



AGENDA FOR THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, MAY 30, 2022 AT 6:00 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, May 30, 2022

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, May 16, 2022
3. Special Regular Council Meeting Minutes, May 24, 2022

PROCLAMATIONS

World Oceans Day – June 8, 2022

Philippine Declaration of Independence Day – June 12, 2022

PUBLIC INPUT PERIOD

CONSENT AGENDA

Item *4 is listed in the Consent Agenda for consideration.

REPORT

- *4. Municipal Finance Authority Loan Documentation

BYLAW – FIRST, SECOND AND THIRD READINGS

5. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8917”
(Krzysztof Szuk / Shenpai Ha, 639 East 4th Street, CD-751)

Application considered by Council on May 30, 2022; notice published on May 18 and May 25, 2022.

No Public Hearing held.

PUBLIC HEARING – 2008 Westview Drive

BYLAW – THIRD READING

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8926”
(Djamshied Shakirin / Seid Shakirin, 2008 Westview Drive, RS-2)

DELEGATION

Rowan Gentleman-Sylvester, North Shore Young Civic Forum – CityHive

CORRESPONDENCE

7. Rowan Gentleman-Sylvester, North Shore Young Civic Forum, February 4, 2022
– CityHive

REPORTS

8. Multicultural Community Festival Task Force Terms of Reference
9. Marine-Main Corridor – Eastbound Transit Lane Extension from Queensbury to Gladstone Avenue
10. Esplanade Complete Street – Temporary Funding Reallocation
11. Metro Vancouver Regional Growth Strategy (Metro 2050): Acceptance by Affected Local Governments
12. Rezoning Application: 1357 Jones Avenue (Mehrdad Rahbar / Vernacular Studio Inc.)

PUBLIC CLARIFICATION PERIOD

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

RECESS TO CLOSED SESSION

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, May 30, 2022

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, May 16, 2022
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PROCLAMATIONS

World Oceans Day – June 8, 2022

Philippine Declaration of Independence Day – June 12, 2022

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.

Speakers during the Public Input Period are permitted to join the meeting electronically via Webex or in person in the Council Chamber.

There are 2 ways to sign up to speak during the Public Input Period.

- 1) Speakers who choose to participate electronically must pre-register by 12:00 noon on the day of the Council meeting by completing the online form at cnv.org/PublicInputPeriod, or by phoning 604-990-4230 to provide contact information. Pre-registrants will receive instructions via email or phone on the afternoon of the Council meeting, including a request to connect to the meeting 15-30 minutes before the meeting start time.
- 2) Speakers who choose to participate in person must sign the speaker list located outside the Council Chamber between 5:30 and 5:55 pm on the day of the Council meeting.

If a speaker has written material to accompany their comments, the material must be sent to the Corporate Officer at clerks@cnv.org no later than 12:00 noon on the day of the Council Meeting.

The Public Input Period offers an opportunity to express comments only; Council is there to listen only and questions will not be responded to. 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 listed in section 12.25(2).

Speakers are not to address matters that refer to items from a concluded Public Hearing or Public Meeting. When a Public Hearing or Public Meeting is scheduled on the same evening’s agenda, speakers are asked to only provide input when that matter comes forward for discussion on the agenda in order for the comments to be considered as part of the particular Public Hearing or Public Meeting. Otherwise the input cannot be considered or form part of the official record.

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

Item *4 is listed in the Consent Agenda for consideration.

RECOMMENDATION:

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

START OF CONSENT AGENDA

REPORT

- *4. Municipal Finance Authority Loan Documentation – File: 05-1660-01-0001/2022

Report: Chief Financial Officer, May 18, 2022

RECOMMENDATION:

PURSUANT to the report of the Chief Financial Officer, dated May 18, 2022, entitled “Municipal Finance Authority Loan Documentation”:

THAT the Chief Financial Officer and Manager, Financial Planning and Analysis, be authorized to execute all loan documentation required to establish a Temporary Borrowing with the Municipal Finance Authority of British Columbia as contemplated in “Temporary Loan Authorization Bylaw, 2022, No. 8904”, a bylaw to authorize temporary borrowing for the purpose of the design and construction of a new Harry Jerome Community Recreation Centre.

END OF CONSENT AGENDA

BYLAW – FIRST, SECOND AND THIRD READINGS

5. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8917”
(Krzysztof Szuk / Shenpai Ha, 639 East 4th Street, CD-751)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8917”
(Krzysztof Szuk / Shenpai Ha, 639 East 4th Street, CD-751) be given first, second and third readings.

Application considered by Council on May 30, 2022; notice published on May 18 and May 25, 2022.

No Public Hearing held.

PUBLIC HEARING – 2008 Westview Drive – 6:00 pm

“Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8926” (Djamshied Shakirin / Seid Shakirin, 2008 Westview Drive, RS-2) would rezone the subject property from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone for a future subdivision of the property. The RS-2 Zone allows for a single-family dwelling and secondary suite.

Bylaw No. 8926 to be considered under Item 6.

AGENDA

Staff presentation
Applicant presentation (verbal)
Representations from the public
Questions of Council
Motion to conclude the Public Hearing

BYLAW – THIRD READING

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8926”
(Djamshied Shakirin / Seid Shakirin, 2008 Westview Drive, RS-2)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8926”
(Djamshied Shakirin / Seid Shakirin, 2008 Westview Drive, RS-2) be given third reading.

DELEGATION

Rowan Gentleman-Sylvester, North Shore Young Civic Forum

Re: CityHive

Item 7 refers.

CORRESPONDENCE

7. Rowan Gentleman-Sylvester, North Shore Young Civic Forum, February 4, 2022
– File: 01-0230-01-0001/2022

Re: CityHive

RECOMMENDATION:

THAT the correspondence from Rowan Gentleman-Sylvester, North Shore Young Civic Forum, dated February 4, 2022, regarding the “CityHive”, be received with thanks.

REPORTS

8. Multicultural Community Festival Task Force Terms of Reference
– File: 10-4870-01-0001/2022

Report: Deputy Director, Community and Partner Engagement, May 18, 2022

RECOMMENDATION:

PURSUANT to the report of the Deputy Director, Community and Partner Engagement, dated May 18, 2022, entitled “Multicultural Community Festival Task Force Terms of Reference”:

THAT the Multicultural Community Festival Task Force Terms of Reference be approved;

THAT Councillor _____ and Councillor _____ be appointed to the Task Force;

THAT \$15,000 from the Operating Budget for Council Grants be allocated to support the work of the Multicultural Community Festival Task Force;

THAT \$7,500 from the Equity and Diversity project COVID Recovery Funding be re-allocated to support the work of the Multicultural Community Festival Task Force;

AND THAT a copy of this resolution be sent to the member organizations identified in the Terms of Reference.

9. Marine-Main Corridor – Eastbound Transit Lane Extension from Queensbury to Gladstone Avenue – File: 11-5330-20-0064/1

Report: Transportation Engineer, May 18, 2022

RECOMMENDATION:

PURSUANT to the report of the Transportation Engineer, dated May 18, 2022, entitled “Marine-Main Corridor – Eastbound Transit Lane Extension from Queensbury to Gladstone Avenue”:

THAT staff be directed to proceed with the detailed design of the project, to reduce transit travel time and variability along East 3rd Street and Cotton Road between Queensbury Avenue and Gladstone Avenue;

THAT the Director, Engineering, Parks and Environment, be authorized to sign the TransLink Funding Agreement and any other necessary documentation for the project;

AND THAT staff be directed to return to Council to provide an update on the design, prior to commencement of construction.

REPORTS – Continued

10. Esplanade Complete Street – Temporary Funding Reallocation
– File: 16-8350-20-0034/1

Report: Project Manager, Public Realm Infrastructure, May 18, 2022

RECOMMENDATION:

PURSUANT to the report of the Project Manager, Public Realm Infrastructure, dated May 18, 2022, entitled “Esplanade Complete Street – Temporary Funding Reallocation”:

THAT \$454,000 be temporarily reallocated from the Priority Mobility Network Strategy Implementation Project (#53255) to the Esplanade Complete Streets Project (#53257) for the purpose of temporarily funding the Phase II works;

AND THAT the reallocated funding value be returned to the Priority Mobility Network Strategy Implementation Project (#53255) upon receipt of the off-site funding repayment or external funding, whichever is available first.

11. Metro Vancouver Regional Growth Strategy (Metro 2050): Acceptance by Affected Local Governments – File: 13-6500-20-0001/1

Report: Manager, Long Range and Community Planning, May 18, 2022

RECOMMENDATION:

PURSUANT to the report of the Manager, Long Range and Community Planning, dated May 18, 2022, entitled “Metro Vancouver Regional Growth Strategy (Metro 2050): Acceptance by Affected Local Governments”:

THAT the proposed Metro Vancouver Regional Growth Strategy (Metro 2050) (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) be endorsed, pursuant to Section 436 of the *Local Government Act*;

AND THAT staff be directed to forward a copy of this resolution to Metro Vancouver for information.

REPORTS – Continued

12. Rezoning Application: 1357 Jones Avenue (Mehrdad Rahbar / Vernacular Studio Inc.) – File: 08-3400-20-0056/1

Report: Planner 1, May 18, 2022

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated May 18, 2022, entitled “Rezoning Application: 1357 Jones Avenue (Mehrdad Rahbar / Vernacular Studio Inc.)”:

THAT the application submitted by Mehrdad Rahbar / Vernacular Studio Inc. to rezone the property located at 1357 Jones Avenue from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone be considered and no Public Hearing be held, in accordance with the *Local Government Act*;

THAT Development Variance Permit No. PLN2021-00005 (Mehrdad Rahbar / Vernacular Studio Inc., 1357 Jones Avenue) be considered for issuance under Section 498 of the *Local Government Act* and the Public Meeting be waived;

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

THAT the community benefits outlined in the report be secured at the applicant’s expense and to the satisfaction of staff;

AND THAT the Mayor and Corporate Officer be authorized to sign the necessary documentation to give effect to this motion.

PUBLIC CLARIFICATION PERIOD

The Public Clarification Period is limited to 10 minutes in total and is an opportunity for the public to ask a question regarding process or clarification on an item on the Regular Council Agenda. The Public Clarification Period concludes after 10 minutes and the Regular Council Meeting reconvenes.

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

RECESS TO CLOSED SESSION

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(g) [potential litigation] and 90(1)(i) [legal advice].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

PUBLIC HEARING / PUBLIC MEETING GUIDELINES

The purpose of **Public Hearings** is to provide members of the public an opportunity to make representations to Council regarding proposed changes to zoning bylaws, heritage designations or the Official Community Plan. Public Hearings are included as part of a Regular Council agenda and governed by the provisions of the *Local Government Act*.

The purpose of **Public Meetings** is to provide members of the public an opportunity to make representations to Council regarding various issues and/or proposed changes that do not require a Public Hearing, such as a Development Variance Permit or Temporary Use Permit. North Vancouver residents can participate in the civic process of a Public Meeting that may affect their community, property and interests.

All persons who believe their interest in property is affected by a proposed bylaw or permit are afforded a reasonable opportunity to be heard, voice concerns or present written submissions regarding matters contained within the bylaw/permit.

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

To provide written input: All written submissions must include your name and address. If this information is not provided, it cannot be included as part of the public record. Email submissions sent to the Corporate Officer at input@cnv.org are preferred, and hand-delivered or mailed submissions will also be accepted. **The deadline to submit written submissions is 12:00 noon on the day of the Public Hearing/Public Meeting.**

To speak at a Public Hearing or Public Meeting:

Via Webex/phone: Pre-register by completing the online form at cnv.org/PublicHearings, or by phoning 604-990-4230 to provide contact details, so call-in instructions can be forwarded to you. **All Webex/phone pre-registration must be submitted no later than 12:00 noon on the day of the Public Hearing/Public Meeting.**

In person at City Hall: On the day of the meeting, a sign-up sheet will be available at City Hall reception (14th Street entrance) between 9:00am and 4:00pm, and then outside the Council Chamber from 5:30pm. Enter City Hall through the doors at the southwest corner of the building (i.e. staff entrance off 13th Street) after 5:30pm.

Non-registered speakers: Speakers who have not pre-registered will also have an opportunity to provide input. Once all registered speakers have spoken, the Mayor will call for a recess to allow time for additional speakers to phone in or speak in person. Call-in details will be displayed on-screen during the livestream at cnv.org/LiveStreaming.

Continued...



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

PUBLIC HEARING / PUBLIC MEETING GUIDELINES – Continued

Comments from the public must specifically relate to the proposed bylaw/permit or subject of the Public Hearing/Public Meeting. 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. Everyone will be given a reasonable opportunity to be heard and no one should feel discouraged or prevented from making their views known.

Procedural rules for the conduct of a Public Hearing/Public Meeting are set at the call of the Chair. Council's main function is to listen to the views of the public regarding the change of land use in the proposed bylaw/permit. 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/Public Meeting concludes, no further information or submissions can be considered by Council.

Following adjournment of the Public Hearing/Public Meeting, the Regular meeting reconvenes and the bylaw/permit is discussed and debated by members of Council, followed by consideration of third reading of the bylaw or approval of the permit.



**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, MAY 16, 2022**

PRESENT

COUNCIL MEMBERS

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

**participated electronically*

ABSENT

Councillor T. Hu

STAFF MEMBERS

L. McCarthy, CAO
K. Graham, Corporate Officer
C. Baird, Deputy Corporate Officer
J. Peters, Assistant City Clerk
B. Pearce, Deputy CAO / Director, Strategic and Corporate Services
H. Granger, City Solicitor
D. Foldi, Senior Project Manager, Strategic Initiatives
L. Sawrenko, Chief Financial Officer
M. Epp, Director, Planning and Development
J. Draper, Deputy Director, Planning and Development
R. de St. Croix, Manager, Long Range and Community Planning
A. Devlin, Manager, Transportation Planning
D. Johnson, Development Planner
E. Chow, Planner
H. Dang, Planner
A. Garcha, Planning Assistant
K. Magnusson, Acting Director, Engineering, Parks and Environment
M. Hunter, Deputy Director, Engineering, Parks and Environment
R. Skene, Director, Community and Partner Engagement
L. Orr, Deputy Director, Community and Partner Engagement
S. Smith, Manager, Economic Development

The meeting was called to order at 6:00 pm.

APPROVAL OF AGENDA

Moved by Councillor Bell, seconded by Councillor Back

1. Regular Council Meeting Agenda, May 16, 2022

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Moved by Councillor McIlroy, seconded by Councillor Back

2. Regular Council Meeting Minutes, May 9, 2022

CARRIED UNANIMOUSLY

PROCLAMATION

International Day Against Homophobia, Transphobia and Biphobia – May 17, 2022

PUBLIC INPUT PERIOD

Nil.

CONSENT AGENDA

Moved by Councillor Girard, seconded by Councillor Bell

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

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

REPORT

- *3. CanExport Community Investments Contribution Agreement
– File: 13-6750-01-0001/2021

Report: Manager, Economic Development, May 9, 2022

Moved by Councillor Girard, seconded by Councillor Bell

PURSUANT to the report of the Manager, Economic Development, dated May 9, 2022, entitled “CanExport Community Investments Contribution Agreement”:

THAT the Mayor and Corporate Officer be authorized to sign the Contribution Agreement with Global Affairs Canada for the Community Investments Sub-Program;

AND THAT staff be requested to report back to Council on project implementation and outcomes at the conclusion of the Contribution Agreement.

(CARRIED UNANIMOUSLY)

END OF CONSENT AGENDA

PUBLIC HEARING – 115 East Keith Road

Moved by Councillor McIlroy, seconded by Councillor Bell

THAT the meeting recess to the Public Hearing regarding “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877” (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741) and “Housing Agreement Bylaw, 2022, No. 8923” (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741, Rental Housing Commitments)”.

CARRIED UNANIMOUSLY

The meeting recessed to the Public Hearing at 6:02 pm and reconvened at 7:20 pm.

BYLAWS – THIRD READING

4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877” (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741)

Moved by Councillor Girard, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8877” (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741) be given third reading.

CARRIED UNANIMOUSLY

5. “Housing Agreement Bylaw, 2022, No. 8923” (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741, Rental Housing Commitments)

Moved by Councillor Girard, seconded by Councillor Valente

THAT “Housing Agreement Bylaw, 2022, No. 8923” (Victoria Park (Denna Homes) GP Ltd. / Integra Architecture Inc., 115 East Keith Road, CD-741, Rental Housing Commitments) be given third reading.

CARRIED UNANIMOUSLY

REPORTS

6. 2022 Round One Community Grant Recommendations – File: 05-1850-20-0005/2022

Report: Chair, Social Planning Advisory Committee, and Manager, Long Range and Community Planning, May 4, 2022

Moved by Councillor Girard, seconded by Councillor Bell

PURSUANT to the report of the Chair, Social Planning Advisory Committee, and the Manager, Long Range and Community Planning, dated May 4, 2022, entitled “2022 Round One Community Grant Recommendations”:

THAT grants be allocated to the following organizations from the 2022 Community Grants budget:

ORGANIZATION	RECOMMENDED FUNDING
Athletics for Kids Financial Assistance (B.C.) Society (Program – Youth Sports Granting)	\$3,000
Avalon Recovery Society (Operating)	\$7,000
Avalon Recovery Society (Program – Operating Hours Expansion)	\$3,000

Continued...

REPORTS – Continued

6. 2022 Round One Community Grant Recommendations – File: 05-1850-20-0005/2022 – Continued

Backpack Buddies (Operating)	\$3,000
Backpack Buddies (Program – Backpack Buddies)	\$3,000
Big Brothers of Greater Vancouver (Program – Community Mentoring)	\$2,600
Big Sisters of BC Lower Mainland (Program – North Shore Mentoring)	\$2,600
Canadian Mental Health Assn. – North and West Vancouver Branch (Operating)	\$5,000
Canadian Mental Health Assn. – North and West Vancouver Branch (Program – Circle of Care Housing)	\$5,000
Crisis Intervention & Suicide Prevention Centre of BC (Operating)	\$1,000
Crisis Intervention & Suicide Prevention Centre of BC (Program – Peer Helper Training & Monitoring)	\$1,000
Highlands United Church (Program – Shelter to Home)	\$3,000
Hollyburn Family Services Society (Operating)	\$2,000
Hollyburn Family Services Society (Program – Aboriginal Court Outreach Worker)	\$2,000
Hollyburn Family Services Society (Program – Indigenous Specialized Victim Support Worker in the DVU)	\$1,000
Hollyburn Family Services Society (Program – Seniors at Housing Risk)	\$1,000
Hollyburn Family Services Society (Program – Supporting Seniors to Remain Housed)	\$1,000
Immigrant Link Centre Society (Program – From Pollution to Solution)	\$5,500
Lionsview Seniors' Planning Society (Operating)	\$2,700
Lionsview Seniors' Planning Society (Program – North Vancouver Seniors Action Table)	\$350
Lionsview Seniors' Planning Society (Program - Services to Seniors Coalition/Planning Table)	\$450
Living Systems: Family Systems Counselling, Education, Training & Research Society (Program – Parent and Marriage Counselling)	\$1,500
Lookout Housing and Health Society (Operating)	\$4,000

Continued...

REPORTS – Continued

6. 2022 Round One Community Grant Recommendations – File: 05-1850-20-0005/2022 – Continued

Lumara Grief and Bereavement Care Society (formerly Camp Kerry Society) (Program – Bereavement Workshops & Retreats)	\$650
Lumara Grief and Bereavement Care Society (formerly Camp Kerry Society) (Program – Family Grief Support)	\$650
North Shore ConneXions Society (Program – Education and Community Awareness)	\$1,000
North Shore ConneXions Society (Program – Friendship Circles)	\$1,500
North Shore Disability Resource Centre (Program – Information and Advocacy)	\$2,500
North Shore Disability Resource Centre (Program – Mobile Multi-Sensory Room)	\$300
North Shore Disability Resource Centre (Program – Summer Bursary Program 2022)	\$2,000
North Shore Keep Well Society (Operating)	\$1,500
North Shore Multicultural Society (dba as Impact North Shore) (Operating)	\$4,000
North Shore Multicultural Society (dba as Impact North Shore) (Program – Anti-Racism Programming)	\$1,000
North Shore Multicultural Society (dba as Impact North Shore) (Program – Community Bridging)	\$2,000
North Shore Safety Council (Operating)	\$500
North Shore Safety Council (Program – Be Bright, Be Seen)	\$750
North Shore Stroke Recovery Centre (Operating)	\$5,000
North Shore Stroke Recovery Centre (Program – Family Caregiver)	\$1,000
North Shore Stroke Recovery Centre (Program – Speech Language Pathology Program)	\$2,500
North Shore Table Tennis Club Society (Program – Happy Hands Table Tennis)	\$750
North Shore Table Tennis Club Society (Program - Seniors' Therapeutic Body and Mind Table Tennis)	\$750
North Shore Table Tennis Club Society (Program - Youth Leadership Table Tennis Program)	\$750

Continued...

REPORTS – Continued

6. 2022 Round One Community Grant Recommendations – File: 05-1850-20-0005/2022 – Continued

North Shore Women's Centre (Program – North Shore Coordinating Committee to End Violence Against Women in Relationships)	\$3,000
North Shore Women's Centre (Program – Separation Support Group)	\$1,000
Pacific Post Partum Support Society (Operating)	\$1,300
Pacific Post Partum Support Society (Program - Postpartum Depression/Anxiety Support Group)	\$1,500
Parkgate Community Services (Program – Youth Outreach)	\$2,500
Pathways Serious Mental Illness Society (Program - Family-to-Family Education)	\$1,500
Quest Outreach Society (Program – Food Recovery and Redistribution Program)	\$3,000
Sharing Abundance Association (Program – Sharing Abundance Community and Senior Meal Programs)	\$4,000
Special Olympics British Columbia Society – North Shore (Operating)	\$2,000
Special Olympics British Columbia Society – North Shore (Program – SOBC – North Shore Sports Programs)	\$2,000
Spinal Cord Injury BC (Program – Peer Support Program)	\$1,500
St. Andrews United Church (Program – St. Andrews Community Meal Program)	\$2,500
St. John the Evangelist Anglican Church (Program – Queen Mary Family Learning Program)	\$5,000
Vancouver Adaptive Snow Sports (Operating)	\$1,500
Vancouver Adaptive Snow Sports (Program – Adaptive Learn to Ski)	\$1,500
Volunteer Cancer Drivers Society (Operating)	\$1,500
WAVAW Rape Crisis Centre (Operating)	\$3,000
TOTAL RECOMMENDED FUNDING	\$128,100
Total Recommended Operating Funding*	\$45,000
Total Recommended Program Funding	\$83,100

*All organizations recommended to receive operating funding are highlighted in grey

Continued...

REPORTS – Continued

6. 2022 Round One Community Grant Recommendations – File: 05-1850-20-0005/2022 – Continued

AND THAT the following organizations be notified that their application for a 2022 Community Grant will not be funded:

Athletics for Kids Financial Assistance (B.C.) Society (Operating)
Avalon Recovery Society (Program – Peer Support)
Avalon Recovery Society (Program – Professional Development)
BC Pets & Friends (Operating)
Better Environmentally Sound Transportation (BEST) (Program – Walk30 North Vancouver)
Big Brothers of Greater Vancouver (Operating)
(The) Cinderella Project Society (Program – Cinderella Project Boutique Day)
Dundarave Festival of Lights Society (Operating)
Ecowaves Community Volunteer Club (Operating)
Lionsview Seniors' Planning Society (Program - North Shore News Column: Older and Wiser Column)
North Shore Division of Family Practice (Program – North Shore Post COVID-19 Recovery Clinic)
North Shore Lifeboat Society (Operating)
North Shore Polish Association Belweder (Operating)
North Shore Table Tennis Club Society (Program – Women & Girls Table Tennis Program)
Upper Lonsdale Preschool (Program – Education and Play Centre)
Upper Lonsdale Preschool (Program – Library and Literacy)
Upper Lonsdale Preschool (Program – Music Program)

CARRIED UNANIMOUSLY

7. Temporary Loan Authorization Bylaw, 2022, No. 8904 – File: 05-1760-01-0001/2022
Report: Chief Financial Officer, May 4, 2022

Moved by Councillor Bell, seconded by Councillor Girard

PURSUANT to the report of the Chief Financial Officer, dated May 4, 2022, entitled “Temporary Loan Authorization Bylaw, 2022, No. 8904”:

THAT “Temporary Loan Authorization Bylaw, 2022, No. 8904” be considered.

CARRIED UNANIMOUSLY

BYLAW – FIRST, SECOND AND THIRD READINGS

8. “Temporary Loan Authorization Bylaw, 2022, No. 8904”

Moved by Councillor Bell, seconded by Councillor Girard

THAT “Temporary Loan Authorization Bylaw, 2022, No. 8904” be given first and second readings.

CARRIED UNANIMOUSLY

Moved by Councillor Bell, seconded by Councillor Girard

THAT “Temporary Loan Authorization Bylaw, 2022, No. 8904” be given third reading.

CARRIED UNANIMOUSLY

REPORTS

9. Harmonization of City Guidelines for Tree Protection – File: 11-5280-20-0009/1

Report: Planning Assistant, May 4, 2022

Moved by Councillor McIlroy, seconded by Councillor Bell

PURSUANT to the report of the Planning Assistant, dated May 4, 2022, entitled “Harmonization of City Guidelines for Tree Protection”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8928” (Update to Development Permit Guidelines to harmonize language with “Tree Bylaw, 2022, No. 8888”) be considered and no Public Hearing be held, in accordance with the *Local Government Act*,

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

AND THAT the updated language be adopted for the Sustainable Development Guidelines for Rezoning and Development Permit Applications.

CARRIED UNANIMOUSLY

10. Rezoning Application: 407 West 16th Street (Bill Curtis / Kuntjoro Architect Inc.)
– File: 08-3400-20-0044/1

Report: Planner 1, May 4, 2022

Moved by Councillor McIlroy, seconded by Councillor Back

PURSUANT to the report of the Planner 1, dated May 4, 2022, entitled “Rezoning Application: 407 West 16th Street (Bill Curtis / Kuntjoro Architect Inc.)”:

Continued...

REPORTS – Continued

10. Rezoning Application: 407 West 16th Street (Bill Curtis / Kuntjoro Architect Inc.)
– File: 08-3400-20-0044/1 – Continued

THAT the application submitted by Bill Curtis / Kuntjoro Architect Inc., to rezone the property located at 407 West 16th Street from a One-Unit Residential 1 (RS-1) Zone to a Comprehensive Development (CD-754) Zone, be considered and no Public Hearing be held, in accordance with the *Local Government Act*;

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

THAT the community benefits outlined in the report be secured at the applicant's expense and to the satisfaction of staff;

AND THAT the Mayor and Corporate Officer be authorized to sign the necessary documentation to give effect to this motion.

CARRIED UNANIMOUSLY

11. Development Variance Permit Application for 231 East 15th Street and Zoning Text Amendment for 319-333 East 14th Street, 318-332 East 13th Street, 313 East 14th Street, 1304-1324 St. Andrews Avenue (Vancouver Coastal Health / PCL Constructors Westcoast Inc.) – File: 08-3400-20-0061/1

Report: Development Planner, May 4, 2022

Moved by Councillor Girard, seconded by Councillor Valente

PURSUANT to the report of the Development Planner, dated May 4, 2022, entitled “Development Variance Permit Application for 231 East 15th Street and Zoning Text Amendment for 319-333 East 14th Street, 318-332 East 13th Street, 313 East 14th Street, 1304-1324 St. Andrews Avenue (Vancouver Coastal Health / PCL Constructors Westcoast Inc.)”:

THAT Development Variance Permit No. PLN2021-00016 be considered for issuance under Section 498 of the *Local Government Act* and a Public Meeting be held;

THAT “Zoning Bylaw, 1995, No. 6700, Text Amendment Bylaw, 2022, No. 8930” (Vancouver Coastal Health / PCL Constructors Westcoast Inc., 319-333 East 14th Street, 318-332 East 13th Street, 313 East 14th Street, 1304-1324 St. Andrews Avenue, Amendment to CD-551) be considered and referred to a Public Hearing;

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

THAT the Mayor and Corporate Officer be authorized to execute the relevant covenants for off-site parking, secure bicycle parking and short-term bicycle parking for the property located at 231 East 15th Street, at the applicant's expense;

AND THAT the Mayor and Corporate Officer be authorized to sign any other necessary documentation to give effect to this motion.

CARRIED UNANIMOUSLY

BYLAW – FIRST AND SECOND READINGS

12. “Zoning Bylaw, 1995, No. 6700, Text Amendment Bylaw, 2022, No. 8930”
(Vancouver Coastal Health / PCL Constructors Westcoast Inc., 319-333 East 14th Street, 318-332 East 13th Street, 313 East 14th Street, 1304-1324 St. Andrews Avenue, Amendment to CD-551)

Moved by Councillor Girard, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Text Amendment Bylaw, 2022, No. 8930”
(Vancouver Coastal Health / PCL Constructors Westcoast Inc., 319-333 East 14th Street, 318-332 East 13th Street, 313 East 14th Street, 1304-1324 St. Andrews Avenue, Amendment to CD-551) be given first and second readings.

CARRIED UNANIMOUSLY

REPORTS

13. Mobile Food Services – File: 15-8100-20-0001/2022

Report: Manager, Economic Development, May 4, 2022

Moved by Councillor McIlroy, seconded by Councillor Girard

PURSUANT to the report of the Manager, Economic Development, dated May 4, 2022, entitled “Mobile Food Services”:

THAT the Mobile Food Services Policy: Pilot Program be adopted to allow for the implementation of a Pilot Program to expand mobile food service opportunities in the City for 2022;

THAT the enforcement of provisions in the City’s “Zoning Bylaw, 1995, No. 6700”, “Street and Traffic Bylaw, 1991, No. 6234”, “Real Property Regulation Bylaw, 2006, No. 7831” and “Parks Regulation Bylaw, 1996, No. 6611”, which would prohibit mobile food services on City property, City streets or private property be temporarily suspended to the extent necessary to permit a temporary Pilot Program to expand mobile food services until October 30, 2022 or until Council adopts a resolution to cancel such suspension of enforcement;

THAT staff be directed to develop and implement an application and permitting process for the Pilot Program that ensures the protection and appropriate use of public lands, including plazas, streets and parks;

AND THAT staff be directed to report back to Council at the end of the Pilot Program with proposed amendments to relevant bylaws and policies to establish a permanent policy framework for mobile food services in the City, following a more formal review of the commercial and community impacts including public and business input.

CARRIED UNANIMOUSLY

REPORTS – Continued

14. Mahon Park Childcare and Washrooms – Change Room Addition
– File: 02-0800-30-0027/1

Report: Deputy Director, Engineering, Parks and Environment, and Senior Project Manager, Strategic Initiatives, May 4, 2022

Moved by Councillor Girard, seconded by Councillor Bell

PURSUANT to the report of the Deputy Director, Engineering, Parks and Environment, and the Senior Project Manager, Strategic Initiatives, dated May 4, 2022, entitled “Mahon Park Childcare and Washrooms – Change Room Addition”:

THAT the project scope be increased to include the provision of team change rooms with showers for community use;

THAT the transfer of \$95,000 from Project 50177 – Lower Lonsdale Off-Leash Areas, \$75,000 from Project 50169 – Grass Sports Field Renovations, \$57,920 from Project 50138 – Chafer Beetle Restoration, \$100,000 from Project 50199 – Waterfront Park Master Plan, and \$134,400 from Project 47180 – Parks Litter, be approved;

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;

AND THAT the offer from the community sports groups to contribute \$125,000 to the project be accepted with thanks.

CARRIED UNANIMOUSLY

PUBLIC CLARIFICATION PERIOD

Nil.

COUNCIL INQUIRIES / REPORTS

15. Rodenticides – File: 01-0220-01-0001/2021

Inquiry by Councillor Valente

Councillor Valente requested an update from staff on Council's rodenticide motion, as well as information on the potential use of Contrapest. The CAO advised that staff will report back on the matter.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Nil.

RECESS TO CLOSED SESSION

Moved by Councillor Back, seconded by Councillor McIlroy

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(c) [labour relations], 90(1)(e) [land matter] and 90(1)(k) [proposed service].

CARRIED UNANIMOUSLY

The meeting recessed to the Committee of the Whole, Closed Session, at 8:16 pm and reconvened at 9:14 pm.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

16. Proposed Service – File: 13-6410-01-0001/2022

Report: Deputy Director, Planning and Development, May 4, 2022

Moved by Councillor Valente, seconded by Councillor McIlroy

PURSUANT to the report of the Deputy Director, Planning and Development, dated May 4, 2022, regarding a proposed service:

THAT the action taken by the Committee of the Whole (Closed session) be ratified;

AND THAT the wording of the recommendation and the report of the Deputy Director, Planning and Development, dated May 4, 2022, remain in the Closed session.

CARRIED UNANIMOUSLY

17. Release of Closed Resolution – 818-858 West 15th Street Rezoning Application – File: 08-3400-20-0046/1

Report: Planner 2, May 5, 2022

Moved by Councillor Valente, seconded by Councillor McIlroy

PURSUANT to the report of the Planner 2, dated May 5, 2022, entitled “Release of Closed Resolution – 818-858 West 15th Street Rezoning Application”:

THAT the following resolution approved by Council at the Closed meeting of September 21, 2021 be released:

“PURSUANT to the report of the Planner 2, dated September 8, 2021, entitled “Preliminary Report – Early Consideration of Child Care as In-Kind Amenity – 818-858 West 15th Street Rezoning Application (Polygon Development 237 Ltd. / SHIFT Architecture)”:

THAT the Preliminary Report – Early Consideration of Child Care as In-Kind Amenity – 818-858 West 15th Street Rezoning Application (Polygon Development 237 Ltd. / SHIFT Architecture) be referred back to staff with instructions to accept the cash value of the community amenity contribution”;

Continued...

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

17. Release of Closed Resolution – 818-858 West 15th Street Rezoning Application
– File: 08-3400-20-0046/1 – Continued

AND THAT the report of the Planner 2, dated May 5, 2022, entitled “Release of Closed Resolution – 818-858 West 15th Street Rezoning Application”, remain in the Closed session.

CARRIED UNANIMOUSLY

18. North Shore Neighbourhood House – Amendment and Extension of Lease
– 225 East 2nd Street – File: 02-0890-20-0021/1

Report: Manager, Real Estate, May 2, 2022

Moved by Councillor Valente, seconded by Councillor McIlroy

PURSUANT to the report of the Manager, Real Estate, dated May 2, 2022, entitled “North Shore Neighbourhood House – Amendment and Extension of Lease – 225 East 2nd Street”:

THAT staff be authorized to negotiate an amendment to the existing Community Facility Tenancy Agreement with the North Shore Neighbourhood House for City property located at 225 East 2nd Street, to extend the lease term for 10 years at the existing rent, amend the lease area and make other minor changes to the satisfaction of the Manager, Real Estate and the City Solicitor;

THAT notices of disposition and financial assistance to the North Shore Neighbourhood House be published in accordance with the *Community Charter*;

THAT the Mayor and Corporate Officer be authorized to execute the necessary documentation to give effect to this motion;

AND THAT the report of the Manager, Real Estate, dated May 2, 2022, entitled “North Shore Neighbourhood House – Amendment and Extension of Lease – 225 East 2nd Street”, remain in the Closed session.

CARRIED UNANIMOUSLY

19. Land Matter – File: 02-0800-01-0001/2022

Report: Director, Community and Partner Engagement, and Section Manager,
Real Estate, May 9, 2022

Moved by Councillor Valente, seconded by Councillor McIlroy

PURSUANT to the report of the Director, Community and Partner Engagement, and Section Manager, Real Estate, dated May 9, 2022, regarding a land matter:

THAT the action taken by the Committee of the Whole (Closed session) be ratified;

Continued...

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

19. Land Matter – File: 02-0800-01-0001/2022 – Continued

AND THAT the wording of the recommendation and the report of the Director, Community and Partner Engagement, and Section Manager, Real Estate, dated May 9, 2022, remain in the Closed session.

CARRIED UNANIMOUSLY

20. Mountain Estates – 1910-1950 Cedar Village Crescent and 1960 Rufus Drive – Ground Lease Direction – File: 02-0890-20-0044/1

Report: Manager, Real Estate, April 21, 2022

Moved by Councillor Valente, seconded by Councillor McIlroy

PURSUANT to the report of the Manager, Real Estate, dated April 21, 2022, entitled “Mountain Estates – 1910-1950 Cedar Village Crescent and 1960 Rufus Drive – Ground Lease Direction”:

THAT staff be directed to proceed with Option 2, extend leases for 10 years to 2068, and negotiate with the strata of Mountain Estates – 1910-1950 Cedar Village Crescent and 1960 Rufus Drive – in an effort to allow one further 10-year lease extension on the terms and conditions acceptable to both parties, on the condition that there will be no further renewals. If successful, staff will report back to Council prior to finalizing the terms of the lease modification and extension;

AND THAT the report of the Manager, Real Estate, dated April 21, 2022, entitled “Mountain Estates – 1910-1950 Cedar Village Crescent and 1960 Rufus Drive – Ground Lease Direction”, remain in the Closed session.

CARRIED UNANIMOUSLY

21. Labour Relations Matter – File: 01-0560-20-0001/2022

Report: Manager, Human Resources, May 4, 2022

Moved by Councillor Valente, seconded by Councillor McIlroy

PURSUANT to the report of the Manager, Human Resources, dated May 4, 2022, regarding a labour relations matter:

THAT the action taken by the Committee of the Whole (Closed session) be ratified;

AND THAT the wording of the recommendation and the report of the Manager, Human Resources, dated May 4, 2022, remain in the Closed session.

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor Back, seconded by Councillor Valente

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 9:15 pm.

"Certified Correct by the Corporate Officer"

CORPORATE OFFICER

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MINUTES OF THE SPECIAL REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON **TUESDAY, MAY 24, 2022**

PRESENT

COUNCIL MEMBERS

Mayor L. Buchanan
Councillor H. Back*
Councillor A. Girard*
Councillor J. McIlroy

**participated electronically*

ABSENT

Councillor D. Bell
Councillor T. Hu
Councillor T. Valente

STAFF MEMBERS

K. Graham, Corporate Officer
C. Baird, Deputy Corporate Officer
J. Peters, Assistant City Clerk
H. Granger, City Solicitor
D. Van Heerden, Acting Chief Financial Officer
M. Epp, Director, Planning and Development
M. Menzel, Planner
M. Hunter, Deputy Director, Engineering, Parks and Environment

The meeting was called to order at 4:13 pm.

APPROVAL OF AGENDA

Moved by Councillor Girard, seconded by Councillor McIlroy

1. Special Regular Council Meeting Agenda, May 24, 2022

CARRIED UNANIMOUSLY

CONSENT AGENDA

Moved by Councillor Girard, seconded by Councillor McIlroy

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

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

BYLAW – ADOPTION

- *2. "Temporary Loan Authorization Bylaw, 2022, No. 8904"

Moved by Councillor Girard, seconded by Councillor McIlroy

THAT "Temporary Loan Authorization Bylaw, 2022, No. 8904" be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

END OF CONSENT AGENDA

PUBLIC HEARING – 119-125 East 2nd Street

Moved by Councillor Back, seconded by Councillor Girard

THAT the meeting recess to the Public Hearing regarding “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8922” (East Second Lonsdale Project Ltd. / RH Architects, 119-125 East 2nd Street, CD-753).

CARRIED UNANIMOUSLY

The meeting recessed to the Public Hearing at 4:14 pm and reconvened at 5:13 pm.

BYLAW – THIRD READING

3. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8922” (East Second Lonsdale Project Ltd. / RH Architects, 119-125 East 2nd Street, CD-753)

Moved by Councillor Girard, seconded by Councillor Back

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8922” (East Second Lonsdale Project Ltd. / RH Architects, 119-125 East 2nd Street, CD-753) be given third reading.

CARRIED UNANIMOUSLY

PUBLIC HEARING – 818-858 West 15th Street

Moved by Councillor Back, seconded by Councillor Girard

THAT the meeting recess to the Public Hearing regarding “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8896” (Polygon Development 237 Ltd. / Shift Architecture, 818-858 West 15th Street, CD-745).

CARRIED UNANIMOUSLY

The meeting recessed to the Public Hearing at 5:20 pm and reconvened at 6:41 pm.

BYLAW – THIRD READING

4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8896” (Polygon Development 237 Ltd. / Shift Architecture, 818-858 West 15th Street, CD-745)

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8896” (Polygon Development 237 Ltd. / Shift Architecture, 818-858 West 15th Street, CD-745) be given third reading.

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 6:56 pm.

“Certified Correct by the Corporate Officer”

CORPORATE OFFICER

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Office of the Mayor
CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

WORLD OCEANS DAY

Whereas

June 8, 2022 is the 30th annual World Oceans Day, the United Nations day for celebrating the role of the ocean in everyday life and inspiring action to protect it, highlighted by this year's theme 'Revitalization: Collective Action for the Ocean';

Whereas

the ocean produces over half of the world's oxygen and absorbs 50 times more carbon dioxide than our atmosphere, and protecting the ocean is in the interest of all life on Earth, for communities both coastal and inland, as it is essential to our shared future; and

Whereas

it is important for municipal leaders to demonstrate support for actions to safeguard the ocean, as we have done for actions on climate change and other environmental matters of local and national importance;

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **June 8, 2022** as **World Oceans Day** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, May 30, 2022

Linda C. Buchanan

Mayor Linda Buchanan



Office of the Mayor
CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

PHILIPPINE DECLARATION OF INDEPENDENCE DAY

Whereas

the City of North Vancouver is a culturally diverse place where all people are welcomed, included, and celebrated;

Whereas

June is Filipino Heritage Month in Canada — a month dedicated to highlighting the many contributions Filipino-Canadians have made and continue to make to the social, economic and cultural fabric of communities across the country including the City of North Vancouver;

Whereas

each year, Filipino-Canadians celebrate the historic Declaration of Philippine Independence of June 12, 1898; and

Whereas

the City of North Vancouver raises the Filipino flag in Civic Plaza every year in recognition of Philippine Independence Day;

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **June 12, 2022** as **Philippine Declaration of Independence Day** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, May 30, 2022

Linda C. Buchanan

Mayor Linda Buchanan



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
FINANCE DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Larry Sawrenko, Chief Financial Officer

Subject: MUNICIPAL FINANCE AUTHORITY LOAN DOCUMENTATION

Date: May 18, 2022 File No: 05-1660-01-0001/2022

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

RECOMMENDATION

PURSUANT to the report of the Chief Financial Officer, dated May 18, 2022, entitled "Municipal Finance Authority Loan Documentation":

THAT the Chief Financial Officer and Manager, Financial Planning & Analysis be authorized to execute all loan documentation required to establish a Temporary Borrowing with the Municipal Finance Authority of B.C. as contemplated in Bylaw 8904, a "Bylaw to authorize temporary borrowing for the purpose of the design and construction of a new Harry Jerome Community Recreation Centre".

ATTACHMENTS

1. MFABC – ST Agreement (CityDocs [2180987](#))
2. MFABC – Business Payor's Pre-Authorized Debit Agreement (CityDocs [2180986](#))
3. MFABC – ST Promissory Note (CityDocs [2180989](#))

BACKGROUND

Council endorsed the Harry Jerome Community Recreation Centre ("HJCRC") Financial Strategy at its Regular meeting on January 31, 2022. That strategy included temporary borrowing from the Municipal Finance Authority ("MFA") at the maximum amount permitted under the City's assent free zone. At its meeting on May 24, Council adopted Bylaw 8904, "A Bylaw to authorize the temporary borrowing for the purpose of the design and construction of the new Harry Jerome Community Recreation Centre".

The City's loan application is advancing as planned. The application received its first approval (Statutory Approval) from the Inspector of Municipalities on April 5, 2022. The subsequent one-month quashing period has now passed and the City's application is back with the Inspector of Municipalities ("Inspector"). The Inspector's final approval is marked by the issuance of a Certificate of Approval. The Inspector has not notified the City of any issues relating to its loan application to date.

DISCUSSION

Should the City receive its anticipated Certificate of Approval, the City will complete the Municipal Finance Authority's ("MFA") application for temporary borrowing. The MFA will then draft loan documents for execution. These documents will include:

ST Agreement – This document is the credit agreement between CNV and the MFA and outlines the terms and conditions of the loan. Execution is needed prior to facility closing.

Busines Payors pre-authorized debit agreement – This document allows the MFA to electronically withdraw loan payments as needed. Interest payments would be withdrawn automatically, which increases administrative efficiency. Principle payments would be also be withdrawn electronically, but as directed by CNV. Execution is needed prior to facility closing.

ST Promissory Note – This document confirms CNV's requirement to repay the loan. It is also updated each time CNV draws down funds from the borrowing facility, which is expected to occur periodically throughout construction as payments to contractors are made. Execution is needed prior to the first loan draw.

The above noted agreements are standard MFA documents used for all temporary borrowing facilities provided to municipalities in BC. The attached template agreements have been reviewed by the Chief Financial Officer and the City Solicitor, and no issues have been identified.

It's recommended that authority to execute all required MFA loan documents be delegated to the Chief Financial Officer and the Manager, Financial Planning and Analysis. These two members of staff are the signing officers currently on record with the MFA and, if these two can execute the loan documents, the process of adding additional temporary MFA signing officers can be avoided. Also, delegating authority to execute the loan documents to the Chief Financial Officer and the Manager, Financial Planning and Analysis will enable expedient document execution and enable the facility to be secured as soon as possible, maintaining project schedule.

Execution of the attached loan documents is one of the last steps in securing the debt financing needed to fund the Harry Jerome Community Recreation Centre. The remaining steps in the process to obtain MFA-administered short-term temporary debt are shown below:

Action	Performed By	Completion Date
Certificate of Approval issued	Inspector of Municipalities	May 30*
Temporary Loan Application submitted to MFA	City Staff	May 31
Review of loan application and preparation of loan documents	MFA	June 7*
Loan documents executed, and closing	City Staff	June 10

* Estimated, subject to Inspector of Municipalities and MFA

FINANCIAL IMPLICATIONS

The related temporary debt and debt servicing costs are included in the City's 2022-2026 Financial Plan.

INTER-DEPARTMENTAL IMPLICATIONS

The attachments have been reviewed by the City Solicitor.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The securing of debt financing supports the replacement of the HJCRC, which supports Council's vision to be the Healthiest Small City in the World and multiple objectives of the OCP, including:

- Goal 5.2, support, enhance and maintain recreation as a vital aspect of a healthy community, and
- Goal 5.3, provide a variety of public spaces for community engagement and stewardship.

RESPECTFULLY SUBMITTED:



Larry Sawrenko
Chief Financial Officer



217 - 3680 Uptown Blvd.
Victoria BC
V8Z 0B9

Tel 250-381-1181
Web mfa.bc.ca
Email finance@mfa.bc.ca

Dear Sirs and Mesdames:

We acknowledge receipt of your application for a variable rate short term loan dated XXX (the **"Application"**) and, based and relying thereon and the information provided by you in connection therewith, we are pleased to advise that the Municipal Finance Authority of British Columbia (the **"Authority"**) has authorized and hereby offers to make available to _____ (the **"Borrower"**) a new demand, non-revolving loan on the following terms and conditions:

1. **The Loan**

Demand, non-revolving loan from the Authority to the Borrower in the principal amount of up to CAD\$XXX (the **"Loan"**).

2. **Definitions and Interpretation**

Capitalized terms used but not defined in the body of this Loan Agreement shall have the meanings given to such terms in Schedule A attached hereto (the **"Schedule A"**), which Schedule A and all of the provisions thereof are hereby incorporated into and shall form an integral part of this Loan Agreement.

3. **Purpose**

The proceeds of the Loan will be used by the Borrower solely for the purposes specified in the Application and for no other purposes whatsoever.

4. **Availability**

The Loan shall be made available to the Borrower, upon satisfaction of the conditions precedent set out in Section 9 below, by way of one or more advances to be made by way of wire transfer to the account of the Borrower specified for such purpose in the PAD Agreement (as defined in Section 7.2 below) or in such other manner as may from time to time be agreed between the Authority and the Borrower.

5. **Documentation**

The Loan and the Borrower's liabilities and obligations to the Authority in connection therewith shall be

evidenced and governed by this Loan Agreement and by the following additional documents, in each case to be completed, executed and delivered by the Borrower in a form and in substance acceptable to the Authority:

- 5.1. The Application;
- 5.2. demand promissory note to be executed by the Borrower in favour of the Authority to be dated as of the date on which the initial advance is made under the Loan (as such promissory note may be amended, supplemented, restated or replaced from time to time, the **"Note"**);
- 5.3. the PAD Agreement (as defined in Section 7.2 below);
- 5.4. if the Borrower is a municipality, a liability servicing limit certificate signed by (i) the chief financial officer of the Borrower appointed pursuant to Section 149 of the *Community Charter* (British Columbia) or (ii) another representative of the Borrower acceptable to the Authority in its discretion (each of the individuals identified in (i) or (ii) being, for the purposes of this Loan Agreement, an **"Authorized Signatory"**);
- 5.5. if the Loan relates to liabilities incurred under an agreement as contemplated in Section 175 of the *Community Charter* (British Columbia) or Section 403 of the *Local Government Act* (British Columbia), as applicable, requires a certified copy of the board or council resolution attached as Exhibit 2 to Schedule B; and
- 5.6. such other instruments, agreements, certificates and other documents as the Authority may from time to time require in connection with the Loan,

(collectively, with this Loan Agreement, the **"Loan Documents"**).

6. **Interest and Fees**

Interest on the daily balance of the principal advanced and outstanding under the Loan shall be payable at the Applicable Rate as in effect from time to time and otherwise as and in the manner provided in the Note. Such interest shall be payable by the Borrower as set out in the Note, both before and after maturity, demand, default and judgment. A certificate of the Treasurer, Deputy Treasurer, Secretary or Deputy Secretary of the Authority, which the Authority shall make available to the Borrower from time to time on request, shall be conclusive evidence of the Applicable Rate in effect from time to time.

7. **Payment**

- 7.1. All amounts owing under or in connection with the Loan shall be repaid ON DEMAND, provided that, unless and until otherwise demanded, the Borrower shall pay interest on and repay the principal amount outstanding under the Loan in the manner and on the dates provided in the Note.
- 7.2. Payments of interest to be made by the Borrower under or in connection with the Loan shall be made by way of pre-authorized direct debit of the Borrower's bank account designated and on the terms and conditions provided in the pre-authorized debit agreement delivered by the Borrower to the Authority either prior to or concurrently with the delivery of this Loan Agreement (as it may be amended, supplemented, restated or replaced from time to time, the **"PAD Agreement"**). Repayments of principal outstanding under the Loan shall be made by way of wire transfer to the following account of the Authority or by such other means and in such other manner as may be agreed by the Authority from time to time:

Canadian Imperial Bank of Commerce
Victoria Main Branch

1175 Douglas Street
Victoria, British Columbia
Institution No. 0010, Transit No.00090
Acct. No. 00090-88-51913, SWIFT CIBCCATT, Clearing Code //CC001000090

- 7.3. The obligation of the Borrower to make all payments under the Note and this Loan Agreement shall be absolute and unconditional and shall not be limited or affected by any circumstance, including, without limitation:
- 7.3.1. any set-off, compensation, counterclaim, recoupment, defense or other right which the Borrower may have against the Authority or anyone else for any reason whatsoever; or
- 7.3.2. any insolvency, bankruptcy, reorganization or similar proceedings by or against the Borrower.
- 7.4. The remedies, rights and powers available to the Authority under the Loan Documents and otherwise at law and in equity are cumulative and not alternative and are not in substitution for any other remedies, rights or powers of the Authority and no delay or omission in exercise of such remedy, right, or power shall exhaust such remedies, rights or powers or be construed as a waiver of any of them.

8. **Representations and Warranties**

The Borrower represents and warrants to the Authority as follows:

- 8.1. The Borrower is incorporated, validly exists and has all requisite power and authority to carry on its affairs as now conducted and to enter into and perform its obligations under the Loan Documents;
- 8.2. Each of the Loan Documents has been duly authorized, executed and delivered by the Borrower and constitutes the legal, valid and binding obligation of the Borrower, enforceable against it in accordance with its terms, subject to applicable bankruptcy, insolvency, reorganisation, moratorium or other applicable laws affecting the enforcement of creditors' rights generally, and to general principles of equity;
- 8.3. The borrowing of the Loan and the entering into and performance by the Borrower of its obligations under each of the Loan Documents (a) do not require any consent or approval of, registration or filing with, or any other action by any Governmental Authority or other third party which has not been obtained or made, and (b) will not violate any applicable law to which the Borrower is subject or any order of any Governmental Authority, including without limitation the *Community Charter*, the *Local Government Act*, *Hospital Act* or the *Emergency Communications and Corporations Act*;
- 8.4. All information (including that disclosed in any financial statements) pertaining to the Borrower (in this Section 8, the "Information" that has been or will be made available to the Authority by the Borrower or any representative of the Borrower is or will be, when furnished, complete and correct in all material respects and does not or will not, when furnished, contain any untrue statement or any material misstatement of any fact and does not and will not omit to state any material fact necessary in order to make the statements contained therein not materially misleading in light of the circumstances under which such statements have been or will be made;
- 8.5. There are no actions, suits, counterclaims or proceedings by any Person or investigation by any Governmental Authority pending against or, to its knowledge, threatened against or affecting the Borrower (a) that, if adversely determined, could reasonably be expected, individually or in the aggregate, to result in a Material Adverse Effect, or (b) that involve the Loan or any of the Loan Documents; and

8.6. No Material Adverse Effect has occurred since the adoption of the most recent financial statements.

9. **Conditions Precedent**

It shall be a condition precedent to:

9.1. the initial advance under the Loan that the Authority shall have received:

- 9.1.1. the Application, together with the documents and other materials to be delivered in connection therewith and as contemplated therein;
- 9.1.2. the Loan Documents, in each case, completed and, where applicable, executed and delivered in form, substance and manner satisfactory to Authority;
- 9.1.3. evidence satisfactory to the Authority that all approvals required to authorize the borrowing of the Loan have been obtained, including copies of any required bylaw(s) and authorizing resolution(s), in each case certified true and correct by a senior officer of the Borrower acceptable to the Authority;
- 9.1.4. copies of the most recent audited financial statements for the Borrower have been made available to the Authority electronically; and
- 9.1.5. such additional financial and other information as the Authority may request in connection with the Application and the Loan; and

9.2. the initial and each additional advance under the Loan, that the Authority shall have received:

- 9.2.1. in the case of an advance of less than \$5,000,000, by not later than 10:30 am (local time in Victoria, BC) on the date on which the Borrower wishes the applicable advance to be made;
- 9.2.2. and in the case of an advance of greater than \$5,000,000 but less than \$10,000,000, by not later 10:30 am (local time in Victoria, BC) on the date which is three Business days prior to the date on which the Borrower wishes the applicable advance to be made, and
- 9.2.3. in the case of an advance of greater than \$10,000,000 by not later than 10:30 am (local time in Victoria, BC) on the date which is five Business Days prior to the date on which the Borrower wishes the applicable advance to be made,

a written request for the applicable advance under the Loan in a form approved by the Authority signed by an authorized signatory for the Borrower (a **"Request for Advance"**).

10. **Positive Covenants**

So long as the Borrower is indebted to the Authority, the Borrower covenants and agrees with the Authority that it will:

- 10.1. Punctually pay all principal, interest and other amounts from time to time due under the Note and this Loan Agreement at the times and in the manner specified therein or herein, as applicable;
- 10.2. Comply in all material respects with all applicable laws including without limitation the applicable requirements, limitations and restrictions under Section 175 of the *Community Charter*; or Section 403 of the *Local Government Act* if applicable to the borrowing;
- 10.3. Maintain adequate books, accounts and records in accordance with appropriate accounting standards in

which proper entries, reflecting all financial transactions, are made on a basis consistent with past practices;

- 10.4. From time to time during normal business hours and in a manner which does not materially interfere with the operations of the Borrower, permit the Authority and its employees, upon reasonable notice, to enter upon the Borrower's premises and inspect the Borrower's books and records and make copies of and abstracts from such books and records, and discuss their affairs, finances and accounts with any of their officers, directors, accountants and auditors;
- 10.5. Provide prompt notice to the Authority of (a) the occurrence of any Default or Event of Default (for greater certainty, whether or not such Default or Event of Default is continuing), (b) the incorrectness of any representation or warranty contained herein, (c) any contravention of or non-compliance by the Borrower with any terms and conditions of any Loan Document, (d) any Material Adverse Effect, and (e) any material litigation affecting the Borrower, including, without limitation, any litigation which, if adversely determined, might reasonably be expected to result in a Material Adverse Effect; and
- 10.6. Provide the Authority with such further information, financial data, documentation and other assurances as it may reasonably require from time to time in order to ensure ongoing compliance with the terms of this Loan Agreement and to achieve the spirit and intent hereof.

11. **Negative Covenants**

So long as the Borrower is indebted to the Authority, the Borrower covenants and agrees with the Authority that it will not, without the prior written consent of the Authority:

- 11.1. Grant or permit to exist any mortgage, charge, assignment, pledge, lien, security interest or other encumbrance on any of its property or assets to the extent the same would secure any indebtedness or liability owing to the Borrower in priority to the Loan; and
- 11.2. take or refrain from taking any action that would cause any of the representations and warranties made by the Borrower under this Loan Agreement or any other Loan Document to be false or misleading.

12. **Financial Statements and Reports**

The Borrower shall deliver to the Authority the following:

- 12.1. annually, concurrently with their delivery to the Inspector of Municipalities under the *Local Government Act* (British Columbia) and, in any event, by not later than May 31 of each year, audited financial statements for the Borrower prepared by an accountant acceptable to the Authority in accordance with GAAP applied on a consistent basis; and
- 12.2. from time to time, all such additional financial and other information as and when requested by the Authority.

13. **Events of Default**

- 13.1 Without in any way limiting the Authority's right to at any time demand payment in full of all amounts owing under or in connection with the Loan, all such amounts shall, at the option of the Authority, immediately become due and payable upon the occurrence of any one or more of the following events (collectively, the "**Events of Default**");

- 13.1.1. if the Borrower defaults in making payment of any principal, interest or other moneys payable by it under any Loan Document when the same becomes due thereunder;

- 13.1.2. if the Borrower defaults in the observance or performance of any covenant or condition (other than a covenant relating to the payment of any amount referred to in paragraph 13.1.1. above) required to be observed or performed by it in any Loan Document and such default is not remedied within 15 days of written notice to do so by the Authority
- 13.1.3. if any representation or warranty given by the Borrower in favour of the Authority proves to be untrue when given;
- 13.1.4. if the Borrower is adjudged or declared bankrupt or insolvent or makes an assignment for the benefit of creditors, or petitions or applies to any tribunal for the appointment of a receiver, custodian, trustee or similar officer for it or for any substantial part of its property, or commences any proceedings relating to it under any reorganization, arrangement, readjustment of debt, dissolution or liquidation law or statute of any jurisdiction whether now or hereafter in effect, or by any act or failure to act indicates its consent to, approval of, or acquiescence in, any such proceeding for it or for any substantial part of its property;
- 13.1.5. if a receiver, receiver and manager, or receiver-manager, custodian, liquidator or trustee or any person with like powers, is appointed for all or any of the assets of the Borrower;
- 13.1.6. if the Borrower defaults or demand is made under or in respect of any operating loan or other credit facility having a principal amount outstanding of greater than \$1,000,000;
- 13.1.7. if the Authority in good faith believes, and has commercially reasonable grounds to believe, that the prospect of repayment of the Loan has been impaired in any material respect; and
- 13.1.8. if in the opinion of the Authority, a Material Adverse Effect has occurred.

14. **General**

- 14.1. The Borrower shall pay promptly on request all fees, costs and expenses (including legal and other professional fees on a full indemnity basis) incurred by the Authority in connection with the enforcement and preservation of the Authority's rights and remedies under or in connection with the Loan, this Loan Agreement and the other Loan Documents.
- 14.2. The Borrower shall not be entitled to assign any of the rights and benefits conferred by this Loan Agreement.
- 14.3. Failure by the Authority to insist upon strict performance by the Borrower of any obligation, covenant or condition under any of the Loan Documents or to exercise any option or right therein shall not be a waiver or relinquishment for the future of any such obligation, covenant, condition, option or right, but the same shall remain in full force and effect and the Authority shall have the right to insist upon the strict performance by the Borrower of any and all of the provisions of the Loan Documents.
- 14.4. No term or requirement of any Loan Document may be waived or varied orally or by any course of conduct of any officer, employee, or agent of the Authority. Any amendment to any Loan Document must be in writing and signed by a duly authorized officer of the Authority.
- 14.5. Any notice required to be given under any Loan Document shall be in writing and may effectively be given by a party hereto by delivery of such notice to the other party at the address below or at such other address as either party may in writing notify the other party or by electronic transmission and confirmed in writing to:

In the case of the Authority:

The Municipal Finance Authority of British Columbia
Unit #217 – 3680 Uptown Boulevard
Victoria, British Columbia
V8Z 0B9

Attention: Deputy Secretary
mfa@mfa.bc.ca

In the case of the Borrower:

Notice shall be deemed to have been received by a party within 3 Business Days of delivery to the applicable address contemplated above. Notices by electronic transmission shall be deemed to have been given upon receipt thereof at the address indicated above.

- 14.6. This Loan Agreement shall be governed by and construed in accordance with the laws of the Province of British Columbia and the laws of Canada applicable therein.
- 14.7. The Borrower hereby irrevocably attorns and submits to the non-exclusive jurisdiction of the courts of the Province of British Columbia in connection with interpretation and enforcement of this Loan Agreement and the other Loan Documents.
- 14.8. The Borrower acknowledges that all advances by the Authority under the Loan and all repayments of the principal thereof will be recorded by the Authority in the electronic record of loans, advances and repayments and interest accruing thereon maintained by the Authority from time to time in respect of loans to its customers (the “**Electronic Record**”), which Electronic Record shall, absent manifest error, constitute conclusive evidence of the principal and interest owing by the Borrower to the Authority under the Loan from time to time. Notwithstanding the foregoing, the obligation of the Borrower to pay or repay any indebtedness or liability under the Loan in accordance with the terms and conditions of this Loan Agreement shall not be affected by any failure by the Authority to make, or any error by the Authority in making, any recording in the Electronic Record.
- 14.9. This Loan Agreement and the other Loan Documents executed and delivered in connection herewith constitute the entire contract between the Borrower and the Authority relating to the Loan and supersede any and all previous and other agreements or understandings not constituting a Loan Document executed and delivered by the applicable parties in writing pursuant hereto.
- 14.10. This Loan Agreement may be signed and delivered in counterparts and by telecopier or by other electronic means, including PDF email attachments, each of which counterparts shall be deemed to be an original, and all such counterparts taken together shall constitute one and the same agreement.
- 14.11. Time shall be of the essence of this Loan Agreement and the other Loan Documents.
- 14.12. Whenever any payment or performance under this Loan Agreement and the Security Documents would otherwise be due on a day other than a Business Day, such payment shall be made on the following

Business Day, unless the following Business Day is in a different calendar month or would fall after the Maturity Date, in which case the payment shall be made on the preceding Business Day.

- 14.13. Where this Loan Agreement has been signed by more than one person as Borrower each of the acknowledgements, covenants, agreements and obligations of the Borrower hereunder shall be the joint and several acknowledgements, covenants, agreements and obligations of each such Person.
15. This letter agreement and the terms and conditions of the Loan set forth herein may be accepted by the Borrower by signing, dating and returning to the Authority within two weeks the enclosed copy of this letter executed by the Borrower.

Yours very truly,

MUNICIPAL FINANCE AUTHORITY OF BRITISH COLUMBIA

By

Shelley Hahn,
Deputy Secretary

THE BORROWER

by its authorized signatory(ies):

_____ [signature] (**affix seal**)

Name: _____

Title: _____

_____ [signature]

Name: _____

Title: _____

AGREED TO AND ACCEPTED THIS _____ DAY OF _____, 20____.

**SCHEDULE A TO LOAN AGREEMENT MADE BETWEEN
THE MUNICIPAL FINANCE AUTHORITY OF BRITISH
COLUMBIA AND XXX
DATED AS OF XXX**

1. Definitions and Interpretation

In the attached Loan Agreement, the following terms shall have the following meanings:

- 1.1. **“Applicable Rate”** means the annual variable rate of interest which the Authority, in accordance with its customary practice, but in its absolute discretion, from time to time determines to be the rate it will charge in respect of loans made available by the Authority under its short-term or interim financing program; such Applicable Rate will fluctuate and change from time to time, as and when determined by the Authority in its discretion, with any such change becoming effective and applicable to all amounts in respect of which the Applicable Rate is to apply in accordance with the applicable Loan Documents immediately upon any date on which the Authority determines a change in such rate to have occurred, without the need for notice to or the consent of the Borrower; The Applicable Rate is customarily available for reference purposes on the Authority's website, provided that the Authority's determination as to any change in the Applicable Rate from time to time shall be effective immediately and shall be conclusive, whether or not the Authority's website has been updated to reflect such change and whether or not a certificate has been issued to evidence the Applicable Rate as contemplated in Section 6;
- 1.2. **“Business Day”** means any day that is not a Saturday, Sunday or a legal holiday on which banks are authorized or required to be closed in Victoria, British Columbia;
- 1.3. **“Material Adverse Effect”** means the occurrence of (a) a material adverse effect on the condition (financial or otherwise), affairs, operations, assets, liabilities or prospects of the Borrower, (b) a material adverse effect on the ability of the Borrower to repay the Loan or to otherwise observe and perform its obligations under any of the Loan Documents, or (c) a material impairment of the rights or remedies of the Authority under any Loan Document;
- 1.4. **“Person”** means any individual, partnership, limited partnership, joint venture, syndicate, sole proprietorship, company or corporation with or without share capital, unincorporated association, trust, trustee, executor, administrator or other legal personal representative, regulatory body or agency, government or governmental agency, authority or entity however designated or constituted.

SCHEDULE B

**[TO LOAN AGREEMENT DATED AS OF XXX, MADE BETWEEN THE MUNICIPAL FINANCE AUTHORITY OF
BRITISH COLUMBIA AND XXXX (the "Borrower")]**

CERTIFICATE OF AUTHORIZED SIGNATORY

TO: MUNICIPAL FINANCE AUTHORITY OF BRITISH COLUMBIA (the "Authority")

RE: Loan agreement dated as of XXX, made between the Borrower and the Authority (the "Loan Agreement")

DATED as of XXXX

I, _____, am the Corporate Officer having responsibility for the corporate administration of the Borrower as contemplated in section 148 of the *Community Charter* (British Columbia) or section 236 of the *Local Government Act* (British Columbia), as applicable, and in such capacity hereby certify as follows:

1. Capitalized terms used but not expressly defined herein have the meanings given such terms in the Loan Agreement.
2. I have read and am familiar with the Loan Agreement and the Loan Documents and either have the necessary personal knowledge or have made all such examinations, investigations or other inquiries as are necessary to enable me to make the statements and provide the certifications given in this certificate.
3. Attached as Exhibit 1 to this Certificate is a list of all individuals constituting the officers or other appointees or personnel of the Borrower who are authorized to sign the Loan Documents for and on behalf of the Borrower and to legally bind the Borrower thereto and in respect thereof. Each such individual holds the particular office or position with the Borrower set forth opposite his or her name and has been duly elected or appointed as such and was duly qualified for such office or position at the time of his or her election or appointment and since such election or appointment has continued to be so qualified and to hold such office or position. Each signature appearing on Exhibit 1 opposite the name of each individual noted therein is a true specimen of the signature of such individual.

Please note: Only those individuals who have signed or will sign one or more of the Loan Documents are required to be identified in and provide a specimen signature on the attached Exhibit 1.

4. Attached as Exhibit 2 to this Certificate is a true and complete copy of a resolution of the council or board, as applicable, or a certified true copy of the borrowing bylaw(s) of the Borrower (the "**Resolution or Bylaw**") authorizing the borrowing comprising the Loan and the entering into by the Borrower of the Loan Documents. The Resolution or Bylaw has been duly and properly adopted or enacted in accordance with all requirements of law, including any applicable procedural bylaws applicable to the adoption of such Resolution or Bylaw.

The Resolution or Bylaw has not been rescinded or repealed, in whole or in any part, and is in full force and effect, unamended, at the date of this Certificate. No application has been made or action or proceeding brought to quash or to set aside the Resolution or Bylaw, whether under section 623 of the *Local Government Act* (British Columbia) or otherwise, and the validity of the Resolution or Bylaw has not been attacked, questioned or adjudicated in any court and to the best of the knowledge of the

undersigned no such action is pending or has been threatened and the undersigned knows of no objections to the validity of the Resolution or Bylaw.

Dated at _____, British Columbia, this ____ day of _____, 20____.

_____ *[signature]*

EXHIBIT 1**Incumbency**

<u>NAME</u>	<u>OFFICE/POSITION HELD</u>	<u>SPECIMEN SIGNATURE</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Please note: You must only complete the section below if the Corporate Officer signed or will sign one or more of the Loan Documents (other than Schedule B). If required, please ensure that the statement below is completed and signed by a third-party witness, **certifying the signature of the Corporate Officer**, and that the name, position and address of such witness are inserted in the spaces below his or her signature.

I, _____, hereby certify that the signature appearing above opposite the name of _____, is a true specimen of the signature of _____.

Dated at _____, British Columbia, this ____ day of _____, 20 ____.

_____ [signature]

Name: _____

Position: _____

Address: _____

EXHIBIT 2

Certified Copy of Resolution or Bylaw(s)

(See attached)



**Municipal Finance
Authority of BC**

BUSINESS PAYOR'S PRE-AUTHORIZED DEBIT AGREEMENT (PAD)

Payee Name: Municipal Finance Authority of BC (MFABC) and MFA Leasing Corp.

Payee Address: 217 - 3680 Uptown Blvd, Victoria, BC V8Z 0B9

Payee Email: finance@mfa.bc.ca Payee Telephone: 250-383-1181 Payee Facsimile: 250-384-3000

We authorize the Payee indicated to draw a debit in paper, electronic or other form for the purpose of making payment for goods or services related to our commercial activities (a "Business PAD") on our account(s) and at the financial institution indicated on our provided banking instructions (the "Account" and the "Financial Institution") and we authorize the Financial Institution to honour and pay such debits. This Agreement and our authorization are provided for the benefit of the Payee and our Financial Institution and are provided in consideration of our Financial Institution agreeing to process debits against our Account in accordance with the Rules of the Canadian Payments Association. We agree that any direction we may provide to draw a Business PAD, and any Business PAD drawn in accordance with this Agreement, shall be binding on us as if signed by us, and, in the case of paper debits, as if they were cheques signed by us.

The Payee may not assign this authorization, whether directly or indirectly, by operation of law, change of control or otherwise without providing at least 10 days prior written notice to the Payee.

(1) **Cancellation**: We understand that we may revoke our Payor's PAD Agreement at any time in writing 30 days prior to the next scheduled payment due by us to the Payee under any of the programs listed below. This Agreement applies only to the method of payment and we agree that revocation or cancellation of this Agreement does not terminate or otherwise have any bearing on any contract that exists between us and the Payee. Payor may obtain a sample cancellation form, or further information on their right to cancel a PAD Agreement, at their financial institution or by visiting www.payments.ca.

(2) **Standard Recourse Statement**: We understand that we have certain recourse rights if any debit does not comply with these terms. For example, we have the right to receive a reimbursement for any PAD that is not authorized or is not consistent with the PAD agreement. To obtain more information on recourse rights, we may contact our financial institution or visit: www.cdnpay.ca

(3) We understand that with respect to:

(i) **Capital Financing Invoicing**: Payments occur at set dates as per amortization schedule, Payor shall receive written notice from the Payee of the amount to be debited and the due date(s) of debiting at the time the financing is established, and, at least ten (10) calendar days before the 1st due date. Such notice shall be received every time there is a change in the amount or payment date(s).

(ii) Short Term Debt: Variable payment amount processed monthly. Payor shall receive written or electronic notice from the Payee on or about the last day of the month indicating the amount of interest to be debited for the month. The amount is debited from the Payor account two (2) business days after the end of the month, or at such times that have been previously arranged.

(iii) Equipment Financing: Fixed payment amount processed monthly. Payments will occur at set dates as per loan schedule(s) and signed loan agreement(s). Notification will be received by the Payor only for the variable final loan payment, at least ten (10) calendar days before the due date. The amount is debited from the Payor account two (2) business days after the end of the month, or at such times that have been previously arranged.

(iv) MFA Leasing Corporation and Municipal Finance Authority of BC leasing payments: Payments will be taken at set dates as per lease schedule(s) and signed lease agreement(s). Notification will be received by the Payor only for the variable last payment and residual payment at the end of the lease, at least ten (10) calendar days before the due date.

(v) Municipal Investment Plan: Payments will occur in conjunction with the Payor's payroll schedule and in amounts indicated by the Payor. The Payor must provide notification of any changes to the amounts originally requested by submitting an authorized change form at least two days prior to the transaction date. Transactions occur on the day following payroll dates, unless that day is a statutory holiday, in which case the transaction will occur the day prior to the statutory holiday.

(vi) High Interest Savings Account (HISA): Fixed or regular payment amounts are processed according to the Payor's schedule, using the Payee's banking platform to facilitate cash movement between the Payor's bank account(s) and the Payor's HISA account. These transactions are at the discretion of the Payor so no notice will be provided.

(vii) One-off payments relating to any of our commercial activities with the Payee may be processed by completing the One-Off Payment Request form. Such sporadic and unscheduled payment requests must be signed by the person(s) authorized to do so in the Signing Authority documentation we have provided to the MFA, and be received at least 3 business days in advance of the payment request date. This request may be faxed or scanned and emailed for expediency.

(4) We certify that all information provided with respect to the Account is accurate and we agree to inform the Payee, in writing, of any change in the Account information provided in this Agreement at least ten (10) business days prior to the next due date of a Business PAD. In the event of any such change, this Agreement shall continue in respect of any new account to be used for Business PAD.

(5) We warrant and guarantee that all persons whose signatures are required to sign on the Account have signed this Agreement below. In addition, we warrant the guarantee, where applicable, that we have the authority to electronically agree to commit to this Agreement by secure electronic signature and that our secure electronic signature conforms with the requirements of Rule H1.

(6) We understand and agree to the foregoing terms and conditions, and we agree to comply with Rules of the Canadian Payment Association, or any other rules or regulations which may affect the services

describe herein, as may be introduced in the future or are currently in effect and we agree to execute any further documentation which may be prescribed from time to time by the Canadian Payments Association in respect of the services described herein.

Authorization:

1)

Print Full Name and Title

Signature

2)

Print Full Name and Title

Signature

Organization (Payor) Legal Name

Effective Date



**Municipal Finance
Authority of BC**

217 - 3680 Uptown Blvd.
Victoria BC
V8Z 0B9

Tel 250-381-1181
Web mfa.bc.ca
Email finance@mfa.bc.ca

THIS PROMISSORY NOTE IS DELIVERED PURSUANT AND SUBJECT TO THE PROVISIONS OF THE LETTER AGREEMENT MADE BETWEEN THE LENDER AND THE BORROWER (EACH AS DEFINED BELOW) DATED ON OR ABOUT XXX (AS SUCH AGREEMENT MAY BE AMENDED, SUPPLEMENTED, RESTATED OR REPLACED FROM TIME TO TIME, the **"Loan Agreement"**) AND AS EVIDENCE OF THE INDEBTEDNESS OWING BY THE BORROWER UNDER THE LOAN MADE PURSUANT THERETO AND AUTHORIZED PURSUANT TO THE BORROWER'S TEMPORARY BORROWING BYLAW NO. XXX, LOAN AUTHORIZATION BYLAW NO. XXX

PROMISSORY NOTE

CAD \$XXX

FOR VALUE RECEIVED, XXX (the **"Borrower"**) hereby promises to pay to or to the order of the Municipal Finance Authority of British Columbia (the **"Authority"**), ON DEMAND, the Principal Amount from time to time advanced and remaining outstanding under the Loan, together with interest thereon as and at the rate contemplated below, provided that, unless and until demand for payment is made by the Authority hereunder:

- A. the Borrower will pay to the Authority on each Interest Payment Date, commencing on the Interest Payment Date first following the date of the initial advance under the Loan (the **"Initial Advance Date"**), the amount (the **"Interest Amount"**) which is equal to interest on the daily unpaid Principal Amount from time to time hereunder at the Applicable Rate, calculated and compounded monthly, in arrears, from the Initial Advance Date until the entire Principal Amount and all interest owing hereunder has been paid and satisfied in full; and
- B. The Principal Amount, interest and all other amounts owing hereunder shall come due and be paid and satisfied in full by not later than the date (the **"Maturity Date"**) which is the fifth anniversary of the date of this Promissory Note.

Capitalized terms which are used but not expressly defined in the body of this Promissory Note shall have the meanings given such terms in Schedule A and capitalized terms used but not defined either in the body of this Promissory Note or Schedule A shall have the meanings given such terms in the Loan Agreement.

All advances by the Authority under the Loan and all repayments of the principal thereof will be recorded by the Authority in the electronic record of loans, advances and repayments and interest accruing thereon maintained by the Authority from time to time in respect of loans to its customers (the **"Electronic Record"**), which Electronic Record shall, absent manifest error, constitute conclusive evidence of the principal and interest owing by the Borrower to the Authority under the Loan from time to time. The Authority will also, and is hereby unconditionally authorized and directed by the Borrower to, from time to time, make notations on the record attached hereto as Schedule B (the **"Grid"**) of (i) the date and amount of each advance of principal made by the Authority under the Loan and the resulting increase in the unpaid Principal Amount, and (ii) the date and amount of each repayment of principal to the Authority under the Loan and the resulting decrease in the unpaid Principal Amount, as applicable. Notwithstanding the foregoing, the obligation of the Borrower to pay or repay

any indebtedness or liability under the Loan in accordance with the terms and conditions of the Loan Agreement shall not be affected by any failure by the Authority to make, or any error by the Authority in making, any recording in either the Electronic Record or the Grid.

1. The Borrower further agrees in favour of the Authority that the interest payable under this Promissory Note shall be calculated and payable in accordance with the following terms:
 - 1.1. Interest shall be payable after as well as before maturity, demand, default and judgment and whether or not any bankruptcy or insolvency case or proceeding has been commenced.
 - 1.2. All payments of interest to be made by the Borrower to the Authority hereunder shall be made for value in immediately available funds, on or before 2:00 p.m. (local time in Victoria, British Columbia) on the date such payment is due by way of pre-authorized debit from the applicable account of the Borrower as specified and on the terms and conditions set out in the PAD Agreement or, alternatively, if a PAD Agreement satisfactory to the Authority is not in place, by way of wire transfer to the account of the Authority specified in the Loan Agreement or by such other method of payment to which the Authority may agree in writing from time to time. Payments received after the time specified above shall be deemed to have been made on the next following Business Day.
2. The Borrower may prepay all or any portion of the Principal Amount owing hereunder at any time without notice, bonus or penalty.
3. Time shall be of the essence of this Promissory Note.
4. This Promissory Note is not a negotiable instrument.
5. This Promissory Note will be governed by and construed in accordance with the laws of the Province of British Columbia and the federal laws of Canada applicable therein. The Borrower agrees that any legal action or proceeding with respect to this Promissory Note may be brought in the courts of the Province of British Columbia or in such other court or courts as the Authority in its sole discretion may elect and, by execution and delivery of this Promissory Note, the Borrower irrevocably submits to each such jurisdiction.
6. If any provision of this Promissory Note is held to be wholly or partially invalid or unenforceable, at the option of the Authority, such invalidity or unenforceability will attach only to such provision and will not in any manner affect or render invalid or unenforceable any other provision of this Promissory Note and this Promissory Note will be interpreted as if the invalid or unenforceable provision had not been a part of this Promissory Note.
7. The Schedules attached to this Promissory Note and all of the provisions thereof are hereby incorporated into and shall form an integral part of this Promissory Note and every reference to the "Promissory Note" or "this Promissory Note" shall be deemed to be a reference to this promissory note and the Schedules attached hereto.
8. Any waiver of or failure of the Authority to exercise, in whole or in any part, any right or remedy in respect of a default or breach of any term, covenant, condition or agreement contained in this Promissory Note or the Loan Agreement shall not be deemed to be a waiver of or to alter, affect or prejudice the Authority's ability to subsequently exercise any right or remedy in respect of such default or breach. Any waiver by the Authority of the strict observance, performance or compliance with any term, covenant, condition or other matter contained in this Promissory Note or the Loan Agreement and

any indulgence granted, either expressly or by course of conduct, by the Authority shall be effective only in the specific instance and for the purpose for which it was given and shall not be deemed to be a waiver of the strict observance performance or compliance with any future or other covenant, condition or other matter of any rights and remedies of the Authority under this Promissory Note as a result of any other default or breach hereunder or thereunder.

9. All communications between the Authority and the Borrower in connection with this Promissory Note shall be in writing and shall be given by delivery service, by hand delivery or by telecopy to the addressee in accordance with the provision governing the delivery of notice as provided in the Loan Agreement.
10. This Promissory Note and all of the provisions hereof will enure to the benefit of the Authority and its successors and permitted assigns, and will be binding on the Borrower and its successors and permitted assigns.
11. The Borrower shall not be entitled to transfer or assign any of its rights, entitlements, benefits or obligations arising under or in connection with this Promissory Note without the prior written consent of the Authority, which consent may be unreasonably withheld.
12. The Borrower hereby waives demand, presentment for payment, dishonour, notice of dishonour, notice of non-payment, protest and notice of protest of this Promissory Note.

IN WITNESS WHEREOF the undersigned has executed and delivered this Promissory Note as of the date first above written.

XXX

by its authorized signatory(ies):

Signature: _____

(affix seal)

Name: _____

Title: _____

Signature: _____

Name: _____

Title: _____

Schedule A

“Interest Payment Date” means the second Business Day of each and every month until such time as all amounts owing under the Promissory Note have been paid and satisfied in full, provided that the final Interest Payment Date shall be the Repayment Date;

“Interest Rate” means the rate which is from time to time equal to the Applicable Rate (as defined in the Loan Agreement);

“Loan” means the demand non-revolving loan which the Authority has agreed to make to the Borrower pursuant to the Loan Agreement;

“Principal Amount” means the principal sum from time to time and at any given time owing by the Borrower to the Authority under this Promissory Note as recorded in the Electronic Record and noted from time to time in the Grid, as it may be increased from time to time by advances made by the Authority to the Borrower and reduced from time to time by repayments of principal, if any;



“Promissory Note” means the promissory note made by the Borrower in favour of the Authority to which this Schedule is attached; and

“Repayment Date” means the date on which the Borrower has indefeasibly paid and satisfied in full the Principal Amount and all interest and other amounts owing hereunder.

ADVANCES AND REPAYMENTS OF PRINCIPAL AND REMAINING UNPAID PRINCIPAL AMOUNT

[illegible]



 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: Matthew Menzel, Planner 2

Subject: REZONING APPLICATION: 639 EAST 4TH STREET (KRZYSZTOF SZUK / SHENPAI HA, CD-751)

Date: April 27, 2022 File No: 08-3400-20-0064/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 2, dated April 27, 2022, entitled "Rezoning Application: 639 East 4th Street (Krzysztof Szuk, CD-751)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8917" (Krzysztof Szuk / Shenpai Ha, 639 East 4th Street, CD-751) be considered and no Public Hearing be held;

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

ATTACHMENTS

1. Context Map (CityDocs [2154779](#))
2. Architectural and Landscape Plans, dated March 20, 2022 (CityDocs [2160553](#))
3. Zoning Amendment Bylaw No. 8917 (CityDocs [2154842](#))

SUMMARY

This report seeks Council approval for a rezoning to allow two principal buildings on the subject site.

BACKGROUND

Applicant:	Krzysztof Szuk
Official Community Plan Designation:	Residential Level 2 (R2)
Existing Zoning:	Two-Unit Residential 1 (RT-1)
Applicable Guidelines:	N/A

DISCUSSION

Site Context

This 635.2 square metre (6,838 square feet) site is located mid-block along the 600 Block of East 4th Street. The site has a frontage of 15.2 metres (50 feet) along East 4th Street and Laneway to the north.

The surrounding area consists of detached houses and duplexes, with some large multi-residential developments emerging to the south along East 3rd Street. The buildings and uses immediately surrounding the subject site are described and shown in Table 1 below.

Table 1. Surrounding Uses

Direction	Description	OCP	Zoning
North	Detached houses, Coach house	Residential Level 1 (R1)	RT-1
South	Detached houses / Multi-residential uses	Residential Level 4A (R4A)	RG-3
East	Detached houses	Residential Level 2 (R2)	RT-1
West	Detached houses	Residential Level 2 (R2)	RT-1

Planning Analysis

The project seeks to allow a rezoning of the site to allow for two principal buildings on the site. The two dwellings are already existing on the land, with the secondary dwelling being constructed under the Coach House regulations. Though the site is zoned RT-1, which allows for duplexes, coach houses with a single unit home are also permitted. The main dwelling currently accommodates an existing Accessory Dwelling Unit, which will be retained.

The purpose of the rezoning is to facilitate strata conversion of the existing dwellings, to allow for the existing Coach House dwelling to be sold to finance renovations to the existing 1940s dwelling, to allow the owner to age in place. The proposed development will not involve a Bare Land Strata lots.

Use

The policy framework applicable to the subject site supports two residential dwellings on the site. The site is located in close proximity to transit, providing excellent access to Central Lonsdale's commercial and social amenities. Additionally, the units will contribute to the diversity of housing stock in the area, and provide an affordable housing option for entry level home owners.

Intensity

The proposed development on the site is appropriate for the neighbourhood given the surrounding density and the land use designation. The Residential Level 2 designation permits the development of triplexes, and the proposed development has already been approved in its current form.

The proposal provides two unenclosed parking spaces, which are accessed from the rear lane. The proposed development involves a minor variation to the parking requirement, specifically through reducing the car parking requirement from three spaces to two spaces, given the site accommodates an Accessory Dwelling Unit. The proposed development does not propose a change to the intensity nor the existing on-site parking proposed.

The subject site has excellent access to existing transit networks, including the RapidBus Transit Route which runs along East 3rd Street. The nearest RapidBus stop is located approximately 500 metres walking distance from the site, with local service bus stops located within 200 metres walking distance. Furthermore, the site has excellent access to existing on-street cycling infrastructure along East 4th Street, with proposed AAA Bike Network being identified along East 4th Street and East 3rd Street. Given subject site has such excellent access to alternative modes of transportation to private vehicles, the minor variation to on-site car parking is considered acceptable.

Bicycle parking and storage areas have been included within the site for each dwelling.

Built Form

The proposed development does not involve any changes to the existing buildings on the site, but rather will facilitate a strata conversion of the existing buildings on the site. The existing Coach House was approved in 2015 and the form of the development was supported.

The proposed development involves some minor alterations to the landscaping area associated with the existing main house, to ensure the laneway house will have access to an adequate outdoor amenity area.

A summary of minor zoning variances are listed below and supported by staff:

Table 2. Requested Changes to the Zoning Bylaw

	Current Designation/Regulation (RT-1)	Proposed Designation/Regulation (CD-751)
Principal Use	Two-Unit Residential Use (Two Accessory Dwelling Units)	Two principal dwelling units (One accessory Dwelling Unit)
Principal Buildings	One per lot	Two per lot
GFA	Combined and in total, shall not exceed 0.35 time the Lot Area plus 92.9 square metres (1,000 square feet)	Combined and in total, shall not exceed 0.5 FSR (in accordance with the OCP) Garbage and recycling storage provided for private use shall be excluded
Setbacks (Principal Buildings)	Principal Buildings shall be sited not less than 8 metres (26.2 feet) from the rear lot line	Principal Building shall be sited not less than 1.8 metres (6 feet) from the rear lot line
Setbacks (Accessory Buildings)	Accessory Buildings shall be sited not less than 1.22 metres (4 feet) from the Rear Lot Line	Accessory Buildings shall be sited not less than 0.9 metres (3 feet) from the Rear Lot Line
Car parking	Three Spaces <i>Note: A development variance permit was approved to allow only two spaces for the current development.</i>	Two Spaces

ADVISORY BODY INPUT

This small scale application is not subject to ADP review.

COMMUNITY CONSULTATION

Following neighbourhood notification, the City and the applicant received correspondence from two residents. Neither raise any specific concerns, but were rather seeking clarification on the nature of the application.

Given the small scale, no change to existing condition, as well as compatibility with the local context, staff recommend no Public Hearing be held. Should Council wish to refer the application to a Public Hearing, the first active clause in the resolution should be amended to read:

“THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8917” (Krzysztof Szuk / Shenpai Ha, 639 East 4th Street, CD-751) be considered and referred to a Public Hearing;”

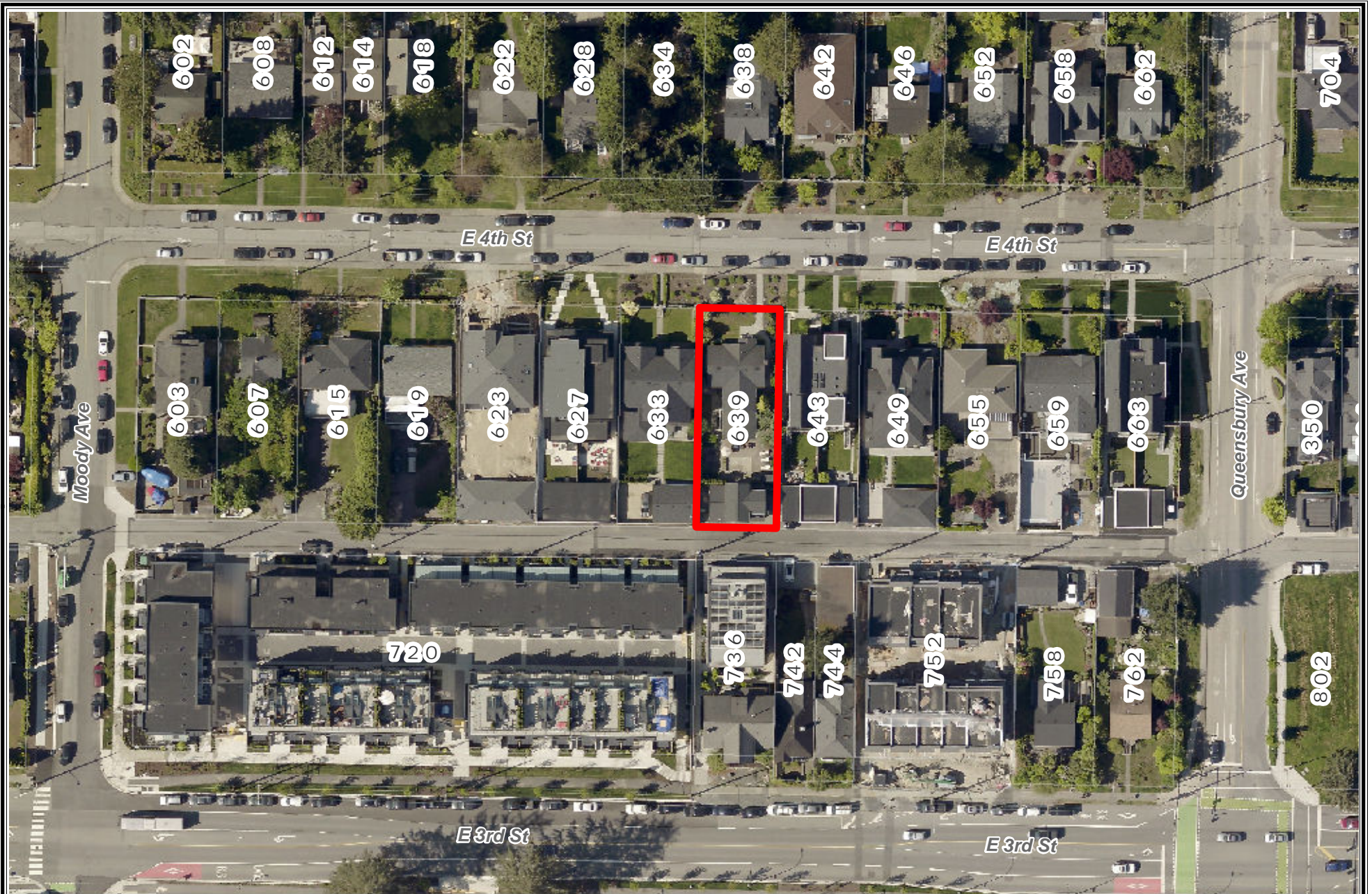
CONCLUSION

This application would facilitate stratification of the two existing dwellings on site, allowing a diversification of residential housing stock within the city as well as appropriate aging in place. Staff support the application.

RESPECTFULLY SUBMITTED:



Matthew Menzel
Planner 2



SZUK RESIDENCE - STRATIFICATION

639 East 4th street

Amended in Red
by
City of North Vancouver
April 27, 2022

Stratification process for existing buildings to be determined at a subsequent stage.

A bare land strata subdivision is not anticipated.



Full Legal Description and Civic Address:

Lot 8, BLOCK.23, DISTRICT LOT 273, GROUP.1, NEW WESTMINSTER DISTRICT., PLAN 1063
639 East 4th street, North Vancouver.

REZONING: RT1 to CD

LOT AREA: 6838 SF

BUILDING AREAS

GROSS FLOOR AREA	PERMITTED sqft	PRINCIPAL HOUSE sqft	INFILL HOUSE sqft
LEVEL 1	-	272.5	620.0
LEVEL 2	-	1105.7	372.0
TOTAL GROSS FLOOR AREA	6838 x 0.35 + 1000 = 3393.3	1378.2	992.0
		2370.2	

LOT COVERAGE	PERMITTED %	CURRENT %
PRINCIPLE BUILDING	max 30%	20%
INFILL HOUSE		9%
TOTAL SITE COVERAGE	50%	29%

ADDITIONAL INFORMATION FOR PROJECT DATA SHEET

SETBACKS	PERMITTED	PROPOSED	
		LOT #1	LOT #2
FRONT LOT LINE	15'	15'	3' 6"
EAST INTERIOR LOT LINE	4'	4'	4'
WEST INTERIOR LOT LINE	2'6" (Due to exemption 410 1b (i))	2'6"	4'
REAR LOT LINE	47" (0.35 x Lot Depth of 136')	21'	4'
HEIGHTS	PERMITTED	PROPOSED	
		LOT #1	LOT #2
HEIGHT	33.1'	20.2'	21.8'
		From 199.9'	From 195.6'
		Reference Grade	Average Rear Grade

LIMITING DISTANCES

ELEVATION	BUILDING	SOLID WALLS (m²)	UNPROTECTED OPENINGS (m²)	TOTAL AREA (m²)	LIMITED DISTANCE* (m)	Maximum Aggregate Area of Unprotected Openings, % of Exposed Building Face Area		
						Ratio (L/H)	Allowed (%)	Proposed (%)
South	Principal	36.66	19.04	55.7	Segment A: 7.230 Segment C: 8.16	less than 3:1	62.0% 81.0%	34%
North	Coach	39.88	3.51	43.39	Segment A: 2.61 Segment C: 1.66	less than 3:1	10.0% 8.0%	8%

*Refer to the sheet A0.01 Site Plan for location of Proposed Property Line Segment A and C

DRAWING LIST

A0.00	COVER SHEET	A1.01	FLOOR PLAN - LEVEL 1
A0.01	SITE PLAN	A1.02	FLOOR PLAN - LEVEL 2
A0.02	EXISTING SITE PLAN	A1.03	ROOF PLAN
A0.03	LANDSCAPE PLAN	A1.04	GROSS FLOOR AREA CALCULATIONS
A0.04	EXISTING LANDSCAPE PLAN	A2.01	COLOURED ELEVATION
A0.05	LOT COVERAGE	A2.02	LIMITING DISTANCE CALCULATIONS
A0.06	STORMWATER MANAGEMENT PLAN	A2.03	ELEVATION -
A0.07	GARBAGE MOVEMENT / BIKE STORAGE DIAGRAM	A2.04	LIMITING DISTANCE CALCULATIONS
		A2.05	LIMITING DISTANCE CALCULATIONS

Stratification process for existing buildings to be determined at a subsequent stage.

A bare land strata subdivision is not anticipated.



		<div style="text-align: center;"> SITE PLAN </div>		SCALE 1/8" = 1'-0"	
				DATE MAR 20 2022	
		<div style="text-align: center;"> SZUK RESIDENCE 639 EAST 4TH STREET </div>		DRN SH	
				<div style="text-align: right; font-size: 2em; font-weight: bold;">A0.01</div>	
ISSUED FOR: STRATEGIC APPLICATION		REV: 1		REV: 2	

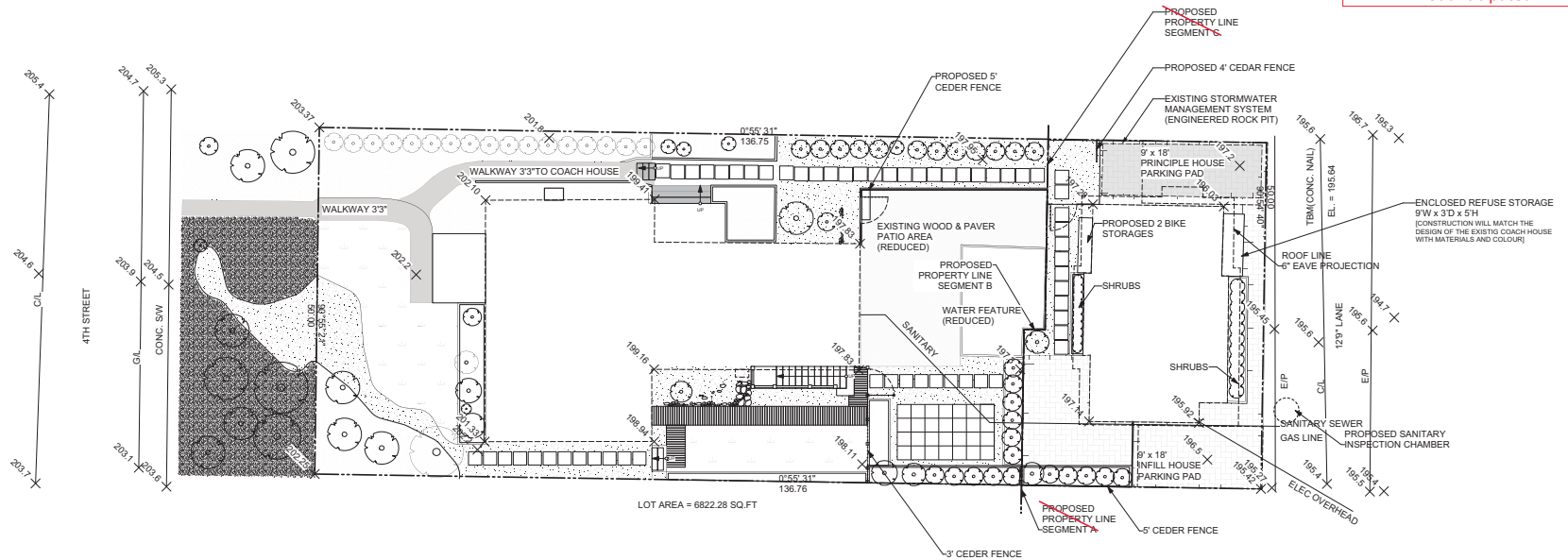


		EXISTING SITE PLAN				SCALE 1/8" = 1'-0"	
						DATE MAR 20 2022	
						DWG SH	CN
		SZUK RESIDENCE 639 SAGIT 4TH STREET					
ISSUED FOR: STRATEGIC APPLICATION	REV:		REV:		REV:		A0.02

Amended in Red
by
City of North Vancouver
April 27, 2022

Stratification process for existing buildings to be determined at a subsequent stage.

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1 LANDSCAPE PLAN
Scale: 1/8"=1'

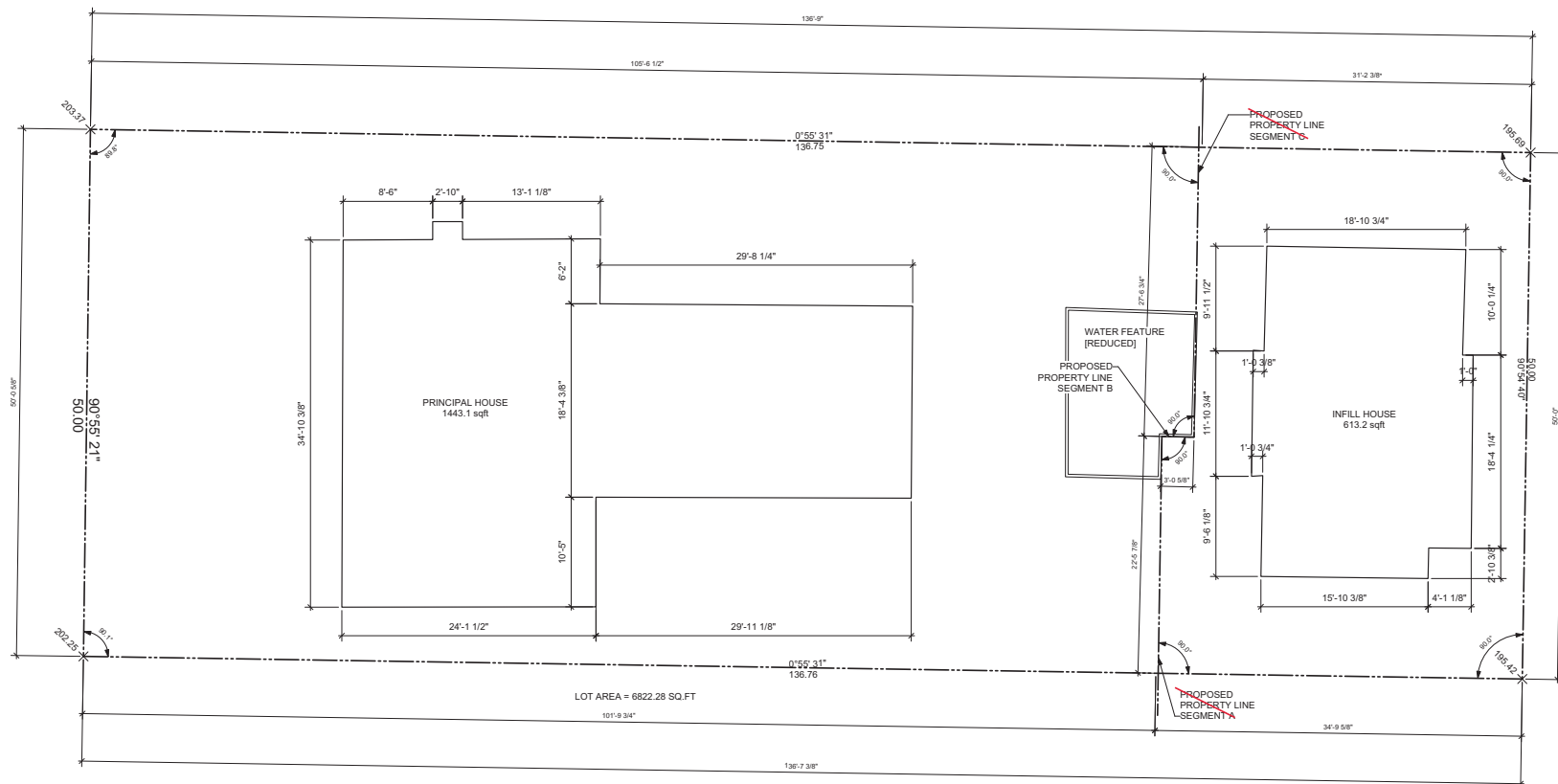
NO CHANGES TO PRINCIPAL AND INFILL HOUSE FLOOR AREA PROPOSED

LANDSCAPE PLAN		SCALE: 1/8" = 1/2"
SZUK RESIDENCE		DATE: MAR 20 2022
SUBMITTAL APPLICATION		REV: 1
A0.03		

Amended in Red
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City of North Vancouver
April 27, 2022

Stratification process for existing buildings to be determined at a subsequent stage.

A bare land strata subdivision is not anticipated.



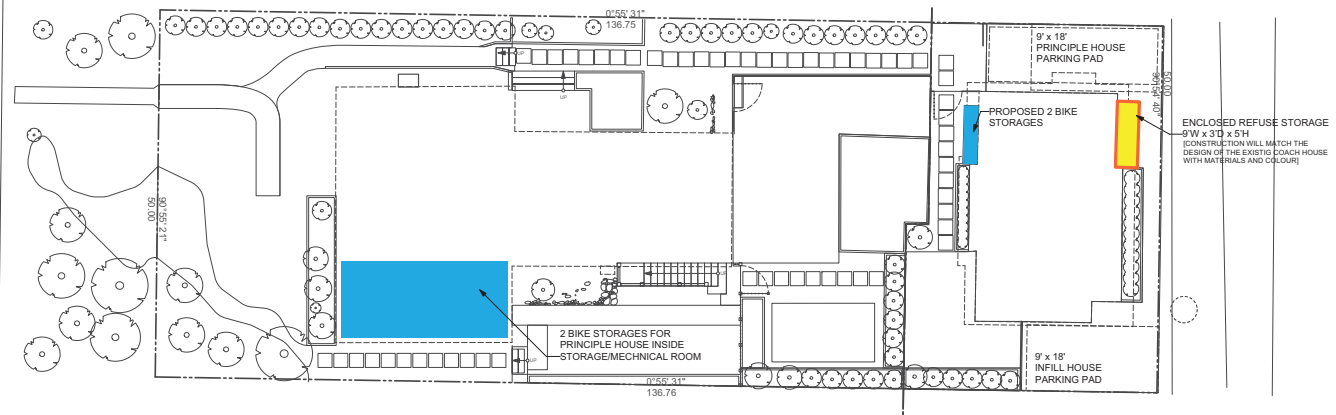
1 SITE COVERAGE
Scale: 3/16"=1'

NO CHANGES TO PRINCIPAL AND INFILL HOUSE FLOOR AREA PROPOSED

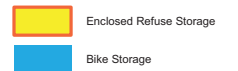
LOT COVERAGE		SCALE: 1/8" = 1'-0"
SZUK RESIDENCE		DATE: MAR 20 2022
SUB-DIVISION APPLICATION		DATE: _____
A0.05		



STORMWATER MANAGEMENT PLAN				SCALE 1/8" = 1'-0"	
				DATE MAR 20 2022	
SZUK RESIDENCE 639 EAST 4TH STREET				DR	CH
639 EAST 4TH STREET STRATEGIC APPLICATION				REV	
				REV	
				REV	
				REV	
				A0.06	



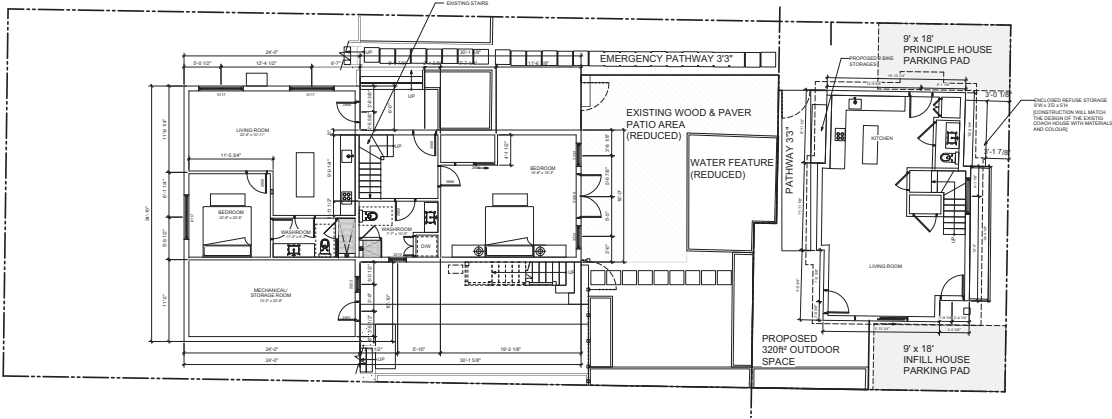
1 GARBAGE AND BIKE DIAGRAM
Scale: 1/8"=1'



NO CHANGES TO PRINCIPAL AND INFILL
HOUSE FLOOR AREA PROPOSED



GARBAGE COLLECTION / BIKE STORAGE DIAGRAM		SCALE 1/8" = 1'-0"
SZUK RESIDENCE 800 EAST 4TH STREET		DATE MAY 20 2022
REVISION STRATIFICATION APPLICATION	DATE	BY
		A0.07



1 LEVEL 1 PLAN
Scale: 1/8"=1'

NO CHANGES TO PRINCIPAL AND INFILL
HOUSE FLOOR AREA PROPOSED

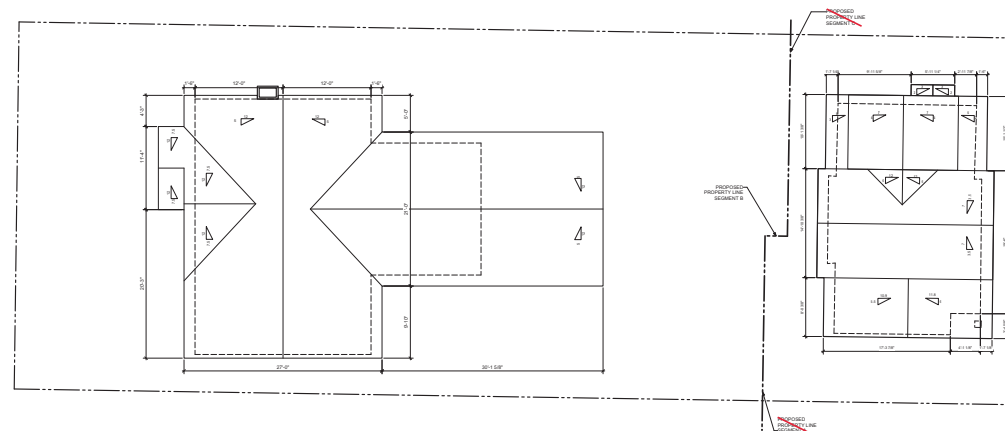


LEVEL 1 FLOOR PLAN		SCALE: 1/8" = 1'
SZUK RESIDENCE		DATE: MAR 20 2022
800 EAST 4TH STREET		BY: SH
SUBMITTAL APPLICATION		A1.01



						SCALE 1/8" = 1'-0"	
						DATE MAR 20 2022	
LEVEL 2 FLOOR PLAN						DR SH	
						DN	
SZUK RESIDENCE 639 EAST 4TH STREET						A1.02	
REVISIONS: REV# DATE BY DESCRIPTION							

A bare land strata subdivision is not anticipated.



1 ROOF PLAN
Scale 1/8"=1'

ROOF PLAN				SCALE 1/8" = 1'-0"	
				DATE MAR 20 2022	
SZUK RESIDENCE 639 EAST 4TH STREET				DR	SH
BASIS FOR STRATIFICATION APPLICATION	REV		REV		A1.03

Amended in Red
by
City of North Vancouver
April 27, 2022

Stratification process for existing
buildings to be determined at a
subsequent stage.

A bare land strata subdivision is
not anticipated.

GROSS FLOOR AREA CALCULATIONS*

Principle House LOT #1 (Liable Areas)

1st Floor	
Part of Bedroom Suite	272.5 sqft
Total L1: 272.5 sqft	
2nd Floor	
Bedroom #1	125.4 sqft
Bedroom #2	122.6 sqft
Bedroom #3	134.0 sqft
Dining Area	197.0 sqft
Den	76.9 sqft
Kitchen	138.2 sqft
Living Room	278.6 sqft
Washroom	33.0 sqft
Total L2: 1,105.7 sqft	

Infill House LOT #2 (Liable Areas)

1st Floor	
Kitchen Area	162.2 sqft
Living Area	423.0 sqft
Washroom	34.8 sqft
Total L1: 613.0 sqft	
2nd Floor	
Bedroom #1	109.4 sqft
Bedroom #2	122.8 sqft
Washroom	81.0 sqft
Lobby	58.8 sqft
Total L2: 372.0 sqft	

Principle House LOT #1 (Exemptions Areas)

1st Floor (Basement Area - Zoning bylaw 1996 No.6700)	
Accessory Bedroom	140.5 sqft
Accessory Living Room	221.1 sqft
Accessory Washroom	66.2 sqft
Accessory Kitchen Area	130.0 sqft
Total ACCESSORY SUITE: 557.8 sqft	
Mechanical Room	271.3 sqft
Lobby	106.4 sqft
Washroom	95.0 sqft
Part of Bedroom Suite	75.3 sqft
Total L1 EXEMPTION AREAS (including Accessory suite): 1105.8 sqft	

2nd Floor Deck

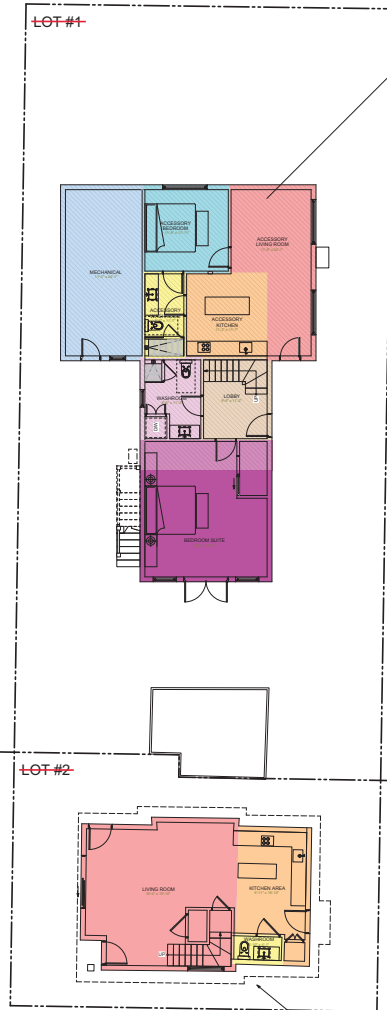
	272.5 sqft
Total L2 EXEMPTION AREAS: 272.5 sqft	
Total EXEMPTION AREAS: 1,378.3 sqft	

GROSS FLOOR AREA	PERMITTED sqft	PRINCIPLE HOUSE sqft	INFILL HOUSE sqft	INFILL HOUSE sqft
LEVEL 1	-	272.5	620.0	557.8
LEVEL 2	-	1105.7	372.0	-
TOTAL GROSS FLOOR AREA	6838 x 0.35 + 1000 = 3393.3	1378.2	992.0	557.8
		2370.2		

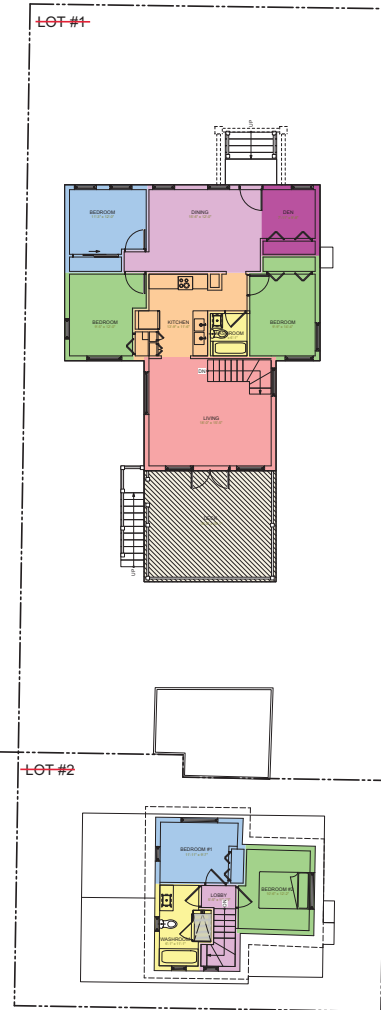
*Calculations includes internal walls.

**NO CHANGES TO PRINCIPAL AND INFILL
HOUSE FLOOR AREA PROPOSED**

GROSS FLOOR AREA CALCULATIONS		SCALE: 1/8"=1'-0"
		DATE: MAR 20 2022
SZUK RESIDENCE		WWW
100-0457 4TH STREET		A1.04



1 LOT 1 LEVEL 1 and LOT 2 LEVEL 1
Scale: 1/8"=1'-0"



1 LOT 1 LEVEL 2 AND LOT 2 LEVEL 2
Scale: 1/8"=1'-0"

Amended in Red
by
City of North Vancouver
April 27, 2022

Stratification process for existing buildings to be determined at a subsequent stage.

A bare land strata subdivision is not anticipated.



1 View from E 4th Street



1 View from Backlane

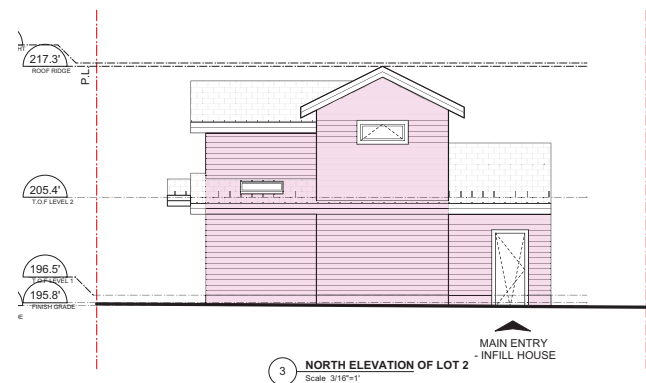
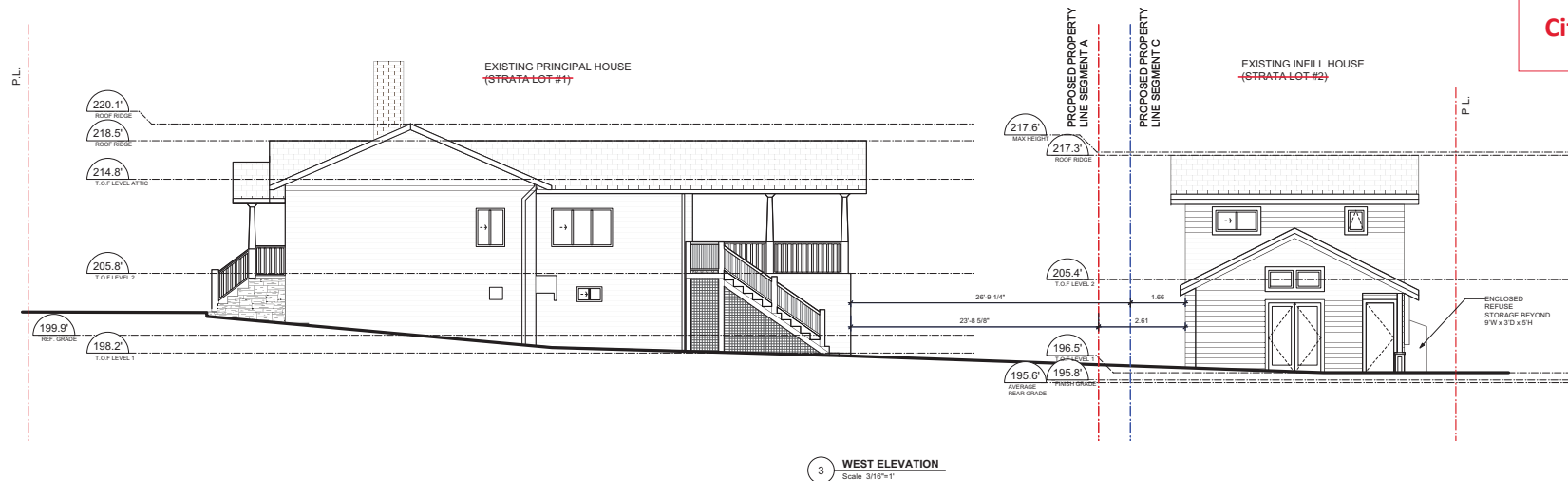
**NO CHANGES TO PRINCIPAL AND INFILL
HOUSE FLOOR AREA PROPOSED**

COLOURED ELEVATIONS		Scale
SZUK RESIDENCE		3/8" = 1'-0"
643-645 E 4th Street		DATE: MAR 20 2022
STRATIFICATION APPLICATION		WWW
		A2.01

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City of North Vancouver
April 27, 2022

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ELEVATION	BUILDING	SOLID WALLS (m²)	UNPROTECTED OPENINGS (m²)	TOTAL AREA (m²)	LIMITED DISTANCE* (m)	Maximum Aggregate Area of Unprotected Openings, % of Exposed Building Face Area		
						Ratio (L/H)	Allowed (%)	Proposed (%)
South	Principal	36.66	19.04	55.7	Segment A: 7.230	less than 3:1	62.0%	34%
					Segment C: 8.16		81.0%	
North	Coach	39.88	3.51	43.39	Segment A: 2.61	less than 3:1	10.0%	8%
					Segment C: 1.66		8.0%	

*Refer to the sheet A0.01 Site Plan for the location of Proposed Property Line Segment A and C

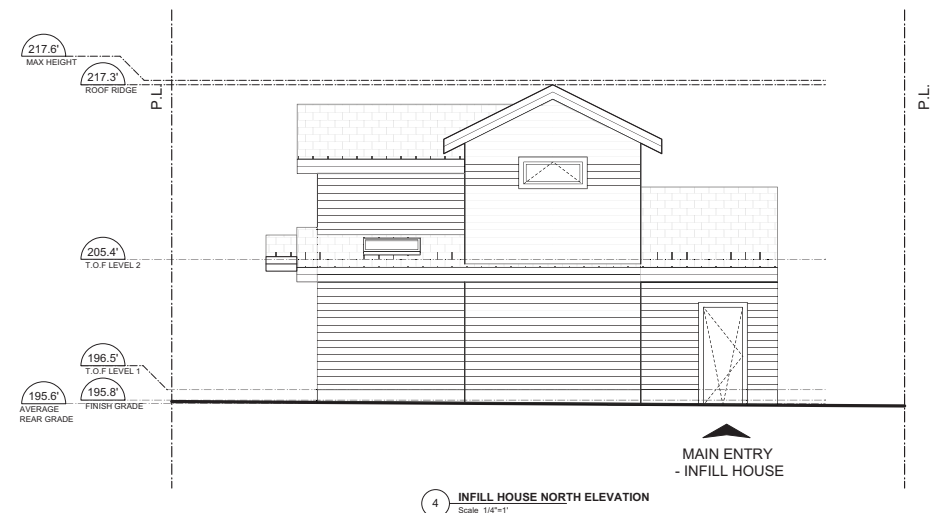
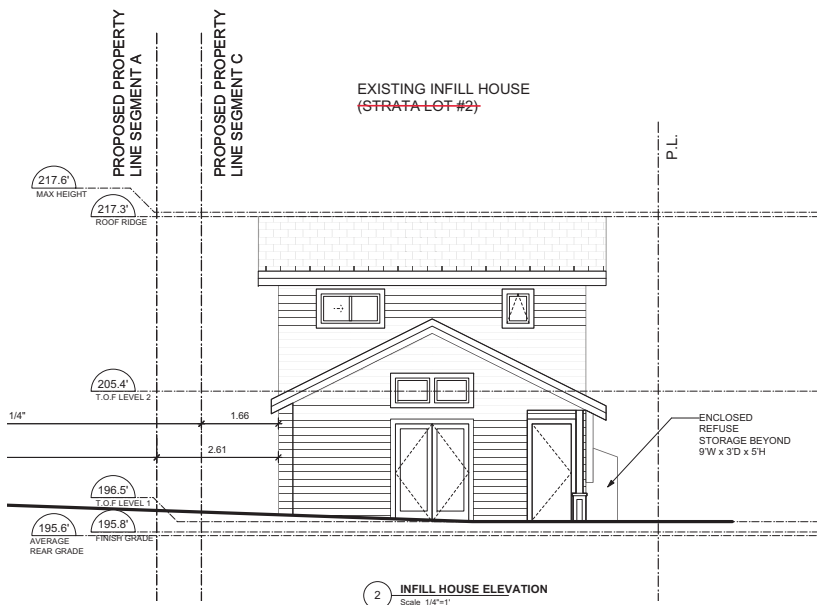
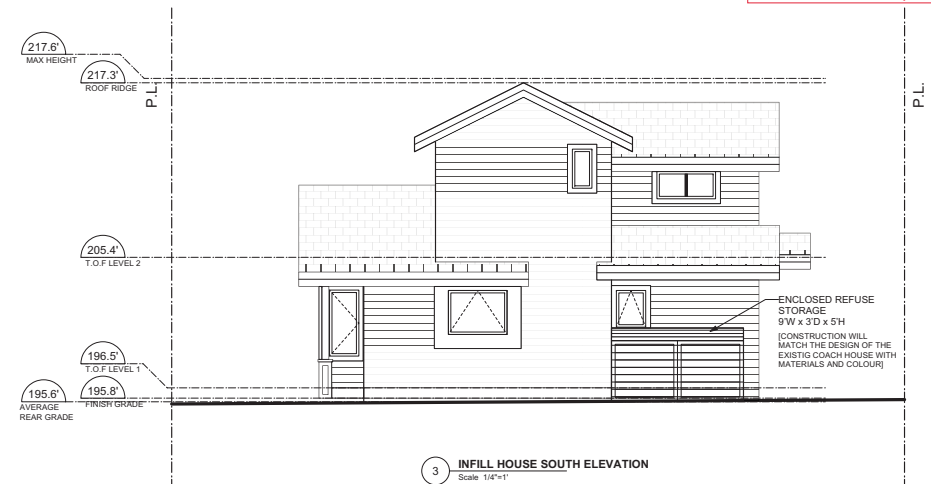
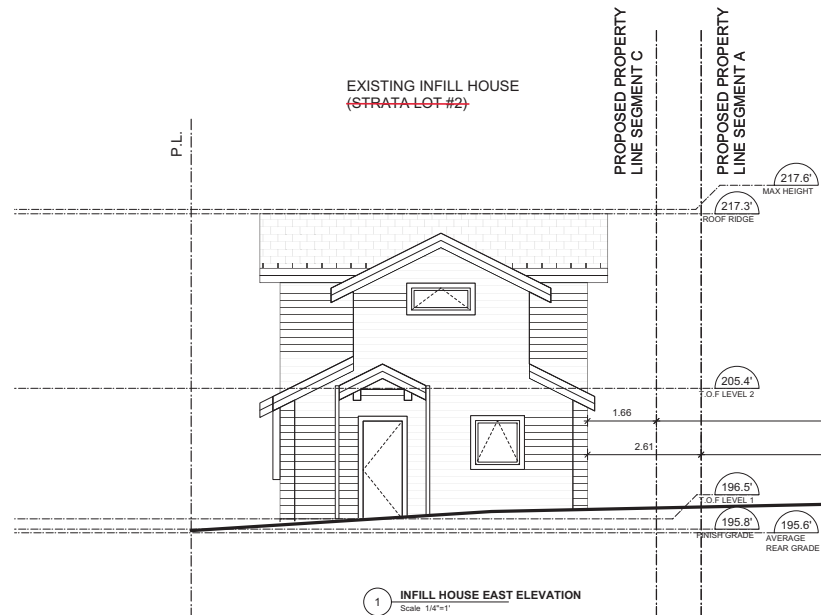
NO CHANGES TO PRINCIPAL AND INFILL HOUSE FLOOR AREA PROPOSED

LIMITING DISTANCE CALCULATIONS				Scale: 3/16" = 1'-0"
SZUK RESIDENCE				DATE: MAR 20 2022
SUB-DIVISION APPLICATION				BY: [Signature]
A2.02				

Amended in Red
by
City of North Vancouver
April 27, 2022

Stratification process for existing
buildings to be determined at a
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not anticipated.

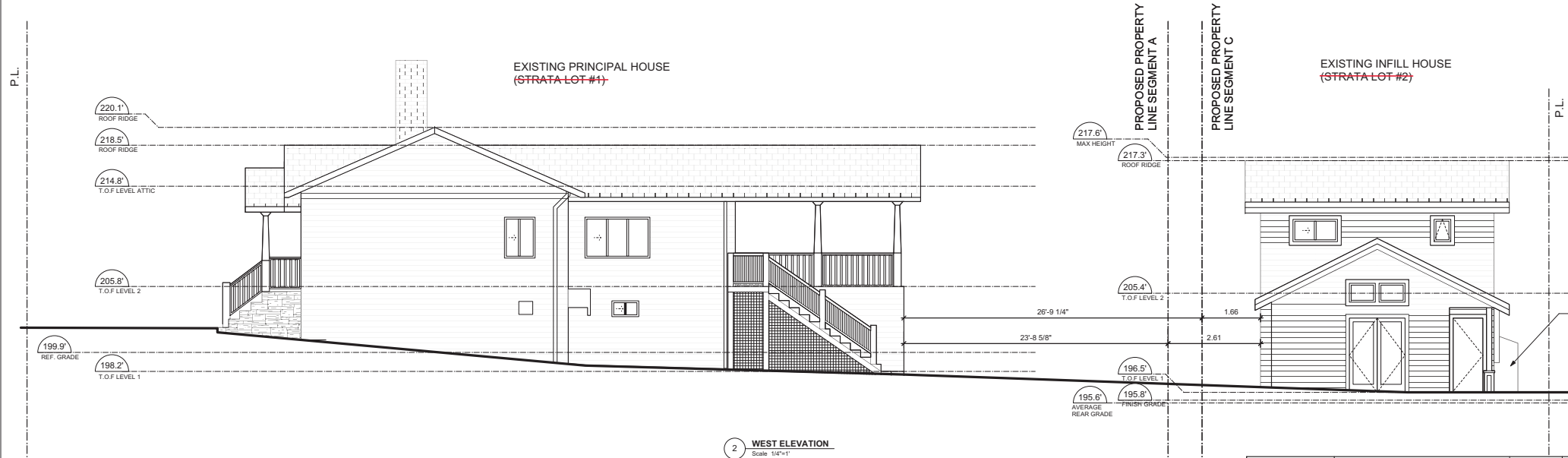
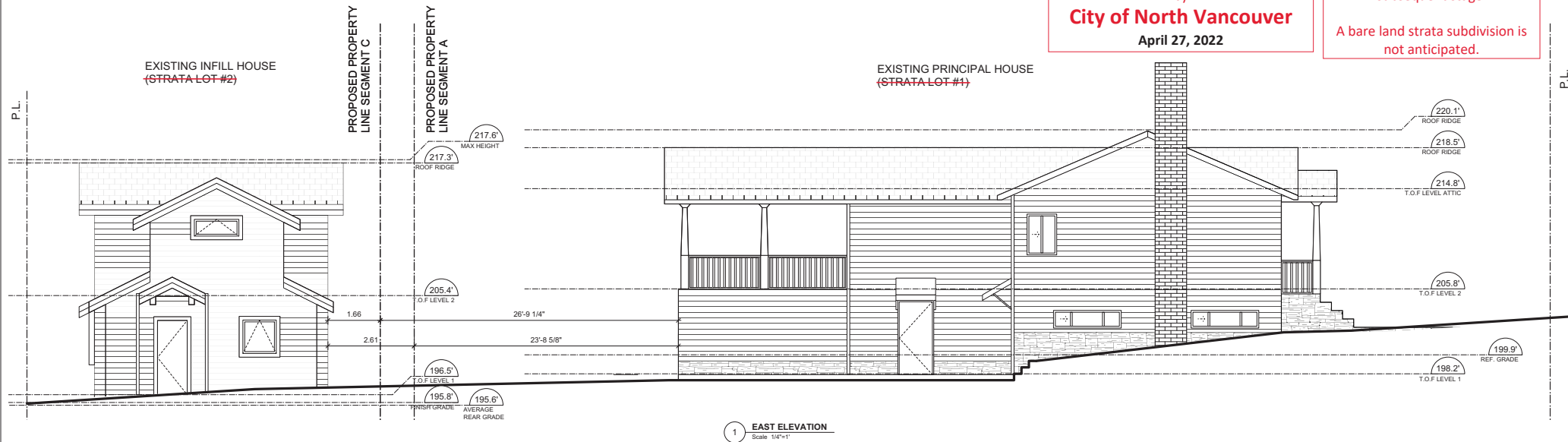


ELEVATION - INFILL HOUSE		SCALE: 1/4" = 1'
SZUIK RESIDENCE 880 EAST 4TH STREET		DATE: MAR 20 2022
DESIGNER: STRATIFICATION APPLICATION	DATE:	DATE:
		A2.03

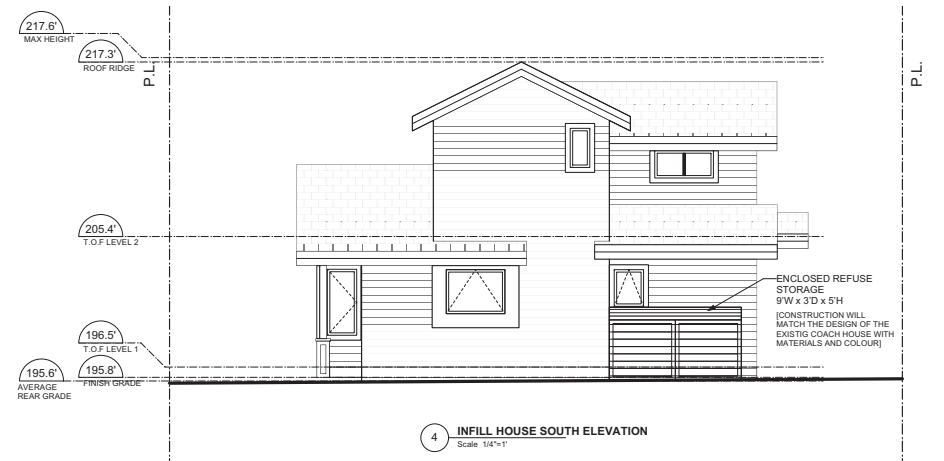
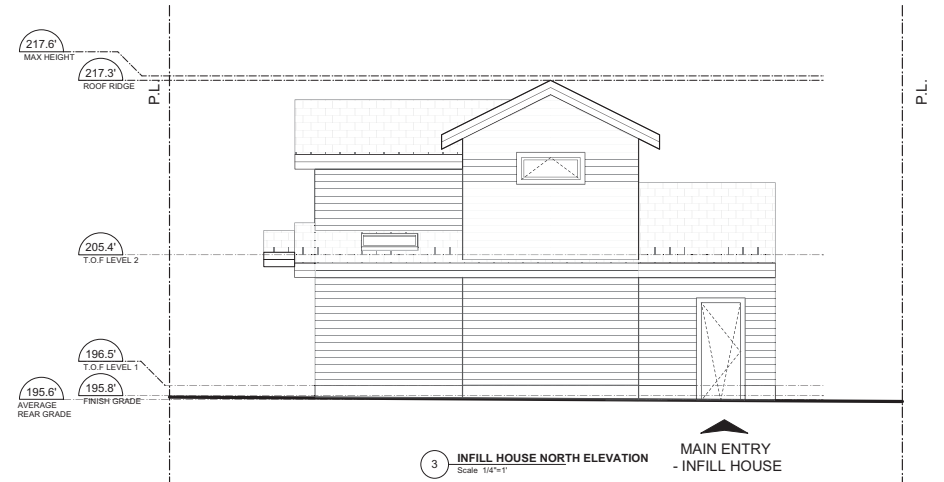
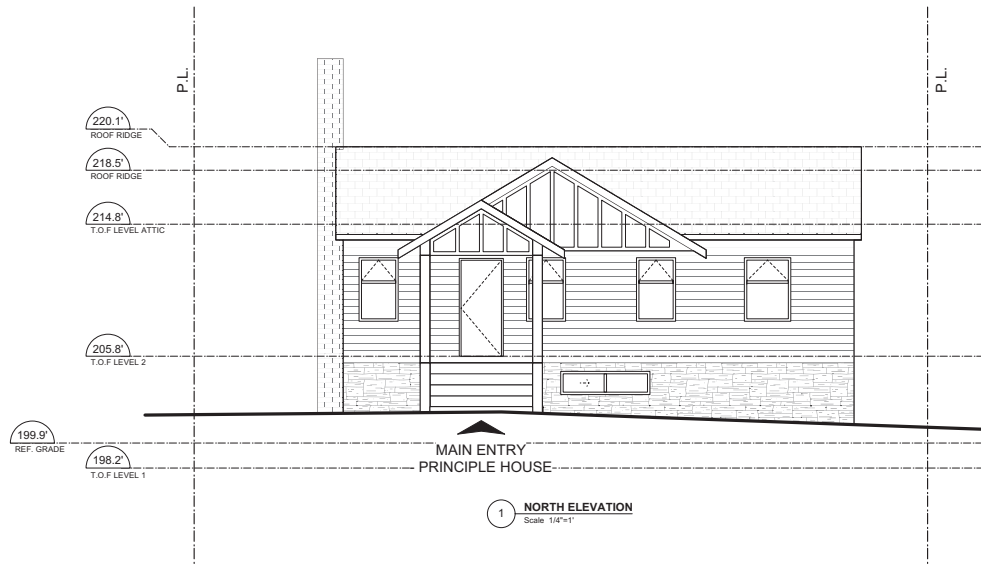
Amended in Red
by
City of North Vancouver
April 27, 2022

Stratification process for existing buildings to be determined at a subsequent stage.

A bare land strata subdivision is not anticipated.



ELEVATION - INTERIORS				SCALE: 1/4" = 1'
SZUK RESIDENCE				DATE: MAR 20 2022
830 EAST 4TH STREET				BY: SH
REVISION	DATE	BY	DATE	A2.04
STRATIFICATION APPLICATION				



ELEVATION - EXTERIORS				SCALE 1/4" = 1'-0"
SZUK RESIDENCE				DATE MAY 20 2022
830 EAST 4TH STREET				BY SH
REVISION	DATE	BY	DATE	A2.05
STRATIFICATION APPLICATION				



PUBLIC NOTICE

Regular Council Meeting

Monday, May 30, 2022 at 6:00pm

Zoning Amendment Bylaw No. 8917 for 639 East 4th Street

**View the meeting online at cnv.org/LiveStreaming
Or attend in person at City Hall, 141 West 14th Street**

Proposal: To rezone the subject property from a Two-Unit Residential 1 (RT-1) Zone to a Comprehensive Development 751 (CD-751) Zone to allow for the stratification of the existing buildings by permitting two Principal Buildings on the site.



To provide written input: All persons who believe their interest in property may be affected by the proposed bylaw will be afforded an opportunity to be heard by written or email 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, May 30, 2022**, to ensure their availability to Council at the meeting. No Public Hearing will be held.

To view the meeting online: Visit cnv.org/LiveStreaming

To attend the meeting in person: Enter City Hall through the doors at the southwest corner of the building after 5:30pm.

To view the documents: The proposed bylaw and background material can be viewed online at cnv.org/PublicHearings and at City Hall.

Questions? Matthew Menzel, Planner, mmenzel@cnv.org / 604-982-8337

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



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8917

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, 2022, No. 8917**” (Krzysztof Szuk / Shenpai Ha, 639 East 4th Street, CD-751).
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-751 (Comprehensive Development 751 Zone):

Lots	Block	D.L.	Plan	
8	23	273	1063	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-750 Comprehensive Development 750 Zone”:

“CD-751 Comprehensive Development 751 Zone”

- B. Adding the following to Section 1101, thereof, after the “CD-750 Comprehensive Development 750 Zone”:

“CD-751 Comprehensive Development 751 Zone”

In the CD-751 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) Gross Floor Area:
 - (a) Shall not exceed 0.5 times the Lot Area;
 - (b) Recycling and garbage storage for private use and held in private ownership may be excluded from Gross Floor Area (one-Unit and Two-Unit Residential);
- (3) Two Primary Dwelling Units shall be permitted on the Lot;
- (4) One Accessory Dwelling Unit is permitted on the Lot, and shall comply with Section 507 (14), except that:

- (a) Section 507(e) shall be waived;
- (5) Principal Buildings shall be sited as in the RT-1 zone, except that:
 - (a) The Principal Buildings shall be sited not less than 1.8 metres (6 feet) from the rear lot line (northern boundary);
- (6) Accessory building siting, as per Section 514 (4) shall be waived for the garbage and recycling storage area adjacent to the southern laneway;
- (7) Accessory buildings shall be sited per Section 514 (5), except that:
 - (a) the Accessory buildings shall not be sited less than 0.9m (3 feet) from the Rear Lot Line;
- (8) The regulations of Part 9: Parking and Access regulations shall apply, except that:
 - (a) Section 906(3)(b), Parking Space setback from Lot Lines, shall be waived;
 - (b) A minimum of two car parking spaces shall be provided.

READ a first time on the <> day of <>, 2022.

READ a second time on the <> day of <>, 2022.

READ a third time on the <> day of <>, 2022.

ADOPTED on the <> day of <>, 2022.

MAYOR

CORPORATE OFFICER

MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON **MONDAY, MAY 9, 2022**

REPORT

6. Rezoning Application: 2008 Westview Drive (Djamshied Shakirin / Seid Shakirin)
– File: 08-3400-20-0054/1

Report: Planner 1, April 27, 2022

Moved by Councillor Girard, seconded by Councillor Valente

PURSUANT to the report of the Planner 1, dated April 27, 2022, entitled “Rezoning Application: 2008 Westview Drive (Djamshied Shakirin / Seid Shakirin)”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8926” (Djamshied Shakirin / Seid Shakirin, 2008 Westview Drive, RS-2) be considered and referred to a Public Hearing;

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

THAT the community benefits outlined in the report be secured at the applicant’s expense and to the satisfaction of staff;

AND THAT the Mayor and Corporate Officer be authorized to sign the necessary documentation to give effect to this motion.

CARRIED UNANIMOUSLY

BYLAW – FIRST AND SECOND READINGS

7. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8926”
(Djamshied Shakirin / Seid Shakirin, 2008 Westview Drive, RS-2)

Moved by Councillor Girard, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8926”
(Djamshied Shakirin / Seid Shakirin, 2008 Westview Drive, RS-2) be given first and second readings.

CARRIED UNANIMOUSLY



 Department Manager	 Director	 CAO
---	---	--

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Huy Dang, Planner 1

Subject: REZONING APPLICATION: 2008 WESTVIEW DRIVE (DJAMSHIED SHAKIRIN / SEID SHAKIRIN)

Date: April 27, 2022 File No: 08-3400-20-0054/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 1, dated April 27, 2022, entitled "Rezoning Application: 2008 Westview Drive (Djamshied Shakirin / Seid Shakirin)":

THAT the application submitted by Djamshied Shakirin / Seid Shakirin to rezone the property located at 2008 Westview Drive from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone be considered and no Public Hearing be held, in accordance with the *Local Government Act*;

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

THAT the community benefits outlined in the report be secured at the applicant's expense and to the satisfaction of staff;

AND THAT the Mayor and the Corporate Officer be authorized to sign the necessary documentation to give effect to this motion.

ATTACHMENTS

1. Context Map (CityDocs [2134022](#))
2. Public Consultation Summary (CityDocs [2168374](#))
3. Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8926" (CityDocs [2134025](#))

SUMMARY

This report presents an application to rezone 2008 Westview Drive from a One-Unit Residential 1 (RS-1) Zone to One-Unit Residential 2 (RS-2) Zone to allow for a future subdivision of the existing one lot into two lots. The intent is to develop a single-family dwelling with a secondary suite and detached garage on each subdivided lot.

BACKGROUND

On February 28, 2022, Council directed staff to continue to process privately initiated RS-2 (small lot) rezoning applications on a case-by-case basis. Council also approved a simplified process for these applications, where at rezoning stage there would be a focused review on zoning, subdivision and servicing requirements. No design review would be conducted, and, if approved, development of the lots would be permitted in accordance with the zone, in the same manner as other low density zones in the City as the City does not exercise design control over single family homes.

DISCUSSION

Site Context

The subject site is located in the Mahon neighbourhood of the City, at the north east corner of Westview Drive and West 20th Street. The area consists of lower density development in the form of single family houses, with and without secondary suites (Attachment #1). The lots in the immediate surrounding blocks have a mixture of sizes and widths, with an established pattern of 10.1 metre (33 feet) lots along West 21st Street as well as along Westview Drive. Within the block face the subject site is located in, there are a mix of lot widths of 15.1 metres (49.5 feet) and 10.1 metres (33 feet). The subject property is the largest on the block face.

The buildings and uses immediately surrounding the subject site are described in Table 1 below.

Table 1. Surrounding Uses

Direction	Address	Description	Zoning
North	2020 Westview Drive	Single Family Home	RS-1
South (across E. 20 th Street)	1956 Westview Drive	Single Family Home with secondary suite	RS-1
East (across back lane)	550 West 20 th Street	Single Family Home with secondary suite	RS-1
West (across Westview Drive)	2009 Westview Drive	Single Family Home	RS-1
West (across Westview Drive)	2015 Westview Drive	Single Family Home	RS-1

Westview Drive is a major arterial road serviced by Bus #249.

Zoning Analysis

The proposal for two new lots each with a single family dwelling requires rezoning from RS-1 (One-Unit Residential 1) to RS-2 (One-Unit Residential 2) to allow for narrower Minimum Lot Frontage as per Table 2 below.

Table 2. Requested Changes to the Zoning By-law

	Current RS-1 Zone	Proposed RS-2 Zone
Buildings	One Principal Building per lot	One Principal Building per lot
Use	One-Unit Residential Use	One-Unit Residential Use
Units	3 Units (one Principal Dwelling Unit, one Accessory Secondary Suite, one Coach House)	2 Units per lot (one Principal Dwelling Unit, one Accessory Secondary Suite)
GFA	Lesser of 0.3 FSR + 93 sq. m (1,000 sq. ft), or 0.5 FSR. For subject site, maximum GFA is 0.3 FSR + 93 sq. m (1,000 sq. ft) = 279 sq. m (3,004 sq. ft.)	Lesser of 0.3 FSR + 93 sq. m (1,000 sq. ft), or 0.5 FSR. For the two proposed sites, maximum GFA is 0.5 FSR which is 176 sq. m (1,890 sq. ft.), for a combined total GFA for both lots of 351.1 sq. m (3,780 sq. ft.)
Lot Coverage	30% for Principal Building	30% for Principal Building
Minimum Lot Frontage	10 m (32.8 ft)	7.5 m (24.6 ft)
Principal Building Setbacks	Front Lot Line – 4.6 m (15 ft) Rear Lot Line – 14.4 m (47 ft) Interior Lot Lines – 1.2 m (4 ft)	Front Lot Line – 4.6 m (15 ft) Rear Lot Line – 14.4 m (47 ft) Interior Lot Lines – 1.2 m (4 ft)
Minimum on site parking	2 parking stalls	2 parking stalls per lot

Use and Density

The proposal represents a minimal increase in density. Staff note the maximum 0.5 FSR would apply to the two proposed lots. One additional net unit is permitted through the RS-2 rezoning and subdivision. The proposed density is consistent with the Official Community Plan and planned character of the neighbourhood, at an appropriate location along a public transit route.

The proposed parking is one space per principal unit and one space per suite, which is adequate for this site. Secure bicycle parking is provided within each lot's detached garage.

There are three on-site trees located along the south and east lot line. Two of these three trees are in locations which would conflict with foot prints of new buildings. While

the City's recently adopted Tree Bylaw does not apply to lower density sites, the City retains the ability to contemplate and secure tree retention through rezoning. A Tree Covenant is proposed to secure retention of one of the existing significant trees, at the south eastern corner of the site, and staff will encourage consideration be given to additional retention and replanting at the building permit stage.

COMMUNITY CONSULTATION

The applicant held their Virtual Developer Information Session on November 30, 2021 and the City received eight comment forms, where two people supported the application, and six opposed the application.

Those who support the proposal felt the application would improve the neighbourhood with new sidewalks.

The comments that were opposed to the application expressed concerns about parking and traffic congestion that will be added to an area that is already busy. Some expressed concerns with the potential removal of mature trees on the property. In response, the applicant has adjusted the location of one of the proposed garages to avoid the removal of one of the on-site trees, a red cedar located in the south east corner of the existing property. The applicant has agreed to have the tree retained as a condition of rezoning.

Given the conformity of the proposal with the Official Community Plan and existing character of the area, staff is recommending that no Public Hearing be held. Should Council wish to refer the application to a Public Hearing, the first active clause in the resolution should be amended to read:

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8926"
(Djamshied Shakirin / Seid Shakirin, 2008 Westview Drive) be considered and referred to a Public Hearing;

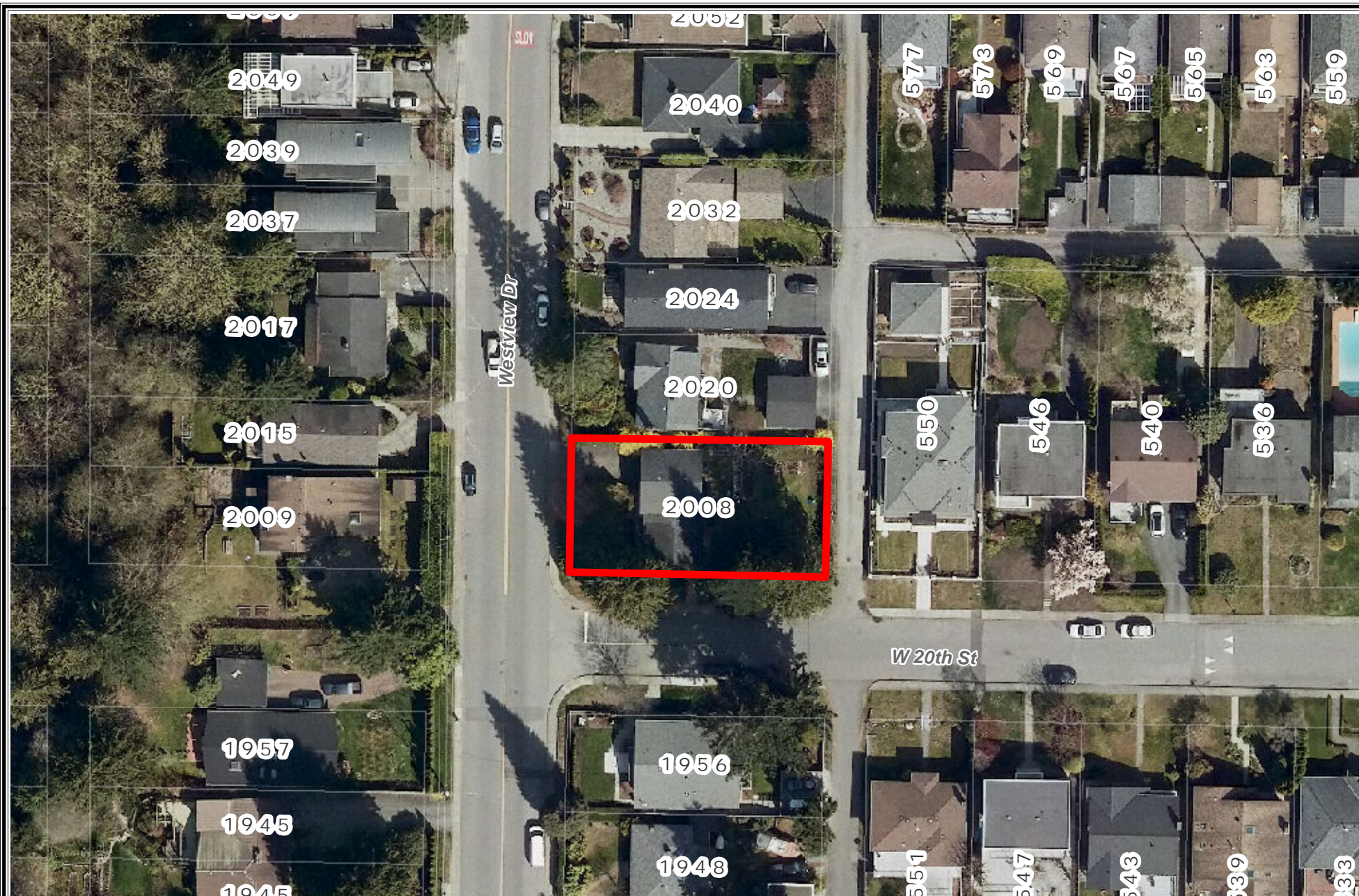
COMMUNITY BENEFITS

The standard servicing requirements such as wider sidewalks and boulevard would apply and a covenant would be registered securing the retention of a significant tree on the south eastern portion of the site

RESPECTFULLY SUBMITTED:



Huy Dang
Planner 1



Djam Shakirin
2008 Westview Drive
North Vancouver
BC V7M 3B2

The City of North Vancouver

Re 2008 Westview Drive - DVIS Meeting in Power Point- November 30, 2021 6 -8 pm

I had 8 people from 10 registered attendees, two neighbours and 6 from the neighborhood.

The neighbour (Clare and Robert) on north does not support any kind of development due to blocking their view, additional density, construction noise... and the neighbour cross the street (Ken) is strongly in favor of the development.

A Westview residence (Karen) does not support the development. She is concerned about the removal of existing trees despite of proposed replacement trees. Other five attendees were in support of the development as the supported affordability and density.

The biggest concerns are parking garage and tree.

I had knocked on doors and spoken to as many people as possible in the neighborhood and in general they are happy with the development.

Regards

Djam Shakirin

A handwritten signature in black ink, appearing to read 'Djam Shakirin', with a stylized, cursive script.

Djam Shakirin,
ARCHITECT AIBC, MRAIC, CPHD, LEED AP BD+C,

Public Hearing

Rezoning Application for 2008 Westview Drive

Presented May 30, 2022
Planning and Development



Proposal

- A rezoning from a One-Unit Residential 1 (RS-1) to a One-Unit Residential 2 (RS-2) zone is proposed in order to permit a subdivision of the property into two



Policy and Land Use Alignment

- **Official Community Plan**
 - Designated as Residential Level 1
 - Supports single family dwellings with secondary suites
 - Supports maximum FSR of 0.5
- **Housing Action Plan**
- **Metro 2040**

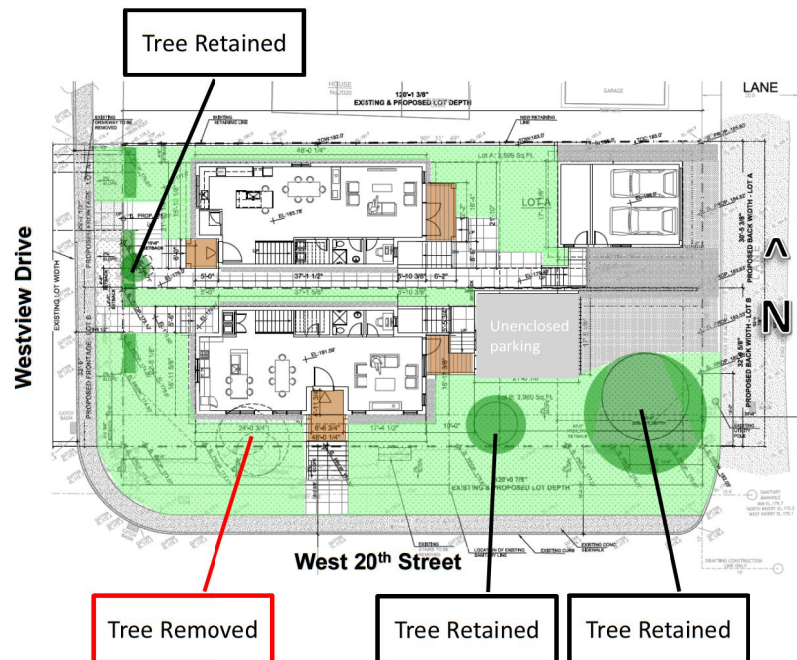
RS-1 vs. RS-2 Zone

Key differences denoted in **red** below:

	Current RS-1 Zone	Proposed RS-2 Zone
Land use	One Principal Building per lot	Same requirement
FSR	Lesser of 0.3 FSR + 93 sq. m (1,000 sq. ft) or 0.5 FSR	Same requirement
Setbacks	<ul style="list-style-type: none">- 4.6 m (15 ft) from Front Lot Line- 14.4 m (47 ft) from Rear Lot Line- 1.2 m (4 ft) from Interior Lot Lines	Same requirement
Parking	2 parking stalls per lot	Same requirements
Lot Frontage	Minimum 10 m (32.81 ft) wide	Minimum 7.5 m (24.6 ft) wide
Dwelling units	3 units per lot (single-family house, suite, coach house)	2 units per subdivided lot (single-family house, suite) = net total of 4 units per lot

Tree Retention

- One city tree is to be removed to permit the development
- The private tree at the southeast corner of the site will be protected via a covenant



Community Consultation

- The applicant held their Virtual Developer Information Session on November 30, 2021 where 8 people attended.
 - Predominant concerns:
 - Loss of mature trees
 - Congestion along Westview Dr. and street parking constraints

Conclusion

- The proposal represents a standard small lot rezoning that aligns with various City and regional policies regarding density, diversifying housing forms and providing rental options



Thank you.

From: Karen McCready
Sent: May-21-22 11:02 AM
To: Submissions; Planning
Subject: Rezoning Application Feedback 2008 Westview Dr

This email is concerning the proposed rezoning development application for 2008 Westview Drive, North Vancouver.

In November 2021, the applicant held a developer information session to get feedback about the proposed project, and there were many rejections of the project based on the issues of tree removal, residential view restriction/encroachment, increased vehicle and parking requirements.

I recently seen a Public Hearing announcement for the rezoning application for the same property, however, there has been no changes to the plans for the new housing by the developer, or additional information from the City, and the plans and proposal still intends to four trees on the property, one being very old. The replacement of old trees with younger (and non-native ones) is not justifiable in our fragile community due to the increasing concerns over climate change. Other neighbours are also concerned about the increased parking / traffic from additional suite housing. And the neighbouring property is concerned about the encroachment of privacy to their deck and structure as well as the blocking of their view.

I, as a resident of the neighbourhood and tax payer, still object to the rezoning of this property.

Regards,
Karen McCready
566 West 21st Street
North Vancouver



<https://www.cnv.org/.../Current-Developments/2008-Westview>

2008 Westview

The applicant has submitted an application to rezone the property from RS-1 to RS-2 in order to enable the future subdivision of the lot into two new lots. Each new lot will be permitted to construct one single-family home with an accessory secondary suite and two parking stalls.

Application Process & Information

MILESTONE	DATE	DOCUMENTS	HOW TO PARTICIPATE
Application Accepted	TBD	Architectural Plans - May.31.21	Contact City staff with questions or comments.
Developer Information Session	November 30, 2021	-	Contact the Applicant for information on how to participate.
Revised Submission Based on Feedback	TBD	-	Contact City staff with questions or comments.
Public Hearing	May 9, 2022	-	View Council agenda or learn how to participate at a Public Hearing .
Council Approval	TBD	-	Contact City staff or the Applicant with questions or comments.

City Contact Info

Huy Dang
Planning Lead
Telephone: 604-983-7357
Email: planning@cnv.org

Applicant Contact Info

DJAMSHIED SHAKIRIN
Telephone: 604-721-5201
Email: DJ.SHAKIRIN@GMAIL.COM

PUBLIC HEARING

Monday, May 30, 2022 at 6:00 pm

Zoning Amendment Bylaw No. 8926 for 2008 Westview Drive

**View the meeting online at cnv.org/LiveStreaming
Or attend in person at City Hall, 141 West 14th Street**

Proposal: To rezone the subject property from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone for a future subdivision of the property. The RS-2 Zone allows for a single-family dwelling and secondary suite.

To provide written input: All persons who believe their interest in property may be affected by the proposed bylaw will be afforded an opportunity to speak at the Public Hearing and/or by written or email 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, May 30, 2022**, to ensure their availability to Council at the Public Hearing. No further information or submissions can be considered by Council after the Public Hearing has concluded.

To speak at the Public Hearing by Webex/phone OR in person:

Via Webex/phone: Pre-register by completing the online form at cnv.org/PublicHearings, or by phoning 604-990-4230 to provide contact details, so call-in instructions can be forwarded to you. **All Webex/phone pre-registration must be submitted no later than 12:00 noon on Monday, May 30, 2022.**

In person at City Hall: On the day of the Public Hearing, a sign-up sheet will be available at City Hall reception (14th Street entrance) between 8:30am and 5:00pm, and then in the lobby, outside the Council Chamber from 5:30pm. To attend the Public Hearing in person, enter City Hall through the doors at the southwest corner of the building after 5:30pm.

Non-registered speakers: Speakers who have not pre-registered will also have an opportunity to provide input. Once all registered speakers have spoken, the Mayor will call for a recess to allow time for additional speakers to phone in or speak in person. Call-in details will be displayed on-screen during the livestream at cnv.org/LiveStreaming.

To view the documents: The proposed bylaw, background material and presentations can be viewed online at cnv.org/PublicHearings and at City Hall.

Questions? Huy Dang, Planner, hdang@cnv.org / 604-990-4216



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8926

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, 2022, No. 8926**” (Djamshied Shakirin / Seid Shakirin, 2008 Westview Drive, 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):

Lots	Block	D.L.	Plan	
Amended Lot 9 (see 264534L) of Lot D	1	547	1061	from RS-1

READ a first time on the 9th day of May, 2022.

READ a second time on the 9th day of May, 2022.

READ a third time on the <> day of <>, 2022.

ADOPTED on the <> day of <>, 2022.

MAYOR

CORPORATE OFFICER

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Presentation to the City of North Vancouver

UNDERSTANDABLE & ACCESSIBLE LOCAL POLITICS

Created by Nubia, Harman,
Sean & Dorsa

Youth Engagement and Understanding

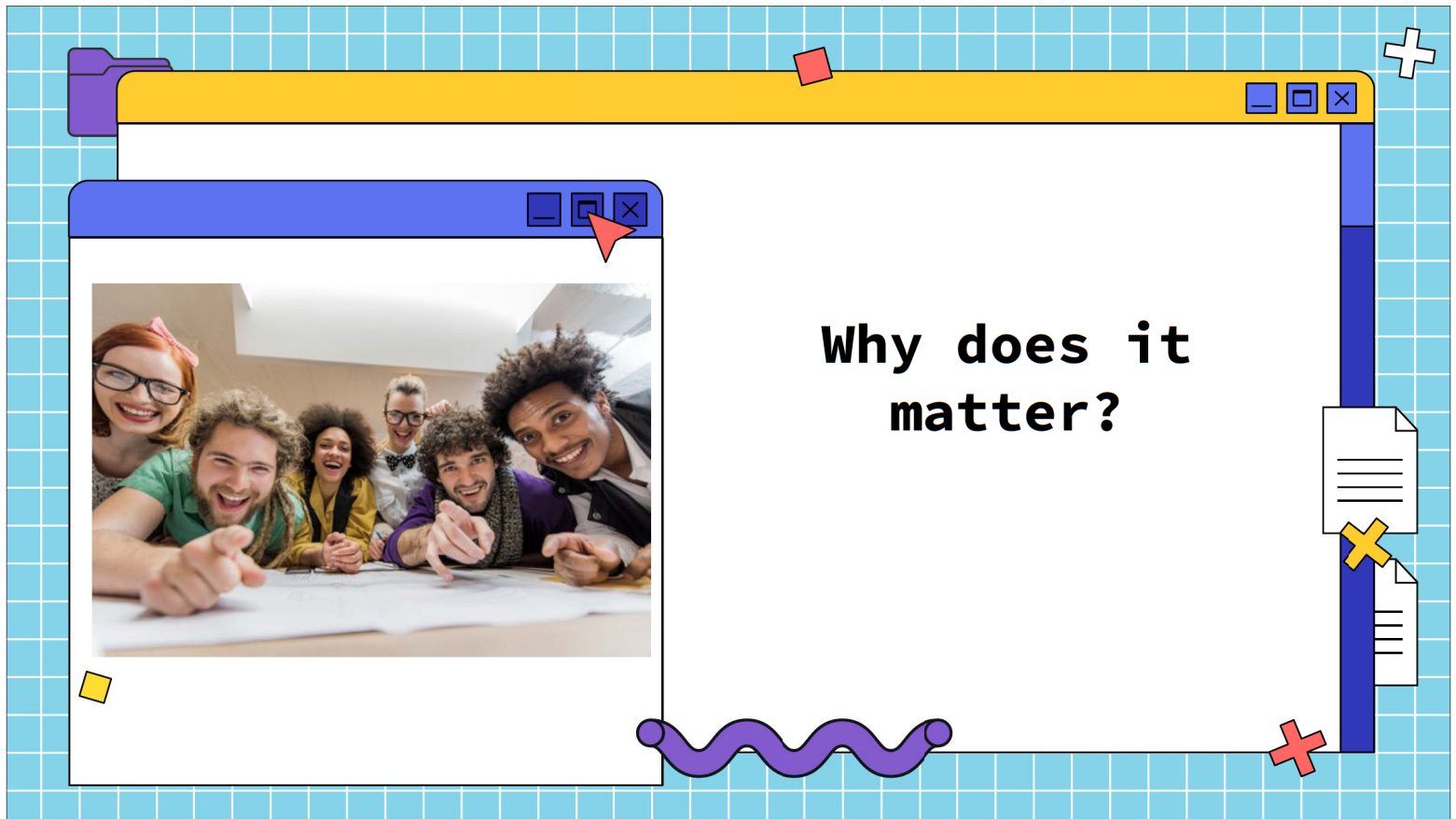
Involvement

A

B

Awareness

Action



Call to Action

Make learning about local government more accessible and empower youth to get involved.

Steps Involved

01

Create Content

Workshops and videos on local governments and civic engagement targeting youth

02

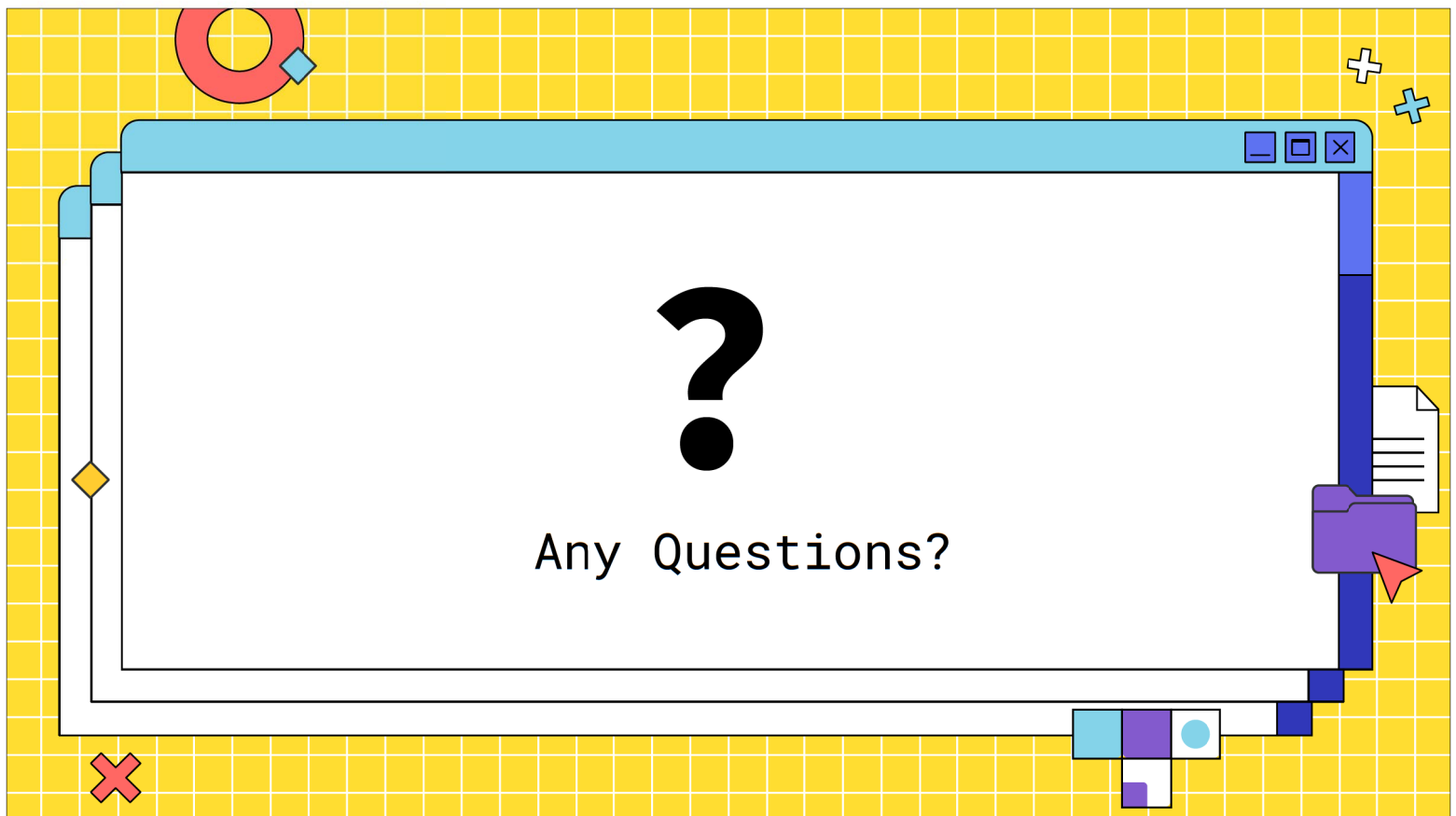
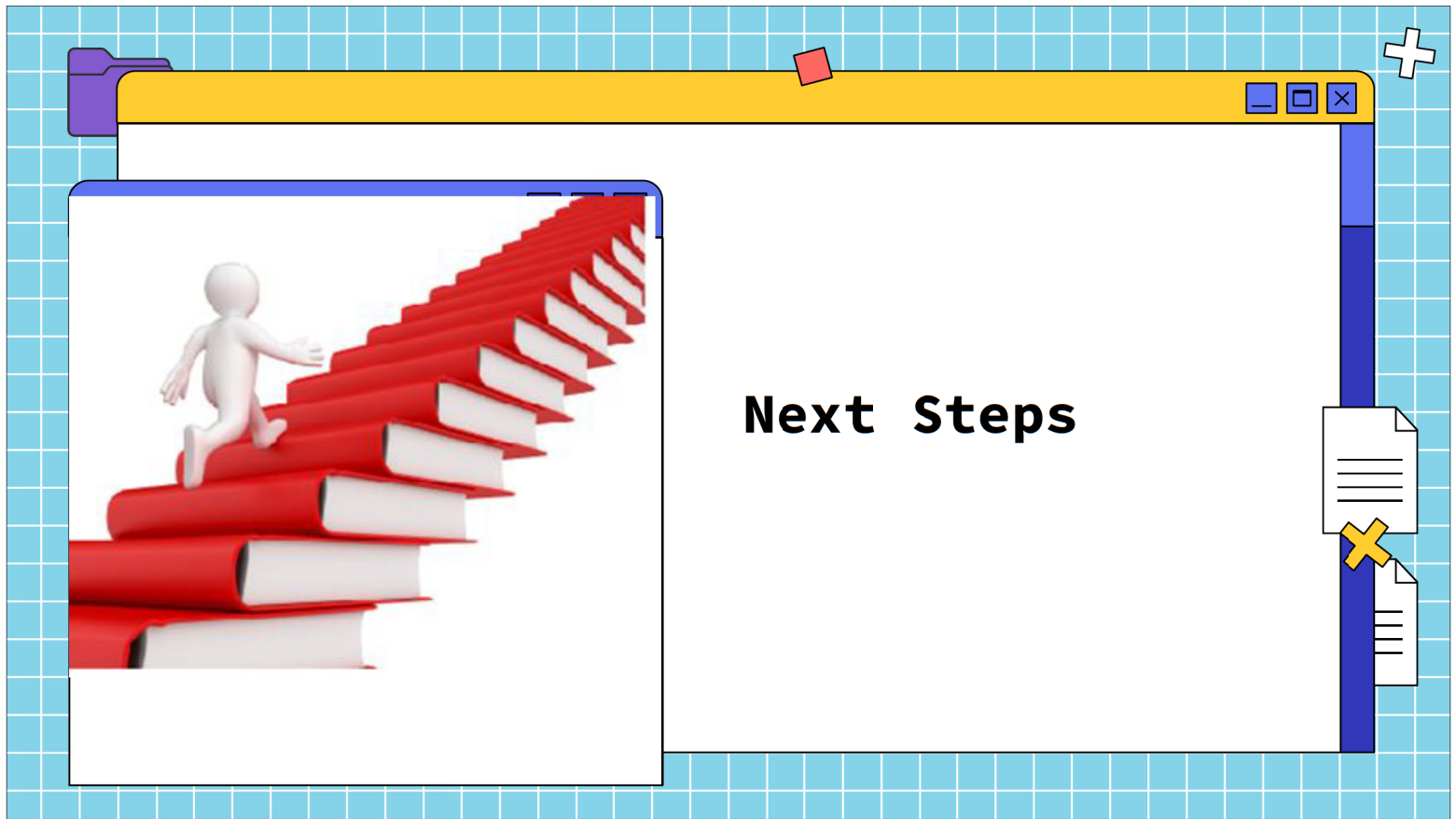
Outreach

Share content with local organizations

03

Direct Engagement

Opportunities for direct engagement with counsel members through workshops

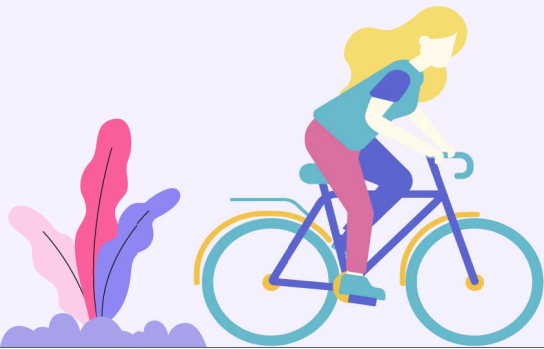




Thank You!

4th Street Cycling Corridor Upgrades

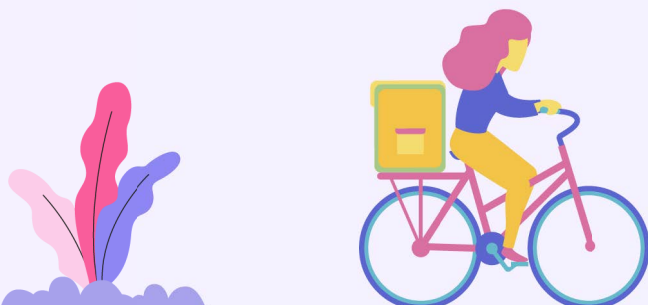
Proposal to the City of North Vancouver



Long Term Vision —

The City of North Vancouver has identified cycling as a “healthy, efficient and non-polluting mode of transportation”

4th Street has been identified as an “AAA Network Vision Corridor not yet delivered” (CNV Planning and Development Department, 2019)



4th Street Cycling Corridor

Strategically located as a relatively *climb-minimizing* east-west route with connections to the Spirit Trail and north-south cycling corridors (Chesterfield Ave, St. Andrews, Queensbury Ave)



Current Shortcomings

Issue 1

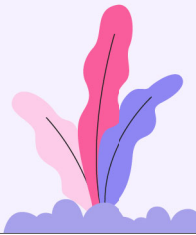
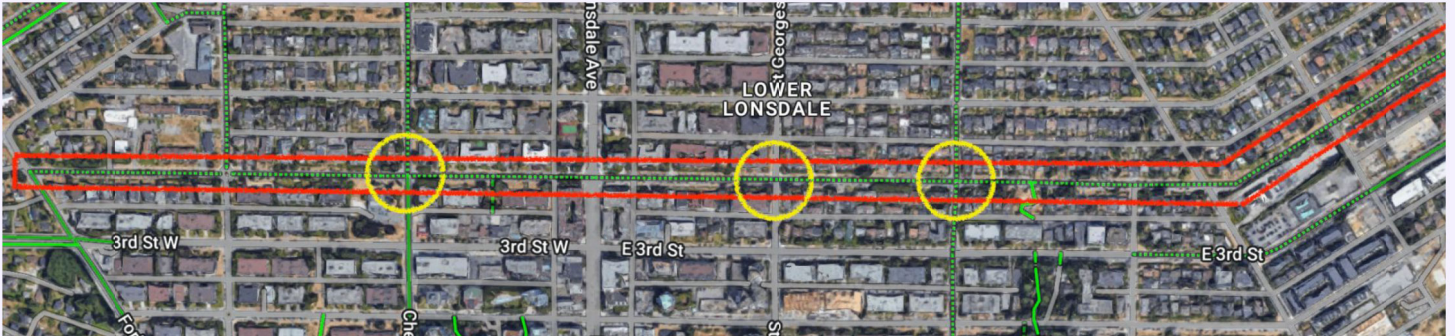
Dangerous and intimidating intersections along corridor

Issue 2

Confusing or complicated connections to existing east-west cycling network

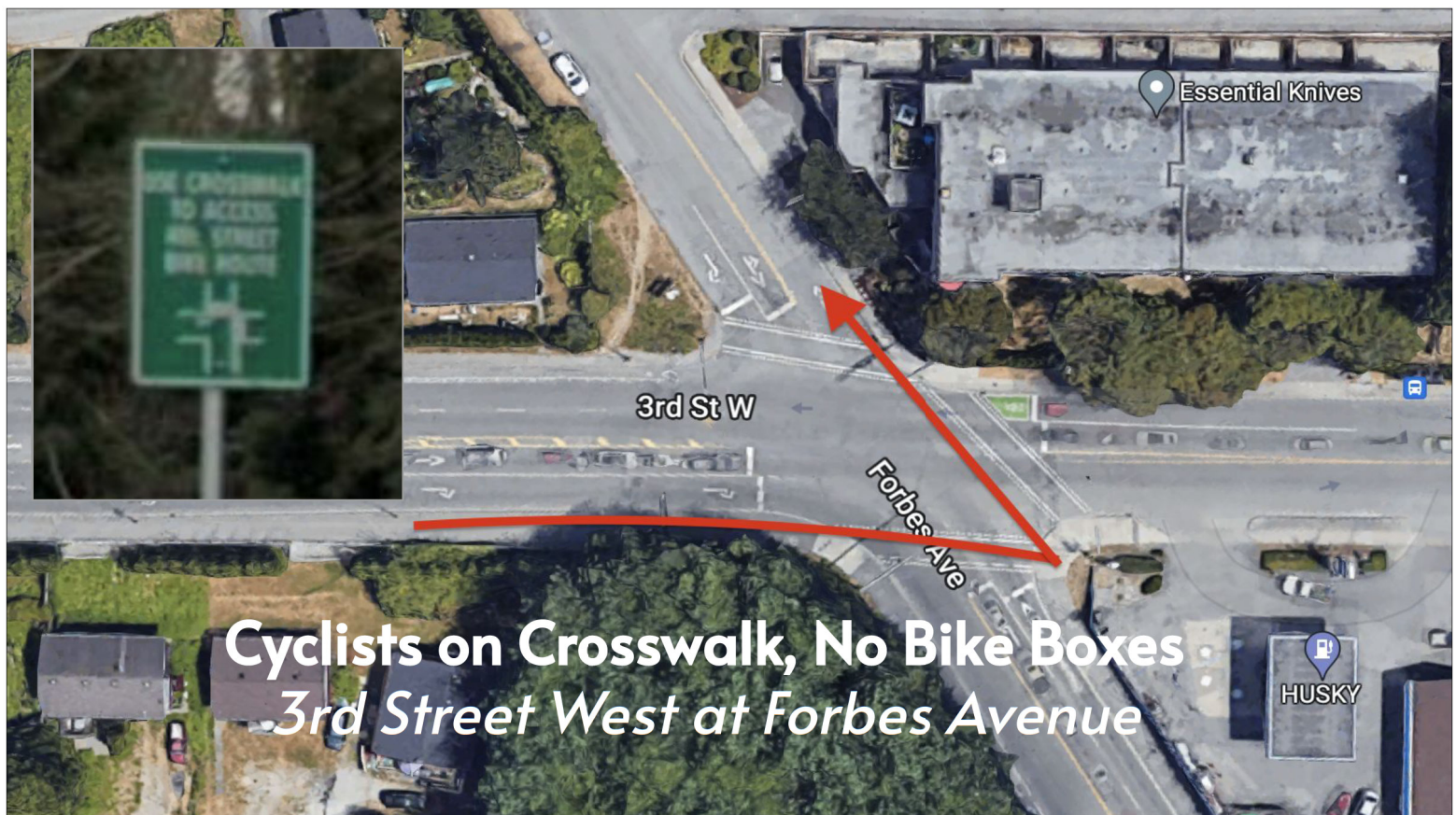
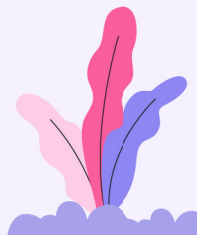
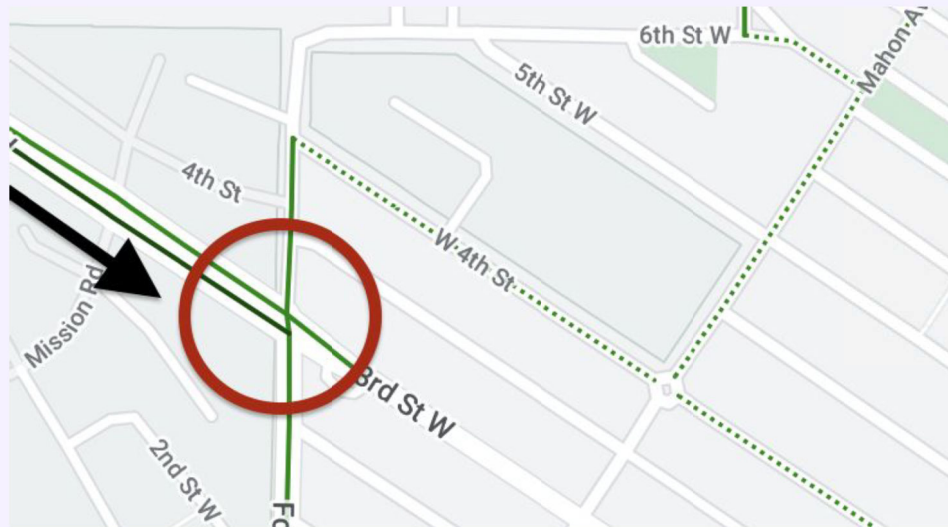


Issue 1: Dangerous or Intimidating Intersections





Issue 2: Complicated Connections to Existing Bike Network





Left-turn Bike Box
Cambridge, Massachusetts



Left-turn Bike Box
*National Association of
City Transportation Officials*

Opportunities for Wayfinding Improvements

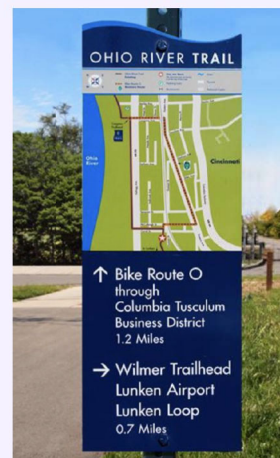


Decision signs: Portland, Oregon
and UBC Campus

Opportunities for Wayfinding Improvements

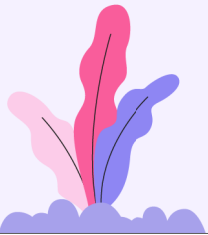


Grade Indicating
Signage, Denmark



Wayfinding Map,
Ohio River Trail

Thank You





North Shore Young Civic Forum

Brought to you by:



C/O Clerk's Office
City of North Vancouver

Friday, February 4, 2022

Dear Mayor & Council,

I am writing to request that a delegation of young adult participants from the North Shore Young Civic Forum ("the Forum") be allowed to present at the May 30th meeting of the City of North Vancouver Mayor and Council. The Forum is a civic education program for young adults ages 18-39 who live, work, or study on the North Shore. The program developed, designed, and led by North Shore Community Resources in partnership with CityHive, and with support from all three North Shore municipalities.

In March to May 2022, participants in the Forum will learn about municipal decision-making, local elections, and city planning. The program endeavours to provide the young participants with the tools and platform to share ideas that matter to them. Based in a knowledge-to-action framework, this program will culminate with the creation of participant-led projects which they will present to you at that meeting. These presentations to Council simultaneously build their own skills and agency, while also sharing issues that matter to them with you -- our elected decision-makers.

We hope that this delegation can be provided with a presentation time slot at the May 30th Council meeting. The project groups will ensure all accompanying materials are shared with the Clerk's off no later than 12 days prior to their presentation. Please don't hesitate to reach out if you require any additional information or if you have any questions.

Yours sincerely,




Rowan Gentleman-Sylvester
*North Shore Young Civic Forum Co-Lead
Civic Education Program Manager, CityHive*

rowan@cityhive.ca | 778-232-9615

Reviewed by:

CAO



 Department Manager	 Director	 CAO
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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, Deputy Director, Community and Partner Engagement

Subject: MULTICULTURAL COMMUNITY FESTIVAL TASK FORCE TERMS OF REFERENCE

Date: May 18, 2022 File No: 10-4870-01-0001/2022

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

RECOMMENDATION

PURSUANT to the report of the Deputy Director Community and Partner Engagement, dated May 18, 2022, entitled "Multicultural Community Festival Task Force Terms of Reference":

THAT the Multicultural Community Festival Task Force Terms of Reference be endorsed;

THAT Councillor _____ and Councillor _____ be appointed to the Task Force;

THAT \$15,000 from the Operating Budget for Council Grants be allocated to support the work of the Multicultural Community Festival Task Force;

THAT \$7,500 from the Equity and Diversity project COVID Recovery Funding be re-allocated to support the work of the Multicultural Community Festival Task Force;

AND THAT a copy of this motion be sent to the member organizations identified in the Terms of Reference.

ATTACHMENTS

1. Draft Multicultural Community Festival Task Force Terms of Reference
(CityDocs [#2141614](#))

PURPOSE

This report provides a recommended Terms of Reference for the Multicultural Community Festival Task Force and options for proceeding in response to the Council resolution noted below.

BACKGROUND

On January 24, 2022 Council unanimously resolved:

WHEREAS the City of North Vancouver is made up of residents from diverse cultures, multi-ethnic backgrounds and ancestries with distinct languages and traditions that enrich the lives of all residents within the City;

WHEREAS the 2018-2022 Council Strategic Plan reflects that 38% of the City's population have emigrated from more than 100 countries;

WHEREAS the City's Cultural and Diversity Policy, adopted by Council on June 1, 1998, sets out objectives to promote and reflect a positive and proactive attitude towards community diversity among City employees and representatives, promote inclusion and welcome the participation of community members from various backgrounds in community and civic life;

WHEREAS multicultural events provide opportunities to: 1) promote awareness and education for residents to learn more about another culture in positive ways; 2) enhance intercultural interactions and breaking down barriers by celebrating the ethnic and cultural diversity of our residents through official celebrations; and, 3) engage residents through volunteerism and participation in the delivery of such events;

WHEREAS other cities in Canada, which have hosted 'destination' multicultural festivals, have demonstrated there to be financial and economic spin-offs through additional tourism dollars spent at local businesses during such festivals;

AND WHEREAS there are numerous cultural organizations and societies, within Metro Vancouver and beyond, whose mission is to celebrate and preserve cultural traditions through the delivery of performances at such festivals;

THEREFORE BE IT RESOLVED THAT staff be directed to create a Task Force for the purpose of investigating a potential model for a coordinated, annual, multi-day, Multicultural Festival, for the celebration of cultural performances and presentations, offered by cultural organizations and societies, and utilizing a variety of City-wide community spaces and participation from community members;

AND THAT the Task Force report back to Council on a proposed model, estimated cost implications and the role for the City.

DISCUSSION

Attachment #1 provides a recommended terms of reference for the Multicultural Community Festival Task Force. As per the resolution of Council this Task Force will investigate and recommend a potential model for a coordinated, annual, multi-day, Multicultural Festival, for the celebration of cultural performances and presentations, offered by cultural organizations and societies, and utilizing a variety of City-wide community spaces and participation from community members. It should be noted that this festival is not intended to be City led but rather community led. The City will provide the initial support to facilitate the development of a festival model. This will be done through consultation with cultural groups and interested parties. As part of the process, the Task Force and support staff will need to engender community support for this initiative which may take time to build.

The work of the Task Force will be supported by a Committee Clerk provided by Community and Partner Engagement and a shared staff resource from the North Vancouver Recreation and Culture Commission and Community and Partner Engagement. The Deputy Director of Community and Partner Engagement will attend Task Force meetings as an additional resource.

Existing Local Context

As Council is aware, the North Shore Folk Festival Society has organised and delivered the annual Folk Fest at Centennial Theatre since 1974. The event has consisted of 16-18 ethnic dance and music/singing groups performing over two nights. Most of the acts are local with a focus on folklore from various cultures but also have acts appealing to the new/younger generation such as a Tae kwon do/dance act to Hip Hop music. Last year, due to COVID, the event was held virtually. This year, they plan to have a single night event with 10 cultures represented including the Italian Children's choir, Capoeira and Brazilian music. The groups also set up booths in the Lobby of the theatre and have included food sharing in the past as part of the Festival. They are not including the food portion this year. The event typically attracts over 1,200 people over two nights.

Folk Fest is organized by the North Shore Folk Fest Society and is supported by volunteers. There are 8 volunteer board members and usually 20 volunteers the day of the event. Many of the volunteers come through Impact North Shore. The event is free to the public receiving grant funding through the North Vancouver Arts and Culture grants program and the Province.

Given this well-established community event, it will be imperative that the Task Force explore a collaborative approach with the North Shore Folk Festival Society. It has been recommended that the Society be representative on the Task Force.

FINANCIAL IMPLICATIONS

In order to support the work of the Task Force, staff recommend that funding be provided to cover the cost of meeting expenses and consultant assistance. A budget of up to \$17,500 is recommended with funding sources being:

- Reallocation of \$7,500 from the COVID Equity/Diversity grant funding
- \$15,000 from the Operating Budget approved for Council Grants

INTER-DEPARTMENTAL IMPLICATIONS

The proposed Task Force Terms of Reference has had input from staff at the North Vancouver Recreation and Culture Commission, CAO's Office, Finance and Strategic and Corporate Services.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

An annual Multicultural Community Festival through its celebration of different cultures; collaborative approach to planning and delivery of the festival; and potential to attract visitors to the City will contribute to the following Council Strategic Plan Priorities:

- A City for People
- A Livable City
- A Vibrant City
- A Prosperous City

The festival will also touch on various Goals and Objectives of the Community Well-Being; Arts, Culture and Heritage; and Economic Development sections of the OCP.

RESPECTFULLY SUBMITTED:



L. R. Orr
Deputy Director, Community and Partner
Engagement



TERMS OF REFERENCE

Multicultural Community Festival Task Force

PURPOSE

The Multicultural Community Festival Task Force is being established at the direction of Council to establish a positive and proactive attitude towards community diversity and inclusion, promote education and awareness of cultural diversity, celebrate the ethnicities and cultures of our residents, and welcome the participation of community members from all cultural backgrounds in community and civic life.

MANDATE

- Investigate a potential model for a coordinated, annual, multi-day multicultural festival offered by cultural societies or organizations.
- Promote cultural awareness and education for residents to learn more about other cultures in positive ways;
- Enhance intercultural interactions and break down barriers by celebrating the ethnic and cultural diversity of our residents through official celebrations; and
- Engage residents through volunteerism and participation in the delivery of such events.

Recommendations of the Task Force are advisory in nature and are not binding on the City. Suggestions of the Task Force are to be made in the form of a recommendation and included in a staff report to Council for consideration.

The Task Force will produce a report to Council that outlines a proposed community-based model (operational and governance), cost estimates and the role of the City in a coordinated, annual, multi-day, multicultural festival, for the celebration of cultural performances and presentations, offered by cultural organizations and societies, and utilizing a variety of City-wide community spaces and participation from community members.

MEMBERSHIP

Composition

The Task Force shall be comprised of up to 12 voting members, as appointed by Council, and will include resident representation from the local community and stakeholders from local non-profit cultural organizations. Full membership complement will be comprised as follows.

- Two members of Council;
- Three (3) residents, generally representative of the cultural diversity of the City; one of which is preferred to be a representative of one of the two local First Nations; and
- One representative from each of the following community organizations (staff or Board member):
 - North Shore Folk Fest Society;
 - Lower Lonsdale Business Improvement Area;
 - North Vancouver Museum and Archives;
 - School District No. 44 (North Vancouver);
 - Impact North Shore;
 - North Vancouver City Library; and
 - North Van Arts.

One of the members of Council will be appointed by the Mayor to serve as Chair.

The Deputy Director, Community and Partner Engagement will attend meetings as the staff liaison. Additional staff resources will be made available by the Community and Partner Engagement Department and the North Vancouver Recreation and Culture Commission.

Term of Service

The Multicultural Community Festival Task Force will be in effect on the date of appointment(s) by Council for a period of approximately 18 months.

Attendance

All voting members will maintain membership until the Task Force is dissolved. Members are expected to:

- Attend all scheduled meetings and participate fully;
- Review distributed material prior to each meeting;
- Advise the Task Force Secretary of an anticipated absence prior to a scheduled meeting, to help maintain quorum; and
- For resignation prior to the end of the term, submit a written notice of resignation to the Task Force Chair, with a copy to the Secretary.

When the Chair is absent from a meeting, the other member of Council will act as Vice Chair.

A member representative from one of the community organizations may designate an alternate to attend a meeting in their place, if required.

A resident representative is not permitted to designate an alternate to attend a meeting in their place.

Any representative member who fails to attend 3 consecutive meetings will have their membership reviewed by the City Clerk's Office.

MEETINGS

Rules of Procedure

Meetings shall be held in accordance with "Council Procedure Bylaw 2015, No. 8500", the *Community Charter* and Roberts Rules of Order (recent edition).

Schedule

Meetings will be held on a monthly basis or as required at the call of the Chair. No meetings are expected to be held in August.

Resource Support

The City will designate a Secretary to provide support for organizing meeting logistics, preparing and distributing agendas; preparing meeting minutes; and assisting with correspondence.

The Secretary will distribute meeting agendas the week prior to the meeting. Meeting minutes will be recorded, including key decisions, highlights of discussion points, and an action log.

Working Groups

The Task Force is permitted to establish working groups, with a maximum of 4 members, to conduct review and research on a specific subject and then report findings to the Task Force.

Quorum

A majority of the voting members is required to be present in order to hold a meeting, and must include at least one (1) of the Council members appointed.

If quorum is not present within 15 minutes of the scheduled meeting start time, the Secretary will:

- (a) Declare the meeting cancelled due to quorum not being reached;
- (b) Record the time and names of the members present and those absent; and
- (c) Place agenda items from the cancelled meeting onto the agenda for the next scheduled meeting.

Decisions

Every effort will be made to use a consensus-based decision-making model. In the event a consensus is not possible, a simple majority vote of members present will be used.

All decisions of the Task Force will be recorded in the minutes.

Communication

Communication regarding meetings shall be made to the Chair.

Communication to City staff shall be made through the staff liaison.

Communication to the media, or responses to media queries, shall be made only by the Chair.

Remuneration

Members are unpaid and serve on a voluntary basis. Any reasonable expense incurred by carrying out business of the Task Force may be claimed and will be reimbursed at the discretion of the Chief Financial Officer.

Note: Mileage is not deemed a reasonable expense.

CODE OF CONDUCT

The City of North Vancouver expects all members to adhere to its core corporate values of behavioural excellence, service excellence, leadership, accountability, communication, value and teamwork.

All members must follow the Code of Conduct set out in "Council Procedure Bylaw 2015, No. 8500".

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 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Brandon Green, Transportation Engineer

Subject: MARINE-MAIN CORRIDOR – EASTBOUND TRANSIT LANE
EXTENSION FROM QUEENSBURY TO GLADSTONE AVENUE

Date: May 18, 2022

File No: 11-5330-20-0064/1

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

RECOMMENDATION

PURSUANT to the report of the Transportation Engineer, dated May 18, 2022, entitled "Marine-Main Corridor – Eastbound Transit Lane Extension from Queensbury to Gladstone Avenue":

THAT staff be directed to proceed with the detailed design of the project, to reduce transit travel time and variability along East 3rd Street and Cotton Road between Queensbury Avenue and Gladstone Avenue;

THAT the Director, Engineering, Parks and Environment be authorized to sign the TransLink Funding Agreement and any other necessary documentation for this project;

AND THAT staff be directed to return to Council to provide an update on the design, prior to commencement of construction.

SUMMARY

The purpose of this report is to advise Council on preliminary conversations with TransLink for further investment in the R2 Rapid Bus corridor to improve bus speed and reliability. TransLink has expressed intent to fund the design, project management and construction of an eastbound transit priority lane extension between Queensbury and Gladstone Avenues (see Figure 1). Staff are requesting Council to authorize the Director, Engineering, Parks and Environment to execute the necessary documentation and sign the funding agreement, and to proceed with design.

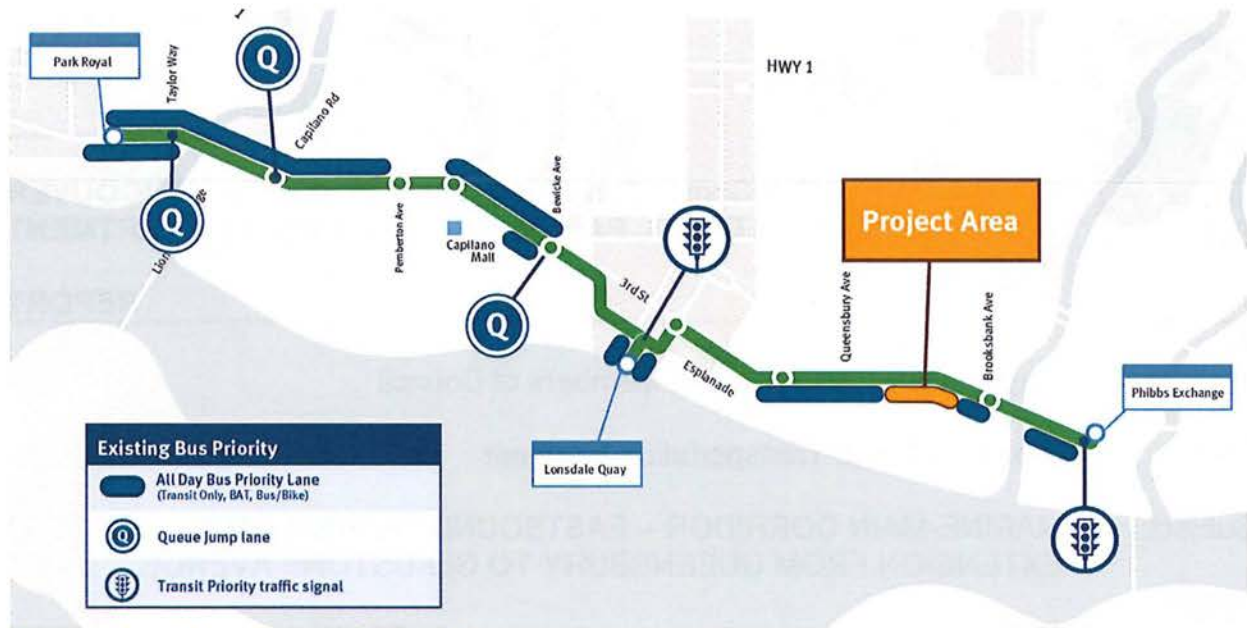


Figure 1: Project Area (Source: TransLink)

BACKGROUND

The R2 Rapid Bus, launched in April 2020, introduced an efficient and dependable high-capacity express bus service between Park Royal and Phibbs Exchange. The first phase of the RapidBus program prioritized the delivery of transit priority measures, such as dedicated transit lanes and queue jumpers, in the most congested and delay-prone areas. These included westbound Marine Drive traveling towards Lions Gate Bridge, Lower Lonsdale, and eastbound 3rd Street/Cotton Road/Main Street traveling towards Phibbs Exchange and Ironworkers' Memorial Bridge.

Within these priority areas, some segments were identified for future investment given their complexity to deliver and potential impact on the delivery schedule for Rapid Bus on the North Shore.

DISCUSSION

Current Condition

Within the City, the location with the next greatest potential for speed and reliability improvement is 3rd Street, just east of Queensbury Avenue. Here the eastbound transit priority lane ends, requiring transit vehicles to merge into the general purpose travel lane (Figure 2), until it resumes at Gladstone Avenue. This segment was deferred from Phase 1 Rapid Bus implementation due to it requiring more involved design and modeling efforts to achieve desired transit priority outcomes while minimizing impacts to other corridor users. Risk to the target service launch date was also a consideration in deferring this improvement, giving TransLink and City staff adequate time to consider this important intersection.



Figure 2: End of Dedicated Transit Lane - Looking East on 3rd Street

During the afternoon rush hour, most notably during incidents on the Ironworkers Memorial Bridge, transit vehicles experience substantial delay, upwards of 6 minutes, through this short segment. A typical trip between Ridgeway and Brooksbank Avenues, outside of peak hours, takes about 3 minutes. During the afternoon rush, that same trip typically takes about 5 ½ minutes, but about once per week it can take 9 minutes or more. This variability in trip time impacts the overall reliability and competitiveness of the R2 service, not just for trips occurring between these destinations. These travel time fluctuations reflect the average over a seven month period; travel times and variability vary even more in some months.

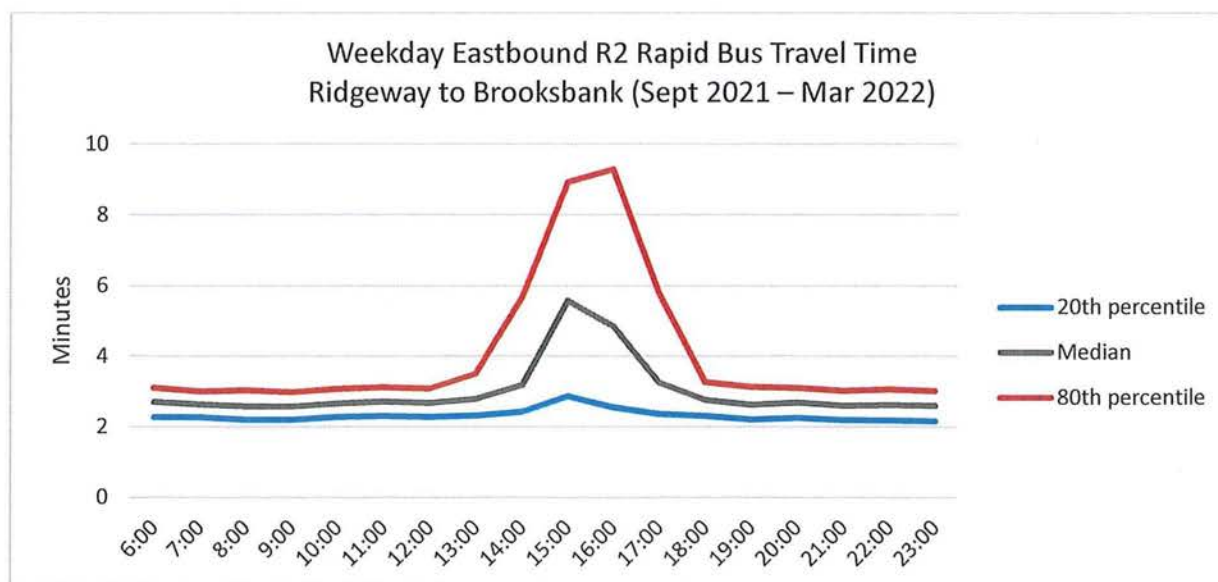


Figure 3: Weekday Eastbound R2 Rapid Bus Travel Time without Dwell - Ridgeway to Brooksbank (Source: TransLink)

When compared to other eastbound segments of the R2 route, this segment experiences the most delay and variability in travel time.

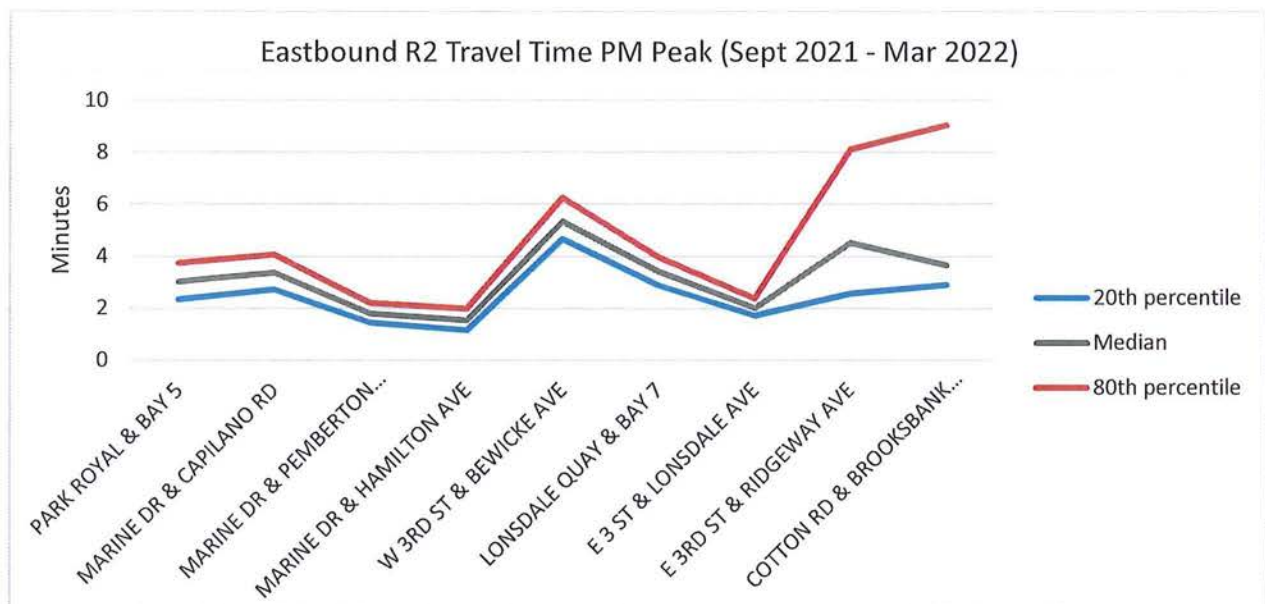


Figure 4: Eastbound R2 Travel Time without Dwell from 3pm – 6pm (Source: TransLink)

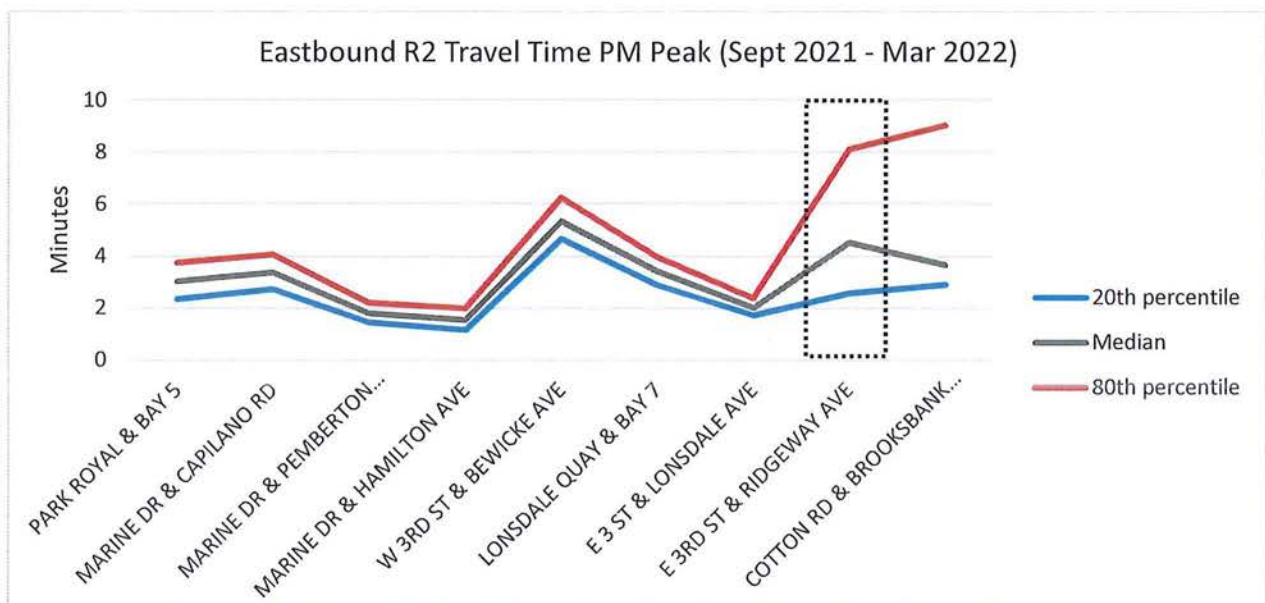


Figure 4: Eastbound R2 Travel Time without Dwell from 3pm – 6pm (Source: TransLink)

Operational Savings

In addition to increased ridership, when transit is fast and reliable less time is required in the schedule to account for variations in travel time. That time can then be reinvested across the network to improve frequency or address overcrowding. TransLink estimates the extension of this transit priority lane may result in up to \$50,000 of operational savings per year.

Design

Staff, in consultation with TransLink, have investigated the feasibility and order of magnitude capital cost to complete the eastbound transit priority lane between Queensbury and Gladstone Avenues. The transit lane can be delivered with minimal impact to other road users – maintaining people moving capacity of Major Road Network (MRN), truck and industrial functionality, and improving where possible service levels for pedestrians and cyclists.

Transport 2050

Investment in transit improvements is an effective way to reserve space for future higher order transit, while improving the service in the near term and increasing ridership. The detailed design will consider how to maximize flexibility to support the evolution of transit service along the corridor as outlined in Transport 2050.

Timeline

With Council's approval to proceed, staff will commence traffic modelling and detailed design this year. Stakeholders, in particular the CN Rail, Vancouver Port Authority, BC Trucking Association, and local businesses, will be contacted early in the project for input and fully engaged in the fall before completing detailed design, and returning to Council for approval to proceed with construction next spring.



FINANCIAL IMPLICATIONS

TransLink has funds available for improvements to existing RapidBus routes as part of the RapidBus Upgrade Program. TransLink is providing 100% funding for this project including costs associated with design, project management and construction. The City will not be required to cover any costs of the project.

Funding will be secured in two phases, through a legal funding agreement between TransLink and the City, to address uncertainty in the construction cost. Once detailed design is complete, the construction funding agreement will be revised to reflect updated cost estimates.

Funding for detailed design is estimated at \$330,000. Construction costs are estimated at \$1,600,000 and are subject to refinement following detailed design. In each case, the funding agreement value will be revised based on received bid pricing through a competitive tender process and include a contingency to ensure the City is protected from unanticipated cost escalations. A portion of the TransLink funding is dedicated to funding CNV project management cost in each phase.

INTER-DEPARTMENTAL IMPLICATIONS

Staff will continue to work with Transportation Planning, and TransLink, to align investment in transit priority with future higher order transit initiatives outlined in Transport 2050. This report has been reviewed by Finance staff.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

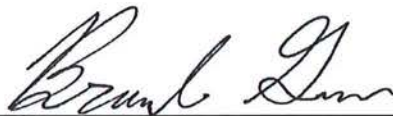
This project helps support the Council Strategic Plan priority for creating “A Connected City”, by providing sustainable ways for people to move to, from and within the City safely and efficiently.

In addition, the development and implementation of the City’s Marine-Main Corridor – Eastbound Travel Lane Extension aligns with key actions of the Mobility Strategy, such as “Action 2A” - Create enabling conditions for enhanced transit service and coverage across the City.

The project also supports the City’s Official Community Plan goals and objectives. Specific objectives include:




- Objective 2.1.6: Implement transit priority treatments such as signal coordination, bus bulges, intersection queue jumpers and dedicated bus lanes to reduce transit travel times and improve transit reliability.
- Objective 4.1.1: Reduce community greenhouse gas emissions (GHGs) by 50 percent below 2007 levels by 2050.

RESPECTFULLY SUBMITTED:



Brandon Green
Transportation Engineer



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Mo Bot, Project Manager – Public Realm Infrastructure

Subject: ESPLANADE COMPLETE STREET – TEMPORARY FUNDING
REALLOCATION

Date: May 18, 2022 File No: 16-8350-20-0034/1

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

RECOMMENDATION

PURSUANT to the report of the Project Manager – Public Realm Infrastructure, dated May 18, 2022, entitled “Esplanade Complete Street – Temporary Funding Reallocation”:

THAT an amount of \$454,000 be temporarily reallocated from the Priority Mobility Network Strategy Implementation project (#53255) to the Esplanade Complete Streets project (#53257) for the purpose of temporarily funding the Phase II works.

AND THAT the reallocated funding value be returned to the Priority Mobility Network Strategy Implementation project (#53255) upon receipt of the off-site funding repayment or external funding, whichever is available first.

SUMMARY

The Esplanade Complete Street (ECS) project construction is advancing well and is trending on schedule and within budget for the Phase I works between Mahon and St. Andrews Avenues, despite additional underground repair works required east of Lonsdale. In August 2021 the project team received favourable optional pricing for the smaller Phase II scope of work along Forbes Avenue. The contractor is able to begin this work now by adding a third crew to the project. This would help all aspects move quickly towards completion. Staff are unable to award this tender without addressing the short term cash flow deficit created by delays in external funds for the project (namely funds from TransLink and developer contributions for frontage works) which will not be available

until later in the summer. To enable award of the Phase 2 work now, minimize the length of construction, and achieve a total lower cost of construction by optioning the 2021 bid price, the project team is seeking to temporarily reallocate funds to cover the short term difference.

BACKGROUND

Esplanade is a regionally significant Major Road Network (MRN) corridor hosting frequent transit routes, commercial vehicles, and the highest volumes of pedestrian and cycling numbers within the City of North Vancouver. The ECS will be the first complete street in the region to be delivered on an MRN road through an urban commercial high street area. The City is excited to be delivering this precedent setting project, demonstrating how we can do more to support great people streets within our most developed urban areas.

Progress on Phase I has reached significant milestones with core works completed on the south side between Mahon-Lonsdale Avenues, including a soft opening of the new mobility lane and the North Shore's first protected intersection design at Chesterfield Avenue. These improvements to increase safe space for active mobility are already seeing positive feedback from community members and stakeholders along the corridor.



With the project now focusing on the north side of Esplanade between Mahon and Chesterfield, significant effort is being made to reduce impacts to businesses and visitors during construction including regular in person visits to store front businesses and detailed loading plans to support ongoing commercial activities.

DISCUSSION

In June 2021, Council directed staff to proceed with the tender and construction of the ECS project. While designed as a continuous project from Forbes Avenue at West 3rd Street to Esplanade at St. Andrews Avenue, the project was tendered in two phases:

- Phase I – Esplanade from Mahon to St Andrews Avenues, and;
- Phase II – Forbes Avenue from West 3rd Street to Esplanade.

This approach allowed the project team to obtain competitive pricing for both phases and ensured the core project works in Phase I could proceed. As in August of 2021, there was much uncertainty in the marketplace due to COVID pricing escalations, however the team was able to achieve competitive pricing within the overall project budget. What was not

properly considered at the time was the timing of some of the external funding, with the external funding with the desire to complete the project by fall of 2022.

As the weather for construction improves and the project continues to trend within budget for Phase I, the project team is working toward awarding Phase II. Phase II is quoted to be approximately \$604,000 and would consist of expanding the existing Forbes multi-use path into separated pedestrian and mobility device spaces, protection of existing southbound on-street bike lane, repaving and new pavement markings. The award of Phase II in early June would enable the completion of the entire project by early fall 2022, as committed to the community, businesses and funding partners.

The award of Phase II will provide an opportunity to quickly deliver the works along Forbes, which is a relatively simple design along a street without the same challenges as Esplanade, as there are no parking spaces affected and no direct access business frontages. Work along Forbes is expected to be completed in approximately six weeks which will allow for the first phase of final road paving to be completed from 3rd Street south on Forbes and along Esplanade to Chesterfield in July. The project team is developing a traffic management plan that will ensure access remains to all residential and commercial areas on both Forbes and Esplanade. Maintaining safe pedestrian and cycling accommodation along with space for commercial vehicles and buses remains our guiding objective during all phases of work.

Within the project area there are two active development sites, 63 Mahon Avenue (Alcuin College) and 65 Chesterfield Avenue (previous theatre site), that will be contributing to the completed corridor upgrades through their off-site works. To ensure a cohesive design and continuous new facilities upon the completion of the project, independent of developer construction schedule, ECS was scoped to deliver significant portions of the frontage works at each site. Through the site Servicing Agreements, which details the required deliverables of their site rezonings, these developers remain obligated to pay for the as-built value of these works, estimated to be a total of \$812,000. These funds will only be received once the work is complete, which has created a cash flow challenge for the project.



FINANCIAL IMPLICATIONS

The project team, in consultation with the Finance Department, is seeking to temporarily reallocate \$454,000 from the Priority Mobility Network Strategy Implementation project (#53255). This will:

- Allow the award and construction of Phase II, and;
- Enable the City's contractor time to complete the development frontage works and establish an exact value of the works that can be invoiced to each developer to recover the costs from their security deposits.

During this temporary period, the work towards the implementation of the next phase of projects from the Mobility Network Strategy will not be impacted.

Once the development site frontage works are complete, the respective development sites can be invoiced for the actual costs and their security deposits can be drawn down or reduced upon payment.

Further buffering the City's financial risk is commitment from ICBC of \$80,000 from their Road Safety Improvement Fund upon the award of Phase II and a strong application to TransLink's allocated (\$239,000) and competitive (\$1,000,000) funding programs. The City has also applied to the new National Active Transportation Fund program (\$500,000). Should the City receive these funds it will reduce the total amount of the City's allocated capital contribution and allow funds to be returned to benefit other capital projects.

If the funds are not temporarily reallocated, Phase I of the project will continue to proceed, but Phase II will not be able to be awarded until the developers contributions are secured as cash and/or the other external funds are received by the City. This risks pushing the completion of Phase II into 2023, protracting the construction impact on the Lower Lonsdale community, and potentially increases the cost associated with escalation due to the ongoing volatility in the construction industry.

INTER-DEPARTMENTAL IMPLICATIONS

This report was prepared with input from the Finance Department.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS


This project supports a Connected, Vibrant, and Prosperous City, provides active and sustainable ways for people to move to, from and within the City safely and efficiently, and results in an increase in kilometers of protected bike lanes and increased cycling mode share.

Delivering a complete street also aligns with key actions outline in the Safe Mobility Strategy.

The re-construction of Esplanade is consistent with the goals and objectives in the City's Official Community Plan, specifically Chapter 2, (Transportation, Mobility and Access) and 7, (Economic Development). Specific objectives include:

- Objective 2.1.1 Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choice for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use;
- Objective 2.1.3 Invest in public realm improvements and locate public art in public places, trails and greenways to enhance the character of the walking and cycling environment.
- Objective 7.1.6 Collaborate with local businesses in developing a plan for activities, events and amenities that will increase patronage of both visitors and nearby residents for each major shopping district.

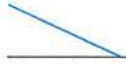


RESPECTFULLY SUBMITTED:



Mo Bot
Project Manager – Public Realm Infrastructure

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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 GROWTH STRATEGY (METRO 2050): ACCEPTANCE BY AFFECTED LOCAL GOVERNMENTS

Date: May 18, 2022 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 May 18, 2022, entitled "Metro Vancouver Regional Growth Strategy (Metro 2050): Acceptance by Affected Local Governments":

THAT the proposed Metro Vancouver Regional Growth Strategy (Metro 2050) (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) be endorsed, pursuant to Section 436 of the *Local Government Act*;

AND THAT staff be directed to forward a copy of this resolution to Metro Vancouver for information.

ATTACHMENTS

1. Metro Vancouver Regional Growth Strategy, Bylaw No. 1339, 2022 (CityDocs [#2179787](#))
2. Minute Clip and Council Report of November 3, 2021, City of North Vancouver Response to Metro Vancouver Regional Growth Strategy Metro 2050 (CityDocs [#2180304](#))
3. Letter of November 24, 2021 to Metro Vancouver from the Corporate Officer re the Draft Metro 2050 Regional Growth Strategy (CityDocs [#2117002](#))

SUMMARY

This report presents the final Metro Vancouver *Regional Growth Strategy* update, titled *Metro 2050*, for Council's review and acceptance.

BACKGROUND

Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022 – being the final version of *Metro 2050*, the updated regional growth strategy – was given first and second readings by the Metro Vancouver Board on March 25, 2022. A public hearing on *Bylaw No. 1339, 2022* was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer *Bylaw No. 1339, 2022* (Attachment 1) to all affected local governments (signatories) for acceptance.

In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a council resolution submitted to Metro Vancouver, accept the regional growth strategy. The *Local Government Act* affirms that if an affected local government fails to act within the 60-day period for acceptance (which for the City began on May 4, 2022), it is deemed to have accepted the regional growth strategy.

The review and update process for the Metro Vancouver Regional Growth Strategy began in 2019. Since then staff have participated throughout the process to ensure that the City's interests were represented in the Strategy. City staff updated Council on the key policy updates proposed in *Metro 2050* in November 2021 during engagement on the draft strategy (Attachment 2). Council submitted formal comments to Metro Vancouver at this time for the agency's consideration in advance of finalizing the strategy (Attachment 3).

DISCUSSION

In general, the final *Metro 2050* strategy remains consistent with and further strengthens the City's own objectives and policies related to growth, climate and environment, housing and affordability, mobility, equity, reconciliation, livability, and wellbeing as outlined in the current Official Community Plan, as well as those being established through the City's new *Mobility, Community Wellbeing, Climate and Environment*, and *Economic Strategies*.

A summary of key feedback received by Metro Vancouver through the strategy development period and specific key changes made to the final strategy include:

- Adding additional content to better reflect Indigenous perspectives and priorities in key subject areas
- Removing reference to Frequent Transit Development Area "corridor" and "station" sub-types in order to reduce confusion and improve alignment with direction for growth and development along transit corridors outlined in *Transport 2050*, the new *Regional Transportation Strategy* that came into effect in January 2022.
- Refined the proposed Regional Affordable Housing Target from "15%" to "at least 15%" of all new housing units built within urban centres and Frequent Transit

Development Areas in order to encourage the region and individual municipalities to support additional affordable housing.

- Enabling limited residential uses as part of a mixed use development containing commercial or light industrial uses on designated Employment Lands within 200 meters of a rapid transit station and located within an Urban Centre or Frequent Transit Development Area.

City staff are generally supportive of these adjustments and look forward to receiving future guidelines from Metro Vancouver to support the implementation of these and other actions and policies.

The City would like to continue the discussions and opportunities to improve on key issues that arose during this process, which include:

- **Managing Growth:** The Regional Growth Strategy has been successful at maintaining growth within the Urban Containment Boundary and focusing growth to the Urban Centres and Frequent Transit Development Areas. However, additional conversations are needed on the distribution of growth throughout the Region. In addition, the cost of growth must also be appropriately managed. Ensuring that growth is accompanied by investment in essential infrastructure is critical to building a livable region.
- **Responsibility and Accountability:** Broadly, there should be an ongoing conversation about accountability to ensure that all member jurisdictions are all equitably and fairly supporting and participating in achieving key policy objectives around growth, housing, environment, climate, transportation, economy, and more.
- **Challenges Ahead:** There are big challenges in front of us at all levels and numerous interconnected crises that are converging. As a Region, we need to work together to achieve the goals and objectives and these conversations need to be ongoing and responsive to these challenges. Metro 2050 offers and supports collaborative relationships in this regard.

NEXT STEPS

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

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.

As noted above, the City's Official Community Plan remains largely consistent with the directions in Metro 2050, therefore the City's Regional Context Statement (RCS) remains largely consistent as well. The potential challenge however, is that the City is anticipating undertaking an Official Community Plan Review in the near future, likely starting, but not completing, within the 2-year timeframe required to update the RCS.

The intent is not to do this work twice. The City anticipates being able to re-submit the existing RCS with notations that a new RCS will be submitted once the updated Official Community Plan is complete. Further discussion with, and guidelines from, Metro Vancouver are expected on this matter. Staff will provide updates to Council as required.

FINANCIAL IMPLICATIONS

Nil.

INTER-DEPARTMENTAL IMPLICATIONS

Staff from multiple City departments have contributed to reviewing and providing input through the development of *Metro 2050*. Staff will continue to share information provided by Metro Vancouver related to the new *Regional Growth Strategy*, 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

To: Regional Planning Committee

From: Sean Galloway, Director, Regional Planning and Electoral Area Services and
James Stiver, Division Manager, Regional Land Use Policy, Regional Planning and
Housing Services

Date: February 18, 2022 Meeting Date: March 4, 2022

Subject: **Consideration of Metro Vancouver Regional District Regional Growth Strategy
Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050**

RECOMMENDATION

That the MVRD Board:

- d) give first and second readings to *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw that would adopt *Metro 2050* as the regional growth strategy for Metro Vancouver;
 - e) refer *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, to a Public Hearing to be held in April ____, 2022; and
 - f) given the urgent need to respond to climate change and prepare for extreme weather events, direct staff to undertake work and engagement with an aim to proposing an early amendment to *Metro 2050* post-adoption to strengthen climate action language and policy.
-

EXECUTIVE SUMMARY

This report presents *Metro 2050*, via *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, to the MVRD Board for consideration of first and second readings and referral to a Public Hearing. *Metro 2050* is an update to *Metro Vancouver 2040: Shaping our Future*, and is the culmination of close to three years of research, policy analysis, and deep engagement. The MVRD Board scoped the update to:

- extend the projections and policies to the year 2050;
- align with Transport 2050;
- respond to member jurisdiction requests for improvements; and
- strengthen policy actions to address climate change, tackle the challenges of providing affordable housing (particularly near transit), incorporate social equity outcomes, and strengthen First Nations content and relationships, and do more to protect the environment.

Metro 2050 introduces important new policies that will help Metro Vancouver, member jurisdictions, TransLink and others address the significant challenges facing this region. Adopting this bylaw will result in the adoption of *Metro 2050* as the regional growth strategy for Metro Vancouver, and *Metro 2040* would be repealed.

PURPOSE

The purpose of this report is to present *Metro Vancouver Regional District Regional District Regional Growth Strategy Bylaw No. 1339, 2022* for consideration of first and second readings and to refer the bylaw to a Public Hearing which is being recommended for April ____, 2022.

BACKGROUND

The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010*, was adopted by the Board on July 29, 2011, thereby introducing *Metro Vancouver 2040: Shaping our Future (Metro 2040)* as the regional federation's regional growth strategy. This strategy has since been a strong vision and tool for managing growth to the region. The update, *Metro 2050*, is based on a comprehensive review of *Metro 2040* and extensive engagement over the past nearly three years. *Metro Vancouver Regional District Regional District Regional Growth Strategy Bylaw No. 1339, 2022* would repeal and replace *Bylaw No. 1136, 2011* (as amended).

At its April 2019 and September 2019 meetings, the MVRD Board approved the timeline and scope of work for updating the regional growth strategy (References 1 and 2). Staff were directed to work towards completing the update within the current local government election cycle. The project timeline was reviewed and adjusted in light of the COVID-19 pandemic, and in November 2020, the MVRD Board confirmed its direction to continue with the approved timeline (Reference 3).

Over the past three years, staff have implemented the Board approved engagement plan and conducted extensive research to identify opportunities to enhance the policies in the regional growth strategy and address the identified policy gaps (Reference 4). Engagement included presentations to member jurisdiction councils, meetings with members, the Province, agencies, organizations, industry, and community groups, deep input from the *Metro 2050* Intergovernmental Advisory Committee as well as public-facing webinars, dialogue events, and online comment opportunities.

At its June 25, 2021 meeting, the MVRD Board referred the draft of *Metro 2050* out for comment over a 5-month period that ended on November 26, 2021 (Reference 5). All comments received, as well as recommended changes to *Metro 2050* as a result were presented to the Regional Planning Committee and MVRD Board as an Issue-Response Table at their respective meetings in January 2022 (References 6 and 7). Some Board members expressed reservations on proceeding with *Metro 2050* at this time given the need for stronger climate action to be embedded in the plan as well as noting a couple of additional outstanding municipal concerns. As a result, the MVRD Board passed the following resolution:

That the MVRD Board refer the matter back to staff for a one-month period in order to clarify issues raised by member municipalities and report back to the Board.

The intent of the one-month delay is to allow time to meet with member jurisdictions with outstanding issues to see if any additional minor changes to *Metro 2050* are necessary to resolve those issues, as well as to provide additional information to the Regional Planning Committee and the MVRD Board on the climate policies included in *Metro 2050* and its relationship with *Climate 2050* and *Transport 2050*, while striving to keep to the Board approved timeline for *Metro 2050* adoption by July 2022.

Staff and elected officials from Metro Vancouver subsequently met with staff and Board members from seven municipalities who had expressed concern at the Board meeting. Beyond the many changes made as a result of over 900 comments received from the comment period, additional edits were made with an aim to resolving any concerns. The resulting *Metro 2050* bylaw is attached to this report for consideration of first and second reading (Attachment 1).

ADDITIONAL RECOMMENDATION TO RESPOND TO BOARD DIRECTION

At its February 11, 2022 meeting, the Regional Planning Committee received a report and presentation to respond to the Board direction on *Metro 2050*, *Climate 2050*, and *Transport 2050* are mutually-supportive and work together, particularly in terms of greenhouse gas reduction and climate adaptation policies and actions (Reference 9). Discussion ensued about the role of land use in climate action and that to achieve strengthened policy action in *Metro 2050* will require engagement and consensus building. As a result, the Committee Chair directed staff to bring forward an additional resolution with the *Metro 2050* bylaw in March for consideration that would set the stage for additional work through 2022 to explore the potential for stronger policy actions for *Metro 2050* via an early amendment to the plan, post adoption. The resulting recommendation is recommendation c) on this report.

ADJUSTMENTS TO METRO 2050 BYLAW CONTENT

As noted above, concern was expressed by some MVRD Board and Regional Planning Committee members over outstanding areas related to their respective municipalities and the extent of climate policy actions proposed in *Metro 2050*. As a result of additional discussions with members, *Metro 2050* has been further updated and improved as follows:

- To help curb possible speculation, provide greater clarity as to the role of Major Transit Growth Corridors (MTGCs), specifying that not all locations within MTGCs are suitable for growth and that municipalities to determine if and where appropriate locations for growth exist as new Frequent Transit Development Areas (FTDAs) (see page 17, and 1.2.2 and 1.2.7 on page 30);
- Adjust the title of Goal 3 to reflect the need to “address” climate change, not simply “respond” to it, and provide additional clarity in the Goal 3 preamble (page 53);
- Adjust the titles of Strategies 3.3 and 3.4 to reflect stronger language to “advance” land use, infrastructure, and settlement patterns that reduce energy consumption and greenhouse gas emissions and improve resilience, not merely “encourage” it (pages 61 and 64);
- Provide greater clarity on the intent of the 15% regional affordable housing target for Urban Centres and FTDAs to reflect that it is a regional goal that members contribute towards, and noting that other transit-oriented locations can also be good locations for affordable housing (see 4.2.7 a) on page 74); and
- Provide similar clarity for the Urban Tree Canopy cover target.

METRO 2050 BYLAW ADOPTION

The Board-approved project timeline for the approvals phase for *Metro 2050* is as follows:

- **March 2022** - Regional Planning Committee and MVRD Board Consider 1st and 2nd readings of the *Metro 2050* bylaw and schedule a Public Hearing;

- **March 2022** - Metro Vancouver provides notice of the Public Hearing;
- **April 2022** - MVRD Board hosts the required Public Hearing and refers the *Metro 2050* bylaw for acceptance by affected local governments;
- **May / June 2022** - Affected local government acceptance period; and
- **July 2022** - MVRD Board receives affected local government acceptances and considers 3rd and 4th reading and adoption of the *Metro 2050* bylaw.

Affected local governments are defined in the *Local Government Act* as: Metro Vancouver member municipalities (excluding Bowen Island), Tsawwassen First Nation, Fraser Valley Regional District, Squamish-Lillooet Regional District, TransLink and the Metro Vancouver Board.

Given the Board-approved timeline for the completion of *Metro 2050*, and the scheduled Regional Planning Committee and MVRD Board meeting dates, the initial bylaw readings must occur in March 2022 to allow adequate time for the Public Hearing and referral process as set out above and the opportunity for adoption by the MVRD Board in July 2022, in order to have the process completed before the local government elections in October 2022.

Opportunities for Affected Local Governments to Accept or Refuse to Accept *Metro 2050*

During the affected local government acceptance period, the *Local Government Act* requires that a response of acceptance or refusal to accept be provided to Metro Vancouver via Council or Board resolution within 60 days of receipt, or the affected local government is deemed to have accepted the regional growth strategy. If an affected local government does not accept the regional growth strategy, it must indicate each provision to which it objects, the reasons for the objection, and whether it is willing for a provision to which it objects to be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction. In addition, a non-binding dispute resolution process is an option for affected local governments that may have an objection to a provision(s) of the regional growth strategy. Should the non-binding dispute resolution process not be successful, the *Local Government Act*, under Sections 440 and 441, provides for a binding dispute resolution process.

ALTERNATIVES

1. That the MVRD Board:
 - a) give first and second readings to *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw that would adopt *Metro 2050* as the regional growth strategy for Metro Vancouver;
 - b) refer *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, to a Public Hearing to be held in April ____, 2022; and
 - c) given the urgent need to respond to climate change and prepare for extreme weather events, direct staff to undertake work and engagement with an aim to proposing an early amendment to *Metro 2050* post-adoption to strengthen climate action language and policy.
2. That the MVRD Board receive for information the report dated February 18, 2022, titled “Consideration of *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050*” and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

It is anticipated that the Public Hearing for *Metro 2050* required in accordance with the *Local Government Act* will cost approximately \$25,000. This funding has been budgeted and is included as part of the MVRD Board-approved 2022 budget.

CONCLUSION

Metro 2050 is an update to *Metro 2040* and has been developed with considerable consultation, discussion, and review over the past three years. *Metro 2050* is the collective regional vision over the next 30 years for a more sustainable, equitable, and resilient future. It reflects the extensive and collective work of Metro Vancouver and its members, and is balanced in its approach to address regional planning objectives while respecting local government interests. Given the consultation, and revisions that were made to the draft *Metro 2050* to best accommodate consensus, staff recommend alternative 1, that *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, be given first and second readings, and a Public Hearing be scheduled for April, 2022.

Attachment (48616044)

Metro Vancouver Regional District Regional District Regional Growth Strategy Bylaw No. 1339, 2022

References

1. [Report dated March 28, 2019, titled "Towards Metro 2050: Updating Metro Vancouver 2040: Shaping our Future" presented to the MVRD Board at its regular meeting of April 26, 2019.](#)
2. [Report dated August 15, 2019, titled "Metro 2050 Scope and Status Update" presented to the MVRD Board at its regular meeting of October 4, 2019.](#)
3. [Staff presentation to the Regional Planning Committee on November 26, 2020, on the revised Metro 2050 timeline.](#)
4. [Report dated August 15, 2019, titled "Metro 2050 Engagement Plan" presented to the MVRD Board at its regular meeting of October 4, 2019.](#)
5. [Report dated May 25, 2021, titled "Draft Metro 2050: Referral for Comment" presented to the MVRD Board at its regular meeting of June 25, 2021.](#)
6. [Metro 2050 Issue-Response Table](#)
7. [Report dated January 7, 2022, titled "Comments on Draft of Metro 2050 and Proposed Next Steps" presented to the MVRD Board at its regular meeting January 28, 2022.](#)
8. [Report dated December 14, 2021, titled "Metro 2050 Bylaw Approvals Process" presented to the MVRD Board at its regular meeting January 28, 2022.](#)
9. [Report dated February 4, 2022, titled "Metro 2050 Next Steps: Addressing Member Jurisdiction Comments and Climate Policy" presented to the MVRD Board at its regular meeting of February 25, 2022.](#)

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1339, 2022

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

WHEREAS:

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

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

Citation

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

Repeal of Bylaw

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

Schedule

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

Regional Growth Strategy

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

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

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

Public Hearing held the _____ day of _____, _____.

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

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

Accepted, by Resolution:

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

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

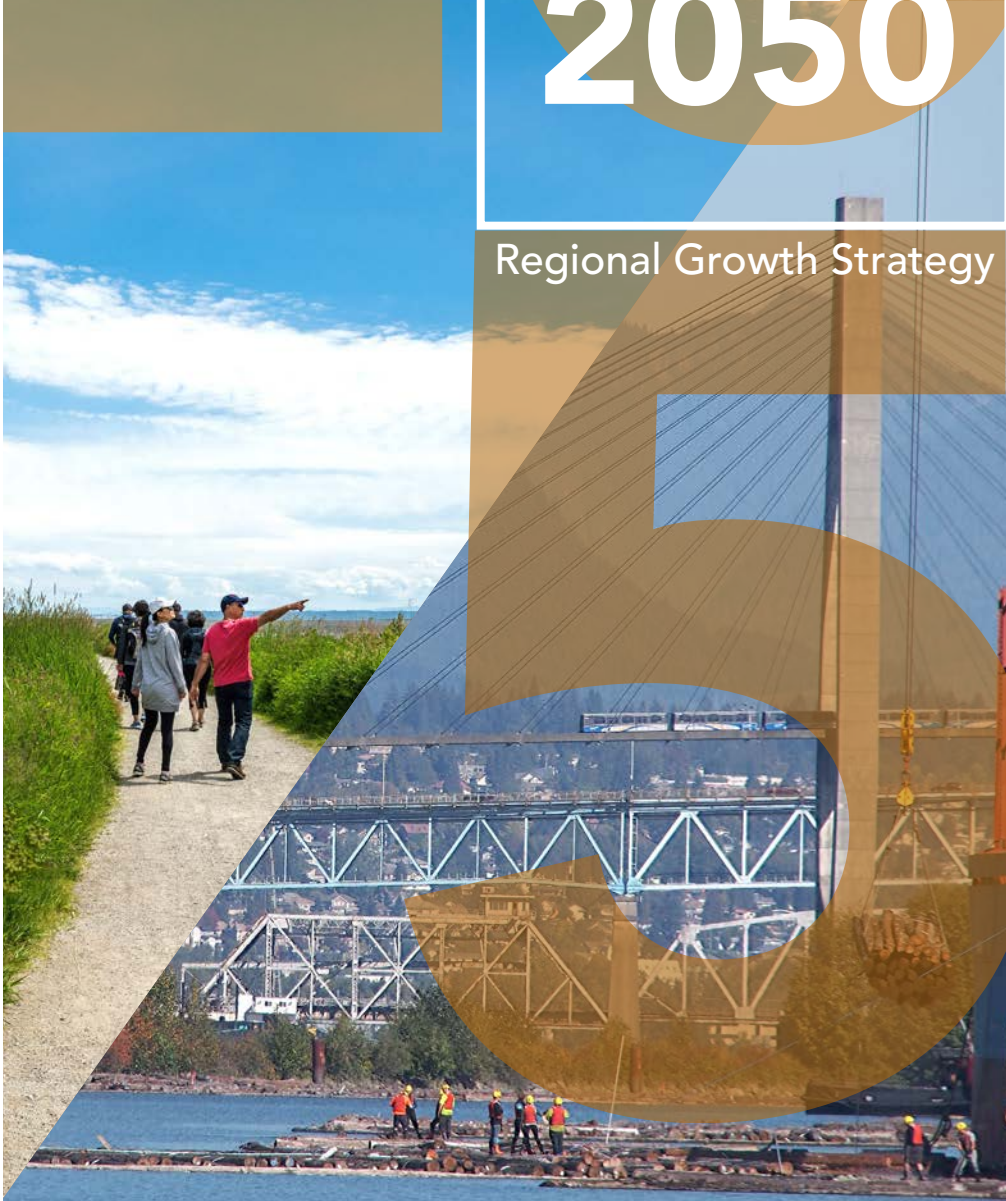
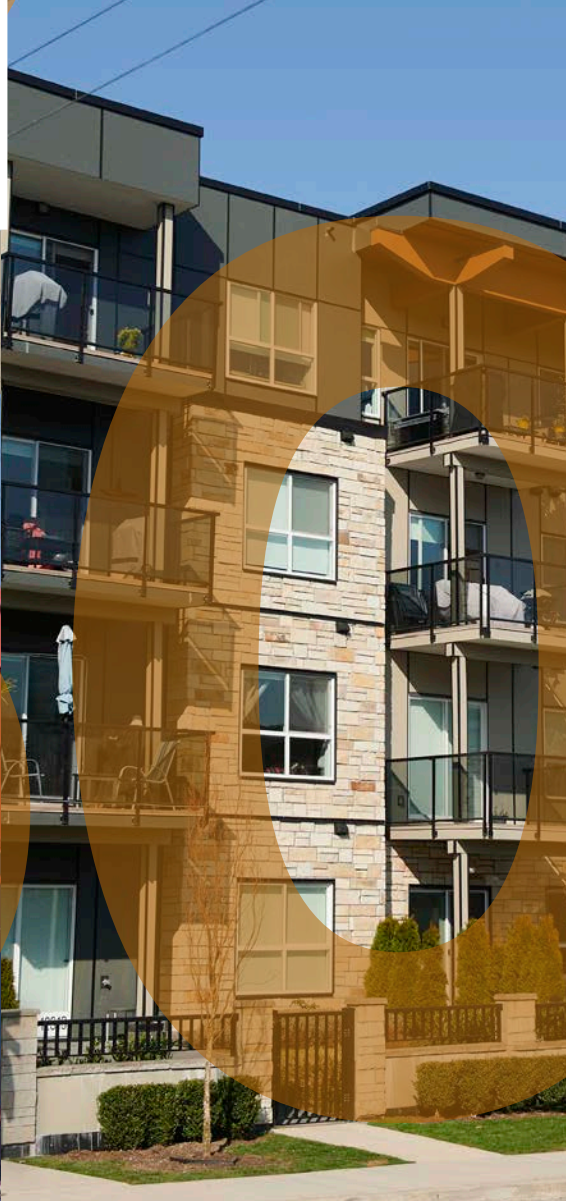
Schedule A

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

metrovancover

METRO 2050

Regional Growth Strategy



Metro 2050 Metro Vancouver Regional District

4515 Central Boulevard, Burnaby, BC,
V5H 0C6

February, 2022

Acknowledgment of Indigenous Territory

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

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

Metro Vancouver

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

FIGURE 1. METRO VANCOUVER ENTITIES AND SERVICES



Mission

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

1. Serve as a Regional Federation

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

2. Deliver Core Services

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

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

3. Plan for the Region

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

Building a Resilient Region

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

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A. Metro 2050 Scope and Linkages to Other Plans

Regional Growth Strategies: Legislative Authority

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

Metro Vancouver’s Management Plans

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

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

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

Metro Vancouver and TransLink: Working Together for a Livable Region

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

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

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

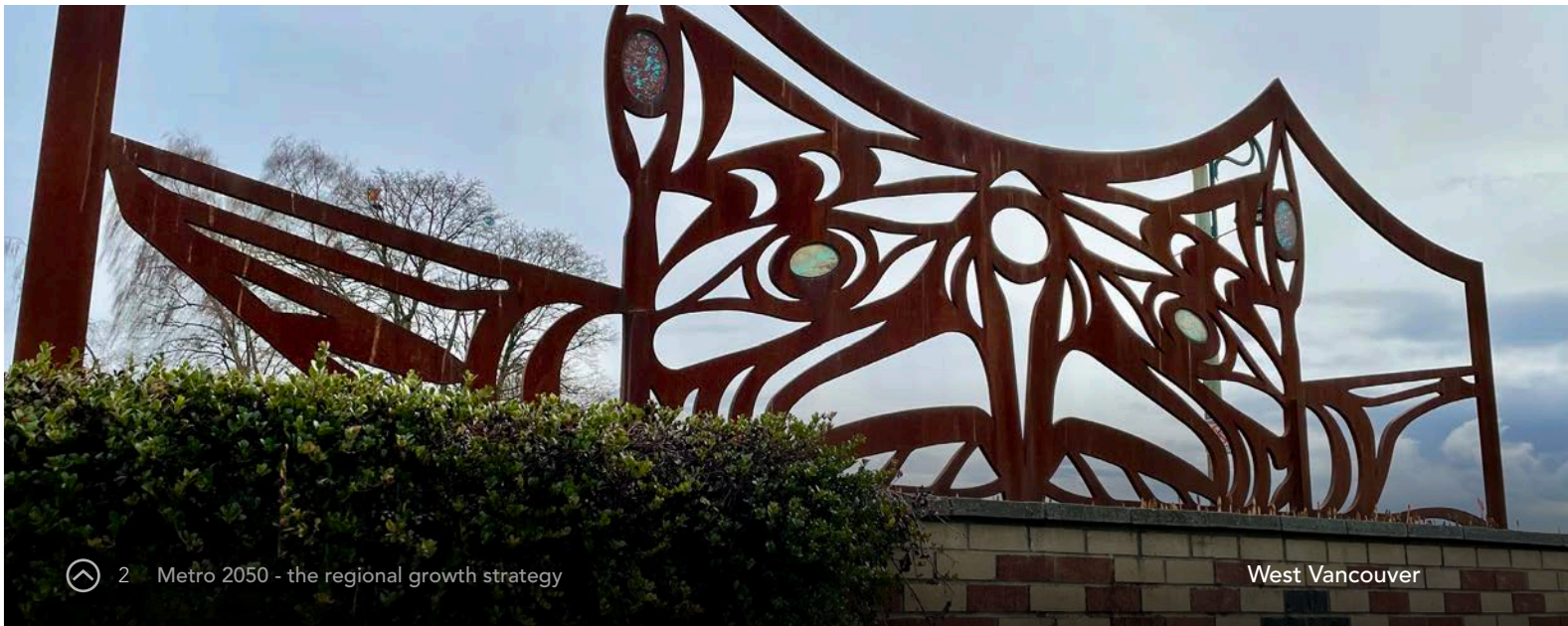
- communicate its objectives for the regional transportation system to TransLink;
- provide transportation planning input through the provision of land use, growth management and air quality information and forecasts and, as appropriate, the evaluation of land use and vehicle emissions impacts; and
-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

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

Working Together with First Nations

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

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



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

Working Together with Federal and Provincial Governments and Other Regional Stakeholders

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

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

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

FIGURE 2. METRO VANCOUVER REGIONAL MANAGEMENT PLANS.



B. Introduction to the Region

Context for the Regional Growth Strategy

Geographic Context: Surrounded by Natural Beauty, but Constrained

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

Indigenous Context: A Rich Indigenous History and Vibrant Modern Presence

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



Social Context: A Culturally Diverse Region

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

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

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

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

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

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

Challenges and Opportunities

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

Accommodating Growth to Advance Livability and Sustainability

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

Building Resilient, Healthy, and Complete Communities

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



Ensuring Housing for All

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

Supporting Economic Prosperity

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

Advancing Social Equity

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

Ensuring Resilience

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

Reconciliation with Indigenous Peoples

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

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

Protecting the Environment

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

Preparing for Climate Change and Natural Hazards

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

Protecting Agricultural Land to Support Food Production

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

Improving Accessibility and Mobility and Reducing Congestion

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



Changing Generational Trends and Behaviours

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

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



C. Introduction to the Regional Growth Strategy

Metro 2050 Vision

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

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

Guiding Regional Planning Principles

Metro 2050 is guided by the following five principles:

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



North Vancouver District





Responding to the Challenges: *Metro 2050* Goals

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

Goal 1. Create a Compact Urban Area

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

Goal 2. Support a Sustainable Economy

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



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

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

Goal 4. Provide Diverse and Affordable Housing Choices

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

Goal 5. Support Sustainable Transportation Choices

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

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

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

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

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

Urban Containment Boundary

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



Urban Land Use Designations

General Urban

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

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

Industrial

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

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

Employment

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

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

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

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

Non-Urban Land Use Designations

Rural

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

Agricultural

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

Conservation and Recreation

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

Regional Overlays and the Major Transit Growth Corridors

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

Urban Centres

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

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

Major Transit Growth Corridors

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

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

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

Major Transit Growth Corridor

Selection Principles

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

Frequent Transit Development Areas

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

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

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

Trade-Oriented Lands Overlay

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

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

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

Natural Resource Areas Overlay

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

Growth Projections

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

Regional Projections

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

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

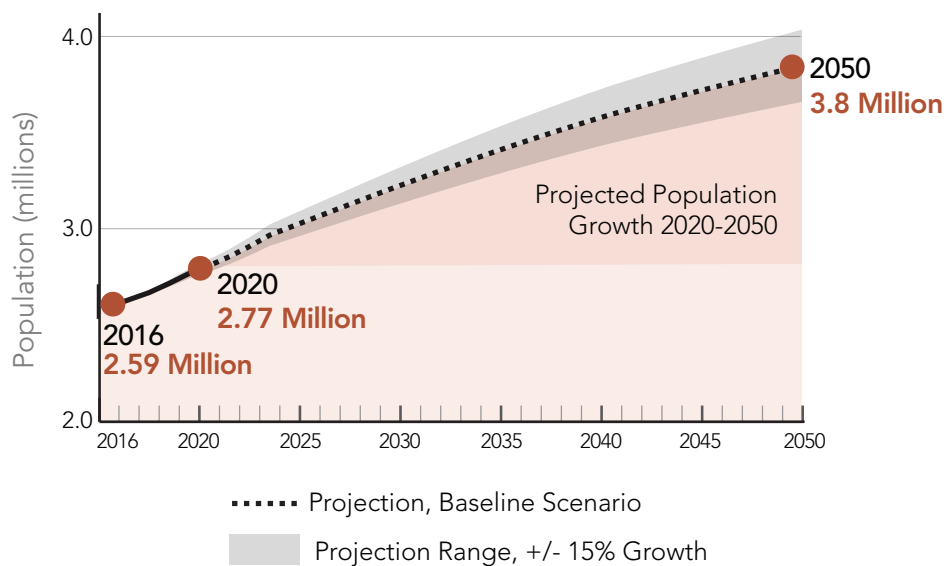
Similar to the majority of Canadian cities, Metro Vancouver's population is aging. While the percentage of seniors (aged 65 and over) comprised 14.7% of the total population in 2016, this is projected to increase to 22% by 2050. The aging population will have a significant impact on the demand for services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

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

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

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

FIGURE 3. PROJECTED POPULATION TO 2050 FOR METRO VANCOUVER



Sub-Regional Projections

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

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

Metro 2050's sub-regions are:

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

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



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

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

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

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

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

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

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

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





E. Goals, Strategies & Actions

GOAL
1

Create a Compact Urban Area



Goal 1: Create a Compact Urban Area

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

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

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

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

Strategies to achieve this goal are:

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

Strategy 1.1 Contain urban development within the Urban Containment Boundary

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

Metro Vancouver will:

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

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

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

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

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

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

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

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

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

Member Jurisdictions will:

1.1.9 Adopt Regional Context Statements that:

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

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

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

TransLink will:

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

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



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

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

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

Metro Vancouver will:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Member Jurisdictions will:

1.2.24 Adopt Regional Context Statements that:

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

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

TransLink will:

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

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

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

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



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

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

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

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

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

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

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

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

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

Metro Vancouver will:

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

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

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

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

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

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

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

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

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

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

Member Jurisdictions will:

1.3.7 Adopt Regional Context Statements that:

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

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

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

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

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

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

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

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

TransLink will:

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

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



Strategy 1.4 Protect Rural lands from urban development

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

Metro Vancouver will:

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

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

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

Member Jurisdictions will:

1.4.3 Adopt Regional Context Statements that:

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



GOAL
2

Support a Sustainable Economy



Goal 2: Support a Sustainable Economy

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

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

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

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

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

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

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

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

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

Strategies to achieve this goal are:

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



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

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

Metro Vancouver will:

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

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

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

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

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

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

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

2.1.7 Advocate that airport authorities:

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

2.1.8 Advocate that the Port of Vancouver:

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

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

Member Jurisdictions will:

2.1.10 Adopt Regional Context Statements that:

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



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

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

Metro Vancouver will:

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

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

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

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

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

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

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

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

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

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

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

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

c) include policies for Industrial lands that:

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

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

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

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

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

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

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

d) include policies for Employment lands that:

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

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



Delta



Richmond and South Vancouver



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

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

Metro Vancouver will:

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

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

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

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

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

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

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

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

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

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

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

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

Member Jurisdictions will:

2.3.12 Adopt Regional Context Statements that:

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

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

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

GOAL
3

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



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

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

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

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

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

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

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

Strategies to achieve this goal are:

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

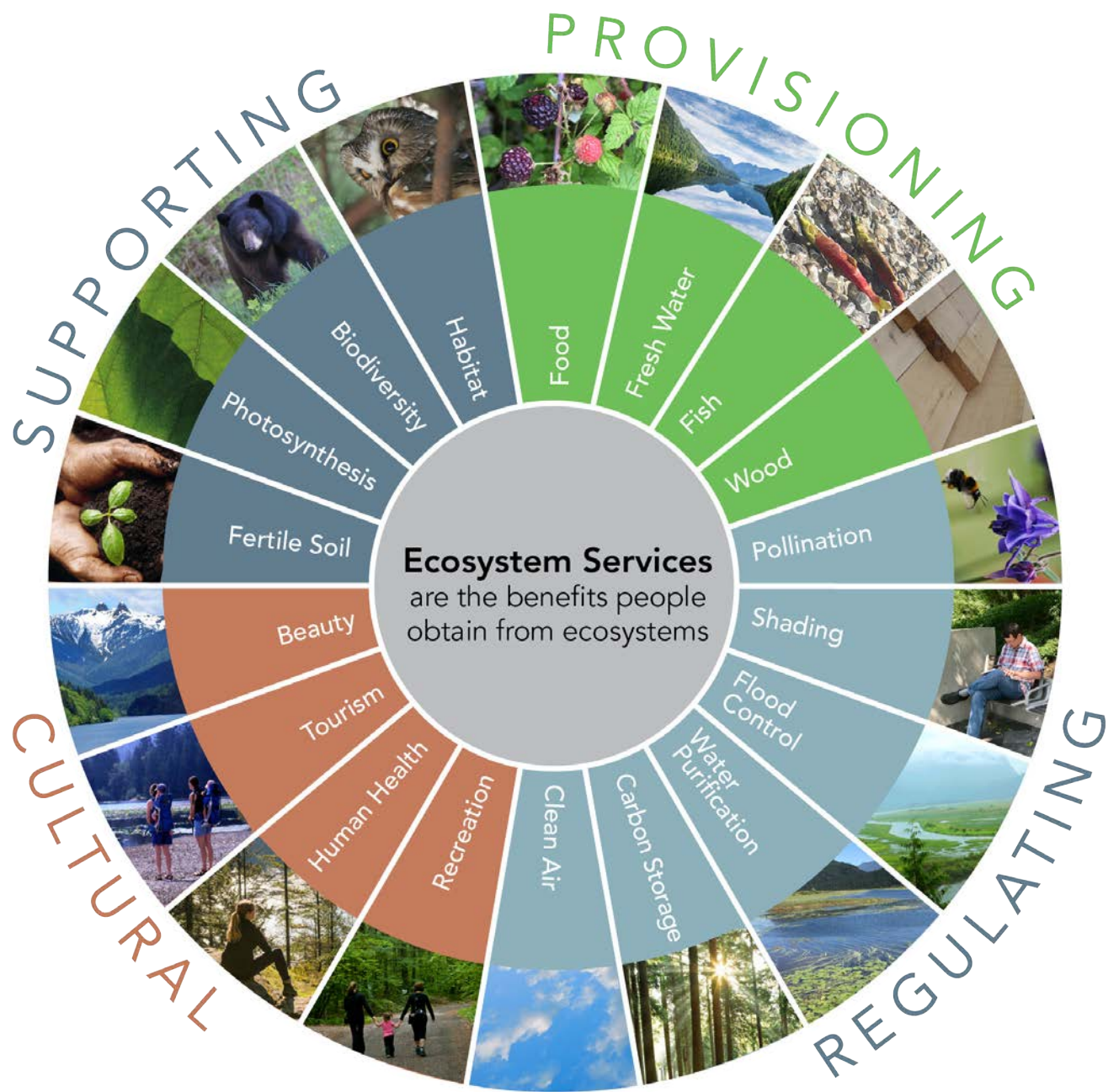


FIGURE 5. ECOSYSTEM SERVICES PROVIDED BY HEALTHY ECOSYSTEMS

Strategy 3.1 Protect and enhance Conservation and Recreation lands

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

Metro Vancouver will:

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

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

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

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

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

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

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

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

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

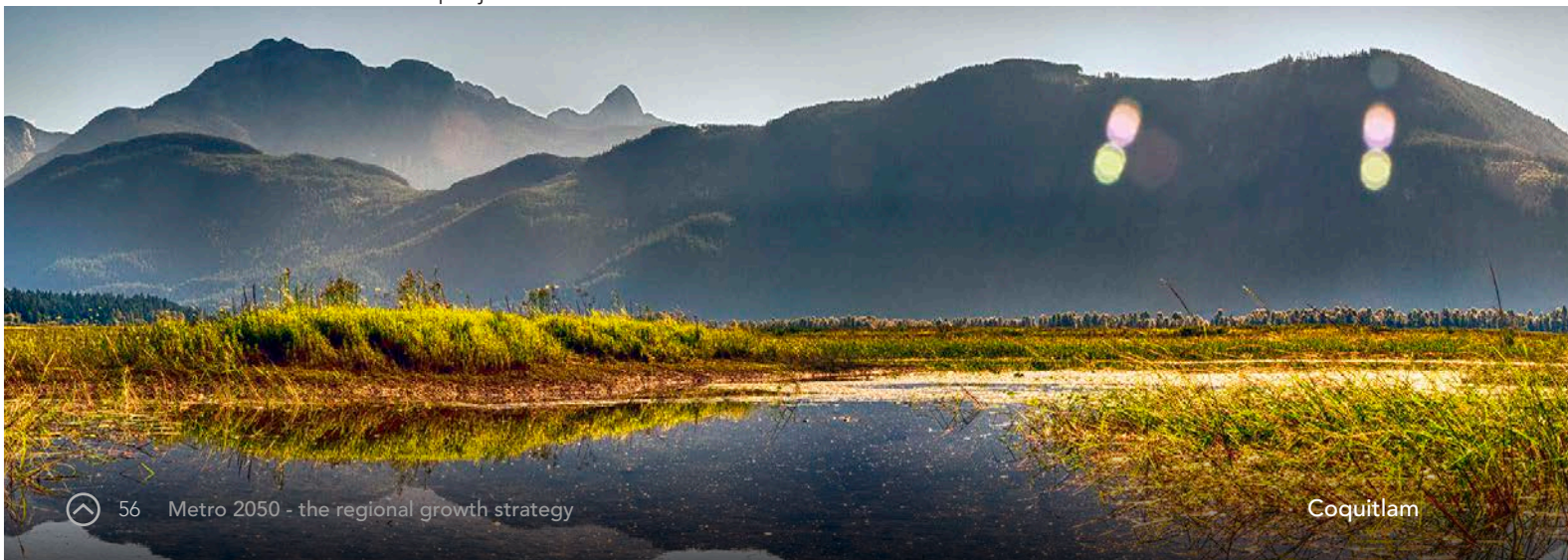
3.1.8 Advocate to the Federal Government and the Province to:

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

Member jurisdictions will:

3.1.9 Adopt Regional Context Statements that:

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



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

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

c) include policies that:

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



Strategy 3.2 Protect, enhance, restore, and connect ecosystems

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

Metro Vancouver will:

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

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

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

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

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

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

3.2.4 Work with local First Nations to:

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

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

3.2.6 Advocate to the Federal Government and the Province to:

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

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

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



Maple Ridge

c) include policies that:

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

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

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

Metro Vancouver will:

3.3.1 Implement the:

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

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

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

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

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

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

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

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

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

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

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

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

Member jurisdictions will:

3.3.7 Adopt Regional Context Statements that:

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

TransLink will:

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

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



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

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

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

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

Metro Vancouver will:

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

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

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

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

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

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

Member jurisdictions will:

3.4.5 Adopt Regional Context Statements that:

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

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

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

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





GOAL
4

Provide Diverse and Affordable Housing Choices



Goal 4: Provide Diverse and Affordable Housing Choices

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

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

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

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

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

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

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

Strategies to achieve this goal are:

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



Port Moody

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

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

Metro Vancouver will:

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

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

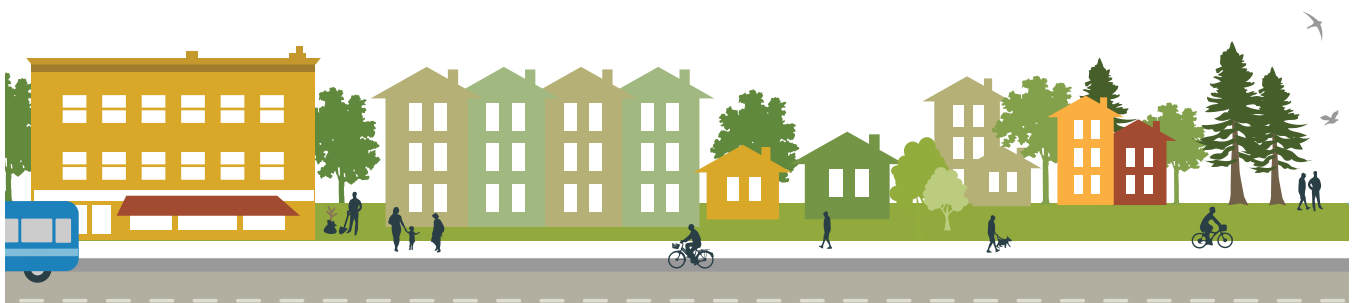
4.1.3 Support member jurisdictions in the development and delivery of housing policies and actions by compiling, analyzing, and communicating data, preparing implementation guidelines and best practices research, and convening discussions on issues of common interest.

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

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

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

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



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

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

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

4.1.9 Prepare and implement housing strategies or action plans that:

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

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

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

Metro Vancouver will:

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

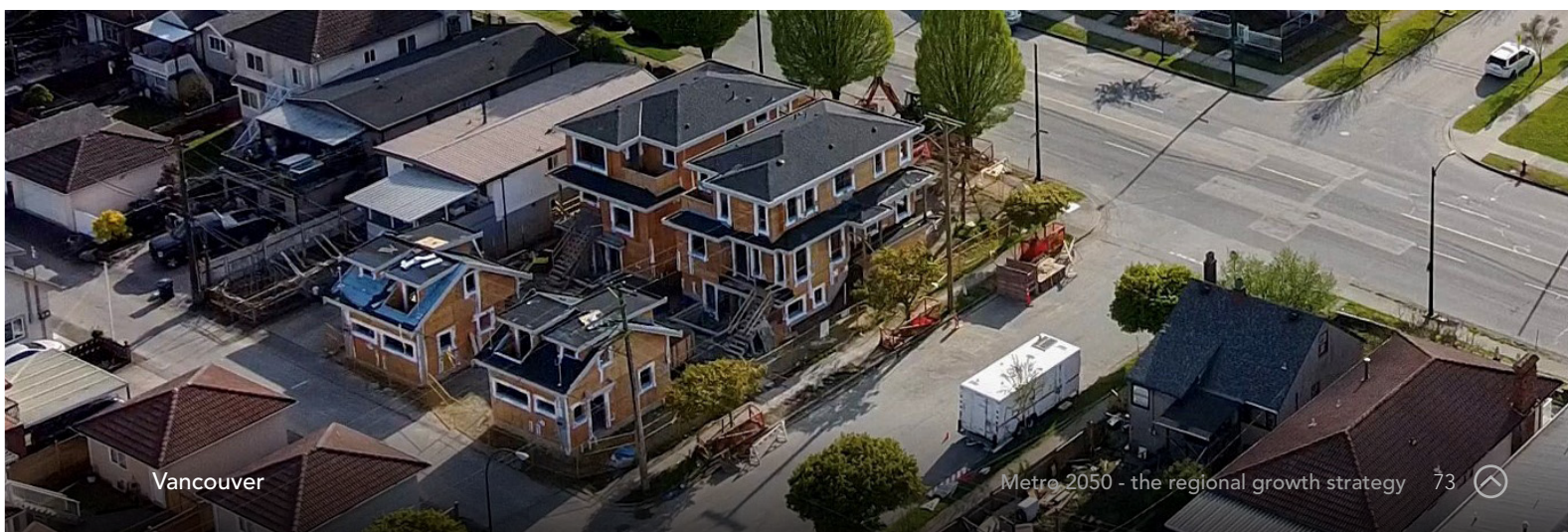
4.2.2 Implement the *Metro Vancouver Housing 10-Year Plan* (2019) and seek opportunities for Metro Vancouver Housing to partner with member jurisdictions and others to expand affordable rental housing across the region.

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

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

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

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



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

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

net rental unit loss;

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

4.2.8 Prepare and implement housing strategies or action plans that:

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



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

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

Metro Vancouver will:

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

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

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

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

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

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

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

Member jurisdictions will:

4.3.7 Adopt Regional Context Statements that:

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

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

4.3.8 Prepare and implement housing strategies or action plans that:

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

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

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

GOAL
5

Support Sustainable Transportation Choices



Goal 5: Support Sustainable Transportation Choices

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

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

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

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

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



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

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

Strategies to achieve this goal are:

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

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

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

Metro Vancouver will:

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

5.1.2 Establish the following objectives for the regional transportation system:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Member jurisdictions will:

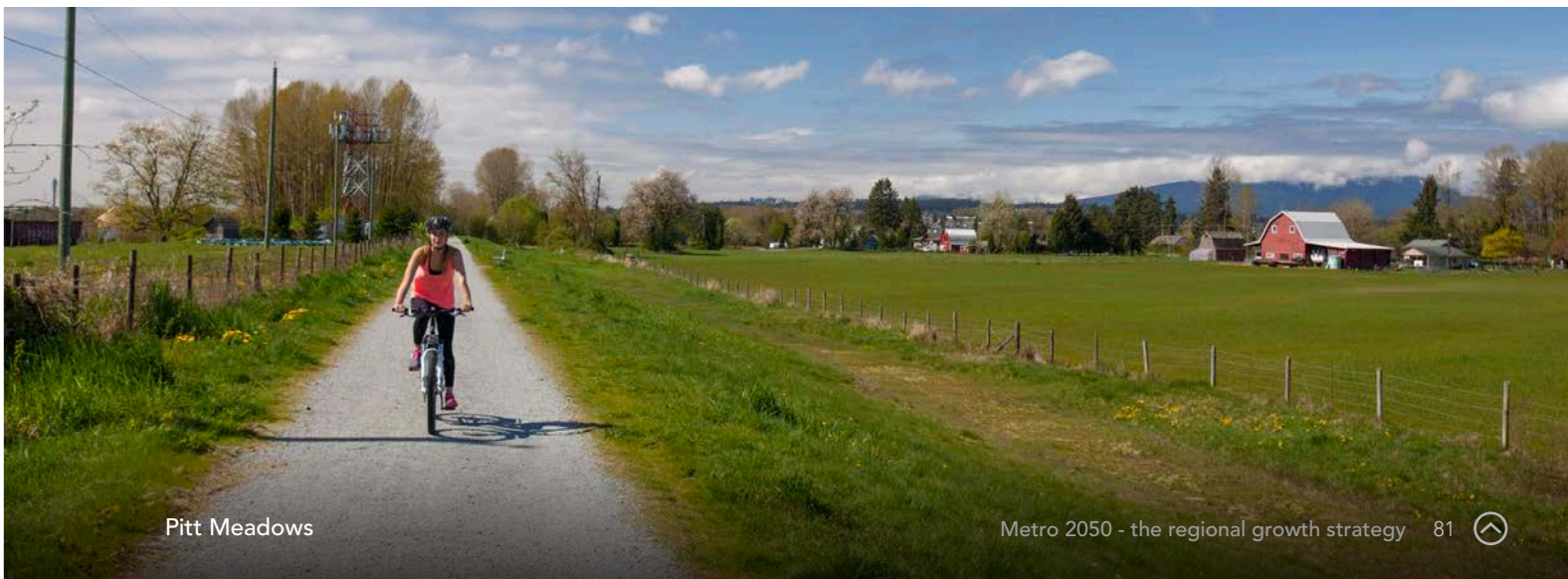
5.1.14 Adopt Regional Context Statements that:

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

TransLink will:

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

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



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

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

Metro Vancouver will:

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

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

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

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

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

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

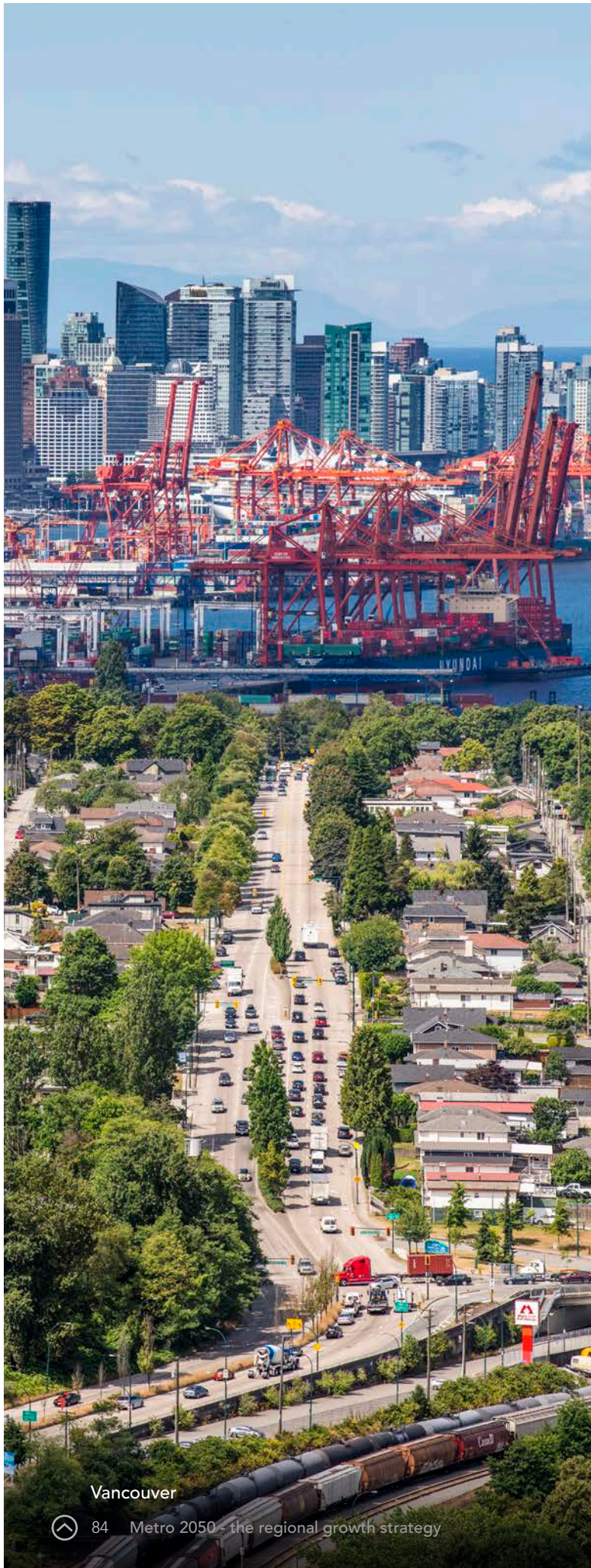
- a) policies and regulations to protect rail rights-of-way, truck routes, transit routes, and access points to navigable waterways;
- b) policies and regulations to protect communities and habitats by mitigating air quality impacts;
- c) local government funding programs for applied research into transportation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

Member jurisdictions will:

5.2.6 Adopt Regional Context Statements that:

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





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

TransLink will:

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

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

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

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

F. Implementation

6.1 Regional Growth Strategy Implementation Framework

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

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

This collaborative decision-making process applies to:

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



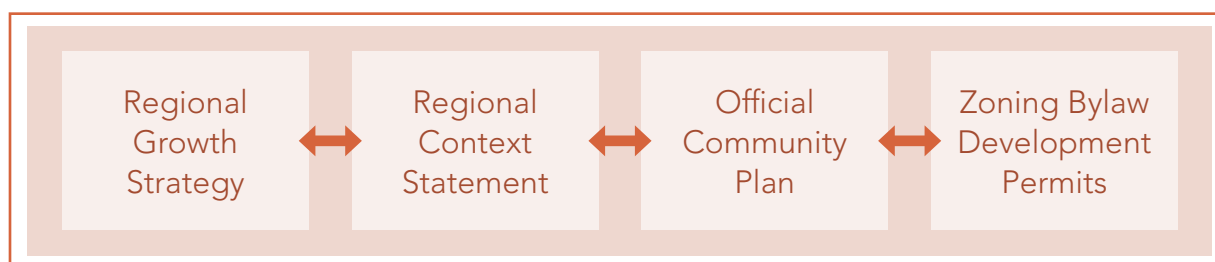
TABLE 6. REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK*

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

*Table 6 for reference only

6.2 Regional Context Statements

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

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

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

Contents of Regional Context Statement

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

Regional Context Statement Process

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

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

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

Consistency with Regional Growth Strategy

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

Providing for Appropriate Municipal Flexibility

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

a) the member jurisdiction may re-designate land from one (1) regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare;

b) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the member jurisdiction may redesignate land:

- from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or

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

provided that:

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

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

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

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

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

6.3 Categories of Regional Growth Strategy Amendments

Type 1 Amendments to the Regional Growth Strategy

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

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

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

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

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

Type 2 Amendments to the Regional Growth Strategy

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

a) amendment to the Urban Containment Boundary;

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

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

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

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

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

Type 3 Amendments to the Regional Growth Strategy

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

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



6.4 Procedures for Regional Growth Strategy Amendments

Who Can Apply for an Amendment

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

Notification and Request for Comments

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

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

Procedures for Type 1 Amendments

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

Procedures for Type 2 Amendments

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

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

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

Procedures for Type 3 Amendments

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

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

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

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

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

6.5 Coordination with First Nations

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

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

6.6 Coordination with TransLink

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

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

6.6.3 TransLink is mandated to provide a regional transportation system that is consistent and supportive of the regional growth strategy, and its associated goals, objectives, land use designations, overlays, and policies. *The South Coast British Columbia Transportation Authority Act* also requires TransLink to: review the regional growth strategy and any amendments to it and advise Metro Vancouver of the implications for the Regional Transportation Strategy, and prepare regional transportation investment plans that set out the relationships between major actions and the regional growth strategy.

6.7 Coordination with Other Governments and Agencies

6.7.1 Metro Vancouver will work with the Fraser Valley Regional District, the Squamish-Lillooet Regional District, and the Islands Trust (regarding Bowen, Bowyer, and Passage Islands) to facilitate the compatibility of regional planning and growth management initiatives in Metro Vancouver and these neighbouring jurisdictions.

6.7.2 Metro Vancouver will collaborate with the Federal Government and the Province on major investments in the regional transportation system, expansion of diverse and affordable housing options, and the location of public facilities that support the goals and strategies specified in the regional growth strategy. Metro Vancouver will seek formal Implementation Agreements with these agencies to give effect to that intent.



6.8 Coordination with Metro Vancouver / Greater Vancouver Boards

6.8.1 All bylaws adopted and all works and services undertaken by Metro Vancouver Regional District, the Greater Vancouver Water District, or the Greater Vancouver Sewerage and Drainage District must be consistent with the regional growth strategy.

The Greater Vancouver Sewerage and Drainage District and the Greater Vancouver Water District will not directly or indirectly supply, agree to supply, or authorize connections that enable the supply of services to a site that is developed or proposed to be developed after the date of adoption of the regional growth strategy where the nature of that development is, in the sole judgment of the Metro Vancouver Regional District Board, inconsistent with the provisions of the regional growth strategy.

6.8.2 For further clarity, sites within the Urban Containment Boundary that are designated General Urban, Industrial, or Employment, would be eligible for sewerage services, subject to normal Greater Vancouver Sewerage and Drainage District technical considerations, provided that the proposed development complies with the applicable policies under those designations and any such Urban Centre and Frequent Transit Development Area overlays that might apply.

6.8.3 For lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation, sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1 apply regardless of whether the area is within one of the Greater Vancouver Sewerage and Drainage District's sewerage areas.

With reference to sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1, in determining whether, in the circumstances, connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk, the Metro Vancouver Regional District (MVRD) Board will consider the opinion of a professional, as such term is defined in the Sewerage System Regulation pursuant to the *Public Health Act* (British Columbia), or if appropriate a qualified professional, as such term is defined in Municipal Wastewater Regulation 87/2012 pursuant to the *Environmental Management Act* (British Columbia), submitted by the member jurisdiction as to the technical and economic feasibility of installing and maintaining a private on-site sewage treatment system in accordance with all laws and regulations applicable in British Columbia. The MVRD Board may also obtain its own opinion from a professional and consider such opinion.

6.9 Sewerage Area Extensions

6.9.1 Notwithstanding any other provision in the regional growth strategy, within the areas identified on Map 12 in the Township of Langley as "Rural within the Sewerage Area", which includes part of the Salmon River Uplands that is contained within the Greater Vancouver Sewerage and Drainage District's Fraser Sewerage Area, and within the area identified as "Sewerage Extension Areas", known as North Salmon River Uplands and South Fernridge, regional sewer servicing will be permitted subject only to the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.

6.9.2 All connections to regional sewerage services approved by the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board as per sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1 will be contained within a sewerage area footprint boundary as determined by the Metro Vancouver Regional District (MVRD) and GVS&DD Boards. Any sewerage service connection outside of that boundary will require MVRD Board and GVS&DD Board approval.

6.10 Special Study Areas

6.10.1 Special Study Areas as depicted on Map 12 identify locations where, prior to the adoption of *Metro Vancouver 2040, Shaping our Future*, a member jurisdiction had expressed an intention to alter the existing land use, and is anticipating a future regional land use designation amendment. Pending Metro Vancouver Regional District Board approval of a regional land use designation amendment, the current regional land use designation(s) applies within the Special Study Area. Amending a regional land use designation within a Special Study Area is considered a Type 3 amendment under section 6.3.4 of the regional growth strategy. This includes any

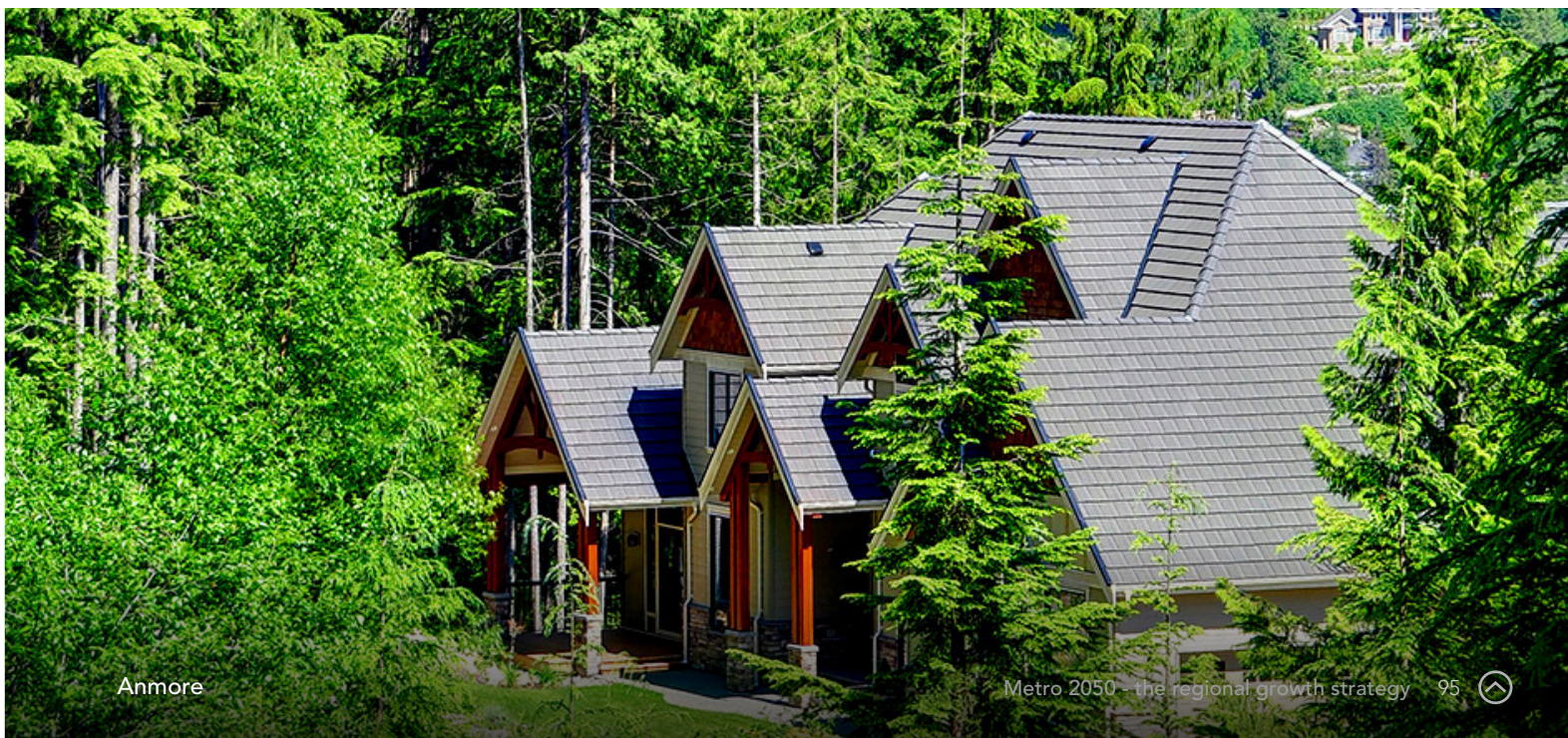
associated adjustment(s) to the Urban Containment Boundary for a Special Study Area. As part of any amendment establishing a change in regional land use designation, the Special Study Area boundaries for those amended lands will be removed from the regional growth strategy.

6.10.2 If the Special Study Area involves lands within the Agricultural Land Reserve, the member jurisdiction is required to consult with the Agricultural Land Commission during the preparation of the planning studies prior to initiating an application to exclude the lands from the Agricultural Land Reserve.

6.11 Jurisdiction

6.11.1 The regional growth strategy applies to all lands within the boundaries and jurisdiction of the Metro Vancouver Regional District.

6.11.2 In accordance with the *Agricultural Land Commission Act*, in the event that there is an inconsistency between the regional land use designations or policies set out in the regional growth strategy and the requirements of the *Agricultural Land Commission Act* or regulations and orders made pursuant thereto, the Agricultural Land Commission requirements will prevail.



6.12 Regional Growth Strategy Maps

6.12.1 The maps contained in the regional growth strategy are small scale depictions of the official regional land use designation maps and have been included for convenience purposes only. The official regional land use designation maps, the Sensitive Ecosystems Inventory map, and the Major Transit Growth Corridor map are maintained by Metro Vancouver and available for viewing on the Metro Vancouver website, and will be updated to incorporate changes to designation boundaries that result from adopted regional growth strategy amendment bylaws. TransLink owns and maintains the official Major Transit Network map on its website.

6.12.2 Where a regional land use designation boundary does not align with a property or parcel legal boundary, the Agricultural Land Reserve boundary, a member jurisdiction Official Community Plan or zoning boundary, or a distinct geographic or natural feature, the regional land use designation boundary will be considered approximate, and the boundary depicted in the respective accepted Regional Context Statement will prevail.

6.12.3 The boundaries of Urban Centres, Frequent Transit Development Areas, and Trade-Oriented Lands are to be defined by member jurisdictions in Official Community Plans, Neighbourhood or Area Plans, or equivalent, and shown in Regional Context Statements. Where member jurisdictions amend the boundaries of Urban Centres, Frequent Transit Development Areas, or Trade-Oriented Lands, and, in accordance with section 6.2.8, have not changed their Regional Context Statement, member jurisdictions will notify Metro Vancouver, in writing, within thirty (30) days.

6.12.4 The boundaries for Special Study Areas depicted on Map 12 are not to be expanded nor are new areas to be created. A Type 3 amendment to Map 12 is only permitted to delete Special Study Areas and may occur after the regional growth strategy has been amended to change the regional land use designation of the Special Study Area or when a member jurisdiction decides to eliminate a Special Study Area.

6.13 Tables, Figures and Performance Measures

6.13.1 Tables 1 and 2 showing growth projections and dwelling unit and employment growth targets for Metro Vancouver and member jurisdictions are included in the strategy as guidelines only. These tables are included in the regional growth strategy as a reference for use when preparing Regional Context Statements and regional planning initiatives. Metro Vancouver, in collaboration with member jurisdictions, will maintain projections to monitor growth and will propose updates to tables in accordance with the amendment process set out in section 6.3.4 following Metro Vancouver Regional District Board acceptance of Regional Context Statements or a significant change in the growth projections assumptions.

6.13.2 The following figures and maps in the regional growth strategy are included as reference only: Tables 5 and 6; Figures 1, 2, 3, 4, 5, and 6; and Maps 1, 10, and 11.

6.13.3 Pursuant to the *Local Government Act*, Metro Vancouver will prepare an annual report on progress in meeting the goals of the regional growth strategy through the monitoring of the performance measures identified in the Performance Measures section and in meeting other targets set out in the regional growth strategy.

6.14 Interpretation

6.14.1 All terms used in the regional growth strategy that are defined in the *Local Government Act* have the meanings given to such terms in the *Local Government Act*.

6.14.2 For terms not addressed in 6.14.1, a Glossary of Terms is provided and will be used to define terms used in *Metro 2050*.

6.14.3 In the case of the Electoral Area A, a Regional Context Statement is not required, but the policy actions listed for member jurisdictions should be addressed in the Electoral Area A Official Community Plan, as applicable.

6.15 Implementation Guidelines

6.15.1 Metro Vancouver may periodically prepare Implementation Guidelines to assist in the implementation of the regional growth strategy, to be prepared in collaboration with member jurisdictions. These guidelines should be read in conjunction with the regional growth strategy, and do not replace or supersede the content and requirements of the regional growth strategy.



G. Performance Monitoring

Performance monitoring allows for the informed review and update of the regional growth strategy as required. Metro Vancouver will produce annual reports on implementation of the regional growth strategy and progress towards its goals using the following performance measures.

Regional land use designations

- Total and cumulative change in hectares of land in each of the six regional land use designations

Goal 1: Create a Compact Urban Area

Urban Containment

- Total and cumulative change in hectares of land in the Urban Containment Boundary
- Percent of regional dwelling unit growth located within the Urban Containment Boundary
- Number and status of new regional sewerage service connection applications made for areas outside of the Urban Containment Boundary to lands with an Agricultural, Rural, or Conservation and Recreation regional land use designation
- Change in hectares of greenfield lands within the Urban Containment Boundary that have a General Urban regional land use designation

Growth in Priority Areas

- Percent of regional dwelling unit growth located in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Change in "Activity Density" (as measured by people + jobs per hectare) in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors

Complete Communities and Health

- A walkability index composed of: land use mix, commercial floor area ratio, intersection density, residential density, and sidewalk completeness
- Total and change in number of community services and amenities in Urban Centres and Frequent Transit Development Areas, including, but not limited to child care and green space

Goal 2: Support a Sustainable Economy

Employment in Priority Areas

- Percent of regional employment growth located in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Total and change in employment by sector in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Change in office floor area within Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors

Agricultural Lands

- Percent of land in the Agricultural Land Reserve that is actively farmed

Employment Accessibility

- Average number of kilometres travelled for commute (region-wide)
- Average number of minutes travelled for commute (region-wide)
- Average trip length by transportation mode (region-wide)

Industrial and Employment Lands

- Total and cumulative change in hectares of land designated Industrial and Employment that is developed and vacant

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

Ecosystem Health

- Change in hectares of land protected for nature across the region
- Change in the percentage of regional total tree canopy cover within the Urban Containment Boundary
- Change in hectares of land identified as a Sensitive or Modified Ecosystem
- Change in hectares of identified Sensitive and Modified Ecosystems rated high quality

Greenhouse Gas Emission Reduction

- Total and change in tonnes of regional greenhouse gas emissions related to land use, buildings, industry, agriculture, waste, transportation, and other emission sources in support of the regional target to reduce greenhouse gas emissions by 45% below 2010 levels by the year 2030 and to achieve a carbon neutral region by the year 2050
- Tonnes of carbon storage in natural areas including lands with Rural, Conservation and Recreation, and Agricultural regional land use designations

Goal 4: Provide Diverse and Affordable Housing Choices

- Percentage of newly completed housing units built within Urban Centres and Frequent Transit Development Areas that are affordable rental housing units
- Percentage of household income spent on housing and transportation expenses across the region and by tenure and income level

Goal 5: Support Sustainable Transportation Choices

Travel Mode Choices

- Total and change in trips by transportation mode
- Percent of residents within walking distance of the Major Transit Network
- Total and per-capita change in the number of actively insured vehicles

Road and Vehicle Use

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



H. Glossary of Terms

The following terms used in the regional growth strategy are defined as follows:

Affected Local Governments - Metro Vancouver Regional District member jurisdictions (excluding Bowen Island Municipality), Squamish-Lillooet Regional District, Fraser Valley Regional District, and the South Coast British Columbia Transportation Authority (also known as TransLink).

Affordable Housing - For the purpose of *Metro 2050*, “Affordable Housing” is housing that is affordable to households earning up to 120% of the Regional Median Household Income. In Canada, a general measure of housing affordability is the shelter-cost-to-income ratio, where no more than 30% of a household’s gross income is spent on housing (including all housing-related costs like utilities).

Air Contaminant - Any substance that is introduced into the air that: injures or is capable of injuring the health or safety of a person; injures or is capable of injuring property or any life form; interferes or is capable of interfering with visibility; interferes or is capable of interfering with the normal conduct of business; causes or is capable of causing material physical discomfort to a person; or damages or is capable of damaging the environment.

Carbon Neutral Region - A region that generates no net greenhouse gas emissions. This is achieved by any greenhouse gas emissions across all economic sectors being balanced out by the removal of carbon dioxide from the atmosphere by the plants, trees, and soil of the region, or through technological means.

Carbon Storage - The total amount of carbon stored in ecosystems such as forests, wetlands and intertidal areas, which often takes thousands of years to accumulate. A conservative estimate of the total carbon stored in the vegetation and soils of the region’s ecosystems is 65 million tonnes. This estimate is derived from Metro Vancouver’s regional carbon storage dataset and applies to the full extents of the watersheds that supply the Metro Vancouver region’s drinking water, along with estuarine and intertidal areas.

Climate Change Impacts - The consequences of realized climate change risks on ecosystems, economies, infrastructure, and communities.

Dwelling Unit - For the purposes of *Metro 2050*, the term “Dwelling Unit” is used as a short-form for “private dwelling that is occupied by usual residents” and is measured using Census household data.

Ecosystem Connectivity - The physical and functional links between ecosystems that support biodiversity by allowing the movement of species within and between ecosystems. Ecosystem connectivity is achieved by conserving and maintaining a connected network of natural and urban ecosystems.

Ecosystem Fragmentation - The process of ecosystems being divided into smaller and isolated patches of land thereby reducing ecosystem integrity.

Ecosystem Integrity - The ability of an ecosystem to support diverse communities of organisms and maintain ecological processes (e.g. water, carbon, and nutrient cycling).

Ecosystem Services - The benefits people obtain from ecosystems. These services can be grouped into four main types: supporting, provisioning, cultural, and regulating (see Figure 5).

Embodied Emissions - The greenhouse gas emissions associated with the construction of goods and products, including the raw materials, manufacture, and the transport of the good or product to where it is sold.

Green Infrastructure - The natural, enhanced, and engineered assets that collectively provide society with ecosystem services. Natural assets (e.g. forests, wetlands, and soil), enhanced assets (e.g. urban trees, and bioswales), and engineered systems (e.g. green roofs and permeable pavement) improve resilience and mitigate negative environmental impacts from urban development, benefiting both people and ecosystems.

Low Impact Development - Development that works with nature to: manage stormwater quantity and quality by preserving trees and other natural features where possible; support ecosystem connectivity; minimizes impervious surfaces; and create dispersed multi-functional landscapes that minimize pollutant runoff, the need for stormwater infrastructure, and extreme flooding and heat events.

Lower Income Households - Households earning less than 80% of the Regional Median Household Income.

Member Jurisdictions - Metro Vancouver Regional District member municipalities, Tsawwassen First Nation, and Electoral Area A.

Natural Hazards - Naturally occurring phenomena that may cause loss of life, injury or other health impacts, property damage, social, and economic disruption or environmental degradation. Examples of natural hazards affecting the Metro Vancouver region include earthquakes, landslides, floods, and wildfires. Many natural hazards are worsened by climate change.

Official Community Plan - As defined by the British Columbia *Local Government Act*, or land use plan equivalent in the case of the City of Vancouver, Tsawwassen First Nation, and Electoral Area A.

Province - The Government of British Columbia, including its ministries and agencies.

Regional Context Statement - As described by the British Columbia *Local Government Act*, the linking document that demonstrates the relationship between an Official Community Plan and the regional growth strategy and, if applicable, how the Official Community Plan is to be made consistent with the regional growth strategy over time. A Regional Context Statement and the rest of the Official Community Plan must be consistent or must demonstrate how they will be made consistent over time.

Regional Median Household Income - The median total household income of all households living in the Metro Vancouver region based on Census data. As defined by Statistics Canada, the median divides the region's households into two equal groups: half having an income above that amount, and half having an income below that amount. It differs from the mean (or average) income.

Resilience - The capacity to prepare for, avoid, absorb, recover, and adapt to the effects of shocks and stresses in an efficient manner through the preservation, restoration, and adaptation of essential services and functions.

Risk - A combined function of the probability of a hazard occurring and the magnitude or severity of its potential consequences (i.e. injury, damage, loss of habitat etc.).

Sensitive Ecosystem Inventory - An inventory of the region's most ecologically important areas mapped using provincial methodology. It does not include small, young, significantly disturbed, farmed or landscaped vegetation (e.g. young forests <5 hectares, crop or fallow land, enhanced or engineered assets, backyards and street trees). The inventory includes sensitive ecosystems and modified ecosystems, as follows:

- **Sensitive Ecosystems** - are ecologically fragile, rare or at-risk ecosystems such as wetlands, forests, and riparian areas.
- **Modified Ecosystems** - include young forests (30-80 years old) and freshwater reservoirs, that have experienced some human alteration, but still provide ecosystem services and remain important for biodiversity. In many cases, modified ecosystems are essential to maintaining ecosystem connectivity in highly fragmented landscapes where sensitive ecosystems have been lost.

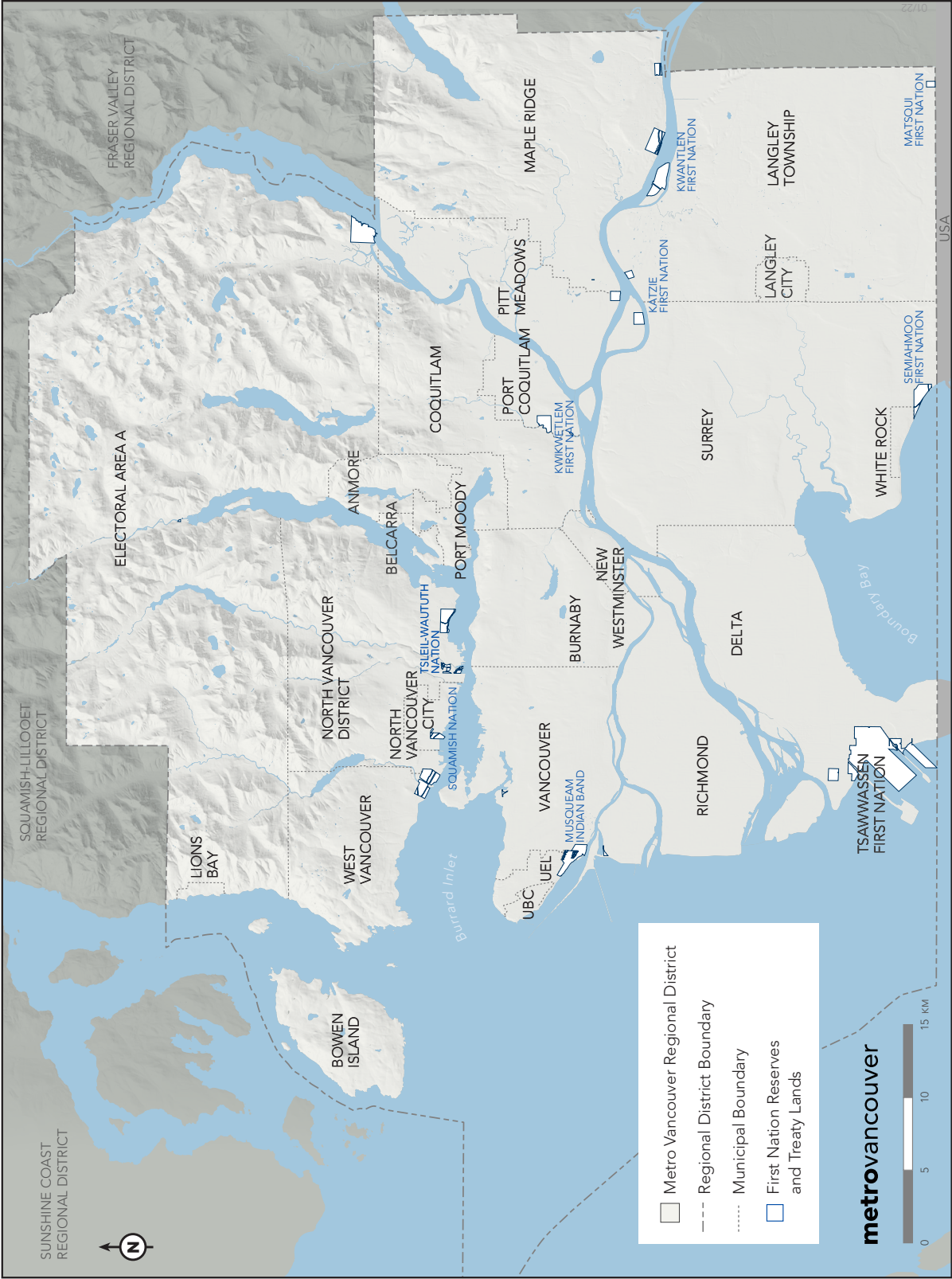
Social Equity - The promotion of fairness and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people. This can include the many dimensions of identity, such as socioeconomic status, ethnicity, race, sex, age, disability, gender, sexuality, religion,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

Transit-Oriented - Areas located in close proximity to transit (generally within 800 metres). Distances over 800 metres from rapid transit stations may also be considered within the context of the area.

Transportation Demand Management - Measures that seek to reduce the overall amount of driving, particularly for single-occupant vehicle trips, through strategies aimed at deterring driving (e.g. priced parking) or promoting alternative modes of transportation (e.g. providing free bike parking).

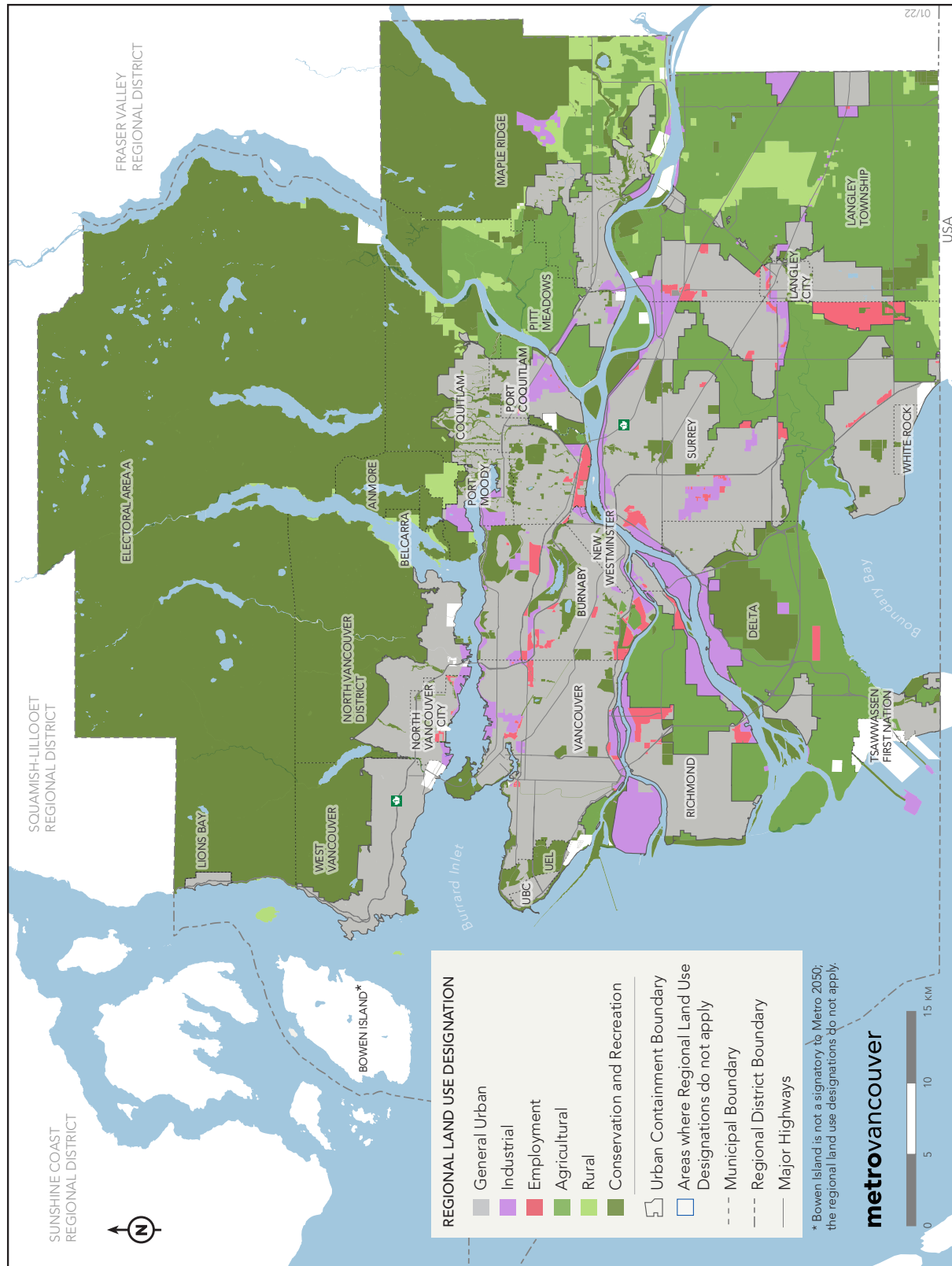
I. Maps

MAP 1 Metro Vancouver Region



Map for reference only.

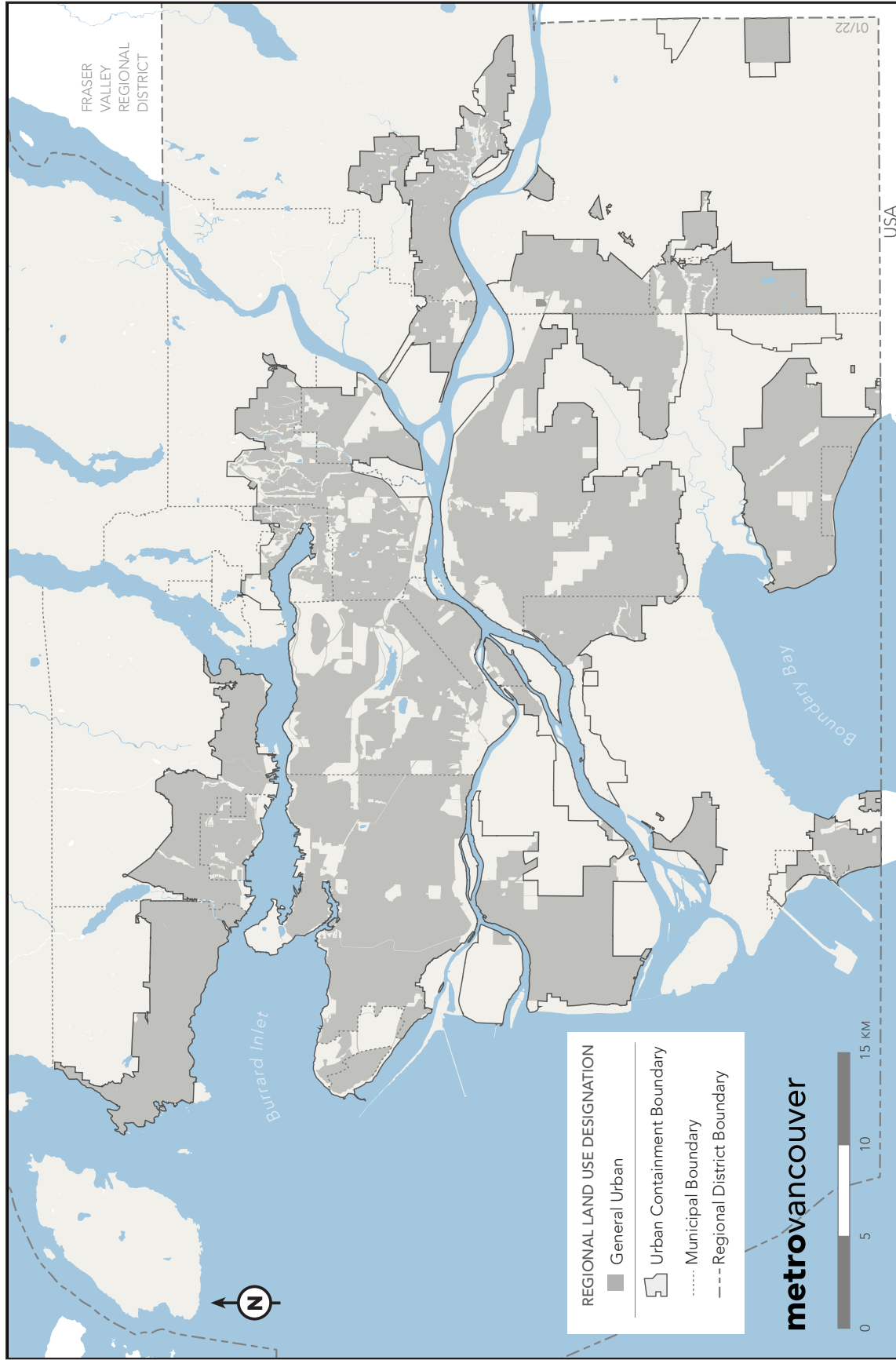
MAP 2 Regional Land Use Designations



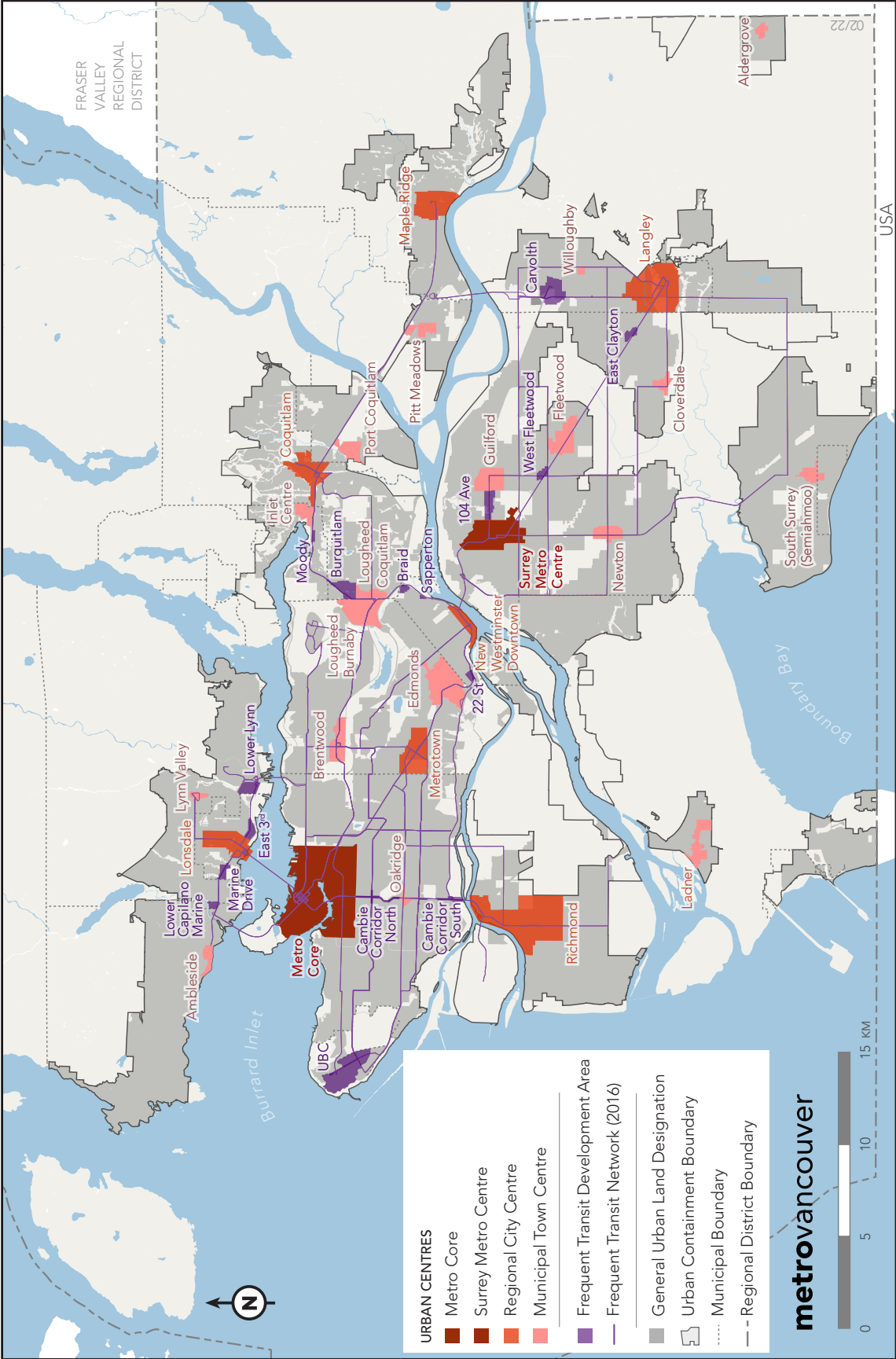
This map is a small scale representation of the Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land-use designation boundaries. The official Regional Land Use Designation Map can be found at metrovancover.org



MAP 3 Urban Containment Boundary and General Urban Lands

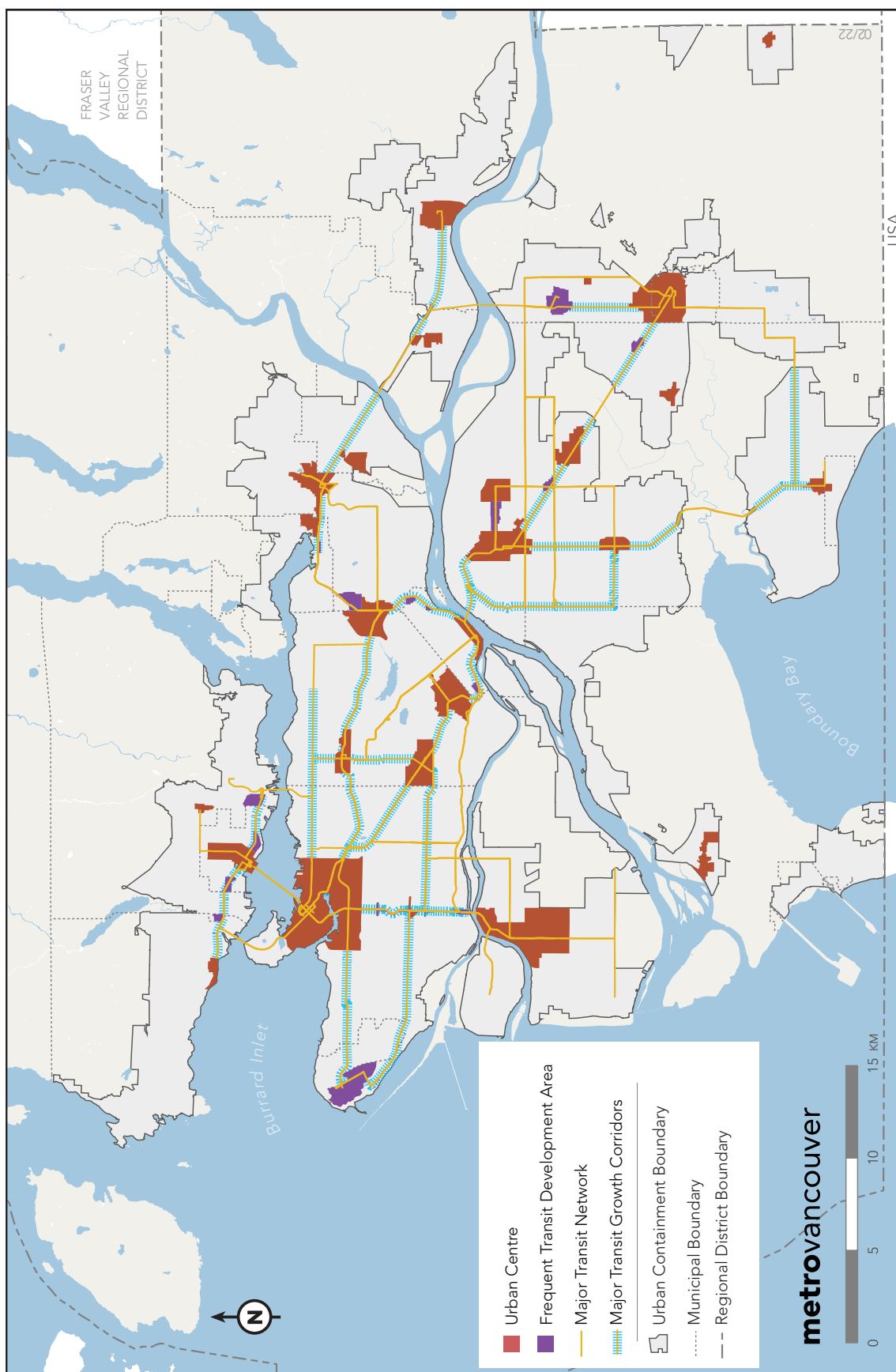


MAP 4 Urban Centres and Frequent Transit Development Areas



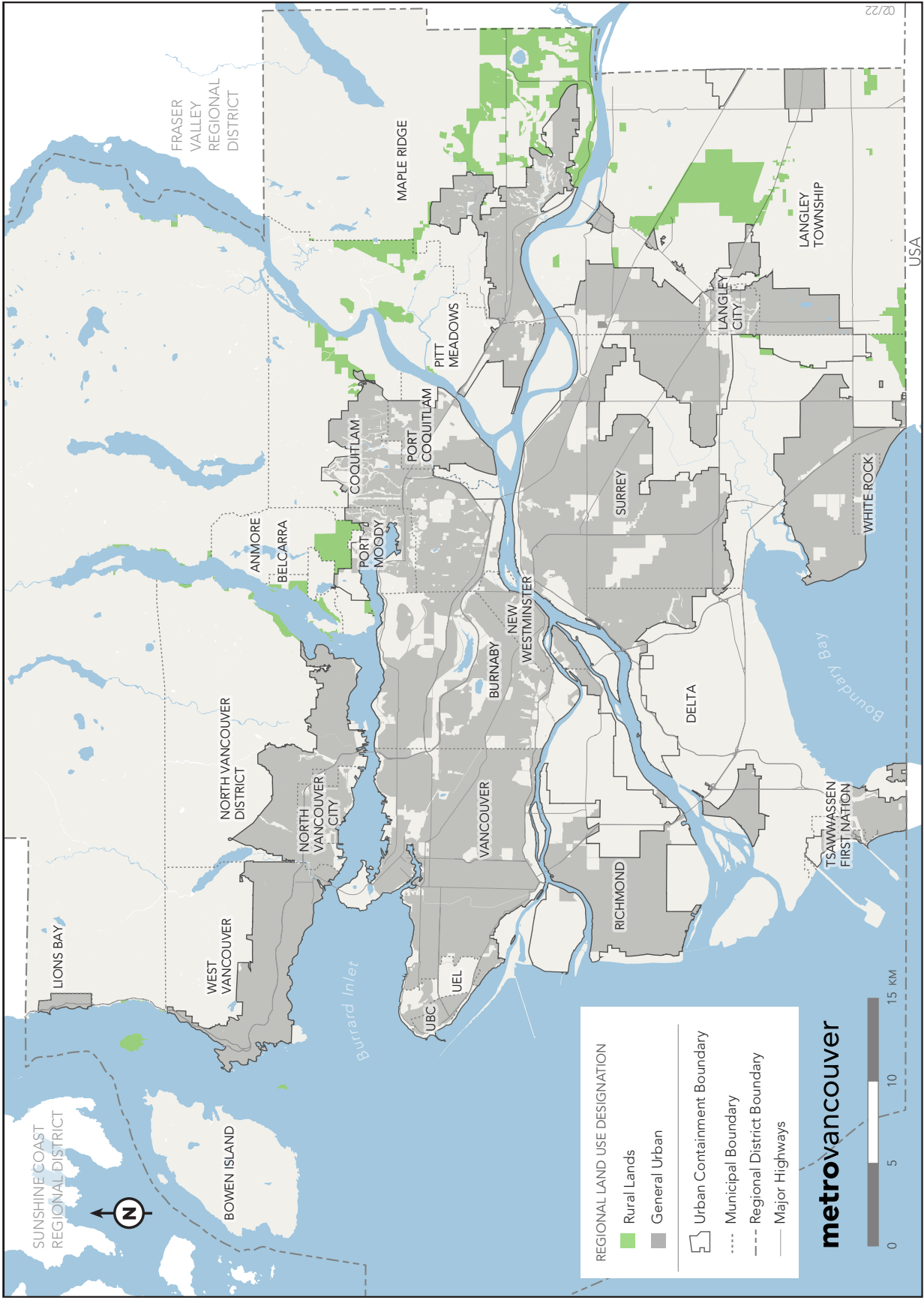
Urban Centres and FTDA are overlays for structuring residential and employment growth. The boundaries are identified by member jurisdictions. Where overlays cover areas other than General Urban or Employment, the intent and policies of the underlying regional land use designations still apply.

MAP 5 Major Transit Growth Corridors and Major Transit Network

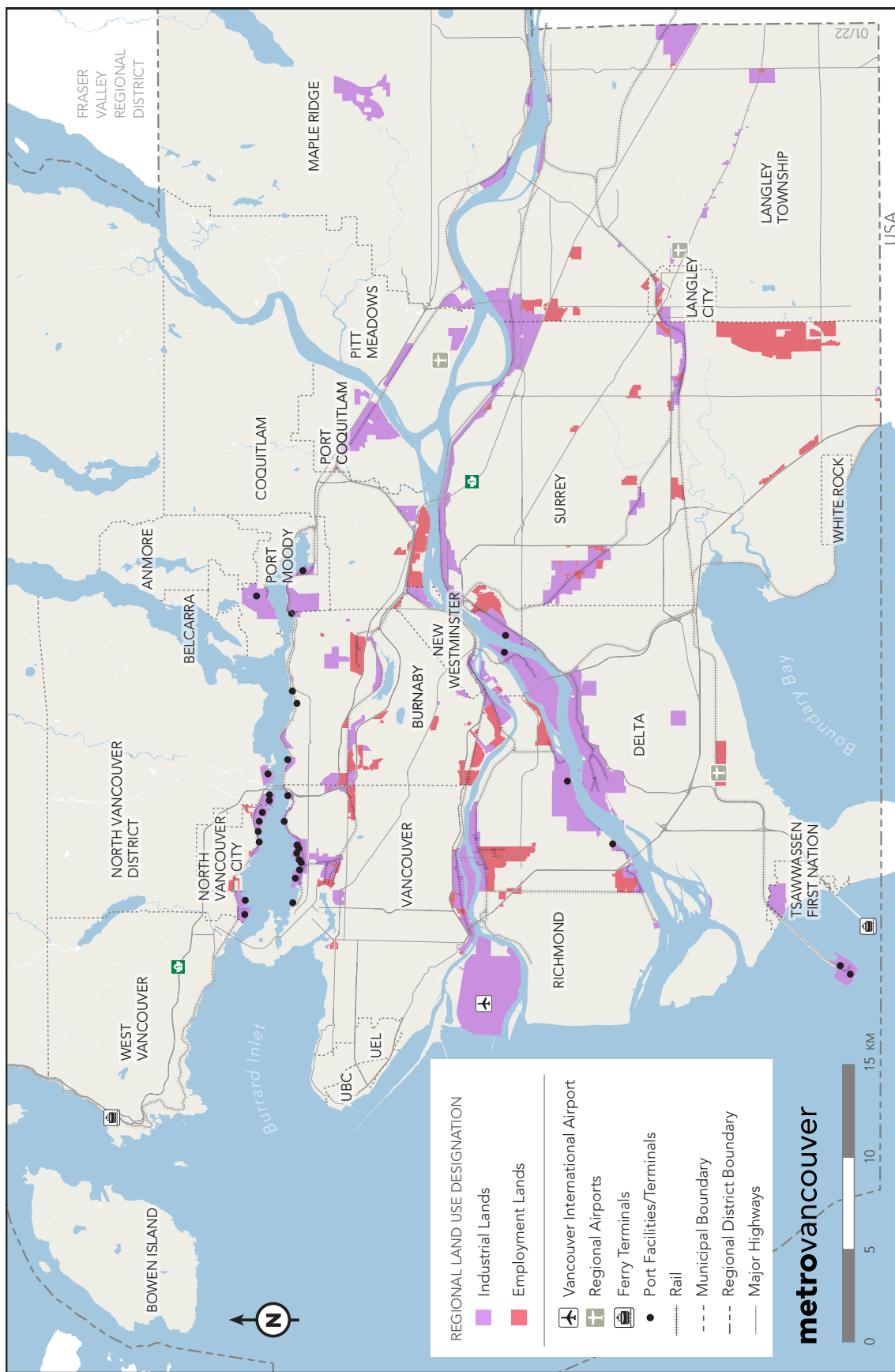


The Major Transit Growth Corridors include a buffer area of approximately 1km on either side of select segments of the Major Transit Network. Not all areas within MTGCs are appropriate for growth. The Major Transit Network is defined in Transport 2050 and is subject to periodic updates; it is shown for illustrative purposes only.

MAP 6 Rural Lands



MAP 7 Industrial and Employment Lands



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

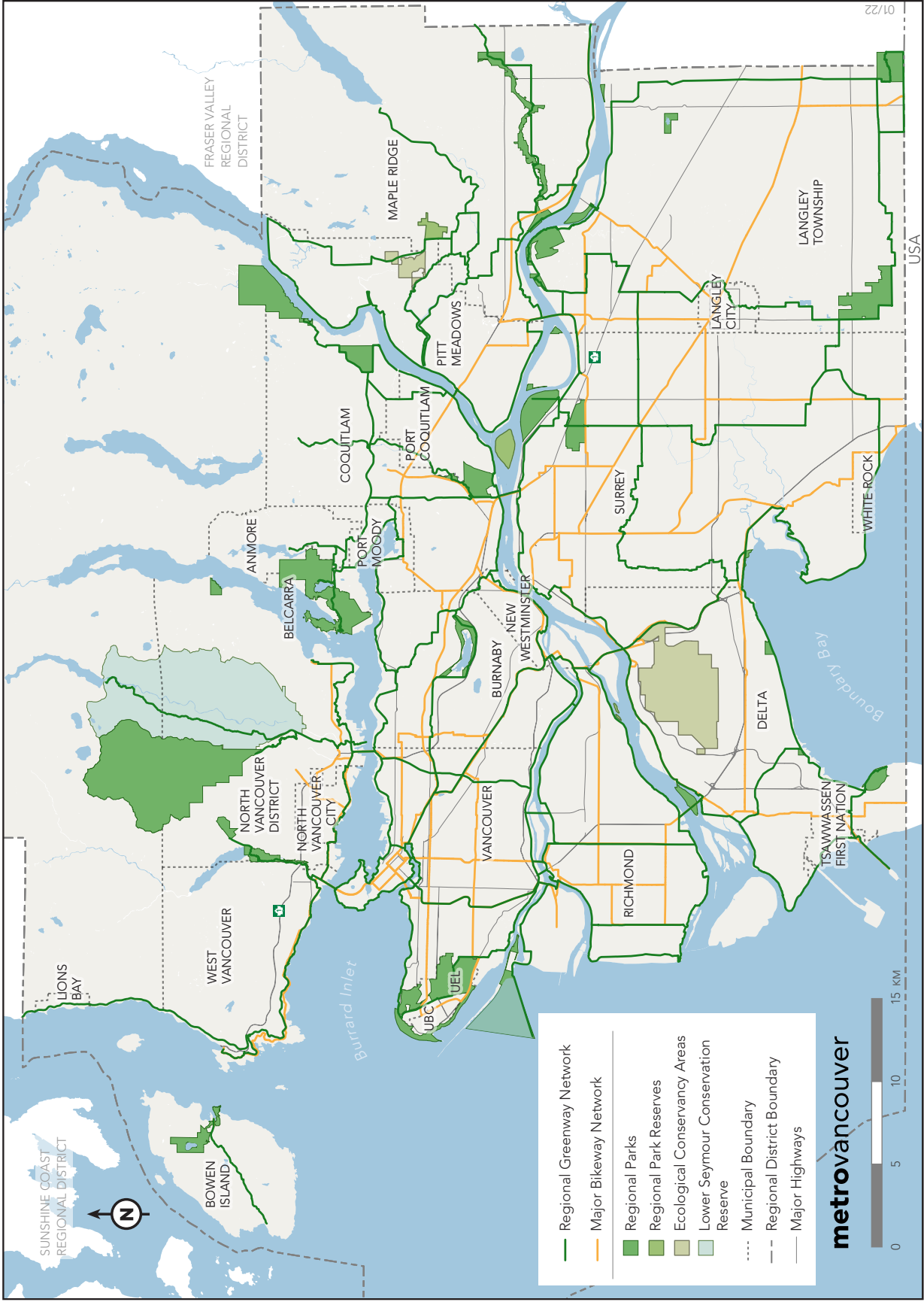


MAP 9 Conservation and Recreation Lands



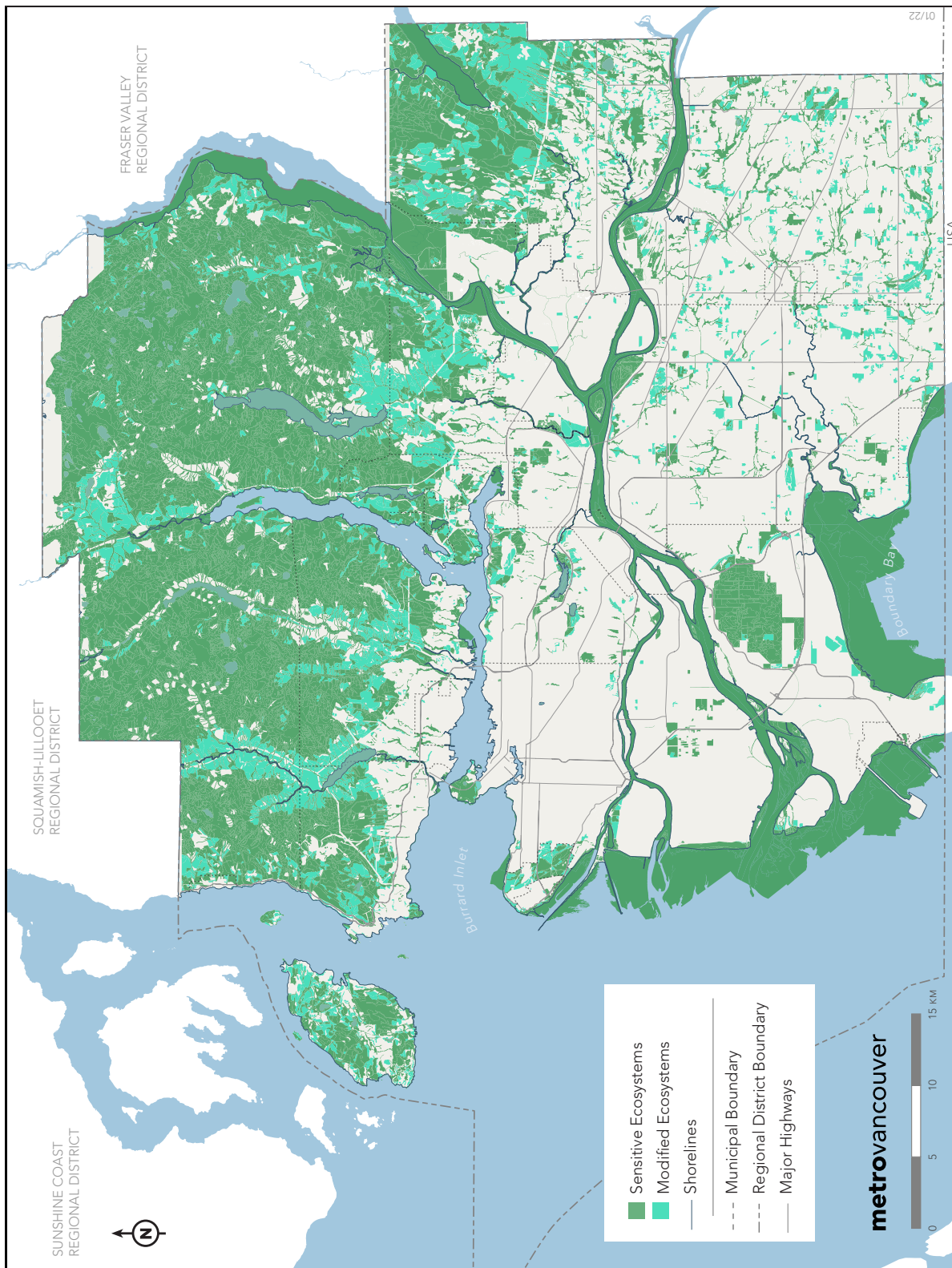
The Natural Resource Areas Overlay was collated by Metro Vancouver from several data sources including: Active managed forest tenure licenses, relevant OCPs, GVS&DD, and GWWD.

MAP 10 Regional Greenway Network and Major Bikeway Network



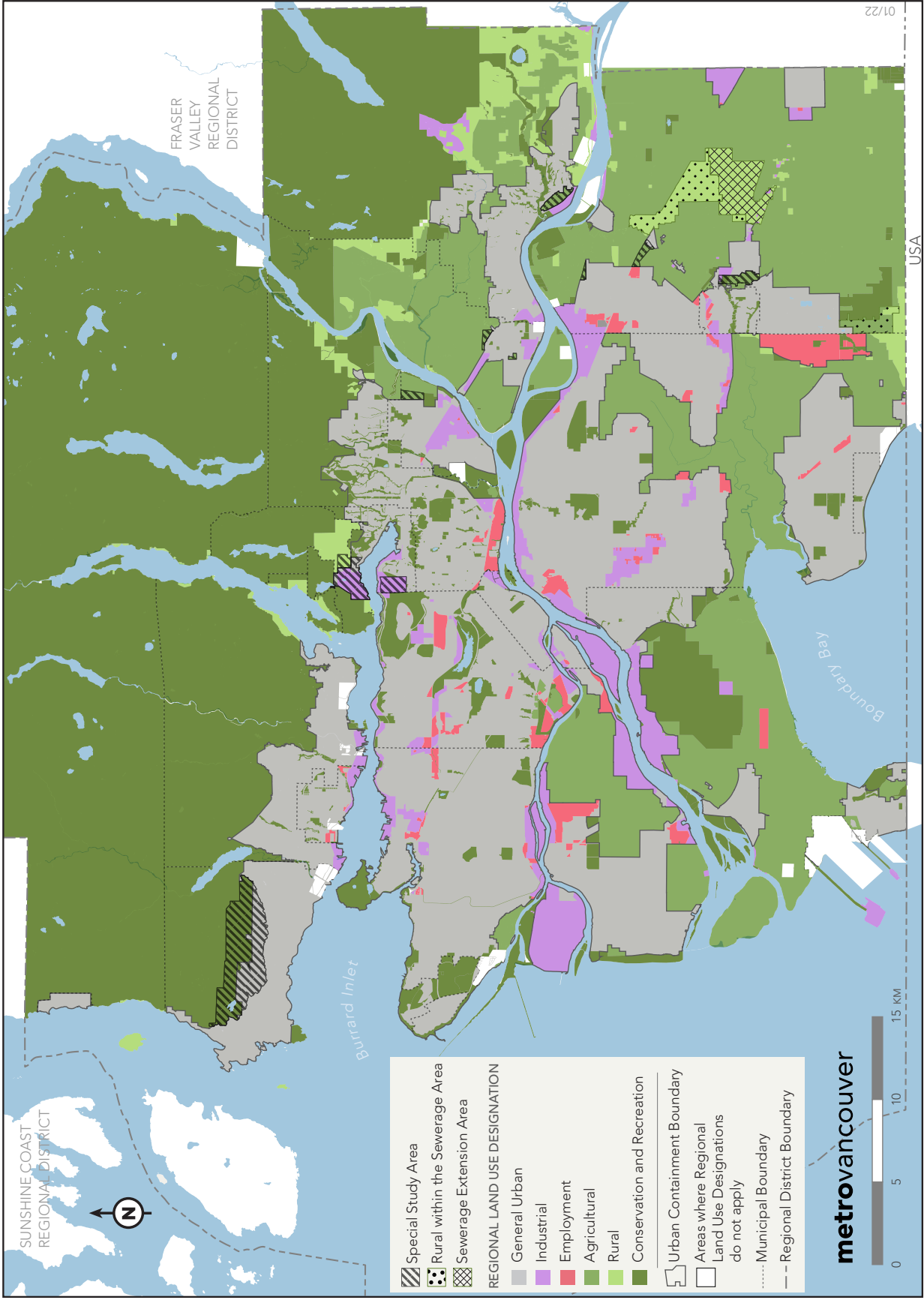
The Regional Greenway Network and Major Bikeway Network (MBN) are concepts illustrating existing and planned active transportation corridors of regional significance. The MBN is being developed through TransLink's Transport 2050 process and will be updated following the identification of a preferred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

MAP 11 Sensitive Ecosystem Inventory



Map for reference only and does not reflect Regional Land Use Designations. An online SEI Tool is available at gis.metrovancouver.org/mvmaps/SEI and downloadable from metrovancouver.org/data. The SEI data set is from 2014. Local ecological datasets may be more current and detailed.

MAP 12 Special Study Areas and Sewerage Extension Areas



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**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD ELECTRONICALLY
FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, NOVEMBER 15, 2021**

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




Moved by Councillor McIlroy, seconded by Councillor Girard

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.

CARRIED UNANIMOUSLY



 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 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

**CITY CLERK'S DEPARTMENT**

CITY OF NORTH VANCOUVER
 141 WEST 14TH STREET
 NORTH VANCOUVER
 BC / CANADA / V7M 1H9

T 604 985 7761
 F 604 990 4202
 INFO@CNV.ORG
 CNV.ORG

November 24, 2021

File: 13-6500-20-0001/1

Sav Dhaliwal
 Metro Vancouver Board Chair
 4730 Kingsway
 Burnaby, BC V5H 0C6

Jerry Dobrovolny
 CAO, Metro Vancouver
 4730 Kingsway
 Burnaby, BC V5H 0C6

Dear Mr. Dhaliwal and Mr. Dobrovolny:

Re: The Draft Metro 2050 Regional Growth Strategy

Thank you to Metro Vancouver Board Chair and Metro Vancouver staff who presented the *Metro 2050 Regional Growth Strategy* to the City of North Vancouver Council on Monday November 15, 2021. Council and the City strongly support the draft *Strategy* and encourage ongoing engagement with staff as the final version is prepared.

The attached Council report demonstrates that current City policies are broadly aligned with the draft *Metro 2050*, and, at this time, we do not have further comments specific to the details in the draft. However, during Council's discussion of the report, Mayor and Council provided some additional broader contextual comments on the draft *Metro 2050* and its impacts and opportunities for the future on the following subject areas:

Overall Comments:

The City had provided detailed staff comments throughout the spring and were pleased to see many adjustments and/or responses in the draft *Strategy*. In reviewing the draft, the City used the following questions as a lens for framing our comments and discussions with Metro Vancouver staff to ensure that the actions and policy directions were in alignment with regional goals and objectives, as well as the regional planning framework:

- Does the draft *Metro 2050* demonstrate the regional interest in the various topic areas?
- To what extent is that interest?
- To what level of regional involvement is being proposed and is it appropriate?

The City is particularly supportive of the policy shifts in the draft *Metro 2050* towards strengthening the commitment to addressing challenges related to growth, climate and environment, housing and affordability, and the inclusion and deeper integration of policy related to equity, reconciliation, livability, and wellbeing in the Region. The City is currently preparing *Mobility, Community Wellbeing, Climate and Environment*, and *Economic Strategies*, which are intended to further implement and enhance our *Official Community Plan* directions over the next 10 years and will align with and support the implementation of *Metro 2050*.

Managing Growth:

The *Regional Growth Strategy* has been successful at maintaining growth within the Urban Containment Boundary and focusing growth to the Urban Centres and Frequent Transit Development Areas. The added clarity and consistency for the Urban Centres and FTDA's framework is helpful and further supports growth in the most appropriate areas. However, additional conversations are needed on the distribution of growth throughout the Region. In some areas, growth is potentially being directed to locations where necessary services or transit options are not sufficiently planned or provided for. This runs a risk of increased car dependency and/or dilution of resources and supports. In other cases, including on the North Shore, known areas where future growth is being actively contemplated are not currently considered by the RGS.

Beyond where growth should occur, the cost of growth must also be appropriately managed. Ensuring that growth is accompanied by investment in essential infrastructure is critical to building a livable region. We need to continue to make progress in the efficient and sustainable delivery of services and utilities throughout Metro Vancouver and advocate for long term and stable funding for walking, cycling and transit options to build complete communities.

Responsibility, Accountability, Projections, and Targets:

Within the draft *Metro 2050* document, the City was pleased to see definition and clarity regarding the projections versus targets and that detailed municipal information would still be provided on an annual basis. Having regional targets that are both measurable and aspirational will ensure that, as a region, we are moving in the right direction.

Broadly, there should be an ongoing conversation at the Region about accountability to ensure that all member jurisdictions are all equitably and fairly supporting and participating in achieving key policy objectives around growth, housing, environment, climate, transportation, economy and more. Every member jurisdiction has to take responsibility and have accountability to deliver what is needed in the Region to support both current and future residents.

For example, we have some concern that the lack of jurisdiction specific affordable housing targets or commitments and the sub-regional approach to housing projections, in general, removes a layer of responsibility and accountability for housing objectives. This could result in those who are proactive in delivering affordable housing and facilitating new housing supply to bear more of the cost and carry the rest of the Region in this regard. In addition, as member jurisdictions are delivering on our commitments to the Region, we need all levels of government to be at the table to provide the funding and infrastructure necessary to support growth.

Supporting Information:

A number of policies have been drafted to allow for context specific interpretation. We are looking forward to the publication of the implementation guidelines to provide clarity on the intent as well as the "how" for local implementation. The guidelines should enable member jurisdictions to deliver on the actions and policy directions in a relatively coordinated and consistent approach across the Region.

There are big challenges in front of us at all levels and numerous interconnected crises that are converging. As a Region, we need to work together to achieve the goals and objectives and these conversations need to be ongoing and responsive to these challenges. The draft *Metro 2050 Regional Growth Strategy* is a positive step in advancing our regional goals and objectives. It continues to offer and support collaborative relationships to move us all forward.

Thank you for the opportunity to provide comments.

A copy of the staff report is enclosed for your reference. To view the complete report with attachments, please see cnv.org/your-government/council-meetings.

Yours truly,

A handwritten signature in black ink, appearing to read 'K. Graham', followed by a period.




Karla Graham, MMC
Corporate Officer

Encl.

cc R. de St. Croix, Manager, Long Range and Community Planning

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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: Huy Dang, Planner 1

Subject: REZONING APPLICATION: 1357 JONES AVENUE (MEHRDAD
RAHBAR / VERNACULAR STUDIO INC.)

Date: May 18, 2022

File No: 08-3400-20-0056/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 1, dated May 18, 2022, entitled
"Rezoning Application: 1357 Jones Avenue (Mehrdad Rahbar / Vernacular
Studio Inc.)":

THAT the application submitted by Mehrdad Rahbar / Vernacular Studio Inc. to
rezone the property located at 1357 Jones Avenue from a One-Unit Residential 1
(RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone be considered and no
Public Hearing be held, in accordance with the *Local Government Act*;

THAT Development Variance Permit No. PLN2021-00005 (Mehrdad Rahbar /
Vernacular Studio Inc., 1357 Jones Avenue) be considered for issuance under
Section 498 of the *Local Government Act* and the Public Meeting be waived;

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

THAT the community benefits outlined in the report be secured at the applicant's
expense and to the satisfaction of staff;

AND THAT the Mayor and the Corporate Officer be authorized to sign the
necessary documentation to give effect to this motion.

ATTACHMENTS

1. Context Map (CityDocs [2142590](#))
2. Site Plan and Right-of-Way depiction (CityDocs [2180250](#))

3. Public Consultation Summary (CityDocs [2177540](#))
4. Development Variance Permit No. PLN2021-00005 (CityDocs [2179355](#))
5. Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2022, No. 8912 (Mehrdad Rahbar / Vernacular Studio Inc., 1357 Jones Avenue) (CityDocs [2177543](#))

SUMMARY

This report presents an application to rezone 1357 Jones Avenue from One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone to allow for future subdivision of the existing one lot into two lots. The intent is to develop a single-family dwelling with a secondary suite and detached garage on each subdivided lot. A Development Variance Permit (DVP) is required to reduce the parking requirements from two to one space for the north lot, as well as to vary the siting and height requirements to the garage to support a rear right-of-way and garage decks.

BACKGROUND

On February 28, 2022, Council directed staff to continue to process privately initiated RS-2 (small lot) rezoning applications on a case-by-case basis. Council also approved a simplified process for these applications, where at rezoning stage there would be a focus review on zoning, subdivision and servicing requirements only. No design review would be conducted. This is to set clear expectation that under the *Local Government Act*, the City does not have design control over single-family homes.

DISCUSSION

Site Context

The site is located on the southwest corner of West 14th Street and Jones Avenue in the Mahon neighbourhood. Public transit and bike lanes are available along Jones Avenue and one block south along West Keith Road. The property is designated Residential Level 1 in the City's Official Community Plan which borders Residential Level 2 and 3 properties immediately to the blocks east and south.

The surrounding area consists of single-family homes on lots ranging in width from 11 metres (36 feet) to 18.3 metres (60 feet). The buildings immediately surrounding the subject site are described in Table 1 below.

Table 1. Surrounding uses

Direction	Address	Description	Zoning
North – across the street	408 West 14 th Street	Single family home	RS-1
South	1339 Jones Avenue	Single family home	CD-663 (based off RS-2)
East	357 West 14 th Street	Single family home	RS-1
West	417 West 14 th Street	Single family home	RS-1

Zoning Analysis & Proposed Variances

The requested changes to the Zoning Bylaw to permit this development are identified in Table 2 below. The proposal would comply with all requirements of the One-Unit Residential 2 (RS-2) Zone with the exception of a parking variance for the north lot as well as siting and height variances on both lots for detached garages with decks.

Table 2. Requested Changes to the Zoning Bylaw

	Current RS-1 Zone	Proposed RS-2 Zone + DVP
Buildings	One Principal Building per lot	One Principal Building per lot
Use	One-Unit Residential Use	One-Unit Residential Use
Units	3 Units (One Principal Dwelling Unit, one Accessory Secondary Suite, one Coach House)	2 Units per lot (one Principal Dwelling Unit, one Accessory Secondary Suite)
GFA	<p>Lesser of 0.3 FSR + 92.9 sq. m (1,000 sq. ft), or 0.5 FSR.</p> <p>For the subject site, the maximum GFA is 0.3 FSR + 92.9 sq. m (1,000 sq. ft) = 326.7 sq. m (3516.7 sq. ft)</p>	<p>Lesser of 0.3 FSR + 92.9 sq. m (1,000 sq. ft), or 0.5 FSR.</p> <p>For both proposed sites, combined maximum GFA is:</p> <ul style="list-style-type: none"> - 0.5 FSR for the north lot = 200.1 sq. m (2154.0 sq. ft); and - 0.5 FSR for the south lot = 189.5 sq. m (2040.0 sq. ft)
Lot Coverage	30 % for Principal Building	30 % per Principal Building
Minimum Lot Frontage	10 m (32.8 ft)	7.5 m (24.6 ft)
Minimum on-site parking	2 parking stalls	1 parking stall for north lot, <i>per DVP</i> 2 parking stalls for south lot
Accessory Building (i.e. garage) Siting	To be sited in the rear 25% of the Lot depth	To be sited in the rear 35% of the Lot depth, <i>per DVP</i>
Accessory Building (i.e. garage) Height	Not to exceed 12 ft in height for a flat-pitched roof, or 15 ft in height for a roof slope exceeding a 4 in 12 pitch	Not to exceed 14 ft in height for a flat-pitched roof (which will be measured to the garage deck railings), <i>per DVP</i>

Density and Form

The policy framework supports the proposed single-family and suite uses, and the two developments remain within the OCP-maximum density permitted for the existing lot. The proposed development will result in a total of 4 residential units; a net increase of one additional residential unit compared with what is permitted in the current (RS-1) zoning.

Overall, the development aligns with the character and scale of the surrounding neighbourhood.

Parking and Accessory Building Variances

The proposal includes an extension of a rear right-of-way that begins on the adjacent properties immediately south at 1337 and 1339 Jones Avenue (refer to attachment #2) which were redeveloped in 2017. The right-of-way was envisioned to provide access to the subject property through a future extension. With this proposal, the right-of-way will continue along the west property lines for the subject sites. An existing mature city tree is required to be maintained at the northwest corner of the proposed north lot, which will limit the buildable area for that particular portion.

As such, a parking variance has been proposed for the north lot to remove the suite parking requirement. This will allow the north lot, which is more constrained due to the tree protection area and exterior setback requirements, to retain more rear yard space where it would otherwise be occupied by a second parking stall. This variance is supported by staff, given the close proximity to public transit and bike lanes along Jones Avenue and West Keith Road.

A variance to the Accessory Building siting requirements is proposed to allow for the detached garages to be sited deeper into the lot to accommodate the rear right-of-way. A variance to the Accessory Building height requirements will allow for roof decks on top of the garages. The particular garage deck configurations present a further reduced and refined version of the deck configuration on the properties to the south, and are also supported by staff to accommodate a more continuous outdoor amenity space given the lot constraints.

Proposed landscaping includes four new on-site trees in addition to the retention of the mature cedar located at the northwest corner. Landscaping and privacy screening will be provided on the garage decks to mitigate overlook and ensure adequate privacy.

COMMUNITY CONSULTATION

Following neighbourhood notification on December 20th, 2021, the City received no correspondence from neighbours.

Given the conformity of the proposal with the Official Community Plan and existing character of the area, staff is recommending that no Public Hearing be held for the rezoning application and no Public Meeting be held for the DVP application. Should Council wish to refer the application to a Public Hearing and include a Public Meeting, the first active clause in the resolution should be amended to read:

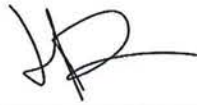
“THAT the application submitted by Mehrdad Rahbar / Vernacular Studio Inc. to rezone the property located at 1357 Jones Avenue from a One-Unit Residential 1 (RS-1) Zone to a One-Unit Residential 2 (RS-2) Zone be considered and referred to a Public Hearing, in accordance with the *Local Government Act*;

THAT Development Variance Permit No. PLN2021-00005 (Mehrdad Rahbar / Vernacular Studio Inc., 1357 Jones Avenue) be considered for issuance under Section 498 of the *Local Government Act* and the Public Meeting be held.,"

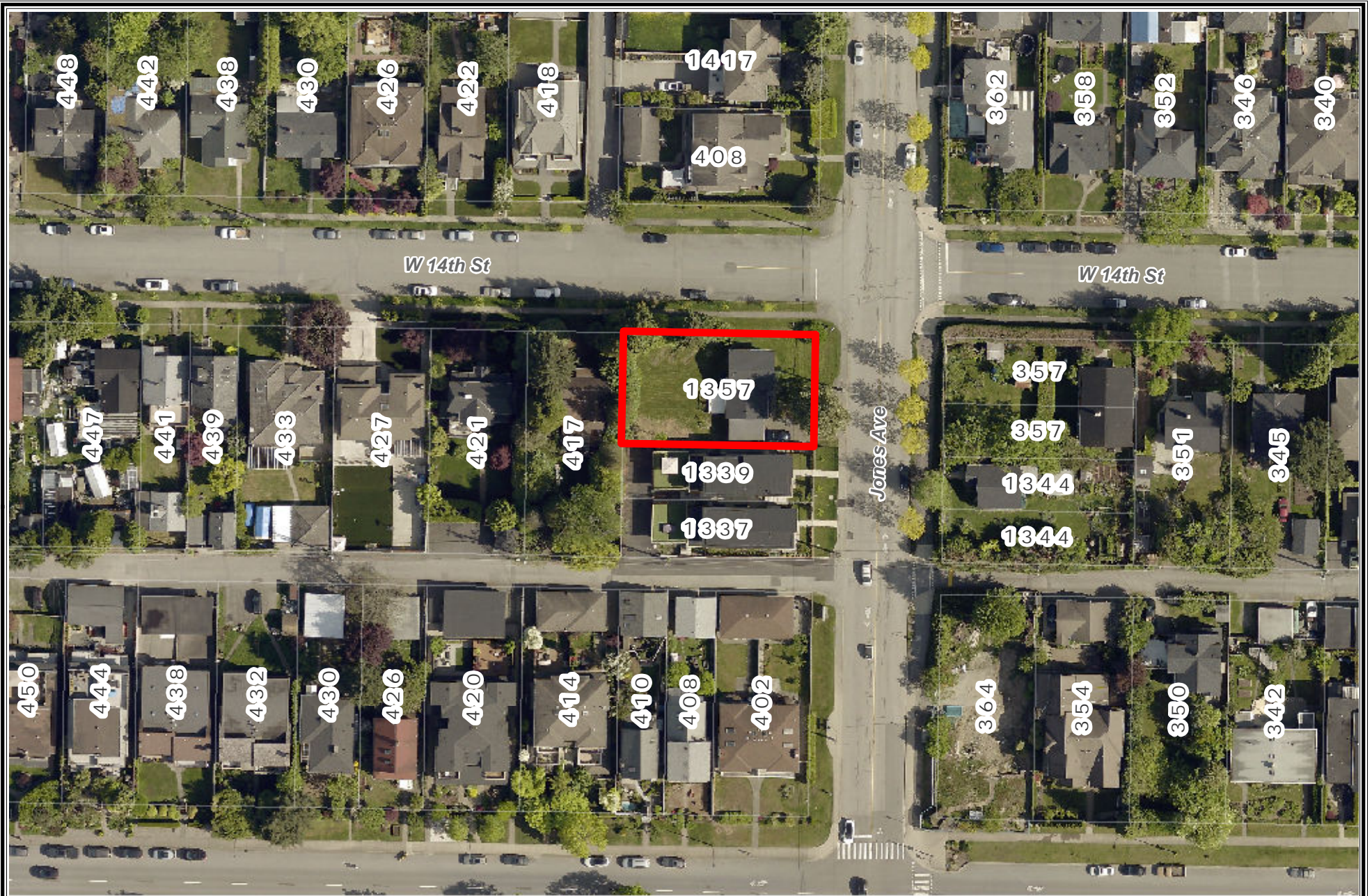
COMMUNITY BENEFITS

Standard servicing requirements will apply, including securing the extension of a 6.0 metres (19.7 feet) right-of-way northward along the west portion of the site.

RESPECTFULLY SUBMITTED:





Huy Dang
Planner 1



Depiction of proposed right-of-way extension



-  Existing right-of-way
-  Proposed right-of-way

COPYRIGHT:
THIS PLAN AND DESIGN ARE AND AT ALL TIMES
THE EXCLUSIVE PROPERTY OF VERNACULAR
STUDIO INC. AND MAY NOT BE REUSED,
REPRODUCED, AND REVISED WITHOUT
PRIOR WRITTEN CONSENT.

GENERAL NOTES:
THIS DRAWING MUST NOT BE SCALED. THE
GENERAL CONTRACTOR SHALL VERIFY ALL
DIMENSIONS AND LEVELS PRIOR TO
COMMENCEMENT OF WORK. ALL
ERRORS AND OMISSIONS SHALL BE REPORTED
IMMEDIATELY TO VERNACULAR STUDIO INC.



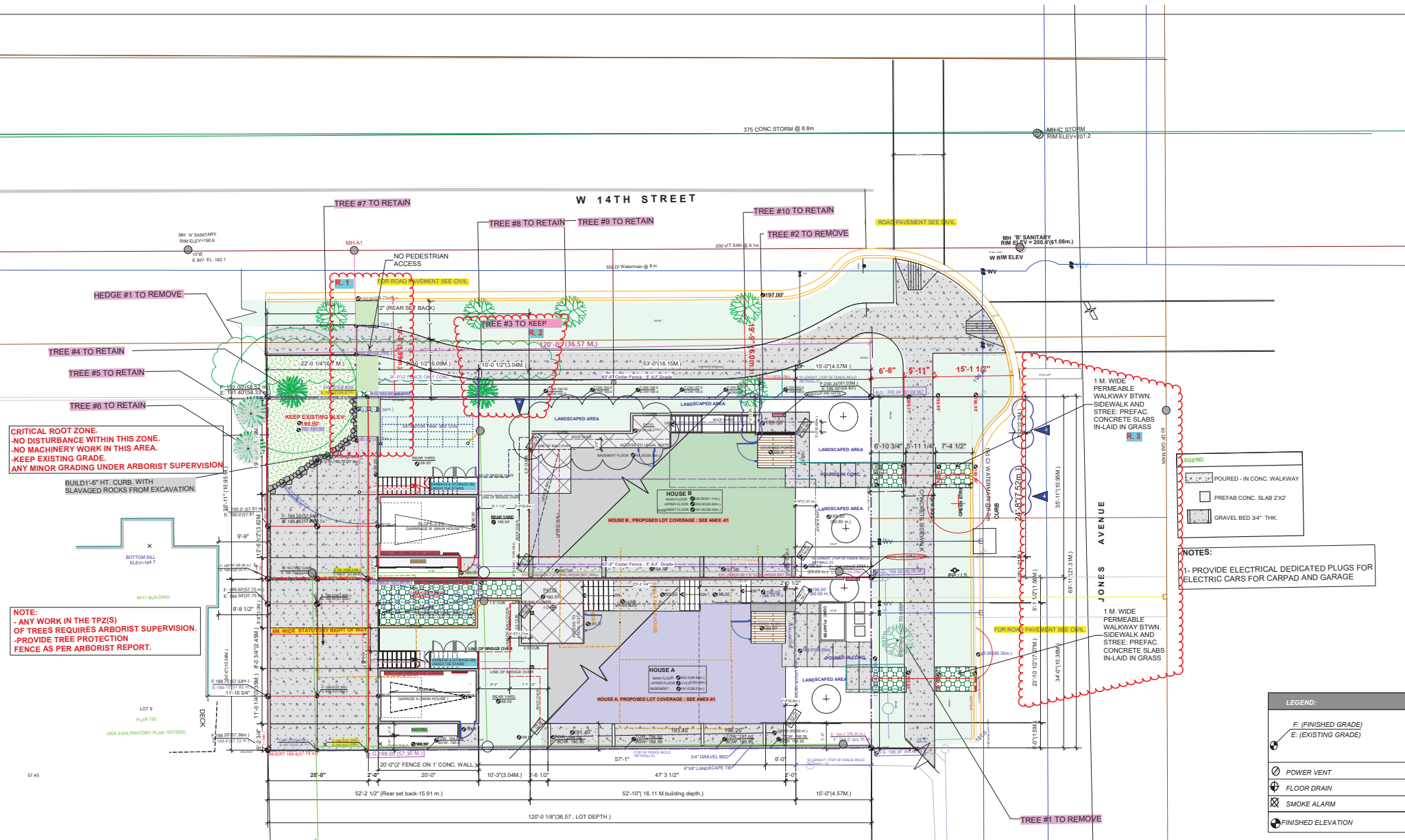
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1357 JONES AVE.
NORTH VANCOUVER

SITE PLAN

DATE:
MAY 2014
DRAWN BY:
G.A.
CHECKED BY:
M.R.
RCH
SCALE: 1/8" = 1 ft

A-01



CRITICAL ROOT ZONE.
-NO DISTURBANCE WITHIN THIS ZONE.
-NO MACHINERY WORK IN THIS AREA.
-KEEP EXISTING GRADE.
-ANY MINOR GRADING UNDER ARBORIST SUPERVISION.

NOTE:
-ANY WORK IN THE TP2(S)
OF TREES REQUIRES ARBORIST SUPERVISION.
-PROVIDE TREE PROTECTION
FENCE AS PER ARBORIST REPORT.

- LEGEND:**
- POURED - IN CONC. WALKWAY
 - PREFAB CONC. SLAB 2'X2'
 - GRAVEL BED 3/4" THK.

NOTES:

- 1- PROVIDE ELECTRICAL DEDICATED PLUGS FOR ELECTRIC CARS FOR CARPAND AND GARAGE

- LEGEND:**
- F: (FINISHED GRADE)
 - E: (EXISTING GRADE)
 - POWER VENT
 - FLOOR DRAIN
 - SMOKE ALARM
 - FINISHED ELEVATION



SUMMARY REPORT OF VIRTUAL DEVELOPMENT INFORMATION SESSION

May 9, 2022
 Huy Dang, Planner 1
 City of North Vancouver
 141 West 14th Street
 North Vancouver, BC, V7M 1H9

Re: 1357 Jones Ave., Subdivision and Rezoning

Location: DIS Meeting was waived
 Host: None

Development Team:

Dario rahbar, Vernacular Group
 Mehrdad Rahbar, Vernacular Group
 1357 Jones Development Ltd., Owner

CNV Representative

Huy Dang, City of North Vancouver

On December 20th, 2021, we installed DIS signage, and on December 18th, 2021 we distributed the Public Information Notification Mail-Drops and the Comment Sheets to the addresses shown on the attached Notification Addresses map. We can confirm that to date there has not been any inquiries or feedback from the community regarding this application.

It is important to note that DIS sign is still erected on the subject property and has not been taken down.

VERNACULAR GROUP

Mehrdad Rahbar



THE CORPORATION OF THE CITY OF NORTH VANCOUVER
DEVELOPMENT VARIANCE PERMIT

Permit No. PLN2021-00005

File: 08-3400-20-0049/1

Issued to owner(s): **2376495 Alberta Inc., Inc. No. 2023764950**

Respecting the lands located at **1357 Jones Avenue**, North Vancouver, BC, legally described as:

LOT B BLOCK 65 DL 271 PLAN 750 PID: 007-943-784

(the “**Lands**”)

List of Attachments:

Schedule “A”: List of Plans

Authority to Issue:

1. This Development Variance Permit is issued pursuant to Section 498 of the *Local Government Act*.

Bylaws Supplemented or Varied:

2. The provisions of the City of North Vancouver “Zoning Bylaw, 1995, No. 6700” are hereby varied as follows:
 - A. Section 908(8) shall be varied such that no parking spaces are required for an accessory secondary suite use for the Northern Lot.
 - B. Section 514(4); shall be varied to permit Accessory Buildings to be sited within the rear 35% of the Lot depth, measured from the Rear Lot Line.
 - C. Section 514(2); shall be varied to permit the Accessory Building heights to not exceed a maximum height of 3.7 m (12 ft) with a 1.1 m (3.5 ft) guardrail projection.

Special Terms and Conditions of Use:

3. The Buildings and Structures shall be developed in accordance with the plans dated and listed on the attached Schedule A “List of Plans” and filed in the offices of the City, approved by Council, and in compliance with the regulations and conditions listed hereunder.
 4. No variances other than those specifically set out in this permit are implied or to be construed.
 5. All plans attached to this Permit and specifications referred to above are subject to any changes required by the Building Inspector or other officials of the City where such plans and specifications do not comply with any bylaw or statute, and such non-compliance is not specifically permitted by this Development Variance Permit. The Lands may be subject to additional regulations, restrictive covenants and agreements which may affect their use, development and amenities, if any section or lesser portion of this Development Variance Permit is held invalid for any reason the invalid portion shall be severed from this Development Variance Permit and the validity of the remainder of the Development Variance Permit shall not be affected.
-

General Terms and Conditions:

6. Pursuant to Section 504 of the *Local Government Act*, this Permit lapses if the work authorized herein is not commenced within 24 months following issuance of this Development Variance Permit. In the event the Owner is delayed or interrupted or prevented from commencing or continuing the construction on or about the subdivision by reason of any Act of God, labour unrest (including strike and lockouts), weather conditions or any similar cause reasonably beyond the control of the Owner, the time for the completion of the works shall be extended for a period equal to the duration of the contingency that occasioned the delay, interruption or prevention, provided that the commercial or financial circumstances of the Owner shall not be viewed as a cause beyond the control of the Owner.
7. This Development Variance Permit shall not vary the permitted uses or densities of land use in the applicable zoning bylaw nor a flood plain specification designated under Section 524(3) of the *Local Government Act*.
8. Nothing in this Permit shall in any way relieve Land Owner/Developers obligation to ensure that the development proposal complies in every way with the statutes, regulations, requirements, covenants and licences applicable to the undertaking.

9. Nothing in this Permit shall in any way relieve the Land Owner/Developers obligation to comply with all setback regulations for construction of structures or provision of on-site services pursuant to the *Health Act*, the *Fire Services Act*, the *Electrical Energy Inspection Act*, and any other provincial statutes.
-

Authorized by Council: _____
Year / Month / Day

Linda C. Buchanan, Mayor

Karla D. Graham, Corporate Officer

Date Signed: _____
Year / Month / Day

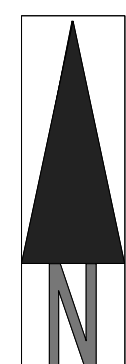
Note: As required by Section 503 of the *Local Government Act*, the City of North Vancouver shall file a notice of this permit in the Land Title Office stating that the land described in this Permit is subject to Development Variance Permit No. PLN2021-00005.

Notice filed the _____ day of _____, 20____.

THIS IS NOT A BUILDING PERMIT

Schedule A
List of Plans – 1357 Jones Avenue

Designer	Project Name	Sheet Description	Sheet No.	Sheet Date	CityDocs File Number
Mehrdad Rahbar	1357 Jones Ave	Site Plan	A-01	May 2022	2179355
Mehrdad Rahbar	1357 Jones Ave	Basement Floor Plans	A-02	May 2022	2179355
Mehrdad Rahbar	1357 Jones Ave	Main Floor Plans	A-03	May 2022	2179355
Mehrdad Rahbar	1357 Jones Ave	Upper Floor Plans	A-04	May 2022	2179355
Mehrdad Rahbar	1357 Jones Ave	Roof Plan Diagram	A-05	May 2022	2179355
Mehrdad Rahbar	1357 Jones Ave	House A Front & Rear Elevations	A-06	May 2022	2179355
Mehrdad Rahbar	1357 Jones Ave	House B Front & Rear Elevations	A-07	May 2022	2179355
Mehrdad Rahbar	1357 Jones Ave	House A North & South Elevations	A-08	May 2022	2179355
Mehrdad Rahbar	1357 Jones Ave	House B North & South Elevations	A-09	May 2022	2179355
Mehrdad Rahbar	1357 Jones Ave	House A Sections	A-10	May 2022	2179355
Mehrdad Rahbar	1357 Jones Ave	House B Sections	A-11	May 2022	2179355
Mehrdad Rahbar	1357 Jones Ave	GFA Overlays	ANX-01	May 2022	2179355
Mehrdad Rahbar	1357 Jones Ave	Landscape Plan	L-01	May 2022	2179355



REVISION:		
No.	ISSUE FOR	DATE
8		
7		
6		
5	SUBDIV/REV.	MAY 12, 2022
4	SUBDIV/REVZ (SITE)	SEP 08, 2021
3	SUBDIV/REVZ (SITE)	FEB 16, 2021
2	SUBDIV/REVZ	FEB 05, 2021
1	PRE APP SUB.	MAY 01, 2020

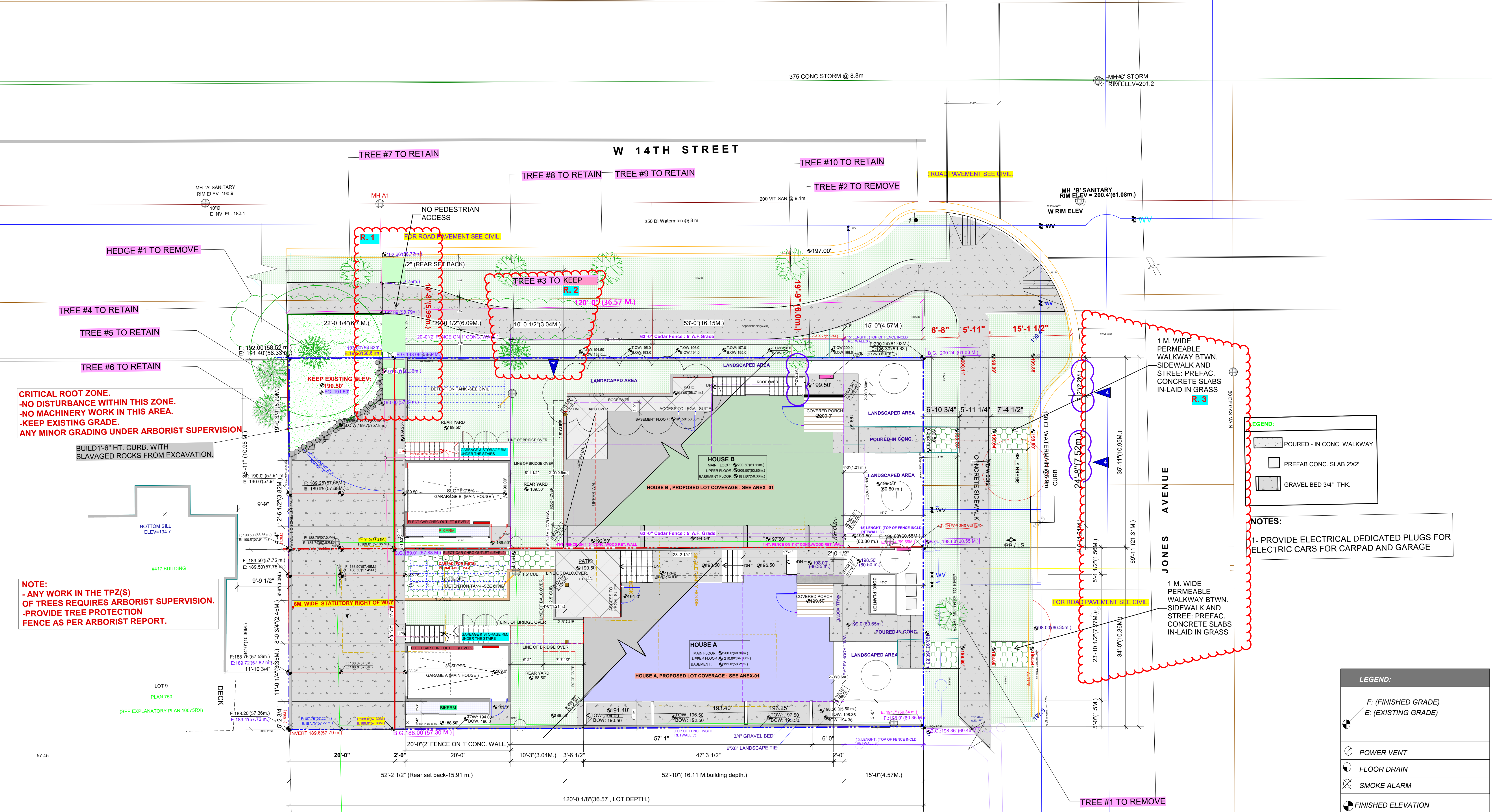
1357 JONES AVE.
NORTH VANCOUVER

SITE PLAN

DATE:
MAY 2014
DRAWN BY :
G.A.
CHECKED BY:
M.R.
R.CH
SCALE: 1/8" = 1 ft

DRAWING NO. :

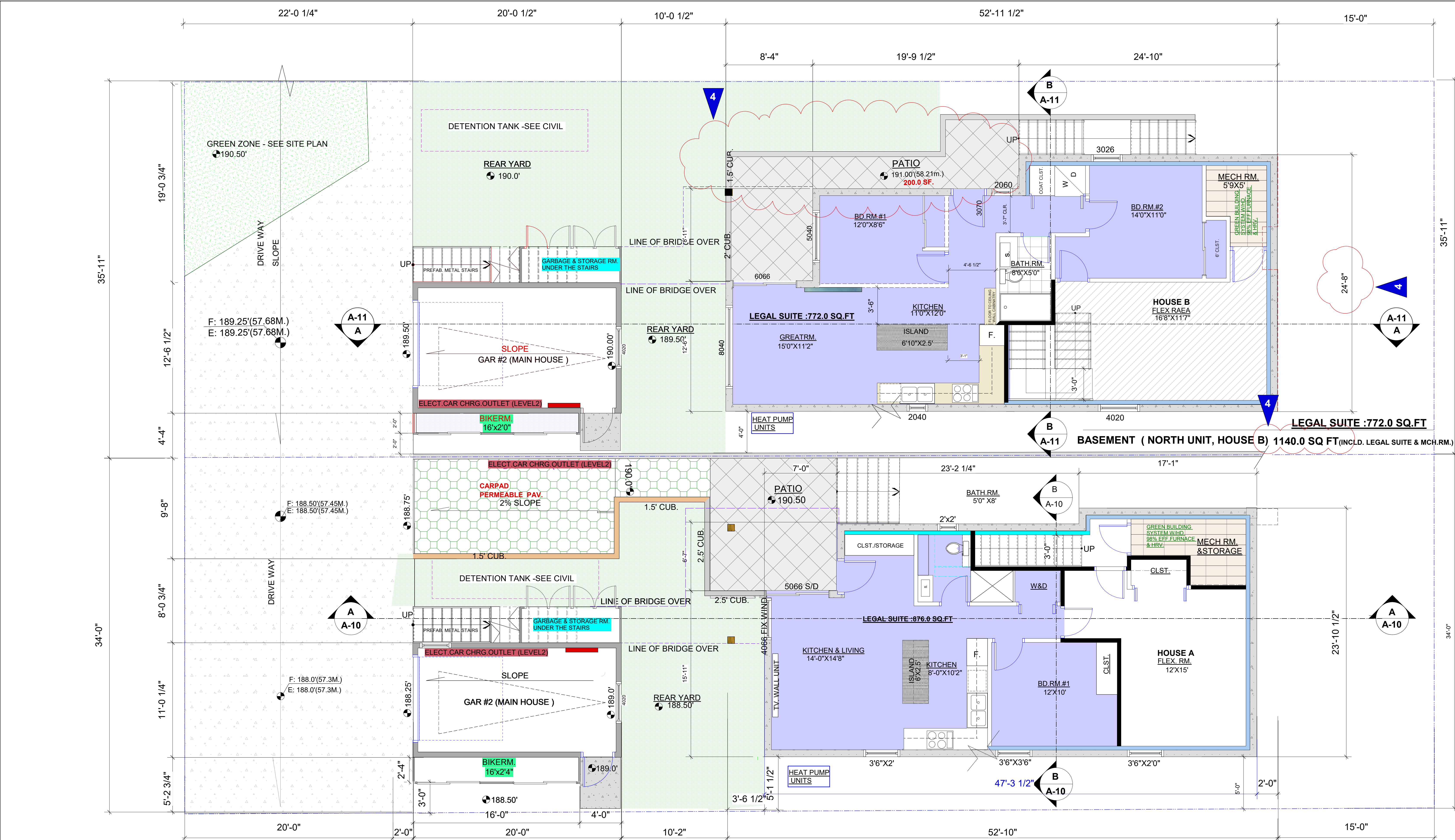
A-01

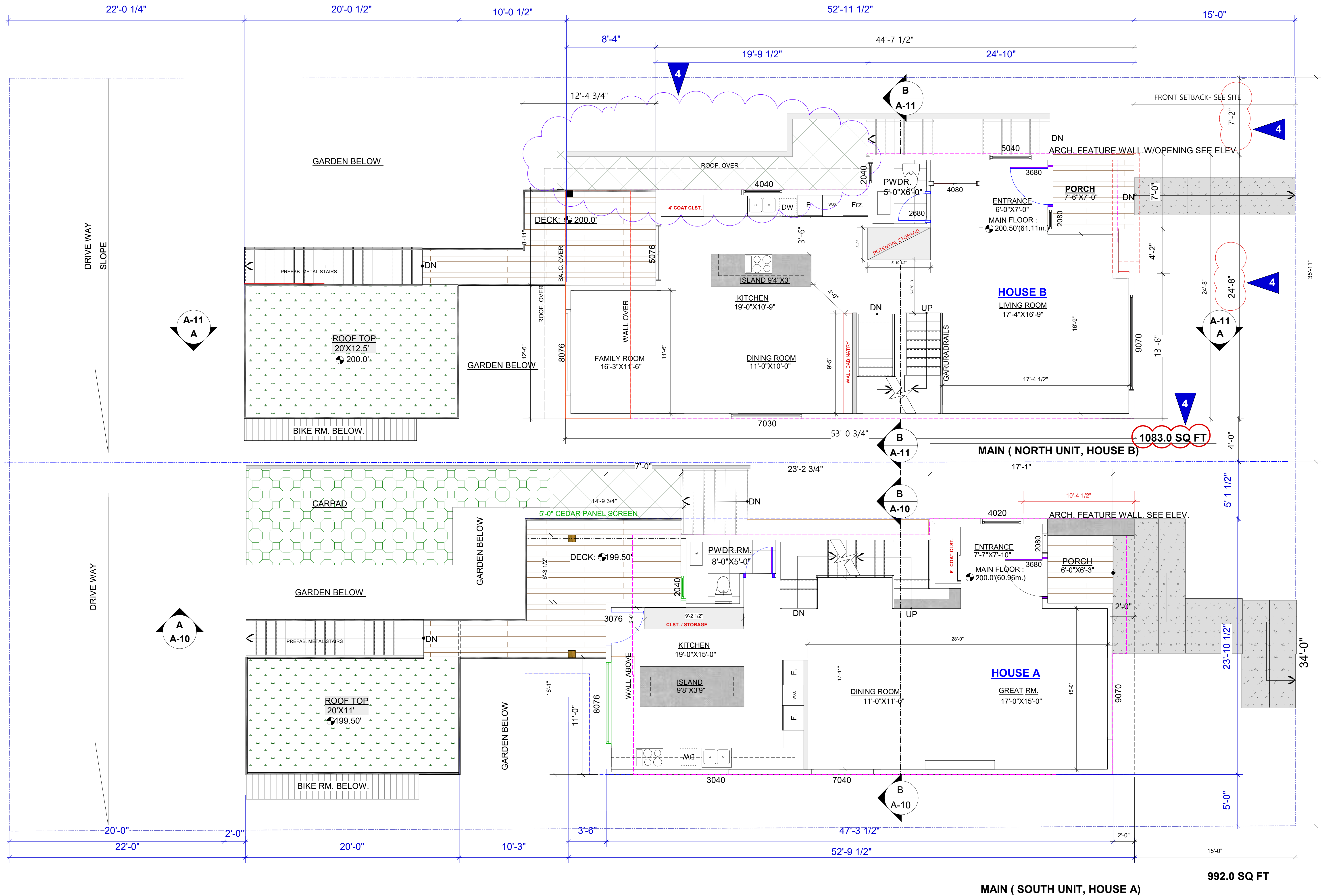


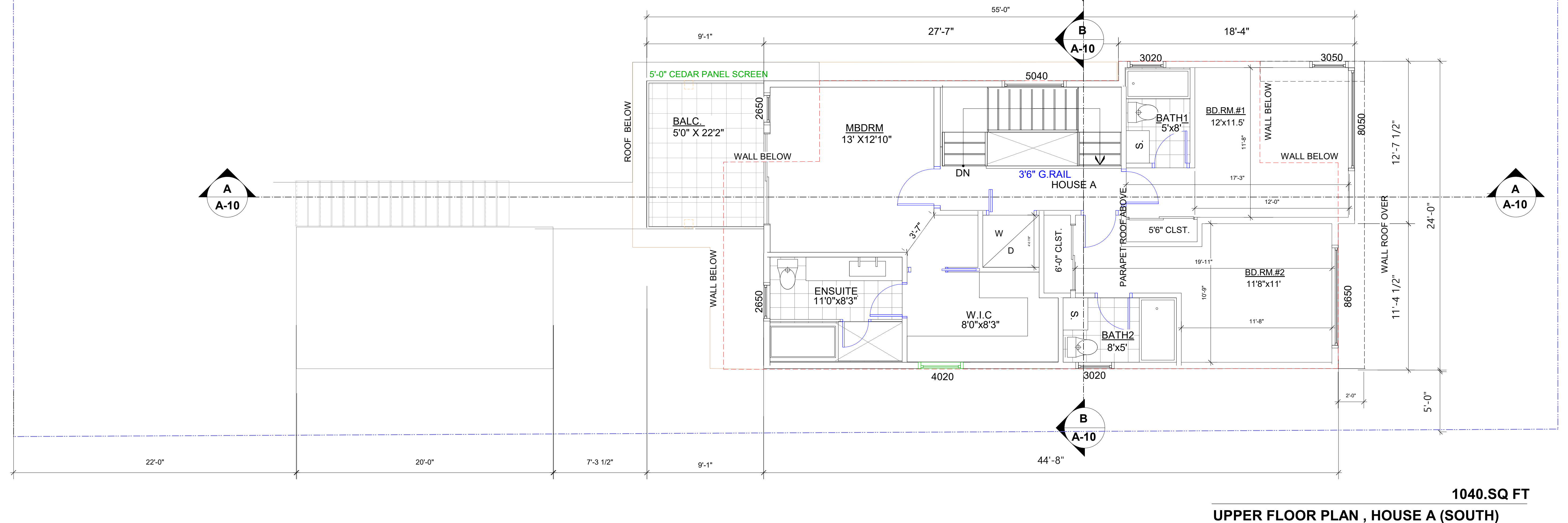
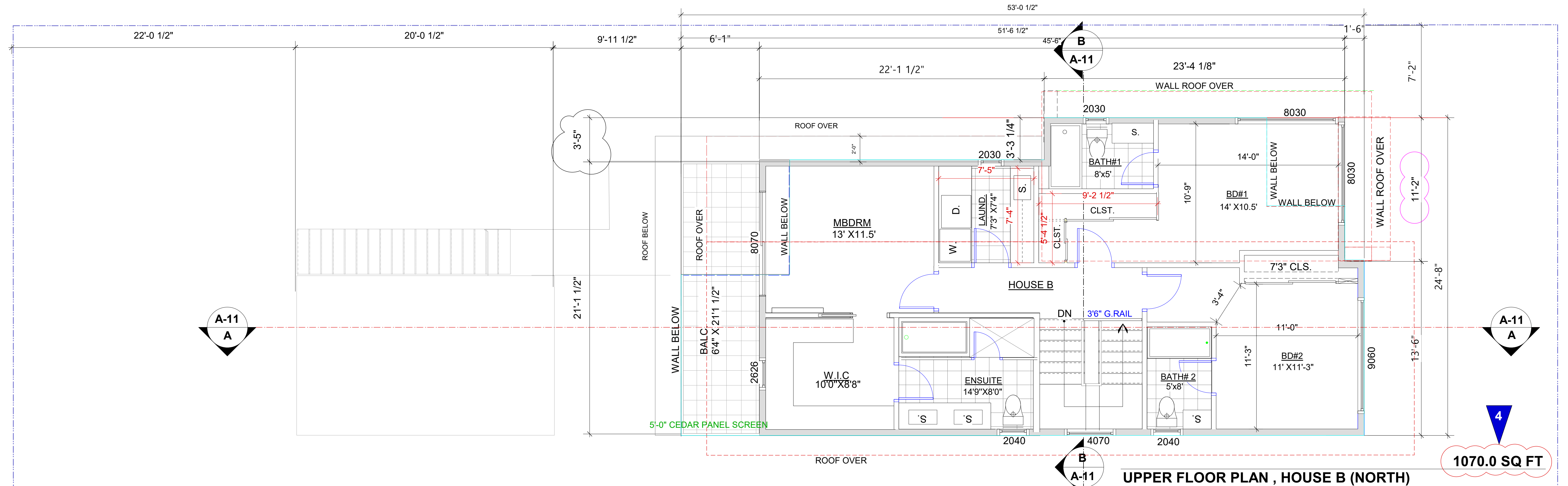
LEGEND:	
	POURED - IN CONC. WALKWAY
	PREFAB CONC. SLAB 2'X2'
	GRAVEL BED 3/4" THK.

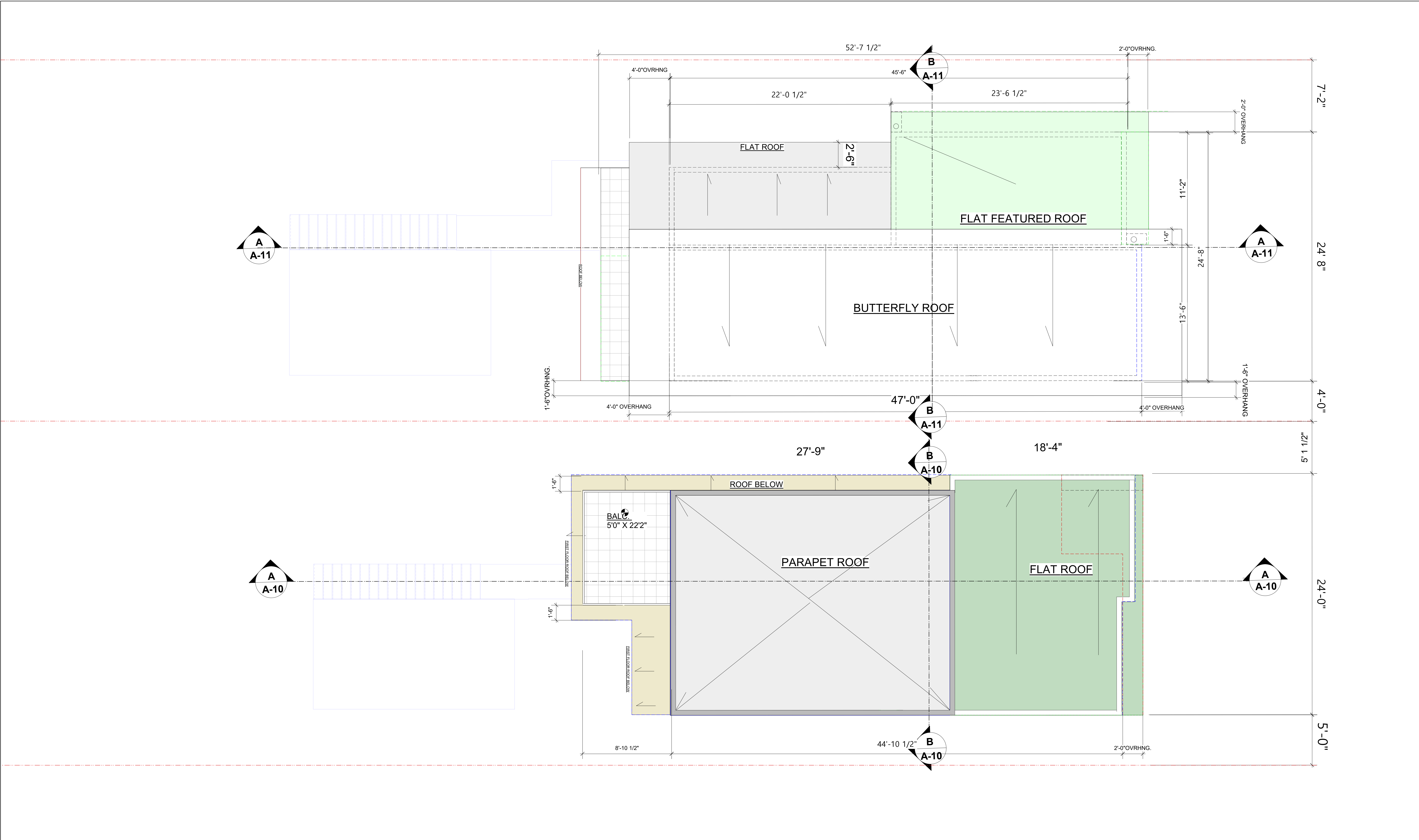
NOTES:
1- PROVIDE ELECTRICAL DEDICATED PLUGS FOR
ELECTRIC CARS FOR CARPAD AND GARAGE

LEGEND:	
	F: (FINISHED GRADE)
	E: (EXISTING GRADE)
	POWER VENT
	FLOOR DRAIN
	SMOKE ALARM
	FINISHED ELEVATION









COLOURS

COLOUR PALETTES

MATERIALS

STREET ELEVATION (SOUTH)

1357 JONES AVE

PROPOSAL FOR SUBDIVISION & REZONING

1 Roof
2 Wind Door Films
3 Fascia Board
4 Fascia
5 Fascia + Gutter
6 WALL PANELS
7 Filler board sliding
8 Filler board sliding
9 Windows
10 Entry Doors
11 Eaves
12 Exposed beams

3 LAYERS APPROVED MEMBRANE
1.5" X1.5" PAINTED TO MATCH WALLS
2X8 OR 2X10 PAINTED CEDAR - Dark Charcoal
2X4 OR 2X6 PAINTED CEDAR - MOUNTAIN COLOUR
PRE-PAINTED ALUM. DARK CHARCOAL
ACM PANELS
2.5" WIDE CEDAR BOARDS
2.5" WIDE CEDAR BOARDS
VINYL - DARK CHARCOAL
SOLID WOOD OR INSULATED FIBERGLASS
CEILING LINEN
CLEAR STAIN

NORTH HOUSE - MAIN HOUSE and GARAGE - Fiber cement panels (Stone-8M)

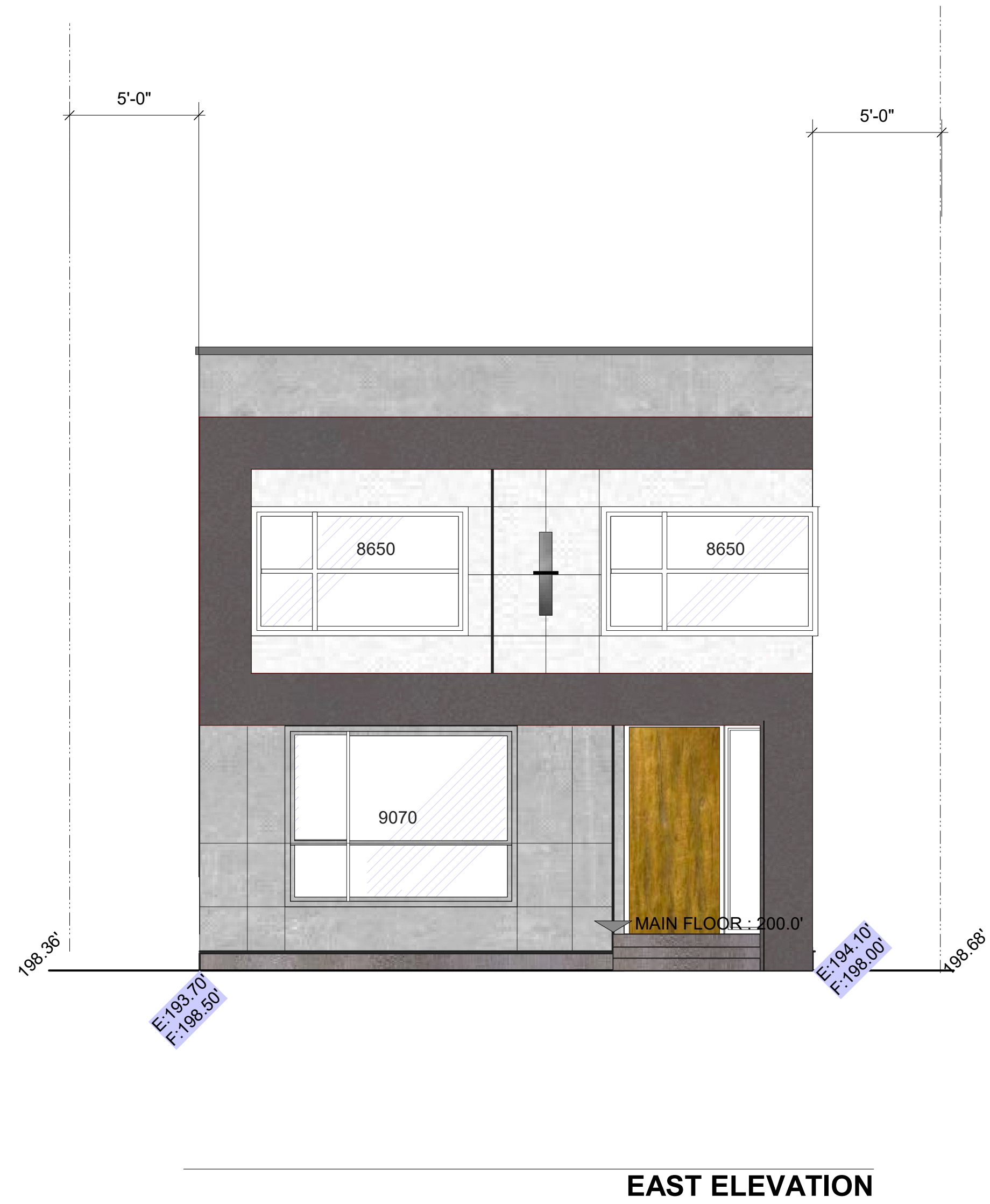
SOUTH HOUSE - MAIN HOUSE and GARAGE - Fiber cement panels (Iron Mountain-8M)

BOTH HOUSES - CEDAR SIDING SOFFITS, SOLID LUMBER & FRONT DOORS - Cedar (8M)

BOTH HOUSES - WINDOW KASH & STL. COLUMNS - powder coated Dark Charcoal - ACM frame

BOTH HOUSES - FASCIA, FLASHING - Dark Charcoal (to match Iron Mountain-8M)

NORTH HOUSE - CENTRAL WALL - ACM panels (Cedar-8M)



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GENERAL CONTRACTOR SHALL VERIFY ALL
DIMENSIONS AND LEVELS PRIOR TO
COMMENCEMENT OF WORK. ALL
ERRORS AND OMISSIONS SHALL BE REPORTED
IMMEDIATELY TO VERNACULAR STUDIO INC.

LEGEND:

- LEGEND:**
-  **FINISH ELEV.**
 -  **POWER VENT**
 -  **FLOOR DRAIN**
 -  **SMOKE ALARM**

REVISION:		
8		
7		
6		
5		
4	SUBDIV/REZ.	MAY. 12,2022
3		
2		
1	PRE APP SUB.	MAY 01,2020
No.	ISSUE FOR	DATE

**1357 JONES AVE.
NORTH VANCOUVER**

HOUSE A
FRONT & REAR
ELEVATIONS

DATE:

DRAWN BY :
G.A.

CHECKED BY:
M.R.
R.CH

SCALE: $1/4" = 1 \text{ ft}$

A-06

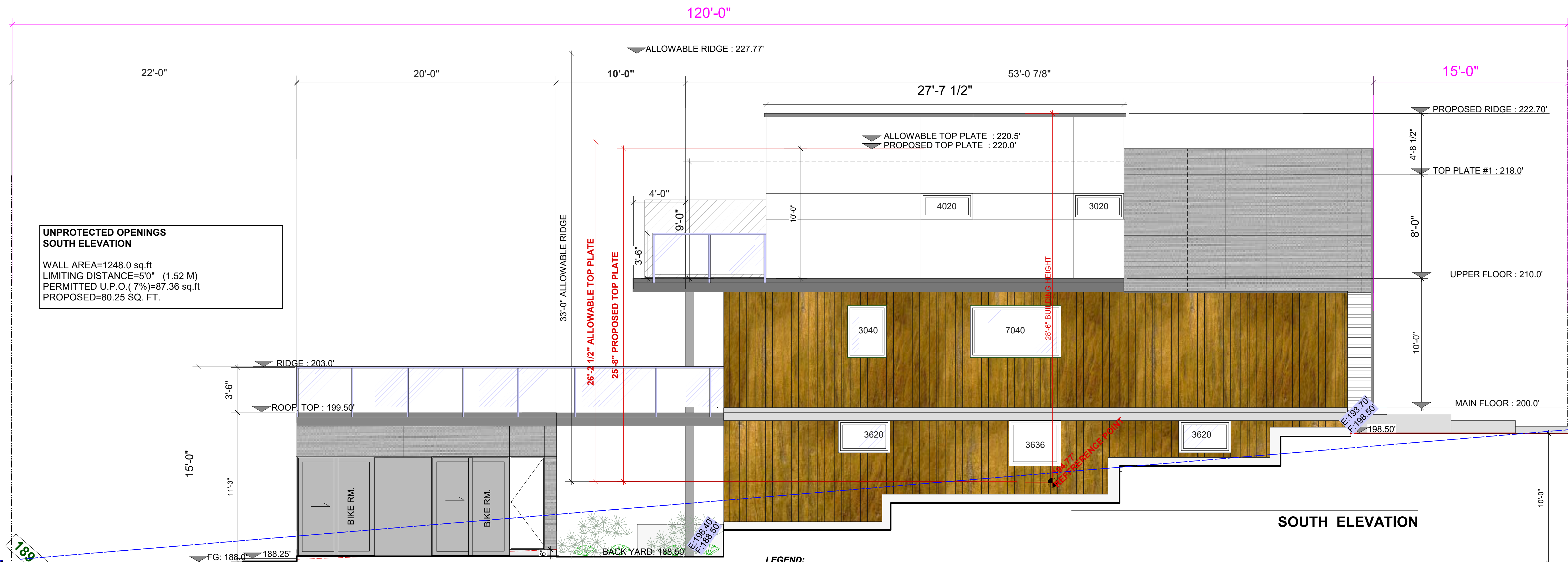
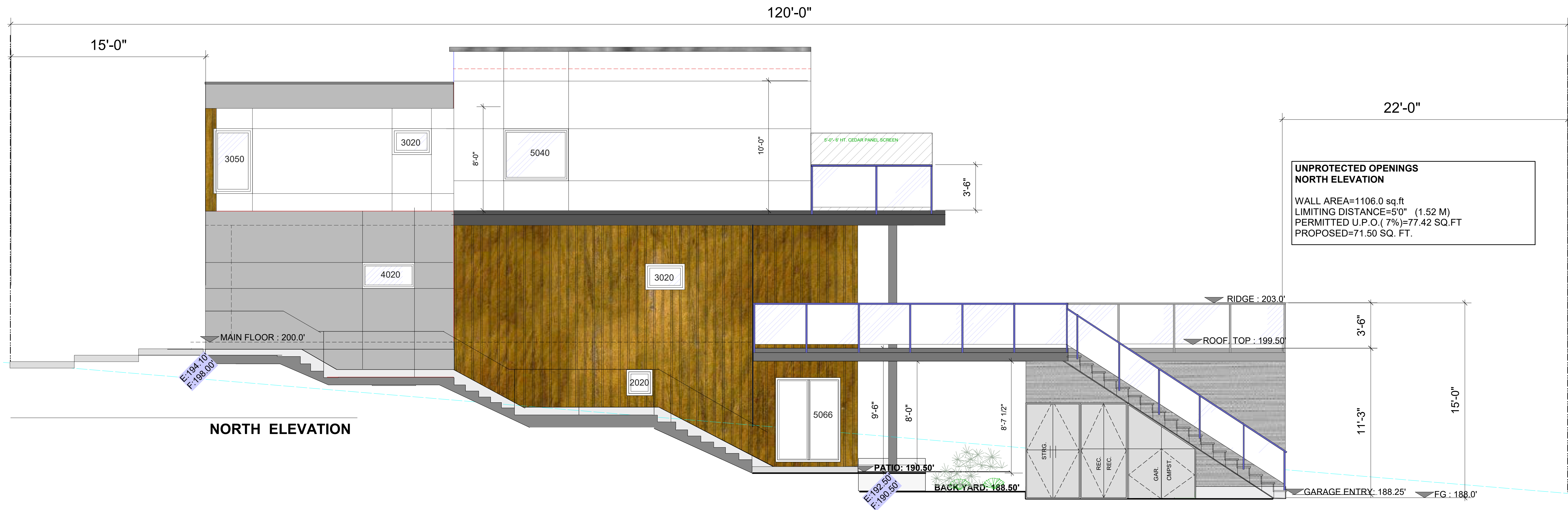
COLOUR PALETTES



STREET ELEVATION (SOUTH)

1	Roof	3 LAYERS APPROVED MEMBRANE
2	Wind. Door trims	1" X1.5" PAINTED TO MATCH WALLS
3	Fascia Board	2X8 OR 2X10 PAINTED CEDAR, Dark Charcoal
4	Flashing on Fascia	PREPAINTED STEEL PROFILE TO MATCH FASCIA COLOUR
5	Fascia + Gutter	PRE-PAINTED ALUM. DARK CHARCOAL
6	WALL PANELS	ACM PANELS
7	Cedar board siding	3.5" WIDE CEDAR BOARDS
8	Flat board Siding	25" Thick. FIBER CEMENT BOARDS
9	Windows	WINDY. DARK CHARCOAL
10	Entry Doors	SOLID WOOD OR INSULATED FIBERGLASS
11	Louvers	CLEAR STAIN
12	Exposed beams	CLEAR STAIN





LEGEND:

- FINISH ELEV.
- POWER VENT
- FLOOR DRAIN
- SMOKE ALARM

REVISION:

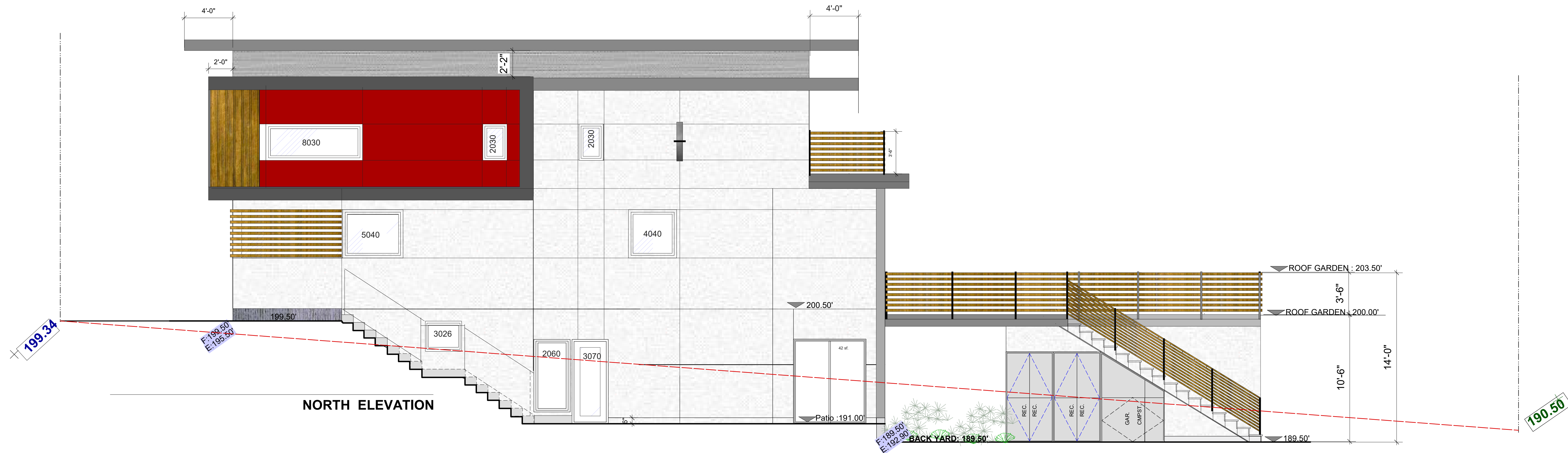
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4	SUBDIV/REV.	MAY 12 2022
3		
2	SUBDIV/REV.	FEB 05 2021
1	PRE APP SUB.	MAY 01 2020
No.	ISSUE FOR	DATE

1357 JONES AVE.
NORTH VANCOUVER

HOUSE A
NORTH & SOUTH ELEVATION

DATE:
DRAWN BY :
CHECKED BY:
M.R.
R.C.H.
SCALE: 1/4" = 1 ft

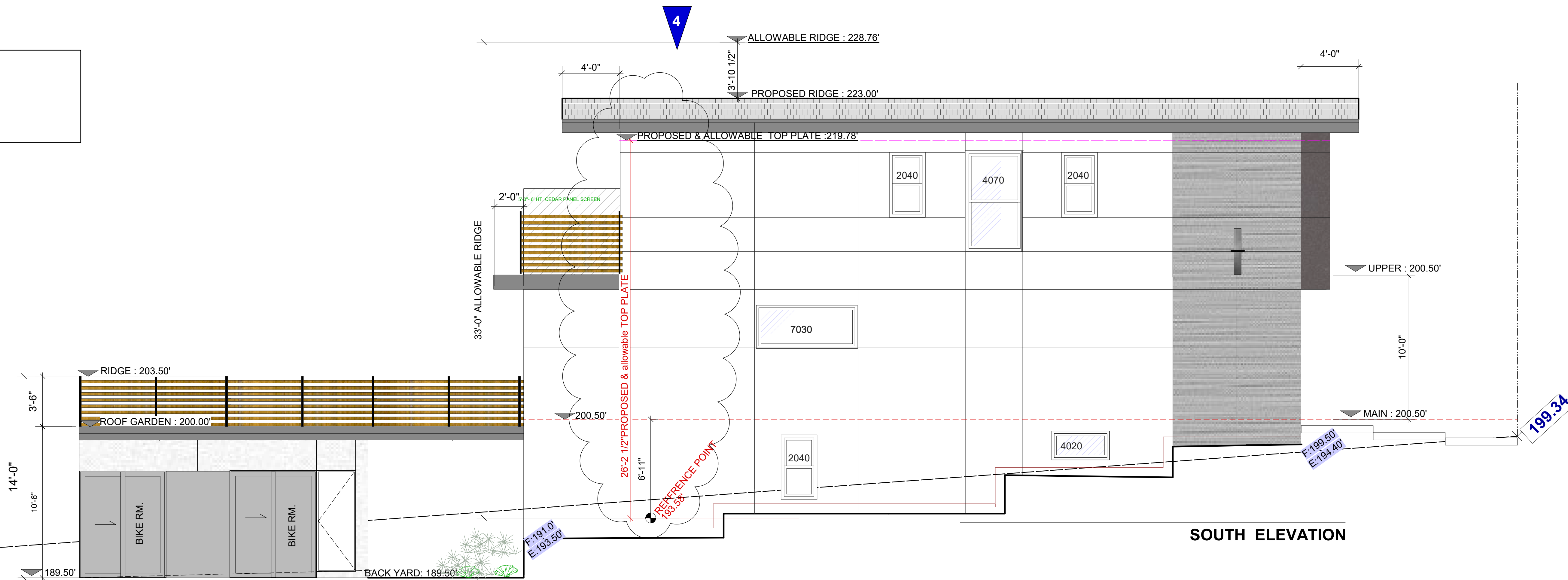
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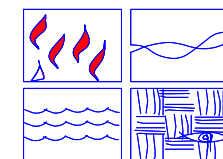
NORTH ELEVATION

UNPROTECTED OPENINGS
SOUTH ELEVATION

WALL AREA=1298.0 sq.ft
LIMITING DISTANCE=4'0" (1.2 M)
PERMITTED U.P.O. (7%)=90.86 sq.ft
PROPOSED=81.0 SQ. FT.



SOUTH ELEVATION

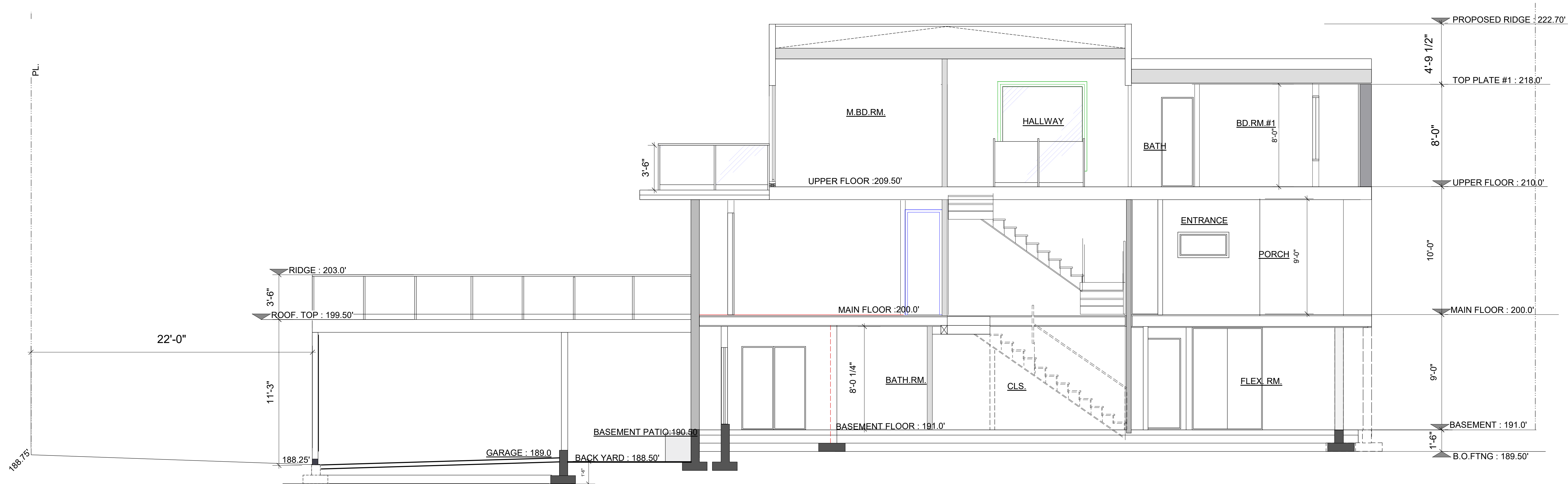


LEGEND:

- FINISH ELEV.
- POWER VENT
- FLOOR DRAIN
- SMOKE ALARM

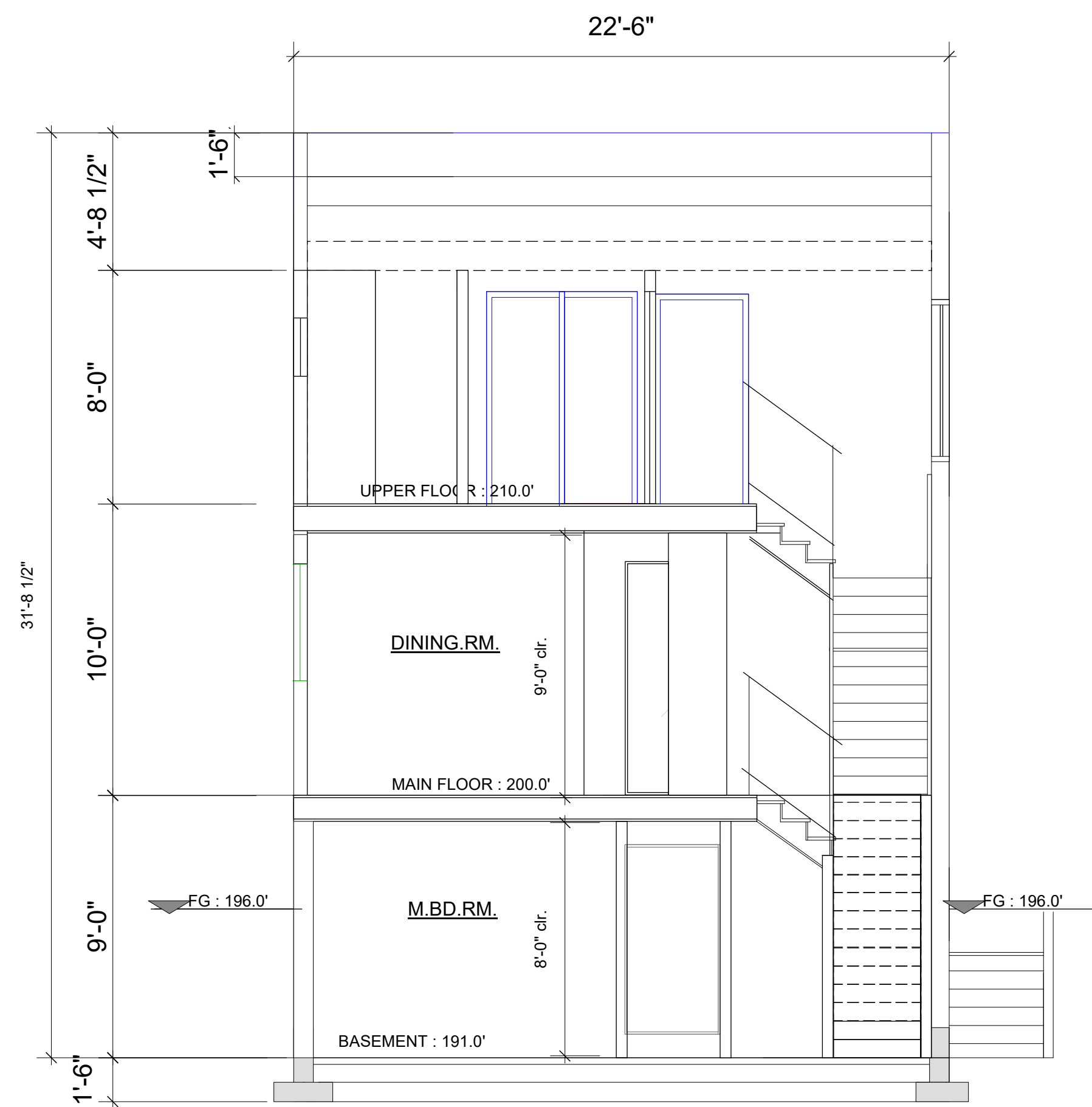
REVISION:

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5		
4	SUBDIV/REV.	MAY 12 2022
3		
2	PRE APP SUB.	MAY 01 2020
1	ISSUE FOR	DATE

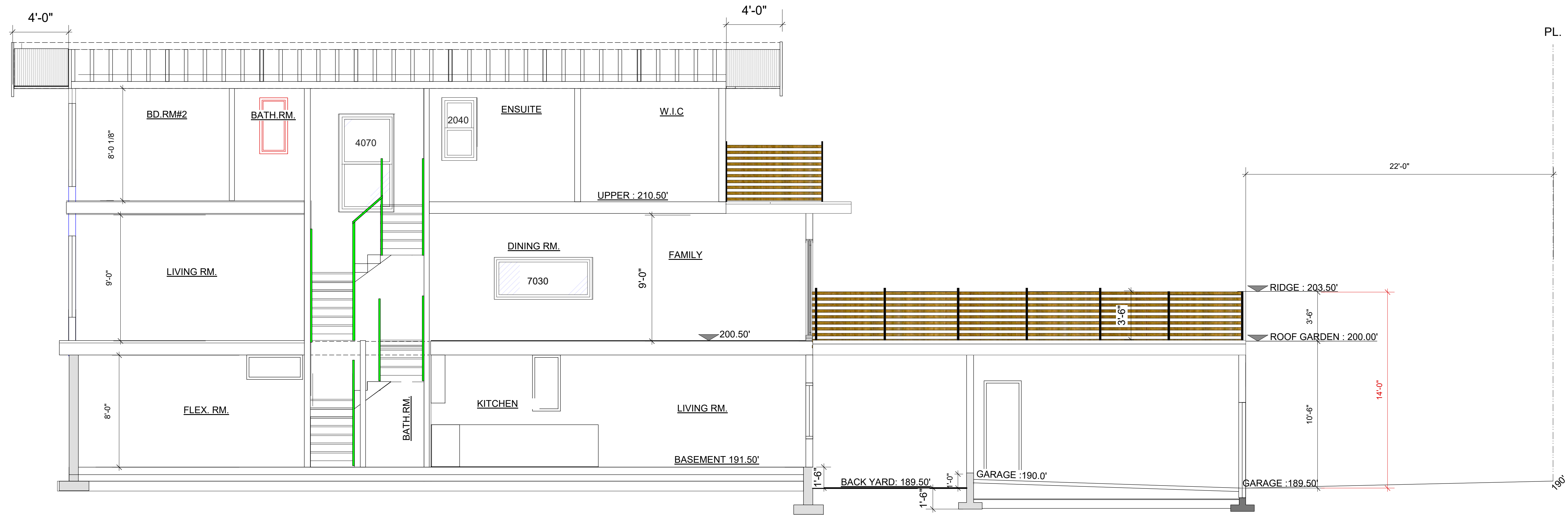


SECTION AA

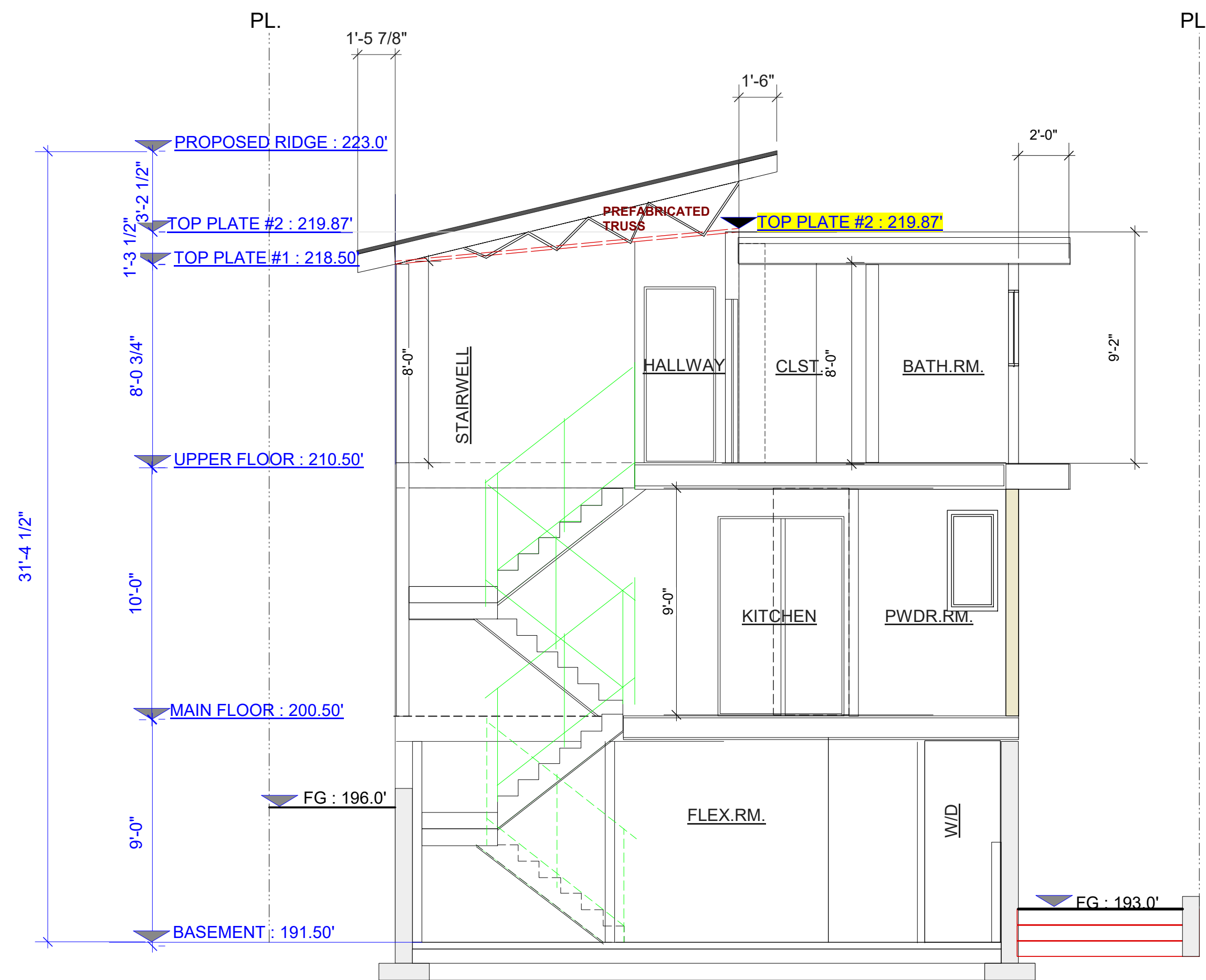
HEIGHT CALCULATION IN HOUSE: A	
FRONT AVERAGE :	$198.68' + 193.36' / 2 = 196.02'$
REAR AVERAGE :	$190.0' + 188.20' / 2 = 189.1'$
REFERENCE POINT:	$198.49' + (189.1 - 198.0') \times 0.4 = 194.77'$
ALLOWABLE TOP PLATE :	$194.77' + 26.2' = 220.97'$
ALLOWABLE RIDGE :	$194.77' + 33' = 227.77'$



SECTION BB



SECTION AA



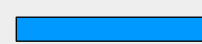
SECTION BB

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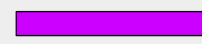
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LEGEND:

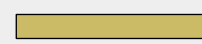
MAIN FLOOR:



UPPER FLOOR:



EXEMPTED MECH.RM.



COVER PORCH

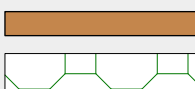


BRIDGE, BALCONY

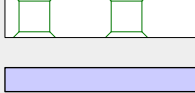
(CALCULATED TOWARDS LOT COVERAGE)



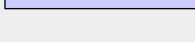
ROOF GARDEN



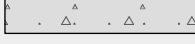
CAR PAD



BIKE RM.



WALKWAY



BASEMENT PATIO



NORTH HOUSE LOT AREA: 4310 SF.
ALLOWABLE FSR= 0.5%=2155.0SF.
FSR, PROPOSED= 1083+1069=2152.0 SF.
LOT COVERAGE= 30%= 1293.0 SF.
LOT COVERAGE PROPOSED= 143.50 +1083 +42.0+ 15.0 SF.= 1283.50 SF. = (29.77 % ~30 %)

SOUTH HOUSE LOT AREA: 4080 SF.
ALLOWABLE FSR= 0.5%= 2040.0 SF.
FSR, PROPOSED= 992+1040=2032 SF.
LOT COVERAGE= 30%= 1224.0 SF.
LOT COVERAGE PROPOSED= 159.0 + 992.0 + 28.36+48.0 + 16.0 = 1243.01 SF. = (30.47 %)



REVISION:

8		
7		
6		
5		
4	SUBDIV/REVZ	May 12, 2022
3		
2	SUBDIV/REVZ	FEB. 05, 2021
1	PRE APP SUB.	MAY 01, 2020
No.	ISSUE FOR	DATE

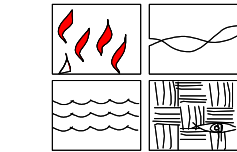
1357 JONES AVE.
NORTH VANCOUVER

DATE:

DRAWN BY :
G.A.
CHECKED BY :
M.R.
R.CH
SCALE: 1/4" = 1 ft

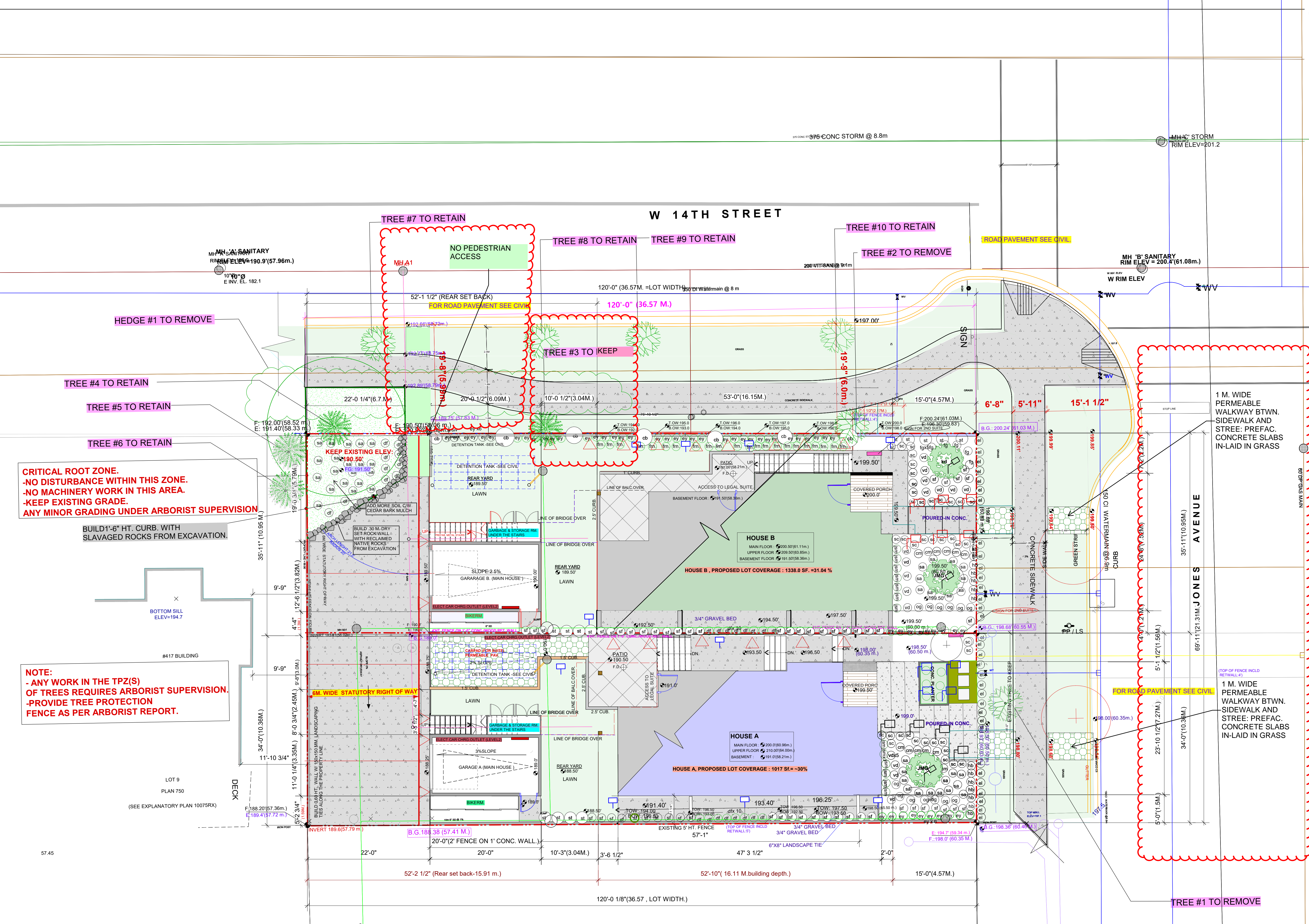
DRAWING NO.:

ANX-01



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IMMEDIATELY TO VERNACULAR STUDIO INC.



Type/Hedge	Code	Common Name	Scientific Name	Size	Qty	Origin
Deciduous	kd	Kousa Dogwood/white fl.	Comus kousa	2.0 m ht.	2	non-native
Deciduous	cb	Cherry Blossom/columnar	Prunus amagawa	2.5 m ht.	7	non-native
Deciduous	jmg	Coral Bark Jap. Maple	Acer palmatum Sango-Kaku	5 cm. cal	1	non-native
Deciduous	jmr	Japanese maple red	Acer rubrum	5 cm. cal	1	non-native
Conifer	ec	Emerald cedar	Thuja occidentalis Smaragd	1.8 m. ht	40	non-native
SHRUBS	sc	Sweet box	Sarcococa	#2 pot	50	non-native
Shrub	vd	Viburnum	Viburnum davidii	#2 pot	18	non-native
Shrub	st	Strawberry tree	Arbutus unedo	#3 pot	15	native
Shrub	cg	Oregon grape	Mahonia	#2 pot	35	native
Shrub	el	English Lavender	Lavandula angustifolia	#2 pot	30	native
Shrub	jm	Japanese skimmia made	Skimmia japonica	#2 pot	20	non-native
Shrub	st	Japanese skimmia female	Skimmia japonica	#2 pot	20	non-native
Shrub	ey	English yew	Taxus baccata	#3 pot	36	non-native
Shrub	fb	Heavenly Bamboo	Nandina domestica	#2 pot	34	non-native
GROUND COVERS	cm	Creeeping Mahonia	Mahonia repens	#1 pot	20	native
Ground covers	fg	Feather Red Grass	Calamagrostis	#2 pot	14	native
Ground covers	df	Deer fern	Blechnum spicant	#2 pot	50	native
Ground covers	sf	Sword fern	Polystichum munium	#1 pot	40	native
Ground covers	sa	Salal	Gaultheria shallon	#2 pot	80	native

NOTES:

1- PROVIDE ELECTRICAL DEDICATED PLUGS FOR ELECTRIC CARS FOR CARPAD AND GARAGE

LIGHTING LEGEND:

STEP LIGHT

PATH LIGHT

UPLIGHT

MOTION SENSOR LIGHT

LEGEND:

POURED - IN CONC. WALKWAY

PREFAB CONC. SLAB 2'X2'

GRAVEL BED 3/4" THK.

LEGEND:

F: (FINISHED GRADE)

E: (EXISTING GRADE)

POWER VENT

FLOOR DRAIN

SMOKE ALARM

FINISHED ELEVATION

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8912

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, 2022, No. 8912**” (Mehrdad Rahbar / Vernacular Studio Inc., 1357 Jones 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):

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

READ a first time on the <> day of <>, 2022.

READ a second time on the <> day of <>, 2022.

READ a third time on the <> day of <>, 2022.

ADOPTED on the <> day of <>, 2022.

MAYOR

CORPORATE OFFICER