptable walking distance from stations. Otherwise, not capturing the full opportunity presented by rapid transit stations if the area is too small.
- Also need to consider workforce housing by employment areas and rapid transit.
- There is a need for commercial uses on industrial lands – industry is changing (e.g. digital/high tech) faster than land uses.
- However, intensified / densified industrial space is a substitute product – appropriate uses for upper floors are limited and hard to market.
- Consider an incentive for industrial uses by adding additional density or uses (like is done for residential development when affordable housing objectives are being considered).
- Need to be careful with the ‘trade-oriented’ designation, as it will be perceived as down-zoning of some privately owned lands.
- Blanket policies are not appropriate across the region – there are different areas/contexts, which require clarity yet flexibility in emerging markets.



Protecting and Growing Tree Canopy Coverage in the City

Presented November 2021
Planning & Development



The City's tree canopy coverage is consistent with similar communities

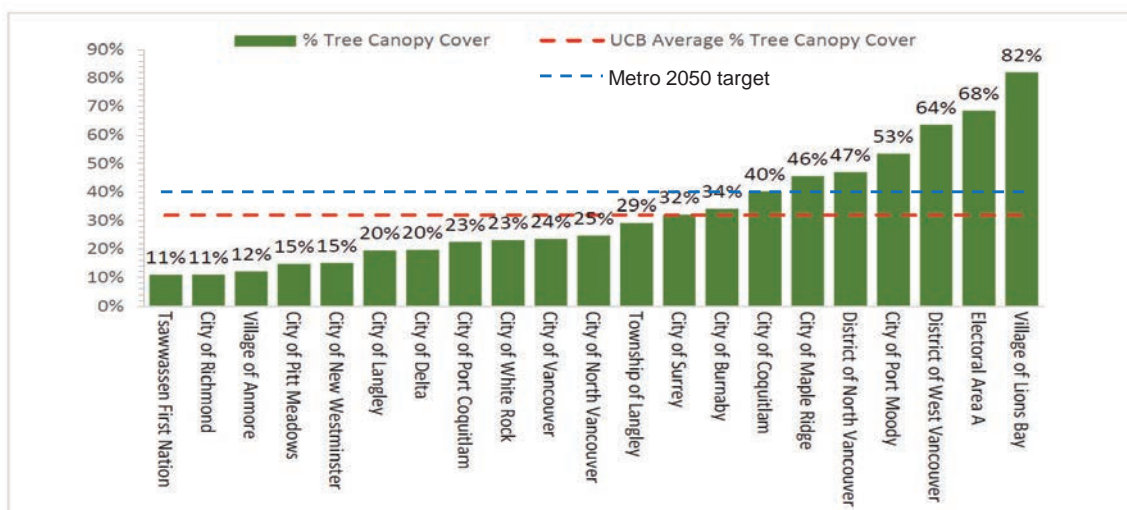
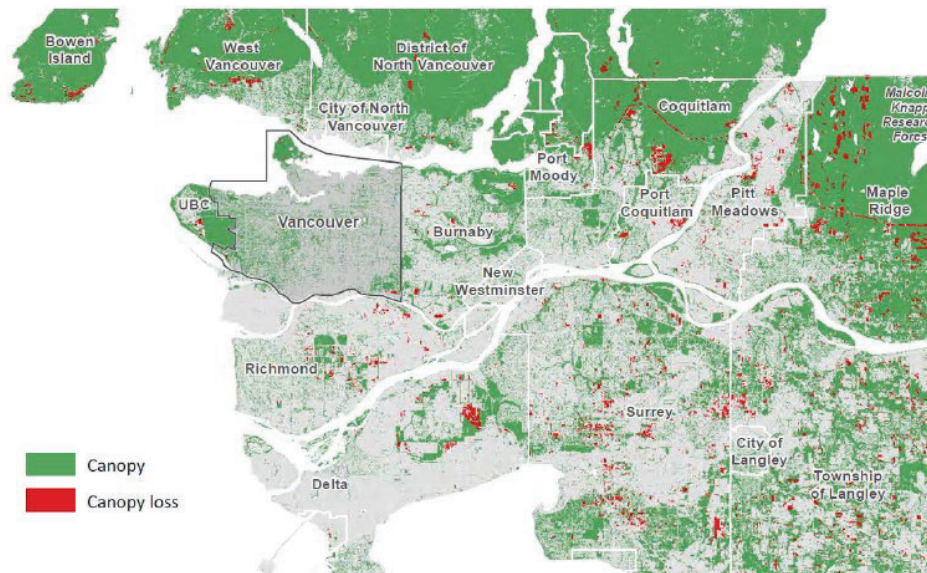


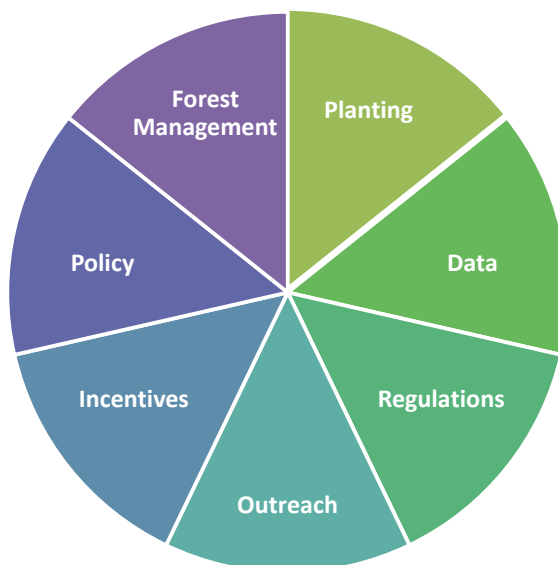
Figure 5: % Tree Canopy Cover within the Urban Containment Boundary by Metro Vancouver member jurisdiction (2014)¹²

Most tree loss is occurring in less urbanized areas across the region



Source: Vancouver Park Board, Urban Forest Strategy Presentation 2018

We are advancing multiple initiatives to protect and grow tree canopy coverage across the City



The City has planted over 4,000 trees in the last three years

- City Tree Policy, Living City Tree Program, Parks and Natural Area Enhancements, Stewardship Events
- In 2019, the City planted 1,736 trees in our parks and boulevards to expand our urban forest inventory
- Since 2004 the number of street trees has nearly doubled from approximately 5,400 to over 10,000
- Council approved budget increases will allow these programs to expand in scope and scale



Community wildfire management initiatives support tree canopy resilience

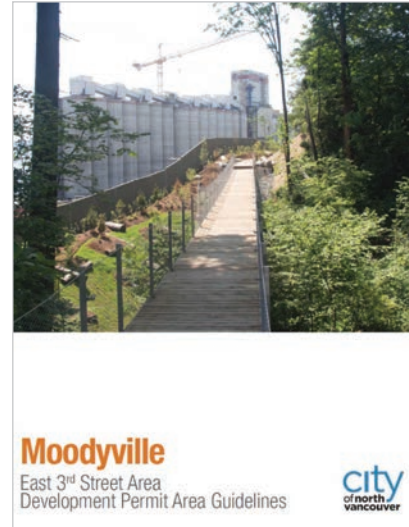
- Minimizes risks of significant tree loss events
- Maximizes light penetration to facilitate growth and resilience
- Enhances biodiversity
- Protects buildings and infrastructure



Greenwood Park - Fuel Management Prescription

City regulations for tree protection on private property currently vary

- **Development Permit Area Guidelines:** consideration for retention of mature trees where practical and consideration for replacement
- **Streamside Protection Area Guidelines:** development permit is required for removal of trees or vegetation within 15m of the top of a watercourse bank or 10m of the top of a ravine bank
- **Protected Tree Covenants:** secured as a commitment through rezoning or subdivision, usually by covenant
- **Sustainable Development Guidelines:** requires all applicants for rezoning to indicate number of trees protected and/or added



We are taking steps to strengthen our regulatory tools

- **Updated Sustainable Development Guidelines (December 2021):** include the introduction of mandatory tree replacement ratios where mature trees are required to be removed
- **Tree Protection Bylaw (January 2022):** establish requirements and process for tree retention on private, multi-unit residential properties across the City
- **Development Arborist:** initiating hiring of dedicated staff to oversee all tree regulations for private property

Proposed scope for new tree protection bylaw

The proposed bylaw will look to:

- Introduce a new tree removal permit process for all redevelopment on multi-unit residential, commercial and institutional properties in the City
- Define protected trees (e.g., size) and outline when a permit is required to remove protected trees
- Outline the conditions where tree removal may be permitted
- Establish fines and penalties for infractions
- Focus on medium/higher residential sites/properties

The proposed bylaw cannot:

- Cannot restrict tree removal in a way that would limit the ability to develop a site to the density permitted under zoning

More regular communication and public outreach

- New website (www.cnv.org/trees)
- Social media
- CityView e-Newsletter
- Educational material on tree health and maintenance



1:00 PM · Nov 2, 2021 · Hootsuite Inc.

Better data to inform refined regulatory and policy measures

Work is underway to use LiDAR imaging to better understand tree canopy and forest density at a smaller scale and how patterns have changed over time to support improved planning and investment priorities into the future



Source: District of West Vancouver, 2018 Tree Canopy Cover

Developing an Urban Forest Management Strategy

- Key scope considerations:
 - Formalize regular monitoring of the canopy and city-wide and neighbourhood specific canopy cover targets
 - Articulate health, resilience and sequestration potential of tree canopy
 - Identify heritage and species of interest trees for retention/replacement
 - Understanding and identifying solutions for urban heat island and canopy inequities in City neighbourhoods
 - Establish lot permeability guidelines
 - Policies and actions to improve habitat and ecosystem connectivity

Exploring new incentive opportunities

- Development Cost Charge reductions based on ecosystem value of trees or increased pervious surface requirements
- Tax incentive programs
- Tree giveaways, sales, and vouchers for private property
- Backyard tree planting services and subsidy
- Corporate tree planting grants



Thank you.

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 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Jennifer Draper, Deputy Director, Planning & Development

Subject: TREE PROTECTION AND CANOPY EXPANSION UPDATES

Date: November 5, 2021 File No: 11-5280-20-0009/01

BACKGROUND AND SUMMARY

This report provides a summary of the tools and approaches in place today and the initiatives underway to not only protect but also expand the City of North Vancouver's tree canopy coverage on both public and private lands as the City grows.

The City's current tree canopy coverage is consistent with similar-sized urban communities in Metro Vancouver

Trees are a highly celebrated and critical natural asset for our community. To date, the City has been able to retain a canopy coverage of approximately 25%. While lower than the regional average of 30%, our coverage is consistent with comparable urbanized communities within Metro Vancouver.

The City delivers a number of planting, stewardship and forest management programs focused on enabling a healthy public tree canopy

The public street tree canopy has grown to over 10,000 trees across the City, enhancing our public spaces and providing comfort, shade and habitat for humans and natural species alike. In 2019 alone, the City planted over 1,700 trees in CNV parks and boulevards to help expand the urban forest through the Living City Tree Program and numerous stewardship events. As the impacts of drier and hotter summers are increasing health and wellbeing risks to our most vulnerable residents and energy consumption surges to cool buildings, investment in the public tree canopy is projected to pay dividends by mitigating health and environmental impacts.

Trees on private property are protected using a variety of regulations

Through a combination of Council approved guidelines and through the City's zoning authority, the City has been applying tools to protect prominent trees, retain trees in critical streamside habitats and encourage replacement when trees are in conflict with utilities or prevent the realization of permitted site potential. Arborist reports are required for development applications if any trees on or near the site may be impacted by the development. Today, tree replacement rates and protection mechanisms vary by guideline, making it challenging to communicate the City's requirements.

Standardization work is underway and staff will be reporting back with proposed guideline changes that will harmonize with the upcoming initial Tree Protection Bylaw and the City's Sustainable Development Guidelines.

Work is underway to strengthen our tools and share tree protection knowledge more broadly

Council's approved Sustainable Development Guidelines request disclosure of the number of trees retained on-site and a replacement ratio for any trees that may be in conflict with the development. Staff are preparing an update to these guidelines and will bring forward for Council's consideration the introduction of mandatory tree replacement ratios and replacement species and sizes when mature trees are required to be removed, consistent with the initial Tree Protection Bylaw proposed requirements.

As part of the City's Climate and Environment Strategy, an urban forest management strategy will be developed to provide detailed and strategic guidance and targets for expanding and sustaining a healthy urban forest.

Furthermore, staff have initiated improvements to the City's website to improve ease of access to information on tree protection and have requested funds through the upcoming financial plan to create and sustain an awareness building campaign on tree health, protection and resilience.

A tree protection bylaw is being prepared for early 2022

Several jurisdictions across Metro Vancouver have introduced tree protection bylaws for private property for clearly stipulating requirements and conditions for tree protection and removal, when unavoidable. Staff are currently advancing work on an initial Tree Protection Bylaw that will be responding to pressures on multi-unit properties across the City with the following major components:

- Introduce a new tree removal permit process for all redevelopment on multi-unit residential, commercial and institutional properties;
- Outline when the permit is required to remove a tree;
- Outline the conditions where tree removal may be permitted; and
- Establish fines and penalties for infractions.

In support of this work, a hiring process has been initiated for a dedicated development arborist who will be tasked with overseeing all tree regulations on private property.

Staff expect the initial tree protection bylaw to be brought forward in January or February 2022.




RESPECTFULLY SUBMITTED:

A handwritten signature in black ink, appearing to read "J. Draper", is written over a horizontal line.

Jennifer Draper
Deputy Director, Planning & Development

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 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PUBLIC SAFETY – BYLAWS

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Paul Duffy, Manager Bylaw Services

Subject: PROPOSED NEW NOISE CONTROL BYLAW

Date: November 9, 2021 File No: 09-3900-01-0001/2021

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Manager, Bylaw Services, dated November 9, 2021, entitled "Proposed New Noise Control Bylaw":

THAT the following bylaws be considered:

- "Noise Control Bylaw, 2021, No. 8885";
- "Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8886" (Noise Control Bylaw); and
- "Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2021, No. 8887" (Noise Control Bylaw and Schedule A).

ATTACHMENTS

1. Excerpt from "Bylaw Notice Enforcement Bylaw, 2018, No. 8675" showing current Noise Control Bylaw penalties (CityDocs [2114543](#))
2. Excerpt from "Ticketing Information Utilization Bylaw No. 6300", Schedule B6, showing current Noise Control Bylaw penalties (CityDocs [2114556](#))
3. Proposed "Noise Control Bylaw, 2021, No. 8885" (CityDocs [2016594](#))
4. Proposed "Bylaw Notice Enforcement Amendment Bylaw No. 8886" (CityDocs [2110454](#))
5. Proposed "Ticket Information Utilization Amendment Bylaw No. 8887" (CityDocs [2078784](#))

SUMMARY

The purpose of this report is to provide Council with an overview of the state of noise issues in our community, updated bylaws for Council's consideration and an overview of the steps being taken to improve our operational response to noise management and mitigation.

BACKGROUND

At its Regular meeting of October 26, 2020, Council approved the following resolution:

THAT staff be directed to engage subject matter experts to assist with a comprehensive review of noise issues in the City and report back on the establishment of a Noise Advisory Task Force to consider a long term strategy for managing noise in the City, with funding to be addressed in the 2021 budget;

THAT noise monitoring stations be installed and piloted in areas of the City to monitor noise trends;

THAT staff be directed to prepare a bylaw for Council consideration to amend the Noise Control Bylaw to add words "talking and singing with" to Paragraph 9, Schedule "B", regarding amplified sound;

THAT the Noise Exemption Permit process, outlined in Part 4 of the Noise Control Bylaw, be reviewed and proposed amendments be included in the bylaw to amend the Noise Control Bylaw;

THAT staff be directed to prepare a bylaw for Council consideration to amend the Noise Control Bylaw to include an assessment of tonal and impulsive content of sound to be considered in any noise complaint assessment;

AND THAT the requirement for noise control construction signage be updated and proposed amendments be included in the bylaw to amend the Noise Control Bylaw.

DISCUSSION

Since last fall, staff have advanced work on the Council resolution. Recognizing that noise is a complex issue, with a variety of experiences and expectations, the first phase of work focused on:

- 1) Improving our understanding of how noise impacts the community in negative ways. The analysis consists of reviewing complaint data, establishing noise measuring and monitoring capabilities, working with Vancouver Coastal Health to expand our understanding of the health impacts of noise, and striking an internal noise committee to broaden our understanding and appreciation for noise impacts across our community;

- 2) Updating bylaws to harmonize with other municipalities and modernizing with respect to noise levels and tonality;
- 3) Updating our operating procedures and equipment choices to lead by example with respect to noises generated by City activities and operations; and
- 4) Creating programs that will deter unnecessarily impactful noise generating activities and promote good contractor behavior.

Staff envision monitoring the impacts of the changes and programs for some time before advancing further changes or engaging with a task force comprised of community members. While community engagement is critical to maximizing the long-term positive outcomes of this work, staff feel it is paramount to advance some work and build better data and a more in-depth understanding of the opportunities and constraints in managing the complex and, at times, highly subjective and divisive subject.

CURRENT STATE OF NOISE

Noise Complaints in the City

Below is a breakdown of noise complaints received by Bylaw Services in 2020 and for the first 9 months of 2021. Construction related noise complaints account for approximately 64% of all noise complaints received. Below are two graphs that bulk the complaints under various categories. A synopsis of the noise category and steps the City is taking to reduce this type of noise is included. While approximately 80% of these noise origins can be/are addressed through regulation, procedures or advocacy, there are still some categories that require further review.

Chart 1 2020 Noise Complaints (Total 256)

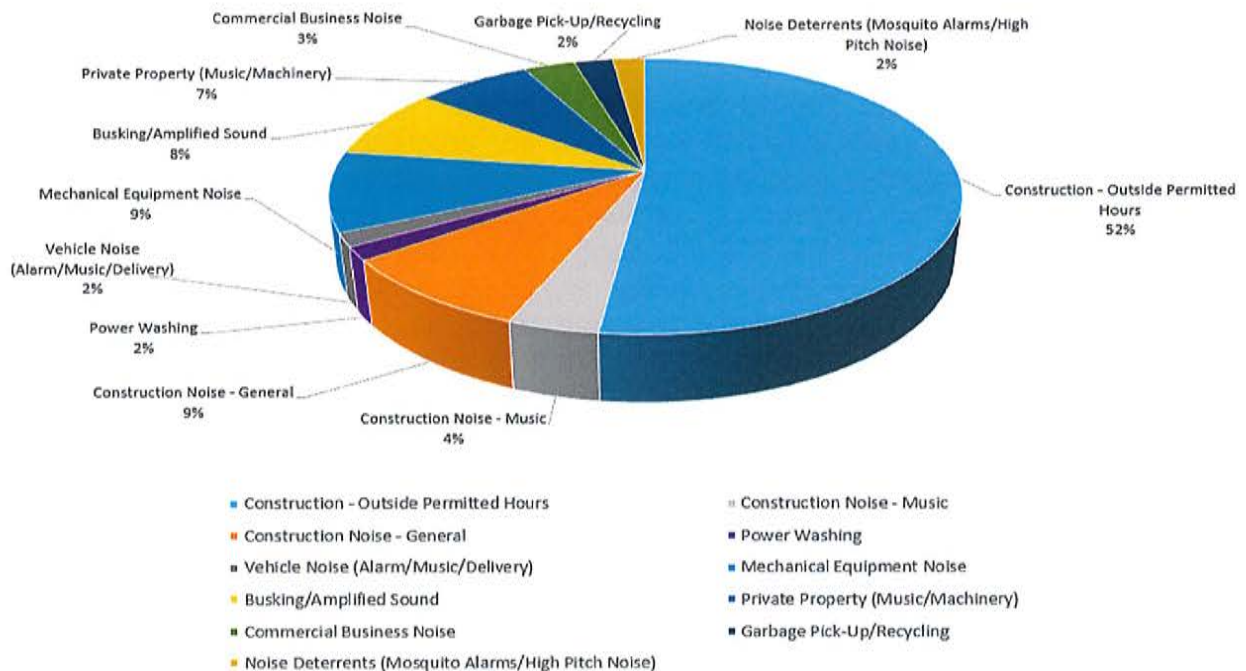
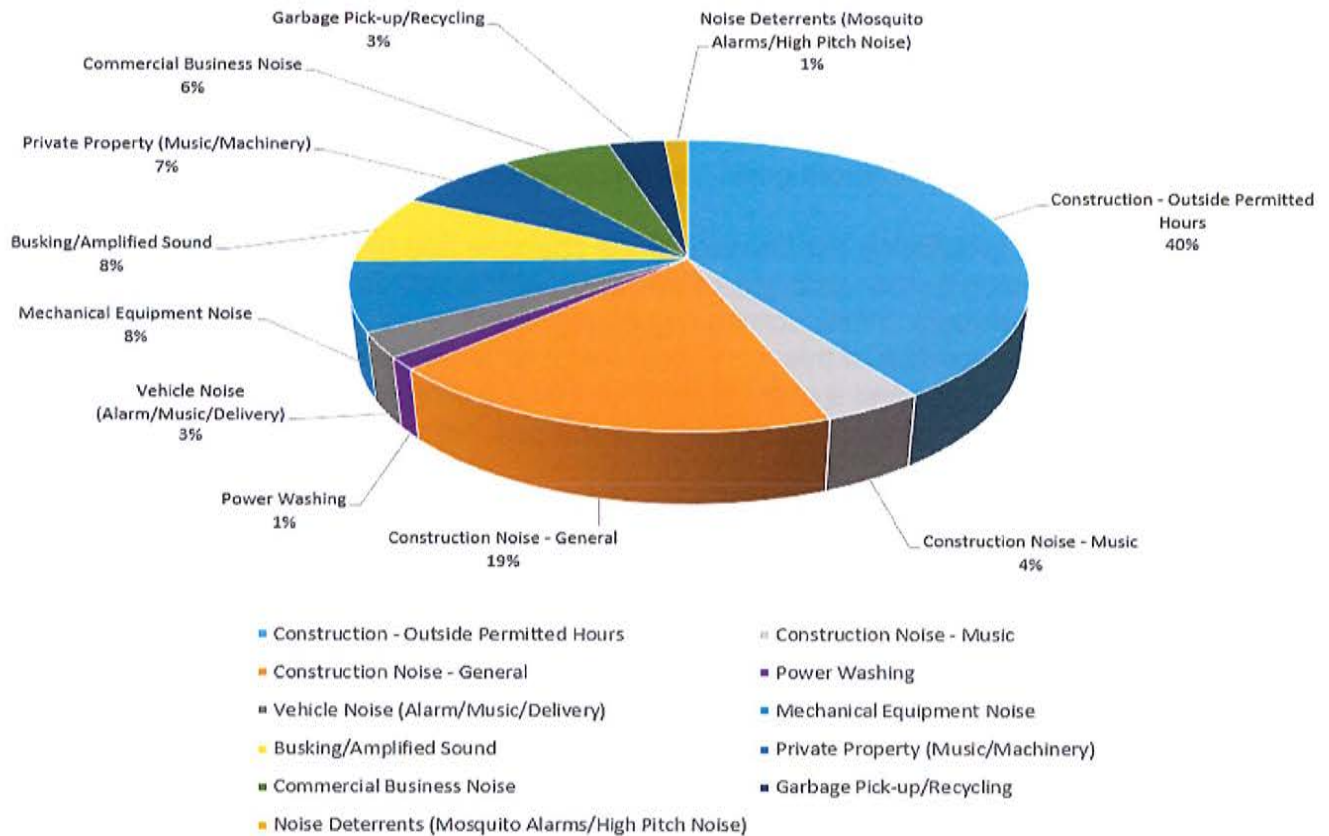


Chart 2 2021 Noise Complaints January to September 30 (Total 221)



Construction – Outside Permitted Hours

Because of ongoing renovation and new construction in the City, there are noise impacts in the community. Construction is permitted during the hours of 7:00am to 8:00pm, Monday through Friday, and 9:00am to 7:00pm on Saturdays. The complaints from this category are outside the permitted construction hours.

Noise Mitigation Plans: The construction ambassador position is staffed by a Bylaw Enforcement Officer who proactively monitors construction sites in the City and responds to construction related complaints. Historically, this position took a primarily educational approach for construction related violations. In the past 18 months, while education remains a significant component, construction sites that have demonstrated a consistent pattern of non-compliance are now being issued Bylaw Notices. If Bylaw Notices do not alter the behavior, Bylaw staff are working closely with the Chief Building Official who has the ability to issue “Stop Work” Orders for non-compliance of City Bylaws. Bylaw staff are finding that after two recent “Stop Work” Orders were issued, behaviour is slowing changing and improving.

Construction Noise – General

This category includes noise from a construction site during permitted hours. It includes all equipment noise, i.e.; jackhammering, backup beepers, smoke alarms or other beeping noises.

Noise Mitigation Plans: The City continues to utilize Vancouver Coastal Health to obtain noise measurements to ensure that the construction noises are within the permitted decibel levels. Rarely are the results over the permitted noise levels when obtained from the reception point of the noise. Understanding that different phases of the demolition and construction process can be noisier than others, more review is required on this category.

Construction Noise - Music

Approximately nine complaints per year are related to music coming from a construction site.

Noise Mitigation Plans: While some construction sites ban radios or other music devices from their sites, others do not. Music can add to an already loud and lengthy construction process that can easily be avoided. Staff will be including a clause in the "Good Neighbor Agreement" prohibiting music at construction sites.

Mechanical Equipment Noise

Poorly maintained or sited mechanical equipment (i.e. air conditioning units, heat pumps) can generate unnecessary disruptive noise. Mechanical equipment in many cases causes tonal noise, which to humans is generally more noticeable and more annoying than non-tonal noise.

Noise Mitigation Plans: The Noise Control Bylaw restricts the decibel levels of this type of equipment. Included in the new bylaw is a tonal adjustment penalty that will be factored into noise complaints containing a tonal sound.

Busking/Amplified Sound

Bylaw Services investigate approximately 19 busking/amplified sound complaints per year. Currently, there are no regulations in the Noise Control Bylaw that regulate amplified sound. Under the proposed new Noise Control Bylaw, a section prohibiting amplified sound is included.

Noise Mitigation Plans: Using the decision from the Courts, staff have updated the language of the section to prohibit the use of amplified sound and create a violation penalty of \$200 per offence.

Garbage/Recycling Trucks

Bylaw Services average six complaints regarding early pick-up or from noise created by the garbage/recycling trucks. Though the collection of refuse is critical to the health and safety of City residents, noise from this process can be disruptive.

Noise Mitigation Plans: The Noise Control Bylaw sets out the times for collection (7:00am to 8:00pm). These times will be reinforced with all refuse collection companies, accompanied with an educational letter.

Private Property

Bylaw Services have averaged 16 complaints a year categorized as noise from a neighbour. These complaints usually involve loud music/maintenance or construction equipment noise.

Noise Mitigation Plans: Staff will seek to create a common courtesy awareness campaign, working with the Communications division, setting out a few simple steps where residents can help create a livable atmosphere for their neighbours. Bylaw staff have also utilized the services of North Shore Restorative Justice to assist with conflict resolution between neighbours.

Commercial Business

Bylaw Services have averaged 11 complaints a year categorized as noise from a business. Businesses are a vital economic necessity, yet must be balanced with residents' quality of life concerns.

Noise Mitigation Plans: While Bylaw staff have encouraged businesses to change their operational practices to gain compliance, this can be a challenge, as compliance may include changing a business' operation or modifying sound equipment. Bylaw staff will continue to work directly with businesses in this regard.

Vehicle Noise

Bylaw Services average 5 complaints a year as a result of noisy vehicles. These noises include car alarms, horns and mufflers.

Noise Mitigation Plans: The public expects staff to enforce the City's regulatory bylaws. It is important that staff have the capacity, equipment and authority to enforce a bylaw. While Bylaw staff have the authority granted under the Noise Control Bylaw to enforce sections of the bylaw referring to noisy vehicles, Bylaw staff do not have the regulatory authority, equipment or training to stop and/or pull over motor vehicles. The enforcement of these noise related issues falls under the authority of the RCMP. As most municipalities have struggled with this issue, Bylaw staff have been following several initiatives from other municipalities that have met limited success. More review is required in this category.

Power Washing

Bylaw Services average three complaints per year on power washing noise. Most of these complaints have been received after a long duration of the activity.

Noise Mitigation Plans: More review is required on building maintenance and lawn maintenance equipment. The City has not received any formal complaints regarding leaf blowers, but has fielded several inquiries with a strong dislike to the noise. While the Noise Control Bylaw regulates the times this equipment is operated, it is noisy and may have health impacts for the operator and also affects the environment. More review is required in the category.

Noise Deterrents

Bylaw Services have averaged three complaints a year regarding high pitch noises installed to deter young people or vulnerable people from lingering in an area.

Noise Mitigation Plans: On each of these complaints, Bylaw staff have educated the property owners about the noise-emitting device and the impact it has on the neighbourhood. Staff will add the information regarding these types of noise deterrents to our future noise information page on the City's website.

Noise Measuring and Monitoring

Included in the Council resolution from the Regular meeting of October 26, 2020, was the installation of pilot noise monitoring stations in the City. The City has obtained the services of an acoustical company that is currently providing the City with support and advice on the selection of sound monitoring equipment and equipment placement. In coordination and partnership with the Port of Vancouver and the Squamish Nation, the goal is to monitor, document and describe the community soundscape via real-time noise monitoring using acoustical grade equipment. Measuring noise over a period of time in key areas of the City can be used to obtain a better understanding of the existing noise environments. Initiating a noise monitoring pilot program will assist in identifying noise trends and determining how noise levels are changing over time and may incorporate the information in future transportation, planning and building processes.

Regulatory and Program Changes to Manage and Mitigate Noise

Through the Noise Control Bylaw, the City established standards and limits on noise to protect its residents from adverse noise impacts. The current bylaw was enacted in 1987 and has seen limited amendments since that time. Staff recommend a repeal of the existing "Noise Control Bylaw, 1987, No. 5819", and the enactment of the proposed "Noise Control Bylaw, 2021, No. 8885".

The proposed bylaw is drafted to include Council recommendations from its Regular meeting of October 26, 2020, with an additional recommendation regarding construction hours. It is expected that this will be the first of several amendments to the Noise Control Bylaw, as City staff continue to develop a long-term noise strategy. In addition to the proposed amendments to the Noise Control Bylaw, housekeeping amendments have also been added. Staff plan to return to Council before the summer break in 2022 with a further review and possible amendments to the proposed bylaw.

Prohibit Amplified Sound

A street performer successfully challenged the amplified sound section of the current bylaw in the Supreme Court of British Columbia. Adding language to the section on amplified sound will close the gap identified in the Supreme Court decision and would allow for an enforcement option regarding amplified sound.

Tonal Assessments in Noise Complaints

Examples of sources that can cause tonal noise includes circular saws, fans, compressors, motors and transformers. Most have moving parts that rotate or vibrate at a given audible frequency. Humans are quite good at selectively hearing tones. Tonal noise is generally more noticeable and annoying than non-tonal noise when both are emitting the same level of noise. Adding tonal noise adjustment penalties from noise readings obtained by Vancouver Coastal Health should address those sounds that may not be in breach of the decibel limit, but are still noticeable and annoying.

Enhance the Noise Exemption Process

The current Noise Control Bylaw sets out an application process for a noise exemption for any provision of the bylaw. Approval of these applications is delegated to the Chief Administrative Officer. The majority of these noise exemption permits are issued for construction outside normal construction hours. While a significant portion of this process is current and applicable, there are portions that should be updated. This would designate the approval of noise exemption approval authority to the Chief Administrative Officer, or delegate. Enhancing the justification for exemption of the Noise Control Bylaw and taking into account the past history of the applicant will provide an incentive to minimize the impacts of construction to the surrounding neighborhood throughout a particular project. A fee increase from \$75 to \$150 for processing these applications is also included in the new bylaw

Noise Control Construction Signage

Considerate construction requires a conscious effort in applying precautionary measures and establishing communication with the surrounding neighbours. Under the current Noise Control Bylaw, a noise control construction sign is required to be posted at any construction site with a permit value over \$500,000 at the discretion of City staff. The current bylaw requires one sign to be posted in a prominent location on the property visible from at least one adjacent street. Under the proposed bylaw, construction signage is required on all exposed sides of the construction site.

Reduce Construction Hours on Saturday

Currently, permitted construction hours on Saturday are from 9:00am to 7:00pm. This recommendation will reduce the construction hours by two hours from 9:00am to 5:00pm. Due to the complex nature of the types of construction projects the City attracts, this reduction in construction hours equates to approximately eight hours per month over the duration to an already long and intricate construction schedule that should cause minimal impact. This aligns with construction hours across the North Shore and provides a small respite to nearby residents. Proposed bylaw changes relating to the permitted hours of construction were presented to relevant industry stakeholders through the City's Development Liaison Committee, which includes representation from the Homebuilders Association of Vancouver, Urban Development Institute, and prominent developers and contractors. The feedback received was positive, and continued efforts to provide a balance between urban renewal and construction-related noise control were encouraged.

Municipality	Construction Hours on Saturday
District of North Vancouver	9:00am to 5:00pm
District of West Vancouver	8:00am to 5:00pm

Bylaw Notice Enforcement Amendment Bylaw, 2021, No. 8886

The Bylaw Notice Enforcement Bylaw is an administrative penalty system that may be used instead of the more formal, court-based Municipal Ticket Information (MTI) process for simple bylaw contraventions, including violations under the Noise Control Bylaw. A bylaw notice may be written by a Bylaw Enforcement Officer and delivered in various ways, including in person or by being left on a vehicle. Pursuing an administrative penalty to a maximum of \$500 may have some similarities to a court proceeding, but is less formal and occurs outside of the court system as an adjudication. Should the amendments be considered, the penalties to the Bylaw Notice Enforcement Amendment Bylaw will be increased by an average of \$50. (Attachment #1).

Ticket Information Utilization Amendment Bylaw, 2021, No. 8887

The Ticket Information Utilization Bylaw designates City bylaws that may be enforced under the Municipal Ticket Information (MTI) system. It sets the fines for the offences and designates the officials entitled to enforce each of the bylaws. Penalties under the MTI must not exceed \$1,000 and the ticket must be served personally with disputed violation tickets referred to the Provincial court. The Noise Control Bylaw is included in the MTI system. (Attachment #1). While the City's primary goal is voluntary compliance through education, enforcement may be necessary at times. One of the primary goals of Bylaw Enforcement is to discourage certain behaviour through deterrence, assuming individuals calculate the costs and benefits of engaging in the behaviours regulated under the bylaw. Because this process, should it be utilized, is more labour intensive and may include a court hearing, all offences under this bylaw will be set at the maximum penalty of \$1000. (Attachment #2)

Offence Act Prosecutions

In addition to the Bylaw Notice Enforcement Bylaw and MTI's, municipalities also have the authority to prosecute violations under the *Offence Act*. This can be a rather lengthy and costly process through the courts. Until recently, the maximum penalty for prosecution under the *Offence Act* was \$10,000. Amendments to the *Community Charter* have now increased this penalty to a maximum of \$50,000. The maximum penalty of \$50,000 is included in the proposed Noise Control Bylaw should staff consider this prosecution avenue.

NOISE MITIGATION EFFORTS FROM CITY DEPARTMENT

As a City, we are expected to lead and model a behavior that is expected from our residents. The following are examples of noise mitigation efforts that several City departments are incorporating to reduce noise in the City.

Back-up Beeper Alarms

Audible back-up alarms are a WorkSafeBC requirement on all commercial vehicles and ride-on equipment. They are designed to warn workers nearby to get out of harm's way; however, traditional single-tone back up alarms have the effect of warning a broader audience and can be very irritating, particularly based on duration and level of ambient noise. Broadband alarms have a more directional sound to the back of the vehicle only and are considered far less irritating to the surrounding area. They are gaining popularity and are approved by WorkSafeBC. While all new vehicle's and equipment purchases are specified with a broadband back-up alarm, only about 50% of the City fleet have them due to the long life replacement cycle of vehicles and equipment. To demonstrate leadership in this area, the City is currently transitioning all remaining vehicles and equipment that require a back-up alarm to a broadband alarm. The entire fleet is expected to be transitioned to broadband alarms by the end of 2021/early 2022 at a cost per unit of approximately \$500 and can be managed through existing approved budgets.

Lawn Maintenance Equipment

Park staff are continuously investigating and testing new equipment and technology to identify if electric models can effectively and efficiently perform the tasks of day-to-day operations. Although a gradual switch to electric has been more about emission reduction, noise reduction has been an added secondary benefit. As commercially viable equipment becomes available, the City will continue to shift to the electric version for the benefit of staff, neighbourhoods and the environment.

Fleet Transition Strategy

Environment staff recently posted a "Request for Proposal" on a Fleet Transition Strategy. Aside from the lower noise, electric vehicles do not emit harmful pollutants that internal combustion engines produce and therefore provide improved air quality. Currently, approximately 10% of the City's fleet are low emission vehicles. Staff will be seeking assistance in developing a strategy to support a large scale transition to a low emissions fleet in the future.

Street Design for Noise Reduction

Speeding vehicles, as well as rapid acceleration and deceleration, are a significant source of noise in our City. Designing streets with better sightlines and coordinated traffic signals can keep vehicles moving at a safer and constant speed. In addition, lower speed limits around schools and playgrounds along some designated bicycle routes not only improves safety to vulnerable road users, but also reduces the vehicle noise experienced by the community. Staff are currently exploring opportunities to provide expanded "slow speed" zones in other areas of the City in line with the Safe Mobility Strategy.

Noise Related Webpage

Bylaw staff are working with the Communication division on ways to educate City residents and clients on noise in our community. Making information available and accessible to the public helps to proactively manage public expectations regarding enforcement of noise related issues. The site is expected to provide information on different types of noise, how to report noise, who to contact and common courtesy considerations to help create a more liveable atmosphere for their neighbours.

FUTURE PARK CONSTRUCTION

At its Regular meeting of October 14, 2021, Council requested staff to investigate and report back on opportunities to minimize construction noise, dust and light impacts on surrounding residents during park construction including, but not limited to, the use of noise reducing actions.

There are a number of new parks planned for construction in the near future and staff will structure the tender specifications to adjust some of the current construction practices in an effort to improve the experience of nearby residents and also to improve understanding of the impacts of these changes on timeline, cost and realized benefits.

These changes include:

Broadband Alarms

Broadband alarms will be required on all construction vehicles rather than the single-tone back-up beeper alarms. At this time it is unknown if this requirement will dissuade companies to bid on proposals, nor will staff be able to determine a cost to this requirement without knowing the compliment of construction vehicles required for the project.

Construction Hours

Construction hours will be permitted Monday and Friday between the hours of 7:00am to 5:00pm. Construction work will not be permitted on Saturday or Sunday. Over the length of these projects, prohibiting construction on Saturdays may extend the project approximately one week for every month of construction. Most City projects are completed on a Monday to Friday schedule. Transferring this schedule to the City's larger construction projects would take considerable consultation with the construction industry.

Construction Lighting

Nuisance construction lighting is regulated under "Nuisance Abatement Bylaw, 1986, No. 5659". No nuisance construction lighting can be used at a construction site unless it is associated with work specifically authorized by the City or is work of an emergency nature to preserve the life or health of people or to protect property. While staff cannot recall issuing a \$200 violation under the bylaw, it has been used to educate and change the intrusive lighting on construction sites impacting neighbours. Construction lighting is not typically required for park construction projects.

Dust Mitigation

Dust can be a safety hazard and a major nuisance for surrounding residents of a construction site. Based upon provincial legislation and Metro Vancouver's Bylaw No. 1082, all odor, dust or other air contaminant complaints are currently addressed through Metro Vancouver. Metro Vancouver has staff who are experts in these matters and equipment for monitoring air quality. Complaints received by the City are redirected to Metro Vancouver for investigation and enforcement. City residents can contact the Metro Vancouver complaint line or complete an online complaint form. The City continues to advocate dust mitigation to applicants via a Good Neighbour Agreement.

NOISE ADVISORY TASK FORCE

Council directed staff to engage subject matter experts to assist with a comprehensive review of the noise issues in the City and report back on the establishment of a Noise Advisory Task Force to consider a long-term strategy for managing noise in the City. Staff have engaged subject matter experts, both internally and externally, and have identified some preliminary strategies that have been incorporated in this report. Having a long-term noise strategy remains a priority for staff. To enhance the Task Force's success and ensure that the scope and magnitude of this initiative continues to move forward, staff recommend receiving information from the City's soundscape monitoring and a subsequent review of the current implemented recommendations within this report prior to consideration of a Noise Advisory Task Force,

FINANCIAL IMPLICATIONS

Any noise mitigation strategies must take into account a vast number of technical, operational and economical factors. The cost-benefit ratios of all solutions must be considered. There are studies that have revealed substantial costs are associated with noise and abatement in economic, social and health terms.

Staff have received \$50,000 from the 2021 budget process to engage noise experts and community partners to develop a long-term noise mitigation strategy.

Noise complaints contribute to the cost of noise pollution. Bylaw Services, police and Vancouver Coastal Health spend a significant amount of time investigating noise complaints. One Bylaw Services position is focused primarily on construction complaints, which takes away time from other enforcement activities.

Additional costs will be incurred in moving to an electric fleet of vehicles. While these costs can be built in over time, an increase in new vehicle purchases must be anticipated. Power to charge and operate these vehicles will also be a cost factor. Early feedback from staff on the lawn maintenance equipment has found the technology not yet comparable to that of gas powered lawn maintenance equipment. Additional batteries must be considered to ensure a full day's use out of the lawn maintenance equipment.

Transitioning to back-up beepers on all required fleet vehicles costs approximately \$500 per vehicle.

Finally, while difficult to quantify in terms of financial implications, sleep disturbance is one of the most common consequences of noise pollution. When sleep is interrupted, memory, creativity and judgment can become impaired that may impact the health and productivity of our residents.

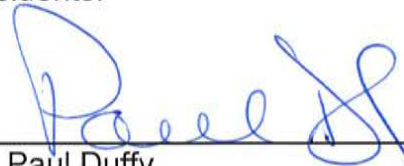
INTER-DEPARTMENTAL IMPLICATIONS

All City departments that contribute to noise or consider noise mitigation in the planning process have been involved in the review and support of the recommendations in this report. They include representations from Transportation, Parks and Environment, Building and Planning.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The recommendations included in this report align with all the priorities identified in the Council's Strategic Plan including; "A City for People", "A Liveable City", "A Vibrant City", "A Connected City" and "A Prosperous City". By reducing the negative effects of noise pollution, there will be less burden on the environment, our residents and the economy. Not only will this promote a more active lifestyle, such as walking, cycling and active recreation, it will also reduce noise levels from transportation and contribute to the health and well-being of all City residents.

RESPECTFULLY SUBMITTED:



Paul Duffy
Manager, Bylaw Services

“Bylaw Notice Enforcement Bylaw, 2018, No. 8675”

Current Violations and Penalties

“Noise Control Bylaw, 1987, No. 5819”						
Description	Section	A1 Compliance Agreement Available	A2 Penalty	A3 Early Payment Penalty	A4 Late Payment Penalty	A5 Compliance Agreement Discount
Person or Animal Noise	302.1.1	Yes	\$150	\$100	\$200	\$50
Vehicle Noise	302.1.2	No	\$150	\$100	\$200	n/a
Equipment Noise	302.1.2	No	\$150	\$100	\$200	n/a
Activity Noise	302.1.3	No	\$150	\$100	\$200	n/a
Vehicle/Equipment Noise (on property)	302.2.1	No	\$150	\$100	\$200	n/a
Animal Noise(on property)	302.2.2	Yes	\$150	\$100	\$200	\$50
Commercial Premise C Weighted Noise	317	No	\$300	\$250	\$350	n/a
Construction Noise	302.3	No	\$450	\$400	\$500	n/a
Equipment Sound before 9 am or after 7pm Sunday or Public Holiday or exceeding 77 decibels	307(b)	No	\$150	\$100	\$200	n/a
Unlawful Use of Vehicle Horn	309	No	\$90	\$80	\$100	n/a
Collection of Refuse at Night	310	No	\$450	\$400	\$500	n/a
House Alarm Without a Shut Off (15 minutes)	311	No	\$150	\$100	\$200	n/a
Refusal to Allow Bylaw Officer	315	No	\$450	\$400	\$500	n/a
No Construction Noise Sign at Construction Site	316	Yes	\$150	\$100	\$200	Full Amount

“Ticket Information Utilization Bylaw, 1992, No. 6300”

Current Penalties

**SCHEDULE B6
“NOISE CONTROL BYLAW, 1987, NO. 5819”**

DESIGNATED EXPRESSION	SECTION	FINE (\$)
Animal Noise	302.1.1	150
Vehicle Noise	302.1.2	150
Equipment Noise	302.1.2	150
Activity Noise	302.1.3	150
Vehicle Noise	302.2.1	150
Equipment Noise	302.2.1	150
Animal Noise	302.2.2	150
Commercial Premise – C-weighted Noise	317	300
Construction Noise	302.3	600
Construction Noise (Payment within two working days)	302.3	300

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8885

A Bylaw to Control Noise within the City of North Vancouver

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as **“Noise Control Bylaw, 2021, No. 8885”**.

2. INTERPRETATION

In this Bylaw:

“Acoustic Calibrator” means an electro-mechanical or mechanical device used for the calibration of Sound Level Meters which meet the specifications for such devices, which specifications are set out or described in this section;

“A-weighted Decibel” sometimes denoted “dB(A)” means the unit used to measure the sound pressure level using “A” weighting network settings on an approved Sound Meter;

“Activity Area” includes an area of the Municipality not designated as either a Mixed Area or a Quiet Area, except where residential uses are combined with Commercial or Industrial uses located on the same premises are deemed to be in a Quiet Area for the purposes of determining acceptable sound levels from non-commercial and non-industrial uses;

“Ambient Sound Level” means the general background sound level at or in the immediate vicinity of a point of reception determined within a reasonable time before or after the time a noise is alleged to have been received at such Point of Reception;

“Bylaw Officer” has the same meaning as the City of North Vancouver “Bylaw Notice Enforcement Bylaw, 2018, No. 8675”;

“C-Weighted Decibel” sometimes denoted “dB(C)” means the unit used to measure the sound pressure level using “C” weighting network settings on an approved Sound Meter;

“City” means The Corporation of the City of North Vancouver;

“Commercial” means the use involving the sale or exchange of goods, materials and things, including the extension of services to persons, includes, but is not confined to financial and recreational services;

“Construction” means an activity which includes erection, alteration, repair, relocation, dismantling, demolition, structural maintenance, painting, moving, land clearing, earth moving, grading, excavating, the laying of pipe and conduit (whether above or below ground level), street and highway building, concreting, equipment, installation and alteration, and the structural installation of construction components and materials in any form, or for any purpose, and includes any work being done in connection therewith;

“Construction Equipment” means any equipment or device designed and intended for use in construction, or material handling, including, but not limited to, air compressors, pile drivers, pneumatic or hydraulic tools, bulldozers, tractors, excavators, trenchers, cranes, derricks, loaders, scrapers, pavers, generators, off-highway haulers or trucks, ditchers, compactors and rollers, pumps, concrete mixers, graders, or other material handling equipment;

“Continuous Sound” means any sound occurring for a duration of more than three minutes, or occurring continually, sporadically or erratically, but totaling more than three minutes in any fifteen minute period of time;

“Council” means the City Council of the City;

“Decibel” means the ratio between levels of sound pressure expressed at 20 times the common logarithm of the ratio of sound pressure to a reference quantity of 2×10^{-5} Pascals;

“Daytime” means from 7:00 am to 8:00 pm of the same day;

“Emergency Vehicle” shall have the meaning given to it by the *Motor Vehicle Act*;

“Highway” shall have the meaning given to it by the *Motor Vehicle Act*, and also includes boulevards and sidewalks;

“Holiday” includes Sunday, Christmas Day, Good Friday, Easter Monday, Canada Day, Victoria Day, British Columbia Day, Labour Day, Family Day, New Year’s Day, December 26 and a day set by the Parliament of Canada or by the Legislature, or appointed by proclamation of the Governor General or the Lieutenant Governor, to be observed as a day of general prayer or mourning, a day of public rejoicing or thanksgiving, a day for celebrating the birthday of the reigning Sovereign, or as a public holiday;

“Industrial” means a use providing for the processing, fabricating, assembling, storing, transporting, distributing, wholesaling, testing, servicing, repairing, wrecking, or salvaging of goods, materials, or things, includes the operation of truck terminals, docks, railways, passenger depots, and bulk loading and storage facilities;

“Mixed Area” includes any area of the Municipality where the absence of Noise is of particular importance to persons in that area at any time, and includes any area within the Municipality shown on Schedule A attached hereto. Residential uses located in a Mixed Area are deemed to be in a Quiet Area for the purpose of determining acceptable sound levels from non-commercial and non-industrial uses;

“*Motor Vehicle Act*” means the British Columbia Motor Vehicle Act, R.S.B.C 1996, c. 318 as may be amended;

“Municipality” means the geographic area over which the City is the Municipal Government;

“Nighttime” means from 8:00 pm of any day to 7:00 am of the following day;

“Noise” includes:

- (a) any Sound, Continuous Sound or Non-Continuous Sound which disturbs or tends to disturb the peace, quiet, rest, enjoyment, comfort or convenience of the

neighbourhood in which such sound is received, or, of any reasonable Person in the vicinity of the source of such sound who receives such sound; or,

- (b) any Sound, Continuous Sound or Non-Continuous Sound, which exceeds a Sound level permitted by this bylaw at the Point of Reception of such sound; or
- (c) any Sound, Continuous Sound or Non-Continuous Sound prohibited by this Bylaw;

“Noise Control Officer” means the person appointed by resolution of Council, and may be a Bylaw Enforcement Officer, Vancouver Health Authority Medical Health Officer and Environmental Health Officers, a Peace Officer or any employee of the Municipality properly delegated by Council;

“Person” means a Corporation, Partnership, or Party and the personal or other legal representatives or a person to whom the context can apply according to law;

“Point of Reception” means:

- (a) any place on individual residential premises where Sound originating from any source, other than a source of the same individual residential premises, is received; or,
- (b) any place on non-residential premises where Sound originating from any source, other than a source on the same non-residential use premises, is received; or,
- (c) any place on a Highway where Sound is received;
- (d) for the purposes of Section 4.4(a) means any place in the Municipality more than 15 metres from a source of Sound where Sound is received; or,
- (e) for the purposes of Section 3.6 means any place in the Municipality more than 6 metres from a Vehicle where Sound from such Vehicle is received;

“Power Gardening or Building Maintenance Equipment” means electric or gasoline powered equipment used for landscaping or building maintenance including but not limited to, lawn mowers, yard trimming devices, power washers, mechanical painters or sprayers, leaf blowers, tree or stump grinders, or compressors;

“Quiet Area” includes any area of the Municipality where the absence of Noise is of particular importance to Persons in that area at any time, and includes any area within the Municipality shown on Schedule A attached hereto;

“Slow Response” is a dynamic characteristic setting of an approved Sound Level Meter;

“Sound” is an oscillation in pressure, stress, particle displacement or particle velocity, in a medium with internal forces (i.e. elastic, viscous), or the super-position or such propagated oscillations, which oscillations are capable of causing an auditory sensation;

“Sound Level” means:

- (a) the average of the medians of 5 or more sets of lower and upper measurements of a series of A-weighted Sound pressure levels read or recorded at a Point of Reception on the Slow Response of a Sound Level Meter;
- (b) for the purposes of Section 3.6 means the maximum measurement of an A-weighted Sound pressure level read and recorded at a Point of Reception on the Slow Response setting of a Sound Level Meter;
- (c) for the purposes of Section 4.7 means the average of the medians of 5 or more sets of lower and upper measurements of a series of a C-weighted Sound pressure level read and recorded at a Point of Reception on the Slow Response setting of a Sound Level Meter; and,
- (d) where an integrating Sound Level Meter is used, suitable technical and mathematical means shall be used to determine the source Sound pressure level. A-weighted or C-weighted Sound pressure levels must be recorded at a Point of Reception using the equivalent to Slow Response setting;

“Sound Level Meter” is an A.N.S.I or I.E.C Type 1 Precision Integrating Meter, that is calibrated for the measurement of Sound;

“Tonal Sound” means that that the Sound under investigation which contains one or more distinguishable, discrete, continuous tones or notes including without limitation, Sound characterized by a “whine”, “hiss”, “screech” or “hum” and “music”; and,

“Vehicle” shall have the meaning given to it by the *Motor Vehicle Act*.

3. PERMITTED SOUND LEVELS

3.1 Quiet Area Sound Level

A Person may make, cause or permit to be made, a Continuous Sound with a Sound Level during the Daytime of 55 Decibels or less, and during the Nighttime of 45 Decibels or less when received at a Point of Reception within a Quiet Area.

3.2 Mixed Area Sound Level

A Person may make, cause, or permit to be made, a Continuous Sound with a Sound Level during the Daytime of 55 Decibels or less, and during the Nighttime of 50 Decibels or less when received at a Point of Reception within a Mixed Area.

3.3 Activity Area Sound Level

A Person may make, cause, or permit to be made, a Continuous Sound with a Sound Level during the Daytime of 60 Decibels or less, and during the Nighttime of 55 Decibels or less when received at a Point of Reception within an Activity Area.

3.4 Correction Factors for Sound Levels

For all purposes under this Bylaw, when assessing a Sound relative to the limits set out in Section 3.1, 3.2 and 3.3, the following correction factors must be applied to the measured

equivalent Sound Level whenever the Sound has, as a defining characteristic, a Tonal Sound.

- (a) a +5 Decibel correction if the sound under consideration is Tonal Sound (i.e., contains one or more pure tone components);
- (b) in order for the tonality correction to apply if measurement is required to determine the presence of tonality, the level in the one-third octave band contains the tone, or the arithmetic average of the levels in a pair of bands containing the tone, must exceed the arithmetic average of the two adjacent bands:
 - (i) by 3 Decibel or more for tones in the 500 Hz. To 16 kHz. bands,
 - (ii) by 5 Decibel or more for tones in the 160 Hz. to 400 Hz. bands, and,
 - (iii) by 10 Decibel or more for tones in the 31.5 Hz.to 125 Hz. bands.

3.5 Non-Continuous Sound Levels

A Person may make, cause or permit to be made, Non-continuous Sound with a Sound Level during the Daytime of 80 Decibels or less, and during the Nighttime 75 Decibels or less when received at the Point of Reception in the Municipality.

3.6 Vehicle Sound Levels

Notwithstanding the provisions of Section 3.1, 3.2, 3.3 and 3.5 hereof, a Person may make, cause or permit to be made, a Sound by a Vehicle while on the Highway not in excess of the Sound Levels in the following table:

Vehicle Weight	Maximum Sound Level on Highways with Speed Limits of 50 Km/h or Less	Maximum Sound Level on Highways with Speed Limits in excess of 50 Km/h
Vehicles of Licensed Net Weight of 2200 Kg. or more	75 Decibels	85 Decibels
Other Vehicles	70 Decibels	75 Decibels

4. PROHIBITED NOISES

4.1 A Person shall not make, nor cause to be made, nor permit to be made by:

- (a) any other Person, or by any animal, or by any bird or fowl, if any of the same are in the control of such first-mentioned Person;
- (b) any Vehicle, conveyance, vessel, machinery, equipment or device, if any of the same are in the control of such first-mentioned Person;
- (c) an activity, if any of the same are in the control of such first-mentioned Person:

a Sound, which when received at a Point of Reception in the Municipality, shall constitute a Noise as defined or determined pursuant to the provisions of this Bylaw.

4.2 Neither the owner or any occupier of real property shall bring on to, or keep, or use, or cause to be made, nor permit to be brought on to, to be kept, or to be used, on such real property:

- (a) any Vehicle, conveyance, machinery, equipment or device;
- (b) any animal, or bird, or fowl:

which is a source of a Sound, which when received at a Point of Reception in the Municipality, shall constitute a Noise.

4.3 The following Sounds are prohibited from being made by any Person in the Municipality because they are hereby deemed by Council as objectionable, or liable to disturb the quiet, peace, rest, enjoyment, comfort and convenience of individuals or the public notwithstanding that such Sounds may not constitute a violation of any other provision of this Bylaw:

- (a) the vocal sound made by an animal, bird or fowl, under the control of, or owned by a Person, which is creating any kind of Sound continually or sporadically for any period in excess of 30 minutes;
- (b) the Sound made by a combustion engine that is operated without using an effective muffling system;
- (c) the Sound made by a Vehicle or a Vehicle with a trailer resulting in banging, clanking, squealing or other like sounds due to an improperly secure load or improperly secured equipment, or due to inadequate maintenance;
- (d) the Sound made by a Vehicle horn or other warning device used except under circumstances required or authorized by law;
- (e) the Sound made through the operation of a “Jacobs or Jake” brake or other type of engine brake on a Motor Vehicle for any purpose other than as an emergency braking device for the safe operation of the Motor Vehicle;
- (f) shouting, talking or signing with the use of megaphones or voice amplification equipment, the making of any other Noise, noisy conduct by any Person in or at any street, wharf, dock, pier or public place, save and except when such Noise is made by peace officers or fire fighters while in the conduct of their lawful duty;
- (g) the Sound of a burglar alarm or security system that continues for more than 15 minutes;
- (h) the audible Sound of a Motor Vehicle security system which is made either continuously, or intermittently, for a period exceeding 1 minute; or which produces a false alarm activating more than 3 times in a 24 hour period, but does not include the activation status signal when arming and disarming the alarm. A Vehicle which has a security system operating in contravention of these requirements shall, for the purposes of Section 813 of the Street and Traffic Bylaw, be deemed a vehicle unlawfully placed or maintained or permitted to remain upon a street.
- (i) the Sound made by operating a Vehicle in such a way that the tires squeal;
- (j) the amplified sound of a radio, television, player or other sound playback device or amplification equipment, or the sound of a musical instrument, that emanates from a

Motor Vehicle and can be heard at a distance of 5 metres from the Motor Vehicle; and is continuously made for more than 2 minutes;

- (k) except as permitted under Section 4.4, the sound caused by construction; and,
- (l) except as permitted under Section 4.5, the sound caused by power gardening and building maintenance equipment.

4.4 Construction Noise

- (a) Notwithstanding the provisions of Section 3.1, 3.2, 3.3 and 3.5 hereof, a Person may use or permit to be used, equipment which causes a Continuous Sound Level resulting from construction which does not exceed a Continuous Sound Level of 85 Decibels when measured at the Point of Reception;
- (b) The Sound generated by construction activity or the activity of construction equipment, is permitted during the following times only:
 - (i) between the hours of 7:00 am and 8:00 pm, Monday through Friday;
 - (ii) between the hours of 9:00 am and 5:00 pm on Saturdays.
- (c) Construction activity is prohibited on Holidays.

4.5 Power Gardening and Building Maintenance Equipment Sound

Notwithstanding the provisions of Sections 3.1, 3.2, 3.3, and 3.5, a Person may use or cause or permit to be used, equipment which causes a Continuous Sound Level;

- (a) resulting from Power Gardening or Building Maintenance Equipment during the Daytime, except between 7:00am and 9:00am on Saturday, or Holidays, if the Sound of such lawn mower, or other equipment, when received at such Point of Reception, does not exceed a Sound Level of 77 Decibels.

4.6 Refuse Collection

No Person shall collect refuse from receptacles or refuse containers, in a Quiet Area or in a Mixed Area during the Nighttime.

4.7 Commercial Premises C-Weighted Noise Level

No Person shall in any Commercial premises make, cause, or permit to be made or cause Continuous or Non-continuous Noise or Sound of a radio, television, CD player or other sound playback device, public address system, or any other music or voice amplification equipment, musical instrument, whether recorded or live, whether amplified or not, the level of which during the Daytime exceeds a rating of 70 Decibels C, or during the Nighttime exceeds a rating of 65 Decibels C when measured at the Point of Reception.

4.8 Right of Entry

Pursuant to Section 16 of the *Community Charter*, any Noise Control Officer may enter at all reasonable times upon any property in order to ascertain whether the provisions of this Bylaw are being observed.

5. EXEMPTIONS

5.1 City Exemption

Notwithstanding Sections 3.1, 3.2, 3.3, 3.5, 4.3, 4.4 and 4.5, the City or its agents, may at any time:

- (a) construct, alter, relocate, repair or demolish buildings and structures;
- (b) excavate, grade or fill land;
- (c) engage in well-pointing;
- (d) construct, install, alter, relocate, repair or remove public facilities or utilities;
- (e) construct, alter, relocate, repair, fill or excavate highways; and,
- (f) allow community and City sponsored special events on City streets or parks.

5.2 Emergency Vehicle Exemption

A driver of an Emergency Vehicle may disregard all of the provisions of this Bylaw while acting in the course of his lawful duty.

5.3 Emergency Exemption

A Person may perform works of an emergency nature in order to preserve the life or health of people, or to protect property, without regard to any Sound Level prescribed by this Bylaw for what, in the opinion of the Noise Control Officer at the scene of the emergency, is the duration of the emergency, and for the purpose of this Bylaw, an emergency shall be deemed to include all situations wherein, in the Noise Control Officer's opinion, works are being carried out to serve the public interest and cannot reasonably be carried out within the Sound Levels prescribed by this Bylaw.

6. NOISE EXEMPTION BY PERMISSION

6.1 Authority

A Person may submit an application for an exemption for the provisions of this Bylaw to the Chief Administrative Officer or designate for an exemption from the provisions of this Bylaw. The Chief Administrative Officer or designate may allow the exemption with or without terms and conditions or refuse the exemption request.

6.2 Approval

With respect to exemptions, the Chief Administrative Officer or designate may grant the exemption for construction projects if satisfied that:

- (a) the volume of traffic in the area of the proposed construction is such as to cause danger to the workers on the job or to cause traffic congestion;

- (b) the impact and inconvenience to the residents in the area of the proposed construction can be minimized;
- (c) the construction cannot be undertaken efficiently or safely during the construction hours permitted in this Bylaw;
- (d) interruption of any service during construction hours permitted in this Bylaw that would cause a Person undue hardship; and,
- (e) taking into considerations the past history of the construction site.

6.3 Breach

Breach by the applicant of any of the terms or conditions of the exemption shall render the exemption null and void. The permit shall be revoked by the Noise Control Officer.

6.4 Community Notification

Where an exemption to the Bylaw is granted the applicant will notify businesses or residents within 70 metres of the parcel property lines. The notification will be in writing and forwarded by the applicant at least 24 hours and no more than 7 days prior to the exempted noise. The notification shall include:

- (a) the applicant's information including the company name, address and telephone number;
- (b) the details of the exempted work including potential disruptions and other relevant activity including lights, construction cranes and trucks;
- (c) information about the exemption granted as well as any limitations or conditions imposed by the Chief Administrative Officer or delegate regarding the exemption as well as a description of any steps taken or planned to minimize the noise nuisance, and,
- (d) the City of North Vancouver Noise Complaint telephone number.

7. CONSTRUCTION SIGNAGE REQUIREMENTS

7.1 Where the permit application is received for development, a Noise Control Construction Sign must be posted for:

- (a) all demolition permits; and
- (b) all permits with a construction permit value exceeding \$500,000 or at the discretion of the Chief Building Official.

7.2 The holder of the building permit shall prominently post a sign on that parcel of land, and shall maintain the sign during the course of construction, in accordance with the requirements set out in this section. Such a sign may be a separate sign or incorporated into a construction site sign as defined in the Sign Bylaw. A Noise Control Sign must:

- (a) be posted in a prominent location and clearly visible from each street and/or lane fronting the property;
- (b) shall be limited to a maximum height from grade of 3.65 metres;
- (c) be at least 1.50 square metres for single or two family dwellings;
- (d) be at least 3.00 square metres for all other type of construction;
- (e) contain script that is at least 5.08 cm high, and is in a color that contrasts with the background of the sign;
- (f) set out the hours permitted for construction under this Bylaw, and any exemptions to the construction hours which may have been granted;
- (g) state the name of the general contractor for the construction on the parcel of land, the telephone number of an individual representative of that general contractor; and,
- (h) give a monitored 24-hour telephone contact number for complaints and concerns and the City of North Vancouver “Noise Complaint” telephone number.

8. ENFORCEMENT

8.1 Severability

No provision of this Bylaw depends for its validity on the validity of any other provision.

8.2 Offences and Penalties

Every Person who contravenes any provision of this Bylaw is considered to have committed an offence against this Bylaw and is liable on summary conviction, to a fine or to imprisonment for not more than 6 months or to both a fine and imprisonment, to a maximum of \$50,000, and each day that such a violation is caused, or allowed to continue, constitutes a separate and continuing offence.

Any person designated as a Bylaw Enforcement Officer pursuant to the “Bylaw Notice Enforcement Bylaw, 2018, No. 8675”, or is named as the enforcement officer pursuant to the “Ticket Information Utilization Bylaw, 1992, No. 6300”, is hereby authorized and empowered to enforce the provisions of this Bylaw or Bylaw Notice or Municipal Ticket Information or as otherwise provided by this or any other Bylaw of the City of North Vancouver.

9. REPEAL

“Noise Control Bylaw, 1987, No. 5819” and all associated bylaw amendments are hereby repealed.

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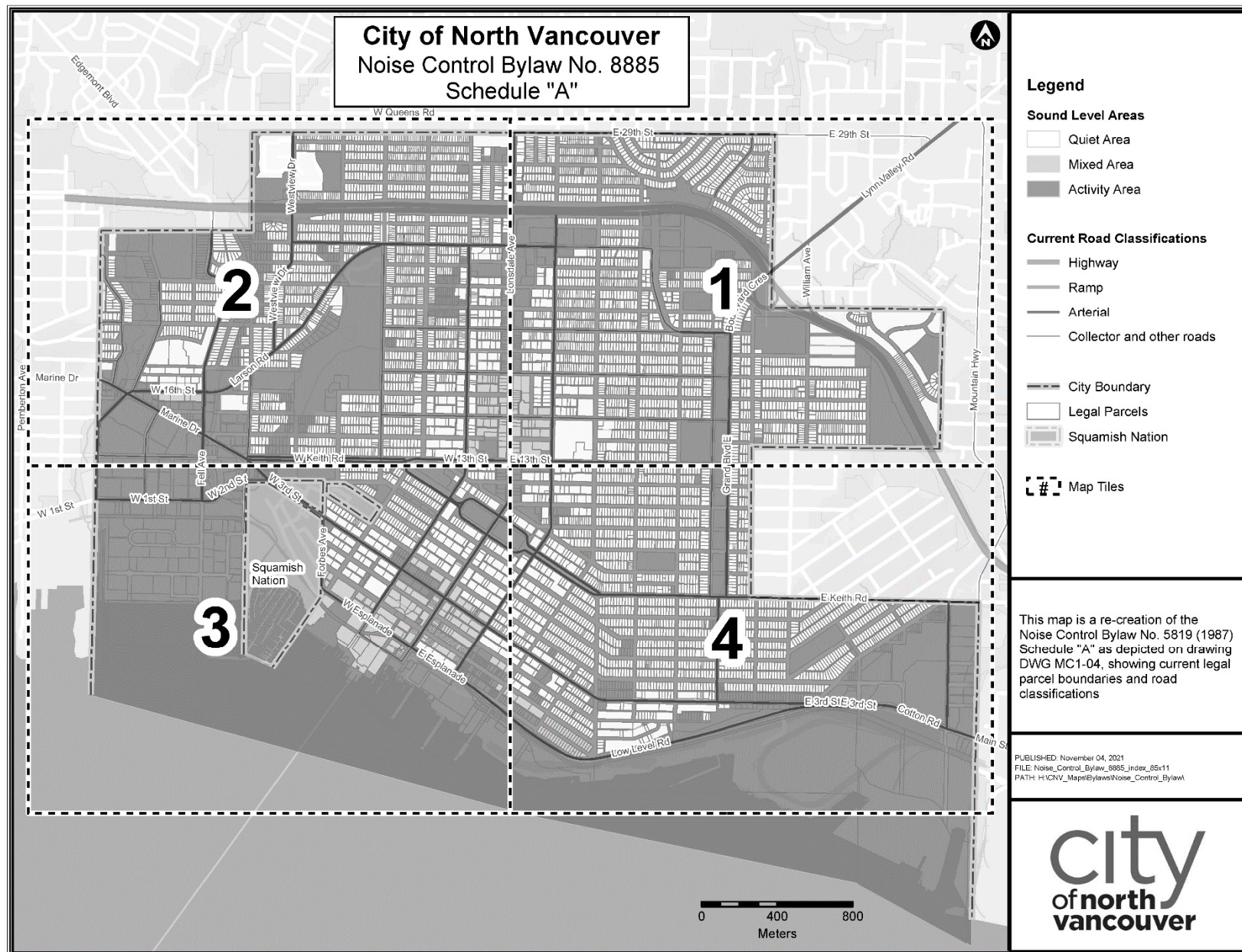
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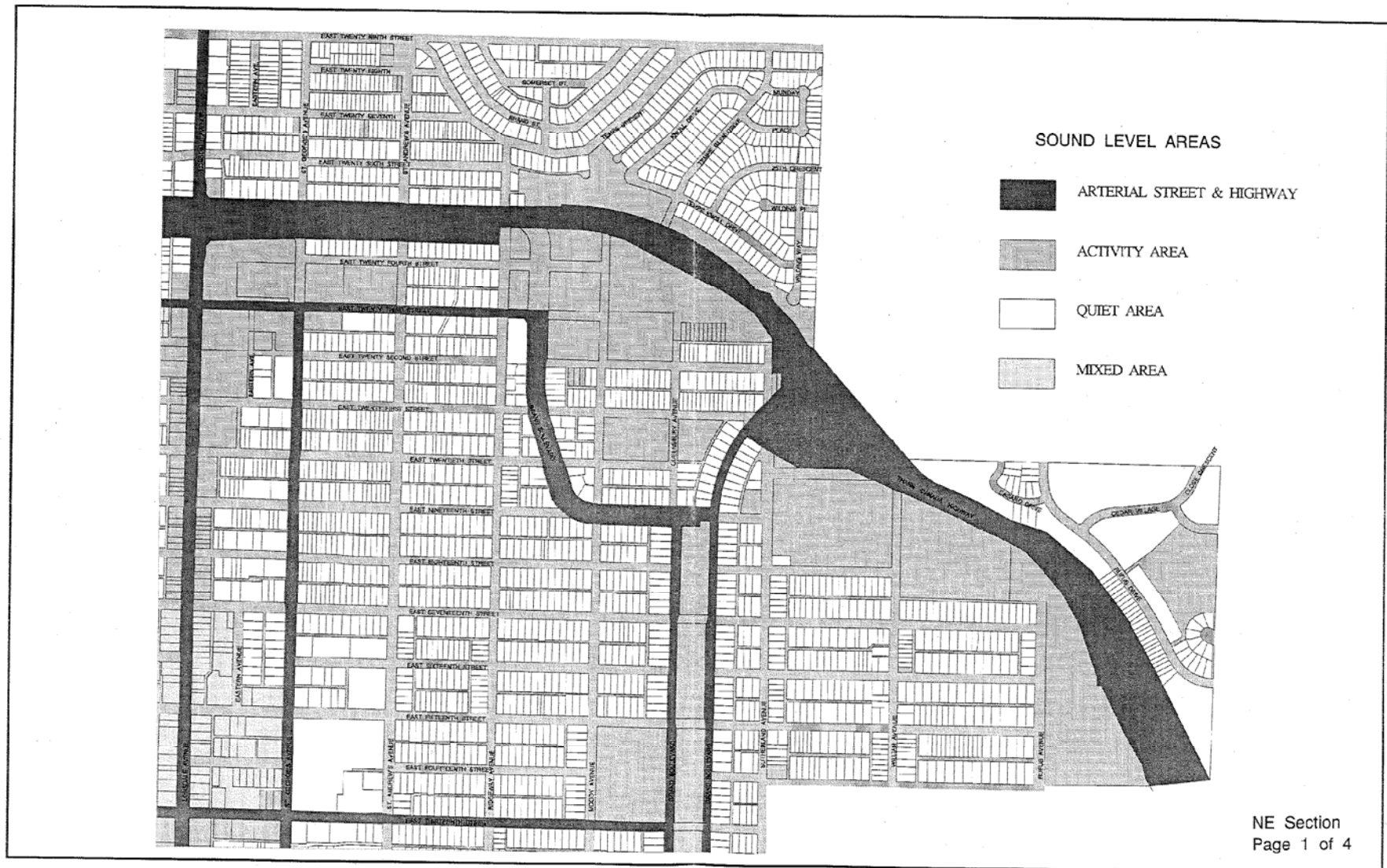
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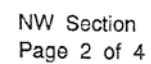
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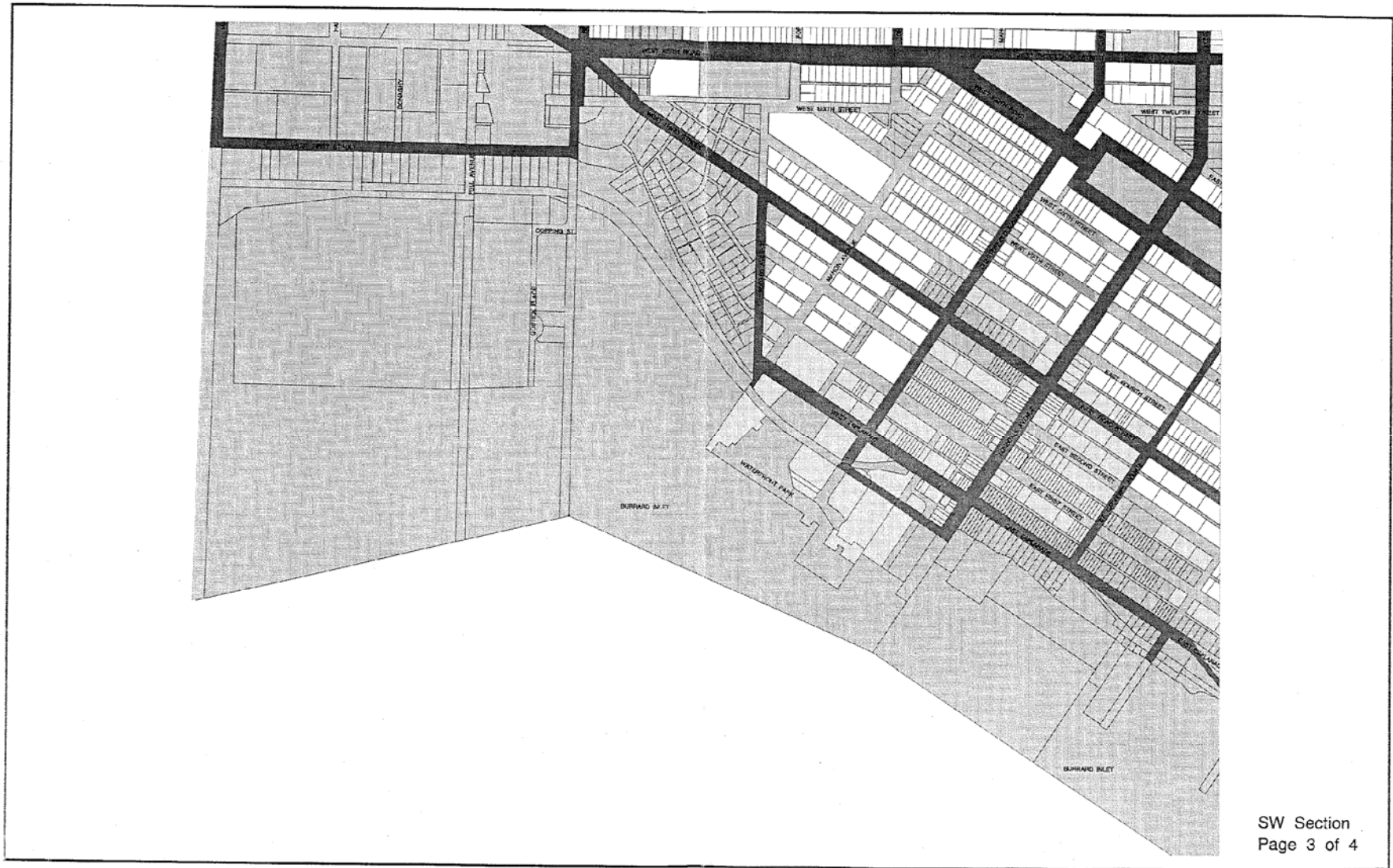
MAYOR

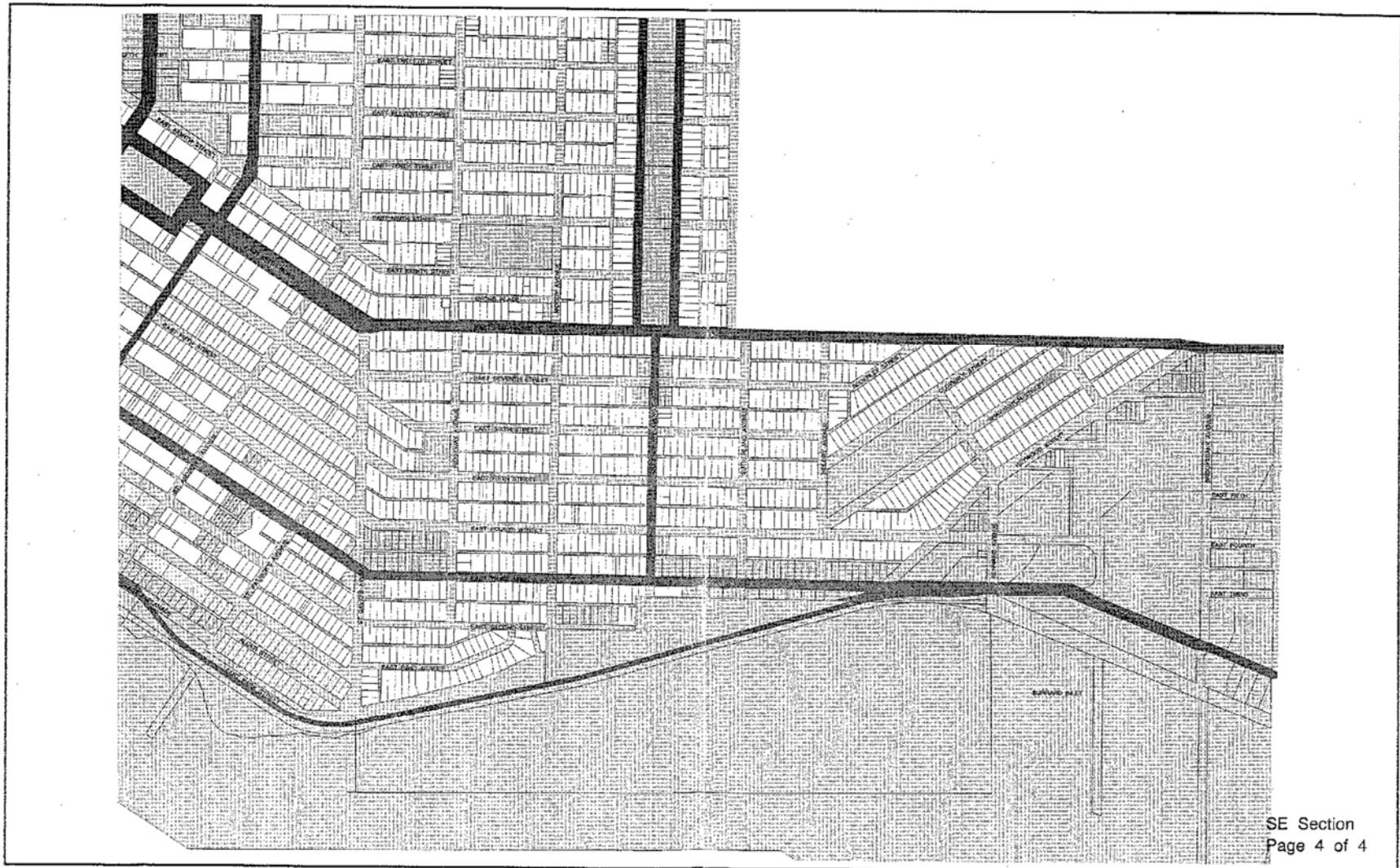
CORPORATE OFFICER











Schedule “B”

Application under Section 6 of the Noise Control Bylaw

The application noted in section 6.1 shall be in writing and submitted to the Chief Administration Officer or designate at least 5 business days prior to the date of the proposed activity, and shall contain:

- (a) the name, address, and telephone number of the applicant;
- (b) the address of the construction site;
- (c) the building permit number, if applicable;
- (d) the reason(s) the exception is sought;
- (e) a description of the source of noise in respect of which the exemption is sought;
- (f) the exact period of time for which the exemption is being sought;
- (g) a statement of the measures planned or presently being taken to minimize the sound or noise; and
- (h) a non-refundable application fee of:
 - i. for an application submitted at least 5 business days prior to the date of the proposed activity: \$150.00
 - ii. for an application submitted less than 5 business days prior to the date of the proposed activity: \$300.00

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8886

A Bylaw to amend “Bylaw Notice Enforcement Bylaw, 2018, No. 8675”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Bylaw Notice Enforcement Bylaw, 2018, No. 8675, Amendment Bylaw, 2021, No. 8886**” (Noise Control Bylaw).
2. “Bylaw Notice Enforcement Bylaw, 2018, No. 8675” is amended as follows:
 - A. In Schedule “A” – Designated Bylaw Contraventions and Penalties for Bylaw Contraventions, by deleting the “Noise Control No. 5819” table in its entirety and replacing it with the following:

“Noise Control Bylaw, 2021, No. 8885”						
Description	Section	A1 Compliance Agreement Available	A2 Penalty	A3 Early Payment Penalty	A4 Late Payment Penalty	A5 Compliance Agreement Discount
Person or Animal Noise	4.1(a)	Yes	\$200	\$150	\$250	\$100
Vehicle/Equipment Noise	4.1(b)	No	\$200	\$150	\$250	n/a
Activity Noise	4.1(c)	No	\$200	\$150	\$250	n/a
Vehicle / Equipment Noise (on Real Property)	4.2(a)	No	\$200	\$150	\$250	n/a
Animal Noise (on Real Property)	4.2(b)	Yes	\$200	\$150	\$250	\$100
Unlawful use of Vehicle Horn	4.3(d)	No	\$150	\$100	\$200	n/a
Amplified Sound	4.3(f)	No	\$200	\$150	\$250	n/a
House Alarm Without Shut Off	4.3(g)	No	\$150	\$100	\$200	n/a
Construction Noise	4.4	No	\$450	\$400	\$500	n/a
Power Gardening and Building Maintenance Equipment Noise	4.5	No	\$200	\$150	\$250	n/a
Collection of Refuse at Night	4.6	No	\$450	\$400	\$500	n/a
Commercial Premise Noise	4.7	No	\$350	\$300	\$400	n/a
Refusal to Allow Noise Control Officer	4.8	No	\$450	\$400	\$500	n/a
No Noise Control Construction Sign	7.2	Yes	\$200	\$150	\$250	\$150

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ADOPTED on the <> day of <>, 2021.

MAYOR

CORPORATE OFFICER

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8887

A Bylaw to amend “Ticket Information Utilization Bylaw, 1992, No. 6300”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as **“Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2021, No. 8887” (Noise Control Bylaw and Schedule A)**.
2. “Ticket Information Utilization Bylaw, 1992, No. 6300” is amended as follows:
 - A. By deleting Schedules A and B1 through B25 in their entirety and replacing with the new Schedule A attached to this bylaw.

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ADOPTED on the <> day of <>, 2021.

MAYOR

CORPORATE OFFICER

SCHEDULE A FINES

"Business Licence Bylaw, 2018, No. 8640"	Section	Fine (\$)
No Business Licence	407	100
Failure to Notify of Changes	412	50
Operating While Suspended	413	200
Fail to Provide Notification of Personnel Change Within 24 Hours	507(1)(b)	100
Fail to Maintain Written Record	507(1)(d)	100
Allow Person Under 19 Years on Premises	507(2)(b)	100
Locking Device on Door	507(4)(b)	100
Additional Means of Viewing	507(4)(f)	100
Lighting Level Not Maintained or Not Kept on When Occupied	507(4)(g)	100
Permit a Person on Premises Between 10:00pm and 8:00am	507(5)	100
Refuse Access to Inspector	514	200
Register Not Maintained	523(1)	100
Daily Register Not Provided	523(9)	100
Item(s) Disposed of Within 30 Days	523(10)	100

"Commercial Vehicle Licence Bylaw, 2006, No. 7832"	Section	Fine (\$)
Failure to Display Valid Plate	5(1)	50
Displaying Unauthorized Plate	15	50

"Construction Regulation Bylaw, 2003, No. 7390"	Section	Fine (\$)
No Permit	5.1	100
Occupying Without Approval	5.5	150
Failure to Comply with Order	5.7	100
Unprotected Open Excavation	5.10	100
Removal of Notice	5.11	50
Occupying Street without Permit	5.18	100

"Dog Tax and Regulation Bylaw, 2010, No. 8113"	Section	Fine (\$)
No Dog Licence	11(a)	50
Failure to affix licence tag	11(b)	50
Dog at large	11(c)	50
Vicious Dog at large	11(c)	100
Removal of licence tag	11(d)	50
Fail to ensure Dog does not bite	11(e)(a)	100
Fail to ensure Vicious Dog does not bite	11(e)(a)	200
Fail to ensure Dog does not injure	11(e)(b)	100
Fail to ensure Vicious Dog does not injure	11(e)(b)	200
Fail to ensure Dog does not aggressively harass or pursue	11(e)(c)	100
Fail to ensure Vicious Dog does not aggressively harass or pursue	11(e)(c)	200
Fail to ensure a Dog does not bite another animal	11(e)(d)	100
Fail to ensure a Vicious dog does not bite another animal	11(e)(d)	200
Unmuzzled Vicious Dog at large	11(f)(i)	200
Unleashed Vicious Dog at large	11(f)(i)	150
Unmuzzled Vicious Dog (private property)	11(f)(ii)(a)	150
Unleashed Vicious Dog (private property)	11(f)(ii)(a)	100

“Dog Tax and Regulation Bylaw, 2010, No. 8113”	Section	Fine (\$)
Unconfined Vicious Dog (private property)	11(f)(ii)(b)	100
More than three Dogs	11(h)	50
Dog in park contrary to Schedule A	11(i)	50
Leaving excrement	11(j)	50
Cruelty to animal	12	100
Failure to provide Pen	12(F)	150

“Fire Bylaw, 2021, No. 8852”	Section	Fine (\$)
Obstruct Member	3.6(a)	500
Enter incident area	3.6(b)	200
Drive over fire hose	3.6(c)	200
Impersonate Member	3.6(d)	500
Fail to secure vacant/damaged Building	3.8	500
Tamper with Fire Protection Equipment	3.15(a)	500
Reset Fire Alarm System without authorization	3.15(b)	200
Fail to comply with Order	4.4	200
Fail to have inspection by Certified Fire Protection Technician	4.6(a)	200
Fail to have Fire Protection Equipment tagged	4.6(b)	200
Falsify records	4.8	300
Fail to have Fire Watch	4.10	200
Fail to comply with Fire Watch requirements	4.11	500
Fail to submit update to Construction Fire Safety Plan	4.19(a)	200
Fail to submit Fire Safety Plan	4.21(a)	200
Fail to have occupancy contact information	4.23	200
Cause fire hazard	5.2	200
Unsafe disposal of hazardous substance	5.3(a)	500
Unauthorized disposal of Hazardous Materials	5.3(b)	500
Unsafe disposal of smoking equipment	5.3(c)	500
Fail to comply with container requirements	5.4	200
Combustible waste near Building	5.5	200
Fail to report potential explosion/Hazardous Materials spill	5.7	500
Start open air fire	5.8(a)	500
Burn land for clearing	5.8(b)	300
Unpermitted cooking fire	5.8(c)	200
Smoke from outdoor cooking fire	5.8(d)	200
Smoke from open air burning	5.9(a)	200
Fail to comply with propane appliance requirements	5.9(c)	200
Smoke from smoker	5.9(e)	200
Tamper with fire ban sign	5.11(a)	200
Violate fire ban Order	5.11(b)	300
Unauthorized high-risk construction/demolition	5.12	200
Fail to obtain approval of construction Fire Safety Plan mitigation checklist	5.13	200
Fail to comply with Construction Fire Safety Plan mitigation checklist	5.14	200
Fail to comply with Order	5.16	300
Enter forest contrary to Order	5.17	200
Fail to keep access routes clear	6.1(a)	200
Fail to post fire lane sign	6.1(b)	200

"Fire Bylaw, 2021, No. 8852"	Section	Fine (\$)
Fail to maintain access routes in compliance with Fire Code	6.1(d)	200
Fail to have address visible from street	6.1(e)	100
Fail to provide directional signage	6.1(f)	100
Fail to keep corridors free of obstructions	6.1(g)	200
Fail to have devices on exit doors per Building Code	6.1(h)	200
Fail to maintain Fire Department Lock Box	6.2	200
Storage contrary to Fire Code	6.4(a)	200
Permit Combustibles around Building	6.4(b)	200
Fail to contain storage in room	6.4(c)	200
Storage room fails to comply with Building Code	6.4(c)	200
Store combustible materials in Storage Garage or Underground Storage Garage	6.4(d)	200
Storage impeding firefighting access	6.4(e)	200
Have storage unit in Storage Garage	6.4(f)	200
Storage in common area of Storage Garage	6.4(g)	200
Storage in portable storage container in common area of Storage Garage	6.4(h)	200
Fail to maintain Fire Separation	6.5	200
Keep fire door open	6.6	200
Fail to have sign on Fire Separation door	6.7	200
Fail to comply with stair numbering requirements	6.8	200
Fail to comply with fire extinguisher requirements	6.8	200
Exit sign not in compliance with Building Code	6.10	200
Fail to maintain exit sign	6.11	200
Fail to maintain emergency power for exit sign	6.12	200
Exit sign not consistent with current Fire Code	6.13	200
Fail to keep records for exit sign	6.14	200
Emergency power system does not meet requirements	6.14	200
Fail to keep records for emergency power system	6.16	200
Storage in exit system area	6.17	200
Fail to inspect exit systems	6.18	200
Fail to keep records for exit system	6.19	200
Fail to comply with smoke control system requirements	6.20	500
Fail to keep records for smoke control system	6.21	200
Fail to obtain inspection of smoke control system	6.22	200
Fail to inspect or maintain fire alarm system	6.23	200
Fail to keep records for Fire Alarm System	6.24	200
Fail to obtain certificate for installation of monitored fire alarm system	6.25	200
Fail to notify of cancellation of monitored Fire Alarm System	6.26	200
Fail to keep records of monitored fire alarm system	6.27	200
Fail to install smoke alarm	6.28(a)	200
Fail to maintain smoke alarm	6.28(b)	200
Fail to keep records for smoke alarm	6.29	200
Fail to comply with standpipe requirements	6.30	200
Fail to keep records for standpipe	6.31	200
Fail to comply with standpipe siting requirements	6.33	200
Fail to comply with automatic sprinkler system requirements	6.34	500

“Fire Bylaw, 2021, No. 8852”	Section	Fine (\$)
Fail to comply with automatic sprinkler system connection requirements	6.35	200
Fail to post sign for automatic sprinkler system connection	6.36	200
Fail to keep records for automatic sprinkler system	6.37	200
Take water without authorization	6.40	200
Fail to maintain fire pump	6.44	200
Fail to keep records for fire pump	6.45	200
Fail to comply with private fire hydrant requirements	6.47	300
Fail to maintain Special Fire Suppression System	6.48	200
Fail to keep records for special fire suppression system	6.49	200
Fail to install fire suppression system for commercial cooking equipment	6.50	200
Fail to maintain fire suppression system for commercial cooking equipment	6.51	200
Fail to maintain exhaust system for commercial cooking equipment	6.52	200
Fail to keep records of commercial cooking equipment	6.53	200
Fail to install radio amplification system	6.54	200
Fail to maintain carbon monoxide monitoring system	6.55	200
Fail to keep records for carbon monoxide monitoring system	6.56	200
Fail to maintain access to storage areas	6.57	200
Enclosed Storage Garage used for other than parking vehicles	6.58	200
Have Private Storage Garage	6.59	200
Fail to install no storage sign in Enclosed Storage Garage	6.60	200
Access to Enclosed Storage Garage blocked	6.62	200
Solid door on Enclosed Storage Garage	6.63	200
Fail to have required info. on Shipping Container	6.64(a)	200
Fail to have required contact info. on Shipping Container	6.64(b)	200
Fail to identify shipping container in Fire Safety Plan	6.64(c)	200
Fail to install safety features in Shipping Container	6.65	200
Fail to install ventilation for Shipping Container	6.66	200
Fail to modify Shipping Container as required	6.67	200
Store compressed gas in shipping container	6.68	300
Fail to have Construction Fire Safety Plan	6.70	200
Decommission fire hydrant without authorization	6.72	200
Fail to notify of fire hydrant conditions	6.73	200
Fail to maintain access route	6.74	200
Fail to comply with Construction Fire Safety Plan	6.75(a)	200
Fail to comply with Exposure Report	6.75(b)	200
Fail to install water supply	6.75(c)	200
New fire hydrant fail to meet requirements	6.78	200
Handle flammable and combustible liquids contrary to Fire Code	6.79	200
Hazardous process contrary to Fire Code	6.80	300
Store Dangerous goods contrary to Fire Code	6.81	300
Fail to obtain Mobile Food Vendor inspection	6.82(a)	200
Mobile Food Vendor fail to comply with commercial cooking equipment requirements	6.82(b)	200
Mobile food vendor fail to safely situate cooking appliances	6.82(c)	200
Mobile food vendor with non-flame retardant tent	6.83	200

"Fire Bylaw, 2021, No. 8852"	Section	Fine (\$)
Mobile food vendor fail to have required fire extinguishers	6.84	200
Fail to comply with commercial cooking requirements for special event	6.85(a)	200
Fail to have required aisle width at Special Event	6.85(b)	200
Fail to have required line of travel at Special Event	6.85(c)	200
Access to exit blocked at Special Event	6.85(d)	200
Fail to obtain inspection for Special Event	6.85(e)	200
Fail to comply with requirements for motor vehicle display	6.86	200
Service station attendant not qualified	6.87(a)	200
Service station fire extinguishers do not meet requirements	6.87(b)	200
Service station fire extinguishers not mounted as required	6.87(c)	200
Fail to post service station emergency signage	6.87(d)	200
Fail to submit Integrated Testing Plan	6.88	200
Fail to conduct Integrated Test before occupancy	6.89	200
Fail to conduct Integrated Test after one year	6.90	200
Fail to conduct Integrated Test every 5 years	6.91	200
Fail to keep records for Integrated Test on site	6.92	200
Fail to provide Integrated Testing Plan	6.93	200
Fail to give functional demonstration of Integrated Test	6.94	200
Exceed occupant load	7.10	300
Fail to post occupant load	7.11	200
Fail to provide fire protection for Special Effects	7.16	200
Fail to comply with Order	9.1	300
Fail to extinguish fire	9.15	300
Obstruction	9.20	500

"Fireworks Regulation Bylaw, 2005, No. 7677"	Section	Fine (\$)
Selling, offering for sale, giving or otherwise distributing Fireworks without a business licence	3(b)	500
Selling firecrackers	4(c)	500
Public safety risk	7(a)	100
False or inaccurate information	7(b)	100
Breach of permit	7(c)	100
Dangerous use	7(d)	100
Discharge in public place	7(e)	100
Discharge within City <i>[Bylaw 8855, July 12, 2021]</i>	7(f)	500
No written permission to purchase, possess, dispose or discharge Fireworks	8(a)	500
Selling to persons without written permission	8(c)	500
Discharging firecrackers	9	500

"Life Safety Upgrade Bylaw, 2011, No. 8090"	Section	Fine (\$)
Maintain Fire Alarm Operations	304	500
Failure to apply for permit by January 1, 2014	404	500
Failure to finalize permit	404	500
Hindering member in execution of duty	505	500

"Noise Control Bylaw, 2021, No. 8885"	Section	Fine (\$)
Animal/Person Noise	4.1(a)	1000

“Noise Control Bylaw, 2021, No. 8885”	Section	Fine (\$)
Vehicle/Equipment Noise	4.1(b)	1000
Activity Noise	4.1(c)	1000
Vehicle Equipment Noise (Real Property)	4.2(a)	1000
Animal Noise (Real Property)	4.2(b)	1000
Amplified Sound	4.3(f)	1000
Construction Noise	4.4	1000
Commercial Premise Noise	4.7	1000

“Nuisance Abatement Bylaw, 1986, No. 5659”	Section	Fine (\$)
Accumulation of Rubbish	3(a)	100
Untidy or Unsightly Premises	3(c)	100
Nuisance Construction Lighting	3(e)	150
Failure to Comply with Order	9(a)(iv)	150

“Park Regulation Bylaw, 1996, No. 6611”	Section	Fine (\$)
Unlawful concession in a park	501	100
Unlawful presence in a park - hours	702	100
Damage to trees	901.1	50
Erection of structure	901.2	50
Damage to a thing or area	901.3	50
Removal/dumping of materials	901.4	200
Fires/lit materials	901.5	50
Interfere with drainage/watercourse	901.6	50
Interfering with persons	901.7	50
Interfering with use	901.8	50
Use without permit	901.9	50
Disorderly conduct/loitering	901.10	50
Animal or fowl at large	1001.1	50
Feeding/interfering with animal bird or fish	1001.2	50
Unlawfully riding on animal	1002.1	50
Dogs unlawfully in a park	1003.1	50
Unlawful use of roller-skates or conveyance	1101.1	100
Unlawful use of vehicle	1101.2	100
Disobeying traffic person	1101.3	100
Parking contrary to signs	1101.4	50
Skateboard or rollerblade - No helmet	1101.5	50
Parent or guardian allowing - No helmet	1101.6	50

“Pet Establishment Regulation Bylaw, 1998, No. 7040”	Section	Fine (\$)
Pet Establishment/Cage not maintained	5	100
Inadequate Cage	5	100
No segregation area	6	100
Name of veterinarian not posted	7(a)	100
Fail to have ill/injured animal treated properly by veterinarian	7(b)	100
Fail to segregate ill/injured animal	7(c)	100
Improper euthanasia/disposal of animal	7(d)	150
Fail to keep/maintain Pet Establishment Register	8	100
Inadequate record in Pet Establishment Register	8, 9	100
Fail to produce Pet Establishment Register	10	100

"Pet Establishment Regulation Bylaw, 1998, No. 7040"	Section	Fine (\$)
Fail to provide information to purchaser	11	100
Fail to post notice describing animals	12	100
Confine incompatible species together	13(a)	150
Separate or deliver animal prior to weaning	13(b)	100
Sold or offered for sale a dyed animal	13(c)	100
Sell, offer for sale or display a wild animal	13(d)	100
Sell ill/injured animal	13(e)(i)(ii)(iii)	150
Obstruct or impede Inspector	14	200

"Radio Amplification Bylaw, 2021, No. 8853"	Section	Fine (\$)
Fail to provide Adequate Radio Coverage	402	200
Fail to test Enhancement System	601	200
Fail to maintain Enhancement System	605	200
Fail to upgrade Enhancement System	606	200
Obstruction	901	500
Fail to comply with order	1101	500

"Real Property Regulation Bylaw, 2006, No. 7831"	Section	Fine (\$)
Placing thing(s) on Real Property	3(a)	150
Building Structure or Occupying Real Property	3(b)	150

"Rental Premises Standards of Maintenance and Prevention of Nuisances Bylaw, 2008, No. 7931"	Section	Fine (\$)
Foundation not maintained	15	100
Walls not maintained	16(1)(a) - (d)	100
Exterior equipment not maintained	16(2)	100
Exterior features not maintained	16(3)	100
Air conditioner not maintained	16(4)	100
Ventilating system not maintained	16(4)	100
Door/Window/Skylight/Hatchway not maintained	17(1)	100
Unprotected exterior wall opening	17(2)	100
Latch/Lock not maintained	17(3)	50
Roof not maintained	18(1)	100
Roof water not drained	18(2)	100
Stairs/Balcony/Porch/Landing not maintained/obstructed	19	100
Fire Escape not maintained/obstructed	19	200
Basement/cellar floor not maintained	20(2)	100
Floor not maintained/level	21(1)	100
Floor covering not maintained	21(2)	100
Bathroom floor covering not maintained	21(3)	100
Wall/Ceiling not maintained	22	100
Plumbing not maintained	23(1)	100
Hot/Cold water not maintained	23(2)	100
Gas appliance/system not maintained	24	100
Heating system not provided/maintained	25	100
Electrical system not maintained	26	100
Common area not lighted	27	100
Lighting/Ventilation not provided/maintained	28	100
Cooking/Refrigeration facilities not maintained	29	100

“Rental Premises Standards of Maintenance and Prevention of Nuisances Bylaw, 2008, No. 7931”	Section	Fine (\$)
Fire Protection systems not maintained	30	100
Elevator not maintained	31(a)	100
Elevator part not working	31(b)	100
Parking or storage garage not kept as required	32	150
Sleeping unit standards not maintained	33	100
Insufficient hand basins	35(a)	100
Insufficient bathrooms	35(b) - (c)	100
inadequate sanitary facility	36(a) - (d)	100
Inadequate kitchen	37	100
Inadequate food storage	38	100
Bedding not maintained	39(a)	100
Furniture not maintained	39 (b)	100
Unit identification not maintained	39(c)	50
Fail to maintain building free of vermin or pests	41(a)	200
Fail to keep garbage or refuse in proper receptacle	41(b)	100
Fail to keep garbage bags in enclosed garage or receptacle	41(c)	100
Fail to provide garbage storage facility or sufficient number of receptacles	41(d)	100
Fail to maintain receptacles rodent or pest proof or clean and tidy	41(e)	100
Fail to maintain garbage storage area, receptacle or container clean and odour free	41(g)	100

“Smoking Regulation Bylaw, 1998, No. 7026”	Section	Fine (\$)
Smoking where prohibited	2(a)-(f), 3(a)-(f)	230
Permitting smoking where prohibited	4(a)-(d)	120
Failure to post sign	5(a)-(e), 6(a)-(f)	120
Removing, altering, concealing, defacing or destroying sign	7	120
Interfere with entry of Bylaw Officer	8	120
Obstruct bylaw officer performing duties	9	120

“Solid Waste Management Service Bylaw, 1997, No. 6920”	Section	Fine (\$)
Garbage containers not protected from disturbance by animals	701.4	200
Garbage or recycling containers placed for emptying prior to designated collection day	703.1(b)	100

“Stream and Drainage System Protection Bylaw, 2003, No. 7541”	Section	Fine (\$)
Discharge of “prohibited substance”	4	500
Obstruct/Impede Drainage System	4	500
Improper Materials Storage	6.1	500
Fail to Submit ESC Plan	6.2	500
Fail to Install and Maintain ESC Measures	6.8	500
Fail to Follow Plans	7.3	500
Fail to Monitor	7.4	500
Fail to Submit Reports	7.4	500
Fail to Notify	8.1	500

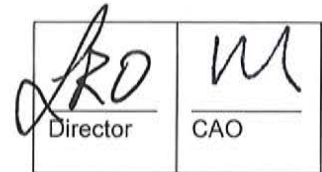
“Streamside Protection and Enhancement Development Permit Guidelines” of “Zoning Bylaw, 1995, No. 6700”	Section	Fine (\$)
Failure to obtain a Development Permit	8.1	100

“Water Utility Bylaw, 1994, No. 6417”	Section	Fine (\$)
Failure to follow water use restriction	604	50
Failure to allow admission to City employees	609	50

“Wharf Regulation Bylaw, 2005, No. 7665”	Section	Fine (\$)
Sell goods on Wharf	701(a)	300
Moor commercial boat	701(b)	300
Boat over Length	703	200
Unauthorized Moorage	802	300
Pay Moorage fees	804(a)	200
Over 3hr time limit	804(b)	200
Pay Moorage Agreement fees	804(c)	200
Moor Dangerous Goods at Wharf	901(a)	500
Dispose of hazardous materials	901(b)	500
Loading or unloading of passengers from Seaplane	902	200
Abandoned boat	903	500
Anchor Vessel or Watercraft in Waterlot	904	500
Repair boat on Wharf	905(a)	200
Toxic materials on Wharf	905(b)	500
Impede use of Wharf	905(c)	500
Live-aboard activity at Wharf	905(d)	300
Flush Vessel heads at Wharf	905(e)	500
Encroach on foreshore	905(f)	200
Obstruct other Vessels	905(g)	500
Improper Tying of Lines	905(h)	200
Structure on a Wharf	906	500
Obstruct a person on Wharf	907(a)	200
Dangerous behavior on Wharf	907(b)	200
Animal on Wharf without leash or cage	907(c)(i)	100
Crabbing or fishing on Wharf	907(d)	100
Feeding birds on or from Wharf	907(e)	100
Noise on Wharf	908	100
Diving or Jumping off Wharf	909	100
Sign on Wharf	910	100
Damage a Wharf	911(a)	500
Remove notices	911(b)	100
Garbage on Wharf	911(c)	100
Store material on Wharf	912	200
Vessel unattended in Loading Zone	913(a)	200
Fail to vacate in emergency	913(b)	500
Vessel in Loading Zone for more than 15 minutes	913(c)	200
Contravene an order	1001(a)	500
Fail to move when ordered	1001(b)	500
Obstruct a Manager	1001 (c)	500
Moored overnight	Schedule C 12	500
Permanently Secure Berth	Schedule C 13	500

"Wharf Regulation Bylaw, 2005, No. 7665"	Section	Fine (\$)
Rafting more than 2 Vessels or Watercraft	Schedule C 14	300
Charge fee or solicit donations	Schedule C 17	200

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The Corporation of **THE CITY OF NORTH VANCOUVER**
COMMUNITY & PARTNER ENGAGEMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: L. R. Orr, Acting Director, Community and Partner Engagement

Subject: FEASIBILITY OF AN ADOPT-A-STREET, PATH OR TRAIL PROGRAM

Date: November 10, 2021 File No: 15-7710-01-0001/2021

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Acting Director, Community and Partner Engagement, dated November 10, 2021, entitled "Feasibility of an Adopt-a-Street, Path and Trail Program":

THAT staff be directed to implement a pilot Adopt-a-Street, Path and Trail Program that would provide basic equipment and supplies to the public for litter collection;

AND THAT staff report back on the success of the pilot by the Fall of 2022 with recommendations for next steps.

PURPOSE

This report responds to the following resolution adopted by Council at their regularly scheduled meeting of February 8, 2021:

"WHEREAS the City of North Vancouver has adopted a Strategic Plan with five priorities outlining how these can be achieved;

WHEREAS one of those five priorities is "A Vibrant City where dynamic public spaces and places provide opportunities for connection and enable residents to engage with their community and celebrate their culture and history";

WHEREAS it is generally acknowledged that public health is enhanced by physical and social activities outdoors;

WHEREAS City streets, pathways and trails offer an opportunity for residents and businesses to connect and engage with their community and to contribute to a healthier and safer litter-free environment;

AND WHEREAS many other Lower Mainland communities have formal Volunteer Adopt-A-Street, Path or Trail Programs and have shown these programs to be supported by their community;

THEREFORE BE IT RESOLVED that staff be directed to consider the feasibility and costs of implementing a City of North Vancouver Volunteer Adopt-A-Street, Path or Trail Program for City residents and businesses and report back to Council."

BACKGROUND

Adopt-A-Street Programs have been popular for communities with primary goals to facilitate community development (fostering community pride and reducing social isolation) and to augment City street/public space cleaning efforts.

The City's experience with Adopt-a-Street Programs began with the Traffic Circle Steward Program initiated by Engineering Parks and Environment in 2004 in collaboration with the non-profit organization Evergreen. Under a formal agreement with the City, Evergreen was responsible for program administration and coordination, volunteer recruitment, training and recognition and community outreach/program promotion. The program coordinated community volunteers to maintain traffic circles and bulges. The annual contract was for \$4,600.00.

The program operated from 2004 – 2006. The formal arrangement with Evergreen was discontinued in 2006 due to the lack of community uptake and increasing challenges with coordination and consistent task completion. Increasingly, City staff were required to complete maintenance tasks.

Currently there are five community volunteers that maintain some traffic circles but due to the demand on staff time to coordinate more volunteers, there is no formal program in place and additional volunteer recruitment is not being conducted. The current volunteer commitment is informal.

The Parks and Environment Division also worked with Evergreen for many years to facilitate the longstanding and highly successful City Park Stewards Program. From 2003 until 2019, Evergreen coordinated the City's monthly events to foster community based environmental stewardship by providing opportunities for volunteers to remove invasive plant species and restore habitat in City parks. Evergreen's role ended in 2020 when their corporate focus shifted away from those types of community programs and since that time, the City Park Stewards have been coordinated by Parks & Environment staff utilising a dedicated annual budget of approximately \$30,000. The program continues to be a popular and important initiative for the City, but its success requires considerable ongoing effort to organise, promote and deliver the events for the community.

The City also currently partners with the non-profit organization, Great Canadian Shoreline Clean Up. This provides residents and businesses the opportunity to do litter picking and general clean up throughout parks and streets, not just shore-line clean-up. The Program is used by resident groups, strata's and businesses, many on a returning basis. There is no cost to the City for this partnership. Once a group registers with the Great Canadian Shoreline Cleanup, the City loans kits that contain litter pickers, garbage bags, safety vests and gloves. The registered group is covered by Great Canadian liability Insurance. The group then picks a City location that is listed on their website, or the City can arrange an alternate. Once they have a location, date and time, City staff arrange a spot where litter can be left for City crews to pick up, usually incorporated with regular park/street duties.

After the litter picking activity is complete the participating group goes back to the Great Canadian website and registers what has been picked up and how much. This gets added to a national tally and gets reported on an annual basis.

More information on this program can be found at on the following webpages.

City website

<https://www.cnv.org/Your-Government/Living-City/Get-Involved/Other-Local-Organizations>

Great Canadian site:

<https://shorelinecleanup.org/>

<https://shorelinecleanup.org/community>

In order to assist with this evaluation, staff reached out to Lower Mainland municipalities who currently administer Adopt-a-Street programs to gather information on their programs. Four Lower Mainland municipalities responded to staff inquiries including Anmore, Coquitlam, Port Moody and Richmond.

Information gathered through the e-mail survey included:

- The earliest program began in 2011.
- Program volunteers collect garbage from a variety of community infrastructure including: roads, lanes, dykes, trails and parks.
- Cities supply a range of equipment such as vests, gloves, litter pickers, bags and buckets.
- City costs ranged from \$5,000 – \$60,000 annually.
- All respondents commented on the need to have dedicated staff and/or a non-profit Society to administer the program given the time required to recruit and schedule volunteers.
- Success of the programs were varied. The more successful programs were the ones that dedicated more resources to program coordination. Some respondents commented on the challenge to recruit committed volunteers and to achieve acceptable task results (the latter required constant monitoring by staff). Most saw an uptick in volunteers during COVID.
- Respondents of programs run by staff commented on the considerable staff time required to oversee the program to be effective.

The success of these programs in achieving community development goals such as developing community pride and reducing social isolation was not determined.

DISCUSSION

Adopt-a-Street programs are viewed as a tool to facilitate community development by fostering community pride and reducing social isolation and to add a higher level of public space maintenance such as litter collection and or plant maintenance than City staff are able to provide. The success of such programs in achieving community development and maintenance goals depends on the level of commitment to actively manage the programs through promotion/marketing; volunteer recruitment and management; coordination; and scheduling of tasks. There is a cost to achieve this whether it is part of a staff position's role or contracted out to a third party. Discussions with staff have determined that the City does not currently have the capacity to take on a program of this nature without additional resources or reallocating existing staff responsibilities.

The author reached out to the couple who initially raised the potential of an Adopt-a-Street program with the Mayor and Councillor Bell to discuss their thoughts on such a program. This couple has devoted countless hours of their time collecting garbage on Lonsdale Ave. and Chesterfield Ave. south of Victoria Park since moving into the area recently. They suggested that a formal program that recruited and managed volunteers; and provided equipment would be the most effective but that allowed some flexibility on when the clean-up could occur for example, once per month per assigned area.

Adopt-a-Street programs can range from models where the City provides supplies like gloves, bags and litter pickers to interested citizens with pre-arranged garbage pick-up locations and times (liability issues will need to be considered) to a fully coordinated program with dedicated staff, volunteer recruitment, scheduling, etc.

Evidence from existing programs would suggest that even with a dedicated resource to manage such programs, the ability to achieve community development and maintenance goals varies. The question is whether the efforts and financial resources required to develop and deliver such a program are justifiable for the potential benefits.

If our goals are to facilitate community development while augmenting City litter collection efforts, an Adopt-a-Street program may not be the best way to proceed. Other considerations for such programs include potential union issues on the litter collection aspect; and safety of volunteers collecting litter near roadways and dealing with hazardous material such as discarded needles.

Given the current capacity limitations with staff, there are a couple of potential options for Council's consideration:

1. Direct staff to implement a pilot program whereby basic litter collection equipment and supplies are provided to the public who are interested in collecting litter.
2. Do nothing further with regard to a new Adopt-a-Street program at this time.

Recommendation

An Adopt-a-Street, path and trail program is certainly feasible with dedicated resources to support the program. The extent of the resources required depends on the model used. The more formal the program the more coordinating resources (staff time) required.

Given the current staff capacity limitations, it is recommended that a pilot program be implemented that provides basic equipment and supplies to people who are interested in collecting litter. Equipment and supplies would include a litter picker, hi visibility vest and garbage bags. Arrangements would need to be made for the City to collect the garbage bags and for promotion of the opportunity. This approach would allow staff to test the initiative with minimal resource commitments and if successful, staff can report back to Council with options to expand and formalize the program as more resources come available.

The City's Park Stewards Program continues to be a popular and successful initiative. If Council chooses Option #1 Engineering, Parks and Environment staff will also explore opportunities to enhance the partnership and promotion of opportunities for community involvement through the Great Canadian Shoreline Clean-up, such as expanding litter collection to roads and laneways adjacent to parks.

FINANCIAL IMPLICATIONS

Staff estimate between \$5,000 - \$10,000 in equipment cost plus some staff time to advertise and manage distribution of the equipment to implement the recommendation in this report. These costs can be covered by existing budgets.

INTER-DEPARTMENTAL IMPLICATIONS

Staff from Engineering Parks and Environment and Planning and Development have contributed to this report.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

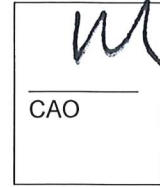
Adopt-a-Street programs have an element of community development (facilitating social contact and fostering community pride) which would contribute to the City's goal to be

the Healthiest Small City in the World and A City for People, A Liveable City and A Vibrant City priorities of Council's Strategic Plan.

RESPECTFULLY SUBMITTED:



L. R. Orr
Acting Director, Community and Partner
Engagement



The Corporation of **THE CITY OF NORTH VANCOUVER**
COMMUNITY & PARTNER ENGAGEMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Member of Council

From: L. R. Orr, Acting Director, Community and Partner Engagement

Subject: SPONSORSHIP POLICY DIRECTION

Date: November 10, 2021 File No: 01-0340-01-0001/2021

RECOMMENDATION

PURSUANT to the report of the Acting Director of Community and Partner Engagement, dated November 10, 2021 entitled "Sponsorship Policy Direction":

THAT the Sponsorship Policy Outline be endorsed;

AND THAT staff report back with a Sponsorship Policy for Council's consideration based upon the Sponsorship Policy Outline.

ATTACHMENTS

1. Current Civic Naming Committee Policy: Naming of Parks, Municipal Facilities, Streets and Honourary Roads, as amended October 21, 2013 (Doc [#888331](#))
2. Proposed Sponsorship Policy Outline (draft) (Doc [#1878165](#))

PURPOSE

This report seeks Council direction on preparing a new policy on sponsorship contributions to both the City and its municipal commissions and entities located within City owned buildings.

BACKGROUND

The City of North Vancouver and its agencies have accepted sponsorships in support of a variety activities and infrastructure such as: events (movie night), infrastructure (Parklets) and programming (Library and Placemaking). The City of North Vancouver does not currently have a sponsorship policy to guide the receipt of sponsorships and the appropriate recognition for sponsorships.

DISCUSSION

Sponsorship has emerged as a growing fundraising tool for all levels of government. A decision to allow or not allow sponsorship has significant financial implications for both the City and municipal entities operating within City owned buildings.

As the City's Shipyards becomes a more prominent regional destination for events and programming, funding those events will prove challenging. Virtually all signature events in the region operate with some type of sponsorship. Sponsorship can help reduce the tax burden of and augment City programming at, The Shipyards. Place-making efforts and other events could also be realized to a greater extent with limited sponsorship.

Municipal agencies such as MONOVA are also seeking funding to develop their programs and exhibits in order to realize their vision. Corporations are interested in sponsoring various aspects of the museum, including efforts to educate the public on First Nations history. The lack of policy had created some uncertainty over how the Museum should fundraise.

Other municipal agencies such as the Library has and could benefit from further sponsorship opportunities. In this situation, the Library Board must be involved/consulted and have approval over any naming or corporate sponsorship of a library facility or space within a library facility. Council's scope is limited when it comes to the operation of the Library as the Library Board is an independent policy-making body under the provincial *Library Act*. However Council should have ultimate approval (basically a veto) over the naming or corporate sponsorship of a city-owned facility or a space within a city-owned facility (including the Library).

A sponsorship policy will provide a transparent process and goals to guide Sponsorship and philanthropic contributions. Such a policy will also provide the necessary accountability for the City and its agencies and will help contribute to the development of positive partnerships in support of City initiatives. Not accepting sponsorship, or curtailing it to the point that is undesirable for corporations, would limit a valuable funding source for the City and those agencies in our buildings.

It is important to approach sponsorship in an informed and professional manner to achieve fair values, be transparent and avoid potential problems. A well-defined sponsorship policy is the foundation for such an approach.

Clear policy and procedures are essential to a successful sponsorship effort.

Some of the risks with sponsorship arise from not handling sponsorship properly. These risks include:

- Granting more benefit to the sponsor than the value received.
- Not limiting the length of the sponsorship to a reasonable time period, in order to allow for subsequent sponsorships.
- An inappropriate association with a company that has become disgraced can be problematic.

Naming Privileges

Since naming privileges are attractive sponsorship and philanthropic benefits, it is important for a sponsorship policy to include potential naming privilege. Naming policies vary widely across Canada with some municipalities being quite open to the sponsorship naming of public facilities and others not.

When considering a sponsorship policy, it is helpful to categorize the potential types of sponsorship naming opportunities that could be considered since concerns and attitudes may vary considerably between them.

Events and Programs: Generally, most municipalities seem open to the sponsored naming of events and programs. Virtually all popular signature events could benefit from sponsorship. Such events would likely not occur or not occur to the same level unless sponsorship was involved. Smaller events and programs also benefit from sponsorship.

Parks and Plazas: Some municipalities have received sponsorship for parks and allowed naming rights in return. As a lesser example of sponsorship, some play structures or features within parks have also been sponsored.

Rooms within Buildings: The naming of rooms within buildings is a relatively common practice.

Buildings: The naming of buildings and facilities is the most visible and often the most contentious form of naming. Typically, core municipal facilities are treated differently than third party functions/spaces. Core facilities such as City Hall, Operations Centre, Police Station and Fire Hall should present an impartial image and be free of sponsorship. However, functions that are more removed from the democratic process and do not provide core civic function are quite commonly named through a sponsorship or philanthropy.

Towards a Sponsorship Policy

It is beneficial for the City to establish a sponsorship policy. The absence of a policy creates uncertainty, inconsistency, potential problems and can lead to lost opportunities. Prior to preparing a formal policy for consideration, staff wish to obtain input and direction from Council on the key aspects of a policy. This will allow staff to prepare a policy that aligns with Council's intentions.

Attachment #2 presents a draft Sponsorship Policy Outline. It includes:

- Guiding principles
- Naming opportunities (with limitations)
- Approval process
- Approval authority

The proposed policy direction provides for sponsorship contributions, but on a limited basis. Guiding principles would guide all sponsorship initiatives. Municipal service providers operating within City owned buildings would be expected to comply with these policies. Staff would be authorized to approve smaller sponsorship agreements. If Council supports the outline as attached, the staff recommendation will give us that direction.

FINANCIAL IMPLICATIONS

A formal sponsorship policy will help facilitate an additional source of funding to support City initiatives whether programming or capital in nature.

INTER-DEPARTMENTAL IMPLICATIONS

This report has been reviewed by the Finance Department, Community and Partner Engagement Department and the Directors Team. Staff from the City Library, Museum & Archives and NVRCC have also been consulted.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The City has a Civic Naming Committee Policy for the Naming of Parks, Municipal Facilities, Streets and Honourary Roads that was adopted July 16, 2012 and amended October 21, 2013 (Attachment #1) which addresses commemorative naming only. A Sponsorship Policy would guide the receipt of sponsorship funding as well as appropriate recognition for the sponsorship.

Increased funding opportunities through sponsorship would help the City realize strategic goals and contribute to partnership development.

RESPECTFULLY SUBMITTED:



E. R. Orr
Acting Director, Community and Partner
Engagement

COUNCIL POLICY

01 Corporate Administration



Policy Name	Civic Naming Committee Policy	
Policy Number	C107	
Effective Date	July 16, 2012	Revised October 21, 2013
Approved By	Council	

POLICY

The purpose of this policy is to:

1. Establish civic policy to guide the City of North Vancouver's Streets and Parks Naming Committee for the naming of parks, municipal facilities, streets and honourary roads;
2. Establish the criteria to recognize and commemorate noteworthy persons whereby the names will be placed on a Names Reserve List;
3. Establish principles for the naming of parks, municipal facilities, roads, and honourary roads;

1. GENERAL PRINCIPLES:

1. All naming shall be posthumous. Naming after living individuals is inappropriate since there could be future circumstances or difficulties that a living individual encounters in their future that leads to an inappropriate connotation for that name.
2. Naming a park, municipal facility, road or honourary road after a person shall be commensurate with the contributions made by the person during their lifetime and having regard to the person's achievements or areas of interest.
3. Written consent should be obtained from the individual's surviving family (if applicable); and,
4. A written description of the individual's contribution to the City and/or community should be reviewed by City Council.

2. NAMES RESERVE LIST

1. All naming shall be posthumous.
2. For a person's name to be added to the reserve list, the person must meet, except in extenuating circumstances, at least one of the following criteria:
 - a) A person who demonstrates excellence, courage or exceptional dedication to service in ways that brought special credit to the City of North Vancouver;
 - b) A person who volunteered and gave extraordinary help or care to individuals, families or groups, or supported community services or humanitarian causes in the City of North Vancouver;

- c) A person who fostered equality and reduced discrimination;
- d) A person who risked his or her life to save or protect others; and
- e) A person who achieved a deed or activity performed in an outstanding professional manner that brought considerable benefit or great honour to the City of North Vancouver.

3. Names, other than a person, may reflect a historical event significant to the City of North Vancouver.
4. Names, other than a person, may recognize the flora and fauna of the local area or the geographical or topographical feature of the local area.
5. Notwithstanding the above, the name of a person or a name other than a person, not identified on the "Names Reserve List" may be assigned to a park, municipal facility, road or an honorary road when unique or extenuating circumstances warrant.

3. GENERAL PRINCIPLES WHEN A NAME IS ASSIGNED TO A PARK, MUNICIPAL FACILITY, HONOURARY ROAD, STREET OR RENAMED STREET

1. Naming a park, municipal facility, street or honorary road after a person shall be commensurate with the contributions of the person being honoured and having regard to the person's achievements or areas of interest and other comparable people who have or may in the future be commemorated.
2. No municipal parks, facilities, roads or honorary roads to be named after staff members or former Council members of the Corporation of the City of North Vancouver.
3. Honorary Roads
 - a) A road, either whole or in part, may be named in honour of a person or organisation (e.g. Veteran's Way) as an honorary road. This is supplemental to the actual road name which does not change in this instance.

DOCUMENT HISTORY

Date	Action	By
July 16, 2012	Approved	Council
October 21, 2013	Amended	Council

City of North Vancouver
Proposed Sponsorship Policy Outline
 (November 8, 2021)

The following is intended to guide staff in the preparation of Sponsorship Policy. The City also has a Civic Naming Policy which guides the naming of Civic assets for recognition and commemoration of noteworthy individuals.

Sponsorship Guiding Principles: In moving towards a policy on this matter, it is useful to first agree on certain guiding principles. Staff are seeking Council's endorsement of the following guiding principles (based upon the City of Vancouver policy) at this time. If endorsed, these principles would guide the consideration of all sponsorship proposals.

Sponsorships:

1. Must advance Council priorities and support City events, programs, services and assets;
2. Should reduce the impact to the taxpayer or enable activities not otherwise possible;
3. Must protect the reputation, integrity and aesthetic standards of the City and its assets;
4. Must align with the City brand, events, programs, services and assets;
5. Must be transparent and objective and not result in preferential treatment outside of the agreement;
6. Must not create a conflict of interest, nor ongoing obligations (financial or otherwise) beyond the terms of the agreement;
7. Rights and benefits granted to sponsors shall be proportionate to the size and scope of the sponsorship;
8. Shall not be entered into with organizations or individuals that could prove detrimental to the City's public image, must have a defined term and articulation of donor benefits; and
9. Must have a signed agreement between the sponsor and the City that specifies the terms of the sponsorship.

Sponsorship Opportunities: Staff are seeking clarity on the extent to which sponsorship naming privileges will be considered in conjunction with sponsorship. The following is proposed:

Eligible for Sponsorship:

- Events
- Programs
- Equipment
- Furnishings
- Facilities within parks
- Rooms and spaces within non-core civic-owned buildings, including:
 - City Library

- Museum
- NVRC facilities
- Women's Centre
- Childcare facilities
- Art galleries and facilities
- Other similar facilities/uses

Prohibited from Sponsorship:

- All civic-owned buildings and rooms within core civic-use buildings such as: City Hall, Operations Centre, Fire Hall, Gerry Brewer Building
- Parks
- Roads

Sponsorship Approval Process: Sponsorship opportunities would be processed through the Community and Partnership Engagement Department, under the leadership of the department Director.

Staff would be required to consult with the Finance Department regarding sponsorship values, procurement process, municipal accounting procedures, shared facility considerations and general financial implications. External agencies would be required to make their own policies consistent with the City's.

Approval Authority: Sponsorships would require the approval of either City Council, the CAO or Departmental Director as follows:

Council Approval:

- Sponsorships over \$100,000/year
- The pre-approval of a Sponsorship Package that identifies specific naming opportunities (prior to a sponsor being secured)

CAO Approval Authority

- Sponsorships that are consistent with the City's guiding principles and policy \$50,000 - \$100,000/year
- Implementation of a Council approved Sponsorship Package including subsequent naming privileges consistent with Council's policy.

Departmental Director Approval Authority

- Sponsorships that are consistent with the City's guiding principles and policies up to \$50,000 (Events, Programs, Equipment or Furnishings)