

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

REGULAR MEETING

Friday, June 8, 2018

9:00 a.m.

28th Floor Committee Room, 4730 Kingsway, Burnaby, British Columbia

A G E N D A¹

1. ADOPTION OF THE AGENDA

1.1 June 8, 2018 Regular Meeting Agenda

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for June 8, 2018 as circulated.

2. ADOPTION OF THE MINUTES

2.1 May 4, 2018 Regular Meeting Minutes

That the Regional Planning Committee adopt the minutes of its regular meeting held May 4, 2018 as circulated.

3. DELEGATIONS

3.1 Jason Chu, Manager, Long Range Planning, Township of Langley

Subject: *Metro Vancouver 2040: Shaping Our Future* Land Use Designation Amendment
Request from the Township of Langley – Williams Neighbourhood Plan

4. INVITED PRESENTATIONS

¹ Note: Recommendation is shown under each item, where applicable.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Consideration of District of West Vancouver's Regional Context Statement

Designated Speaker:

Erin Rennie, Senior Regional Planner, Parks, Planning, and Environment

That the MVRD Board accept the District of West Vancouver's Regional Context Statement as submitted to Metro Vancouver on May 28, 2018.

5.2 Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the Township of Langley – Williams Neighbourhood Plan

Designated Speaker:

James Stiver, Division Manager, Growth Management and Transportation

That the MVRD Board:

- a) initiate the *Metro 2040* minor amendment process and in response to the Township of Langley's request to amend the regional land use designations for the Williams Neighbourhood Plan area, amending 4 hectares of lands designated Mixed Employment to General Urban and 2 hectares of lands designated General Urban to Mixed Employment;
- b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018; and
- c) direct staff to notify affected local governments as per *Metro Vancouver 2040: Shaping our Future* section 6.4.2.

5.3 Progress Update on the 2018 Regional Parking Study

Designated Speakers:

Raymond Kan, Senior Regional Planner, Parks, Planning and Environment

James LaPointe, Senior Planner, TransLink

That the MVRD Board receive for information the report dated May 18, 2018, titled "Progress Update on the 2018 Regional Parking Study".

5.4 Update of the Metro Vancouver Sensitive Ecosystem Inventory (SEI)

Designated Speaker:

Josephine Clark, Regional Planner, Parks, Planning and Environment Department

That the Regional Planning Committee receive for information the report dated May 22, 2018, titled "Update of the Metro Vancouver Sensitive Ecosystem Inventory (SEI)".

5.5 Municipal Measures for Affordable Housing Matrix - 2018 Update

Designated Speaker:

Neil Spicer, Senior Policy and Planning Analyst, Housing Policy & Planning

That the MVRD Board receive for information the report titled "Municipal Measures for Affordable Housing Matrix - 2018 Update", dated May 23, 2018.

5.6 Manager's Report

Designated Speaker:

Heather McNell, Director, Regional Planning and Electoral Area Services

That the Regional Planning Committee receive for information the report dated May 30, 2018, titled "Manager's Report".

6. INFORMATION ITEMS

7. OTHER BUSINESS

8. BUSINESS ARISING FROM DELEGATIONS

9. RESOLUTION TO CLOSE MEETING

Note: The Committee must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.

10. ADJOURNMENT/CONCLUSION

That the Regional Planning Committee adjourn/conclude its regular meeting of June 8, 2018.

Membership:

Stewart, Richard (C) – Coquitlam

Coté, Jonathan (VC) – New Westminster

Corrigan, Derek – Burnaby

Froese, Jack – Langley Township

Harris, Maria – Electoral Area A

McEwen, John - Anmore

McDonald, Bruce – Delta

Mussatto, Darrell – North Vancouver City

Penner, Darrell – Port Coquitlam

Read, Nicole – Maple Ridge

Reimer, Andrea – Vancouver

Smith, Michael – West Vancouver

Steele, Barbara – Surrey

Steves, Harold – Richmond

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 9:00 a.m. on Friday, May 4, 2018 in the 28th Floor Committee Room, 4730 Kingsway, Burnaby, British Columbia.

MEMBERS PRESENT:

Chair, Mayor Richard Stewart, Coquitlam (departed at 10:35 a.m.)
 Vice Chair, Mayor Jonathan Côté, New Westminster
 Mayor Derek Corrigan, Burnaby
 Mayor Jack Froese, Langley Township
 Councillor Bruce McDonald, Delta
 Mayor John McEwen, Anmore
 Mayor Darrell Mussatto, North Vancouver City
 Councillor Darrell Penner, Port Coquitlam
 Mayor Nicole Read, Maple Ridge (arrived at 9:17 a.m.)
 Mayor Michael Smith, West Vancouver
 Councillor Barbara Steele, Surrey
 Councillor Harold Steves, Richmond

MEMBERS ABSENT:

Director Maria Harris, Electoral Area A
 Councillor Andrea Reimer, Vancouver

STAFF PRESENT:

Heather McNell, Regional Planning and Electoral Area Services Director, Parks, Planning and Environment
 Carol Mason, Chief Administrative Officer
 Genevieve Lanz, Legislative Services Coordinator, Board and Information Services

1. ADOPTION OF THE AGENDA

1.1 May 4, 2018 Regular Meeting Agenda

It was MOVED and SECONDED

That the Regional Planning Committee:

- a) amend the revised agenda for its regular meeting scheduled for May 4, 2018 by adding:
 - i. Item 3. 4 Christy Juteau, A Rocha Canada;
 - ii. Item 3.5 Sofi Hindmarch;
 - iii. Item 3.6 Deb Jack, President, Surrey Environmental Partners; and
- b) adopt the agenda as amended.

CARRIED

2. ADOPTION OF THE MINUTES

2.1 April 6, 2018 Regular Meeting Minutes

It was MOVED and SECONDED

That the Regional Planning Committee adopt the minutes of its regular meeting held April 6, 2018, as circulated.

CARRIED

3. DELEGATIONS

3.1 Bob Donnelly, President, Semiahmoo Fish & Game Club/ Little Campbell Hatchery

Bob Donnelly, President, Semiahmoo Fish & Game Club/ Little Campbell Hatchery spoke in opposition to the City of Surrey's request to amend *Metro Vancouver 2040: Shaping Our Future (Metro 2040)* to amend the land use designation for the area located in South Campbell Heights, highlighting the proximity of the development to Little Campbell River, the spawning activities in the watershed and the importance of the heritage forest, and asking the Committee to refer the amendment back to the City of Surrey for further analysis.

Presentation material titled "Bob Donnelly, President, Semiahmoo Fish & Game Club" is retained with the May 4, 2018 Regional Planning Committee agenda.

3.2 Grant Rice

Grant Rice spoke in opposition to the City of Surrey's request to amend *Metro Vancouver 2040: Shaping Our Future (Metro 2040)* to amend the land use designation for the area located in South Campbell Heights, asserting the importance of the Brookwood Aquifer, issues associated with the process, and the non-compliance with the *Regional Food System Strategy*, and asking the Committee to refer the amendment back to the City of Surrey for further analysis.

9:17 a.m. Mayor Read arrived at the meeting.

Presentation material titled "Surrey's Request to Amend Metro 2040 for South Campbell Heights" is retained with the May 4, 2018 Regional Planning Committee agenda.

3.3 Sarah Rush, Steering Committee Friends of Hazelmere Campbell Valley

Sarah Rush, Steering Committee, Friends of Hazelmere Campbell Valley spoke in opposition to the City of Surrey's request to amend *Metro Vancouver 2040: Shaping Our Future (Metro 2040)* to change the land use designation for the area located in South Campbell Heights, highlighting the special study area designation, challenges associated with building on unconfined aquifers, and the City of Surrey's municipal Official Community Plan (OCP) amendment, and asking

the Committee to refer the amendment back to the City of Surrey for further analysis.

Presentation material titled “South Campbell Heights LAP and Why It should not be accepted” is retained with the May 4, 2018 Regional Planning Committee agenda.

3.4 Christy Juteau, A Rocha Canada

Christy Juteau, Conservation Science Director, A Rocha Canada, spoke in opposition to the City of Surrey’s request to amend *Metro Vancouver 2040: Shaping Our Future (Metro 2040)* to amend the land use designation for the area located in the South Campbell Heights, highlighting concerns regarding the conservation of the forest cover, the protection of the aquifer and the spawning habitat of the Little Campbell River, and asking the Committee to refer the amendment back to the City of Surrey for further analysis.

On-table executive summary and presentation material titled “Inspiring Hope Caring for Creation” is retained with the May 4, 2018 Regional Planning Committee agenda.

3.5 Sofi Hindmarch

Sofi Hindmarch spoke in opposition to the City of Surrey’s request to amend *Metro Vancouver 2040: Shaping Our Future (Metro 2040)* to amend the land use designation for the area located in the South Campbell Heights, highlighting the Brookwood Aquifer special study area, the groundwater recharge process and the ecological heritage of the site, and asking the Committee to refer the amendment back to the City of Surrey for further analysis.

On-table executive summary and presentation material titled “We can do better than this: proposed south Campbell heights LAP” is retained with the May 4, 2018 Regional Planning Committee agenda.

3.6 Deb Jack, President, Surrey Environmental Partners

Deb Jack, President, Surrey Environmental Partners, spoke in opposition to the City of Surrey’s request to amend *Metro Vancouver 2040: Shaping Our Future (Metro 2040)* to amend the land use designation for the area located in the South Campbell Heights, highlighting the biodiversity of the land, the ecological health and conservation in the area, and the benefit the lands would provide the regional parks system.

On-table executive summary is retained with the May 4, 2018 Regional Planning Committee agenda.

4. INVITED PRESENTATIONS

4.1 Geoff Cross, Vice President Planning and Policy, TransLink

On behalf of Geoff Cross, Vice President, Planning and Policy, Andrew McCurran, Director, Strategic Planning, TransLink, provided members a presentation on the Phase Two investment plan, highlighting the funding model of Phase Two and upcoming Greater Vancouver Regional Fund request, increased Skytrain ridership, and the launch of the TransLink Phase II public consultation process.

Presentation material titled “Phase Two 2018 Investment Plan” is retained with the May 4, 2018 Regional Planning Committee agenda.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 TransLink Phase Two Investment Plan

Report dated April 26, 2018 from Raymond Kan, Senior Regional Planner, Parks, Planning and Environment, seeking MVRD Board consideration of Translink’s Phase Two Investment Plan.

It was MOVED and SECONDED

That the MVRD Board:

- a) Receive for information the report, dated April 26, 2018, titled “TransLink Phase Two Investment Plan”, which outlines how the Phase Two Investment Plan is aligned with the transit service improvement priorities set out in *Metro Vancouver 2040: Shaping Our Future* to reinforce Urban Centres and Frequent Transit Development Areas, and regional environmental objectives.
- b) Send a letter to the Federal Minister of Infrastructure, Provincial Minister of Transportation and Infrastructure, the Parliamentary Secretary for TransLink, TransLink Board, and Mayors’ Council on Regional Transportation communicating the alignment that the Phase Two Investment Plan achieves with *Metro Vancouver 2040: Shaping Our Future*.

CARRIED

Mayors Corrigan and Read absent at the vote.

5.2 ***Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Port Moody – Flavelle Mill Site (Oceanfront District)***

The item was withdrawn from the revised agenda.

5.3 ***Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Surrey - South Campbell Heights***

Report dated April 20, 2018 from Terry Hoff, Senior Regional Planner, Parks, Planning and Environment, seeking MVRD Board consideration of the City of Surrey’s request to amend *Metro Vancouver 2040: Shaping Our Future (Metro 2040)* by amending the regional land use designations for an area located in the South Campbell Heights area of Surrey.

Members were provided a presentation on the City of Surrey's land use designation amendment request for the South Campbell Heights area highlighting the regional context of South Campbell Heights, current and proposed regional land use designations and amendments to the urban containment boundary, and staff assessment of the *Metro 2040* amendment request.

Presentation material titled "Metro 2040 Land Use Designation Amendment – City of Surrey South Campbell Heights" is retained with the May 4, 2018 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the MVRD Board refer the South Campbell Heights application for an amendment to *Metro 2040* back to the City of Surrey to consider an alternative amendment as set out in the report dated April 20, 2018 titled "Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment from the City of Surrey - South Campbell Heights".

CARRIED

10:35 a.m. Chair Stewart departed the meeting and Vice Chair Coté assumed the chair.

5.4 2018 Agriculture Awareness Grant Recommendations

Report dated April 13, 2018 from Theresa Duynstee, Senior Regional Planner, Parks, Planning and Environment, seeking MVRD Board approval of the allocation of \$40,000 for the 2018 Agricultural Awareness Grants to twelve non-profit organizations.

It was MOVED and SECONDED

That the MVRD Board award the annual Agriculture Awareness Grants to the following twelve non-profit organizations as described in the report dated April 13, 2018, titled "2018 Agriculture Awareness Grant Recommendations":

- i. BC Agriculture in the Classroom Foundation, for the "Take a Bite of BC" project in the amount of \$6,000;
- ii. BC Association of Farmers' Markets, for "BC Farmers' Market Mid-Autumn Harvest Festival" in the amount of \$4,000;
- iii. BC Chicken Grower's Association, for the "Poultry in Motion Educational Mini Barn" project in the amount of \$4,000;
- iv. Centre for Sustainable Food Systems at UBC Farm, for the UBC Farm Field Day" in the amount of \$3,000;
- v. Delta Farmland & Wildlife Trust, for the "Day at the Farm" event in the amount of \$1,000;
- vi. DRS Earthwise Society, for the "Tomato Festival" in the amount of \$2,500;
- vii. FarmFolk CityFolk, for "Citizen Seed Trial" in the amount of \$4,000;
- viii. Haney Farmers Market Society, for the "The Market Goes to the Farm" event in the amount of \$500;
- ix. Langley Environmental Partners Society, for the "Langley Eats Local" project in the amount of \$4,500;

- x. Maple Ridge Pitt Meadows Agricultural Association, for the “Backyard Farming” display at Country Fest in the amount of \$2,500;
- xi. North Shore Neighbourhood House, for “Edible Garden Education Program” in the amount of \$5,000; and
- xii. The Sharing Farm, for “10th Annual Garlic Festival” in the amount of \$3,000.

CARRIED

5.5 GVS&DD Affordable Housing DCC Waiver Bylaw

Report dated April 20, 2018 from Heather McNell, Director, Regional Planning and Electoral Area Services, Parks, Planning and Environment, seeking Regional Planning Committee feedback on the draft GVS&DD affordable housing development cost charge waiver bylaw.

Members considered a request to endorse the establishment of a Development Cost Charge waiver for affordable housing bylaw.

It was MOVED and SECONDED

That the Regional Planning Committee endorse the GVS&DD to establish a waiver of Development Cost Charges for affordable housing bylaw as presented in the attached report, dated April 20, 2018, titled “*GVS&DD Affordable Housing DCC Waiver Bylaw.*”

CARRIED

5.6 Manager’s Report

Report dated April 17, 2018 from Heather McNell, Director of Regional Planning and Electoral Area Services, Parks, Planning and Environment, providing the Regional Planning Committee with the status of the Committee’s 2018 Work Plan items, highlighting future reports regarding a regional walkability index and health study of transit-oriented development.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated April 17, 2018, titled “Manager’s Report”.

CARRIED

6. INFORMATION ITEMS

No items presented.

7. OTHER BUSINESS

No items presented.

8. BUSINESS ARISING FROM DELEGATIONS

No items presented.

9. RESOLUTION TO CLOSE MEETING

No items presented.

10. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

That the Regional Planning Committee conclude its regular meeting of May 4, 2018.

CARRIED

(Time: 10:48 a.m.)

Genevieve Lanz,
Legislative Services Coordinator

Richard Stewart, Chair

PRESENTATION SUMMARY

Metro Vancouver 2040: Shaping our Future

Land Use Designation Amendment Request from the Township of Langley

Williams Neighbourhood Plan

Introduction

The Township of Langley has a series of plans that set out broad objectives and policies to guide overall growth and change in the municipality. A 'mid-level' plan for the community of Willoughby is one such plan that defines a land use policy framework and a neighbourhood planning program, which requires the preparation of more detailed plans in the areas of land use, utility servicing and transportation systems before development can occur. This neighbourhood planning program for the Willoughby area has been on-going for nearly two decades and has resulted in the preparation of nine neighbourhood plans, that have and will continue to guide development over the next 20 years and beyond. The Williams area remains as the last neighbourhood plan.

On Monday, May 7, 2018, Council gave 3rd Reading to 2 Amendment Bylaws, following a Public Hearing a few weeks earlier on Monday, April 23, 2018. The first of these bylaws, No. 5334 proposes to amend the Regional Growth Strategy to reflect the proposed 'reconfigured' residential and employment land uses to accommodate a 'transition' in land uses in the Williams Neighbourhood Plan area, between established residential neighbourhoods in the Yorkson area (west) and the proposed employment area. This proposed bylaw also includes a commensurate amendment to the Township of Langley Official Community Plan and associated Regional Context Statement maps. Following Council's granting of 3rd Reading, the Township of Langley have forwarded the RGS Amendment request, as directed by Council, to Metro Vancouver for consideration.

The Williams Area

The Williams Neighbourhood Plan is the 10th and final neighbourhood plan for the Willoughby Community; a neighbourhood planning program that has been going for nearly 2 decades since the Willoughby Community Plan was first adopted in 1998. The Williams Plan has been developed based a policy framework, informed by the Official Community Plan, the Willoughby Community Plan and other municipal strategies and plans, a comprehensive public engagement process, technical and policy analysis throughout and best planning practices. The Plan is predicated on a strategy of 'completeness', livability and sustainability; a Plan that provides opportunities for people to live, learn, work and play.

The Williams Plan area is approximately 110 hectares (274 acres) in size and is located in the northeast portion of Willoughby. The Williams neighbourhood is bound by established residential neighbourhoods to the west and Highway #1 in the north and adjacent to the new 216 Street Interchange, that is currently under construction. Lands to the south and east of the Williams area are within the Agricultural Land Reserve.

Proposed Williams Neighbourhood Plan Overview

The proposed WNP will guide growth and development over the next 20-25 years and accommodate an estimated 4,600 people in 1,470 dwelling units, provide nearly 180,000 m² (2,000,000 ft²) of floor area for employment of approximately 3,500 people, and become Council's 'blueprint' for guiding growth and investment in the neighbourhood. The proposed WNP provides a new Vision and Goals that will establish a livable mixed-use, pedestrian/cyclist-friendly and transit-supportive neighbourhood. The WNP accommodates housing and employment areas within this 'transitional' setting, preserves and enhances the natural environment and integrates within existing and future development in adjacent neighbourhoods, rural/agricultural areas, and the community beyond. An important aim of the Plan is to ensure that the proposed growth in Williams integrates with existing and planned growth of the other nine neighbourhood plans in the Willoughby community.

An amendment to the Regional Growth Strategy will be required. The area immediately east of 212 Street (north of 80 Avenue) is proposed to be amended or 'reconfigured' to accommodate a residential form and development 'transition' in the Williams area between established low-density housing in the Yorkson area and the proposed Business Park. This will result in approximately two hectares (five acres) of land being redesignated from General Urban to Mixed Employment and approximately four hectares (10 acres) of land being redesignated from Mixed Employment to General Urban. In short, this will result in a net reduction of approximately two hectares (five acres) of land designated for Mixed Employment.

This reconfiguration necessitates a Type 3 Minor Amendment from General Urban to Mixed Employment and from Mixed Employment to General Urban, requiring a majority weighted vote of the Regional Board and no regional public hearing. These designation changes will also require a commensurate amendment to the Township of Langley Official Community Plan, including Map 1-A of the Township of Langley Regional Context Statement.

To: Regional Planning Committee

From: Erin Rennie, Senior Regional Planner, Parks, Planning, and Environment Department

Date: May 30, 2018 Meeting Date: June 8, 2018

Subject: **Consideration of District of West Vancouver's Regional Context Statement**

RECOMMENDATION

That the MVRD Board accept the District of West Vancouver's Regional Context Statement as submitted to Metro Vancouver on May 29, 2018.

PURPOSE

The purpose of this report is to recommend that the MVRD Board accept the District of West Vancouver's Regional Context Statement in accordance with Section 448 of the *Local Government Act*.

BACKGROUND

Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy, represents the collective vision for how the region will accommodate the 1 million people and over 500,000 new jobs expected to come to the region by the year 2040. *Metro 2040* was adopted unanimously in 2011 by 21 municipalities, TransLink, and adjacent regional districts.

Pursuant to Section 446 of the *Local Government Act*, each local government must submit a Regional Context Statement (RCS) that specifically identifies the relationship between its Official Community Plan (OCP) and the matters referred to in section 429 of the *Local Government Act* and, if applicable, how the OCP is to be made consistent with the regional growth strategy over time.

In early 2017, the District of West Vancouver (West Vancouver) began a review of its 2004 OCP. Over the course of 2017, District staff worked with the community to collect and refine ideas for the future of West Vancouver. These ideas are articulated as a series of goals and policy directions in the West Vancouver's draft OCP (see Reference). District Council gave first reading to its Official Community Plan bylaw, which includes an updated RCS, on May 28, 2018. Metro Vancouver received West Vancouver's RCS for consideration on May 29, 2018 (Attachments 1 and 2). The *Local Government Act* states that Metro Vancouver must respond within 120 days of receipt of the RCS as to whether it has been accepted.

UPDATING THE DISTRICT OF WEST VANCOUVER'S OCP

The new proposed OCP provides broad policy directions for West Vancouver and is supported by the Area Specific Policies and Guidelines from the earlier 2004 OCP. These Area Specific Policies and Guidelines will be updated through the course of the West Vancouver's Local Area Planning process

scheduled over the next several years. As those plans are approved, corresponding updates to the RCS will be submitted to the MVRD Board for consideration and approval.

West Vancouver asked that Metro Vancouver Regional Planning Committee consider acceptance of its RCS prior to its proposed Public Hearing date of June 18, 2018. If the MVRD Board accepts the RCS at its June 22, 2018 meeting West Vancouver would proceed with final readings and adoption of its OCP bylaw in July 2018. As West Vancouver proceeds with its Local Area Planning processes, any OCP updates that trigger an RCS amendment will result in a revised RCS coming before the MVRD Board for consideration.

RELATIONSHIP BETWEEN WEST VANCOUVER'S OFFICIAL COMMUNITY PLAN AND *METRO 2040*

Metro 2040 outlines the necessary policies that must be included in an RCS. Metro Vancouver's role is to accept RCSs that support the goals and strategies of *Metro 2040*.

Goal 1 – Create a Compact Urban Area

Strategy 1.1

The intent of *Metro 2040*'s Strategy 1.1 is to reinforce the establishment of the Urban Containment Boundary (UCB) and encourage municipalities to reflect the UCB within its boundaries on a map and to provide population, employment, and dwelling unit projections indicating the municipality's share of projected regional growth. The District of West Vancouver has provided a parcel-based boundary of the UCB on its RCS Map.

The RCS provides projections for population, employment and dwelling unit growth to the year 2041. West Vancouver's projections are somewhat lower than those projections contained in *Metro 2040*, however, are generally consistent and will be updated / refined through Local Area Planning processes. As refinements through planning are made, West Vancouver will seek acceptance of an updated RCS, as required. Another reason for the difference in projections is that West Vancouver's projections do not include projections for Squamish Nation lands, while Metro Vancouver's do. West Vancouver projects the population to increase by approximately 10,000 people by the year 2041 and the number of new housing units to be added by that year is projected to be about 5,000.

Strategy 1.2

The intent of *Metro 2040*'s Strategy 1.2 is to direct municipal plans to focus and encourage growth in defined Urban Centres and Frequent Transit Development Areas (FTDAs). West Vancouver has one *Metro 2040* Urban Centre, Ambleside Municipal Town Centre. Its boundaries are identified on a map in the RCS and its location is consistent with *Metro 2040*. West Vancouver has not identified any FTDAs.

West Vancouver estimates that approximately 1,000-1,200 new housing units will be accommodated within Ambleside Municipal Town Centre by the year 2041. This means that 20-24% of the total new units projected for the District will be accommodated within the Urban Centre, contributing to the regional target of accommodating 40% of new regional dwelling unit growth within Urban Centres by 2041. The District has not provided employment projections for Ambleside Municipal Town Centre at this time; detailed dwelling unit and employment projections, as well as the municipal shares of regional growth targeted for Urban Centres for the Ambleside Municipal Town Centre will be

prepared in conjunction with the future Local Area Plan processes to be undertaken by West Vancouver. The RCS includes policies for directing West Vancouver's highest residential densities to the Ambleside Town Centre and emphasizes Ambleside as the civic, cultural, and commercial heart of West Vancouver.

West Vancouver has identified General Urban areas on a map in the RCS in a way that is consistent with *Metro 2040*. Local Centres are identified at Horseshoe Bay, Dundarave, Caulfeild, and Park Royal. Examples of new major trip-generating uses (primary office and major civic institutional use) have been provided, and the RCS indicates that they are not contemplated outside of the Ambleside Municipal Town Centre. This policy could be strengthened by further specifying the definition of major non-residential trip-generating uses.

Cypress Village, Cypress West, and the Upper Lands Special Study Area

The District of West Vancouver has a Special Study Area (SSA) overlay in *Metro 2040* in an area referred to as the Upper Lands. The Upper Lands Study has concluded and the West Vancouver OCP includes policy direction to seek to transfer development rights from ecologically sensitive areas below 1,200 feet of elevation west of Eagle Creek to the Cypress Village and Cypress West Planning Areas. Cypress Village and Cypress West are envisioned as new multi-family neighbourhoods with a range of residential, commercial, institutional, and outdoor recreation uses. West Vancouver has indicated in its RCS the intention to request the removal of the Upper Lands SSA from *Metro 2040* once, "Council has sufficient policy in place to guide future development in the Upper Lands with adopted Area Development Plan(s) for Cypress Village/Cypress West" (RCS p2). At that time, the District anticipates working with Metro Vancouver to re-designate any newly protected lands west of Eagle Creek below the 1,200 foot elevation contour as well as SSA lands above 1,200 feet with a regional Conservation & Recreation land use designation.

One of the key growth management strategies of *Metro 2040* is focusing growth in Urban Centres and Frequent Transit Development Areas. The Cypress Village and Cypress West Planning Areas are outside the region's designated Urban Centres and FTDA's, outside TransLink's Frequent Transit Network (FTN), and would be challenging to serve efficiently with public transit. TransLink has communicated those challenges (Attachment 3). For these reasons Metro Vancouver does not consider the Cypress Village and Cypress West planning areas to be good locations for focusing trip-generating multi-family growth and development.

However, it is recognized that there are trade-offs at play and significant regional benefits to protecting the ecological value and re-designating the lands above the 1,200 foot elevation contour and lands below the 1,200 foot contour west of Eagle Creek. Furthermore, West Vancouver's vision of a compact, compact community at Cypress Village and Cypress West with a mix of housing types/tenures, shops, service, and job opportunities does provide some growth management benefits, provided those shops and services are primarily local-serving, including serving Cypress Mountain Resort (Metro 2040 policy does not support non-residential major trip generating uses outside of Urban Centres and FTDA's). Finally, there is a benefit to removing the designated SSA on the Upper Lands as it would provide certainty to the community and region about future planning for these areas, and strengthen the long-term protection of the lands above the 1,200 foot contour.

It is Metro Vancouver's expectation that once the Cypress Village and Cypress West Area Development Plans are complete West Vancouver will seek:

1. The removal of the SSA from the Upper Lands in *Metro 2040*.
2. The re-designation of lands above the 1,200 foot contour to Conservation and Recreation in *Metro 2040*, and
3. The re-designation of lands below the 1,200 foot contour and west of Eagle Creek to Conservation & Recreation in *Metro 2040*.

Strategy 1.3

The intent of *Metro 2040*'s Strategy 1.3 is intended to protect the region's rural lands. The District of West Vancouver has no lands designated Rural.

Goal 2 – Support a Sustainable Economy

Strategy 2.1

The intent of *Metro 2040*'s Strategy 2.1 is to promote land development patterns that support a diverse regional economy and employment close to where people live. The West Vancouver OCP includes policies to support economic development, promote tourism and innovation, and strengthen commercial centres – especially Ambleside Municipal Town Centre, the Local Centres, and the proposed future Cypress Village.

Strategy 2.2

The intent of *Metro 2040*'s Strategy 2.2 is to protect the supply of industrial land in the region. The District of West Vancouver does not have any lands designated Industrial or Mixed Employment.

Strategy 2.3

The intent of *Metro 2040*'s Strategy 2.3 is to protect the supply of agricultural land and promote agricultural viability with an emphasis on food production. Although West Vancouver does not have any lands designated Agricultural, the new OCP has policies to support urban agriculture, community gardens, farmers' markets, and related local food initiatives.

Goal 3 – Protect the Environment and Respond to Climate Change Impacts

Strategy 3.1

The intent of *Metro 2040*'s Strategy 3.1 is to protect Conservation and Recreation lands in the region. The District of West Vancouver identified Conservation and Recreation areas on a map in the RCS that is consistent with *Metro 2040*. A significant proportion of West Vancouver's land base is designated Conservation and Recreation in *Metro 2040*, a portion of which, within the UCB, has an SSA overlay. The RCS contains several policies for identifying, protecting and enhancing ecologically sensitive lands including policies to manage Limited Use and Recreation lands above the 1,200 foot contour by dedicating West Vancouver-owned land as parkland, assessing specific recreational opportunities on private land, and seeking to acquire land with high environmental value or recreational potential. There are also policies to protect environmental values below 1,200 feet in the Upper Lands by prioritizing areas of significant ecological values and transferring development density to future neighbourhoods in and around Cypress Village and Cypress West. West Vancouver has indicated its intention to re-designated newly protected lands in the Upper Lands area as *Metro*

2040 Conservation and Recreation once there is policy in place to guide the development of Cypress Village and Cypress West.

Strategy 3.2

The intent of *Metro 2040's* Strategy 3.2 is to protect and enhance natural features and the connectivity between them. The RCS references several OCP policies to identify, protect, and enhance riparian areas, watercourse corridors, sensitive habitat, natural features, parks, and other significant environmental areas.

Strategy 3.3

The intent of *Metro 2040's* Strategy 3.3 is to encourage land use and transportation infrastructure that reduces energy consumption and greenhouse gas (GHG) emissions and improves air quality. The District has included a target to reduce community GHGs by 40% below 2010 levels by 2040 through the land use, housing, transportation, and infrastructure policies in the OCP and to reduce corporate GHGs by 33% below 2007 levels by 2020 and 80% by 2050 through corporate energy and emissions reduction initiatives. There are also policies to concentrate infrastructure and amenities in Urban Centres and along the Frequent Transit Network and to implement integrated stormwater management and other water conservation practices.

Strategy 3.4

The intent of *Metro 2040's* Strategy 3.4 is to encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks. The RCS includes policies to reduce potential impacts of climate change and natural hazards.

Goal 4 – Develop Complete Communities

Strategy 4.1

The intent of *Metro 2040's* Strategy 4.1 is to provide diverse and affordable housing choices. The RCS contains policies and strategies to increase the diversity of housing choices and provide some more affordable options. West Vancouver intends to work towards meeting the estimated demand for 1,500 new ownership and 500 new rental units to be provided between 2016 and 2026 (Table A.2, *Metro 2040*) through: neighbourhood infill; new development in the Town Centre, Village Centres, and along the Marine Drive corridor; and, through the creation of new neighbourhoods at Cypress Village and Cypress West. West Vancouver adopted a Housing Action Plan in 2013.

Strategy 4.2

The intent of *Metro 2040's* Strategy 4.2 is to develop healthy and complete communities with access to a range of services and amenities. West Vancouver's OCP contains policies and strategies to provide a wide range of community services, improve access to parks and trails, enhance public spaces, support accessibility, and promote diversity and inclusion.

Goal 5 – Support Sustainable Transportation Choices

Strategy 5.1

The intent of *Metro 2040's* Strategy 5.1 is to coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking. The West Vancouver OCP sets a mode share target of 25% more people choosing walking, cycling, or transit by the year 2041. The RCS references

OCP policies which will support transportation mode shift through the improvement of the active transportation network, transit-priority measures especially along Marine Drive, and parking management strategies in Town and Village Centres.

Strategy 5.2

The intent of *Metro 2040's* Strategy 5.2 is to coordinate land use and transportation to support safe and efficient movement of vehicles for passengers, goods, and services. Access routes for heavy vehicles have been provided on a map in the RCS. West Vancouver has provided acceptable policies that address the objective of this strategy such as partnering with other levels of government to improve connectivity and working to implement transit-priority measures on Marine Drive.

General Comments

Metro Vancouver staff wish to convey their appreciation for the collaborative efforts by District of West Vancouver staff in the preparation of this Regional Context Statement. By starting early and working closely together in the spirit of collaboration, the process of reviewing the RCS has resulted in both a high-quality RCS and a strengthened relationship between organizations.

The new West Vancouver OCP is a significant undertaking that will contribute to the livability, sustainability, and prosperity of both West Vancouver and the region for years to come. It represents months of effort, study, revision, and most importantly, community participation. The West Vancouver RCS is comprehensive and generally demonstrates the District's commitment to the objectives set out in *Metro 2040*. In particular are the inclusion of strong environmental protection policies; policies to emphasize transit-supportive land use along the FTN, especially Marine Drive; and policies supporting complete communities, health, and social inclusion support the building of a healthy, sustainable region.

While the vision for Cypress Village and Cypress West are not in alignment with Metro Vancouver's strategies of focusing growth in transit-oriented Urban Centres and FTDAs, there is a regional benefit of better protecting ecologically-sensitive areas in the Upper Lands and east of Eagle Creek below the 1,200 foot elevation contour, and West Vancouver has worked to define and limit the types of uses that will be permitted in these locations. We look forward to continuing to work with West Vancouver to remove the Special Study Area and to re-designate newly protected areas to Conservation and Recreation in *Metro 2040*, once West Vancouver Council has approved the appropriate local area plans and policies.

Metro 2040 emphasizes the importance of focusing growth in Urban Centres throughout the region. Ambleside Municipal Town Centre plays an important role both as a local centre as well as being a key location to accommodate West Vancouver's share of regional growth targeted to Urban Centres. The West Vancouver OCP and RCS highlight Ambleside Town Centre as the civic heart of the District, and the plan's policies to direct growth and investment to this area will support the regional vision of a network of compact, complete communities connected by frequent transit corridors.

ALTERNATIVES

1. That the MVRD Board accept the District of West Vancouver's Regional Context Statement as submitted to Metro Vancouver on May 29, 2018.

2. That the MVRD Board decline to accept the District of West Vancouver's Regional Context Statement and request that the District of West Vancouver amend its Regional Context Statement to include specific OCP policy references, and re-submit the revised Regional Context Statement to the MVRD Board for consideration.

FINANCIAL IMPLICATIONS

This report has no financial implications. If the MVRD Board chooses Alternative 1 and accepts the RCS at its June 22, 2018 meeting, staff will notify the District of West Vancouver by letter. West Vancouver would then proceed with final readings and adoption of its OCP bylaw in July 2018. If the MVRD Board chooses Alternative 2, staff will prepare a letter to the District of West Vancouver notifying them and specifying required changes that must be included in a revised Regional Context Statement. Once those changes are made, West Vancouver would be required to commence again at first reading, hold another Public Hearing, and resubmit the RCS to Metro Vancouver for consideration.

SUMMARY / CONCLUSION

The District's Regional Context Statement and its Official Community Plan are a strong example of how a municipal plan can establish a land use planning framework that reflects local aspirations and work towards meeting the goals and strategies set out in *Metro 2040*. West Vancouver's Regional Context Statement provides the required content as required by *Metro 2040* and is seen as being generally consistent with the regional growth strategy's vision, strategies, and policies. Therefore, Alternative 1, acceptance of West Vancouver's Regional Context Statement, is recommended.

Attachments (Orbit # 25461073)

1. Letter from the District of West Vancouver dated May 29, 2018 re Request for Metro Vancouver Board Consideration of Proposed District of West Vancouver Official Community Plan Bylaw No. 4985, 2018 – Regional Context Statement
2. District of West Vancouver's Regional Context Statement
3. Letter from TransLink dated March 21, 2018 re The District of West Vancouver's Official Community Plan: Part One Higher-Level Objectives and Policies

Reference: District of West Vancouver Official Community Plan (May 2018)

<https://westvancouver.ca/sites/default/files/dwv/assets/home-building-property/docs/major-projects/ocp/OCP%20-%20FULL%20%28with%20Schedules%29%20-%20Reduced%20-%2020180509.pdf>

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PLANNING & DEVELOPMENT SERVICES
750 17th Street West Vancouver BC V7V 3T3
t: 604-925-7055 f: 604-925-6083



May 29, 2018

File: 13.2517.06/01.2017

Heather McNell, Director of Regional Planning and Electoral Area Services
Parks, Planning and Environment
Metro Vancouver Regional District
4730 Kingsway
Burnaby, BC V5H 0C6

Dear Heather:

Re: Request for Metro Vancouver Board Consideration of Proposed District of West Vancouver Official Community Plan Bylaw No. 4985, 2018 – Regional Context Statement

At its meeting on May 28, 2018, Council approved the following resolution:

THAT the Regional Context Statement forming part of proposed “Official Community Plan Bylaw No. 4985, 2018” be submitted for acceptance by the Metro Vancouver Regional District Board in accordance with section 448(1) of the Local Government Act.

The “Official Community Plan Bylaw No. 4985, 2018” has been given First Reading on May 28, 2018. At this time the District is seeking formal review and approval of its Regional Context Statement (RCS). The timing of this submission is intended to facilitate inclusion of this item on the June agendas of the Regional Planning and Agriculture Committee and the Metro Vancouver Board for approval. A Public Hearing has been scheduled for the Bylaw on June 18, 2018, in the Municipal Hall Council Chamber at 6:00 p.m.

Please find the RCS enclosed with this correspondence. The entirety of the proposed Official Community Plan and the associated staff report can be found online at www.westvancouver.ca/ocp.

Page 2

Please contact Winnie Yip, Community Planner at 604-925-7238 if you have any questions or wish to discuss the submission further.

Yours truly,

A handwritten signature in dark ink, appearing to read 'Jim Bailey', followed by a long, horizontal, oval-shaped flourish.

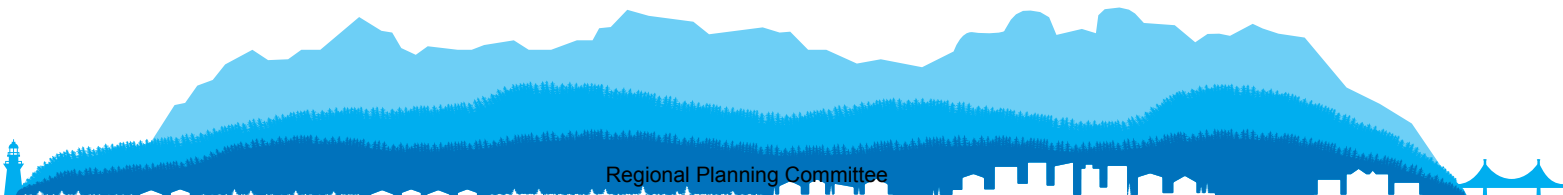
Jim Bailey
Director, Planning & Development Services

/WY
Encl.

cc: James Stiver, Manager, Growth Management and Transportation, Metro Vancouver
Erin Rennie, Senior Regional Planner, Metro Vancouver
David Hawkins, Manager, Community Planning & Sustainability, DWV
Winnie Yip, Community Planner, DWV

SCHEDULE i

REGIONAL CONTEXT STATEMENT



SCHEDULE i

REGIONAL CONTEXT STATEMENT

The District of West Vancouver is required, under section 446(1) of the *Local Government Act*, to include a Regional Context Statement in its Official Community Plan. The Regional Context Statement is the component of the Official Community Plan that links the District's land use plans and policies to the Regional Growth Strategy. It must identify the relationship between the Official Community Plan and the approved Regional Growth Strategy. If applicable, it must also identify how the Official Community Plan will be made consistent with the Regional Growth Strategy over time.

Metro Vancouver 2040—Shaping our Future (Regional Growth Strategy Bylaw 1136, 2010) (hereafter, Metro 2040) was endorsed by the District of West Vancouver in March of 2011, and was adopted by the Metro Vancouver Regional Board as the Regional Growth Strategy for Metro Vancouver in July of 2011. The District's Regional Context Statement was updated in March of 2015 to reflect its Official Community Plan's compliance with Metro 2040.

Metro 2040 sets out five goals to guide the Region's own actions, and those of its member jurisdictions, in achieving a vibrant, diverse, prosperous and sustainable region. These goals are to:

1. create a compact urban area
2. support a sustainable economy
3. protect the environment and respond to climate change impacts
4. develop complete communities, and
5. support sustainable transportation choices.

The Regional Context Statement describes how the Official Community plan addresses the five major goals and the strategies of Metro 2040; how the District of West Vancouver will fulfill its required municipal roles; and how the District will address the population and employment projections set by Metro Vancouver.

Due to its history as a community of residential neighbourhoods, and its natural setting and topography, the District of West Vancouver does not contain agricultural lands, and has no industrial land base. It cannot, therefore, address all of the strategies set out in Metro 2040. However the goals set out in the District's Official Community Plan, where they do apply, are consistent with the vision and policies of Metro 2040.

To assist in long range planning, Metro 2040 has provided projections for population and employment for all municipalities within Metro Vancouver. These projections include a population of 60,000, a total of 24,500 dwelling units and an employment level of 29,000 jobs within the District and Squamish Nation lands located within our municipal boundary by the year 2041. This Regional Context Statement describes how the District will work towards aligning with a portion of these projections for lands within the District's jurisdiction over time.

Metro 2040 sets out broad land use designations for all of Metro Vancouver. The "Regional Land Use Designations" map (Map 16) illustrates how the Regional designations apply to the District of West Vancouver. It also illustrates the Urban Containment Boundary, the boundary of the Ambleside Municipal Town Centre and the boundary of Squamish Nation lands (Capilano Indian Reserve No. 5), which are located within West Vancouver's municipal boundaries.

The District of West Vancouver may amend this Official Community Plan to adjust the boundaries of the Ambleside Municipal Town Centre on completion of the local area planning process for Ambleside, provided such adjustments satisfy the requirements set out in section 6.2.8 of Metro 2040, and meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas). The District will also notify Metro Vancouver of such adjustments, as per the requirements set out in section 6.2.9 of Metro 2040.

Metro 2040 includes a number of “Special Study Areas” where municipalities are undertaking work that could result in changes to regional designations or in a change to the location of the Urban Containment Boundary. West Vancouver’s Upper Lands are identified as one of the “Special Study Areas”, as shown in the “Regional Land Use Designations” map (Map 16). This “Special Study Area” currently includes undeveloped lands that span east to west above 1,200 feet in elevation. As indicated in this OCP, the District has policy to concentrate future Upper Lands development into compact and complete neighbourhood(s) in and around the Cypress Village and adjacent Cypress West areas, through the preparation of Area Development Plan(s). This would significantly reduce the area of land developed, and permanently protect areas with greater environmental and recreational values above the 1,200-foot contour and west of Eagle Creek below 1,200-foot contour from future residential development. The current “Special Study Area” will remain until Council has sufficient policy in place to guide future development in the Upper Lands with adopted Area Development Plan(s) for Cypress Village/Cypress West. At that time, the District anticipates working with Metro Vancouver to remove Metro 2040’s “Special Study Area” as appropriate to reflect and implement Council’s direction and seek to re-designate those newly protected lands west of Eagle Creek below 1,200 feet as well as Special Study Area lands above the 1,200 foot contour as Conservation & Recreation Land Use in Metro 2040.

The “Statement of Alignment between the Policies of the OCP and Metro 2040” identifies how the policies of the Official Community Plan comply with Metro 2040, and where applicable, describes how the plan will be brought into “alignment” over time.

MAP 16. REGIONAL LAND USE DESIGNATIONS



Statement of Alignment between the Policies of the OCP and Metro 2040

Goal 1: Create a Compact Urban Area

The District of West Vancouver is a community of residential neighbourhoods defined by historic patterns of development and natural landscape features. The coastline and rugged mountain terrain create natural limits to development. New development will consist of infill or redevelopment within existing neighbourhood areas and strengthening existing centres and corridors, with the exception of the Upper Lands. There, lands within the Urban Containment Boundary will be subject to comprehensively planned future neighbourhoods in and around the future Cypress Village, subject to detailed Area Development Plans which direct development to lands most suitable for development and protect environmental and recreational assets.

Metro 2040 Strategies	Official Community Plan																																								
1.1.3 a Depict the Urban Containment Boundary on a map.	The Urban Containment Boundary is shown on the ‘Regional Land Use Designations’ map (Map 16).																																								
1.1.3 b Provide dwelling unit and employment projections with reference to Guidelines in Table A.1. Demonstrate how the Plan will work toward accommodating projected growth within the Urban Containment Boundary.	<p>In Table A.1 of Metro 2040, projections for the District of West Vancouver, including the Squamish Nation land, are:</p> <table><tr><td></td><td>2011</td><td>2021</td><td>2031</td><td>2041</td></tr><tr><td>Population</td><td>46,300</td><td>51,000</td><td>56,000</td><td>60,000</td></tr><tr><td>Dwellings</td><td>18,400</td><td>20,600</td><td>23,100</td><td>24,500</td></tr><tr><td>Employment</td><td>18,700</td><td>24,000</td><td>27,000</td><td>29,000</td></tr></table> <p>Analysis conducted by the District of West Vancouver in 2016, specific to the area within the municipality’s jurisdiction, produced the following growth projections:</p> <table><tr><td></td><td>2011</td><td>2021</td><td>2031</td><td>2041</td></tr><tr><td>Population</td><td>43,500</td><td>45,000</td><td>49,000</td><td>54,000</td></tr><tr><td>Dwellings</td><td>17,000</td><td>18,000</td><td>20,000</td><td>22,000</td></tr><tr><td>Employment</td><td>14,500</td><td>16,500</td><td>18,500</td><td>21,000</td></tr></table> <p>These projections are generally consistent with Metro 2040. West Vancouver is expected to increase by ~10,000 people by 2041. This represents an annual growth rate of 0.74%.</p> <p>Since the analysis, new Census data have been published and indicate that the population of West Vancouver was approximately 42,500 and the occupied dwelling units was approximately 17,000 in 2016.</p>		2011	2021	2031	2041	Population	46,300	51,000	56,000	60,000	Dwellings	18,400	20,600	23,100	24,500	Employment	18,700	24,000	27,000	29,000		2011	2021	2031	2041	Population	43,500	45,000	49,000	54,000	Dwellings	17,000	18,000	20,000	22,000	Employment	14,500	16,500	18,500	21,000
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Metro 2040 Strategies	Official Community Plan
<p>1.1.3 b</p> <p>Provide dwelling unit and employment projections with reference to Guidelines in Table A.1.</p> <p>Demonstrate how the Plan will work toward accommodating projected growth within the Urban Containment Boundary.</p> <p><i>continued...</i></p>	<p>Section 2 A “Housing & Neighbourhoods” describes where new dwelling units will be developed to achieve the estimated increase in population. New housing units are expected to increase by 5,000 by 2041. Population growth will be accommodated entirely within the Urban Containment Boundary in areas shown on Map 16 ‘Regional Land Use Designations’:</p> <p>Within these areas:</p> <ul style="list-style-type: none"> • Section 2 A “Housing & Neighbourhoods” 2.1 “Existing Neighbourhoods” contains policies to develop 300 to 400 sensitive infill units consisting of smaller houses on smaller lots, rental and strata coach houses, duplexes and basement suites, and to support 300 to 350 ground oriented multi-family and mixed-use units along the Marine Drive Transit Corridor, adjacent to “neighbourhood hubs” and through limited site-specific zoning changes in keeping with the policies of the Plan; • Section 2 A “Housing & Neighbourhoods” Policies 2.1.12 and 13 provide 500 to 750 units in the Marine Drive Local area Plan, 1,000 to 1,200 units in the Ambleside Town Centre, 500 to 600 units in the Taylor Way Corridor and 200 to 300 units in Horseshoe Bay; and • Section 2 A “Housing & Neighbourhoods” 2.2 “Future Neighbourhoods” provides for an overall residential density of 2.5 residential units per gross acre of undeveloped public and private land identified below the 1,200 foot contour, which, through the transfer of development rights, and the approval of Area Development Plans for Cypress Village and Cypress West, will provide for a range of housing types, tenures and unit sizes in these new neighbourhoods. <p>Section 2 B “Local Economy” 2.3 “Local Economy and Employment” contains policies to strengthen commercial centres and nodes at Ambleside, Park Royal and Horseshoe Bay, to regenerate Dundarave and Caulfeild Village Centres and to plan for a range of commercial uses in the new Cypress Village. Policies call for expansion of commercial and mixed use zones to broaden economic opportunities and the expansion of retail and services in local commercial nodes, to support home based businesses, support visitor accommodations and tourism, encourage versatile spaces such as live-work and production retail that support arts and culture sector development and encourage entertainment and cultural and special events. Policies 2.3.16 to 2.3.21 speak to enhancing employment through promoting opportunities and innovation in sectors such as health care, technology, research, film, and through partnerships, collaborations and support for small business.</p> <p>All land outside of the Urban Containment Boundary is designated for Conservation and Recreation uses. All Residential Neighbourhoods as shown on Map 1 and Local Planning Areas as shown on Maps 3 through 9 are within the Urban Containment Boundary.</p>

Metro 2040 Strategies	Official Community Plan
<p>1.2.6 a</p> <p>Provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas (FTDAs) as set out in Table 2.</p>	<p>The Ambleside Municipal Town Centre is designated as a Municipal Town Centre in Metro 2040. Its boundaries are identified on Map 16 'Regional Land Use Designations'.</p> <p>A Local Area Plan for the Ambleside area is estimated to accommodate 1,000 to 1,200 new units as set out in Section 2 A "Housing & Neighbourhoods" Policy 2.1.13. This represents a 20-24% municipal share of planned dwelling unit growth that will contribute to achieving the regional target for growth in Urban Centres. Detailed dwelling unit and employment projections, as well as the municipal shares of regional growth targeted for Urban Centres for the Ambleside Municipal Town Centre will be prepared in conjunction with the Local Area Plan Review.</p> <p>The District has not designated Frequent Transit Development Areas (FTDAs)</p>
<p>1.2.6 b</p> <p>Include policies for Urban Centres which:</p>	
<p>(i) Identify Urban Centre locations and boundaries;</p>	<p>The Ambleside Municipal Town Centre is identified as a Municipal Town Centre on Map 16 'Regional Land Use Designations'. Adjustments may be made to the boundaries of the Ambleside Municipal Town Centre upon the completion of the Local Area Plan Review, as provided for by Policy 6.2.8 of Metro 2040.</p>
<p>(ii) Focus growth and development in Urban Centres generally consistent with Table 3 - Guidelines for Urban Centres;</p>	<p>The District's highest residential densities are centred in the Ambleside Town Centre, followed by the commercial areas of Park Royal, Dundarave, and Horseshoe Bay.</p> <p>Section 2 A "Housing & Neighbourhoods" Policy 2.1.13 calls for an estimated increase of 1,000 to 1,200 new units in the Ambleside Municipal Town Centre area.</p> <p>Section 2 B "Local Economy" 2.3 "Local Economy and Employment" emphasizes the Ambleside Municipal Town Centre as the heart of West Vancouver with commercial, arts and culture, office, civic, visitor accommodation and waterfront recreation uses.</p> <p>Section 2 C "Transportation & Infrastructure" Policy 2.4.17 calls for the development of parking management strategies in town and village centres, which includes the Ambleside Municipal Town Centre, to meet the community's needs and support more sustainable modes of travel.</p> <p>Schedule ii "Area-Specific Policies & Guidelines", Guidelines BF-C3 "Ambleside Village Centre", Policy BF-C 4.2 call for a more intense, interesting commercial area, and a more vibrant core encouraging a concentration of commercial, retail and restaurant uses. Policy BF-C 4.4 is to increase the proportion of residential use, particularly in the periphery of the current commercial area, emphasizing its role as a "living" centre for civic and cultural activities.</p>
<p>(iii) Encourage office development in Urban Centres through policies and/or incentives;</p>	<p>Section 2 B 2.3 "Local Economy" Policy 2.3.1 emphasises the Ambleside Municipal Town Centre as a location for offices. Specific policies on office development will be addressed in conjunction with the Local Area Plan Review.</p>

Metro 2040 Strategies	Official Community Plan
(iv) With the provision of transit, reduce residential and commercial parking where appropriate.	<p>Section 2 A “Existing Neighbourhoods” Policy 2.1.16 and 2.1.17 provide for the reduction of off-street parking requirements to support existing rental housing and promote new market and non-market rental, seniors and supportive housing close to transit and amenities.</p> <p>Policy 2.1.23 calls for advancing community energy efficiency by supporting alternative transportation through housing location and parking requirements.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, Guideline BF-C 3 for Ambleside Municipal Town Centre strongly encourages shared parking, especially surface parking areas off lane, with adequate signage to inform the public of share arrangements.</p>
1.2.6.c Include policies for Frequent Transit Development Areas (FTDAs) to identify and focus growth and development in these areas	Not applicable (FTDAs have not been identified at this time).
1.2.6 d Include policies for General Urban areas which:	
(i) Identify General Urban areas;	General Urban areas are identified on the “Regional Land Use Designations” Map (Map 16).
(ii) Ensure development in the General Urban areas outside of the Urban Centre is lower density;	<p>Policy 2 A “Housing and Neighbourhoods” Policy 2.1.13 provides estimates for new units in Ambleside Town Centre and other local area plans.</p> <p>Policy 2.1.14 states that mixed-use and apartment forms are prioritized in core areas and ground-oriented multi-family forms such as townhouses and duplexes are forms to transition to adjacent single-family neighbourhoods.</p> <p>Policy 2 A “Housing and Neighbourhoods” 2.1 “Existing Neighbourhoods” limits development to sensitive infill units, such as smaller units, coach houses and duplexes.</p>
(iii) Identify small scale Local Centres where appropriate;	<p>Map 16 ‘Regional Land Use Designations’ identifies Horseshoe Bay, Dundarave, Caulfeild, and Park Royal as Local Centres.</p> <p>Section 2 B 2.3 “Local Economy and Employment” Policies 2.3.2 to 2.3.4 describe the role of each: Park Royal as a regional shopping centre; Horseshoe Bay Village Centre with a visitor accommodation and tourism element; Dundarave and Caulfeild Village Centres with small-scale retail and service, mixed residential and commercial uses.</p>

Metro 2040 Strategies	Official Community Plan
<p>(iv) Exclude non-residential, major trip generating uses from areas outside Urban Centres and FTDA's;</p>	<p>Commercial uses are identified in Section 2 B "Local Economy". Map 10 'Commercial and Tourist Areas' identifies all existing and future areas of commercial use, including marine commercial, Cypress Mountain and the future Cypress Village. The existing non-residential major trip generating uses of municipal and cultural facilities are already established inside the Municipal Town Centre. Other established non-residential major trip generating uses outside of the Municipal Town Centre include existing marine commercial, the Cypress Mountain ski and recreation area and the BC Ferries Horseshoe Bay terminal, as well as Park Royal Shopping Centre located on the transit network.</p> <p>The District's OCP policies to guide future land use change do not support new non-residential major trip-generating uses of an industrial nature, business parks, or shopping malls which would be likely to generate a significant number of new trips. New non-major residential major trip-generating uses, such as primary office use or major civic institutions, are not contemplated outside of the Municipal Town Centre.</p> <p>The District does not have FTDA's.</p>
<p>(v) Encourage infill development by directing growth to established areas;</p>	<p>Map 1 'Neighbourhood Infill Opportunities' identifies existing neighbourhoods where infill development is to be directed.</p> <p>Section 2 A "Housing & Neighbourhoods" Policy 2.1.1 calls for amending subdivision standards to allow smaller houses on smaller lots, and Policy 2.1.2 calls for updating zoning provisions to increase the supply of coach houses in existing detached residential areas.</p> <p>Schedule ii "Area-Specific Policies & Guidelines", Guidelines BF-B 11 identifies locations in established areas for duplex development. Guidelines BF-B 12 identifies the Evelyn Drive Planning area, immediately adjacent to Park Royal, as a neighbourhood redevelopment area providing for a variety of housing types, built forms and densities. Guidelines BF-B 13 identifies the block bounded by Esquimalt Avenue, 20th Street, Fulton Avenue and 21st Street as an "Infill" area suitable for a combination of smaller single-family dwellings, coach houses, duplexes, and triplexes.</p>
<p>1.2.6 e Ensure Regional Industrial, Mixed Employment and Recreation and Conservation designations prevail in Urban Centre and FTDA's.</p>	<p>The Ambleside Municipal Town Centre is completely within the General Urban designation.</p> <p>FTDA's have not been identified at this time.</p>

Metro 2040 Strategies	Official Community Plan
1.2.6.f For Urban Centres, FTDA's and General Urban areas, include policies which:	
(i) Minimize impacts of urban uses on industrial activities;	Not applicable (there are no areas designated for Industrial use).
(ii) Encourage safe and efficient transit, cycling and walking;	Section 2 C "Transportation & Infrastructure" Policies 2.4.1 to 2.4.6 speak the completion of a safe, accessible and connected pedestrian and cycling network integrated to town and village centres. Policy 2.4.4 calls for the development of minimum pedestrian and cyclist design and infrastructure guidelines for new private and public development projects.
(iii) Implement transit priority measures where appropriate;	Section 2 C "Transportation & Infrastructure" Policy 2.4.8 contains policies to expand bus priority measures and transit-supportive road treatments along Marine Drive to increase efficiency of transit service.
(iv) Support district energy systems and renewable energy generation;	Section 2 A "Housing & Neighbourhoods" Policy 2.1.23 encourages the development of renewable energy generation to advance community energy efficiency and reduce GHG emissions. Section 2 D "Natural Environment" Policy 2.6.23 supports the incorporation of renewable energy in public and private buildings, and the development of renewable energy systems as opportunities arise.
1.3.3 a Identify Rural Areas.	Not applicable (there are no Rural designated areas).

Goal 2: Support a Sustainable Economy

Section 2 B “Local Economy” of the West Vancouver Official Community Plan contains policies to strengthen commercial centres and nodes, to support tourism, to promote opportunities and innovation, and to support a vibrant and diverse local economy.

Metro 2040 Strategies	Official Community Plan
<p>2.1.4 a</p> <p>Include policies that support appropriate economic development in Urban Centres, FTDAs, Industrial and Mixed Employment areas.</p>	<p>Section 2 B “Local Economy” “Local Economy” Policy 2.3.1 emphasises the Ambleside Municipal town Centre as the heart of the District, supporting commercial land uses including retail, service, office, arts and culture, civic services and facilities, visitor accommodation and recreation.</p> <p>Policy 2.3.6 calls for the expansion of commercial and mixed-use zones to broaden economic opportunities and stimulate employment growth.</p> <p>Policy 2.3.10 supports the development of visitor accommodation including boutique hotel(s) in the Ambleside Town Centre.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, Guidelines BF-C 3 for Ambleside Town Centre contain directions to create a more intense and vibrant commercial, civic and service area, to increase its growing role as a home for civic and cultural activities, to strengthen connections to the waterfront increase cultural and recreational activity, encourage mixed-use projects and create a sense of place that will reinforce the role of Ambleside as West Vancouver’s Town Centre.</p> <p>The District does not have FTDAs, Industrial or Mixed Employment areas.</p>
<p>2.1.4 b</p> <p>Support the development of office space in Urban Centres through policies and incentives.</p>	<p>Section 2 B “Local Economy” Policy 2.3.1 emphasises the Ambleside Municipal Town Centre as a location for offices.</p>
<p>2.1.4.c</p> <p>Include policies that discourage major commercial and institutional development outside of Urban Centres and FTDA.</p>	<p>Section 2 B “Local Economy” specifies that commercial areas consist of Ambleside as the Municipal Town Centre, as well as Park Royal regional shopping centre, the existing local commercial centres of Dundarave, Caulfeild and Horseshoe Bay, and dispersed smaller commercial sites. Map 10 ‘Commercial and Tourism Areas’ identifies all major existing and future commercial areas, including the proposed future Cypress Village commercial area, and Map 15 ‘Major Community Social Assets’ identifies all major institutional uses. Major commercial and institutional developments will be limited outside of the above-noted areas.</p> <p>Section 2 B “Local Economy” Policy 2.3.1 identifies Ambleside Municipal Town Centre as the civic heart of West Vancouver. While commercial and institutional development may be appropriate in General Urban Areas outside of the Urban Centres, major commercial and institutional development will be discouraged outside of the Ambleside Municipal Town Centre.</p> <p>The District has not identified FTDA.</p>

Metro 2040 Strategies	Official Community Plan
2.1.4 d Show how Special Employment Areas are supported through land use and transportation policies.	This section is not applicable, as the District of West Vancouver does not contain hospitals, or post-secondary institutions.
2.2.4 a to 2.3.6.a Identify Industrial, Mixed Employment and Agriculture areas.	These sections are not applicable as there are no Industrial, Mixed Employment or Agricultural designated areas within West Vancouver.
2.3.6 b Include policies to support agricultural viability.	Although there are no areas in West Vancouver within the Agriculture designation, Policy Section 2 E “Social Well-Being” Policy 2.9.12 supports urban agriculture, community gardens, farmers’ markets and related initiatives.

Goal 3: Protect the Environment and Respond to Climate Change Impacts

The Official Community Plan describes the context of the District as a collection of distinct neighbourhoods set within nature, defined by the terrain of the North Shore Mountains, numerous watersheds and a rugged coastline. Over 60% of the land base in West Vancouver is designated for major parks and for watershed protection. Section 2 D “Parks & Environment” promotes the protection and management the District’s natural resources and preservation of its sensitive ecosystems. The Plan contains policies, development permit area designations and guidelines to protect and enhance natural areas, to ensure the safety of people and property from natural hazards and to respond to the impacts of climate change.

Metro 2040 Strategies	Official Community Plan
3.1.4 a Identify Conservation and Recreation areas and their boundaries on a map.	Conservation and Recreation areas and their boundaries are shown on the Map 16 ‘Regional Land Use Designations’.

Metro 2040 Strategies	Official Community Plan
<p>3.1.4 b (i) to (vi):</p> <p>Include policies to protect Conservation and Recreation areas generally consistent with public service infrastructure, environmental conservation, recreation, education and research, commercial, tourism and cultural uses and limited agriculture.</p>	<p>Policy 2 D “Parks & Environment” 2.6 “Natural Environment” “Sensitive habitats and natural assets” contains policies to identify ecological important assets and develop strategies to protect and manage these features through a variety of conservation tools, and to protect the ecological value of Telegraph Hill and Tyee Point.</p> <p>Policy 2 D “Parks & Environment” Policies 2.7.1 to 2.7.6 contain policies to acquire, maintain and care for the District’s parks and open spaces, and to support compatible activities in parks and open spaces to advance environmental stewardship.</p> <p>Policy 2 D “Parks & Environment” 2.7 “Parks and Trails” “Protecting the Upper Lands natural assets” contains policies to manage Limited Use and Recreation lands above 1,200 feet by dedicating district owned land as parkland, assessing specific recreational opportunities on private land, and seeking to acquire land with high environmental value or recreation potential. The policies also protect environmental values below 1,200 feet in the Upper Lands by prioritizing areas of significant ecological values and transferring development density to future neighbourhoods in and around Cypress Village. Policies seek to balance recreation uses with environmental and cultural values, and allow recreational access on authorized trails.</p> <p>Policy 2 D “Parks & Environment” contains policies to protect watercourse corridor and riparian areas (Policy 2.6.7) and to protect the foreshore (Policy 2.6.10).</p>
<p>3.1.4 c</p> <p>Buffer Conservation and Recreation areas from activities in adjacent areas.</p>	<p>Section 2 D “Parks & Environment” Policy 2.7.5 contains policies to use greenbelts and boulevards to support neighbourhood definition and character and provide forest buffers along major roads.</p> <p>Section 2 D “Parks & Environment” Policy 2.7.9 calls for a ‘soft edge’ of development and appropriate urban-forest interface and buffer to sensitive features.</p>
<p>3.2.4</p> <p>Include policies and/or maps to illustrate management of ecologically important areas and natural features.</p>	<p>Map 13 ‘Natural Environmental Resources’ identifies creek corridors, major parks and land above the 1,200 foot contour.</p> <p>Section 2 D “Parks & Environment” Policy 2.6.7 contains policies to protect the ecological value of watercourse corridors and riparian areas and Policy 2.6.13 to identify and protect sensitive habitats and natural features.</p> <p>Policy 2 D “Parks & Environment” “Managing our valuable parks system” and “Protecting the Upper Lands natural assets” contain policies to acquire and protect significant environmental areas.</p>

Metro 2040 Strategies	Official Community Plan
<p>3.2.5</p> <p>In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.</p>	<p>Section 2 D “Parks & Environment” “Promoting trails and access to nature” contains policies to manage and improve the trails network on public lands, improve connectivity to regional networks, and advance the multi-use trail linkages between municipalities on the North Shore.</p> <p>Section 2 C “Transportation & Infrastructure” Policy 2.4.11 calls for partnerships with stakeholders, including TransLink, neighbouring municipalities, and Metro Vancouver to advance connectivity for all travel modes.</p>
<p>3.2.6</p> <p>Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g., conservation covenants, land trusts, tax exemptions and eco-gifting).</p>	<p>Section 2 D “Parks & Environment” 2.6 “Natural Environment” identifies policies to protect, enhance and restore the environment, including sensitive ecosystems, including watercourse, riparian corridors, foreshore areas, and sensitive habitats. Policy 2.6.14 calls for using conservation tools including covenants, eco-gifting, amenity contributions, land trusts and tax incentives to conserve significant lands supporting ecologically important assets.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, Guidelines NE 13 establishes watercourse protection and enhancement areas to protect and enhance watercourses and wetlands in West Vancouver’s existing neighbourhoods.</p>
<p>3.2.7</p> <p>Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.</p>	<p>Section 2 D “Parks & Environment” Policy 2.6.9 calls for implementing recommendations of integrated stormwater management plans for District watersheds and updating plans to meet evolving needs and incorporate best practices overtime.</p> <p>Section 2 C “Transportation & Infrastructure” Policies 2.5.13 to 2.5.17 identifies policies to enable and support protection of watershed health when pursuing bylaw and policies changes on municipal sewage and drainage system management.</p>

Metro 2040 Strategies	Official Community Plan
<p>3.3.4 a</p> <p>Identify land development and transportation strategies to meet GHG reduction targets.</p>	<p>Section 1.1.3 “Key Trends” “Climate Change” advises that the District adopted GHG reduction targets and climate change strategies in 2016 and the land use, transportation and infrastructure policies of the Official Community Plan are aligned with this path. Policy 2 D “Parks & Environment” Policy 2.6.19 seeks to implement the community reduction target of 40% below 2010 levels by 2040 through the land use, housing, transportation and infrastructure policies of this plan.</p> <p>Section 2 C “Transportation & Infrastructure” Policy 2.5.19 is to implement corporate energy and emissions reduction initiatives to advance toward the Districts corporate GHG reduction target of 33% below 2007 levels by 2020 and 80% by 2050.</p> <p>Section 2 A “Housing & Neighbourhoods” focuses on infill, regenerating neighbourhoods, increasing multi-family housing options and strengthening centres and corridors. Policy 2.1.23 calls for supporting transportation alternatives through housing location.</p> <p>Policy section 2 C “Transportation & Infrastructure” 2.4 “Mobility and circulation” focuses on the completion of the active transportation network and improvements to provide attractive alternatives to driving.</p>
<p>3.3.4 b</p> <p>Identify land use and infrastructure policies, programs to reduce energy consumption and GHG emissions and improve air quality.</p>	<p>Section 2 A 2.1 “Existing Neighbourhoods” Policies 2.1.23 and 2.1.24 advance community energy efficiency and reduce GHG emissions by supporting transportation alternatives through housing location, parking requirements, efficient building forms, standards and designs, and supporting building retrofit, and call for the review of regulations to promote climate adaptation measures in new housing and site design. Initiatives to support GHG emissions will also contribute to improved air quality for the community.</p>
<p>3.3.4.c</p> <p>Focus infrastructure and amenities in Urban Centres and FTDA’s, and at appropriate locations along TransLink’s Frequent Transit Network.</p>	<p>Section 2 C “Municipal Operations and Infrastructure” Policy 2.5.2 contains policies to optimize existing infrastructure systems prior to new system development. Policies 2.4.2, 2.4.8 and 2.4.9 calls for improved transit infrastructure in town and village centres, which includes the Ambleside Municipal Town Centre and the Marine Drive Local Area, where the FTN is located.</p> <p>Section 2 E “Social Well-Being” Policies 2.8.10 and 2.8.14 focuses on locating community amenities and public spaces in central, transit-accessible areas and town and village centres.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, Guidelines BF-C 3 for Ambleside Town Centre contains policies to provide street design improvements to enhance the pedestrian environment and to provide connections to the Argyle waterfront to enhance the town centre.</p> <p>Area-specific public benefit strategies, which addresses amenity needs, will be prepared for the Ambleside Municipal Town Centre through a detailed local area planning processes.</p>

Metro 2040 Strategies	Official Community Plan
<p>3.3.4 d</p> <p>Identify policies, strategies to support integrated storm water management and water conservation.</p>	<p>Section 2 D “Parks & Environment” Policy 2.6.9 contains policies to implement integrated stormwater management plans for District watersheds.</p> <p>Section 2 C “Transportation & Infrastructure” Policies 2.5.6 to 2.5.8 seek to monitor water usage, encourage practices and designs and systems to reduce water consumption and encourage conservation through leak detection metering and community-wide education.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, Guidelines NE 13 “Watercourse Protection and Enhancement Areas” apply development permit guidelines to neighbourhoods that contain watercourses and wetlands to ensure that they are not negatively impacted by development.</p>
<p>3.4.4</p> <p>Minimize risk associated with climate change and natural hazards.</p>	<p>Section 2 D “Parks & Environment” Policy 2.6.19 to 2.6.23 contain policies to employ regulations and structure and non-structural measures to reduce potential impacts on public safety and property from sea level rise and storm surge, to enhance creek corridors to accommodate for and reduce impacts from flood and slope hazards and extreme weather events, to expand the use of green infrastructure through public and private development, and to support the development of renewable energy system as opportunities arise.</p> <p>Policy 2 D “Parks & Environment” Policy 2.6.18 calls for the review of development requirements to address risks of natural hazards.</p> <p>Section 2 E “Social Well-Being” Policies 2.9.13 supports measures to increase community resiliency during emergencies, disasters and extreme weather events.</p>
<p>3.4.5</p> <p>Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets, and operations.</p>	<p>Section 2 A “Housing & Neighbourhoods” Policy 2.1.24 calls for regulatory reviews to advance climate adaptation measures in new housing and site design.</p> <p>Section 2 C “Transportation & Infrastructure” Policies 2.5.4, 2.5.5, 2.5.17, and 2.5.19 calls for planning and managing municipal infrastructure and operations with consideration for climate change and its associated impacts.</p> <p>Section 2 D “Parks & Environment” Policies 2.6.11, 2.6.17, 2.6.18, 2.6.20, 2.6.21, and 2.6.22 identifies policy actions to address and adapt to climate change and natural hazards during planning and development.</p>

Goal 4: Develop Complete Communities

The District of West Vancouver is a residential community served and supported by the Ambleside Municipal Town Centre, by convenient local commercial centres at Dundarave, Caulfeild and Horseshoe Bay, and by the major regional shopping centre at Park Royal. These commercial areas and a broad array of recreational, social and cultural services and amenities provide a complete range of services and facilities for West Vancouver residents.

Metro 2040 Strategies	Official Community Plan
<p>4.1.7 a</p> <p>Work toward meeting estimated housing demand (Table A.2 of RGS):</p>	<p>Table A.2 of Metro 2040 identifies demand for 1,500 ownership and 500 new rental units to be provided between 2016 and 2026. Of this, over 300 units will be required for households with low or very low income.</p> <p>As set out in Section 1.1.3b above, the estimated housing demand will be met through infill in existing neighbourhoods, increased opportunities for triplex, townhouse and mixed use developments, and new development in the Marine Drive Local Area Plan, Ambleside Town Centre, Taylor Way and Horseshoe Bay area plans. As well, new development will be taking place in the new Cypress Village and Cypress West areas upon completion of those plans, with policies specifically to include non-market and rental housing.</p> <p>Section 2 A “Housing & Neighbourhoods” Policy 2.1.16 calls for support of purpose-built rental housing stock and renter households by encouraging additional rental units through bonus density, retaining purpose-built rental housing stock, and securing market and non-market rental housing through Housing Agreements. Policy 2.1.17 promotes new market and non-market rental, seniors and supportive housing units through a variety of techniques. Policy 2.1.18 calls for the update and regular review of the District’s housing action plan to monitor local market conditions and respond to housing priorities and needs as required over time.</p>
<p>(i) Ensure the need for diverse housing options is articulated in municipal plans and policies;</p>	<p>Section 2 A “Housing & Neighbourhoods” 1.2 “Existing Neighbourhoods” encourages a diverse range of housing options from respecting neighbourhood character by controlling the scale of new single-family dwellings (Policy 2.1.8), protecting heritage buildings, promoting sensitive infill units (Policy 2.1.9), supporting triplexes, townhouse and mixed use options (Policy 2.1.4), new housing in centres and corridors (Policy 2.1.12 and 2.1.13), and prioritizing mixed-use and apartment forms in core areas and ground oriented multi-family forms transitional to single-family neighbourhoods (Policy 2.1.14).</p> <p>Section 2 A “Housing & Neighbourhoods” Policy 2.2.14 states that the future Cypress Village and Cypress West Neighbourhoods are to include a range of housing types, tenures and unit sizes to meet the needs of residents of different ages and incomes.</p>
<p>(ii) Increase supply through infill, compact forms and increased density;</p>	<p>As set out in Metro 2040 Section 1.1.3b above, housing supply will be increased through infill in existing neighbourhoods, increased opportunities for smaller houses on smaller lots, coach houses, triplex, townhouse and mixed-use developments, and new development in the Marine Drive Local Area Plan, Ambleside Town Centre, Taylor Way and Horseshoe Bay area plans. As well, new development will be taking place in the new Cypress Village and Cypress West areas upon completion of those plans.</p>
<p>(iii) Work with senior governments to provide affordable rental housing;</p>	<p>Section 2 A “Housing & Neighbourhoods” Policy 2.1.19 contains policies to work with non-profit groups and senior levels of government to maintain and create non-market rental, senior and supportive housing, particularly in areas close to transit service.</p>

Metro 2040 Strategies	Official Community Plan
(iv) Encourage affordable housing through municipal measures.	<p>Section 2 A 2.1 “Existing Neighbourhoods” Policies 2.1.16 to 2.1.17 advance affordability by prohibiting stratification of rental buildings exceeding four units, encouraging rental units through bonus density and securing non-market housing through housing agreements, and using other incentives to promote new market and non-market rental, seniors and supportive housing.</p> <p>Policy 2.1.21 calls for the use of surplus district-owned lands to increase availability of more diverse and affordable housing.</p>
4.1.8 a - f Prepare and implement a Housing Action Plan.	The District adopted a Housing Action Plan in February 2013 and implementation policies are contained in Section 2 A “Housing & Neighbourhoods”. Policy 2.1.18 calls for a periodic review and update of the Housing Action Plan as required to closely monitor and address community housing priorities and needs over time.
4.2.4 a Support compact, mixed-use, transit, cycling and walking oriented communities.	<p>The OCP focuses new development in the Ambleside Municipal Town Centre and the Marine Drive Corridor, in increased mixed-use developments, infill in established neighbourhoods, and the new Cypress Village and Cypress West Neighbourhoods that are clustered around a mixed-use village centre.</p> <p>Policy 2 C “Transportation & Infrastructure” 2.4 “Mobility and Circulation” promotes the completion of a pedestrian and cycling network with integration to transit, town and village centres, community facilities, and parks, and calls for working with TransLink to improve transit infrastructure, service area, frequency and efficiency and support the expansion of frequent transit service, prioritizing connections between Park Royal, Ambleside and Dundarave centres.</p> <p>Schedule ii “Area-Specific Policies & Guidelines” contains detailed guidelines BF-C 3 to create a compact, pedestrian-friendly Ambleside Municipal Town Centre, BF-C 5 to support pedestrian scale and pedestrian access in the Dundarave Village Neighbourhood Centre, and BF-C 6 in the Horseshoe Bay Neighbourhood Centre.</p>
4.2.4 b Locate cultural, recreational, institutional facilities in Urban Centres or with good transit access.	<p>Section 2 B “Local Economy” Policy 2.3.1 emphasises Ambleside Municipal Town Centre as the heart of the District, including arts and cultural spaces, civic services and facilities.</p> <p>Section 2 E “Social Well-Being” Policy 2.8.14 calls for maintaining public spaces in town and village centres and establishing centre-specific public realm guidelines for art, culture and diversity.</p> <p>Map 15 ‘Major community Social Assets’ identifies cultural, institutional and recreational facility uses immediately in and adjacent to the Ambleside Municipal Town Centre.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, BF-C 3 for Ambleside Municipal Town Centre calls for strategies to integrate arts and encourage the provision of culture and to integrate the Centre with the Argyle Waterfront to increase cultural and recreational activity.</p>

Metro 2040 Strategies	Official Community Plan
4.2.4 c Provide public spaces for social interaction.	<p>Section 2 E “Social Well-Being” 2.8 “Access and Inclusion” contains policies to provide services, programs and facilities inclusive of all ages and abilities. Policy 2.8.9 speaks to maintaining and optimizing civic facilities including community centres and libraries, managing space to meet changing needs. Policy 2.8.13 seeks to use placemaking strategies to promote public space animation, enhancement and management. Policy 2.8.14 seeks to maintain public spaces in town and village centres with public realm guidelines considering art, culture and diversity.</p> <p>Key public facilities are shown on the Map 15 ‘Major Community Social Assets’.</p> <p>Schedule ii “Area-Specific Policies & Guidelines” contain specific development permit guidelines related to placemaking and ensuring opportunities for social interaction.</p>
4.2.4 d Support active living.	<p>Section 2 D “Parks & Environment” “Managing our valuable park system” calls for the maintenance and care of parks and open spaces to promote and support active living.</p> <p>Section 2 E “Social Well-Being” 2.8 “Access and Inclusion” contains policies to provide barrier-free access to services and resources inclusive of all ages and abilities. “Enabling an active community” Policies 2.9.1 to 2.9.5 support maintaining and optimizing the use of recreation facilities to facilitate participation in sport, leisure and active recreation, and encourage physical and mental wellness.</p>
4.2.4 e Support food production and distribution.	<p>While there are no agricultural lands in West Vancouver, the District supports urban agriculture and food security initiatives through Policy Section 2 E “Social Well-Being” Policy 2.9.12 which supports development of an integrated food system with programs that provide access to safe and nutritious food choices, including urban agriculture, community gardens, farmers’ markets and related initiatives.</p>
4.2.4 f Assess health implications of plans and infrastructure.	<p>The OCP is focused on infrastructure that protects significant environmental features and promotes an active transportation system of bike and pedestrian routes (Map 11) and a system of parks, trails and facilities. Section 2 D “Parks & Environment” 2.7 “Parks and Trails” “Managing our valuable parks system” promotes the maintenance of parks and opens spaces with the intent to and support active living, health and social and spiritual well-being.</p> <p>Section 2 C “Transportation & Infrastructure” Policies 2.4.25 and 2.5.5 contains policies to consider potential community health, climate change and natural hazard risks when planning for transportation and municipal infrastructure.</p> <p>Section 2 E “Social Well-Being” Policy 2.9.14 calls for incorporating design principles in private and public spaces to support community health and public safety.</p>
4.2.4 g Support universally accessible community design.	<p>Section 2 A “Housing & Neighbourhoods” Policy 2.1.20 calls for increasing the minimum provision of accessible and adaptive units.</p> <p>Section 2 C “Transportation & Infrastructure” Policy 2.4.14 contains policies to incorporate universal access design principles in sidewalks, pathways, transit and road improvement projects for pedestrians and cyclists of all ages.</p> <p>Section 2 E “Social Well-Being” Policy 2.8.2 to incorporate universal accessibility design in public space and programs to allow barrier-free access.</p> <p>Schedule ii “Area-Specific Policies & Guidelines”, BF-C 3 for Ambleside Town Centre Policy BF-C 4.9 encourages accessible units.</p>

Metro 2040 Strategies	Official Community Plan
4.2.4 h Identify small-scale local centres.	Map 16 'Regional Land Use Designations' identifies Dundarave, Horseshoe Bay, Park Royal and Caulfeild as 'Local Centres'.
4.2.4 i Recognize Special Employment Areas.	This section is not applicable as there are no Special Employment Areas within West Vancouver.

Goal 5: Support Sustainable Transportation Choices

Section 2 C of the Official Community Plan seeks to provide attractive alternatives to driving by completing a pedestrian and cycling network integrated to transit, providing new connections, working for improved transit infrastructure and making improvements to pedestrian environments. The objective is to prioritize sustainable transportation options and seek to reduce auto dependency.

Metro 2040 Strategies	Official Community Plan
5.1.6 a Encourage a greater share of trips by transit, HOVs, cycling, walking and support the Frequent Transit Network.	<p>Map 11 'Active Transportation' identifies the road and trail network, including major bike routes, the Spirit Trail and future pedestrian and cycling connections.</p> <p>Section 2 C "Transportation & Infrastructure" Policies 2.4.1 call for the completion of the pedestrian and cycling network shown on Map 11, with integration to transit, town and village centres, community facilities, parks and trail systems, enhancing safety, accessibility and connectivity for pedestrian and cyclists, expanding urban connector trails, developing minimum pedestrian and cyclist design and infrastructure guidelines for private and public development.</p> <p>Map 2 'Marine Drive Transit Corridor' identifies the main transit spine through the District.</p> <p>Section 2 C "Transportation & Infrastructure" Policy 2.4.7 to work with TransLink to improve transit infrastructure, frequency and efficiency and support expansion of bus priority measures, and Policy 2.4.21 and 2.4.22 to prioritize sustainable transportation options and seek to reduce auto dependency in private and public development projects.</p>
5.1.6 b Support transportation system and demand management strategies.	<p>Section 2 C "Transportation & Infrastructure" Policy 2.4.17 contains policies to develop parking management strategies in town and village centres to meet community needs and support more sustainable modes of travel. Policy 2.4.8 calls for expanded bus priority measures. Policies 2.4.21 to 2.4.23 prioritize alternatives to single-occupant vehicles.</p> <p>Section 2 A "Housing & Neighbourhoods" Policy 2.1.23 supports alternative transportation through housing location and parking requirements.</p>

Metro 2040 Strategies	Official Community Plan
5.1.6 c Manage and enhance municipal infrastructure to support transit, multiple occupancy vehicles, cycling and walking.	<p>Map 2 'Marine Drive Transit Corridor' shows this corridor from Horseshoe Bay to Taylor Way.</p> <p>Map 11 'Active Transportation' shows existing and future pedestrian and bike routes.</p> <p>Section 2 C "Transportation & Infrastructure" Policy 2.4.21 and 2.4.22 prioritizes sustainable transportation options to reduce auto dependency; Policy 2.4.23 supports bike sharing, car and ride sharing; and Policy 2.4.24 contains policies to provide infrastructure for electric and low emission vehicles.</p> <p>Section C "Transportation & Infrastructure" 2.4 "Mobility and Circulation" also contains policies to improve transit supportive road treatments along Marine Drive, and improve streetscape design to support transit and active transportation in town and village centres and neighbourhood hubs.</p>
5.2.3 a Map goods movement routes.	<p>The goods movement routes are identified in Map 16 'Regional Land Use Designations'.</p>
5.2.3 b Support the efficient movement of vehicles for passengers and goods and services.	<p>Policy 2 C "Transportation & Infrastructure" Policy 2.4.11 contains policies to partner with TransLink, BC Ferries, First Nations, neighbouring municipalities and senior governments to advance connectivity for all travel modes.</p> <p>Policy 2.4.12 contains policies for road safety and reliability, and seeks to include connections including the Low Level Road to bypass the Lions Gate Bridge.</p>
5.2.3 c Support the development of transportation system management strategies.	<p>Section 2 C "Transportation & Infrastructure" Policy 2.4.18 facilitates effective and efficient goods movement on the transportation network.</p> <p>Policy 2.4.20 calls for collaboration with neighbouring jurisdictions and senior governments to improve transportation safety and facilitate the movement of people and goods.</p> <p>Policy 2.4.8 contains policies to expand bus priority measures and transit supportive road treatments along Marine Drive to support increased efficiency of transit service, and Policy 2.4.9 is to develop and refine streetscapes to support transit and active transportation prioritization in town and village centres and neighbourhood hubs.</p>
5.2.3 d Support the protection of rail rights-of-way and access to navigable waterways.	<p>Map 12 'Transportation Network' identifies the BC Rail right-of-way, the BC Ferry Terminal and a potential Ferry Terminal/Water Taxi location.</p> <p>Section 2 C "Transportation & Infrastructure" Policy 2.4.10 supports rail and ferry transport services.</p>



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South Coast British Columbia
 Transportation Authority

March 21, 2018

Jim Bailey
 Director of Planning & Development Services
 District of West Vancouver
 750 17th St
 West Vancouver, BC V7V 3T3

Dear Mr. Bailey:

RE: The District of West Vancouver's Official Community Plan: Part One Higher-Level Objectives and Policies

Thank you for the opportunity to provide input on the draft District of West Vancouver Official Community Plan (OCP). We have reviewed the plan materials dated February 18, 2018, and our comments are based on:

- Our legislated mandate in the *South Coast British Columbia Transportation Act* to review Official Community Plan updates for implications to the regional transportation network,
- Our legislated mandate to support Metro Vancouver's [Regional Growth Strategy](#) (RGS).
- Our [Regional Transportation Strategy](#) (RTS) direction to work with partner agencies to align transportation and land use.

The District's draft OCP is a strong and clear document that supports overall the alignment of land use and transportation in a way that will help to advance the goals of the *Regional Transportation Strategy*. We believe the positive outcomes for the regional transportation system can be further strengthened in the key ways discussed below, both in terms of land use and transportation alignment and regional goods movement.

Land Use and Transport Integration

TransLink supports the policy direction in the draft OCP to focus growth in the Ambleside Town Centre (the RGS designated Municipal Town Centre) and the Marine Drive Local Area, given existing Frequent Transit Network level of service along Marine Drive as well as the Marine-Main B-Line that will be implemented in 2019. The intensification of growth in these areas will help to advance the goals of the RTS and RGS, and aligns with the recently completed *Marine-Main Frequent Transit Corridor Study*.

In terms of housing diversity within these growth areas, we suggest including specific policy within the local area plans to secure affordable housing options close to transit, given confirmation from Metro Vancouver's recently completed [Transit-Oriented Affordable Housing Study](#) that people living in renter households are more likely to use transit.

Jim Bailey
March 21, 2018

RE: The District of West Vancouver's Official Community Plan: Part One Higher-Level Objectives and Policies

We also suggest these housing policies respond to Metro Vancouver's [Regional Affordable Housing Strategy](#) which lays out specific municipal actions for housing affordability.

TransLink acknowledges the draft OCP's objective to concentrate development around Cypress Village and Cypress West. From a transit perspective however, we reiterate our previous comments (see attached May 12, 2016 correspondence) regarding the focusing of growth at Cypress Village, and expectations around future transit service. The Cypress Village and Cypress West neighbourhoods are not located along a reasonably direct corridor connecting other transit destinations, one of the key principles of the [Transit-Oriented Communities Design Guidelines](#). They are also not located in or near a designated Urban Centre or along the Frequent Transit Network (FTN). Given their location, it would be difficult to serve these proposed neighbourhoods cost effectively, particularly with more than a basic level of service.

Goods Movement and the Major Road Network

TransLink supports the OCP's direction to facilitate effective and efficient goods movement within the transportation network, and to support walking and cycling. Noting several policies that provide road space reallocation and infrastructure improvement to support the pedestrian and cycling network, we suggest the addition of wording in the OCP to clarify that TransLink has a statutory role to approve actions that:

- i. Reduce the people moving capacity of the Major Road Network (MRN); and/or
- ii. Prohibit the movement of trucks on any road (except for provincial highways); regardless of whether or not that road is part of the MRN.

For any changes that might affect the MRN and/or truck movements, TransLink staff are able to work with District staff to review any such proposals (including, but not limited to, lane reductions, traffic and pedestrian signalization, traffic calming etc.) and to work towards achieving a mutually supported outcome.

We have attached to this letter further details on the above items, as well as additional comments on the draft OCP. Thank you again for this opportunity to provide input into the District's draft OCP update, and we look forward to remaining involved as the plan evolves. If you wish to discuss the comments further, please contact Joanna Brownell, Manager, Partner Planning, at 778 375 7863 or joanna.brownell@translink.ca.

Sincerely,



Sarah Ross
Director, System Planning

cc James Stiver, Manager, Growth Management and Transportation, Metro Vancouver

Additional Detailed Comments on the Draft Official Community Plan

As noted above, TransLink sees the overall direction of the draft OCP as advancing the goals of the *Regional Transportation Strategy*. We acknowledge the efforts to encourage housing diversity and locate multifamily housing close to transit as outlined in Section 2.1. We have highlighted below a few key areas for further comment and suggested changes.

2.1 Existing Neighbourhoods

1. Consider including language about strengthening last mile connections (cycling and pedestrian improvements) to existing transit service for those neighbourhoods located at a distance from the Frequent Transit Network.
2. Map 2 on page 18: Please clarify what is meant by Marine Drive "Transit Corridor", noting that none of TransLink's plans identify frequent transit on Marine west of Dundarave.
3. TransLink acknowledges the linkages made between proposed growth, the Frequent Transit Network and Municipal Town Centres. To further strengthen this connection, we suggest considering the additional focus of development within 400-800 metres of future B-Line stops.
4. Consider including specific policy in the local area plans to secure affordable housing and diversity of housing tenure close to transit, in particular future B-Line stops, and to respond to suggested actions outlined in Metro Vancouver's *Regional Affordable Housing Strategy* (RAHS). Municipal actions outlined in the RAHS include:
 - Goal 2j: establishing bedroom mix objectives in new condominiums and purpose built rental housing.
 - Goal 3q: allocating housing reserve fund to affordable housing projects based on clearly articulated and communicated policies.
 - Goal 4g: establishing transit-oriented inclusionary housing targets for purpose built rental and affordable housing within 800 metres of new or existing rapid transit stations and 400 metres of frequent bus corridors that are anticipated to accommodate enhanced residential growth (paraphrased).

2.4 Mobility and Circulation

Encouraging walking and cycling

1. Consider strengthening cycling related language to identify that cycling facilities should be comfortable for all or most people. Such facilities may be eligible for various TransLink cost-share funding programs.
2. As previously noted, TransLink has a statutory role to approve actions that:
 - Reduce the people moving capacity of the Major Road Network (MRN); and/or

- Prohibit the movement of trucks on any road (except for provincial highways); regardless of whether or not that road is part of the MRN.

Supporting transit mobility and regional connections

1. Consider including language that emphasizes the critical role of transit along Marine Drive, and reallocating road space for transit priority, particularly in reference to the future Marine-Main B-Line service.
2. Consider including language about investment in pedestrian connections to and from future B-Line stops, and supportive TDM and parking policies around B-Line stops to encourage transit ridership.
3. We look forward to continued work together on upcoming transit improvements. Phase One of the 10-Year Vision (2017-2019) includes the following transit improvements for the District of West Vancouver and surrounding North Shore:
 - a) Bus improvements:
 - In 2018 service is planned to be increased on the 229.
 - In 2019 a B-Line is planned to be implemented along Marine Drive/Main corridor.
 - b) SeaBus improvements:
 - In 2019, with a new SeaBus vessel, service is planned to be increased to every 10 minutes during the peak.
 - c) Facilities improvements:
 - In 2019, upgrades to Phibbs Exchange and Lonsdale Quay Bus Exchange will complete. The upgrades will result in improved customer experience, transit efficiency and safety, and better integration with the surrounding neighbourhood.
4. Note that walking and cycling initiatives could potentially be proposed as candidates for TransLink various cost-share funding programs.

To: Regional Planning Committee

From: James Stiver, Division Manager, Growth Management and Transportation
Parks, Planning and Environment Department

Date: May 29, 2018 Meeting Date: June 8, 2018

Subject: ***Metro Vancouver 2040: Shaping our Future* Land Use Designation Amendment
Request from the Township of Langley – Williams Neighbourhood Plan**

RECOMMENDATION

That the MVRD Board:

- a) initiate the *Metro 2040* minor amendment process and in response to the Township of Langley's request to amend the regional land use designations for the Williams Neighbourhood Plan area, amending 4 hectares of lands designated Mixed Employment to General Urban and 2 hectares of lands designated General Urban to Mixed Employment;
 - b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018; and
 - c) direct staff to notify affected local governments as per *Metro Vancouver 2040: Shaping our Future* section 6.4.2.
-

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider the Township of Langley's request to amend *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, for the Williams Neighbourhood Plan area (Attachment 1).

BACKGROUND

Metro 2040 includes provisions for member jurisdictions to request amendments to regional land use designations. On April 8, 2018, the Township of Langley Council gave first and second reading to Langley *Official Community Plan Amendment Bylaw 1979 No. 1842 (Williams Amendment) Bylaw 2018 No. 5334*. The amendment bylaw will implement the newly minted Williams Neighbourhood Plan completed by the Township.

At the April 8, 2018 meeting, Township Council also passed the following resolution:

That Council submit a request to Metro Vancouver for amendments to the Regional Growth Strategy land use designations from General Urban to Mixed Employment and from Mixed Employment to General Urban, as set out in Bylaw 2018 No. 5334;

A public hearing for the Williams Amendment was held on April 23, 2018, and Township of Langley Council read *Official Community Plan Amendment Bylaw 1979 No. 1842 (Williams Amendment) Bylaw 2018 No. 5334* a third time on May 7, 2018. A Council decision on final adoption of the Bylaw will be

scheduled following a Metro Vancouver Regional District (MVRD) Board decision on the requested *Metro 2040* amendment.

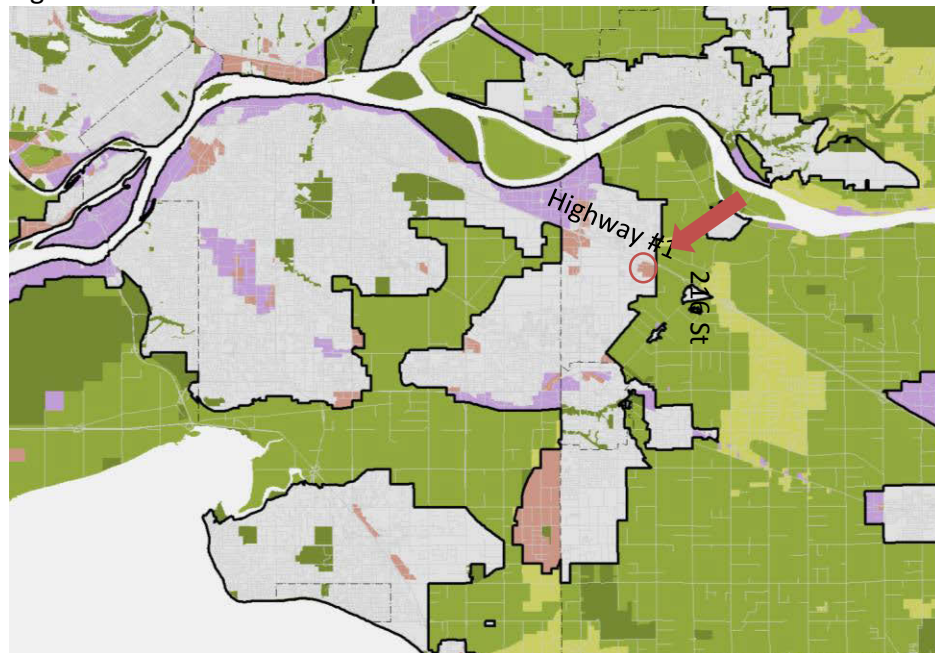
PROPOSED METRO 2040 LAND USE DESIGNATION AMENDMENT

The proposed amendment includes lands with a General Urban and Mixed Employment regional land use designation. On May 8, 2018 Metro Vancouver received a written request from the Township of Langley to consider a *Metro 2040* amendment for the Williams Neighbourhood Plan area (Attachment 2). This is a *Metro 2040* Type 3 minor amendment requiring an amendment bylaw that receives an affirmative 50%+1 weighted vote of the Board at each reading, and no regional public hearing.

DETAILS OF THE PROPOSED AMENDMENT

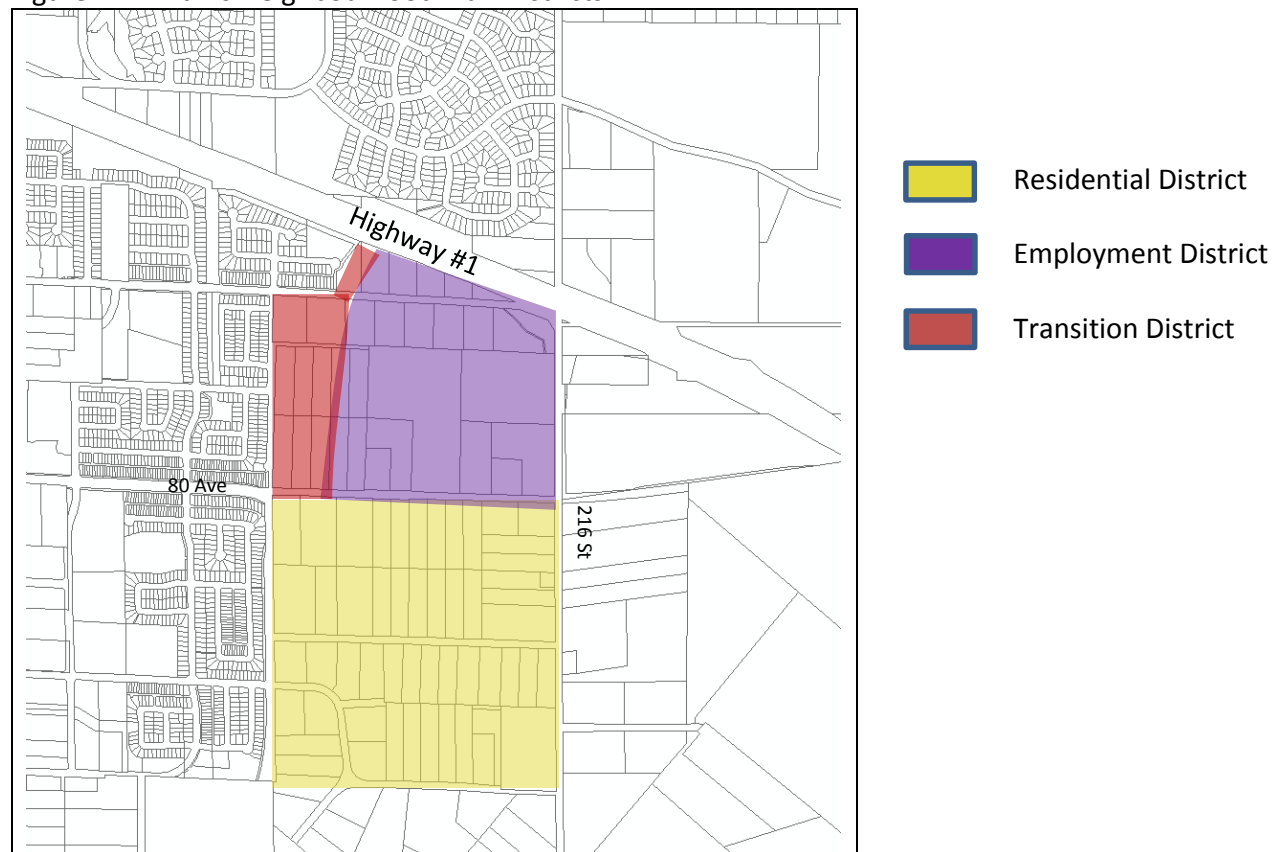
The Williams area is one of a number of areas within the Township's Willoughby Plan area where semi-rural land uses within the *Metro 2040* Urban Containment Boundary are planned for future urban development (See Figure 1). The current *Metro 2040* land use designations in the Williams area were submitted by the Township of Langley in its regional context statement, which was accepted by the MVRD Board on November 25, 2016. The Williams area is adjacent to Highway #1, at 216 Street, where a future interchange is planned.

Figure 1. Context for the Proposed Williams Amendment



As is generally the process with community land use planning processes, the Willoughby Area Plan established an initial land use concept for the component Williams area, with detailed land use planning intended to occur through a subsequent comprehensive neighbourhood planning process. The proposed Williams Neighbourhood Plan, initiated by the Township in September 2015, is the result of that subsequent work. The Neighbourhood Plan incorporates a large, 110 hectare area, encompassing 3 districts for employment uses, residential uses, and a transition area (see Figure 2).

Figure 2. Williams Neighbourhood Plan Districts



As a result, the proposed *Metro 2040* land use amendments are intended to fine tune and appropriately buffer the proposed General Urban residential uses from the proposed light industrial/commercial uses within the Mixed Employment designated areas of the Williams plan; the greenway network buffer is proposed to be located within the General Urban area. This reconfiguration of the *Metro 2040* General Urban and Mixed Employment designation boundaries would result in the conversion of 2 hectares from General Urban to Mixed Employment, and 4 hectares from Mixed Employment to General Urban, resulting in a net decrease of 2 hectares of Mixed Employment lands (see Figure 3).

The Williams Neighbourhood is within the larger Willoughby area of the Township of Langley. The associated area plan is significant in the implementation of *Metro 2040* as it establishes a land use concept that will guide the continuing transformation of this emerging urban subregion from its current semi-rural residential status to urban. The area is within the *Metro 2040* Urban Containment Boundary and is anticipated for future urban development.

Figure 3. Existing and Proposed Metro 2040 Designations



Application Review

The Township of Langley's proposed amendment was assessed in relation to the applicable *Metro 2040* provisions. Site considerations identify locational factors that may have significant implications for *Metro 2040*. The intent of the regional site assessment is not to interfere with municipal planning, but rather to identify potential regional planning implications or any regional significance of the proposed land use changes.

The proposed amendment would redesignate 4 hectares of land designated Mixed Employment to General Urban, and redesignate 2 hectares of land designated General Urban to Mixed Employment. The *Metro 2040* General Urban designation allows all forms of urban development.

Under *Metro 2040* Goal 2 - *Support a Sustainable Regional Economy*, Metro Vancouver and its member jurisdictions have committed to *Protecting the Supply of Industrial Land*. This strategy contains two regional land use designations, Industrial and Mixed Employment, both intended to support industrial uses, and the latter to also facilitate commercial and other employment related uses to help meet the needs of the regional economy. Neither regional designation permits residential uses.

In implementing the policy actions under this strategy, Metro Vancouver and member jurisdictions have identified the need to manage the employment – residential interface to protect the integrity and viability of industrial and employment uses, while addressing and minimizing impacts to adjacent residential areas.

In consideration of the above, staff recognize the extensive public engagement and plan evaluation process undertaken by the Township to prepare the Williams Neighbourhood Plan, the foundational work of which was established by the Willoughby Community Plan in 1998. Staff also appreciate that the area is currently not developed as an employment area, but rather planned to accommodate a range of business activities such as light industrial, manufacturing, warehousing and office uses that will be a mix of locally and community servicing in nature. The introduction of these types of uses, proximate to the existing Yorkson neighbourhood to the west of 212 Street, and north of 83 Avenue, does create a potential for conflict with more sensitive land uses, such as residential. The proposed Williams Plan:

- creates a transitional area between the established neighbourhood and the future employment district in the Williams Neighbourhood;
- provides for a gradual transition in housing types/density and accommodate a greenway/conservation lands to act as a buffer between the neighbourhoods;
- provides a mix of housing and employment opportunities;
- provides a separator between the Fraser Highway and the new proposed residential uses; and
- provides additional lands for commercial and industrial development/jobs in proximity to housing, and urban amenities.

The intent of *Metro 2040's* Strategy 5.1 is to coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking. Land use changes can and often significantly influence travel patterns.

As required under *Regional Growth Strategy Procedures Bylaw No. 1148, 2011*, Metro Vancouver staff prepared a report that was presented to the May 11, 2018 meeting of the Regional Planning Advisory Committee (RPAC) for information and comment. RPAC received the staff report for information and did not provide comment.

Metro Vancouver staff conclude that the proposed amendments are generally consistent with *Metro 2040* goals and strategies, as they provide additional lands for commercial and industrial uses within the Urban Containment Boundary and in proximity to housing and urban amenities, in a way that manages the interface with adjacent residential uses.

ALTERNATIVES

1. That the MVRD Board:

- a) initiate the *Metro 2040* minor amendment process and in response to the Township of Langley's request to amend the regional land use designations for the Williams Neighbourhood Plan area, amending 4 hectares of lands designated Mixed Employment to General Urban and 2 hectares of lands designated General Urban to Mixed Employment;
- b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018; and
- c) direct staff to notify affected local governments as per *Metro Vancouver 2040: Shaping our Future* section 6.4.2.

2. That the MVRD Board decline the *Metro Vancouver 2040: Shaping our Future* land use designation amendment request from the Township of Langley for the Williams Neighbourhood Plan area.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the recommendations of this report. If the MVRD Board chooses Alternative 1, staff will prepare correspondence notifying affected local governments of the proposed amendment to provide an opportunity for comment. Once the notification period is closed, staff will return with a summary of comments and the Board can then consider 3rd and final reading of the amendment bylaw. The Township of Langley will also be requested to submit a consequential amendment to its Regional Context Statement. If the MVRD Board chooses Alternative 2, the *Metro 2040* amendment will not proceed. The Township of Langley may challenge the decision and engage a dispute resolution process.

SUMMARY / CONCLUSION

The Township of Langley has requested that MVRD Board consider a Type 3 minor amendment to *Metro 2040* for its Williams Neighbourhood Plan area. The proposed amendment is consistent with *Metro 2040* strategy for development in urban areas in that it contributes to integrating an area designated for employment uses into an existing urban residential neighbourhood in a growing area of the region.

Primarily, the amendment creates a detailed plan for this portion of the Willoughby area by accommodating a range of future business activities such as light industrial, manufacturing, warehousing and office uses that will be a mix of locally and community serving in nature, proximate to the established Yorkson residential neighbourhood.

Metro 2040 allocates and anticipates lands within the Urban Containment Boundary for the development of new urban communities. The Township of Langley's Willoughby area is one of the larger developing urban areas in the region. Staff recommend Alternative 1, as the proposed amendment will serve to shape the form of this emerging urban area in a manner generally consistent with *Metro 2040's* goals and strategies.

Attachments

1. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018*
2. Township of Langley correspondence dated May 8, 2018 regarding *Official Community Plan Amendment Bylaw 1979 No. 1842 (Williams Amendment) Bylaw 2018 No. 5334 (Orbit Doc 25406971)*

25366805

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1266, 2018**

A Bylaw to Amend
Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010.

Township of Langley - Williams

WHEREAS the Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

NOW THEREFORE, the Board of the Metro Vancouver Regional District in open meeting assembled enacts as follows:

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:
 - a) Re-designating the subject Township of Langley Williams site from Mixed Employment to General Urban, as shown in Schedule "A" attached to and forming part of this Bylaw;
 - b) Re-designating the subject Township of Langley Williams site from General Urban to Mixed Employment, as shown in Schedule "A" attached to and forming part of this Bylaw; and
 - c) Maps 2, 3, 4, 6, 11, and 12 contained in *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* are deleted and replaced with Maps 2, 3, 4, 6, 11 and 12 as contained in Schedule "B" attached to and forming part of this Bylaw.
2. The official citation for this bylaw is *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018*. This bylaw may be cited as *Regional Growth Strategy Amendment Bylaw No. 1266, 2018*.

READ A FIRST TIME this _____ day of _____, 2018.

READ A SECOND TIME this _____ day of _____, 2018.

READ A THIRD TIME this _____ day of _____, 2018.

PASSED, AND FINALLY ADOPTED this _____ day of _____, 2018.

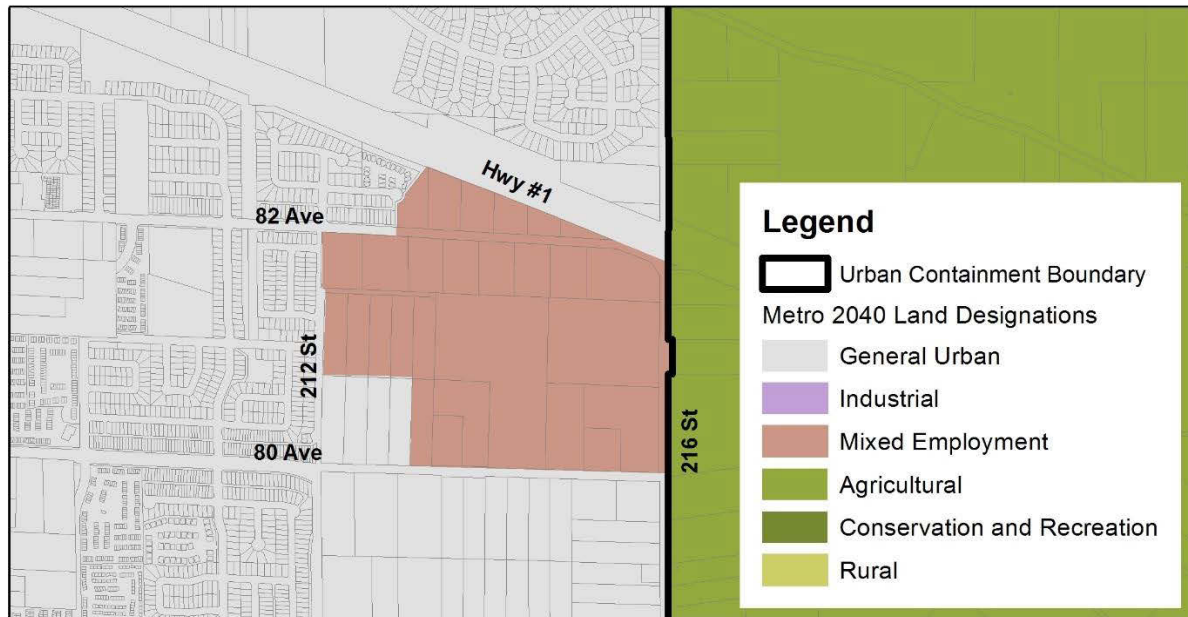
Chris Plagnol, Corporate Officer

Greg Moore, Chair

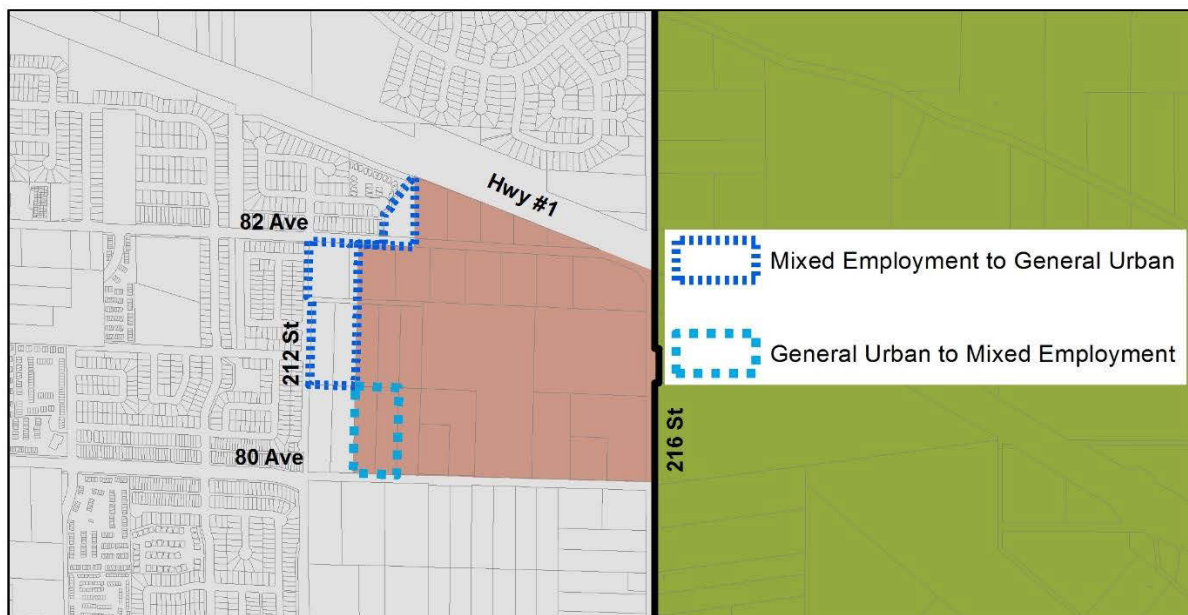
SCHEDULE A

The Township of Langley *Williams* amendment includes lands redesignated from Mixed Employment to General Urban, and from General Urban to Mixed Employment.

Prior to Amendment

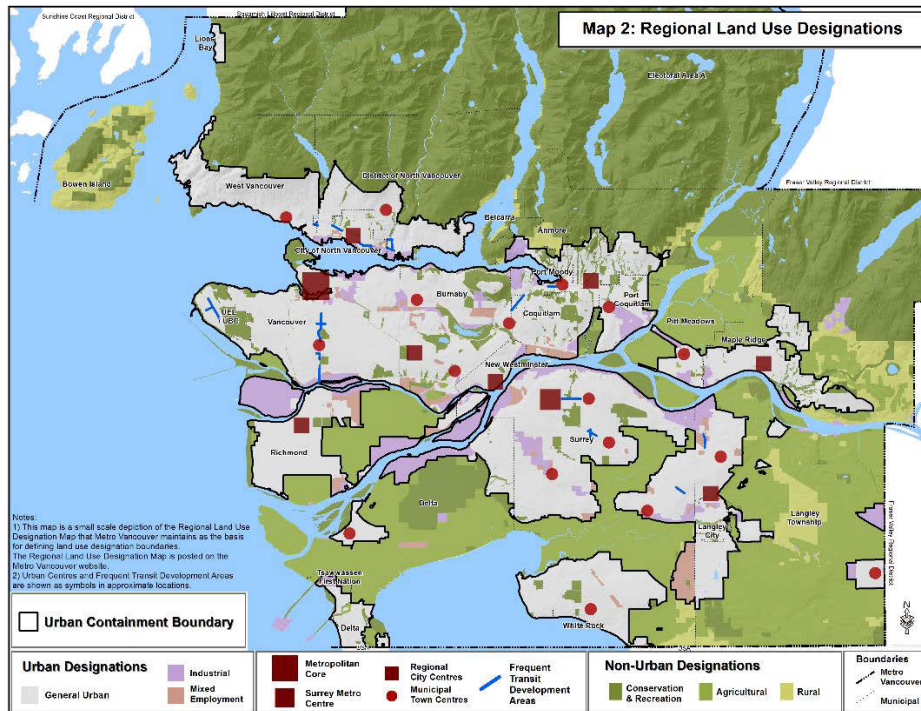


Post Amendment

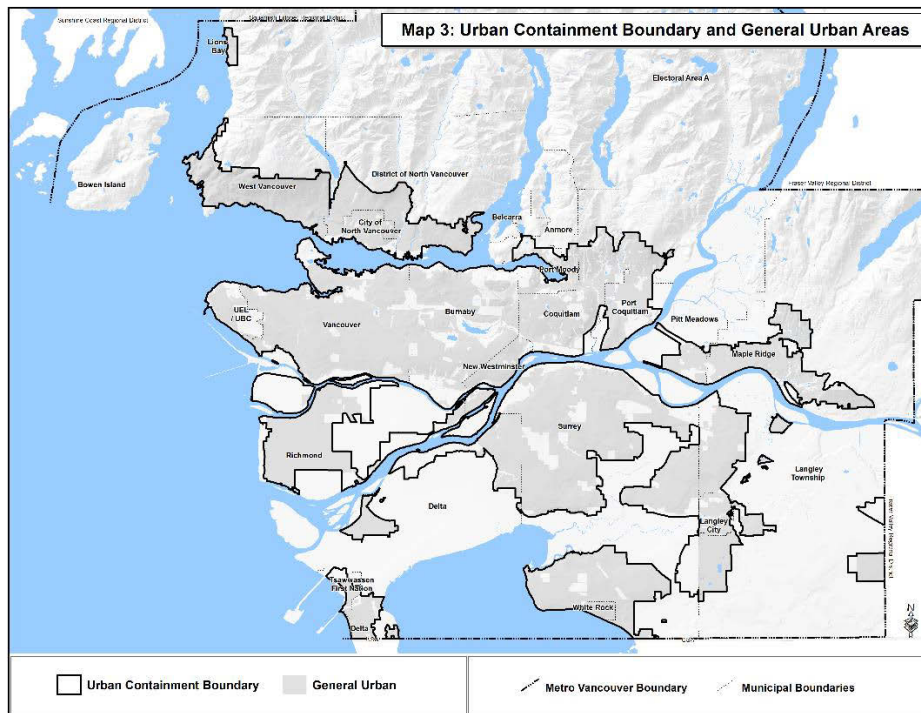


SCHEDULE B

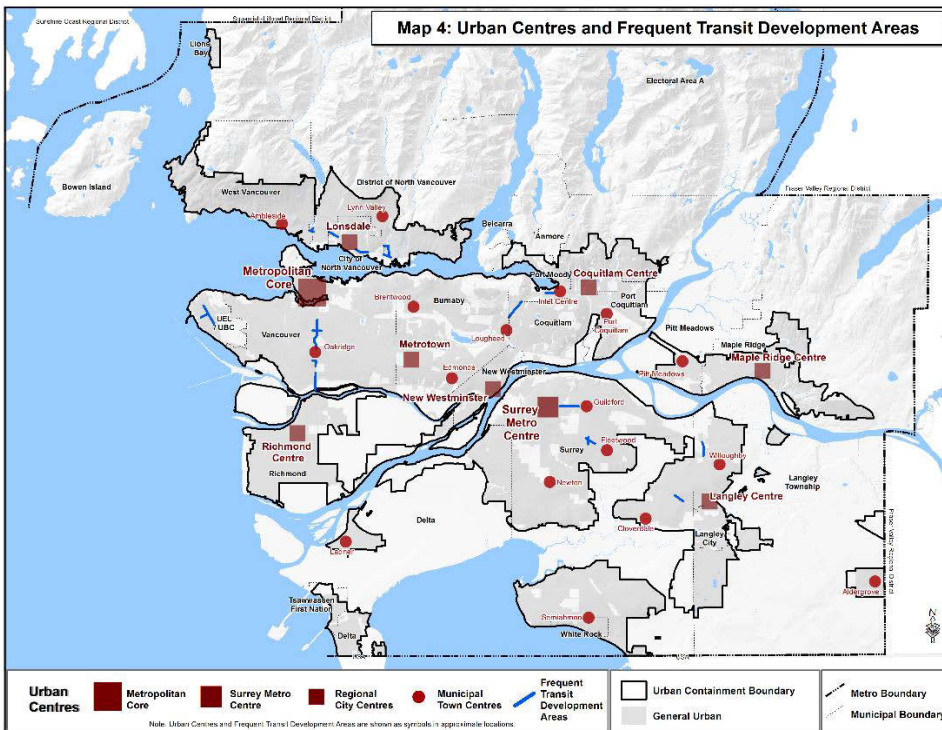
Map 2 Regional Land Use Designations



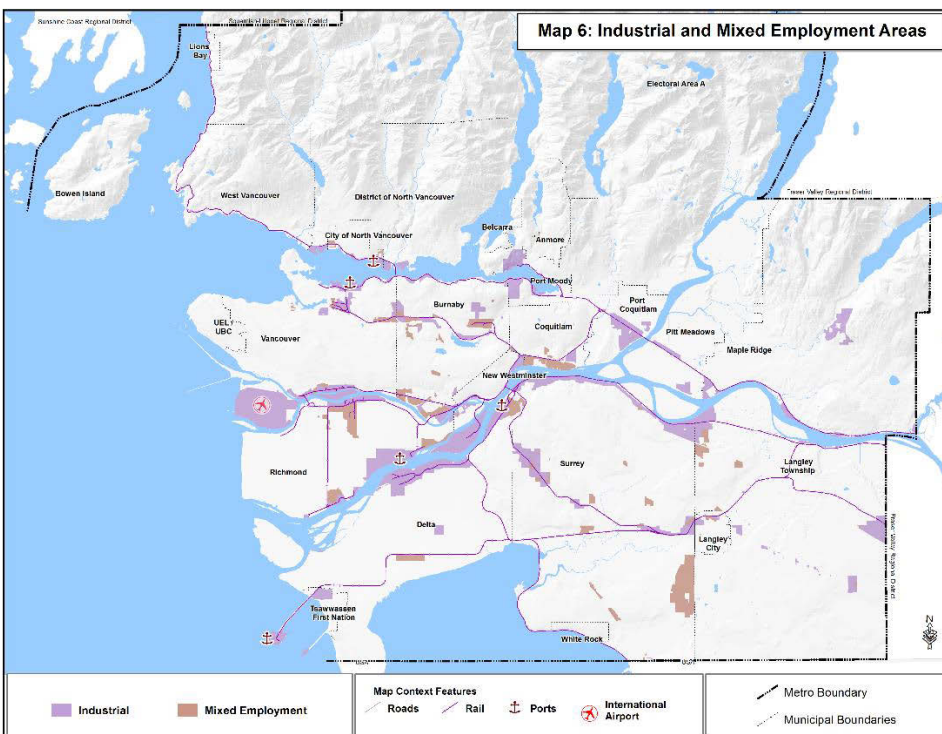
Map 3 Urban Containment Boundary and General Urban Areas



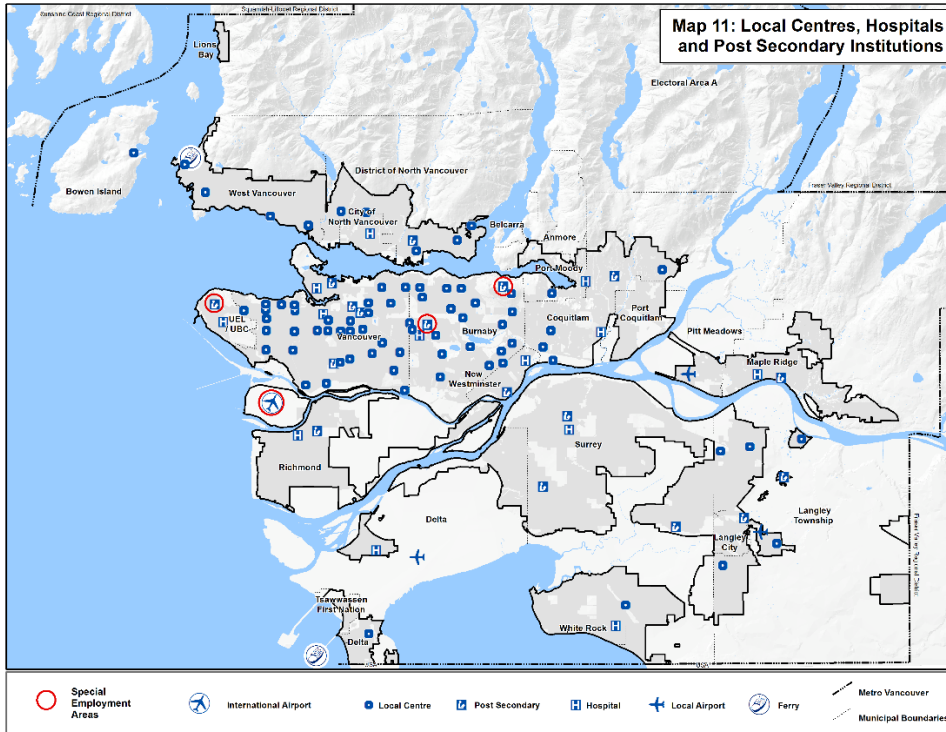
Map 4 Urban Centres and Frequent Transit Development Areas



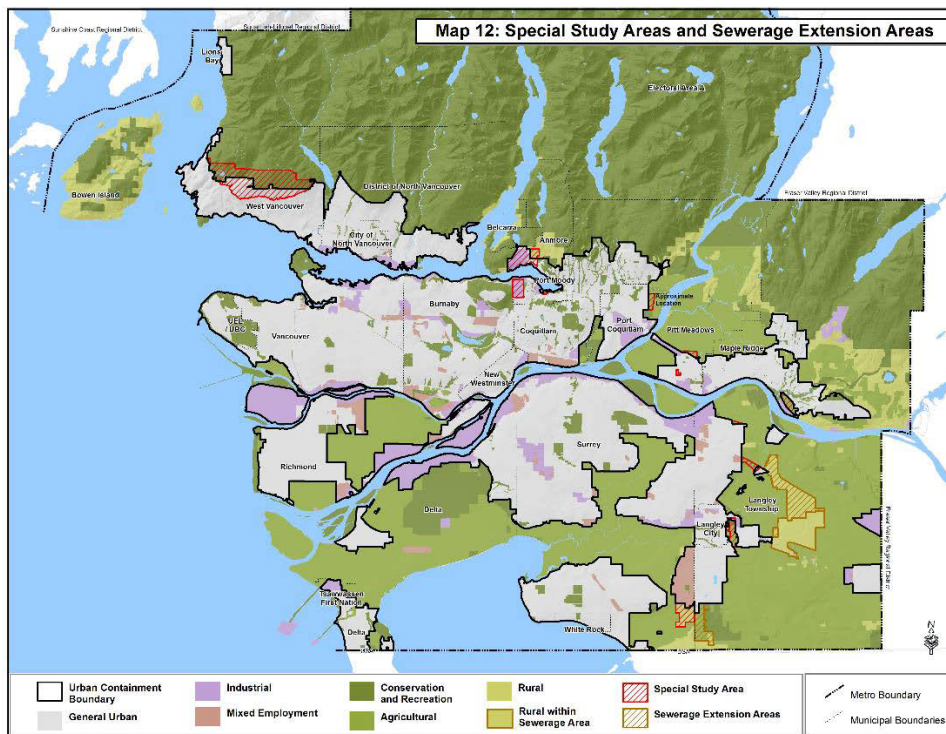
Map 6 Industrial and Mixed Employment Areas



Map 11 Local Centres, Hospitals and Post-Secondary Institutions



Map 12 Special Study Areas and Sewerage Extension Areas





Est. 1873

May 8, 2018

Bylaw No 5334 and 5335

James Stiver, Manager,
Growth Management and Transportation
Metro Vancouver
Via Email: James.Stiver@metrovancover.org

Heather McNell,
Director of Regional Planning and Electoral Area Services
Metro Vancouver
Via Email: Heather.McNell@metrovancover.org

Terry Hoff
Senior Regional Planner
Metro Vancouver
Via Email: Terry.Hoff@metrovancover.org

Dear James Stiver, Heather McNell and Terry Hoff:

**Re: "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment
(Williams Amendment) Bylaw 2018 No. 5334"; and**

**"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment
(Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment
(Williams Neighbourhood Plan) Bylaw 2018 No. 5335"**

Attached is a copy of Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Amendment) Bylaw 2018 No. 5334, certified correct at third reading, along with accompanying Bylaw No. 5335 and the draft May 7, 2018 Regular Evening Council meetings, including Council amendments.

Bylaw 2018 No. 5334 amends the Official Community Plan by adjusting the configuration of the land use designation at the interface between the neighbourhoods of Yorkson and Williams, resulting in boundary and land use changes from Urban to Mixed Employment and Mixed Employment to Urban in the Williams Neighbourhood area.

Township Council is requesting Metro Vancouver make amendments to the Regional Growth Strategy land use designations from General Urban to Mixed Employment and from Mixed Employment to General Urban, as set out in Bylaw 2018 No. 5334.

The revised Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335 will be forwarded, once all the amendments have been incorporated in the plan.

If you have any questions, please feel free to call Stephen Richardson of our Community Development Division at 604.533.6042.

Yours truly,

A handwritten signature in dark ink, appearing to read 'W. Bauer', written in a cursive style.

Wendy Bauer, CMC
TOWNSHIP CLERK

Attachments

copy: S. Richardson, Director, Development Services/Approving Officer

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLIAMS AMENDMENT) BYLAW 2018 NO. 5334**

EXPLANATORY NOTE

Bylaw 2018 No. 5334 amends the Official Community Plan by adjusting the configuration of the land use designation at the interface between the neighbourhoods of Yorkson and Williams, resulting in boundary and land use changes from Urban to Mixed Employment and Mixed Employment to Urban in the Williams Neighbourhood area.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

**LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLIAMS AMENDMENT) BYLAW 2018 NO. 5334**

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842;

NOW THEREFORE, the Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Amendment) Bylaw 2018 No. 5334".
2. The Langley Official Community Plan Bylaw 1979 No. 1842 as amended is further amended by amending 'Map 1 – Land Use' to change the designation of lands from Urban to Mixed Employment and from Mixed Employment to Urban for areas as shown on Schedule 'A' attached to and forming part of this bylaw.
3. The Langley Official Community Plan Bylaw 1979 No. 1842 as amended is further amended by amending 'Map A-1 – RGS Land Use' in Schedule 1 Regional Context Statement to change the designation of lands from General Urban to Mixed Employment and from Mixed Employment to General Urban for areas as shown on Schedule 'B' attached to and forming part of this bylaw.

READ A FIRST TIME the	09	day of	April	, 2018
READ A SECOND TIME the	09	day of	April	, 2018
PUBLIC HEARING HELD the	23	day of	April	, 2018
READ A THIRD TIME the	07	day of	May	, 2018
RECONSIDERED AND ADOPTED the		day of		, 2018

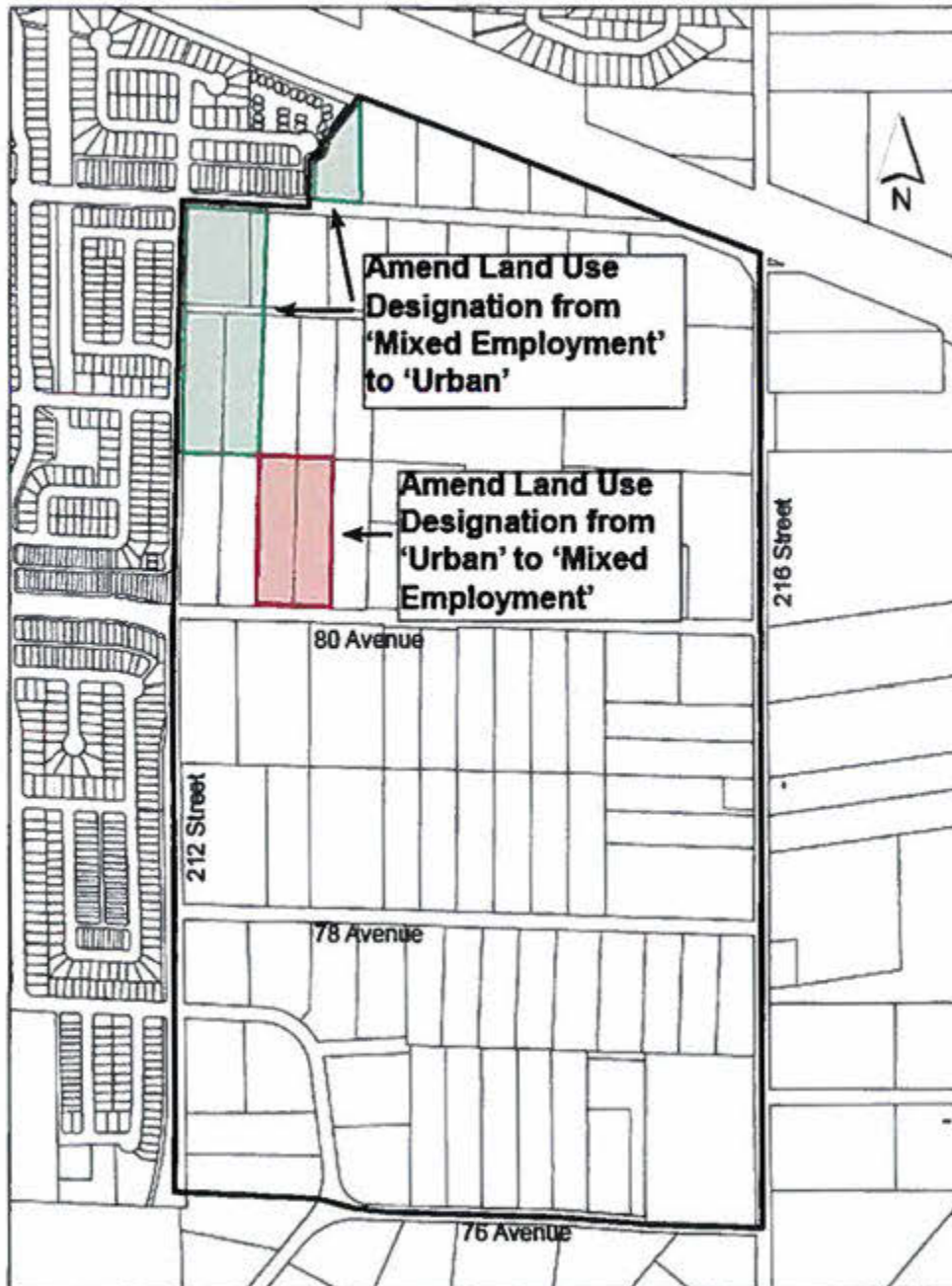
_____ Mayor _____ Township Clerk

CERTIFIED CORRECT AT THIRD READING

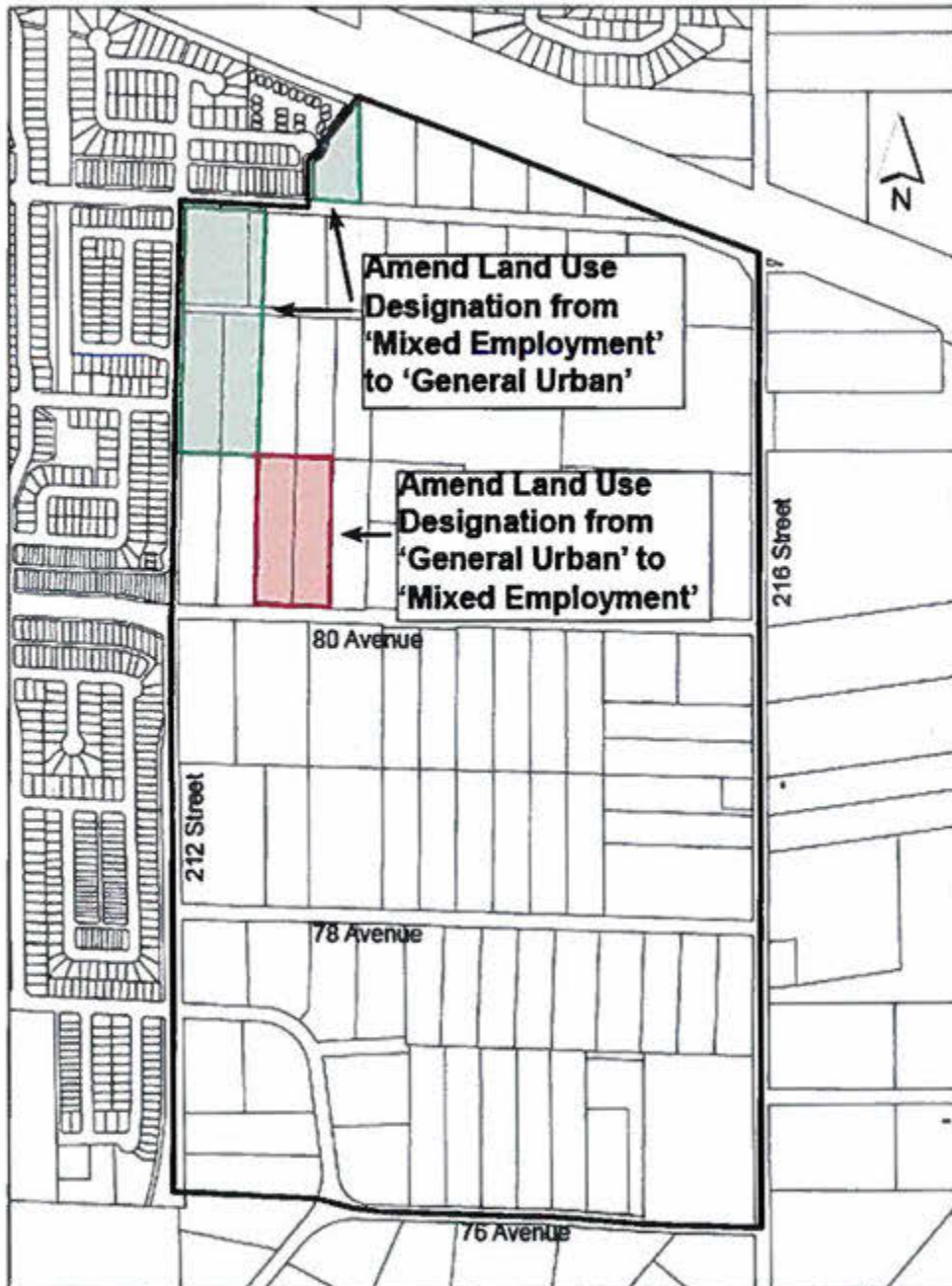


**WENDY BAUER
Township Clerk**

SCHEDULE 'A'
BYLAW NO. 5334



SCHEDULE 'B'
BYLAW NO. 5334



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800

AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335

EXPLANATORY NOTE

Bylaw 2018 No. 5335 amends the Willoughby Community Plan by incorporating the Williams Neighbourhood Plan and related amendments to the land use and road classification provisions of the Willoughby Community Plan. Development permit provisions of the Willoughby Community Plan are also amended, including new design guidelines for outdoor employee amenity spaces, strengthening refinements for agricultural edge and escarpment protection, and the expansion of the Energy Conservation and GHG Emission Reduction Development Permit Area to include the Williams Neighbourhood Plan area.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800

AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended;

NOW THEREFORE, the Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335".
2. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended is further amended by:
 - a) Replacing bullet point "10.", of Section 2.1 Design Principles, with the following:

"10. Areas adjacent to extensive agricultural lands can accommodate a range of land uses, including industrial, commercial, institutional, recreational and residential. Residential uses should be generally and relatively lower density compared to more central Willoughby neighbourhoods (along 200 and 208 Street corridors) in order to contribute to transitions along the urban / rural edge."
 - b) Deleting the second sentence for bullet point "A.", of Sub-Section 3.1.1 Suburban Residential;
 - c) Adding the phrase "and at the 216 Street Interchange in the Williams area" at the end of the first sentence of the paragraph, the phrase "in Carvolth, and more modest scale, yet distinctive buildings in Williams" at the end of the third sentence of the paragraph, and the phrase "and the Williams Plan" at the end of the last sentence of the paragraph, of Sub-Section 3.3.1 Gateway;
 - d) Replacing bullet point "C.", of Section 3.4 Places To Work (Business Park), with the following:

"C. The Business Park area at 80 Avenue near 216 Street is predicated on the Highway #1 interchange at 216 Street. This location has close proximity to provincial highways and provides employment close to home."
 - e) Adding the word 'Williams' in the 'Neighbourhood Plan' column and in the 'Development Permit Area' rows of Areas 'B', 'C', 'G', 'I' and 'O' to the summary matrix in Section 4.0 'Development Permit Areas';

- f) Adding the following development permit guidelines to subsection 4.3.3 'Development Permit Area "G" – Business/Office Park', under the category heading of '*Site Design*':
- "Outdoor employee amenity space is required for employees. Design of the recreation space must provide places to sit and eat appended or immediately adjacent to the main building.
 - Size of amenity space to be scaled to the size of the building(s).
 - Minimum required 35m².
 - Larger buildings may require additional amenity space with multi-tenant buildings providing multiple amenity spaces distributed throughout the site.
 - Design of the recreational space must consider:
 - must be integrated into the overall landscape scheme and coordinated with the overall architecture
 - may be located on the roof of the main building(s)
 - a place(s) to sit and eat that are durable
 - weather protection (precipitation, shade, etc.)
 - landscaping (soft and hard features)
 - avoiding locations near venting or access/egress points
 - locations with limited nuisance (e.g. noises and smells). Design solutions may include, but are not limited to:
 - noise barriers, where appropriate
 - wind protection
 - screening from unsightly uses
 - integration of lighting and servicing (water, gas, electricity, etc.) as warranted
 - In addition, recreational activity space(s) may be considered, such as, but not limited to:
 - basketball hoop(s)
 - horseshoe pit(s)
 - barbeque pit(s)
 - lawn darts
 - badminton net(s)
 - ping pong table(s)
 - putting green(s);

- g) Adding the following development permit 'exemptions', following the list of 'objectives' to subsection 4.3.5 'Development Permit Area "I" – Agricultural Edge and Escarpment Protection':

"The following activities do not require a development permit for Development Permit Area I:

- the construction of, addition to, or alteration of a residential, agricultural or accessory building or structure;
- the construction of, addition to, or alteration of an industrial, a commercial or an institutional building or structure on a lot that is not located immediately adjacent to the ALR boundary or a road that abuts the ALR boundary, provided a restrictive covenant is registered on property title that states that nearby lands are located in the ALR, which may expose the urban lands to nuisances associated with normal farm practices; and

- h) Adding the following development permit guidelines to subsection 4.3.5 'Development Permit Area "I" – Agricultural Edge and Escarpment Protection':

- "Best management practices (BMPs) shall be employed to treat stormwater runoff, attenuate peak flows, and maintain pre-development infiltration rates.
- Building setbacks and buffers shall be established in accordance with the BC Ministry of Agriculture *Guide to Edge Planning: Promoting Compatibility Along Agricultural – Urban Edges*, as updated from time to time. Any required buffers shall be installed prior to commencing building construction.
- A restrictive covenant shall be registered on property title that specifies the required building setback for principal buildings and prohibits the removal of vegetation in the adjacent buffer area.";

- i) Adding the word "Minimum" to the beginning of the phrases '15m Continuous Vegetative Buffer' and '7.5m Continuous Vegetative Buffer' on the two illustrations to subsection 4.3.5 'Development Permit Area "I" – Agricultural Edge and Escarpment Protection';

- j) adding the words "Williams Neighbourhood Plan Schedule "W-10" to Section 5.0;

- k) amending Map 1, "Long Range Land Use Map" to reflect the land use amendments to the Williams Plan Area as shown on Schedule 'A' attached to and forming part of this bylaw;

- l) amending Map 2, "Greenway and Residential Bonus Density Areas" to reflect the greenway amendments in the Williams Plan Area as shown on Schedule 'B' attached to and forming part of this bylaw;

- m) amending Map 4, "Development Permit Areas" to reflect the Development Permit Area amendments in the Williams Plan Area as shown on Schedule 'C' attached to and forming part of this bylaw;

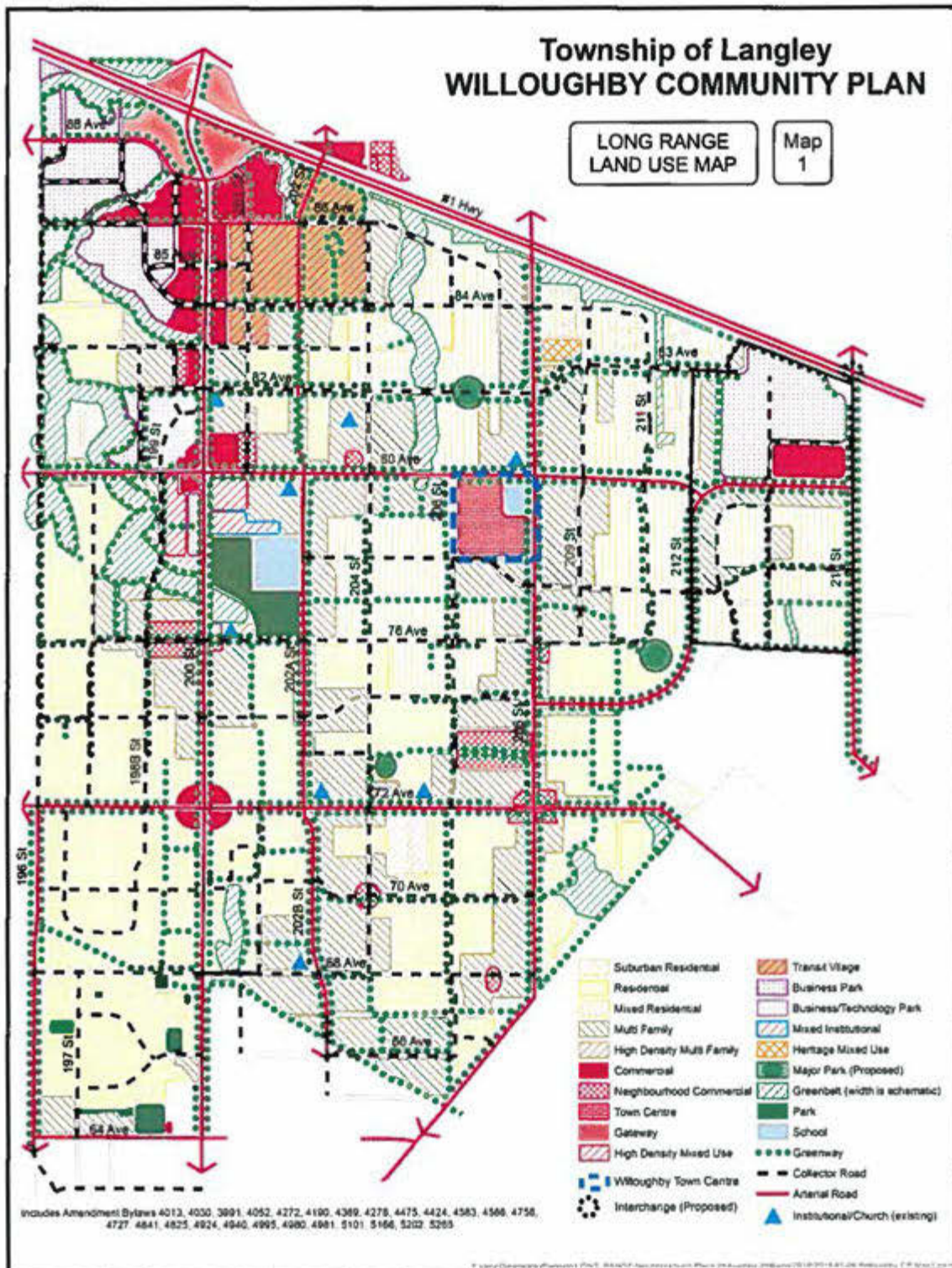
- n) amending Map 4A, "Energy Conservation and GHG Emission Reduction Development Permit Area" to reflect the Development Permit Area amendments in the Williams Plan Area as shown on Schedule 'D' attached to and forming part of this bylaw; and

- o) adding Schedule "W-10" Williams Neighbourhood Plan as shown as Schedule 'E' attached to and forming part of this bylaw.

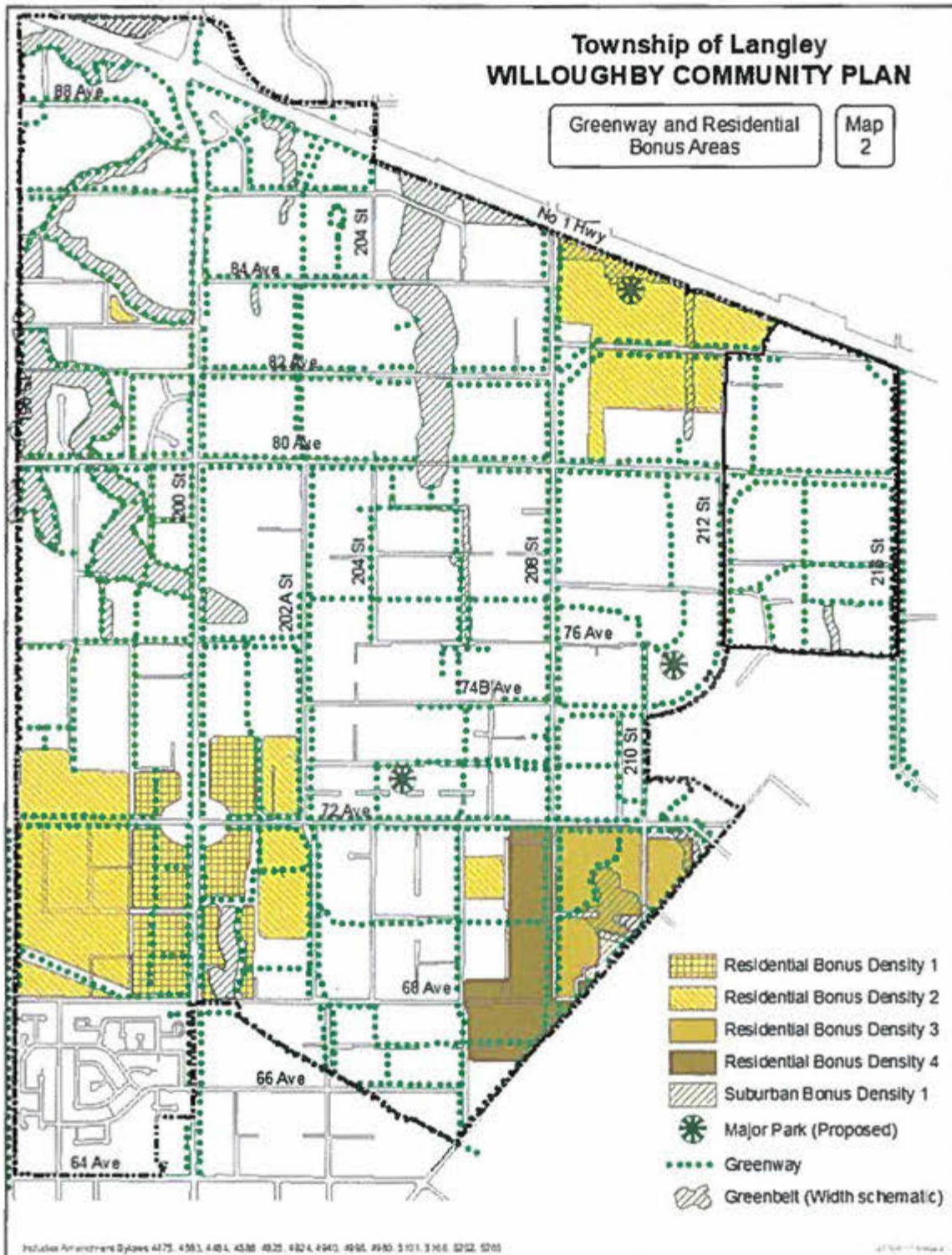
READ A FIRST TIME the	09	day of	April	, 2018
READ A SECOND TIME the	09	day of	April	, 2018
PUBLIC HEARING HELD the	23	day of	April	, 2018
READ A THIRD TIME the	07	day of	May	, 2018
RECONSIDERED AND ADOPTED the		day of		, 2018

_____ Mayor _____ Township Clerk

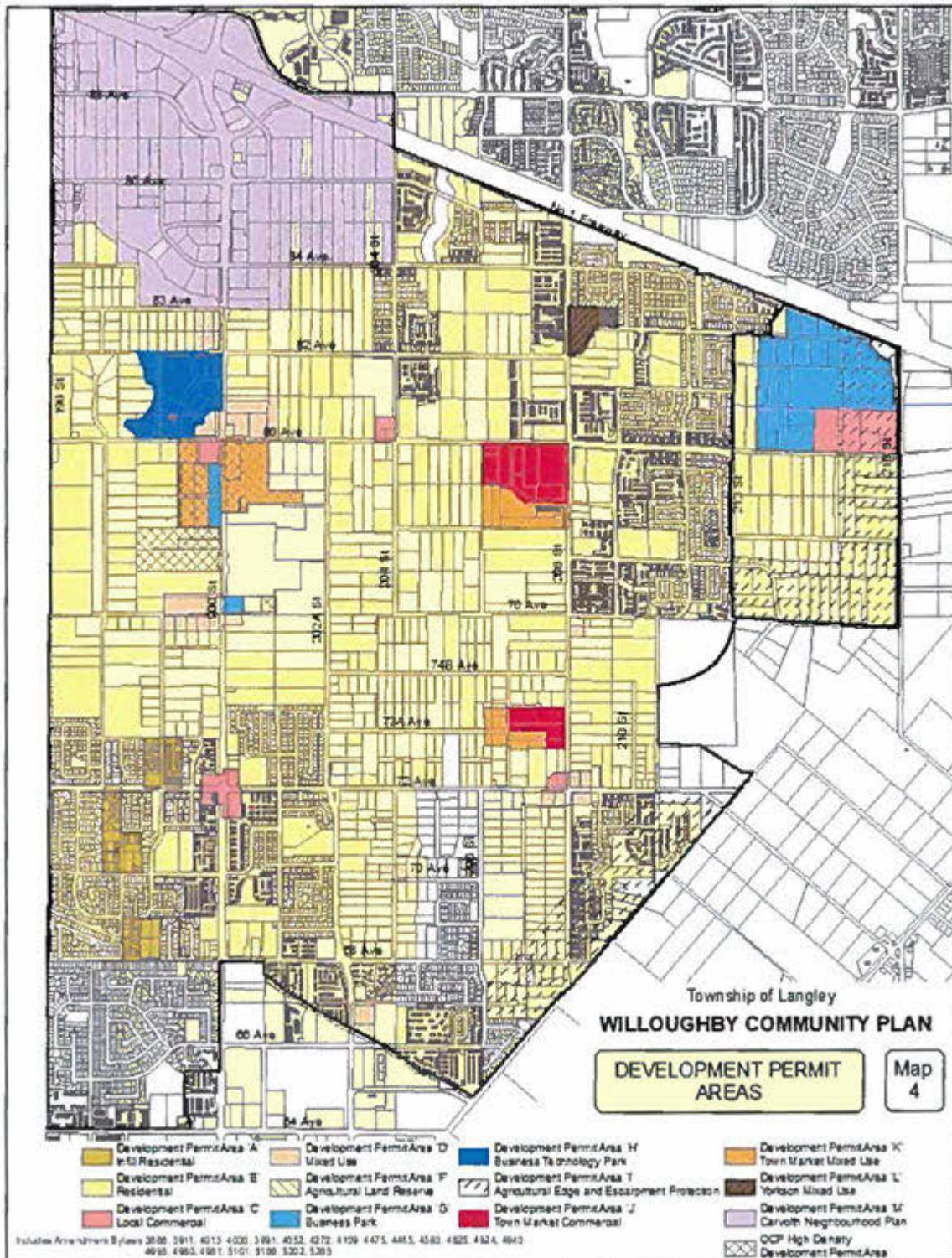
SCHEDULE 'A'
BYLAW NO. 5335



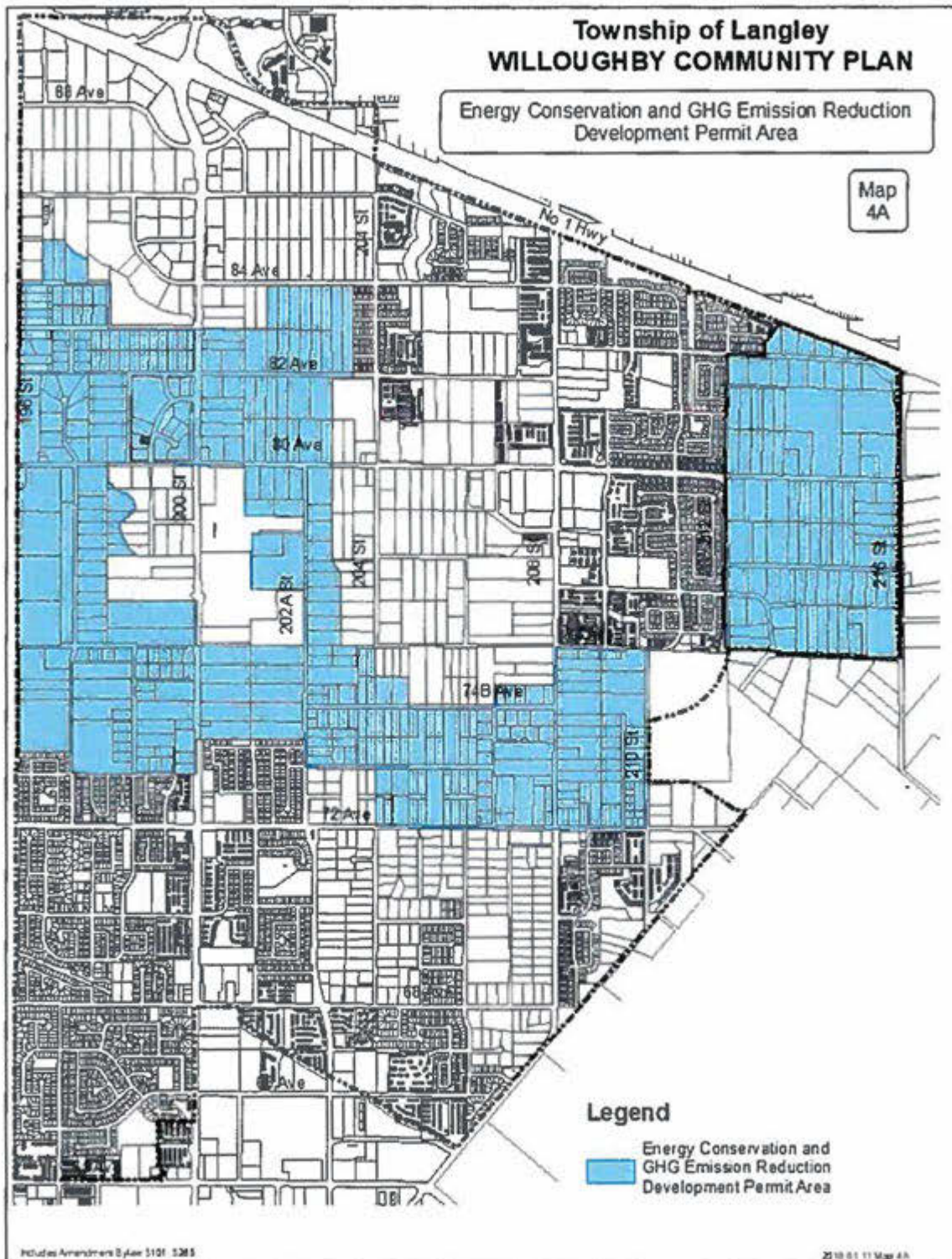
SCHEDULE 'B'
BYLAW NO. 5335



SCHEDULE 'C'
BYLAW NO. 5335



SCHEDULE 'D'
BYLAW NO. 5335



Township of
Langley



Est. 1873

SCHEDULE E
of Bylaw No. 5335

Williams Neighbourhood Plan

Bylaw No. 5335

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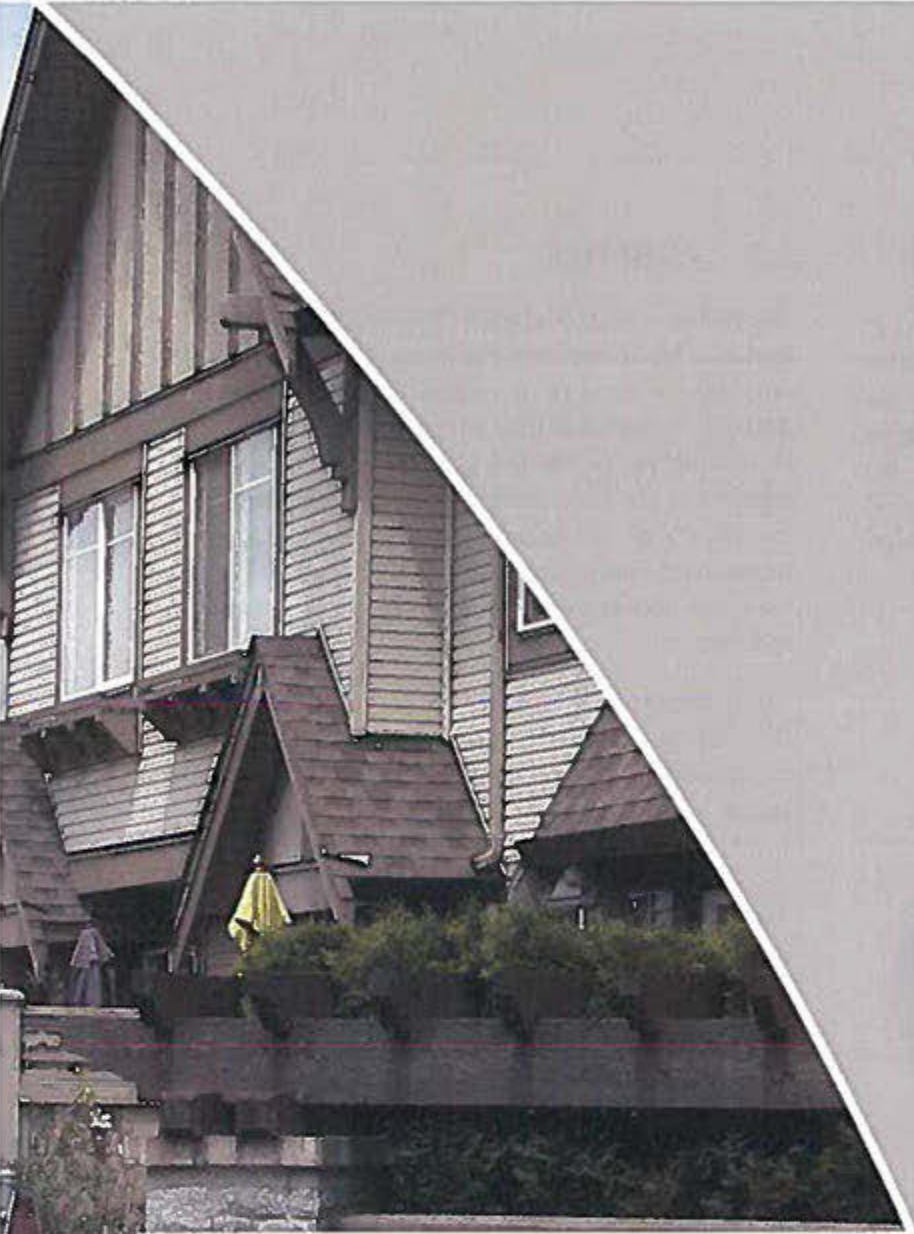


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introduction





This Williams Neighbourhood Plan sets out the vision, goals and policies that will shape growth and development in Williams neighbourhood over the next 20 years and beyond. It provides an overall development framework for the neighbourhood and establishes policies related to land use, parks and open space, greenways and pedestrian connections, place making and identity, mobility and transportation, utilities, financial strategy and implementation.

Introduction

1.1 CONTEXT

The Williams Neighbourhood Plan, which forms part of the Willoughby Community Plan, which in turn forms part of the Township of Langley Official Community Plan (OCP; see Figure 1.1), provides a detailed land use plan to guide change, growth and development in the area. The Williams neighbourhood is a distinct part of Willoughby, and contributes to the building of a sustainable, complete community.



Figure 1.1 | Township of Langley Planning Framework

1.2 PURPOSE

The Williams Neighbourhood Plan seeks to establish a high quality of life for residents, business owners and employees. The Plan is based on a strategy of “completeness” and livability, complementing other neighbourhoods plans in Willoughby, to establish key employment centre lands adjacent to the 216 Street interchange that supports the community, and to include a range of housing, commerce, recreational and public spaces that provide physical and social environments where residents can live, learn, work and play.

An accompanying Engineering Services Plan identifies the location and capacity of existing and proposed future infrastructure, including transportation, water, sewer, and stormwater management facilities.

1.3 PLAN AREA

The Williams Neighbourhood Plan area encompasses 110 hectares (274 acres) and is located in the northeastern portion of Willoughby in the Township of Langley. The Williams neighbourhood is within close proximity to community parks, trails and other amenities and services, and is immediately adjacent to Highway #1 with a full interchange and overpass (at 216 Street) that provides convenient access to Walnut Grove, and other areas in the Township, the Region and points beyond. It is generally bounded by 212 Street (west), Highway #1 (north), 216 Street (east) and 76 Ave (south). The Williams Neighbourhood Plan area is delineated in Figure 1.2.



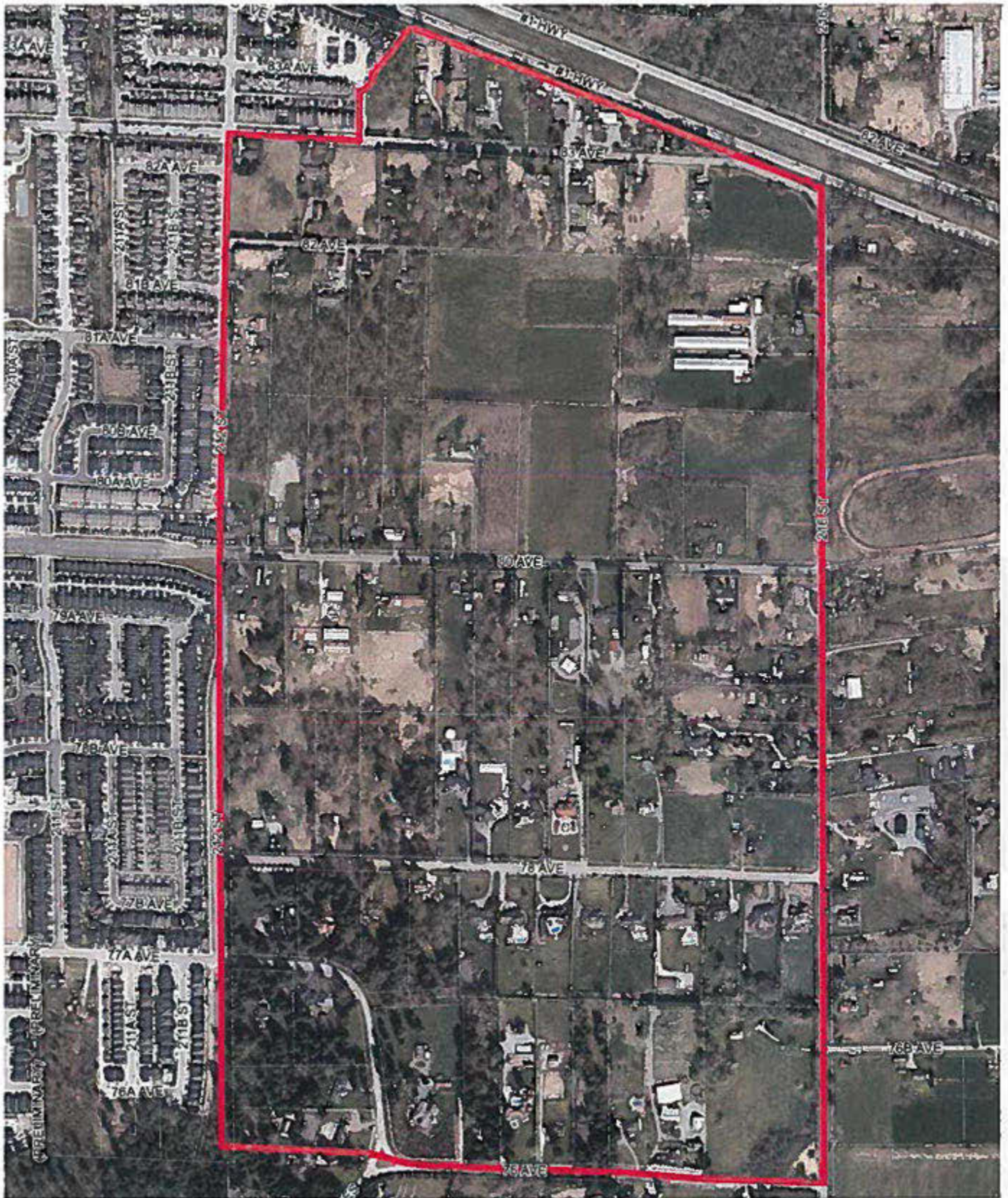


Figure 1.2 | Williams Neighbourhood Plan Area

1.4 PLANNING PROCESS

The planning process for the Williams Neighbourhood Plan followed the project Terms of Reference, endorsed by Council. Public participation and engagement, along with detailed policy, technical, design and planning analysis, were integrated and informed the neighbourhood planning process throughout. Early in the Neighbourhood Plan process, a series of Community Dialogue Sessions, a Neighbourhood Team meeting, a design workshop (participation from Township of Langley staff, consultants and the Neighbourhood Team) and members of the public contributed to the development of initial urban design options for the Williams neighbourhood.

Through additional Neighbourhood Team meetings and four public open houses, which corresponded with key Steps of the planning process, there were various opportunities for focused and interactive community consultation, input and feedback. The Technical Team also met regularly throughout the plan development process to review and integrate input and feedback received from the broader community and property owners within the Williams area, and refine planning and design concepts, up until the final version of the plan was complete (see Figure 1.3 on the page opposite for plan process details).



STEP 2

VISION, GOALS & PRINCIPLES

- Prepare Design Brief, Technical Backgrounder and other supporting documents
- Conduct Technical Team Workshop (#2)
- Identify initial neighbourhood design ideas with the Neighbourhood Team Design Charrette (#2)
- Present ideas from Charrette at a Public Open House (#2)

STEP 4

PREFERRED LAND USE CONCEPT

- Gather technical input and feedback on the Preferred Land Use Concept through a Technical Team Workshop (#4)
- Present Preferred Land Use Concept at a Public Open House (#4)
- Engineering Services Plan

STEP 5

COUNCIL CONSIDERATION OF PROPOSED PLAN

- Finalize Land Use Plan and prepare Williams Neighbourhood Plan
- Bylaw Consideration by Council
- Finalize Engineering Services Plan

STEP 1

ASSETS, OPPORTUNITIES & CHALLENGES

- Endorsement by Council and forming the Neighbourhood Design Team
- Prepare Watercourse Classification Study
- Conduct background technical review and Technical Team Workshop (#1)
- Raise awareness of the project and the engagement process through Community Dialogue Sessions
- Gather input on issues, opportunities & big ideas with stakeholders and organizations through a Neighbourhood Design Team Workshop (#1)
- Held Public Open House (#1)

STEP 3

CONCEPT OPTIONS

- Gather technical input and feedback on draft neighbourhood concepts through a Technical Team Workshop (#3)
- Review and gather feedback on draft neighbourhood concepts through a Neighbourhood Team Workshop (#3)
- Present refined versions of the draft neighbourhood concepts at a Public Open House (#3)

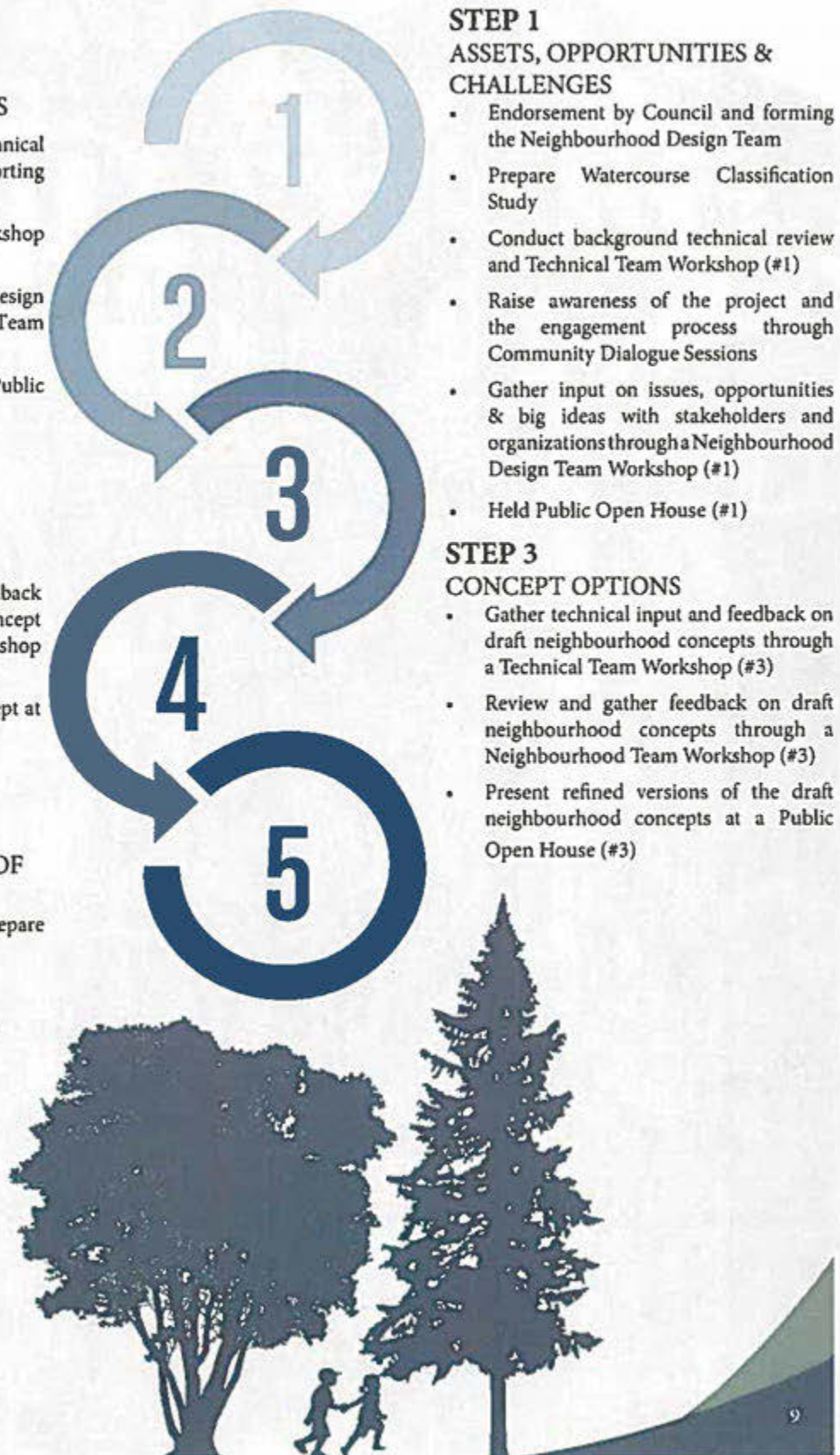


Figure 1.3 | Williams Neighbourhood Planning Process



1632

This section provides an overview of the main physical attributes and policy framework that has informed and guided the preparation of this Williams Neighbourhood Plan.

Background and Planning Context

2.1 SITE PLANNING CONTEXT

2.1.1 LAND USE CONTEXT

Within the Williams neighbourhood, the predominant existing land use is rural residential and some established single family estates on small acreage parcels. The neighbourhood is bordered by the urban neighbourhoods to the west and north (separated by Highway #1) and rural lands in the Agricultural Land Reserve to the east and south. Existing parcels of land range from 0.17 to 7.73 hectares (0.42 acres to 19.11 acres) in size, with more than three-quarters having a lot size of between 0.8 and 1.0 hectares (2 and 2.5 acres). This evolving subdivision pattern dates from over a century ago (1913 to 2008).

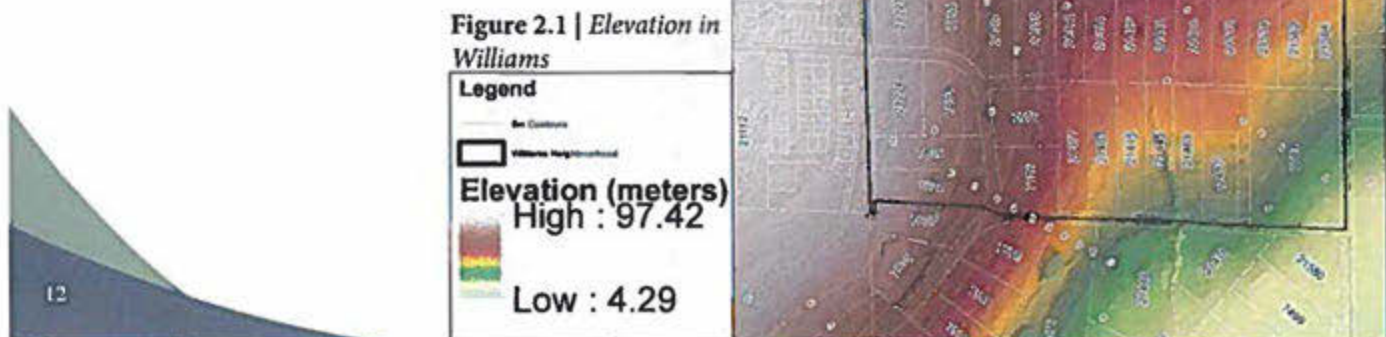
2.1.2 ENVIRONMENTAL CONTEXT

Geotechnical and Hydrogeological Conditions:

One of the defining features of the Williams area is the terrain, specifically the Willoughby Escarpment, that skirts along the southern edge, adjacent to the Milner Valley. The highest elevation in the Williams neighbourhood is along the western edge. From there, the elevation for most of the Williams area gently and generally declines in an easterly and south easterly direction. A key exception in the Williams area is south of 78 Avenue, where the elevation change is more abrupt and contributes to the most visible part of the Willoughby Escarpment from the Milner Valley, with nearly a 70 metre vertical fall from 212 Street in the southwest corner of Plan area to the confluence of 76 Avenue and 216 Street in the southeast corner. The combined orange, yellow and green colour shades and 5 metre contour lines, as illustrated on the Map in Figure 2.1, highlights this change in the terrain.

Aquatic Resources:

As part of the planning process for the Williams neighbourhood, the Township updated its information pertaining to watercourse locations and watercourse classifications, in accordance with the provisions for the Streamside Protection Development Permit Areas in the Township of Langley Official Community Plan. This information is used to identify and incorporate watercourse setbacks into the development of the neighbourhood plan. There are a number of Class 'B' (yellow coded) watercourses and other wetted features in the Williams area, which provide a significant source of food, nutrient, and cool water supplies to downstream fish populations and discharge into two Guy Creeks; one that drains northward and the other that drains southward.



Vegetation and Forest Cover:

The Williams neighbourhood habitat primarily consists of forests and grassland areas. Much of the vegetated habitat is fragmented and interspersed throughout the neighbourhood due to historic agriculture activities and more recently, suburban 'estate' development. As outlined in the Township's Wildlife Habitat Conservation Strategy (WHCS), coniferous forests represent the priority habitat for the Township's ecosystem yet is determined to be the least common habitat type found in the Township. Through the Williams neighborhood planning process, a small coniferous forest was identified as having the potential for preservation through establishment of a future Wildlife Habitat Patch along an upper portion of the Willoughby Escarpment in the southwest corner of the plan area.

2.1.3 HERITAGE CONTEXT

The community of Willoughby falls within the asserted traditional territories of the Coast Salish peoples that encompasses the Township and other neighbouring municipalities within the region. Although Willoughby would have been relatively remote from the earliest known transportation routes and navigable streams within the greater vicinity, early Willoughby residents have recalled reports of First Nations lithic material being found along the upper ridges of Yorkson Creek. The original woodlands that characterized Willoughby may also have provided refuge for cultural activities of the Coast Salish peoples for a time; however, the forest fires of the early nineteenth century, and subsequent logging and land clearing associated with late nineteenth century settlement would have destroyed any potential evidence of such activities. The neighbourhood of Williams defines the eastern edge of Willoughby, a historically expansive rural area located to the north-west of the original Hudson's Bay Company farmlands that were cultivated in the 1830s.

During the late 1800s, Willoughby's gently rolling hills rising to the west of the flat prairie farmlands of Langley Prairie attracted European settlers that gradually moved farther to the west. Although Willoughby's poor soils, relative isolation and woodland scrub forests provided for subsistence farming only, the area gained value as a place where people with modest means could settle, and by 1890 all the land in the area had been pre-empted.

These settlers established a small community centered on Alexander Road (208 Street) and Scholes Road (83 Avenue), and by 1921 the growing community had its first post office. Several community and commercial buildings came to define this centre built to serve the primarily rural population, including a church, community hall, school, and general store.

The Williams neighbourhood, bounded by the Trans-Canada Highway to the north, 76 Avenue to the south, 212 Street to the west, and 216 Street to the east, has three historic roads within its boundaries that formed part of Willoughby's early transportation infrastructure. Townline Road (216 Street) remains the central north-south spine running along the divide between Milner's agricultural lands and the Willoughby Escarpment to the west. Williams Road (78 Avenue) was built in 1927 and named after the A.J. (Bert) Williams, a local landowner in the area. The eastern end of McLarty Road (80 Avenue) which ran from what is now 196 Street to 216 Street was named after Peter McLarty who had large land holdings in Willoughby, west of the Williams neighbourhood.

From its inception to well into the modern era, the rural nature of the area came to define Willoughby as a place characterized by function and necessity. Many of the early buildings located on 208 Street that defined it as a community have been restored as a tribute to the area's early history, and although Willoughby remains centred on the historic corridor of 208 Street, the area is in a process of rapid densification and the small mixed farms that historically defined it are largely gone. Willoughby today is a mixture of residential infill and undeveloped rural land, with a new Willoughby Town Centre at its centre to support the changing needs of its new residential populations of which Williams forms a part.

2.1.4 MOBILITY CONTEXT

Network Overview:

The objective of the Township's transportation network is to support mobility for all modes of travel, including general purpose traffic, goods movement, and transit, walking, and cycling. Within the Williams neighbourhood, the transportation network consists of one north-south corridor along 216 Street and a partial along 212 Street, and three east-west corridors along 76 (Morrison Crescent), 78 and 80 Avenues not being a complete through road. The local road network has served the rural nature of the area and historically has not had a direct route to the north over or onto Highway #1. Currently main access to Willoughby Town Centre in Yorkson is on 80 Avenue, and access to Highway 10 (Glover Road) is from 216 Street. The remaining road network in the Williams area is characterized by a disconnected grid street network that serves large blocks.

Significant improvements are planned to the road network with the construction of the 216 Street interchange, the 80 Avenue Extension and 212 Street Connector that will improve north-south and east-west connections.



Transit Overview:

Transit service in Langley and throughout Metro Vancouver is planned and funded by TransLink. Half a dozen transit routes currently provide regional connections through the Willoughby area, from Langley Centre and Langley South. The Carvolth Transit Exchange located at 202 Street and 86 Avenue provides transit service both east and west, connecting Township residents to other transit hubs in the region such as the Lougheed Skytrain Station in Burnaby and points east to Abbotsford.

Public transit service is currently not provided within the Williams neighbourhood. However, it is anticipated as development occurs service could likely serve the area, possibly along 80 Avenue and the 212 Connector.

Pedestrian and Cycling Facilities:

Currently, dedicated cycling facilities (i.e. bicycle lanes or multi-use pathways) are not available in the Williams neighbourhood. The Township's Cycling Plan, adopted in 2015, defines cycling facilities and identifies on- and off-street community and recreational cycling facilities along all arterials in the Williams neighbourhood (80 Avenue, 212 Street Connector, and 216 Street). In addition to this key component of the cycling network, there are numerous opportunities to incorporate greenways and cycling routes through the neighbourhood plan.

Walking is the most fundamental form of transportation. Due to the current rural nature of the Williams neighbourhood, there are partial to no pedestrian facilities within the area, such as sidewalks. There is a need, as the neighbourhood develops, to improve the cycling and pedestrian infrastructure.



2.1.5 INFRASTRUCTURE CONTEXT

The availability and capacity of municipal infrastructure will influence the cost and feasibility to develop the Williams neighbourhood. Stormwater management, sewer, water, and energy systems have all been assessed.

Stormwater Management:

The existing drainage system in the Williams neighbourhood is consistent with a rural environment and consists primarily of open ditches and driveway culverts located along roadways and some property lines. Tributaries of two Guy Creeks, one in the north and another in the south of the Plan area, eventually drain to Salmon River through a culvert under Glover Road. Rainwater management facilities in many forms will be required to support the development. The application of on-site best management practices (BMPs) to maintain contact of rainwater with permeable ground, in combination with centralized detention ponds and piped conveyance networks will be employed to protect both Guy Creek systems and manage flood risk within the planned neighbourhood and downstream.

Water:

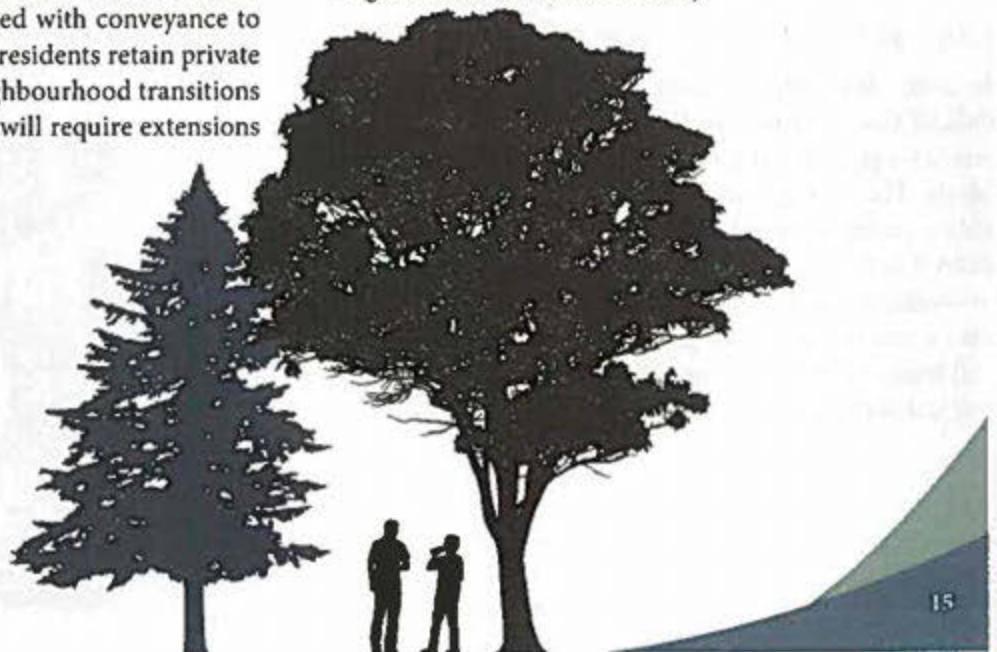
The existing water distribution network is adequate in the rural setting of Williams Neighbourhood Plan area and currently includes connection to the Greater Vancouver Water District main with the associated Jericho Reservoir and Willoughby Pump Station located at 73A Avenue and 204 Street and mains associated with conveyance to properties in the Plan area. A few residents retain private wells as a water source. As the neighbourhood transitions into an urban area, water services will require extensions to meet urban standards.

Sanitary Sewer:

Given its rural character, the Williams Neighbourhood Plan area does not include any existing sanitary sewer infrastructure. Existing lots are serviced by individual septic systems. Any development will require infrastructure improvements, including upsizing or other upgrades, in order to accommodate changes in the sanitary sewerage loading for the area. Existing sanitary sewer system connections are located along 212 Street in the Yorkson neighbourhood; one at 77A Avenue and the other at 83 Avenue. Two pump stations and associated sanitary force mains, along with additional sanitary sewer conveyance systems will need to be installed as development occurs.

2.1.6 ENERGY CONTEXT

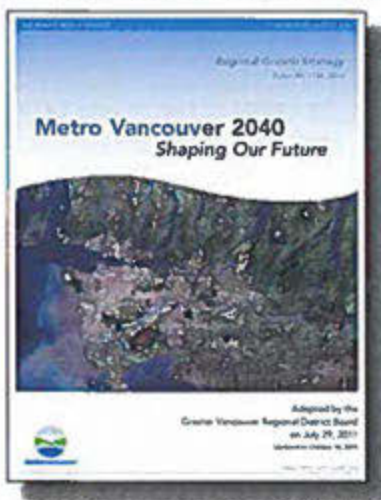
The general topography of the Williams area includes south-facing slopes that are ideal for implementing energy conservation and greenhouse gas emission management measures through neighbourhood, street and block patterns and design, and the siting of buildings and other features that optimize energy performance. The implementation of policies and guidelines that promote the conservation and efficient use of energy in buildings and the reduction of building generated greenhouse gas emissions (GHGs) will contribute to the development of an energy efficient and sustainable neighbourhood and community.



2.2 POLICY FRAMEWORK

2.2.1 METRO VANCOUVER REGIONAL GROWTH STRATEGY

The Metro Vancouver Regional Growth Strategy (RGS) establishes an integrated land use and transportation framework to encourage a concentration, mix and balance of jobs and housing to support transit use and walking and to preserve natural open spaces and agricultural lands. The RGS designates the Williams area as "General Urban" and "Mixed Employment". The General Urban designation includes residential and supportive, local commercial uses and services. Mixed employment accommodates a range of light and heavy industrial uses, as well as stand-alone office and retail uses that are not suitable for Urban Centre locations.



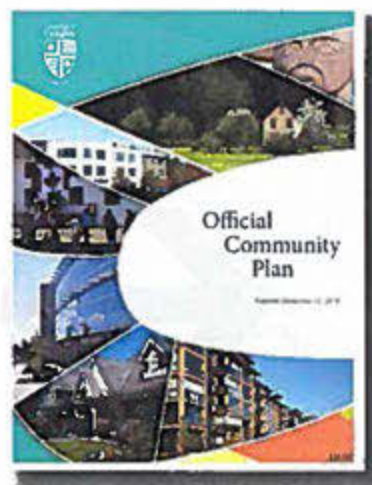
2.2.2 OFFICIAL COMMUNITY PLAN

In 2016, Township of Langley Council adopted a new Official Community Plan (OCP) that provides a 30-year vision for growth and development in the municipality as a whole. The OCP includes a number of high-level goals and policy directions that follow the Sustainability Charter. As defined in the OCP, the spatial structure of the Township is to consist of a series of urban communities, that are shaped into a sustainable urban pattern and built environment, and based on the design principles of centres, walkability and viable transit.



The planning and policy concept of complete communities is at the core of the OCPs policy framework. This framework requires a mix of land uses, that offers and supports a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play locally. Lastly, this policy framework also seeks investment in and support for a range of alternative modes of transportation such as pedestrian and cycling trails and transit routes which connect one place within the community to another. This approach to community building will create urban environments where resources are used efficiently, provide residents the opportunity to walk or bike to services at least some of the time, and where there is enough concentration of people that providing transit is a practical and feasible solution.

As further stipulated in the OCP, centres provide the foundation for developing the spatial pattern for communities and neighbourhoods, and serve as the policy manifestation of a complete community. Centres take on different forms yet offer a varying mix of commercial, employment, residential, health, educational, and recreational amenities that support the daily needs of residents and workers, and serve as important neighbourhood gathering places when they are planned and designed as people-oriented spaces. Centres also accommodate a variety of transportation systems, public spaces, and green infrastructure, each of which have a clear place in an organizational, spatial hierarchy within communities and neighbourhoods.

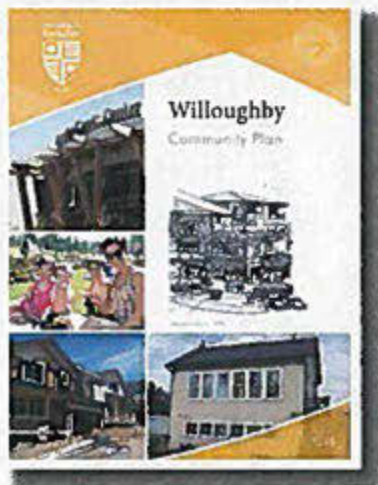


The cohesive and integrative spatial arrangement and pattern of the different components in centres help create synergies among land uses and environmental features, activate the public realm, create opportunities for housing and mobility choice, and contribute to reductions in energy use and greenhouse gas emissions.

Centres come in various shapes and sizes and serve somewhat different purposes. Some centres can be residential focused, others can be employment dedicated, and still others can be recreation, arts and culture focused. The underlying feature for all types of centres is a mix of uses. Mixing uses is not simply a matter of varying land use on a block-by-block basis and in close proximity, but also integrating complementary uses in a range of appropriate building types within a common area or within the same building. This mixed use approach establishes neighbourhood focal points, which help to create a sense of place and contribute to place making.

2.2.3 WILLOUGHBY COMMUNITY PLAN

The Willoughby Community Plan is part of the OCP. It contributes to the overarching land use policy framework for the Williams Neighbourhood Plan and surrounding areas. Adopted in 1998, the Plan identifies Willoughby as one of the Township's primary growth areas. The Plan establishes a framework for future residential, commercial, industrial, and business park development, protection of sensitive environmental features, and the overall future character of the area. This policy framework provides a guide for the preparation of more detailed neighbourhood plans such as the Williams Neighbourhood Plan.



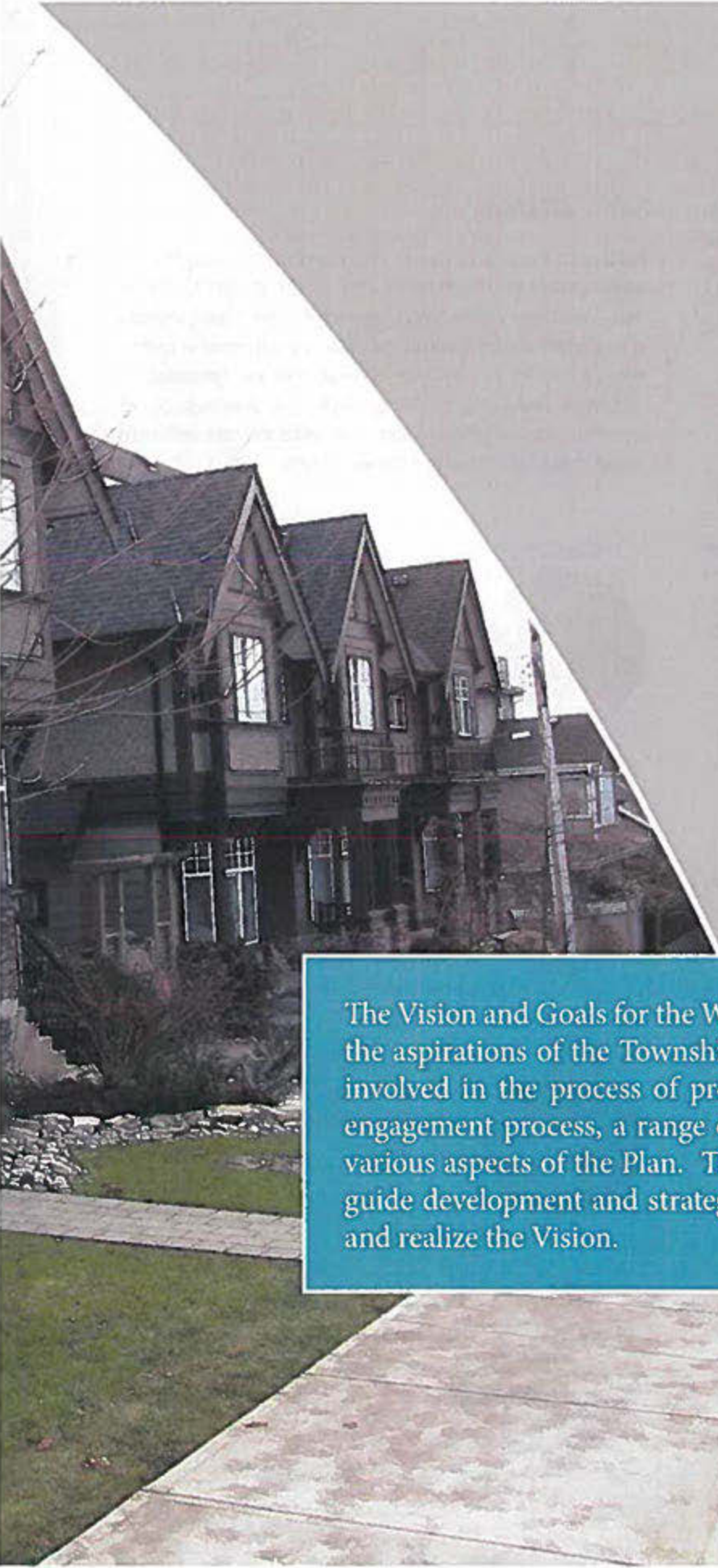
The Willoughby Community Plan outlines a number of key goals that are relevant to more detailed neighbourhood plans, that complements the policies of the OCP. For example, the Plan promotes the evolution of distinct but interrelated neighbourhoods, each of which is marked by a clear focal point and is defined primarily by current or proposed grid roads and supporting green space. Each neighbourhood within the Willoughby area is intended to be of sufficient size to support a variety of land use elements such as an elementary school and neighbourhood park, neighbourhood convenience shopping, and a mix of housing with a range of densities, which may also include supporting employment opportunities. As well, neighbourhoods are intended to be well-linked, providing for pedestrian and bicycle movements within green corridors.

Another key policy feature of the Willoughby Community Plan that informs the planning and guides the spatial structure of the Williams neighbourhood is escarpment and viewscape preservation and enhancement. The policy goal is to protect the scenic and ecological resources associated with lands characterized by steep slopes, ridgelines and Agricultural Land Reserve edge transition areas, also known as the Willoughby Escarpment, in a manner that allows for carefully designed, low-impact and integrated development. This poses a challenge for the Williams area as the Escarpment broadens out topographically (less steep terrain relative to other parts of the Escarpment), the most visible portions are not in the Agricultural Land Reserve (as with other neighbourhood areas to the southwest), and much of the Escarpment is void of trees, particularly high value trees such as evergreen, coniferous species.

The Willoughby Community Plan delineates predominantly two distinct land uses in Williams; a business park and employment district in the north portion (north of 80 Avenue), and a residential district in the south portion (south of 80 Avenue). The Community Plan also includes a significant greenway network within the Williams area and connections to adjacent neighbourhoods and the Willoughby community more broadly.



neighbourhood vision and goals



The Vision and Goals for the Williams Neighbourhood Plan describe the aspirations of the Township of Langley and all the stakeholders involved in the process of preparing this Plan. Through a public engagement process, a range of contributors has provided input to various aspects of the Plan. The policies contained within this Plan guide development and strategic investment to achieve these Goals and realize the Vision.

Neighbourhood Vision and Goals

Designing a neighbourhood begins with a Vision Statement and a set of goals that set a direction for Neighbourhood Plan policies. The Vision Statement and Goals represent the aspirations of the neighbourhood and are an outcome of community input and feedback, policy and technical analysis, and best planning practices.

3.1 VISION STATEMENT

The Vision Statement, that was developed in consultation with property owners and the broader community, describes the desired future state of the neighbourhood and serves as an inspiring declaration for the Williams neighbourhood. All of the Goals, policies, and guidelines set forth in this Neighbourhood Plan contribute to the realization of this Vision.

“The Williams Neighbourhood is a vibrant, walkable and connected community that maintains its natural assets and views. As a gateway to the Township and Willoughby community, it provides jobs close to home while maintaining a quiet and family friendly neighbourhood. Green spaces blend the neighbourhood into adjacent agriculture lands and a mix of affordable and accessible housing for families, individuals, and those wanting to age in place is offered.”

3.2 GOALS

Goals are broad statements that provide direction for the development and implementation of the detailed policies and guidelines of the Neighbourhood Plan. They express a common understanding of how to ultimately realize the Vision for the neighbourhood and are intended to influence and guide future growth and development in the Williams neighbourhood. The goals for the Williams Neighbourhood Plan area are as follows:

Goal 1:



Gateway into the Township

Use the 216 Street Interchange at Highway 1 as a gateway to the Township and the Willoughby community.

Goal 2:



Good Jobs Close to Home

Maximize the amount of employment lands to generate attractive jobs for the Willoughby community and beyond.

Goal 3:



Affordable and Accessible Homes

Provide a mix of affordable and accessible housing to suit people in all stages of life.

Goal 4:



Local Shops and Services

Support some shops and services within a 5 to 10 minute walk from homes, without taking away from the Willoughby Town Centre.



Goal 5:



Sustainable Transportation

Support a walking community that builds on the network of greenways and plans for potential future transit service.

Goal 6:



Respectfully Transition Between Uses

Use land use patterns, roads, and community greenways to provide good quality buffers and transitions between land uses.

Goal 7:



Connected Streets That Move People and Goods

Enhance the road capacity on arterials and provide a fine-grain grid network that encourages walking and cycling for local trips.

Goal 8:



A Learning Community

Create good multi-modal and land use connections between the Williams Neighbourhood and local universities.

Goal 9:



Natural Areas

Respect the environment by preserving important areas, stands of trees, viewsheds (to the valley and from Glover Road), and wildlife habitat where feasible.

Goal 10:



Remembering Our History

Incorporate history into neighbourhood design elements.

Goal 11:



Energy Efficiency

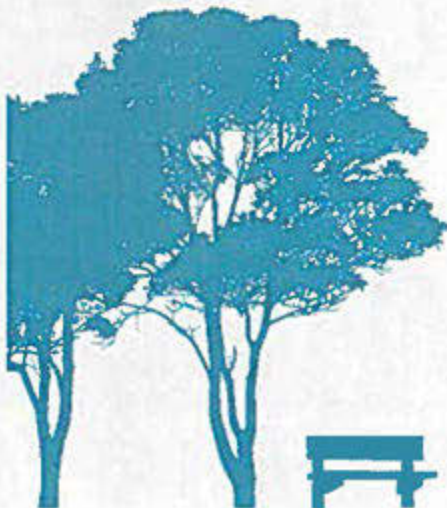
Incorporate energy efficient design into the lot and block patterns that facilitate solar orientation and take advantage of the south sloping conditions.

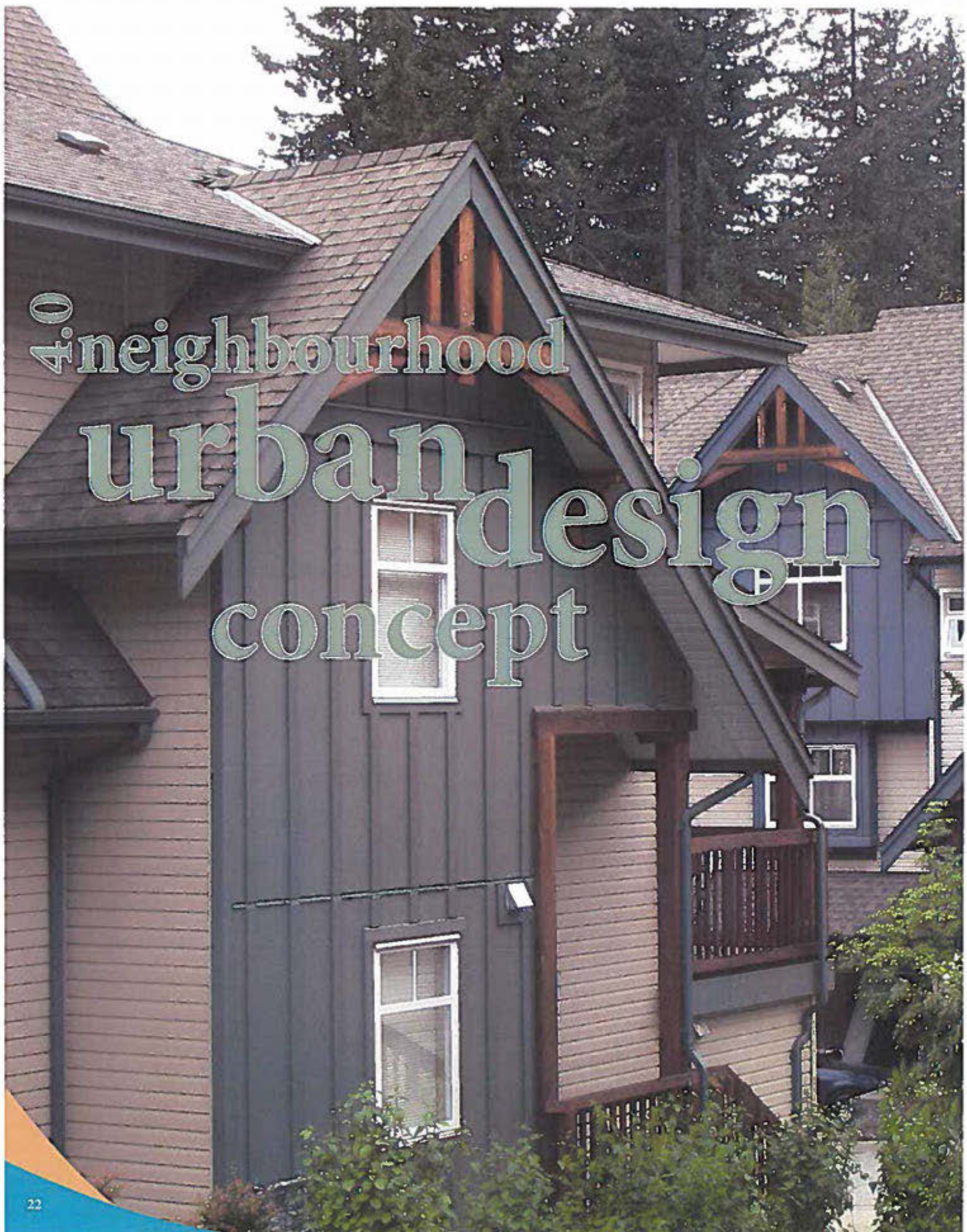
Goal 12:



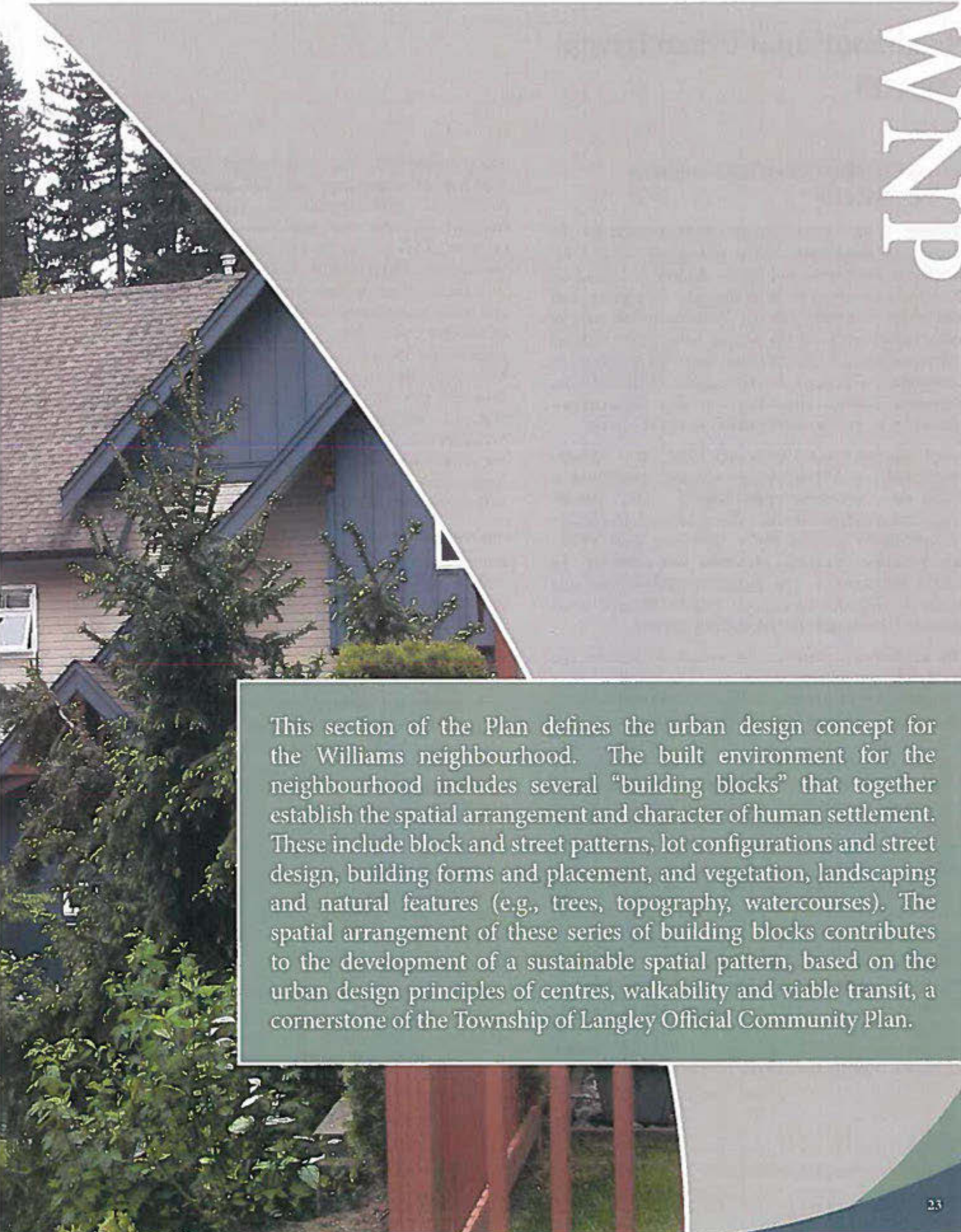
An Implementable Plan

Develop a plan that is readily implementable by ensuring that employment land uses are supported by market demand and that future development is within existing sewer capacity, unless an opportunity arises that can fund an upgrade.





neighbourhood
urban design
concept



This section of the Plan defines the urban design concept for the Williams neighbourhood. The built environment for the neighbourhood includes several “building blocks” that together establish the spatial arrangement and character of human settlement. These include block and street patterns, lot configurations and street design, building forms and placement, and vegetation, landscaping and natural features (e.g., trees, topography, watercourses). The spatial arrangement of these series of building blocks contributes to the development of a sustainable spatial pattern, based on the urban design principles of centres, walkability and viable transit, a cornerstone of the Township of Langley Official Community Plan.

Neighbourhood Urban Design Concept

4.1 NEIGHBOURHOOD DESIGN CONCEPT

Williams is the most eastern neighbourhood in the Willoughby community and is strategically located for businesses, employees and future residents. Located on the eastern terminus of the Willoughby Escarpment and west of the University District, Williams hillside setting offers superb views of the Milner Valley, Mount Baker and vistas beyond. The Williams area benefits from key transportation linkages to Willoughby, Walnut Grove, University District, and other Township communities, and serves as an important gateway to the Township.

Based on the Plan's Vision and Goals, the Williams neighbourhood urban design concept establishes a mixed-use, pedestrian/cyclist-friendly, and transit-supportive neighbourhood. The urban design concept accommodates housing and employment areas within this 'peripheral' setting, preserves and enhances the natural environment and integrates with existing and future development in adjacent neighbourhoods, rural/agricultural areas and the community beyond.

The Employment District, the Transition District and the Residential District are the key elements that define the spatial structure of the Williams neighbourhood (See Figure 4.1 - opposite page). The Employment District is a strategic location which supports commercial and business employment, that will provide jobs close to home, will be an attractive place to invest and run a business and will provide commercial services for local residents, employees, students and the travelling public. Proximity to the University District (to the east of 216 Street) will further complement the employment and business opportunities, and support commercial services that are accommodated in the Williams neighbourhood.

The Employment District accommodates a range of business and employment activities that contribute to the development of a complete community in both the Williams and the broader Willoughby area. Given this strategic location, these business and employment lands are key generators for job growth that will provide significant contributions to the local economy.

The Employment District is located adjacent to the Highway #1 interchange and will also accommodate commercial establishments that provide services to motorists, and for non-pedestrian-oriented retail and services. Uses in this District include those that meet the needs of the travelling public such as a gas station, restaurants, overnight accommodations, vehicle repair and other comparison retail, that also serve the needs of workers and business owners in adjacent and nearby employment areas, including the neighbouring (eastward) University District. The Employment District will also provide a modestly-sized shopping area and destination that will contribute to a distinct 'sense of place' for the Williams area. Shops and services, including a grocery outlet, with retail at grade and office space above, provide local residents and neighbouring employees and students with access to daily goods and services.

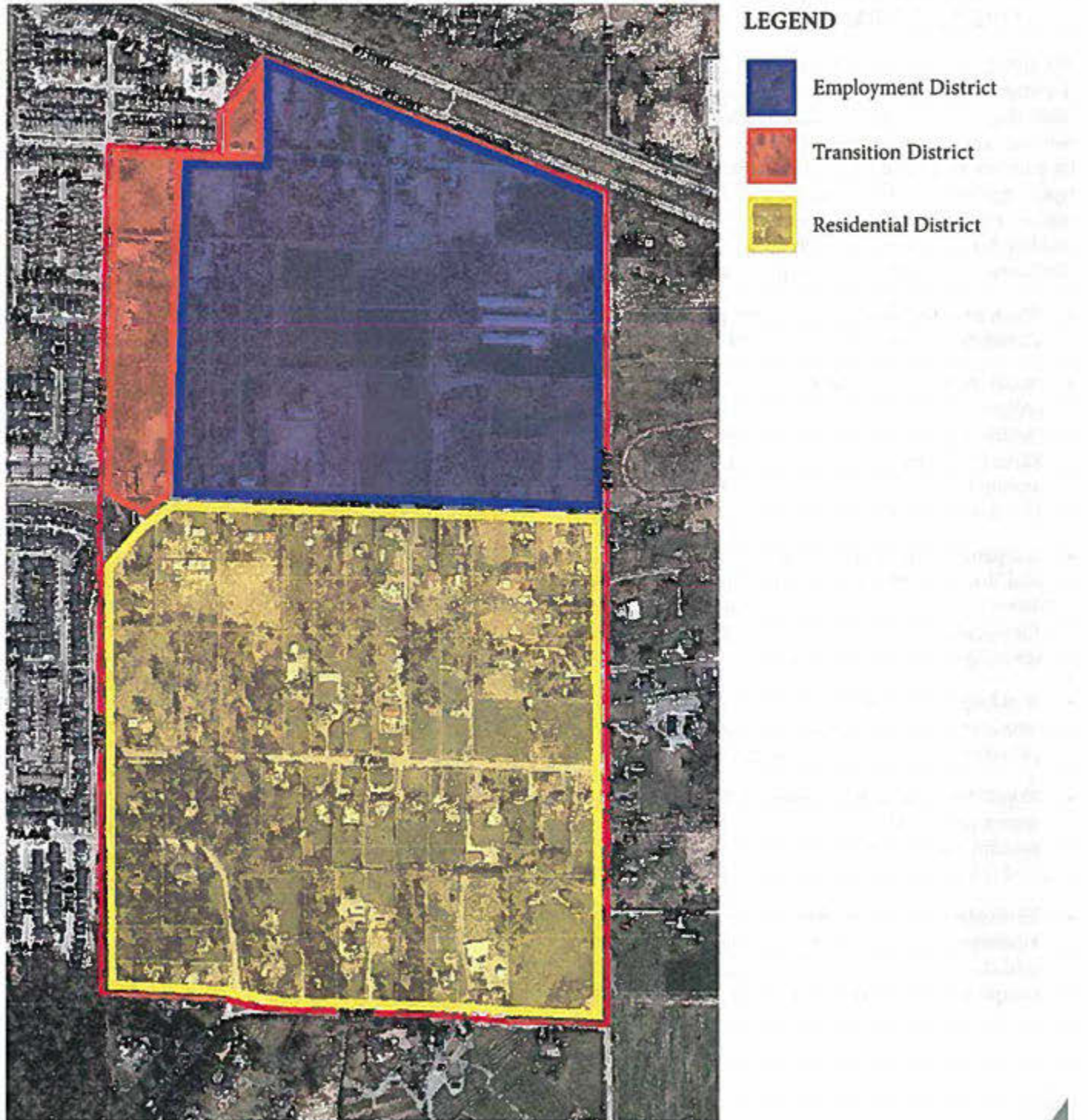
The Transition District provides a linear band of single family forms of residential development along 212 Street and 83 Avenue, followed eastward by rowhomes and townhomes, a greenway and environmental conservation areas that combine to create a multi-feature transition between existing residential areas in Yorkson and the Employment District in Williams.

The Residential District includes predominantly a range of lower-density, compatible forms of residential development including single-family and semi-detached homes on compact and more traditional lot sizes, as well as townhouse forms of housing along the 80 Avenue and 212 Street corridors. Park spaces, greenways and trails, conservation and watercourse compensation areas that provide fish and wildlife habitat as well as protect and enhance the 'treed' character of the Willoughby Escarpment. An elementary school and other public amenities will contribute to establishing a highly-livable neighbourhood.

Benefiting from these strategic opportunities and context, Williams will ultimately become a distinct neighbourhood in the Willoughby community, and is projected to accommodate approximately 4,600 residents in 1,470 dwelling units at full build out.



Figure 4.1 | Neighbourhood Urban Design Concept



4.2 RESIDENTIAL NEIGHBOURHOOD URBAN FORM

The urban environment of a residential neighbourhood is composed of several “building blocks” that shape the built character. These building blocks include: block structure and street patterns, street design characteristics, lot patterns and building placement, building forms and types, vegetation, landscaping, natural features and open spaces, and distinctive place elements. Each of these building blocks contributes to shaping the neighbourhood environment and influences how places are experienced.

- Block structure and street patterns provide the urban framework, or “bones,” of the neighbourhood;
- Street design characteristics and their configuration within the street right of way, such as sidewalks, medians and curbs, roadway width, pavement and surface materials, street trees and landscaping, are among the many physical elements that contribute to the character and sense of place;
- Lot patterns and building placement, along with size and shape, establish the “grain” of the neighbourhood fabric and the “rhythm” of the development along the street and other public spaces that contribute to defining the physical character of a place;
- Building forms and types, including the scale of structures and architectural characteristics, can provide places with distinct identities;
- Vegetation, landscaping, natural features and open spaces are neighbourhood features that integrate and accommodate nature to enhance neighbourhood livability; and
- Distinctive place elements are neighbourhood amenities such as play fields, trails and greenways, schools and other public spaces that further complement neighbourhood “assets” and experiences.

The block and street structure, sometimes called the DNA or ‘genetic makeup’ of a neighbourhood, is the setting for buildings and forms the basic, fundamental unit or building block of the neighbourhood arrangement and pattern. The neighbourhood block structure and street patterns influence the shape and location of development, define how people move about, and influence which travel modes are most effective in a given place.

The block is defined by the street and open space network that surrounds it, and the character of the street network is a function of the form, character, and the intensity of the block that front it. The lot is the fundamental component of the building blocks. The configuration of lots, particularly for residential areas, often contributes to how buildings are situated on said lots and the sustainable spatial pattern for the neighbourhood. Policies throughout this Plan provide guidance to address each of the urban form building blocks. However, the following policies are intended to specifically guide the design and development of the block and street patterns in residential areas of the neighbourhood.

Policies:

1. Design block perimeters and block face lengths that result in a street network with high connectivity, that balances pedestrian and bicycle comfort and mobility, emergency response times, transit accessibility, freight delivery, and automobile movement.
2. Layout the block and local road patterns in the Residential and Transition Districts with a maximum block size length of 160 metres between street intersections and on average between 130 and 150 metres. Blocks that front arterial streets can extend beyond this maximum block size length provided they incorporate Pedestrian Links between the arterial street and local and collector roads at a spacing similar to the average block length of between 130 and 150 metres.



3. Design and develop an urban spatial pattern of blocks and lots with a primarily east-west orientation in order to improve energy efficiency and to create the optimum conditions for the use of passive and active solar strategies. Curvilinear block and local road patterns (see Figure 4.2) are encouraged in relatively steeper terrain areas, such as the residential area south of 78 Avenue. Flexibility from this predominantly east-west orientation will be considered based on individual site constraints without the requirement for an amendment to this Plan.



Figure 4.2 Illustrates a curvilinear block and street pattern with a modified H-shaped subdivision configuration

4. Develop an interconnected local road network that conforms to the arterial, collector and local street hierarchy of roads in Williams as delineated in the Circulation Concept Plan (Map 3).
5. Design residential areas with a network of walkable streets on a modified grid road and block pattern to increase route options and connections. Avoid subdivision layouts that incorporate single-access block and street patterns (cul-de-sacs and P-loops), and/or include crescent and T-intersection road configurations. Limited consideration will be given to these urban form patterns where the subdivision layout in question borders an arterial street or the urban / Agricultural Land Reserve boundary (e.g., 76 Avenue), or is adjacent to areas designated as Rowhouse/Townhouse, Conservation and Watercourse Compensation Areas.

6. Establish a configuration of blocks and lots that include rear lanes, particularly in areas designated as Single Family Mixed Residential and Rowhouse / Townhouse, in order to access off-street parking. The "H"-shaped configuration for rear lanes is preferred and is intended to provide an opportunity for short end blocks to feature fronting units (see Figure 4.3). Particular emphasis shall be given to arterial and collector streets identified in this Plan.

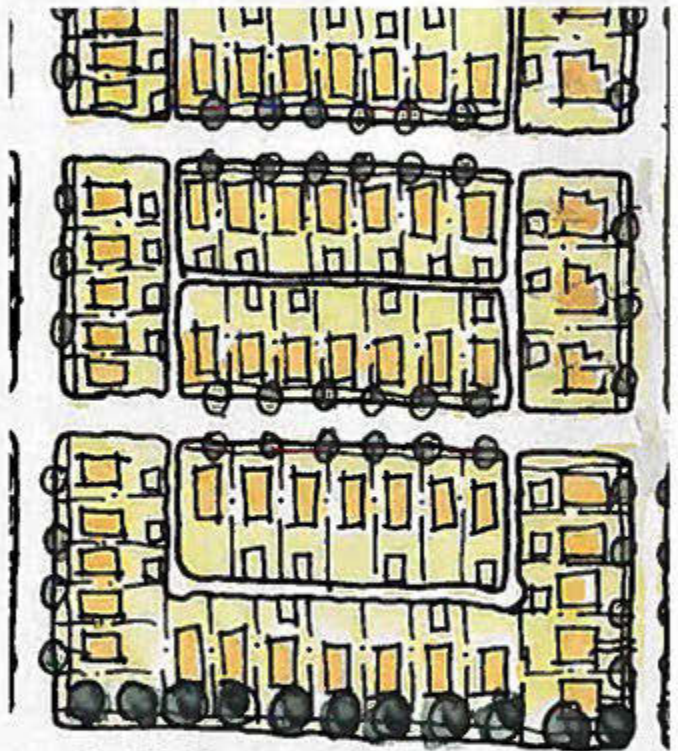
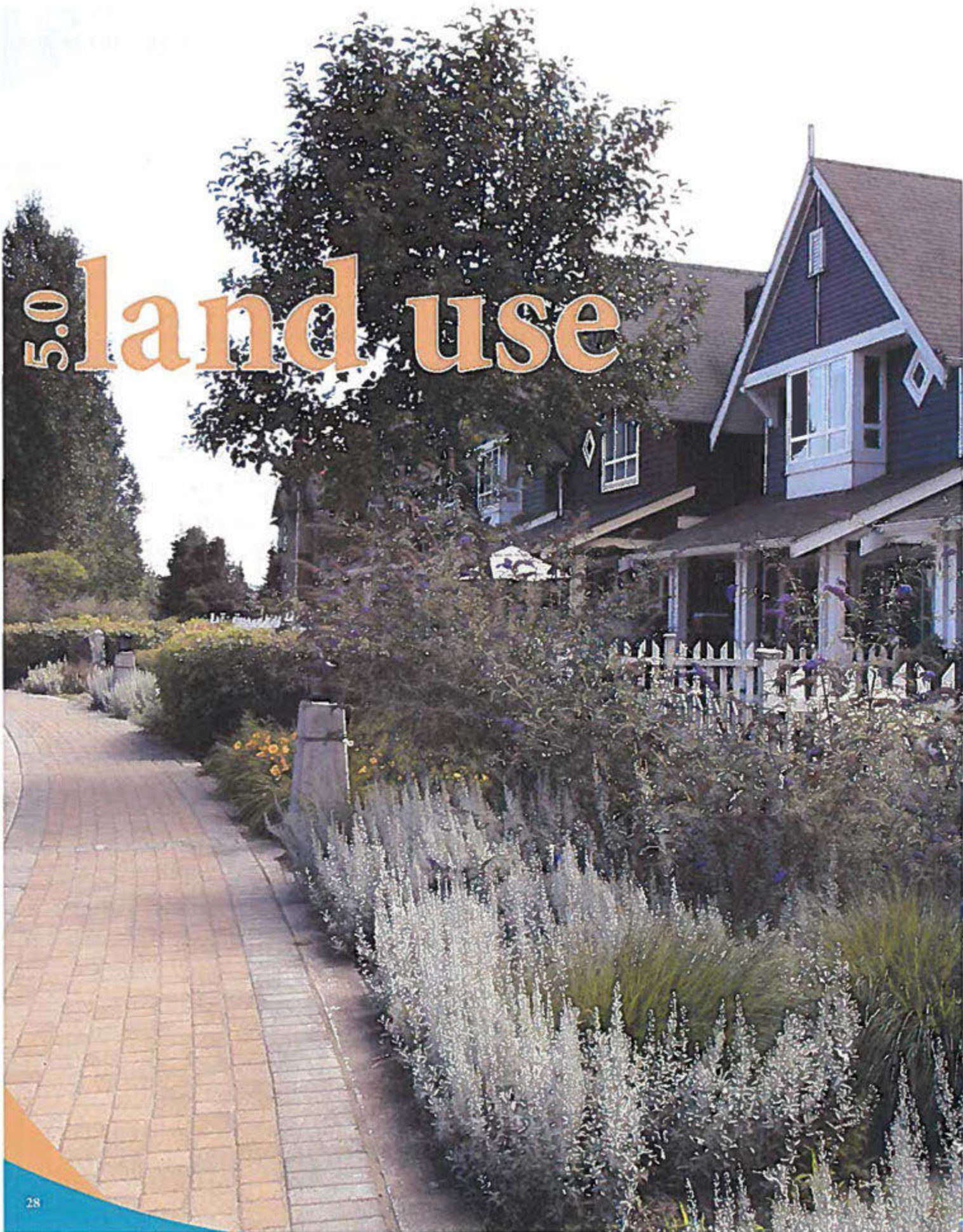
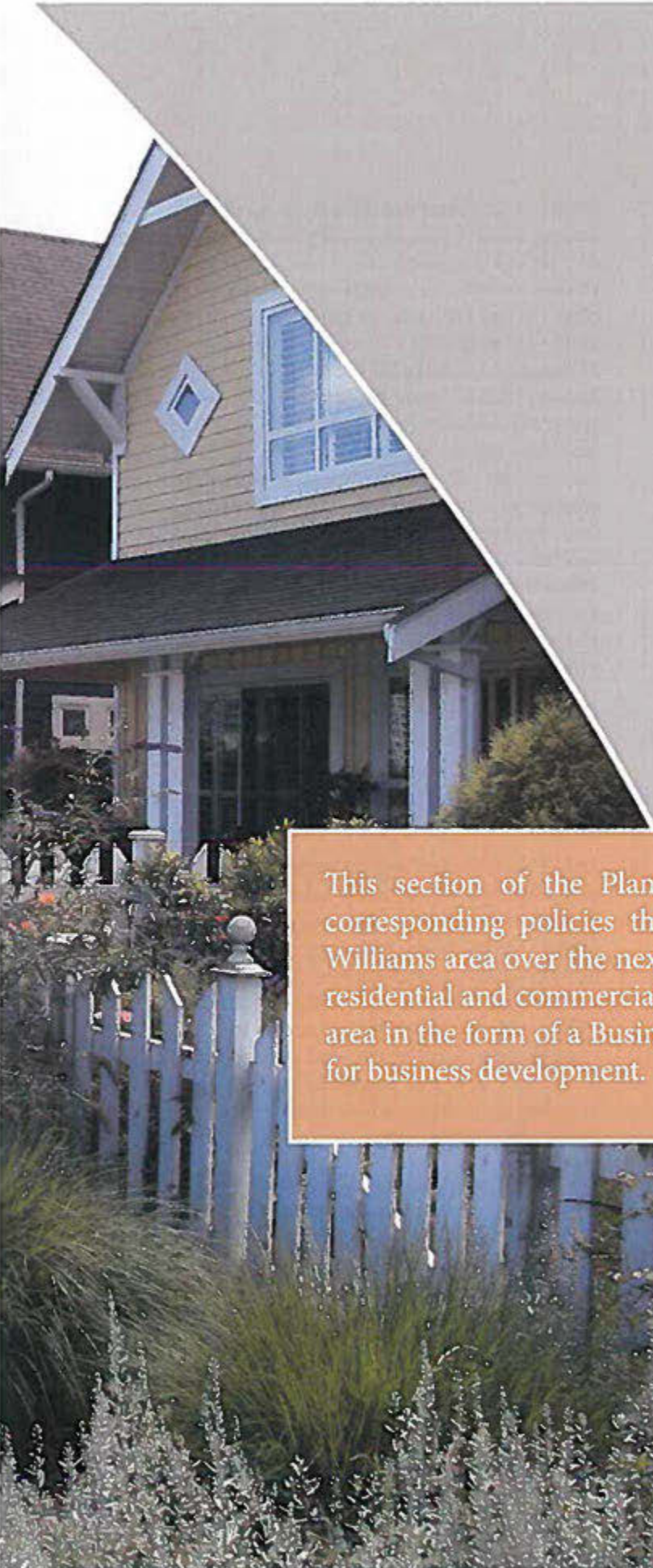


Figure 4.3 Illustrates a "H"-shaped street, block and street pattern







This section of the Plan defines the land use designations and corresponding policies that will guide growth and change in the Williams area over the next 20 to 25 years. The designations include residential and commercial, as well as an important new employment area in the form of a Business Park to provide jobs and opportunities for business development.

Land Use Plan

5.1 OVERVIEW

The neighbourhood Vision and Goals for the Williams area are embodied in the Williams Land Use Plan (see Map 1). The Land Use Plan identifies the residential and employment land use designations in the Neighbourhood Plan area, as well as future transportation corridors, protected areas, trails, parks, and other community amenities and infrastructure. The land use policies describe in detail the location, types, and density of uses for the Williams area. The designations and policies, which represent a balanced outcome of public input and feedback, technical analysis, existing policy and best planning practices, will be used to guide the development approvals process through to full build out of the neighbourhood.

5.2 LAND USE DESIGNATIONS AND POLICIES

This section describes the land use designations in the Land Use Plan (see Map 1). Included in each designation is a description of intent, as well as an identification of appropriate building typologies and development densities. Also included are general and specific policies for land use. General policies that apply across multiple designations are provided in Section 5.3. Policies unique to individual designations are provided in Sections 5.4 to 5.9. If there is a conflict between a general policy and a specific policy in a land use designation, the specific policy shall take precedence.

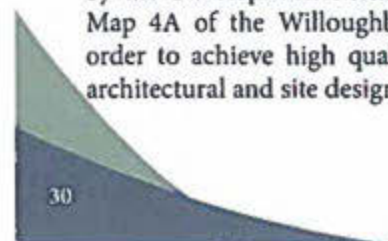
5.3 GENERAL LAND USE POLICIES

The following policies apply across multiple land use designations in the Williams neighbourhood.

Policies:

All Land Use Designations:

1. Obtain a Development Permit in accordance with Section 488 (1) (e), (f), (h) and (j) of the Local Government Act (LGA) for development on lands within the Williams Neighbourhood as outlined by the Development Permit Areas on Map 4 and Map 4A of the Willoughby Community Plan, in order to achieve high quality and energy efficient architectural and site design.



2. Obtain a Development Permit in accordance with Section 488 (1) (c), (e) and (f) of the Local Government Act (LGA) for development on lands within the vicinity of the urban/Agricultural Land Reserve edge in the Williams Neighbourhood as outlined by the Development Permit Areas on Map 4 of the Willoughby Community Plan, for the protection of farming (Development Permit Area "I"). Incorporate appropriate subdivision design, building setbacks and landscape buffers for lands along the east and south portions of the Williams neighbourhood that are adjacent to the Agriculture Land Reserve boundary in order to clearly establish the edge between the urban and rural areas, to enhance the viability of farming on adjacent agricultural lands, and mitigate and minimize the impacts of farming on urban lands. Variations to the buffer size will be considered when the retention of buildings of historic or heritage value are preserved.
3. Consider lower densities for developments, as applicable, in cases where they cannot be achieved due to site constraints (e.g. topography or riparian setback requirements). Maximum permitted density may not be achievable on all properties.
4. Ensure development and infrastructure projects build with the slope to minimize cut and fill excavations and to help preserve the natural topography of hillside areas. Also, buildings should be 'stepped' on sloping sites to reduce the height and massing of the development and reduce the need for retaining walls, wherever possible, in order to establish a complementary, pedestrian-friendly streetscape and to support site and neighbourhood design efforts to retain and enhance the treed character of the Willoughby Escarpment.
5. Design appropriate building transitions between different land uses and distinct building types that are respectful of views, densities, traffic, and noise. Building massing, placement of glazing, site design and landscaping should mitigate overlook and address privacy implications.



Residential Land Use Designations:

6. Provide for a variety of housing forms, sizes, floor layouts and tenures within the Williams Neighbourhood Plan area to address a range of housing needs and stages of life, subject to the form and density provisions of the applicable land use designation, including the following:
 - a. Incorporate a diversity of housing choices to assist in achieving housing affordability through the provision of smaller-lot single family homes, duplexes, rowhouses, townhouses, secondary suites and coach homes.
 - b. Encourage a variety of tenures, such as fee simple, strata and rental, as well as a diverse range of housing options, such as co-housing, pocket neighbourhoods (a small group of cottage style housing units with shared parking), single-level housing and rowhouses and townhouses with 'master' bedrooms on the ground level.
 - c. Permit seniors housing facilities, such as community care facilities, assisted living residences and supportive housing in townhouse development forms.
 - d. Foster the development of non-market housing.
 - e. Encourage development of secondary suites and coach homes as rental opportunities to achieve affordability objectives and provide housing options for college and university students.
7. Calculate the land area density on the basis of gross developable land area where the minimum or maximum density is expressed in terms of units per hectare (units per acre). Gross developable land area includes land dedicated for new roads, land above the top-of-bank protected for watercourses, and land secured for transmission lines and other utilities provided they are upgraded as a linear park system. Gross developable land area does not include land dedicated for stormwater detention ponds.
8. Include adaptable housing requirements for a minimum of 5 percent of Single Family Mixed Residential and Rowhouse/Townhouse units per development, in accordance with Section 3.1.9 of the OCP (see Table 5.1), as amended from time to time. Adaptable housing requirements are modest improvements to provide and enhance accessibility, making it easier for residents to remain in place as they age and/or experience illness or injury.
9. Incorporate row(s) and stands of trees, along with the retention and integration of existing significant trees, as part of project design, as outlined in the Township's Subdivision and Development Servicing Bylaw Schedule I – Tree Protection. Planting of evergreen, coniferous trees shall be part of project design, wherever feasible.
10. Provide a viewscape analysis of the Willoughby Escarpment, from various points in the Milner Valley (Glover Road), in the preparation of Comprehensive Development Plans (CDPs; Policy 1 and 2, Sub-Section 11.4) and for all proposed developments, south of 80 Avenue.
11. Require new single family developments to enter into an exterior design control agreement. The agreement should address the following general guidelines for new developments:
 - a. retain existing significant trees, especially evergreen, coniferous trees.
 - b. incorporate high quality design and employ an architectural approach that is harmonious with the community context (e.g. low scale, pedestrian-friendly buildings).
 - c. require developments to complement adjacent developments in terms of siting, form, and character, but individual architectural expression is encouraged both within and between street blocks.
 - d. encourage all visible building elevations to provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks and trails.
 - e. provide a strong street presence through street facing buildings that include elements such as extended front porches. Single family dwellings should not back onto a public road.



5.4 SINGLE FAMILY MIXED RESIDENTIAL

The Single Family Mixed Residential designation accommodates a range of single family housing on a variety of lot sizes (R-1, R-2 and R-CL; defined in the Township of Langley Zoning Bylaw), semi-detached, duplexes, and rowhomes, as well as accessory forms of housing such as secondary suites and coach homes.

This variety of housing types are intended to primarily accommodate street-oriented housing with rear lane access in order to maximize parking opportunities, provide a high-quality pedestrian environment, and improve energy efficiency through the siting and alignment of homes. The accessory forms are to provide opportunities for rental housing, particularly for students in the nearby university.

Densities within this designation will range from 2.4 units per hectare (6 units per acre) to 4 units per hectare (10 units per acre). Policies specific for this designation are as follows:

Policies:

1. Provide for a variety of single family housing and compatible housing forms on a variety of lot sizes (R-1 and R-CL; defined in the Township of Langley Zoning Bylaw), semi-detached, duplex, and rowhomes at a minimum density of 2.4 units per hectare (6 units per acre) to a maximum density of 4 units per hectare (10 units per acre).
2. Foster the development of accessory housing including secondary suites or coach homes (R-1 and R-CL[CH]; defined in the Township of Langley Zoning Bylaw) with a single family home, along with the provision of an additional, non-tandem parking space on the lot for the secondary suite or coach home.

'Building face' refers to that part of the exterior wall of a building along the front elevation that orients one direction and is the location of the main entrance.

3. Design street, block and lot patterns to accommodate rear-loaded parking off of lanes. Although this rear-loaded pattern is the dominant (defined by land area or units) design form, front loaded lots will be considered when fronting along local roads if topographic or other site constraints make rear lane access difficult to achieve. In such cases, garages shall be recessed and comprise less than 50 percent of the front building face, in order to maintain a strong, pedestrian-oriented streetscape.



4. Provide a useable, covered front porch and a main entrance, that present to the street for all dwelling units. Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall:
 - a. have a usable area with dimension that are no less than 1.5 metres by 3.0 metres;
 - b. be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code;
 - c. be a single-storey height and be integrated and located at the main entrance, and facing the public street.



5. Minimize the front yard setbacks in order to create a pedestrian-oriented street presence and to provide sufficient rear yard space for detached garages and useable outdoor space.
6. Protect the privacy and livability of individual dwelling units and between developments through an appropriate transition of building height and massing, landscaping and sound attenuation.
7. Provide a minimum four (4) off-street parking spaces for each dwelling unit fronting an arterial road. No tandem parking within a building shall be permitted.
8. Limit the quantity of single family development in the form of detached Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw, to no more than 50 percent of the units for any development for lands south of 80 Avenue, in order to ensure that a range and mix of housing in the Single Family Mixed Residential designation is provided. Accommodate single and two family development in the form of traditional sized lots, as defined as R-1 and R-2 in the Township of Langley Zoning Bylaw, for the remainder of the development. This requirement can be waived for developments that dedicate at least 25 percent of the gross site area for tree protection and tree enhancement areas that contribute to and enhance the treed character of the Willoughby Escarpment, provided that:
 - a. these areas are identified, as part of development application review, through
 - i. a viewscape analysis from the Milner Valley (various key points along Glover Road); and
 - ii. a Tree Management Plan as specified by the Subdivision and Development Servicing Bylaw, as amended.
 - b. these areas are situated, where feasible and appropriate, and informed by the above-noted development application review analysis:
 - i. along contour lines to contribute to and enhance the treed character of the Willoughby Escarpment; or
 - ii. adjacent to Watercourse Compensation Areas, Conservation Areas, the Wildlife Habitat Patch, Williams View Park, and/or Greenways, to further enhance and form a network of treed spaces; and
 - c. these areas are not part of the 5 percent parkland dedication or cash-in-lieu, as required as part of subdivision.
9. Encourage the development of semi-detached (fee-simple and/or strata tenures) Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw [e.g., R-CL(SD)], provided that:
 - a. Siting of semi-detached and duplex housing forms on corner lots shall align the main entrance for each dwelling unit to face each of the streets;
 - b. Design the off-street parking with no tandem spaces within a building;
 - c. Accommodate a minimum of one on-street parking space in the front of each dwelling unit.
 - d. Reflect or complement the architectural character of single family developments in the design of semi-detached and duplex housing; and
 - e. Comply with the development parameters as delineated in Policy 8 above. The semi-detached and duplex housing forms, on Residential Compact Lots, or equivalent sized lots, are considered as part of the 50 percent maximum provided for any development as outlined in policy 8 above.



10. Provide for the development of Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw, to accommodate rowhomes, provided that:
 - a. Rowhouse developments are designed in a single row, fronting a road and serviced by a rear lane;
 - b. Design each building that contains no more than four units;
 - c. Provide adequate space between the interior sides of buildings to accommodate tree-planting;
 - d. Design the off-street parking with no tandem spaces within a building;
 - e. Accommodate a minimum of one on-street parking space in the front of each dwelling unit; and
 - f. Comply with the development parameters as delineated in Policy 8 above. The rowhome housing forms, on Residential Compact Lots, or equivalent sized lots, are considered as part of the 50 percent maximum provided for any development as outlined in policy 8 above.

5.5 ROWHOUSE / TOWNHOUSE

The Williams Neighbourhood Plan includes the Rowhouse / Townhouse designation and the Townhouse Strata designation, each with different densities. The two designations together will provide a mix of affordable, ground-oriented housing for families with children, seniors, and "empty nesters" and serve as a land use transition between predominantly low density, residential neighbourhoods and employment uses. The emphasis is on ground-oriented neighbourhood character of the Williams neighbourhood, ensuring a good relationship of the units to the street and compatibility of form and scale to other residential areas. Access to vehicle parking will be provided via rear lanes or internal driveways/strata roads. Dwelling units that front a public street will have direct pedestrian access to/from said street.

5.5.1 ROWHOUSE / TOWNHOUSE (20-37 uph / 8-15 upa)

The Rowhouse / Townhouse designation accommodates both rowhouse and townhouse developments, where all units front and have direct pedestrian access from/to the public street. This designation is located in the northwest portion of the Plan area, between a predominately single family neighbourhood in the Yorkson area and the employment lands to the immediate east. This lower density multi-family designation will provide a land use, form and massing transition between these two land use conditions as well as a form of affordable, ground-oriented housing. Densities within this designation will range from 20 units per hectare (8 units per acre) to 37 units per hectare (15 units per acre). Policies specific to this designation are as follows:

Policies:

1. Provide for rowhouse or townhouse, as well as semi-detached dwellings on Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw and duplexes, at a minimum density of 20 units per hectare (8 units per acre) to a maximum density is 37 units per hectare (15 units per acre).
2. Limit the maximum height of buildings to three (3) storeys.
3. Establish block and street patterns that include a public lane or strata road, and provide continuous on-street parking along the public street that is not interrupted by driveway let-downs.



4. Design buildings and dwelling units, to include:
 - a. Street-facing, pedestrian-oriented dwelling units that provide a useable, covered front porch along and a main entrance, that present to the public street. Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall have a usable area with dimension that are no less than 1.5 metres by 3.0 metres; be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; and be a single-storey height and be integrated and located at the main entrance, and facing the public street;
 - b. Off-street parking for the dwelling units shall be accessed from a rear lane or internal strata road. Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem; and
 - c. Four (4) or fewer dwelling units contained within each building.
 - d. Rear entrances for all dwelling units in the form of 'swing doors' that is separate from vehicular parking and access points.

5.5.2 TOWNHOUSE STRATA (20-54 uph / 8-22 upa)

The Townhouse Strata designation accommodates townhouse developments. This designation is located along the south and east sides of the 212 Street Connector, and at the northeast corner of 212 Street and 80 Avenue, and north of 83 Avenue, between predominately single family neighbourhoods in the Yorkson area and the Business Park and the Single Family Mixed Residential lands in Williams.



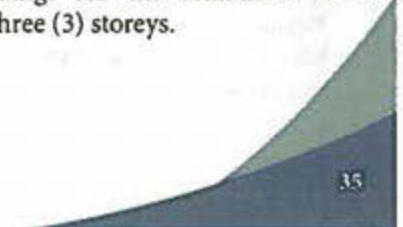
This townhouse designation provides affordable, ground-oriented housing for households with children, seniors and 'empty-nesters'. The Townhouse Strata land use designation is situated and adjacent to schools and parks, urban greenways, local-serving commercial services, future transit and other destinations, and provides a land use, form and massing transition between land use conditions. Densities within this designation will range from 20 units per hectare (8 units per acre) to 54 units per hectare (22 units per acre). Policies specific to this designation are as follows:

Policies:

1. Provide for townhomes, including those with a master bedroom on the ground floor, at a minimum density of 20 units per hectare (8 units per acre) to a maximum density of 54 units per hectare (22 units per acre).



2. Limit the maximum height of townhomes to two (2) storeys for buildings fronting 212 Street, including the mid-block greenway links between 80 Avenue and the 212 Street cul-de-sac and 83 Avenue and the Highway #1 (in the Transition District) in neighbouring Yorkson. Three (3) storeys could be considered if the first storey is entirely below the finished grade of any greenways. The maximum height for buildings for the remainder of the development is three (3) storeys.



3. Design buildings and dwelling units fronting 212 Street, the 212 Street cul-de-sac, north of 80 Avenue, 83 Avenue and mid-block Greenway link between 83 Avenue and the Highway #1 Greenway in neighbouring Yorkson, in order to provide a high quality pedestrian environment and to create a complementary form and scale of housing to those across the street from and adjacent to neighbouring Yorkson (mimicking existing single-family, duplex and rowhome development), to include:

- a. pedestrian-oriented dwelling units and building forms, that are street- or greenway-facing, that provide a useable covered front porch along with the primary unit entrance adjacent to and facing a public street or pedestrian route (including the opposite side of the street); Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall have a usable area with dimension that are no less than 1.5 metres by 3.0 metres; be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; and be a single-storey height and be integrated and located at the main entrance, and facing the public street;
- b. Off-street parking for the dwelling units that is accessed from a rear lane or internal strata road, for those units that front an arterial street. Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem; and
- c. No more than four (4) dwelling units are contained within each building that directly fronts a public street.
- d. Rear entrances for all dwelling units in the form of 'swing doors' that is separate from vehicular parking and access points.

4. Provide direct, publicly-accessible connections in the form of Pedestrian Links (see Section 6.2.5) through Townhouse developments – from public road to public road – in areas designated Townhouse Strata, in the approximate locations delineated on Map 1 to support pedestrian connectivity along 212 Street Corridor.

5. Incorporate appropriate site design and townhouse building setbacks to accommodate a continuous evergreen, coniferous tree row, that integrates with site design requirements for street fronting dwelling units and comprised of retained and/or new tree plantings, along the south side of townhouse development sites that front 80 Avenue and along the east side of townhouse development sites that front 212 Street. This can be accomplished through both tree retention and/or new tree plantings, and are considered different than street trees in the public boulevard.

5.6 COMMERCIAL

The Williams Neighbourhood Plan incorporates a commercial area located at the northeast corner of 214 Street and 80 Avenue and includes a Neighbourhood Convenience Commercial designation and a Mixed Use Commercial designation. The two designations together will provide range a commercial services and amenities for local residents, employees, students and the travelling public. Policies that apply to both the Neighbourhood Convenience Commercial and Mixed Use Commercial designations are as follows:

Policies:

1. Site and design buildings to be street-fronting and pedestrian-focused, and oriented towards a public road to result in generally consistent active street frontages along 214 and 216 Streets, and 80 and 81 Avenues. Include design elements on building façades as well as landscaping elements and design features between buildings that front 214 Street and 80 Avenue that further support pedestrian orientation along the public street.



2. Landscape surface parking lots and locate them away from public street frontages by orientating and siting buildings and appropriate landscaping treatments in such a way as to create and/or give the appearance of a continuous, active street frontage, specifically along 214 and 216 Streets and 80 and 81 Avenues.
3. Require the scale and design character of the buildings and landscapes in these Commercial designations to integrate and be of high quality to complement the design and scale of the multi-family residential development on the south side of 80 Avenue. Design character should consider siting, setbacks, exterior finish, landscaping and parking areas, in relation to adjacent residential and agricultural/rural areas. Façade and roofline articulation with clear building entrances and other projecting elements are required. Blank or undifferentiated façades shall be avoided. Where drive-through services are permitted, drive isles and service windows shall be interior to the commercial development, not adjacent to and directly visible from the public street, and accommodated and integrated with the site design features for pedestrians throughout the Commercial designations and links to Greenways.
4. Orient and design buildings to maximize solar exposure and to limit shadowing on adjacent roads, sidewalks, other public spaces, and properties.
5. Incorporate internal pedestrian linkages within and across surface vehicle parking areas that also conveniently connect to public pedestrian areas such as Greenways. Provide continuous weather protection for pedestrians on all buildings with commercial frontages.
6. Consider the integration of childcare floorspace that could provide services to employees working in the neighbouring business park areas.
7. Include varied cladding materials of complementary colours and textures, visual elements, appropriate ornamental and energy efficient lighting, landscaping and other features for building frontages other than the front building face.

5.6.1 NEIGHBOURHOOD CONVENIENCE COMMERCIAL

Neighbourhood Convenience Commercial designation, is allocated for commercial establishments that are local-serving, pedestrian-oriented, street facing and street fronting buildings, some of which are mixed-use (e.g., retail and office) that address the arterial roads and have a high quality building design, landscaping and finishes. Permitted convenience commercial uses in this designation include cafés, medical and professional offices, grocery, and other goods and services serving residents of Williams residential neighbourhoods. The Neighbourhood Convenience Commercial designation will also accommodate outdoor display spaces (e.g., Christmas Trees, flower, fruit and vegetable stands) and public gathering/seating areas and serve as a key destination for the neighbourhood. Policies specific to this Neighbourhood Convenience Commercial designation are as follows:

Policies:

8. Incorporate retail and service commercial uses that are local-serving, such as financial institutions, retail stores, convenience stores, delicatessens, bakeries, barber shops, beauty salons, restaurants and cafés, and fitness centres (excluding service stations, vehicle servicing and drive-throughs). These types of retail and service commercial uses (not including the one [1] anchor grocery store) shall be located at-grade and shall be included in buildings that have a maximum floor-plate size of 1,000 m² (~11,000 ft²). Incorporate frequent entrances into commercial frontages with a maximum spacing of 15 metres. Where tenants require somewhat larger frontages, design considerations will be required to maintain the character and appearance of frequent entrances.



9. Provide space for business, medical and professional offices on the second and third storeys of at least an equivalent amount of floor area dedicated for retail commercial uses that are provided on the first storey. The office space component must be built in conjunction with the retail commercial space component of a building.
10. Accommodate one (1) grocery establishment in the Neighbourhood Convenience Commercial designation with a maximum size of 4,000 m² (~43,100 ft²) that serves local residents and neighbouring employment uses, provided that the neighbourhood public plaza space (see Policy 12 below) and purpose-built office floor space, of a minimum size of 500 m² in a multi-storey, mixed-use retail/office building, are built in this precinct in conjunction with or before the development of the grocery building/space.
11. Design buildings in the Neighbourhood Convenience Commercial designation to be a minimum of two storeys in height. The building that accommodates the grocery establishment (Policy #10 above) is excluded from this height requirement, yet must incorporate architectural design details that 'mimic' and give the appearance of a two storey building.
12. Incorporate a neighbourhood public plaza space in this precinct with a minimum size of 450 m² (~4,850 ft²) that provides an open space for a variety of activities such as socializing, resting, and eating, and serves as a focal point for the neighbourhood. The plaza space should be integrated with adjacent buildings and the broader precinct, include a combination of hard and soft design and landscaping features, accessibility, direct solar access, distant views, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection, and spatial variety.

5.6.2 MIXED USE COMMERCIAL

The Mixed Use Commercial designation is allocated for commercial establishments that provide services to motorists, and for non-pedestrian-oriented retail and services. Permitted uses in this Mixed Use Commercial designation include those that meet the needs of the travelling public such as a vehicle parts and repair, restaurants, seasonal and recreational goods and other comparison retail, that also serves the needs of workers and business owners in adjacent and nearby employment areas, and the University District. Policies specific to this Mixed Use Commercial designation are as follows:

Policies:

13. Incorporate retail and service commercial uses that serve the needs of both the residential areas and the employment generating, business park lands, as well as the travelling public, such as restaurants and cafés, financial institutions, and personal and business services (excluding service stations and gas bars). These types of retail and service commercial uses (not including an anchor grocery store) shall be located at-grade and shall have a maximum size of 1,000 m² (~11,000 ft²) per unit.
14. Accommodate one (1) large-format retail and service establishment in the Mixed Use Commercial designation with a maximum size of 6,000 m² (~64,600 ft²) that is limited to a home hardware/improvement type of use that could also include the servicing of vehicles less than 5,000 kg GVW.



5.7 WORK AND BUSINESS

The Williams Neighbourhood Plan incorporates a work and business area that supports limited commercial and a broad range of business and employment activities that contribute to the development of a sustainable and complete community in both the Williams and the broader Willoughby area. This work and business area will provide jobs close to home and will be an attractive place to invest and run a business and includes a Gateway designation, located at the northwest corner of 216 Street and 80 Avenue, and a Business Park designation, primarily situated between 80 Avenue and Highway #1.

5.7.1 GATEWAY

The Gateway designation is intended to include buildings and associated uses that visually 'frame' and 'wrap' the street corners of 80 and 81 Avenues, at and along 216 Street. Permitted uses in this Gateway designation include those that meet the needs of the travelling public such as a gas/service station, restaurants, overnight accommodations, and multi-storey office buildings. Careful attention to quality building design, siting, as well as landscaping to ensure that this precinct provides a key entry point to the Williams neighbourhood, the Willoughby community and the municipality more broadly. Policies specific to this Gateway designation are as follows:

Policies:

1. Provide one (1) hotel in the Gateway designation that could include guest rooms, lobby, conference and meeting rooms, restaurant, pub, guest amenities (etc., pool, exercise room), and limited retail space located in one building. Site and orient the building toward 216 Street and 80 Avenue.
2. Accommodate a maximum of one (1) gas bar, as defined in the Township of Langley Zoning Bylaw. Siting, design and access of the gas bar shall be oriented towards a non-arterial public road and shall include landscaping and design features along public frontages that support pedestrian orientation and give the appearance of an active use.
3. Incorporate retail and service commercial uses that meet the needs of the travelling public, such as restaurants, including drive-throughs, recreation, entertainment and instruction (e.g., yoga, dance, martial arts, fitness facilities), and the retail sale of goods and other services. The maximum size of any retail commercial use shall be 500 m² (~5,400 ft²).
4. Include purpose-built buildings that provide space for business, medical and professional offices, provided that purpose-built office floor space is built in conjunction with or before the development of at least 600 m² (6,500 ft²) of commercial retail floorspace in the Gateway designation and that the gross office floorspace component cannot be less than 1.5 times the gross commercial retail floorspace. Accommodate limited retail services on the ground floor that complement office uses in the building (e.g., small pharmacy that supports medical offices). For purposes of calculating gross floor area, retail commercial uses permitted as part of a hotel use defined above and built within the hotel building as well as the gas bar use shall not be considered as retail commercial floorspace.

5. Design distinctive buildings to emphasize the gateway functionality of the area within the vicinity of 216 Street and 80 Avenue that signifies the east entry into the Williams Neighbourhood and the broader Willoughby Community. High quality building design and landscaping will be required to assist in the creation of this gateway character. Except for a gas bar and stand-alone buildings for restaurant uses, the minimum building height shall be three (3) storeys for any building sited immediately adjacent to an Arterial street. Distinct roof lines and roof features should be considered, including active and planted/landscaped spaces. Stand-alone buildings for restaurant uses must incorporate architectural design details that 'mimic' and give the appearance of a taller building (1.5 storeys or higher).

5.7.2 BUSINESS PARK

The lands designated as Business Park are immediately adjacent to the 216 Street Interchange with primary access provided directly off 216 Street at approximately 81 Avenue and 80 Avenue at 214 Street. Given this strategic location, these business and employment lands are key generators for job growth that will provide significant contributions to the local economy. As such, the Business Park designation emphasizes high quality office and business uses, including a mix of light manufacturing, distribution warehousing, office, research and development and similar uses. The interface and transition between Business Park and neighbouring residential areas consist of a variety of treatments, including a Creek Greenway, a Watercourse Compensation Area and landscaping requirements associated with Business Park development. Policies specific to this Business Park designation are as follows:



Policies:

1. Encourage and provide for a range of employment and business activities in the Business Park designation including warehousing, wholesaling and distribution, technical and educational, instructional and recreational, research and development, film studio and post-studio production, information technology, business and professional offices, mini-storage, micro-breweries, and private utilities. Allow for light-impact manufacturing uses provided that the business activities have no emissions (e.g., emissions from furnaces, boilers or process heaters, and automotive or similar refinishing facilities or other activity regulated by the Air Quality Regulatory Program of Metro Vancouver). Bulk storage of hazardous or flammable materials or substances, salvage, ready-mix concrete plants, and processing, manufacturing or repair of heavy machinery, equipment, and heavy transportation products are not permitted.
2. Accommodate both multi-tenant complexes and freestanding, single-tenant buildings. High standards of building and site design, incorporating quality architectural building expression, superior landscaping, and appropriate vehicular and pedestrian circulation are required.



3. Contain all business and employment activities wholly enclosed within buildings with no open storage.
4. Provide small outdoor open spaces for employee seating and recreation, with appropriate, all-season weather protection, that take advantage of south-facing exposure, and are part of site planning and building design.
5. Provide the business population with sidewalks, pathways and other facilities, as part of site design of development and road and subdivision patterns, vehicular access, parking and circulation design, that bisect the Business Park lands and link key area destinations, such as the commercial node, the area Greenway network, neighbouring park spaces and other recreational areas, in order to improve accessibility and provide amenities for employees. On-site pedestrian facilities and walkways should be linked to the public sidewalks by well-defined paths to minimize and manage conflict with vehicular traffic.
6. Locate business and professional offices, mini-storage – including multi-storey formats – micro-breweries, technical and educational, and instructional and recreational (e.g., first aid training, martial arts and dance studios, trampoline, climbing, go-karts, skate, ice rinks) types of uses along 80 Avenue given the active nature of the business that can provide ease-of-access to neighbouring residential areas and also serve as a transition to the residential uses along the south side of 80 Avenue.
7. The primary entrance(s), for both employees and visitors, and office uses shall be located and oriented to the street, with no surface parking between the face of building and the greenway for all developments along 80 Avenue and 216 Street as well as adjacent to adjoining intersections of 214 Street and 81 Avenue.
8. Allow restaurants as a permitted use in the Business Park designation, provided that it is incorporated into a building containing one or more of the principal uses. Drive-through features are not permitted.
9. Restrict parking, loading, access and circulation adjacent to Watercourse Compensation Areas.
10. Design buildings to be street-fronting and pedestrian-focused. Avoid generic, 'big box' building designs that exhibit little façade interest and transparency to the street. Variations in massing and changes in height and horizontal planes are encouraged; long and non-articulated buildings should be avoided. All exterior mechanical units or equipment, including roof top units that may be visible from a public street and adjacent residential areas, should be enclosed or sufficiently screened.
11. Landscape surface parking lots and locate them to the rear of buildings that front 80 Avenue or 216 Street. Surface parking at the side of buildings is permitted elsewhere in the Business Park lands. If side parking is provided, design elements shall be applied to ensure it is partially screened from view from the adjacent public road and sidewalk to create a separation between public/private space along roads and sidewalks.
12. Include secure, weather-protected bicycle parking for employees.
13. Incorporate a 6 metre wide Interface Buffer, in addition to landscaping and setback requirements as stipulated in other municipal bylaws, that includes plantings, a berm and a sound attenuation fence in between lands designated for Townhouse Strata (north of 83 Avenue) and Business Park.



5.8 CONSERVATION AREAS

The Conservation Areas designation seeks to protect important fish and wildlife habitat in the Williams area through the Streamside Protection and Enhancement Development Permit Area policies and guidelines, as stipulated in the Township of Langley Official Community Plan. Such spaces include sensitive environmental areas that protect not only fish and wildlife habitat, but other environmental benefits such as rainwater conveyance, open space for existing and new native plants, including native evergreen, coniferous trees, and passive recreation opportunities. The intent of the Conservation Areas designation is habitat protection and enhancement, and restoration works that improve instream and riparian habitats for fish and wildlife species, as well as rainwater management and area hydraulics.

As shown on Map 1 of this Plan, one Conservation Area has been identified that accommodates and includes a Class B watercourse. However, this should only be considered as a guide. Other watercourses could be identified in the Williams area that are deemed to be a Conservation Area by a qualified environmental professional. Therefore, further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown. Policies specific to this designation are as follows

Policies:

1. Protect, enhance and apply restoration works that improve the quality of instream and riparian habitats for fish and wildlife species in the Conservation Areas through the development and subdivision approval processes based on the Township's Streamside Protection and Enhancement Areas (SPEAs), as described in the Township of Langley Official Community Plan (OCP).
2. Redirect flows, as determined from a Qualified Environmental Professional, from constructed stream channels in Watercourse Compensation Areas to Conservation Areas, or other watercourses or drainage channels within and outside the Plan area, to contribute to the provision of high habitat values for fish and wildlife.

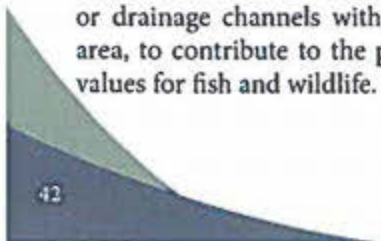
3. Include a fish passable culvert crossing with the redesign and upgrade of 76 Avenue, as part of off-site works and services associated with adjacent development.
4. Manage watercourses and associated riparian areas in accordance with the requirements of Section 3.13.19 of the Township of Langley Official Community Plan.

5.9 WATERCOURSE COMPENSATION AREAS

The intent of the Watercourse Compensation Areas designation is to accommodate the relocation of Class B (yellow-coded) watercourses in the Williams area and re-establish higher-value habitat areas for fish and wildlife, that would be subsequently protected under the Township's Streamside Protection and Enhancement Areas (SPEAs), as delineated in the Langley Official Community Plan. This will involve the relocation of Class B watercourses for both the north and south tributaries of Guy Creek through redevelopment. The objectives achieved from this approach include:

- Improved fish and wildlife habitat that is currently comprised of fairly degraded stream channels that are fragmented and consist of barriers that restrict fish and wildlife movement;
- Retention and enhancement of trees and native vegetative plantings along the Watercourse Compensation Areas of the southern Guy Creek tributaries that will retain and enhance the 'treed' character of the Milner Escarpment;
- Reduce and eliminate the need for culverts and other vehicular crossings of the watercourses associated with the riparian compensation areas;
- Contribute to a buffer between residential and employment uses for the northern Guy Creek
- promote groundwater recharge and reduce flood risk;
- benefit air quality and contribute to the absorption of greenhouse gases; and
- provide passive recreation opportunities.

The Class B watercourses identified in the Williams neighbourhood and accommodated through relocation and compensation in the Watercourse Compensation Areas should only be used as a guide for determining fisheries habitat values and siting areas for relocation and compensation for a given watercourse.





Further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown. Policies specific to this designation are as follows:

Policies:

1. Manage all Class B (yellow-coded) watercourses in accordance with requirements of Section 3.13.19 of the Township of Langley Official Community Plan.
2. Relocate and reconstruct Class B watercourses and establish associated riparian habitats, to the Watercourse Compensation Areas as depicted in Map 1 and prescribed in policies below, based on best and required practices, as part of development and subject to municipal, provincial and federal government regulatory approval processes.
3. Design the Watercourse Compensation Area in the Employment District area of Williams (refer to Figure 4.1), as depicted in Map 1, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 500 metres in length, for a total compensation area of approximately 15,871 m² (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area shall be surface-connected to Guy Creek (at 216 Street, immediately south of the Highway #1 interchange) through another reconstructed stream channel and an additional Watercourse Compensation Area, with a minimum total of 26,368 m², a minimum length of 1,107 metres and a 15 metre wide planted buffer on either side of the ordinary high water mark, shall be identified and designed as part of the development of lands between 80 and 83 Avenues. The number of culverts for the reconstructed stream channels in the north portion of the Williams area, to accommodate road crossings, shall be kept to a maximum of three.
4. Design the Watercourse Compensation Area in the Residential District area of Williams (refer to Figure 4.1), as depicted in Map 1, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 433 metres in length, for a total area of 12,081 m² (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area should be connected to the water channel retained within the Conservation Areas designation and other surface drainage along 216 Street, as determined by Qualified Environmental Professionals.

An additional Watercourse Compensation Area, with a total of 5,849 m², a minimum length of 195 metres and a 15 metre wide planted buffer on either side of the stream channel (not including channel areas within culverts), shall be added to or located south of this Watercourse Compensation Area, between 216 Street and lands designated as Conservation Areas in this Plan, as determined by Qualified Environmental Professionals, arborists and BC Land Survey professional. Modifications to the exact location of any or all of the Watercourse Compensation Areas in the Residential District can be considered an will not ultimately require a Plan amendment, provided that they remain in the general area south of 78 Avenue and that the combined goals of providing fish and wildlife habitat and contributions toward the retention and enhancement of the 'treed' character of the Willoughby Escarpment are to be upheld and not compromised with this additional Watercourse Compensation Area. The total number of culverts for the reconstructed stream channels in the south portion of the Williams area, to accommodate road crossings, shall be kept to a maximum of three.



5. Identify and confirm the exact location and the extent of the SPEA through a survey undertaken by a BC Land Survey professional, per the requirements of the SPEA provisions of the Township of Langley Official Community Plan. Changes to the Watercourse Compensation Areas as depicted in Map 1 and delineated in policy above may be considered in accordance with the SPEA requirements, provided other policy provisions of this Plan, such as the retention and enhancement of the 'treed' character of the Willoughby Escarpment, are upheld and not compromised.
6. Complete at the time of development the watercourse relocations and compensations as depicted in Map 1 and delineated in policy above. Additional municipal, provincial and federal government regulatory approval processes may apply. The depiction of watercourse locations in the Neighbourhood Plan area should not be interpreted as final approval / endorsement by municipal or senior government regulatory agencies. Additional considerations include:
 - a. A minimum habitat balance applies to each relocated Watercourse Compensation Area as depicted in Map 1 and delineated in policy above, with an overall minimum habitat balance threshold (59,298 m²; in addition to the retained watercourse immediately north of 76 Avenue) to be met for the entire plan area. Any additional watercourses found on-site will increase the habitat totals accordingly and if relocated, they shall be integrated into the watercourse concept depicted in Map 1 and delineated in policy above.
 - b. Lands containing a watercourse being located off-site will be required to provide funds for the equivalent land and reconstruction costs of their portion of the relocated watercourse as well as temporarily pipe the watercourse(s) if they are unable to provide the equivalent reconstructed watercourse as depicted in Map 1 and delineated in policy above.
 - c. Where a watercourse is relocated to lands not currently containing a watercourse or SPEA, the owner of said lands will not be responsible for the cost of watercourse construction. Land with these relocated watercourses shall be compensated for the land and construction costs of the watercourse relocation as funds become available.
 - d. Where watercourse relocations cannot be completed at time of development, interim solutions may be considered until such time that watercourse relocations, as depicted in Map 1 and delineated in policy above, can be fully completed. Interim solutions will be subject to municipal, provincial and federal government regulatory approval processes and, upon completion of watercourse relocations, interim solutions will be removed at the developer's expense.
7. Align Creek Greenways adjacent to and within the outer six (6) metres of the Watercourse Compensation Areas, or SPEA, in consideration of connectivity to other Greenways, Enhanced Sidewalks, Wildlife Habitat Patch and public park spaces. The design of the Creek Greenways must conform to the requirements of the Streamside Protection and Enhancement Development Permit Area. Access from new development to Greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the compensation or other environmental sensitive areas. Tree removal shall be avoided and additional native plants may be needed to enhance Creek Greenways. The locations of future Creek Greenways are shown in Map 1.

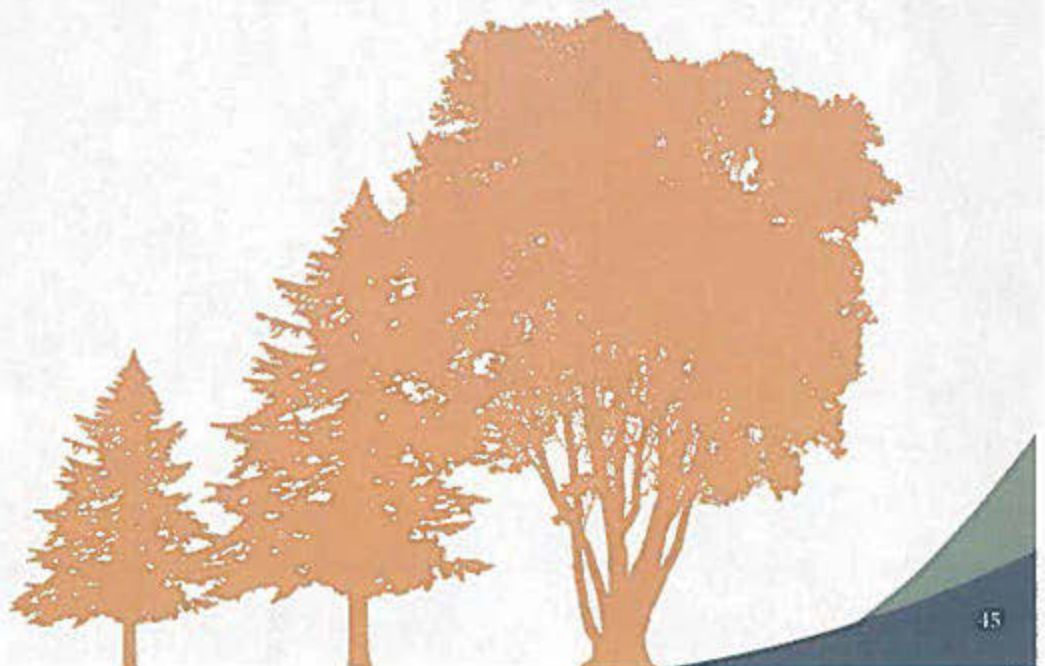


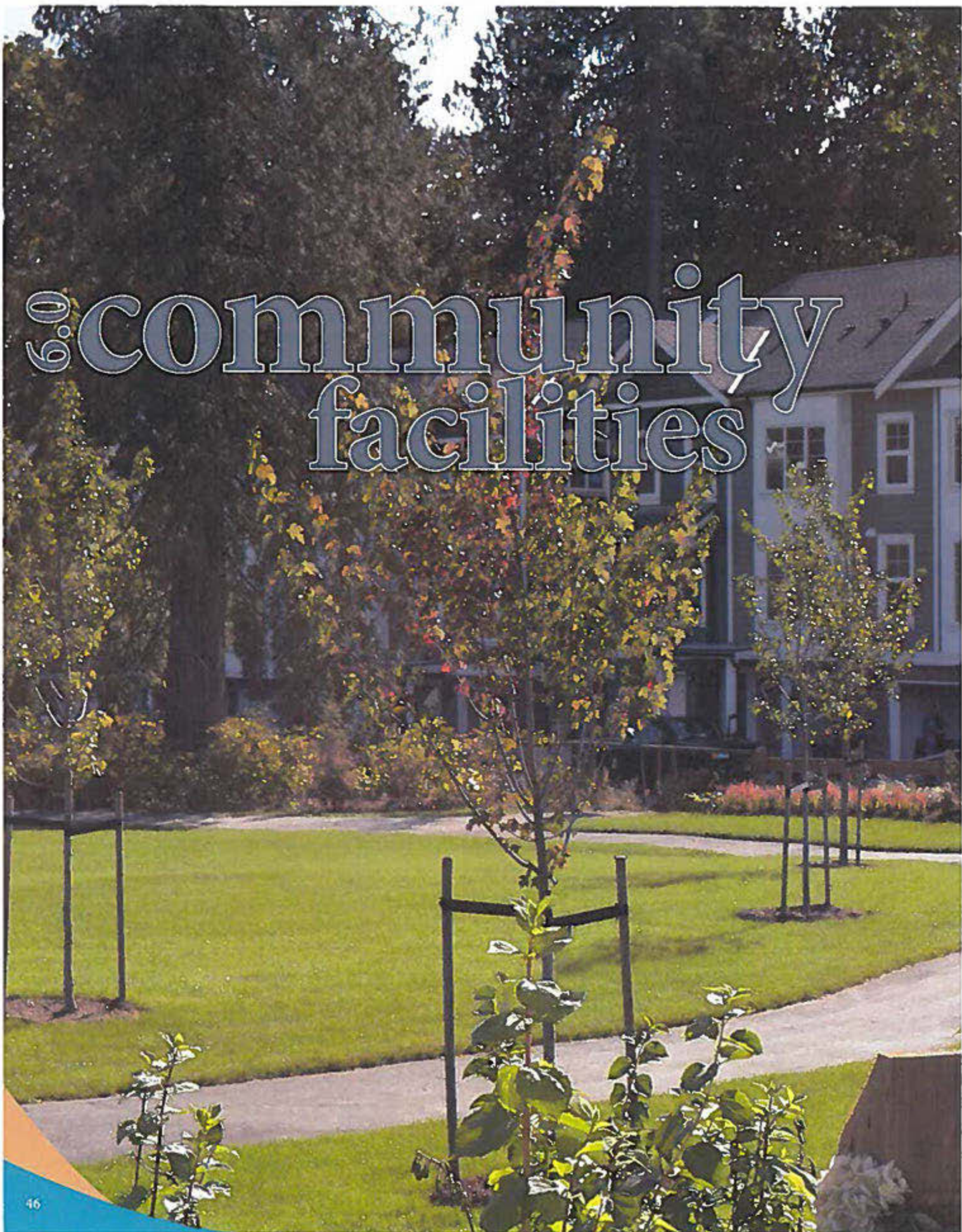
5.10 HOUSING AND POPULATION ESTIMATES


At full build-out, it is estimated that the Williams neighbourhood will accommodate approximately 4,600 people in 1,470 dwelling units. Table 5.1 provides an estimate of the future population in the neighbourhood at full build-out.

Table 5.1 | Distribution of Dwelling Units and Population

Land Use Designations	Approximate Area		Density	Population Density	Approximate Number of Dwelling Units	Approximate Population	Maximum Storeys from Grade
	Ha	Ac	Units Per Acre (UPA)	Person Per Unit			
Single Family Mixed Residential	38.6	95.4	6 - 10	3.8	763	2,900	2
Rowhouse / Townhouse	3.5	8.7	8 - 15	2.5	100	250	3
Townhouse	16.2	40.1	8 - 22	2.5	604	1,504	3
TOTAL					1,465	4,654	







This section of the Neighbourhood Plan details the components that will contribute to making the Williams area liveable and support the physical, mental, environmental, social and cultural health of the neighbourhood and the broader community.

Community Facilities

6.1 PARKS AND OPEN SPACES

This Plan establishes a network of parks and open spaces that contributes to a complete and livable neighbourhood in the Williams area. These parks and open spaces provide the neighbourhood with active and passive outdoor recreational opportunities to meet the needs of residents, employees and visitors alike.



Illustrates neighbourhood park space in low density residential area

6.1.1 NEIGHBOURHOOD PARKS

A Neighbourhood Park is to be accommodated in the initial phase of implementing and developing the Williams neighbourhood. This neighbourhood park will provide a variety of recreational opportunities, including sports fields, play grounds and natural areas, along with an Elementary School. The intent of these policies is provide direction to ensure that the Neighbourhood Park site, along with the Elementary School, are appropriately located, sized and configured, and that necessary access and connectivity to and from the park-elementary school site is sufficient and appropriate for the needs of the users. Policies specific to a neighbourhood park are as follows:

Policies:

1. Provide a Neighbourhood Park (minimum 2 hectares [5 acres] in size), which will form part of a joint neighbourhood park-elementary school site with a minimum size of 4 hectares (10 acres), within the vicinity of 214 Street and 78 Avenue, as indicated on Map 1.
2. Identify and secure the Neighbourhood Park site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2, General Prerequisites.
3. Ensure that the Neighbourhood Park and the adjoining Elementary School that comprise the joint park-elementary school site, are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.



6.1.2 WILLIAMS VIEW PARK

The Williams View Park is at least 2 hectares (5 acres) in size and takes advantage of one of the highest points of the Milner Escarpment in the Williams area and one of the most visible from the Milner Valley. It is located in the vicinity of Morrison Crescent and 76 Avenue, and provides public open space for the neighbourhood and community, within an urban forest that is established through retention and enhancement.

The Williams View Park will be a combined passive and active open space with recreational activities carefully woven into the urban forest context. The View Park will help maintain and enhance the forest character of the Milner Escarpment from the Milner Valley and view opportunities to the valley below. The intent of these policies is to establish an important place-making feature that contributes to the character and identity of the Williams neighbourhood. Policies specific to the Williams view park are as follows:

Policies:

1. Provide and develop the Williams View Park that is approximately 2 hectares (5 acres) in size and is in the vicinity of Morrison Crescent and 76 Avenue, as indicated on Map 1.
2. Prepare a Williams View Park design as conceptually illustrated in Figure 6.1, that has approximate dimensions of 100 metres by 200 metres, and includes extensive tree plantings, strategic view opportunities to the Milner Valley and Mount Baker, connections to the Arbour Ribbon, integration of informal adventure play grounds that provide a space for children to engage in unstructured play and exploration of their surroundings, outdoor exercise circuits and other compatible recreational activities.
3. Fund the Williams View Park through the Williams Amenity Zoning Policy.



Figure 6.1 | Williams View Park Illustrative Design

6.1.3 POCKET PARK

The Pocket Park in Williams will be 0.6 hectare (1.5 acres) in size and provide a gathering and active play area, with a combination of programmed and informal, and soft and hard surface spaces, for children, youth and adults of all ages. The Pocket Park is intended to be small but inviting areas of public space incorporated into urban areas. In Williams, there will be a minimum of one (1) Pocket Park. This park space, along with the neighbourhood park and Williams View Park, will help to serve the needs of the local population by providing a space for people to have a picnic, for children to play, and for friends to meet and gather. The Pocket Park can also be designed so that the space is adaptable and able to accommodate different programming opportunities. Policies specific to Pocket Park are as follows:

Policies:

1. Develop a minimum of one Pocket Park located generally in the area indicated on Map 1, that is a minimum of 0.6 hectares (1.5 acres) in size.
2. Locate the Pocket Park in the vicinity of the intersection of 214 Street, between 78 and 76 Avenues, adjacent to a Greenway, and apply a forested design theme.
3. Design the Pocket Park as conceptually illustrated in Figure 6.2 and in accordance with the general specifications shown in Figure 6.3.
4. Provide on-street parking along the Pocket Park road frontage.
5. Fund the Pocket Park through the Williams Amenity Zoning Policy.



Figure 6.2 | Pocket Park Illustrative Design



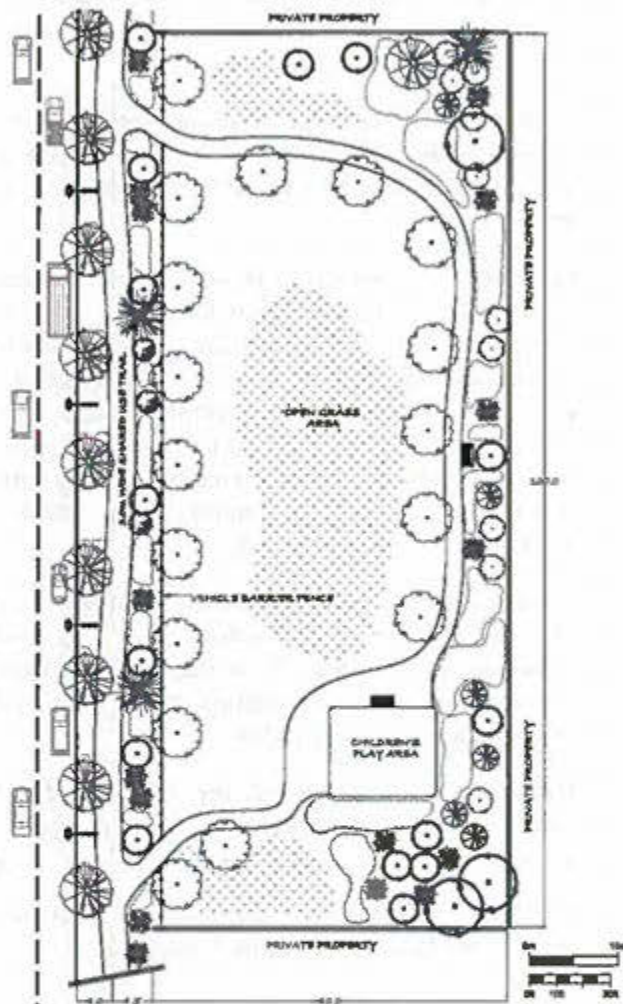


Figure 6.3 | Pocket Park General Specifications

6.1.4 WILDLIFE HABITAT PATCH

In accordance with the Township Wildlife Habitat Conservation Strategy, an approximate 1,563 m² (0.4 acre) Wildlife Habitat Patch shall be secured, enhanced and maintained for education and recreation opportunities near the vicinity of Morrison Crescent and 77A Avenue. The Wildlife Habitat Patch is intended to provide food and foraging opportunities for wildlife and serve as a small node in a network of greenways and watercourse riparian areas within the Williams area, that connect and extend throughout Willoughby.

The intent of these policies is to facilitate the establishment of a Wildlife Habitat Patch for the preservation of open space, the preservation of mature trees, and for the purposes of ensuring ecological integrity and the strengthening of connections between natural areas and public connections and spaces. Policies specific to Wildlife Habitat Patch are as follows:

Policies:

1. Provide a Wildlife Habitat Patch, along with associated Off Street Greenway and Enhanced Sidewalks with connections to neighbouring Creek Greenway and Enhanced Sidewalks, within the vicinity of the intersection at Morrison Crescent and 77A Avenue, as illustrated on Map 1.
2. Prioritize the location, configuration and vegetation enhancement of the Wildlife Habitat Patch based on the five habitat types – coniferous, broadleaf and mixed tree species, dense understorey shrubs and ferns, and wetland areas – that are deemed most capable of supporting wildlife in an urban setting.
3. Protect intrusion into the Wildlife Habitat Patch to preserve ecological integrity, as warranted.
4. Include interpretive signage and additional amenities, as and where appropriate, while keeping the overall protection of the area the priority.
5. Fund the Wildlife Habitat Patch and the connecting Off-Street Greenway and Enhanced Sidewalks through the Williams Amenity Zoning Policy.



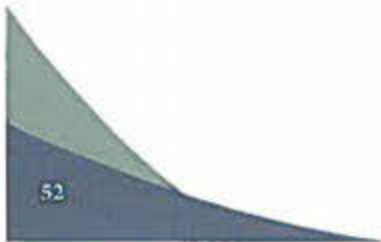
Example of a Wildlife Habitat Patch

6.1.5 NEIGHBOURHOOD FORESTED MEWS

The Neighbourhood Forested Mews is a former and decommissioned municipally-owned street and/or road right-of-way that is currently not used for vehicular traffic, has had unnecessary utility infrastructure removed and all asphalt, concrete and other surface material removed, as relevant. The area has been reassigned and replaced with pedestrian-accessible, forested open spaces. The Neighbourhood Forested Mews will contribute unique 'place making' feature for neighbourhood design in the low-density residential areas in Williams. This concept provides an opportunity to meet one of the planning principles and design features in Williams that supports integrating natural features and systems into new neighbourhoods to create a sense of place and to preserve and enhance the 'treed' character of the Willoughby Escarpment, while at the same time, creating a pedestrian-oriented, public amenity-rich neighbourhood. Policies specific to the Neighbourhood Forested Mews are as follows:

Policies:

1. Provide and develop the Neighbourhood Forested Mews at the locations as indicated on Map 1. The Neighbourhood Forested Mews will encompass the entire width – approximately 20 metres - of the existing dedicated public right of way.
2. Incorporate appropriate soils along the Forested Mews to support long-term, stable rooting for trees as well as rainwater detention and nutrient holding capacity.
3. Retain and include new trees, with a focus on coniferous, evergreens, and integrate a 3.0m wide shared-use, asphalt trail.
4. Consider relocation of the Neighbourhood Forested Mews provided that the area is the same or greater and there is a clear net benefit (e.g., retention of mature trees).
5. Consider the orientation of adjacent residences to front the Neighbourhood Forested Mews, if deemed appropriate and feasible. Provide these residences with pedestrian access to the Mews, yet include measures to differentiate public and private space, and provide a minimum of four (4) off-street parking spaces for each dwelling unit that fronts the Mews. No tandem parking within a building shall be permitted.
6. Require development to fund the removal and/or relocation of infrastructure, and any soil remediation, as part of Works and Services requirements of the Township's Subdivision and Development Servicing Bylaw.
7. Fund the reforestation of the Neighbourhood Forested Mews from existing and appropriate Township of Langley sources.
8. Fund the 3.0 metre wide shared-use, asphalt trail through the Williams Amenity Zoning Policy.



6.2 GREENWAYS AND PEDESTRIAN CONNECTIONS

The network of greenway and pedestrian connections in Williams is an important component of the mobility network for both pedestrians and cyclists and a key recreational amenity. Along with the sidewalk and cycle lane network described in Section 8, street greenways, creek greenways (trails), enhanced sidewalks, and pedestrian links provide continuous pedestrian connections between destinations within and beyond the plan area, and a range of easily accessible, recreational experiences. Some greenways also provide opportunities to integrate unique landscape and stormwater management features such as raingardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on Map 1.

6.2.1 STREET GREENWAYS

Street Greenways are wide landscaped boulevards along major roads which provide attractive and safe pedestrian and cyclist connections throughout the community. Street Greenways connect pedestrians and cyclists with parks, natural areas, commercial nodes, neighbourhood amenities and services, as well as the integration with greenways in adjacent neighbourhoods, and connections to destinations beyond. Policies specific to street greenways are as follows:

Policies:

1. Provide contiguous Street Greenways in the locations identified on Map 1.
2. Construct Street Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.4.

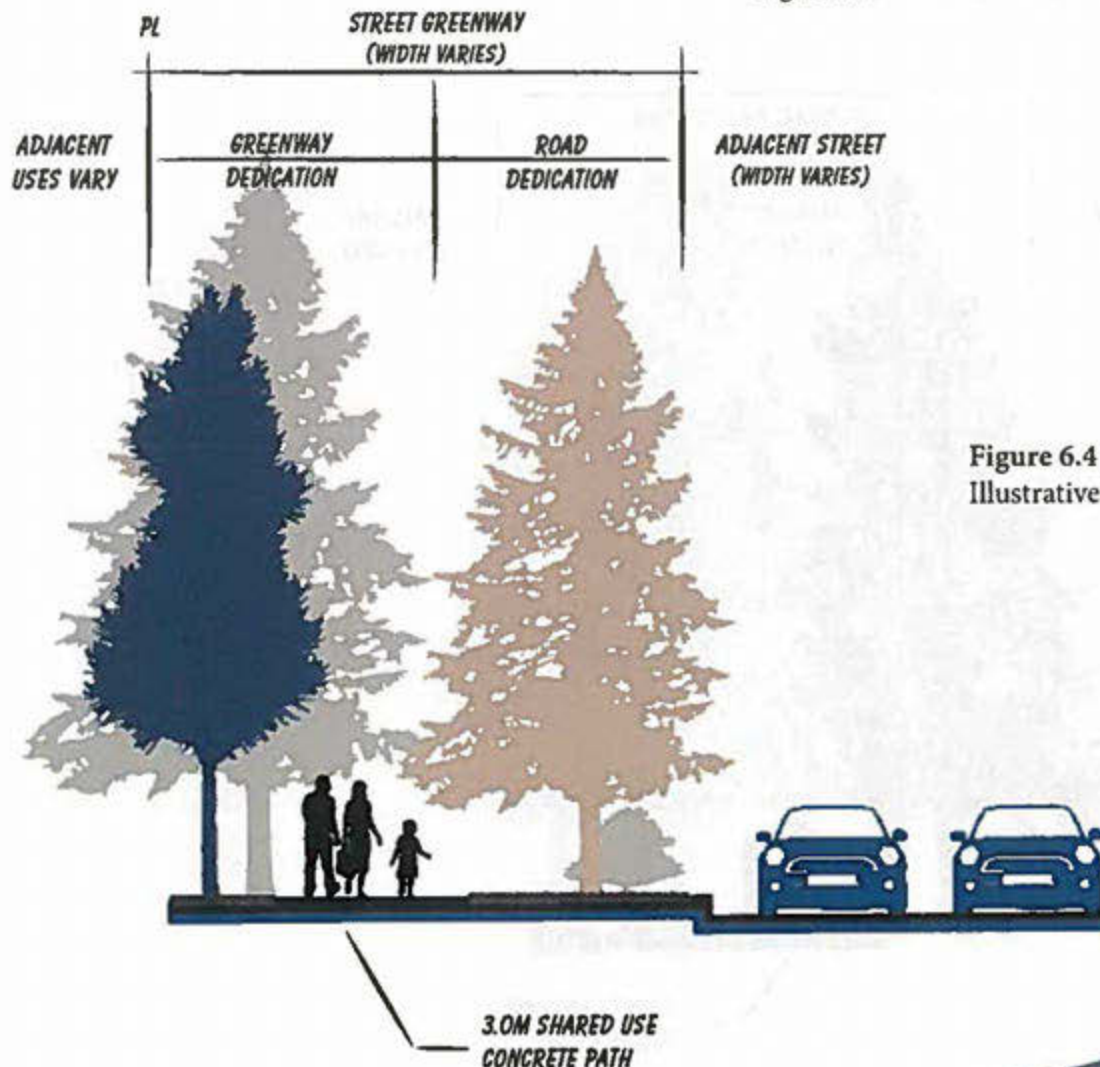


Figure 6.4 | Street Greenway Illustrative Design

3. Incorporate tree species, such as cedar and other evergreen, coniferous varieties, that complement the usual deciduous street trees.
4. Discourage the crossings of Street Greenways by driveways. Where no alternative exists, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users.
5. Provide safe street crossings for pedestrians and cyclists at key intersections.
6. Fund Street Greenways through the Williams Amenity Zoning Policy.

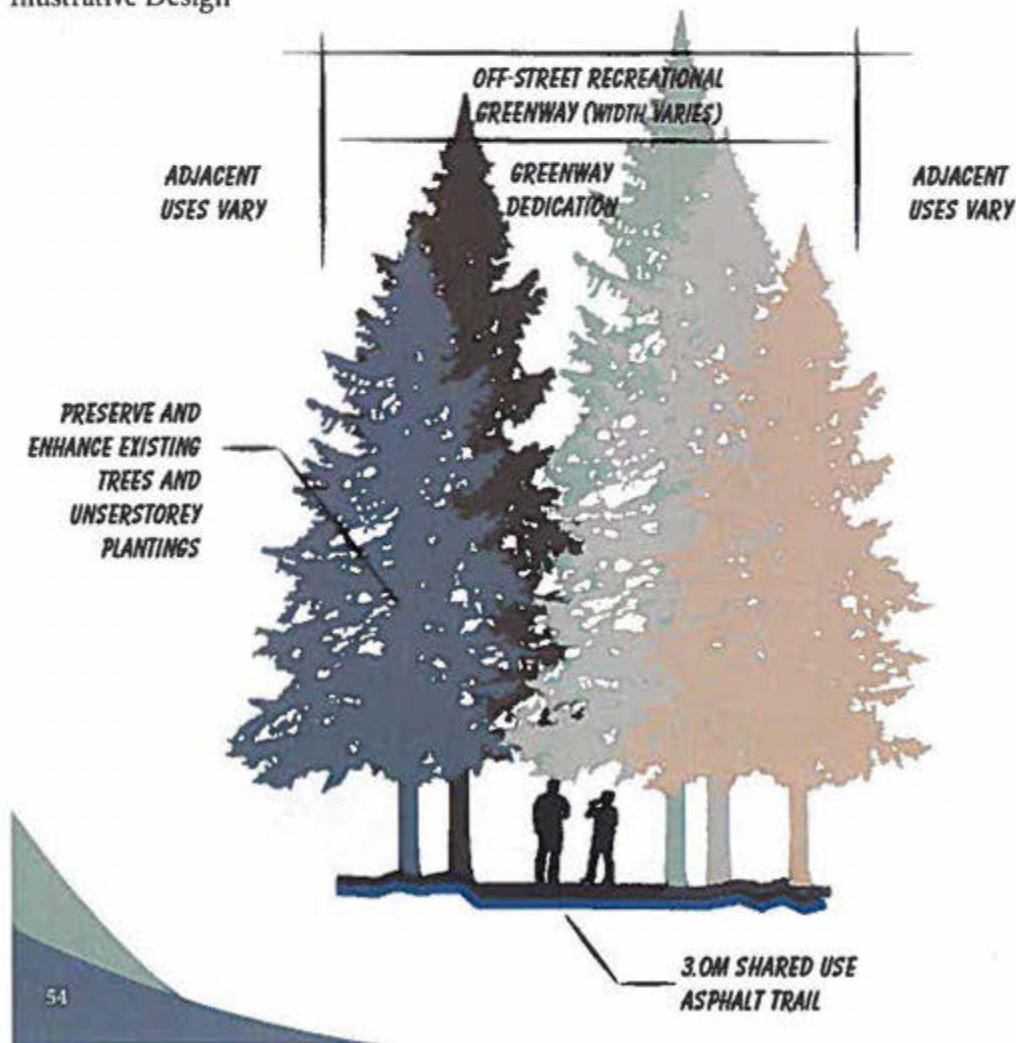
6.2.2 OFF-STREET RECREATIONAL GREENWAYS

Off-Street Recreational Greenways are trails that provide pathway connections between other pedestrian and cycling facilities. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies specific to off-street greenways is as follows:

Policies:

1. Provide Off-Street Greenways in the locations identified on Map 1.
2. Construct Off-Street Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.5.
3. Fund Off-Street Greenways through the Williams Amenity Zoning Policy.

Figure 6.5 | Off-Street Recreational Greenway Illustrative Design



6.2.3 CREEK GREENWAYS

Creek Greenways are off-street trails that run adjacent to existing watercourses, Conservation and Watercourse Compensation Areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies specific to creek greenways are as follows:

Policies:

1. Provide Creek Greenways in the locations identified on Map 1.
2. Construct Creek Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.6.
3. Locate Creek Greenways generally adjacent to the riparian areas and Watercourse Compensation Areas. Consideration will be given to locating the Creek Greenways within the outer edges of the Riparian Areas and Watercourse Compensation Areas provided that they do not negatively impact the habitat value or biological integrity of said areas.
4. Build appropriate 'connections' where the Creek Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.
5. Fund Creek Greenways through the Williams Amenity Zoning Policy.

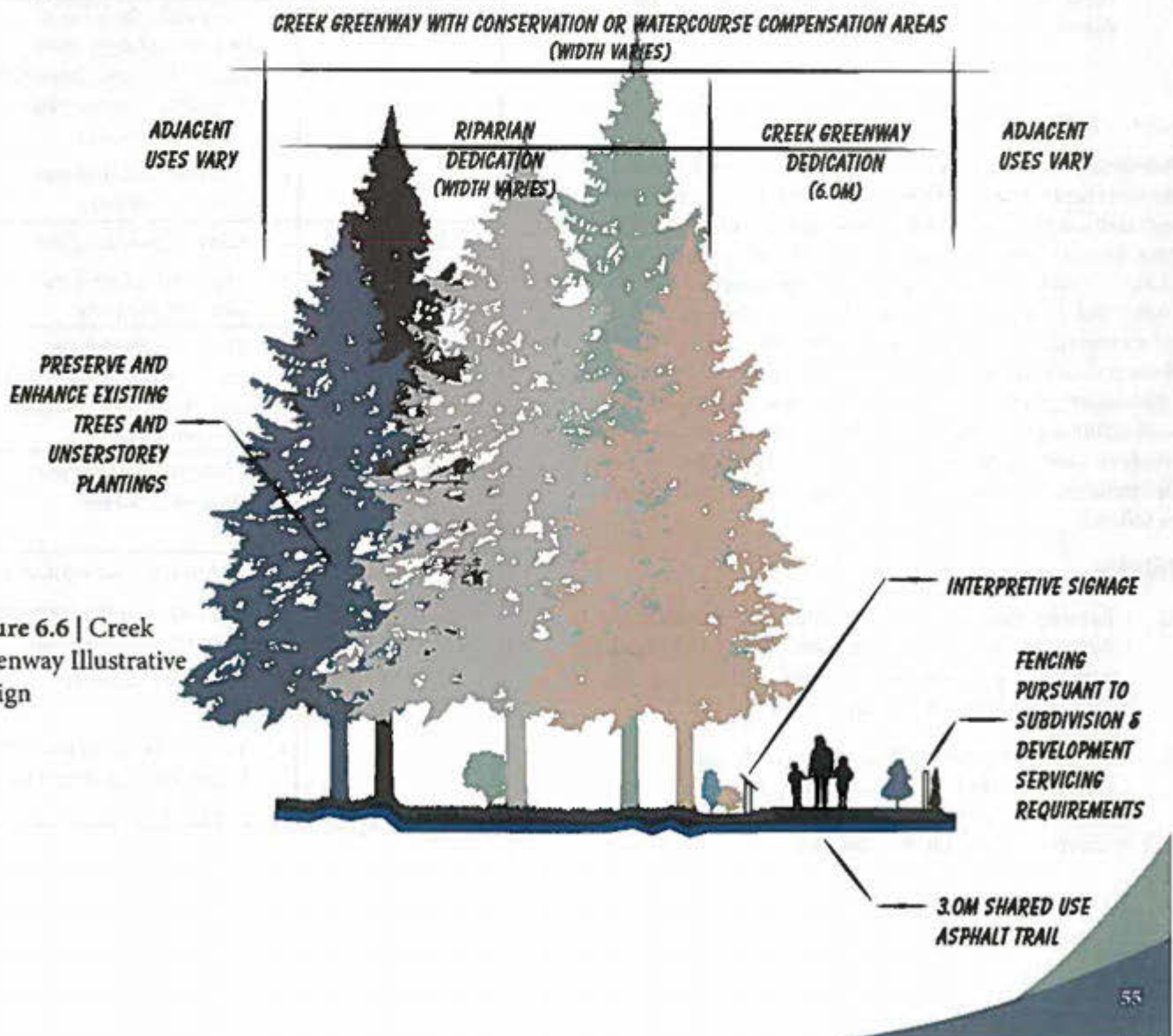


Figure 6.6 | Creek Greenway Illustrative Design

6.2.4 ENHANCED SIDEWALKS

Enhanced sidewalks are suitable in areas where short on-street pedestrian and cyclist connections are required adjacent to the riparian areas or in order to connect greenways. Enhanced Sidewalks are designed to accommodate a 3-metre wide multi-use pathway. Policies specific for Enhanced Sidewalks are as follows:

Policies:

1. Provide Enhanced Sidewalks in the locations identified on Map 1.
2. Construct Enhanced Sidewalks in accordance with the standards provided in Table 6.1.
3. Fund Enhanced Sidewalks through the Williams Amenity Zoning Policy.

6.2.5 PEDESTRIAN LINKS

Pedestrian Links are to be provided to connect through developments and subdivisions, to and from greenways and trails, schools and bike routes within and outside the plan area as well as through areas where public access along a road is widely spaced. The location for the Pedestrian Links, as shown on Map 1, is not intended to be interpreted literally but approximately. The intent of these policies is to secure, through development, additional connection points through development to increase the walkability and permeability of the neighbourhood and to improve connections with adjacent neighbourhoods and destinations. Policies specific for the pedestrian links are as follows:

Policies:

1. Provide Pedestrian Links, which are a minimum three (3) metre wide concrete shared use, hard-surface (e.g., concrete, asphalt) pathway, in the locations identified on Map 1.
2. Design entrances to Pedestrian Links, adjacent to Greenways, Enhanced Sidewalks, and other public rights-of-way, so that they are visible and will be interpreted as a 'public' pathway.

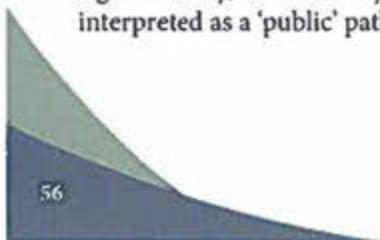
3. Pedestrian Links are not funded through the Williams Amenity Zoning Policy.

6.2.6 GREENWAYS, PEDESTRIAN LINKS & ENHANCED SIDEWALK STANDARDS

Table 6.1 provides a summary of the Greenways, Pedestrian Links and Enhanced Sidewalk Standards.

TABLE 6.1 | Greenways, Pedestrian Links and Enhanced Sidewalk Standards

TYPE	STANDARDS
Street Greenways	<ul style="list-style-type: none">• 4.5m wide dedication (5.5m wide dedication along 216 Street, between 76 and 80 Avenues and along 76 Avenue)• 3.0m wide shared use, concrete pathway
Off-Street Recreational Greenways	<ul style="list-style-type: none">• 4.5m wide dedication• 3.0m wide shared use, concrete pathway
Creek Greenways	<ul style="list-style-type: none">• 3.0m side shared use, asphalt trail located in the outer 6.0m of the required riparian area.
Pedestrian Links	<ul style="list-style-type: none">• 3.0m wide shared use concrete pathway
Enhanced Sidewalks	<ul style="list-style-type: none">• within the road dedication• 2.0m wide buffer between the curb and sidewalk• 3.0m wide concrete sidewalk• 1.0m wide buffer between the property line and the sidewalk



6.3 SCHOOLS

At present there are no elementary schools in the Williams neighbourhood. At full buildout it is estimate that the Williams neighbourhood will contribute approximately 530 elementary school students (i.e. kindergarten to grade 5), 220 middle school students (i.e. grades 6 to 8), and 251 senior high school students (i.e. grades 9 to 12).

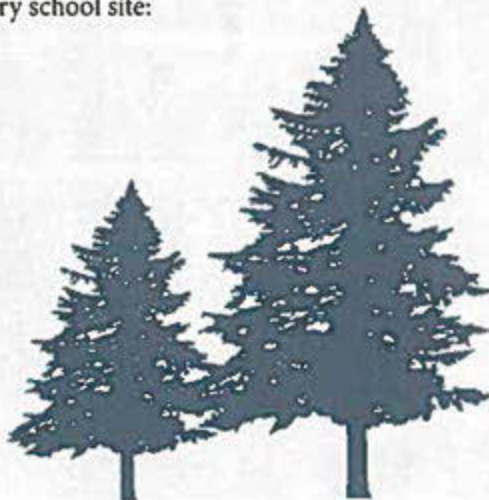
A future elementary school site in Williams is anticipated to accommodate this growth in the number of students in the neighbourhood. It is anticipated that approximately 2 hectares (5 acres) of land for a new school site will be required. School District 35 will acquire the new school site, which would be developed at such time that the population growth warrants the establishment of the new school. Rezoning of lands for development will require that school sites be secured as outlined in Section 11.2.1.

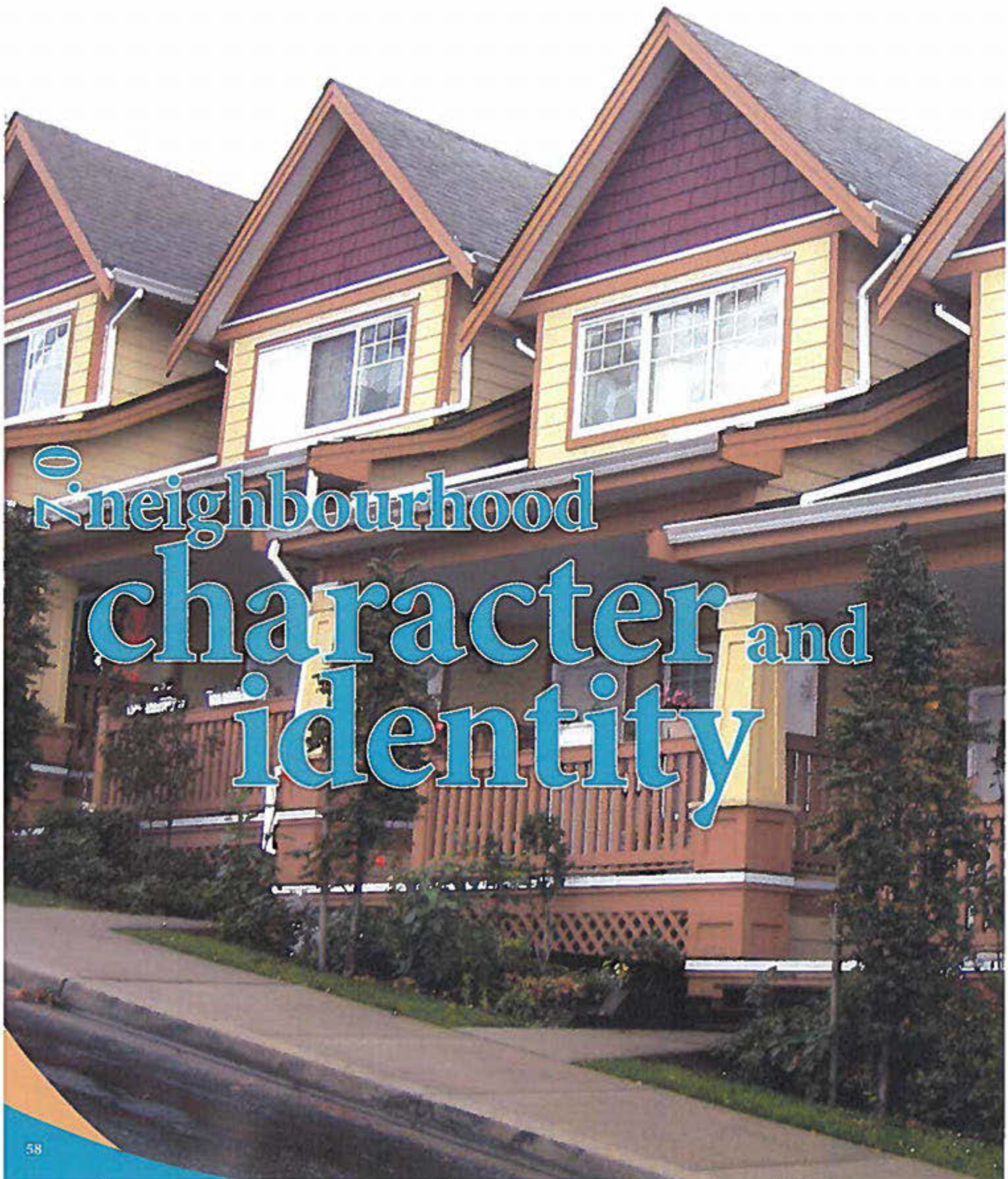
The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation. The future actual number, location and grade configurations may differ from those of this plan. The School District has developed a Long Term Facilities Plan which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education for the acquisition of land and the construction of schools. Funding requests are made annually through the submission of a five-year capital plan. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

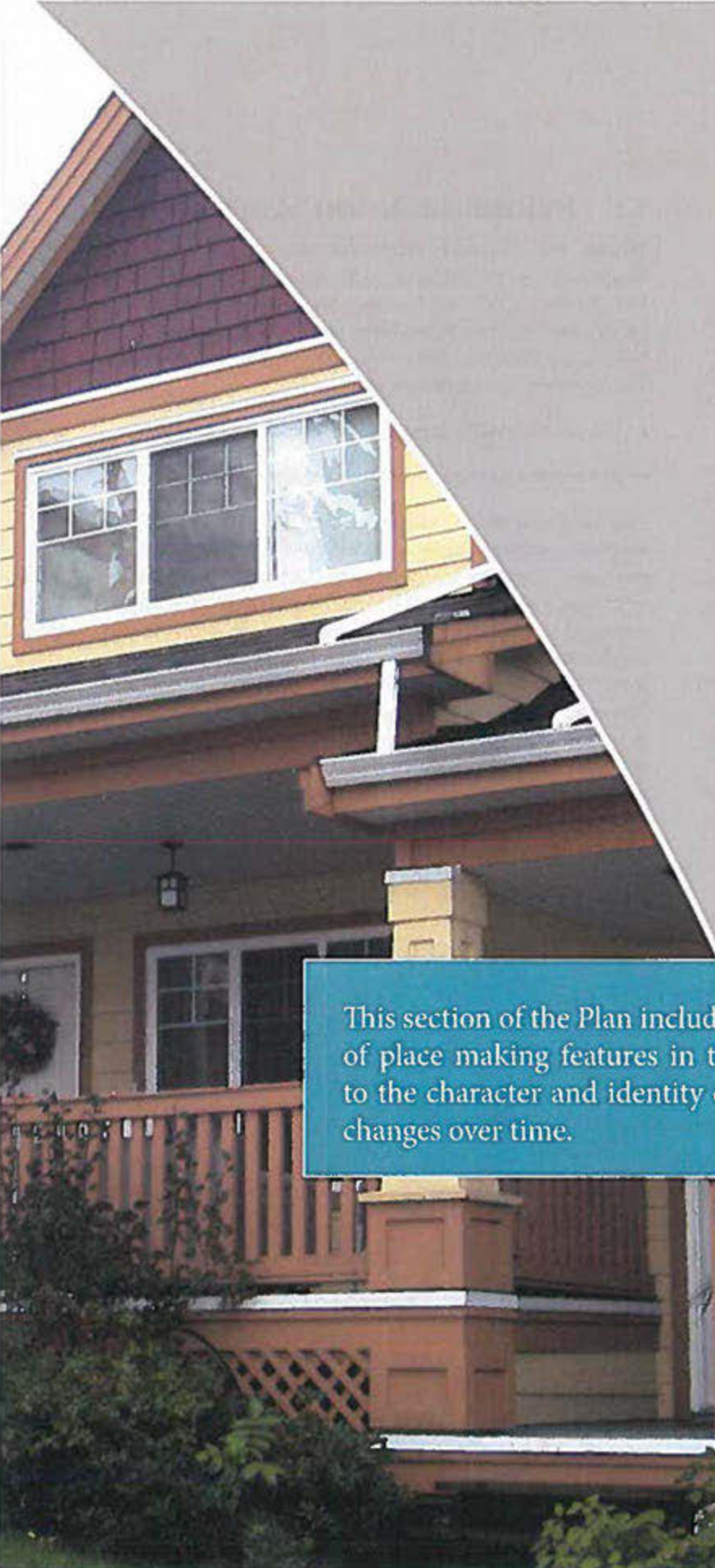
The intent of these policies is to provide guidance, in terms of the size and approximate location for a future joint use park-elementary school site:

Policies:

1. Accommodate an Elementary School, which will form part of a joint neighborhood park-elementary school site with a minimum total size of 4 hectares (10 acres; 5 acres neighbourhood park and 5 acres elementary school), within the vicinity of 214 Street and 78 Avenue, as indicated on Map 1.
2. Identify and secure the Elementary School site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2 General Prerequisites.
3. Ensure that the Elementary School and the adjoining Neighbourhood Park that comprise the joint park-school site are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.







This section of the Plan includes policies that guide the development of place making features in the Williams area that will contribute to the character and identity of the neighbourhood as it grows and changes over time.

Neighbourhood Character and Identity

7.1 NEIGHBOURHOOD PLACE MAKING

The Williams neighbourhood is envisioned to be an urban, compact neighbourhood characterized by an active public realm. Within the streetscape, a variety of amenity features will help to further animate public spaces, promote walking, encourage community interaction and contribute to a the identity of the neighbourhood and the making of place.

The neighbourhood is expected to include an elementary school, employment lands in the form of a business park, a local-serving commercial node, a variety of park and open spaces, as well as pedestrian and cycling connections. Access to all of these should be possible via sidewalks, greenways and trails with appropriate crosswalks provided at controlled intersections.

View corridors from the neighbourhood to the south and southeast to the Milner Valley and vistas beyond (Mount Baker), are also provided in strategic locations. Neighbourhood, subdivision and building designs will also contribute to the retention and enhancement of the treed character of the Willoughby Escarpment, as seen and viewed from various points along the Milner Valley, specifically along Glover Road.

7.2 NEIGHBOURHOOD LANDMARKS

Within the Williams neighbourhood, there are two Neighbourhood Landmarks that serve as area gateway features that announce entrance into the Williams area, create civic focal points, and enhance the network of visual reference points throughout the Willoughby community. The locations, as denoted on Map 1, include:

- Intersection of 212 Street and 80 Avenue (see Figure 7.1)
- 216 Street and Highway #1 interchange (see Figure 7.2)

The Neighbourhood Landmark at 212 Street and 80 Avenue is approximately 3,802 m² (0.95 acre) in size and provides a predominantly hard landscaped urban public open space at the physical confluence of Street Greenway networks in Williams, connections with Smith and Yorkson neighbourhoods and areas beyond, and is located within former dedicated roads and will be maintained by the Township. The space for the Neighbourhood Landmark is on both the north and south corners at the west side of the re-aligned intersection at 80 Avenue and the 212 Connector. These spaces are highly visible to pedestrians, cyclists, transit riders and motorists along both directions of 80 Avenue and those heading north on the 212 Connector, as well as residents and workers within its vicinity.



Figure 7.1 | Neighbourhood Landmark at 212 Street and 80 Avenue Illustrative Design

The second Neighbourhood Landmark at 216 Street and Highway #1 interchange, on the west side, is an open space area that includes neighbourhood infrastructure – rainwater detention pond – at the confluence of a variety of Greenways and a gateway design and complementary features that thematically tie these elements together. The intent of these policies is to establish key place-making features in these gateway areas and contribute to the identity of the Williams neighbourhood. Policies specific for Neighbourhood Landmarks are as follows:

Policies:

1. Provide and develop a Neighbourhood Landmark feature at the intersection at 80 Avenue and 212 Street, as indicated on Map 1.
2. Establish a coordinated Neighbourhood Landmark and community gateway feature at 216 Street and the Highway #1 interchange, on the west side, as indicated on Map 1, as part of the rainwater detention pond design. Additional land area may be required for the sizing of the rainwater detention pond to incorporate a viewing platform, a perimeter trail and public art.
3. Design the Neighbourhood Landmarks in accordance with the general concepts as shown in Figure 7.1 and Figure 7.2, including the incorporation of public art.
4. Fund the Neighbourhood Landmark at 80 Avenue and 212 Street through the Williams Amenity Zoning Policy.
5. Fund the Neighbourhood Landmark at 216 Street and Highway #1 through the Williams Amenity Zoning Policy (not including the stormwater detention pond and associated plantings and landscaping).



Figure 7.2 | Neighbourhood Landmark at 216 Street and Highway #1 Illustrative Design

7.2.1 PUBLIC ART

In Williams, Public Art will form part of the two Neighbourhood Landmark locations. Public art is intended to improve the character and vibrancy of the public realm and to encourage community interaction amongst residents and visitors. The intent of these policies is to establish Public Art that will serve to create local identity and attractive neighbourhood spaces, and will enrich the everyday experience in the Williams area. Policies specific for Public Art are as follows:

Policies:

1. Include Public Art as part of Neighbourhood Landmarks at the locations identified on Map 1.
2. Require the Township of Langley to manage, maintain and insure all Public Art in accordance with Council's Public Art Policy (No. 06-024).
3. Ensure that an appropriate collection management system is in place and those documentation standards and inventory practices are implemented.
4. Encourage the incorporation of additional on-site Public Art in the design of buildings or landscape as part of development. Public Art should be located in publically accessible spaces or commercial spaces that members of the public often frequent.
5. Fund Public Art for the public locations identified on Map 1 through the Williams Amenity Zoning Policy.

7.3 STORMWATER FACILITIES AS AMENITIES

Stormwater facilities (including detention ponds) are intended to serve a dual purpose. The primary use is functional with recreation and aesthetics serving as a secondary function. In their role as an amenity efforts shall be made to design ponds with these goals in mind. Two (2) detention ponds shall be located in the vicinity of 216 Street in the Williams Neighbourhood Plan area: one at the northeast corner of the Plan area and another at the southeast corner. Policies specific for stormwater facilities as amenities are as follows:

Policies:

1. Incorporate pedestrian access around all or part of the edge/perimeter of stormwater facilities and link this pedestrian feature with nearby Greenways.
2. Provide safe access and seating along the inner slope of detention ponds. It is understood that pedestrians do not have access to all areas of the facilities.
3. Include aesthetic considerations as part of the design of stormwater detention pond, including but not limited to exposed walls and slopes visible by the public. This shall include hard and soft landscape design solutions, where appropriate. Incorporate evergreen, coniferous tree plantings around the perimeter of the detention pond to contribute to the treed character of the Willoughby Escarpment.
4. Design fencing to be aesthetically pleasing and thematically aligned with the design features of the Neighbourhood Landmark spaces. Acoustic barriers should be considered and included where traffic noise or adjoining uses negatively impacts the enjoyment of the amenity space and views to and from the facility.



7.4 GREEN ROOFS

Green roofs (also known as “living roofs”) can also promote effective stormwater management, reduce energy use, as well as provide communities with additional spaces for amenity and recreation uses. They consist of various roofing layers topped with a soil-like growing medium and specific plant species that have the ability to withstand dramatic swings in climatic conditions. The intent of these policies is to encourage the application of green roofs as part of development in the Employment District.

Policies:

1. Encourage new commercial and industrial buildings to incorporate green roofs to mitigate stormwater impacts and improve energy efficiency.
2. Consider the provision of employee accessible outdoor space on the green roof to accommodate both recreational and ecological needs.
3. Encourage the use of plant species that are native and non-invasive and appropriate to the climatic conditions of the Williams Neighbourhood Plan area.
4. Design green roofs in accordance with the BC Green Building Code.
5. Adhere to Township policy regarding, among other items, the management, maintenance and insurance/liability related to green roofs. Green roofs are to be kept in perpetuity. Irrigation and maintenance of the green roof are the responsibility of the building and/or property owner.



7.5 LANDSCAPE BUFFERS

A Landscape Buffer is a linear feature with plantings, earthen berms and hardscaping (e.g., fencing) that provides visual and noise attenuation between different land uses and transportation infrastructure. In the Williams area, a ‘freeway’ version of the Landscape Buffer will be applied between the Townhouse land use designation north of 83 Avenue and Highway #1. An ‘interface’ version of the Landscape Buffer will be applied between the Townhouse land use designation north of 83 Avenue and the areas east and south, designated as Business Park. Policies specific to Landscape Buffers is as follows:

Policies:

1. Provide a ‘freeway’ Landscape Buffer that is 15 metres wide, that includes retained and additional tree plantings, understorey plantings and ground cover, an earthen berm, and a 3 metre wide trail, and is located adjacent to Highway #1 as illustrated in Figure 7.3.
2. Provide an ‘interface’ Landscape Buffer at the location between the Townhouse land use designation north of 83 Avenue and the areas east and south, designated as Business Park, as illustrated in Figure 7.3, that is 6 metres deep and that extends the full length of the east property line. This buffer feature is in addition to landscaping requirements and setbacks treatments required in the Township of Langley Zoning Bylaw, Subdivision and Development Servicing Bylaw (as amended from time to time) and other relevant Township bylaws.
3. Fund the provision of Landscape Buffers through the Williams Amenity Zoning Policy.

Figure 7.3 | Landscape Buffer Locations



7.6 LOCAL ROAD GATEWAYS

Local Road Gateways provide a further place-making opportunity to indicate arrival to and departure from residential areas within the Williams area. These entrances help create an identifiable place and provide a significant entryway. The intent of these policies is to guide the inclusion of Local Road Gateways in appropriate locations in the Williams area.

Policies:

1. Construct Local Road Gateways where local roads meet collector roads consistent with the standards illustrated in Figure 7.4. Incorporate additional landscaping and signage as appropriate.

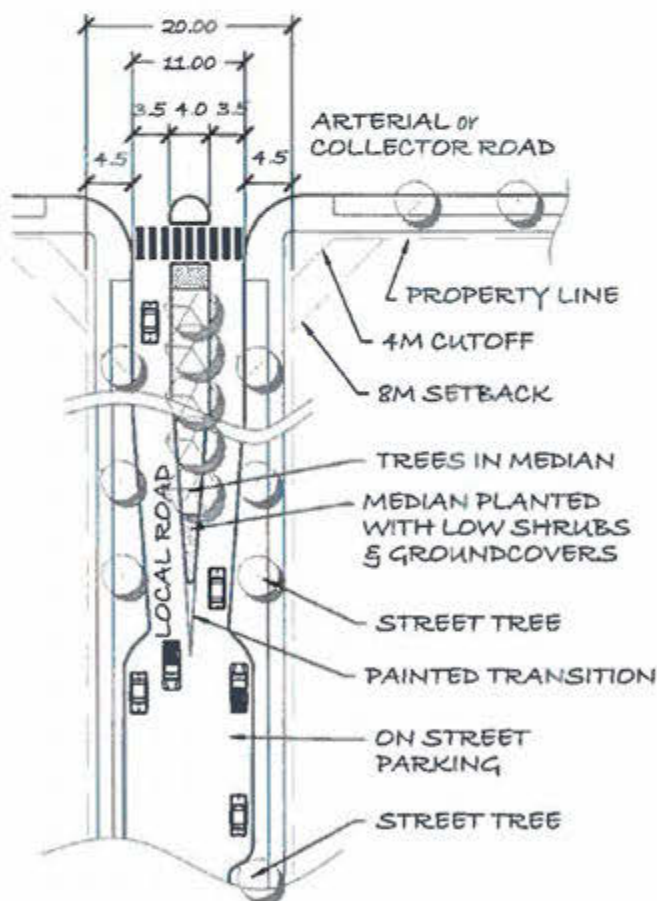


Figure 7.4 | Conceptual Local Road Gateway Design

7.7 UTILITY BOXES AND VAULTS

Urban communities include a variety of supporting infrastructure, some of which is visible and others are not. Siting and finishes of these at-grade or above-grade infrastructure are necessary and careful location and placement is warranted such that they do not interfere with mobility or the aesthetic qualities of the Williams area. The intent of these policies is to guide the location and appearances of at-grade utility boxes and vaults.

Policies:

1. Plan and coordinate the location of utility boxes (e.g. telephone hubs and electrical transformers), ventilation equipment or other at-grade mechanical equipment to minimize their impact on the public realm, including placing them underground or inside buildings wherever possible.
2. Place existing overhead utilities underground as part of new development and upgrades to infrastructure.
3. Apply appropriate 'wraps' on utility boxes and other at-grade mechanical equipment as part of off-site and on-site works and services associated with development in order to reduce graffiti and improve the visual aesthetic of the neighbourhood. Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.



7.8 RETAINING WALLS

Developing a pedestrian friendly, visually attractive neighbourhood in a setting characterized by sloping sites is a key aim of the Plan. The southern portion of the Williams Plan has a sloping terrain that could result in significant grading and use of retaining walls to create suitable development sites. The intent of these policies is to encourage new development to work with the land to create viable high-quality developments.

Policies:

1. Ensure development and infrastructure projects build with the slope to help preserve the natural topography of hillside areas and minimize cut and fill excavations.
2. Integrate landscaping, apply texture treatments and use a 'stepped-approach' in the design of retaining walls where they are located along any public right-of-way, in a public space or area visible to the public, in order to provide visual interest and help integration with the surrounding area.

7.9 HERITAGE

In 2012, Township Council endorsed a Heritage Strategy that outlines the strategic goals and actions for heritage to 2022. The Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural and cultural landscapes, in developing complete sustainable communities, and identifies nine goals and a number of actions to be implemented over ten years. The following actions would apply to resources identified in the Williams Neighbourhood:

- Identify built, natural and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process;
- Preserve, protect and celebrate significant historical resources that illustrate Langley's range of heritage values;
- Encourage retention of existing building stock, where feasible, by demonstrating flexibility in the assessment of adaptive re-use projects;
- Encourage and support salvage efforts in the deconstruction of existing buildings;
- Provide grants for the restoration of heritage buildings through the Heritage Building Incentive Program; and
- Investigate extending conservation incentives for heritage building owners in the form of permissive or property tax exemptions.

Archaeological Resources

Although there are no previously recorded archaeological sites within the plan boundaries, there are reports that some lithic materials have been found within the Yorkson Creek area, indicating that the possibility of archaeological potential within the area cannot be ruled out. The provincial Archeology Branch maintains and oversees the legislative processes for the management of archaeological sites, and landowners, occupants and service providers are required to conform to provincial process and permitting requirements with respect to both known and unknown sites.



Natural and Cultural Landscapes

The Willoughby escarpment that runs along the eastern edge of the Williams neighbourhood is a prominent geographical feature. This natural feature, which forms a natural division between the Milner Valley and upland areas, includes some large stands of trees both within Williams and its adjacent rural areas to the south and southeast. The escarpment additionally provides for scenic views of the location of the historic 1830s Hudson Bay Company Farm in Milner, and in some locations longer views to Mount Baker, the Golden Ears and other peaks in the Coast Mountain Range.

Protection of the escarpment's visual and historical significance as viewed from the Milner area can be achieved through a combination of tree protection and tree replacement strategies. Implementation of these strategies will be emphasized for areas along the Agricultural Land Reserve boundaries, along the east and south boundaries of the plan. Given that the urbanization process will occur over a number of years and decades, the escarpment's image and character will evolve and regenerate as new trees grow and mature along the within the neighbourhood.

The low-lying, flat lands surrounding Milner comprise the original 1830s Hudson's Bay Company commercial farm, a unique cultural landscape that has retained its historic configuration, agricultural use, and valley views since the early 1800s.

Built Resources

The historic resources in Willoughby that remain today reflect the community's rural history and community life near the turn of the twentieth century. As part of the Willoughby Heritage Study undertaken in 2005, historic assessments were completed for several buildings within the plan boundaries, although none of the sites identified have been added to the Township's Heritage Inventory to date.

The intent of these policies is to guide the preservation, restoration and commemoration of built and archaeological resources and natural and cultural landscapes that have heritage values as they relate to the Williams area.

Policies:

Protect Archaeological Sites and Areas

1. Discourage unauthorized damage to archaeological sites by encouraging landowners and service providers to fulfill their obligations under the Heritage Conservation Act through the provincial Archaeology Branch.

Protect the Character of the Milner Valley as a Cultural Landscape

2. Retain the historic views up and down the Milner Valley as well as the natural topographical division between the valley's current agricultural/rural lands and the upland areas by preserving, enhancing and incorporating trees and stands of trees along, above and below the Willoughby Escarpment, with a particular focus on the south portion of the Williams area and the urban/rural edge along the Agricultural Land Reserve boundary.
3. Design and locate new development, buildings, roads, parks and pedestrian connections, within sightlines from the Milner area toward the Willoughby Escarpment, with consideration given to the various view levels, with the objective of enhancing and preserving a forested escarpment. Designs should include a view analysis.
4. Apply compatible exterior materials and colours that blend with the natural, treed environment that characterizes the escarpment.
5. Preserve specimen trees in the Williams area as part of development and infrastructure projects (e.g., row of 'cherry blossom' trees along 76 Avenue).



Preserve Sites Deemed to be of Historic Value

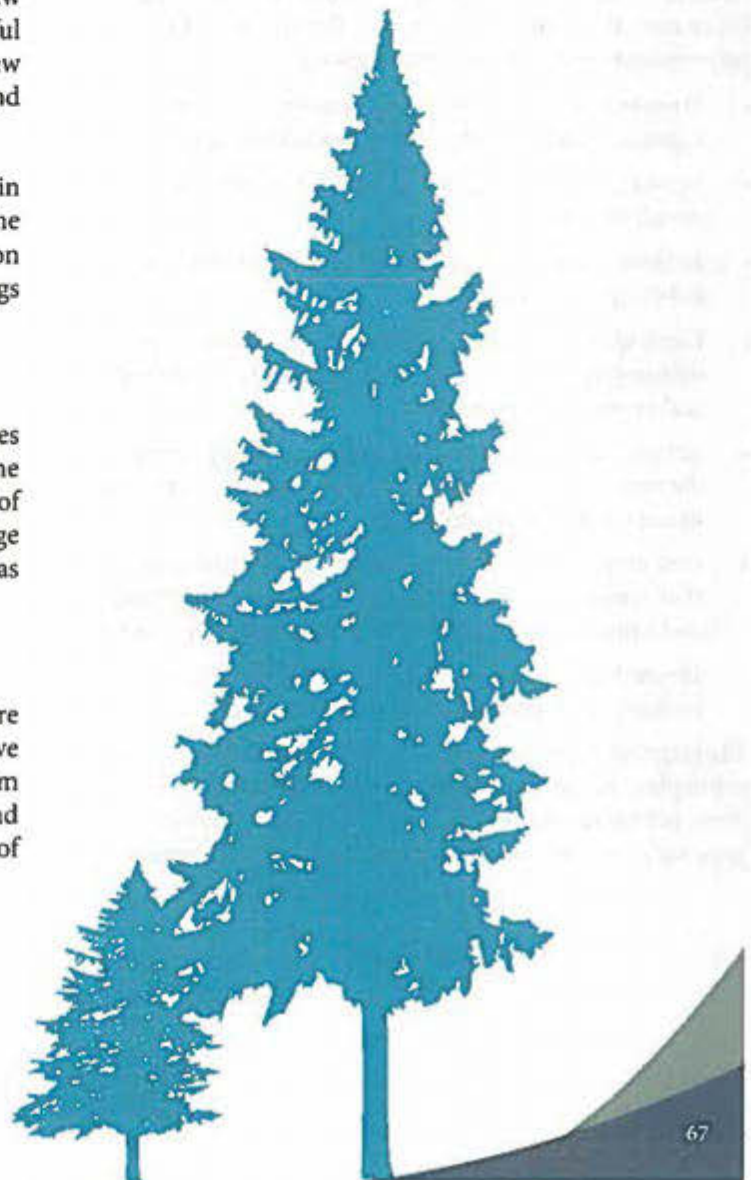
5. Retain buildings, including those identified within the Plan boundaries that were identified in the Willoughby Heritage Study (2005) and others deemed to be of historic value, through the use of heritage revitalization agreements and other tools provided by the *Local Government Act*, based on a future independent site assessment at the time of redevelopment.
6. Consider, on a case-by case basis, financial incentives such as density, use, siting and other regulations, as a means of retaining historic buildings.
7. Seek adaptive re-use of historic buildings and the incorporation of such resources into new developments. In such situations, the successful integration of historic buildings within new developments will be assessed based on form and character considerations.
8. Encourage the utilization of best practices in conservation planning by complying with the Standards and Guidelines for the Conservation of Historic Places in Canada for historic buildings earmarked for retention.

Document Buildings Approved for Removal

9. Provide photo documentation for archival purposes or alternatively prepare an 'As-Found Report' to the satisfaction of the Township prior to the removal of any building that has been deemed to be of heritage interest based on previous documentation, such as the Willoughby Heritage Study or other sources.

Commemorate Williams History

10. Commemorate early and historic places, where appropriate, with historic place names or interpretive signage and through complementary public realm design and signage projects that recognize and celebrate the tangible and intangible aspects of Williams's history.



7.10 Crime Prevention Through Environmental Design

The safety and security of residents are an important component of any liveable community. Safety and security are considered not only in terms of personal physical safety (i.e. crime and threats to personal property), but also in terms of safety for pedestrians, vehicles and cyclists. Traffic safety is addressed further in Section 8.

The way in which we design our communities and public spaces, allow for new development and encourage interaction amongst the public can impact personal safety and the ability of law enforcement to reduce crime within a community. This approach to development planning, which seeks to reduce opportunities for crime, is called "Crime Prevention through Environmental Design" (CPTED), the principles of which include the following:

- Territoriality - fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance - maximizing the ability to spot suspicious people and activities
- Activity support - encouraging the intended use of public space by residents
- Hierarchy of space - identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening - using physical barriers, security devices and tamper-resistant materials to restrict entrance
- Environment - making a design or location decision that takes into account the surrounding environment and minimizing the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti-free

The intent of the policies aligns with the spirit of the CPTED principles. As development within Williams occurs over time, planning staff should verify that land development proposals comply with CPTED principles prior to approval.

Policies:

1. New developments should be designed to provide "eyes on the street" through the placement of windows, porches, balconies, and street-level uses. Blank walls should be avoided. Design should allow for casual surveillance of all streets, parks, children's play areas and other public spaces.
2. Adequate lighting should be provided for all streets, lanes, parking areas, parks, trails, as appropriate, and building entrances to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.
3. Landscaping and fencing should be designed to avoid the creation of blind spots or hiding places.
4. Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.



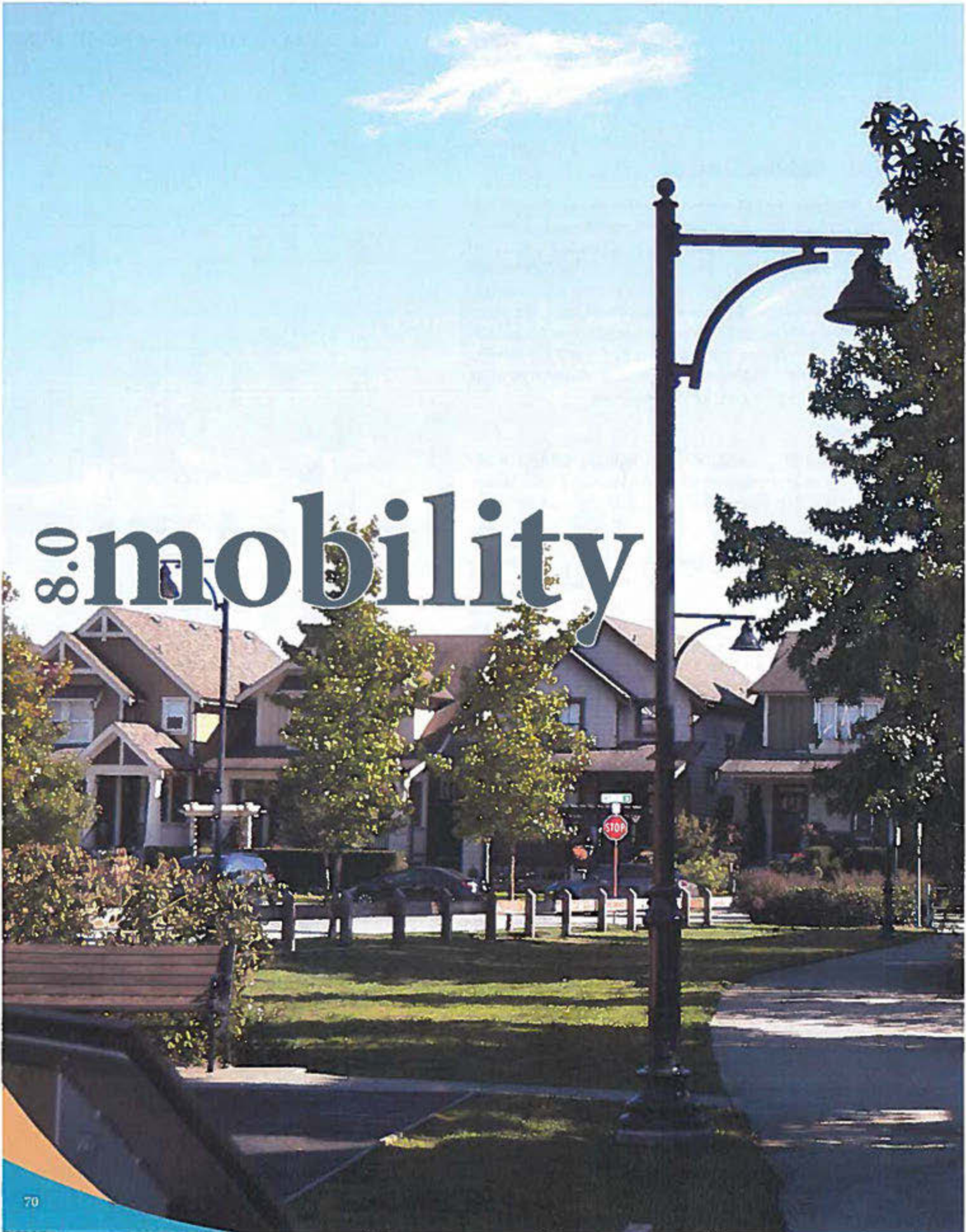
7.11 Lighting Design


In Williams, neighbourhood-specific on-street and off-street lighting for vehicle travel lanes, parking and pedestrian areas will be provided at the commercial node, located at 80 Avenue and 216 Street. The integration of this lighting will help to create pedestrian-friendly character, and desirable and active streetscapes in key areas of Williams. The intent of these policies is to establish neighbourhood-specific lighting in Williams that will serve to create local identity and attractive neighbourhood spaces, and will enrich the everyday experience in the Williams area.

Policies:

1. Provide ornamental street lighting fixtures at the Williams commercial node, located at 80 Avenue and 216 Street, for both on-street and off-street areas.
2. Locate and space on-street and off-street lighting elements based on the industry standard modeling and requirements, CPTED principles, BC Building Code, Township of Langley's Subdivision and Development Servicing Bylaw specifications and standards and the Exterior Lighting Impact Policy, as amended from time to time.
3. Include pedestrian scale lighting along all streets, street greenways, creek greenways and other pedestrian areas and connections.







The mobility network supports and ties together the land use elements of the Williams neighbourhood. The transportation system for this Plan encourages sustainable modes of transportation and provides a highly-connected network of pathways, streets and transit routes. This section outlines policies for mobility in the Williams area, including those intended to facilitate the use of active transportation modes as well as those intended to ensure that future transit and street networks function efficiently.

Mobility

8.1 STREET NETWORK

As the Williams area develops, the street network will link various parts of the neighbourhood together and will be functional, safe and efficient for all modes of travel. The Williams street network is predicated on the Township's street network hierarchy, which classifies roads based on function, traffic service, land access, and traffic volumes. The following road types are included within Williams:

- **Arterial Roads** have the primary function of accommodating longer-distance, regional travel, with limited access to individual parcels. The Williams neighbourhood has 80 Avenue, 212 Street and 216 Street as arterial roads.
- **Collector Roads** are intended to connect traffic from local roads to arterial roads and place equal importance on traffic movement and access to properties. The collector roads within Williams form an alternative grid network that will help distribute traffic throughout the area. The collector roads for Williams are 76, 78, 79A and 81 Avenues and 212A (including Morrison Crescent), and 214 Street.
- **Local Roads** are intended to provide access to individual properties and are not intended for through travel.
- **Lanes** are intended to provide access to individual properties from the rear. They are included in the Circulation Concept Plan at a conceptual level only.

This section outlines the street network within the Williams area and harmonizes the need for motor vehicle movement and parking with the needs of pedestrian, cyclists and transit users. The street network is designed to support a modified grid pattern where possible, combined with a 'fine-grained' block and lot structure that reflects the topography and grades of the area and supports the development of energy efficient neighbourhoods. The street network is appropriately sized for the anticipated amount of traffic. It will distribute vehicular traffic through multiple routes provided within the Williams area, and is connected with the broader Willoughby area, and destinations beyond. The Circulation Concept Plan (Map 3) outlines the planned street network. Substantial compliance with the street network established in the Circulation Concept Plan is required; however, there is some flexibility.

Policies:

1. Develop the street network, including arterial, collector, local roads, as illustrated in the Circulation Concept Plan (Map 3). The alignment of the collector route of 78 Avenue to 77A Avenue is required to ensure connectivity. The local road alignment as illustrated in the Circulation Concept Plan that provides connection between 76 Avenue and 79A Avenue shall be incorporated as part of subdivision design. Flexibility will be considered without amendment to this Land Use Plan where the local road cannot conform entirely to the concept due to site constraints.
2. Design the layout of residential areas with a block-based network of walkable streets on a modified grid with an east-west orientation (see Section 4.0) and aligns with the arterial and collector network as illustrated in the Circulation Concept Plan (Map 3). The "H"-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units. Single-access street patterns (culs-de-sac) shall be avoided; where this is impractical, safe and functional pathway connections that accommodate pedestrians and cyclists shall be provided to link with the mobility network in Williams and points beyond.
3. Incorporate low impact design features for rainwater management into street designs within the Williams area, to facilitate the infiltration of stormwater.



4. Require all residential development fronting on arterial and collector streets, all Greenways, and areas with Enhanced Sidewalks to provide rear lane or internal strata road access. The "H"-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units.
5. Secure statutory rights-of-way for all category of streets, including arterial, collector, local and lanes. A right-of-way includes sidewalks, travel and parking lanes, boulevards and utility allowances. The details are included within the Engineering Services Plan for transportation.
6. Locate multi-family amenity spaces away from arterial streets.
7. Apply modest grade-separation features that are appropriate and in keeping with the goal of walkable streets – such as an elevated main entrance of the dwelling unit from the finished grade, retaining walls along the property line – for all residential development along arterial streets to provide sound attenuation.

8.2 PEDESTRAIN AND BICYCLE CIRCULATION

This section outlines the pedestrian and bicycle routes within the Williams area, which form a critical part of the multi-modal, mobility network. In addition to sidewalks on the street network and on-street bike lanes along arterial streets, other facilities have been included in the network that pedestrians and cyclists can use to get around the area and connect with surrounding communities and destinations.

The Township of Langley's Ultimate Cycling Network was established in 2012 and is intended to meet the needs of as many different cyclists as possible. Three networks are defined as follows:

- Commuter routes provide direct links between residential communities and workplaces and are typically located on arterial roads with higher volumes of traffic.
- Recreational routes provide alternative links between residential areas and other destinations using lower volume roads, often in rural areas.

- Community routes provide circular routes within different communities and are designed to link with parks, schools, community facilities and local commercial areas and are located on quiet residential streets or off-street pathways.

The Williams cycling network will connect with cycling networks of adjacent neighbourhoods (Yorkson, Smith, NE Gordon Estates) as well as key destinations such within broader Willoughby such as the Carvolth Transit Exchange and Willoughby Town Centre, as well as connections to the frequent transit corridor along 200 Street, to Walnut Grove and Trinity Western University.

The intent of these policies is to outline the pedestrian and cycling network within Williams that contribute to the connectivity of the area and the community. The Circulation Concept Plan (Map 3) outlines the planned network for these active transportation modes. Substantial compliance with the network established in the Circulation Concept Plan is required; however, there is some flexibility.

Policies:

1. Incorporate pedestrian facilities and networks such as Street Greenways, Creek Greenways, Enhanced Sidewalks, and Pedestrian Links in the Williams neighbourhood that conform to Township standards and in accordance with the Circulation Concept Plan (Map 3) as illustrated.
2. Design cycling facilities and networks, including commuter, recreational and community routes, in the Williams neighbourhood that conform to Township standards and in accordance with the Circulation Concept Plan (Map 3) as illustrated.



8.3 TRANSIT SERVICE

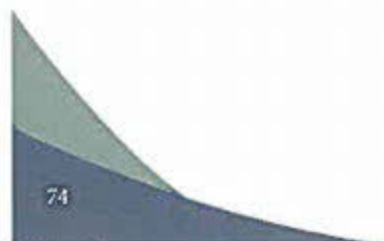
The 2007 South of Fraser Area Transit Plan provides a long-term vision for transit to 2031. This vision includes 200 Street in the Willoughby area as a Frequent Transit Network (FTN) route in the short and medium term and 208 Street as a Frequent Transit Network (FTN) route candidate. Over the long term, 200 Street is envisioned to be part of TransLink's Rapid Transit Network, with potential for the corridor to accommodate bus or light rail rapid transit service within a dedicated median.

TransLink's South Fraser Area Transit Plan does not currently indicate any specific new transit routes through the Williams neighbourhood. Williams is located 3km from the Carvolth Exchange, a major transit exchange that connects riders to Langley City, Maple Ridge, Abbotsford, and Millennium and Expo SkyTrain lines. In the future, transit ridership is expected to grow and it is reasonable to assume conventional transit services will likely operate on major arterial roads such as 216 Street, 212 Street and 80 Avenue. It is reasonable to assume that some transit services could operate on collector roads as well.

An objective for the Williams Neighbourhood Plan is to enable active transportation by implementing a convenient pedestrian and cycle network. The goal is that, among other things, these pedestrian and cycling facilities will connect residents' homes or jobs to transit stops; at least in the short and medium term until such time as bus transit is provided in the Williams area.

Policies:

1. Accommodate future bus transit routing and stops in the Williams area along arterial streets through appropriate street design standards.
2. Provide a street design standard along the 78 Avenue to integrate future community shuttle transit service.
3. Design transit stops to include suitably sized landing pads for passengers, as well as amenities such as shelters and benches, where appropriate.



8.4 TRAFFIC CONTROL AND TRAFFIC CALMING

The Township has a generalized approach to intersection control which is delineated as follows:

Intersection Type	Traffic Control Type
Arterial / Arterial	Traffic Signals
Arterial / Collector	Traffic Signals
Collector / Collector	Roundabouts

These intersection control types are used as a starting point in the development of the Circulation Concept Plan (Map 3) for Williams.

Policies:

1. Incorporate traffic control and traffic calming infrastructure in the Williams neighbourhood, in accordance with the Circulation Concept Plan (Map 3), as illustrated.
2. Require a detailed transportation assessment as part of development review process for individual sites, as deemed appropriate, to confirm intersection control types that are applied to any particular intersection.
3. Apply additional traffic calming elements, as outlined in Council Policy 05-110 Neighbourhood Traffic Calming, for collector and local roads, as determined through a transportation assessment as part of the development review process. Particular attention for additional traffic calming measures will be given to north/south collector and local streets on steeper terrain and intersections along 76 Avenue (e.g., at 214 Street).
4. Limit 'right-in / right-out' turning movements at the intersection of 76B Avenue at 216 Street. As part of development review process, consider as part of the detailed transportation assessment the need and technical appropriateness of pedestrian activated signal at 78B Avenue at 212 Street.

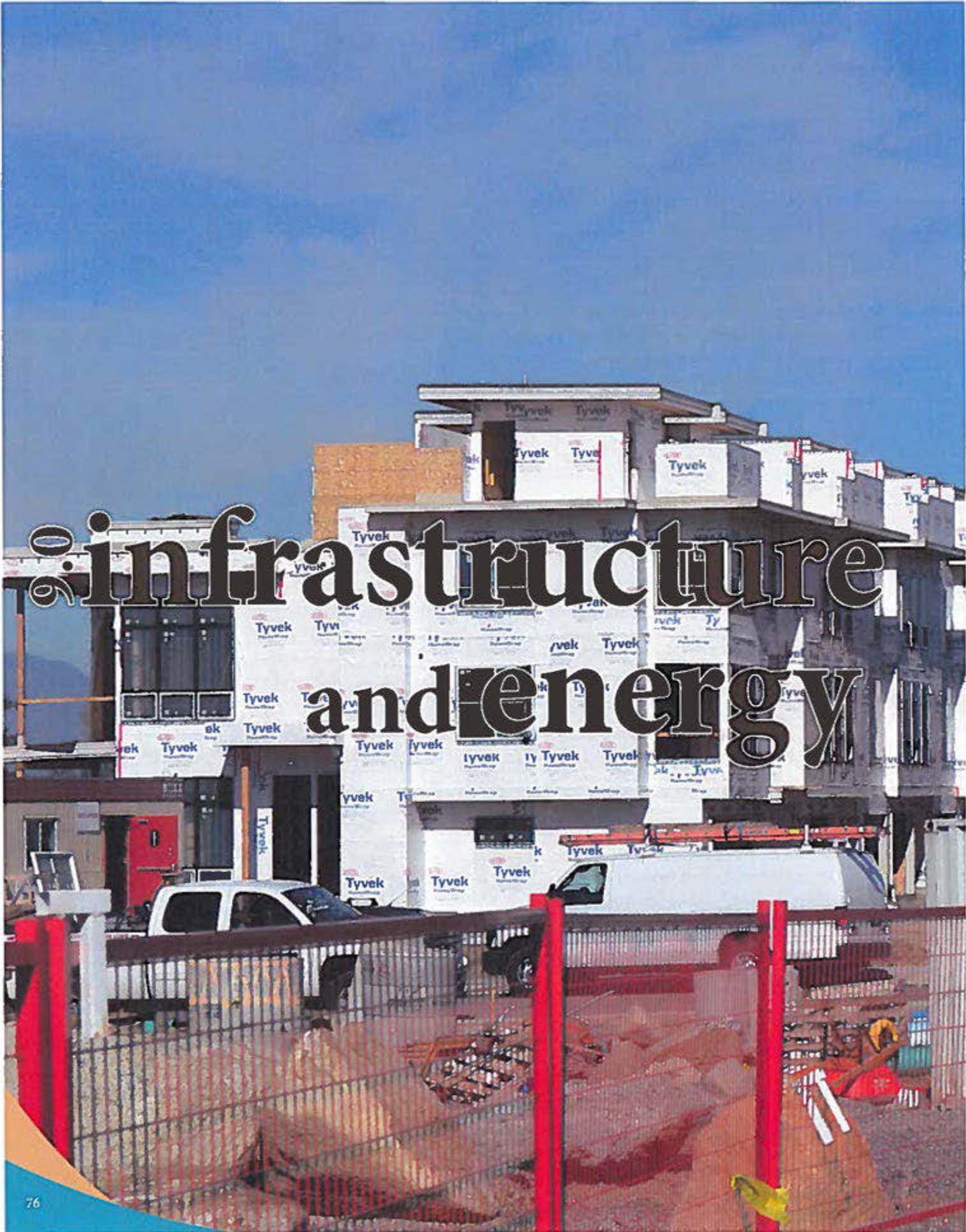
8.5 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

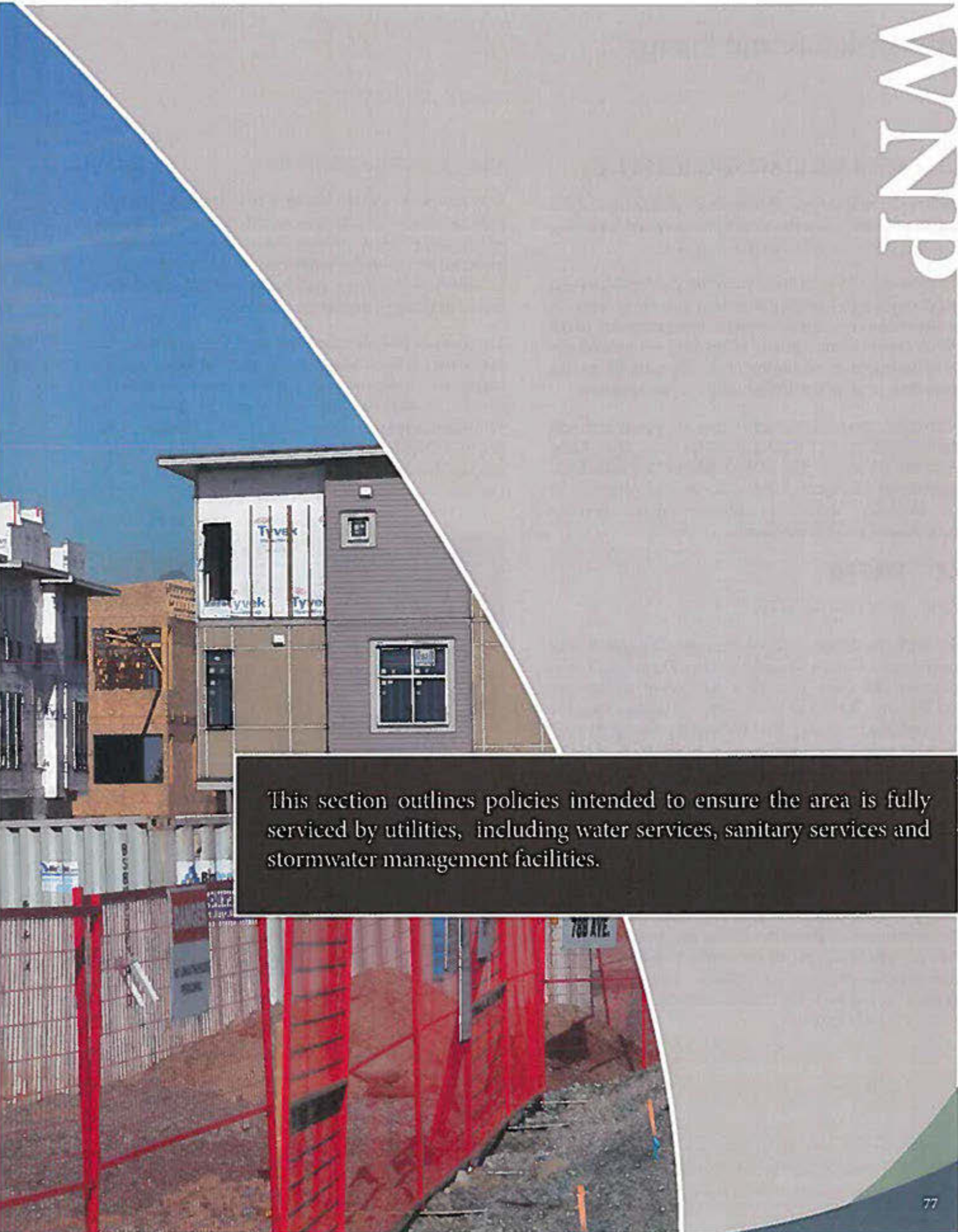
Parking management in Williams is intended to ensure sufficient on- and off-street parking supply. On-street parking is permitted on both sides of collector roads and local roads and should be incorporated into the design of the transportation network. Off-street parking requirements differ by land use and is provided in accordance with Township of Langley Zoning Bylaw 1987 No. 2500, as amended.

Policies:

1. Accommodate on-street parking on both sides of all local and collector streets.
2. Design front-loaded residential development to include double-wide driveways and enough space for one vehicle to park on-street in front of each dwelling unit in order to provide adequate parking, except for dwelling units that front arterial streets.
3. Design residential subdivisions with rear lanes and rear loaded lots for single family, semi-detached and rowhouse dwelling units, as defined in the Township of Langley Zoning Bylaw, in order to support a high quality pedestrian environment. Rear-loaded residential development must have space for one vehicle to park on-street in front of each dwelling unit, except for dwelling units that front arterial streets.
4. Provide a minimum four (4) off-street parking spaces for each dwelling unit fronting an arterial road. No tandem parking within a building is permitted.





A photograph of a modern building under construction. The building features grey and brown siding and has several windows. Some windows are covered with white Tyvek wrap, with the 'Tyvek' logo visible. In the foreground, there is a red safety fence made of metal poles and red plastic safety fencing. The ground is dirt and gravel. The sky is blue. The image is part of a larger graphic with a grey background and a blue and green curved border on the left and bottom.

This section outlines policies intended to ensure the area is fully serviced by utilities, including water services, sanitary services and stormwater management facilities.

Infrastructure and Energy

9.1 ENGINEERING SERVICES PLAN

The Engineering Services Plan is not an adopted document and is provided to serve as a framework for preparing servicing plans for individual developments.

The servicing strategies aim for efficiency, cost effectiveness and the equitable distribution of costs. There may, however, be alternative servicing strategies to those presented in the ESP as a result of the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or simply, a different engineering approach.

Alternative servicing strategies may be considered and implemented by the Township provided that a new scheme meets the spirit and intent of the Williams Neighbourhood Engineering Services Plan and in the opinion of the Township, does not adversely impact servicing requirements for property owners.

9.2 WATER

9.2.1 EXISTING CONTEXT

The Williams Neighbourhood Plan area is supplied with water from a Greater Vancouver Water District (GVWD) main on 204 Street through a number of connections and Pressure Reducing Valve (PRV) Stations. Pressure is maintained through the Willoughby Pump Station. The plan area is currently serviced internally by a coarse network of watermains given the largely rural nature of the area. The existing system indicates that the plan area lies within two (2) separate pressure zones: Pressure Zone 110m and Pressure Zone 131m.

The GVWD supply main and the existing internal network are understood to have sufficient capacity to provide adequate flows to meet domestic demands and fire flows for the planned neighbourhood. The Engineering Services Plan completed as part of the Williams Neighbourhood Plan process provides an updated water distribution strategy to support the neighbourhood, and outlines pressure zone boundaries.

9.2.2 FUTURE CONDITIONS

A water system analysis has been completed to determine peak demands and fire flow requirements, and identify water infrastructure improvements required to support projected growth in the neighbourhood. However, analysis is limited to the larger grid mains and did not include review or sizing of smaller local mains.

The analysis has identified the need for expanding and upgrading of the existing system to meet water and fire suppression flows for peak demands based on projected growth. Additional information can be found in the Williams Engineering Services Plan that accompanies this neighbourhood plan. All works will need to be confirmed through detailed design as part of the subdivision process.



9.3 SANITARY SEWER

9.3.1 EXISTING CONTEXT

There is currently no existing sanitary sewer infrastructure within the Williams Neighbourhood Plan area. Given its largely rural character, existing properties are serviced by individual septic systems. Land use changes will require sanitary sewer collection and conveyance system for the area. The Engineering Services Plan for the Williams neighbourhood will confirm details of sanitary requirements, including requirement and location of pump stations, forcemains and/or downstream infrastructure upgrades.

9.3.2 FUTURE CONDITIONS

Sewer system analysis has been completed to determine peak sewage flows and identify sewer infrastructure required to support projected growth for the Williams neighbourhood. Analysis is limited to trunk infrastructure only and does not include alignments or sizing of local sewer mains.

The analysis has identified the need for additional trunk sewer mains throughout the neighbourhood to accommodate the increase in sewer loading, which are proposed to generally align with major transportation corridors. Flows will gravity feed either to the northeast or southeast corners of the Williams due to topography variations across the neighbourhood. Two sanitary pump stations will be needed in the vicinity of the 216 Street corridor: one in the north and one in the south. Sanitary forcemains will then carry the flows to connect inlets at 83 and 77A Avenues respectively.

The Williams Engineering Services Plan has been completed to update the sanitary sewer strategy for the Williams neighbourhood. Servicing should follow the catchment areas shown and all works will need to be confirmed through detailed design as part of the subdivision process.

9.4 STORMWATER

9.4.1 EXISTING CONTEXT

The Williams neighbourhood is part of the Salmon River Watershed, adjacent to the Yorkson Creek and Upper Nicomekl Watersheds. Given its largely rural character, the current drainage system is dominated by the natural and augmented watercourses, branches, tributaries and drainage channels of the 'two' segments of Guy Creek, located in the northern and southern areas of Williams, as well as a coarse network of road-side ditches and culverts, and partially piped sections. This drainage network eventually drains into Salmon River.

9.4.2 FUTURE CONDITIONS

As part of the Williams Neighbourhood Plan process, the Williams Engineering Services Plan has been completed to update the stormwater management strategy for the Williams neighbourhood. All works will need to be confirmed through detailed design as part of the subdivision process.

The significant change in land use will affect the hydrology of the area, requiring compensatory actions to stave off increased risk to erosion and flooding. These actions include three primary components. The first component is the application of on-site best management practices (BMPs) such as infiltration trenches and absorbent landscaping to the greatest extent practical to retain rainwater on site and recharge it to ground. BMPs will be applied both on private sites as well as off-street public corridors, particularly the pedestrian greenways to help reduce the impervious area.

The second component is the conveyance systems, largely piped, to convey generated runoff to communal detention ponds. Preliminary routing and sizing of trunk storm sewers has been identified in the Engineering Services Plan. Detention ponds and associated outlets to the Salmon River system represent the final component of the management system. Within the Williams area, two (2) new detention ponds are proposed. The location of these ponds have been identified in general terms only on Map 1, as the specific siting will be subject to more comprehensive development planning and land agreements. The exact location and size of these ponds are to be verified at the time of a development application. The number and size of detention ponds may vary based on the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or a different engineering approach.

Integration of stormwater ponds and associated conveyance systems as an amenity feature incorporated into the neighbourhood is important. As an amenity, stormwater systems shall be considered for multiple purposes including, but not limited to ecological, recreational, education, and aesthetic value. Considerations will be given to hard and soft landscaping in urban and naturalized settings. Apply the policy guidance as outlined in Section 7.3 of this Plan in the design of detention ponds.



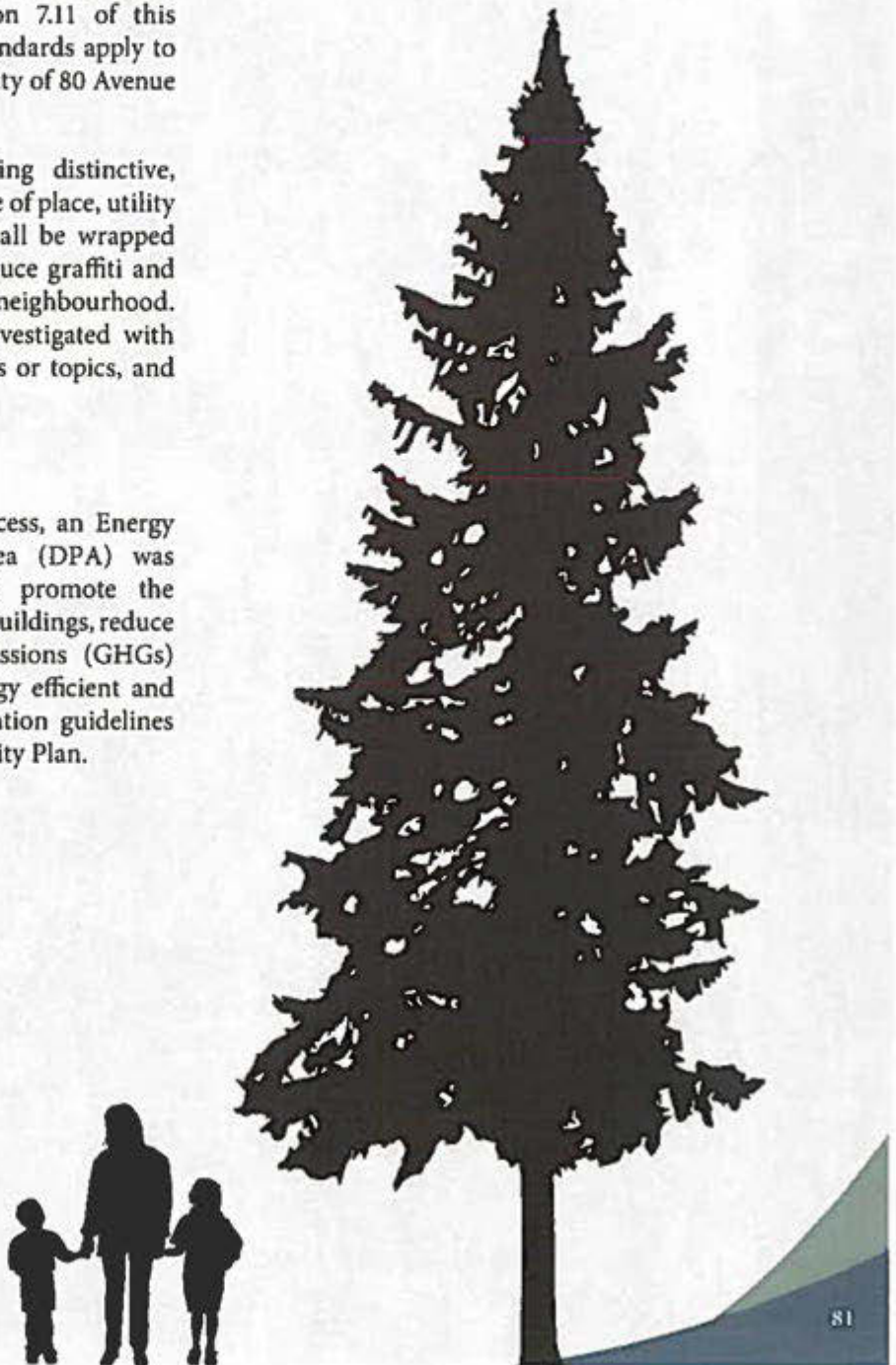
9.5 HYDRO, TELEPHONE, STREET LIGHTING AND OTHER UTILITIES

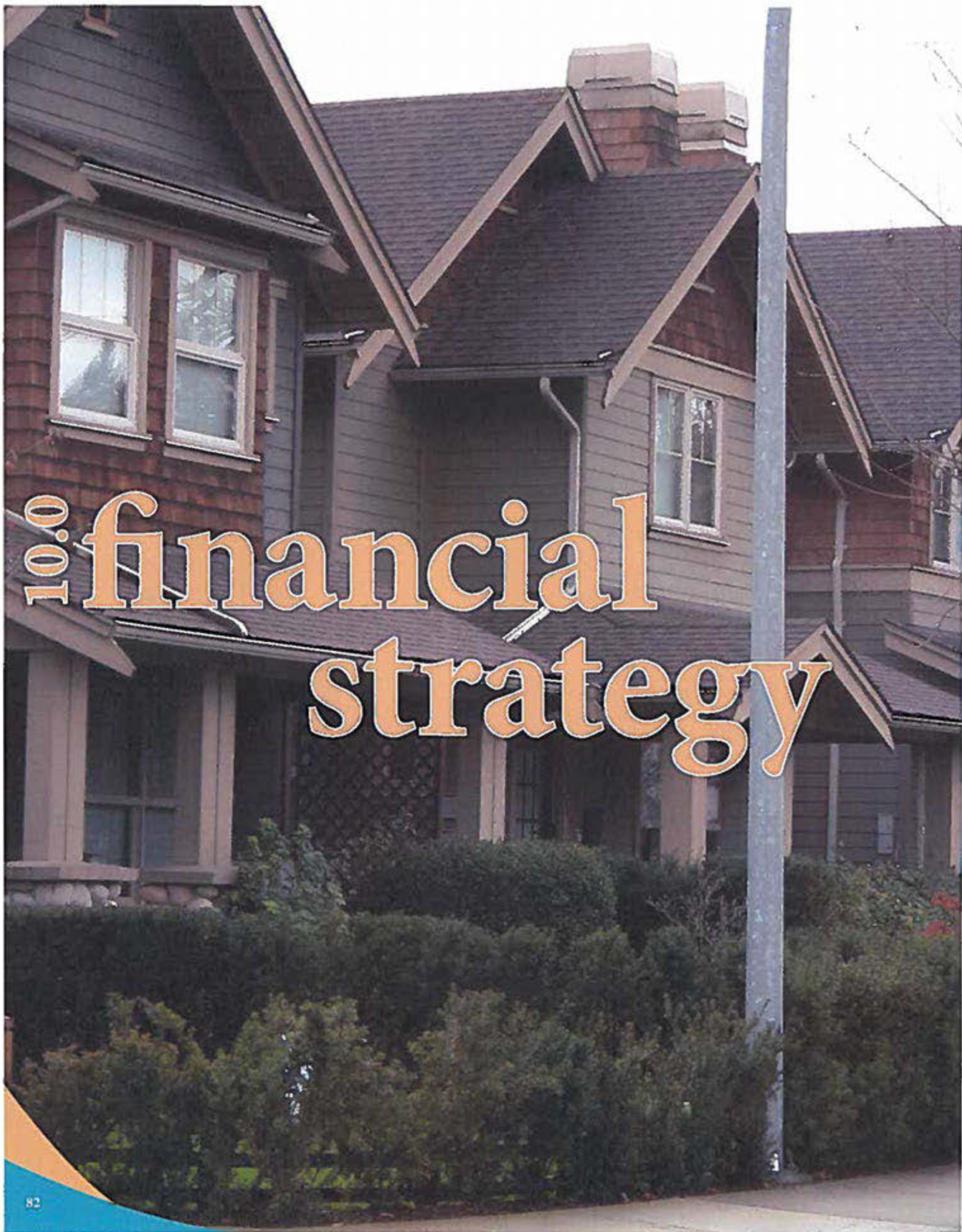
As stipulated in the Township of Langley Subdivision and Development Servicing Bylaw, new hydro and telecommunication lines are to be provided underground. Street lighting shall be provided on all streets and lanes in accordance with the Subdivision and Development Servicing Bylaw. As outlined in Section 7.11 of this Neighbourhood Plan, unique lighting standards apply to the commercial node, located in the vicinity of 80 Avenue and 216 Street.

In support of the objective of fostering distinctive, attractive communities with a strong sense of place, utility boxes throughout the neighbourhood shall be wrapped with appropriate material in order to reduce graffiti and to improve the visual aesthetic of the neighbourhood. Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.

9.6 ENERGY

As part of the Neighbourhood Plan process, an Energy Conservation Development Permit Area (DPA) was developed. This DPA is designed to promote the conservation and efficient use of energy in buildings, reduce building generated greenhouse gas emissions (GHGs) and lead to the development of an energy efficient and sustainable community. Energy Conservation guidelines are provided, in the Willoughby Community Plan.







This section provides an overview of the key revenue sources and financial tools that will be applied as implementation of the Plan takes place.

Financial Strategy

The Williams Neighbourhood Plan financial strategy is intended to assist in the orderly, cost effective, and equitable development of the neighbourhood. It is based on principles that the Township will not finance, nor assume a financial risk, in the provision of engineering services required for development. As such, water, sanitary sewer, drainage, highway services, and parks are to be solely funded through the collection of Development Cost Charges (DCCs) or other appropriate cost recovery mechanisms. Finally, it is the responsibility of property owners and/or the proponents of development to front-end the construction of engineering services and parks. To assist in this regard, the Township may consent to enter into cost recovery agreements.

DCCs are levied against new development to assist in the financing of new servicing infrastructure and amenities required by, and benefiting, new development. The Township's Development Cost Charge Bylaw sets DCC rates for each engineering service and for parks and describes when and how they are to be paid. Rates are uniform across the Township so that similar developments are levied the same rate regardless of their location. In principle, DCCs collected must balance with required expenditures. However, in the Township's context, they may exceed or be in deficit within an individual neighbourhood.

Infrastructure which is eligible to be funded with DCC revenue is identified in the Township of Langley's 20 year DCC program.

The Township has infrastructure financing policies in place and has previously negotiated specific agreements to permit property owners to receive DCC credits to assist in the cost recovery of DCC works that they have constructed. Given the high cost of the sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to the property owners to achieve cost recovery.

Several cost recovery mechanisms are available for consideration, including Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA).

Each of these offers the ability for frontending property owners to potentially recover their infrastructure investments. However, it is critical that all agreements are structured to provide sufficient time for property owners to potentially fully recover the costs of providing infrastructure. It is therefore recommended that the Township approve agreements with 10 – 15 year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.



As indicated earlier, the Williams Neighbourhood Plan also includes several amenities to be funded through the Williams Amenity Zoning Bylaw. These amenities include:


- Wildlife Habitat Patch,
- Pocket Parks,
- Williams View Park,
- Greenways of various types,
- Neighbourhood Landmarks, and
- Public Art.

To provide funding for the construction of these amenities, the Township will require that new developments contribute an amenity cost at time of rezoning. The Township strives to have relative equality in amenity costs between neighbourhoods. The funding approach to Amenity Costs is identified in the Williams Amenity Zoning Policy.





implementation



This section outlines policies that ensure development with the area is aligned to municipal requirements and the municipal budgeting process, among other considerations.

Implementation

11.1 INTRODUCTION

Development of the Williams neighbourhood shall proceed based on drainage catchment areas, and the need for the elementary school and neighbourhood park.

11.2 GENERAL PREREQUISITES

Prior to the adoption of a zoning bylaw amendment in the Williams Neighbourhood Plan as identified on Map 1, the following general prerequisites shall be completed to the satisfaction of the Township:

1. Identify and secure a joint elementary school and neighbourhood park site to the acceptance of the Township of Langley and the Langley School District, subject to other provisions of this Plan, before any development may occur in that area, with the exception of non-residential developments
2. Prior to each phase opening up for development the required community stormwater detention site to serve that area must be secured and must be located to serve the entire storm catchment area to the acceptance of the General Manager of Engineering. Interim on-site detention will not be allowed.
3. Major roads and engineering services, including drainage, water, and sanitary sewer, storm detention ponds, and road dedications, widenings and rights-of-way must be provided and extended (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA) may be considered, where applicable, to the acceptance of the Township.

11.3 DEVELOPMENT PREREQUISITES IN THE EMPLOYMENT DISTRICT

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in the areas designated for Commercial (Section 5.6), and Work and Business (Section 5.7) in this Plan, the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP), at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan for the entire Employment District (see Figure 11.1). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the Employment District including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and loading, watercourse compensation areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing.
2. Conduct a Transportation Impact Assessment (TIA) to determine the transportation impact associated with the CDP and identify necessary infrastructure upgrades and phasing of said improvements that are tied to development and servicing of the CDP. The TIA will be paid for in full by the proponent, and carried out independently by a qualified Engineering Consultant to be selected and managed by the Township.



Figure 11.1 | Illustrates the location of the Employment District in the Williams Neighbourhood

11.4 DEVELOPMENT PREREQUISITES IN THE RESIDENTIAL DISTRICT

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in the areas designated for Single Family Mixed Residential and Townhouse Strata in this Plan (see Figure 11.2 below), the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP) and at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan, for either or both of the North or South portions of the Residential District, as determined appropriate by the General Manager of Community Development (see Figure 11.2). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the North and/or South Residential District, including building types, access and movement, building massing, form, layout and height, streetscape design and landscaping, Conservation and Watercourse Compensation Areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing phasing.
2. Conduct a viewscape analysis of the Willoughby Escarpment as part of the preparation of this CDP.



Figure 11.2 | Illustrates the location of the North and South areas of the Residential District

11.5 SPECIFIC DEVELOPMENT PREREQUISITES

The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a zoning bylaw amendment. This list is not deemed to be exhaustive, as other requirements may be added based on site specific conditions and changes to Township bylaws, policies and procedures.

1. Enter into a servicing agreement with the Township to secure required road and utility upgrades/extensions, and a stormwater management plan in accordance with the servicing provisions of this neighbourhood plan together with existing servicing standards as set out in the Township of Langley Subdivision and Development Servicing Bylaw, as amended from time to time.
2. Compliance with the Erosion and Sediment Control Bylaw, as amended from time to time, including provision of an erosion and sediment control plan, to the acceptance of the Township.
3. Secure road dedications and widening, in accordance with the Subdivision and Development Servicing Bylaw, and the Master Transportation Plan, as amended from time to time, to the acceptance of the Township.
4. Compliance with Schedule 1 (Tree Protection) of the Subdivision and Development Servicing Bylaw as amended from time to time, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Township.

5. Transfer any designated greenway, trail, or any other greenspace as shown on the land use plan to the Township, or as determined by the Township.
6. Where green space or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Greenways, Pocket Park, Wildlife Habitat Patch, Interface Landscape Buffers, Neighbourhood Landmark Amenity Features, Urban Forested Mews and Public Art construction.
7. Implementation of environmental protection as outlined within the plan and/or by Department of Fisheries and Oceans (DFO) including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.
8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway and/or trail use. If any indicators of site contamination are found during this initial assessment, further investigation will be required to confirm the existence, type and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.
9. Incorporate secure (through the Servicing Agreement) and appropriate fencing for all developments that abut the greenways, parks, ecological buffers, and environmental area to municipal standard and to the acceptance of the Township.
10. Secure an age friendly amenity area in accordance with the Township's Zoning Bylaw as amended from time to time and to the acceptance of the Township.
11. Restore/relocate, or use other means of treatment of heritage resources listed within the plan to the satisfaction of the Township
12. Secure public access right-of-way through detached condominium strata developments for green links, roads, and sidewalks only. Public access shall not extend to on-street parking. No public access is to be granted for private entrances onto the green links.
13. Register a restrictive covenant on title preventing detached condominium strata developments from constructing or placing any barriers – physical or psychological (i.e. fences, gates, signage. etc.).
14. Register of restrictive covenants that may include, but are not limited to:
 - a. Non-disturbance setbacks,
 - b. Driveway access/ location,
 - c. Building setback restrictions,
 - d. Restriction of on-street parking, and
 - e. Exterior Design Control Agreement for single family developments.

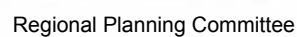


15. Register a restrictive covenant on title for the maintenance of the Pedestrian Links and Interface Buffers. The covenant shall address preventing developments construction or placement of any barriers – physical or psychological (i.e. fences, gates, signage, etc.) that would prevent or discourage public access through the Pedestrian Links;
16. Pay rezoning, development permit and neighbourhood planning fees and amenity fees in accordance with the Williams Amenity Zoning Policy as amended from time to time.

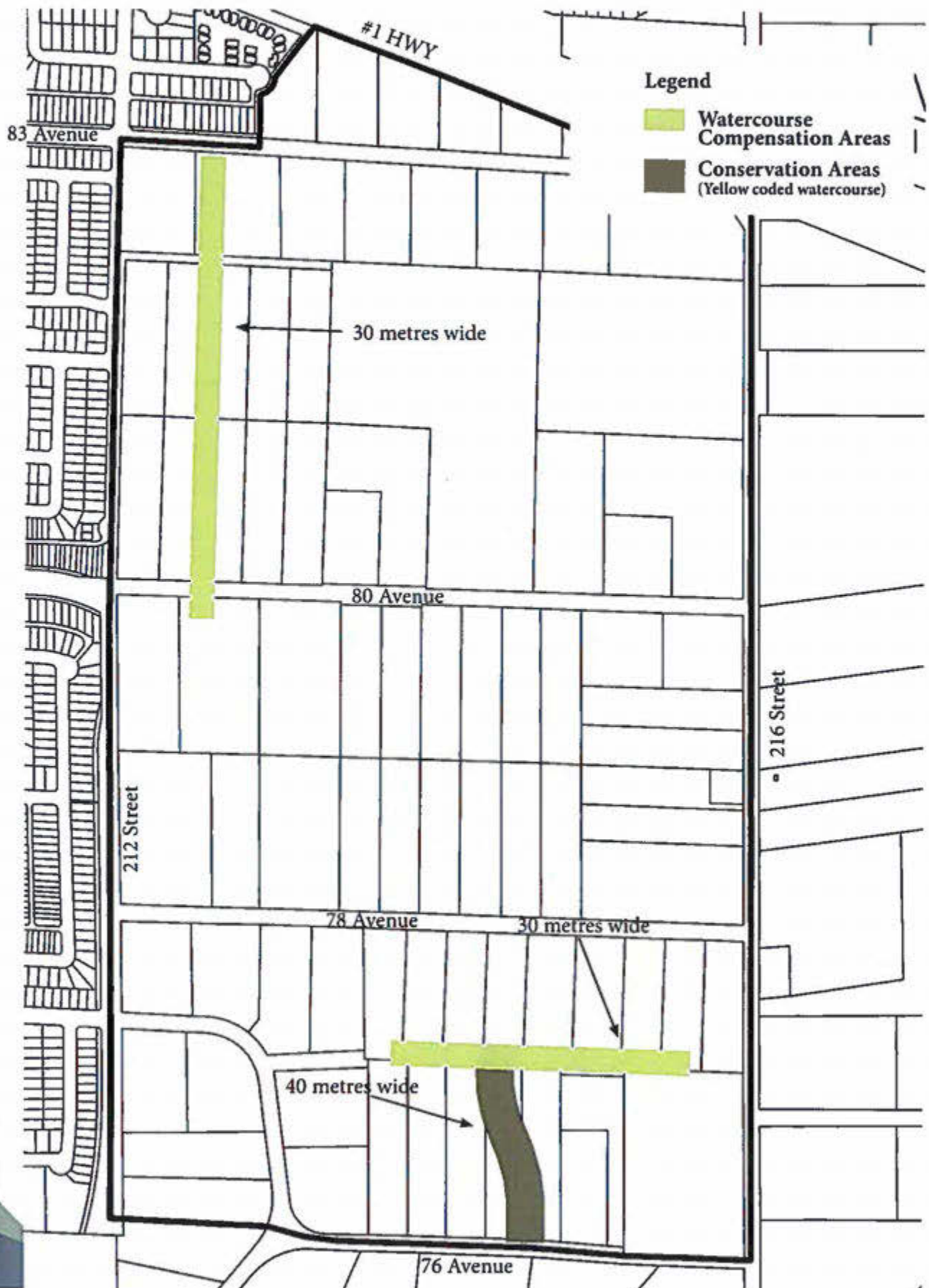


MAPS

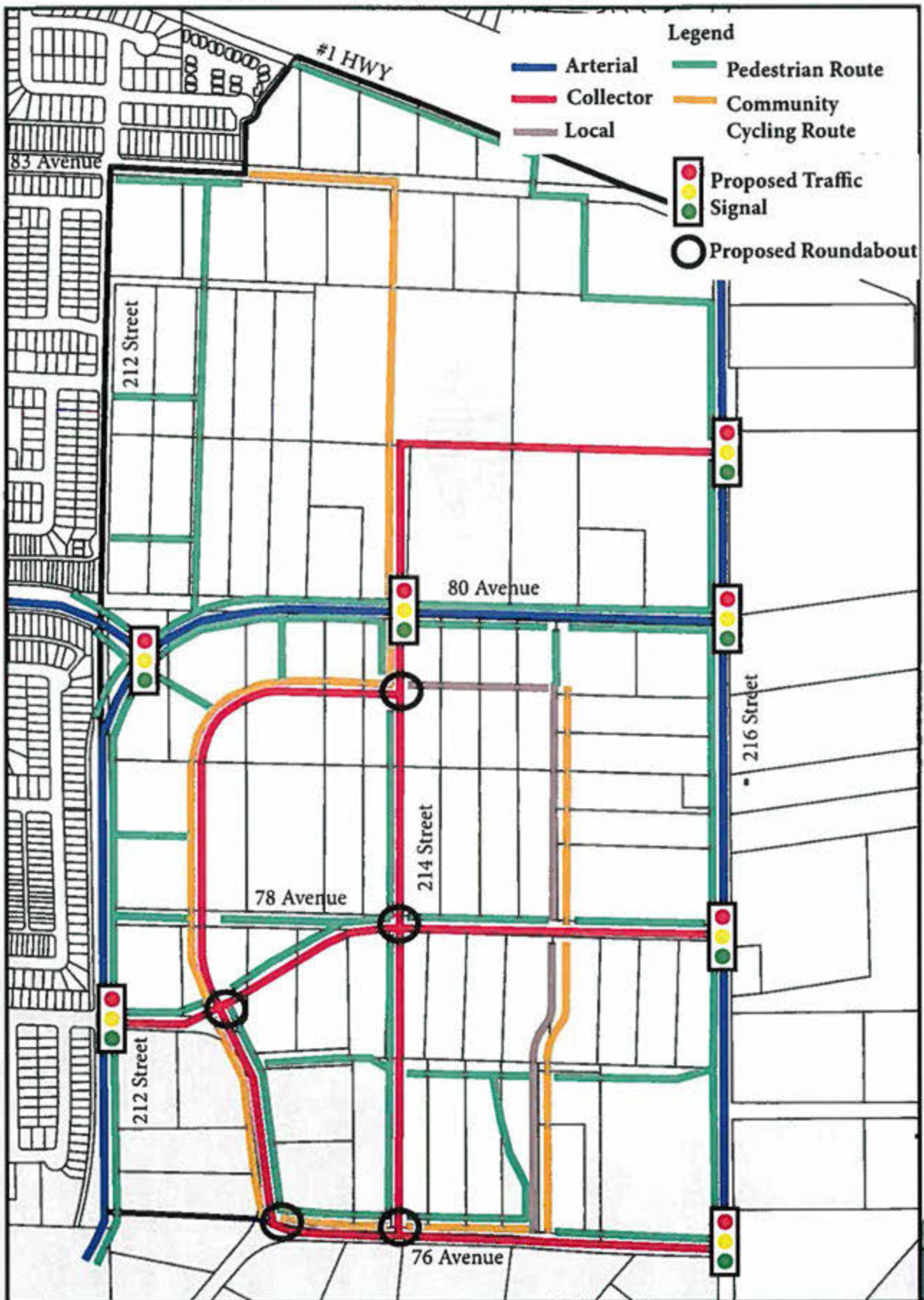




Map 2 | Williams Watercourse Setbacks



Map 3 | Williams Circulation Concept Plan

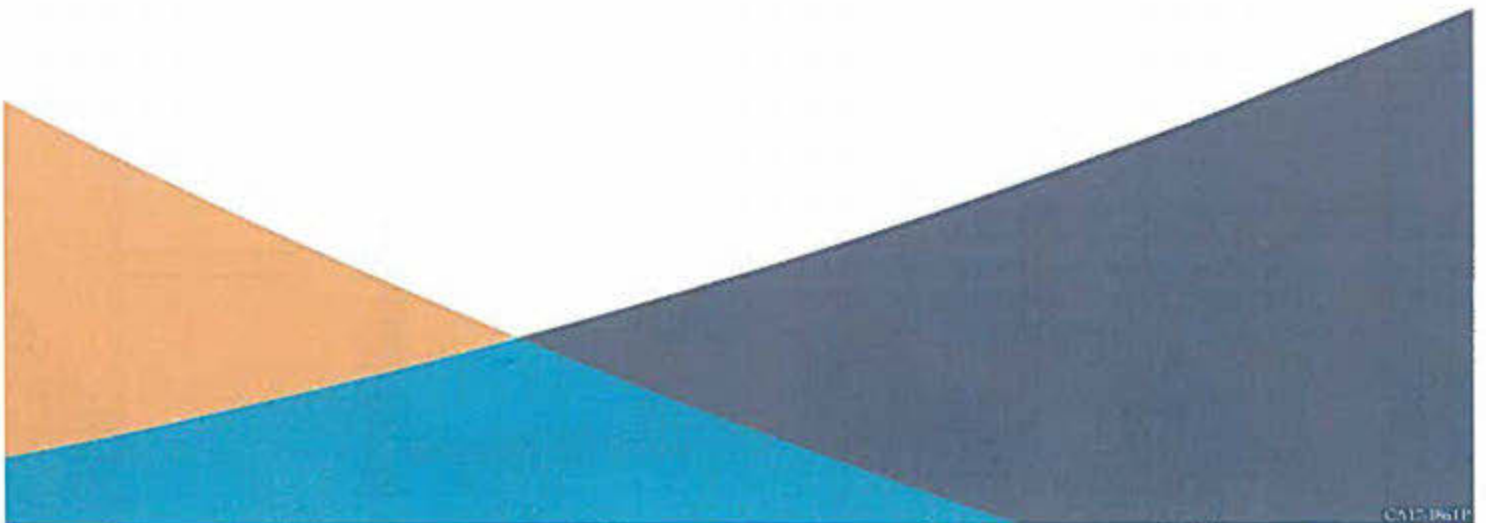




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To: Regional Planning Committee

From: Raymond Kan, Senior Regional Planner, Parks, Planning and Environment Department

Date: May 18, 2018 Meeting Date: June 8, 2018

Subject: **Progress Update on the 2018 Regional Parking Study**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 18, 2018, titled “Progress Update on the 2018 Regional Parking Study”.

PURPOSE

This report provides a progress update, including preliminary observations from the data analysis, to the Regional Planning Committee and Metro Vancouver Board, on the 2018 Regional Parking Study.

BACKGROUND

The Regional Parking Study is a joint project, co-led by TransLink and Metro Vancouver. The Study is an update to the 2012 Apartment Parking Study, which was the first regional study of apartment parking supply and demand in Metro Vancouver and, at the time, the largest study ever undertaken in Canada and the United States. The updated study provides updated information to local municipal planning and engineering staff and the development community, as a consideration during municipal parking bylaw updates and development reviews. Parking is a cross-cutting policy issue in *Metro Vancouver 2040: Shaping Our Future (Metro 2040)*, the regional growth strategy, and TransLink’s *Regional Transportation Strategy*. *Metro 2040* encourages municipalities to establish or maintain reduced residential and commercial parking provision in Urban Centres and Frequent Transit Development Areas. The *Regional Transportation Strategy* recognizes parking management as one form of transportation demand management.

REGIONAL PARKING STUDY

The objectives of the Regional Parking Study are to:

- a) Expand the knowledge base about parking supply and demand for a representative sample of apartment sites throughout the region;
- b) Document and report out in a user-friendly way that clearly communicates the key findings, potential trends and patterns, and opportunities to inform local practices, in particular for new developments in transit-oriented locations; and
- c) Use the study dataset and analytics to set the stage for potential additional phases of applied policy research or to pilot other initiatives in the region.

With respect to Objectives a) and b) above, the Study is first and foremost intended to provide the latest apartment parking analytics in an appropriate and accessible format to inform municipal

practice and decision-making. Local jurisdiction staff often request updated apartment parking data from TransLink and Metro Vancouver to support municipal parking regulation updates and development reviews. In particular, parking data associated with parking use and demand at rental apartment locations has been a common request in recent years. With respect to Objective c) above, the Study sets a foundation for TransLink and Metro Vancouver to support local jurisdictions with other regionally-important, parking-related research and decision support in the future. An initial discussion on future research with the Project Advisory Group took place in April of this year.

As noted above, the Study is an update to the 2012 Apartment Parking Study. The first study collected data on 80 apartment sites across the region in Fall of 2011. Metro Vancouver was awarded the Parking Council Best Practices Award by the Institute of Transportation Engineers for the study in 2013. In the Fall of 2012, Metro Vancouver completed supplemental parking counts for about two dozen apartment sites, including nearby streets. The historical data, where appropriate, will be integrated into the new study.

Project Advisory Group

In early 2017, project staff consulted with the members of the Regional Planning Advisory Committee (RPAC) and the Regional Transportation Advisory Committee (RTAC) on the Study's scope. Staff also established the Project Advisory Group as a means for local jurisdiction representatives to provide detailed input on the scope of the Study and to review the data analysis and findings. The Project Advisory Group comprises a self-selected group of planners and engineers representing nine local jurisdictions (see Attachment 1 for the current roster). The multidisciplinary composition of the Project Advisory Group is aligned with parking being a cross-cutting issue affecting many aspects of community planning and engineering. The Project Advisory Group convened in May 2017 and April 2018. It is anticipated that at least two more meetings will be scheduled in 2018.

The Project Advisory Group expressed particular interest in evidence to support municipal parking policy/regulation reviews and recommendations, and appropriate parking requirements for residential developments near transit facilities. Further, the Project Advisory Group is supportive of a phased approach to providing updates on the data analysis to local jurisdiction staff and to the Regional Planning Committee and Metro Vancouver Board. TransLink staff will look for opportunities to integrate the study findings in other policy initiatives, such as the update to the *Regional Transportation Strategy*.

Study Components

The Regional Parking Study comprises three components:

1. Parking Facility Survey

The purpose of the parking facility survey portion of the Study was to capture parking utilization at peak times in a selection of apartment sites throughout the region. Access to 73 apartment sites was granted by the respective strata councils and/or property management companies (Attachments 2 and 3). More apartments in the South of Fraser area agreed to participate than in the 2012 study. The Study's surveyors entered parking facilities to complete their counts generally after 11:00pm on weeknights (i.e. Monday – Thursday) to ensure that the highest parking utilization was being captured. The surveyors also collected information on the number

of residential and visitor parking stalls, the number of parked vehicles, the presence of secured bicycle parking, and the presence of dedicated electric vehicle chargers.

2. Street Parking Survey

The purpose of the street parking survey portion of the Study was to capture parking utilization on streets within 100-200 metres of the surveyed apartment sites; the lack of information about street parking was a limitation of the original parking study. The surveys were undertaken on weekdays (i.e. Monday – Thursday) between 6:30pm-8:30pm and 10:00pm-12:00am, and on Saturdays between 6:30pm-8:30pm. The data that was collected can be used to understand the neighbourhood context for parking supply and utilization, and potentially draw out relationships between on-site and street parking utilization, and how utilization changes between time periods.

3. Household Survey

The purpose of the voluntary household survey portion of the Study was to capture additional contextual information about household car ownership, dwelling unit characteristics, visitor parking challenges, awareness of bicycle parking facilities, willingness of residents to forgo a parking stall that may be available, and the likelihood of purchasing an electric vehicle. Households were provided the options to either complete the survey online or to return a completed form in a pre-paid envelope (Attachment 4).

Acuere Consulting was retained to undertake the survey design for the two field surveys and data collection. The data analysis that resulted from the survey was undertaken by Metro Vancouver staff.

Study Timeline

The study timeline is as follows:

- Project Definition: Q1 and Q2 2017
- Apartment Recruitment: Q3 2017
- Data Collection: Q3 2017 to Q1 2018
- Data Analysis: Q2 and Q3 2018
- Communication: Phased reporting starting Q2 2018 through Q1 2019

DATA ANALYSIS

The following are preliminary observations derived from the data analysis completed to date. Some of these observations were presented to the Project Advisory Group on April 11, 2018, to RPAC on May 11, 2018, and to RTAC on May 24, 2018. The preliminary observations are not necessarily key findings, nor should they be interpreted as key messages at this point. A significant amount of work remains to interpret, review, and undertake additional analysis. The preliminary observations provide the basis for a discussion around the issue of apartment parking provision in the transit-oriented locations. As the data analysis continues, the observations may evolve and expand. Staff intend to continue to work with the Project Advisory Group to review the data analysis and key findings.

Preliminary Observations

1. Residential parking supply ratios exceed observed utilization by a measurable amount for all surveyed building types.
The patterns are consistent with those found in the 2012 Apartment Parking Study. Additional data analysis will be undertaken to account for dwelling unit size, for example, using data from the Household Survey. The buildings types are strata, market rental, mixed tenure (strata and market rental), mixed rental (market and non-market rental), and non-market rental.
2. There is no clear regional trend for strata residential parking supply ratios based on year built.
Among the 50 strata sites surveyed, residential parking supply ratios in the Northeast Sector and South of Fraser areas of the region appear to have declined between sites built prior to 2014 and 2014 onwards. For the other subregions, the parking supply ratio either increased or stayed relatively flat. Parking utilization was generally at most 1 vehicle per unit.
3. Residential parking utilization ratios appear to be declining over time in a small selection of strata and market rental apartment developments.
By integrating parking facility counts from 2011, 2012, and 2017, a potential pattern emerges whereby parking utilization rates in 9 out of 12 sites appear to have declined.
4. For strata, market rental, and mixed tenure apartment developments, residential parking supply ratios appear to increase with declining transit service levels, but parking utilization is at most 1 vehicle per stall.
These patterns are consistent with the 2012 study. Higher parking supply ratios continue to reflect the expectation that access to lower orders of transit service levels translates into higher parking demand, when the evidence suggests utilization is on average at most 1 vehicle per unit. Additional analysis will be undertaken to differentiate market rental and mixed tenure sites that include the cost of parking in the rent or provide tenants with the option to rent a parking stall for an additional fee.

Forthcoming Analyses

Staff will present additional analyses from the Street Parking Survey and Household Survey in future reports to the Regional Planning Committee and Metro Vancouver Board. These analyses will include:

- Street parking supply and utilization;
- Visitor parking challenges;
- Bicycle parking usage;
- Electric vehicles; and
- The willingness of residents to forgo a parking stall.

In addition, the project team is awaiting apartment-level vehicle count data from ICBC to supplement the survey data for analytical purposes.

The project team will continue to carry out the data analysis, key messages development, and documentation in consultation with the Project Advisory Group. The expected deliverables will be in the form of a technical report, targeting local jurisdiction staff and the development community, and

a summary booklet to communicate the key findings to a broader audience. Background information about the regional parking studies can be accessed on the Metro Vancouver website (see Reference).

FUTURE RESEARCH ON PARKING

At the April 2018 Project Advisory Group meeting, members identified suggested future research and policy support building on the Regional Parking Study including:

- Model parking requirement bylaws;
- Apartment parking maximums;
- Making use of underutilized parking spaces for other uses;
- Parking supply and utilization in commercial sites;
- Effects of amenities on parking demand (e.g. safe cycling facilities, car share availability, etc.);
- On-site cycling parking and storage design guidelines; and
- Trend analysis of apartment-level vehicle counts using ICBC data.

The project team will continue to work with the Project Advisory Group to refine and prioritize the suggestions and to identify the appropriate opportunities, consistent with *Metro 2040* and the *Regional Transportation Strategy*, to move forward in a collaborative way.

ALTERNATIVES

As this is an information report, no alternative recommendations are presented.

FINANCIAL IMPLICATIONS

In 2017, a memorandum of understanding was signed between TransLink and Metro Vancouver setting the project scope and roles and responsibilities. TransLink is the majority funder of the Regional Parking Study at approximately \$100,000 and is responsible for the consultant contract. Metro Vancouver contributed \$20,000 out of the 2017 MVRD Board-approved Regional Planning budget. No additional funding is anticipated to be required to complete the study.

SUMMARY / CONCLUSION

The 2018 Regional Parking Study is a significant research initiative jointly led by TransLink and Metro Vancouver to expand the knowledge base about apartment parking supply and demand. The data collection phase has been completed and initial data analysis has commenced. Preliminary observations include the following:

- Residential parking supply ratios exceed observed utilization by a measurable amount for all surveyed building types.
- There is no clear regional trend for strata residential parking supply ratios based on year built.
- Residential parking utilization ratios appear to be declining over time in a small selection of strata and market rental apartment developments.
- For strata, market rental, and mixed tenure apartment developments, residential parking supply ratios appear to increase with declining transit service levels, but parking utilization is at most 1 vehicle per stall.

It should be cautioned that these observations will evolve as the data analysis progresses. The project team will continue to work with the Project Advisory Group to review the analysis, key messages, and communications products. Staff will advance new observations to the Regional Planning Committee and Metro Vancouver Board as they become available. TransLink staff will look for opportunities to integrate the study findings in other policy initiatives, such as the update to the *Regional Transportation Strategy*. The expected deliverables will be a technical report, targeting local jurisdiction staff and the development community, and a summary booklet to communicate the key findings to a broader audience.

Attachments

1. Project Advisory Group Members
2. Preliminary Observations and Supporting Information
3. Maps of Participating Apartment Sites (2011 and 2017)
4. Participating Apartment Characteristics
5. Household Survey Form

Reference: [Regional Parking Studies Webpage](#)

ATTACHMENT 1**Project Advisory Group Members (as of April 11, 2018)**

Organization	Member	Alternate
Metro Vancouver	Raymond Kan, Senior Regional Planner	
TransLink	James LaPointe, Senior Planner	
City of Burnaby	Deirdre Bostock, Senior Long Range Planner	-
City of Coquitlam	Kathy Ho, Senior Transportation Engineer	Dan Mooney, Manager, Transportation
City of Maple Ridge	Amanda Grochowich, Planner	Brent Elliott, Manager, Community Planning
City of North Vancouver	Liliana Vargas, Transportation Engineer	-
District of North Vancouver	Ingrid Weisenbach, Transportation Planner	-
City of Richmond	Sonali Hingorani, Transportation Engineer Jeanette Elmore, Planner 2	Fred Lin, Senior Transportation Engineer
City of Surrey	Ryan Gilmore, Transportation Planner	Dave Harkness, Manager, Parking Services
City of Vancouver	Jennifer Draper, Manager, Parking Management	-
University of British Columbia	Krista Falkner, Transportation Engineer	-

Preliminary Observations and Supporting Information

Preliminary Observations

The following are preliminary observations derived from data analysis completed to date. Some of these observations were presented to the Project Advisory Group on April 11, 2018 and to RPAC on May 11, 2018¹. Preliminary observations are not necessarily key findings, nor should they be interpreted as key messages at this point. A significant amount of work remains to interpret, review, and undertake additional analysis. The preliminary observations provide a starting basis for discussion around the issue of apartment parking provision. As the data analysis continues, the observations will evolve and expand. Staff will continue to work with the Project Advisory Group to review the data analysis and key findings.^{2,3,4}

1. Residential parking supply ratios exceed observed utilization by a measurable amount for all surveyed building types.⁵

The patterns are consistent with those found in the 2012 Apartment Parking Study, where the parking supply and utilization ratios were 1.32 and 1.14 for strata, and 0.99 and 0.58 for market rental (Figure 1). Additional data analysis will be undertaken to account for dwelling unit size and other data collected in the Household Survey.

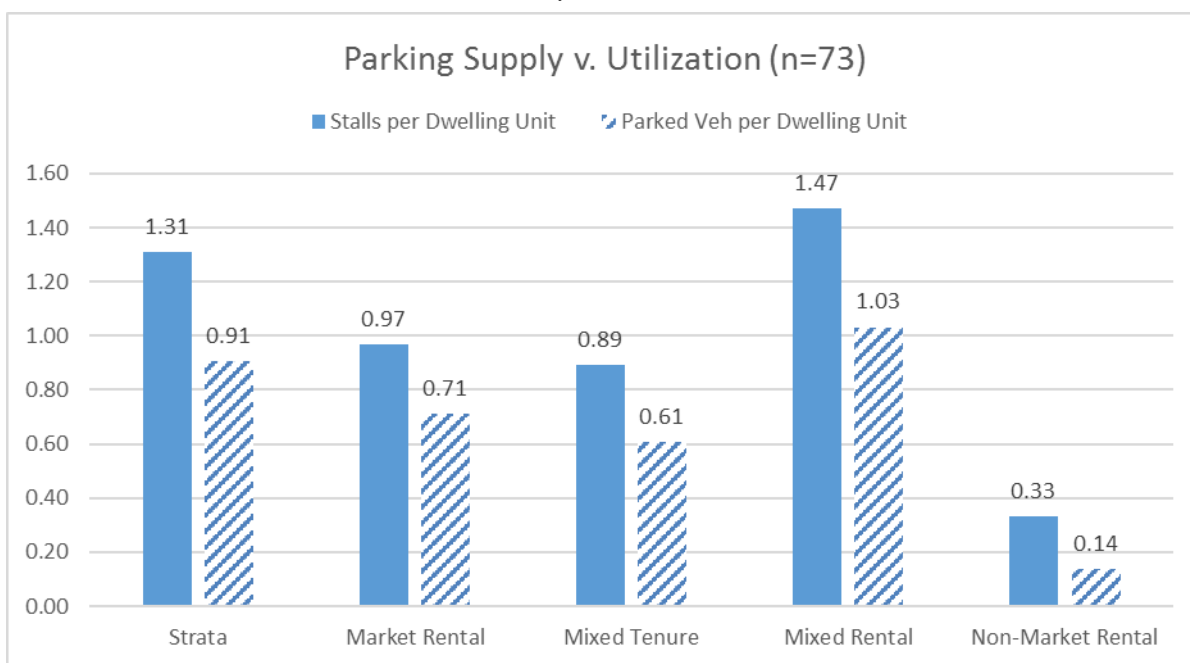


Figure 1. Apartment residential parking supply and utilization, by building tenure

¹ In response to several requests from local jurisdiction staff to access preliminary apartment-level data to support near-term reports to Councils, staff have made the data available via RPAC at its meeting on May 11, 2018. Staff have advised local jurisdiction staff, should they wish to use the data, to refrain from referring to specific apartment sites and numbers in any public documents.

² BC Hydro provided data on unoccupied units based on average monthly electricity consumption. The data have been incorporated into the parking facility survey data analysis to ensure parking utilization rates are not underestimated.

³ The reliability of survey data is inversely related to the sample size. Care needs to be taken when conducting cross-tabulation analysis. Initially observed patterns can sometimes be spurious and not actually representative of a real relationship.

⁴ Abbreviations in charts: BNW = Burnaby, New Westminster; NS = North Shore; NES+ = Port Moody, Coquitlam, Port Coquitlam, Pitt Meadows, Maple Ridge; SoF = Surrey, Langley City, Langley Township, Delta; R = Richmond; V = Vancouver, UBC

⁵ Mixed Tenure = strata and market rental housing; Mixed Rental = market and non-market rental housing (in the study, all three mixed rental sites are Metro Vancouver Housing Corporation sites)

2. **There is no clear regional trend for strata residential parking supply ratios based on year built.** Among the 50 strata sites surveyed, residential parking supply ratios in the Northeast Sector and South of Fraser areas appear to have declined between sites built prior to 2014 and 2014-onwards. For the other subregions, the parking supply ratio either increased or stayed relatively flat. Parking utilization was generally at most 1 vehicle per unit (Figure 2).

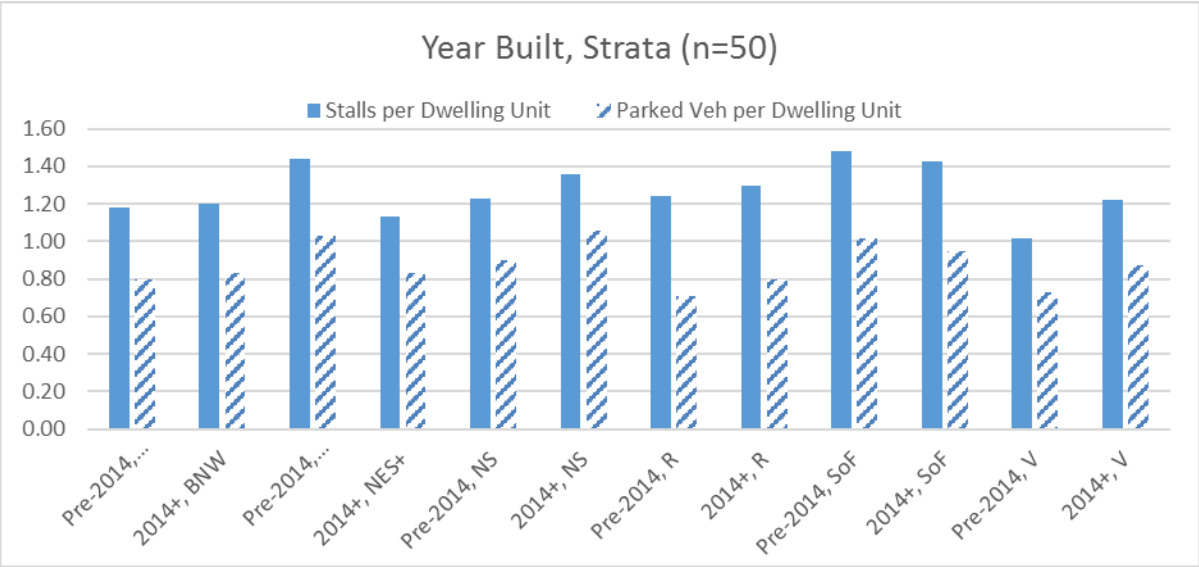


Figure 2. Apartment residential parking supply and utilization, by year built

3. **Residential parking utilization ratios appear to be declining over time in a small selection of strata and market rental apartment developments.** By integrating parking facility counts from 2011, 2012, and 2017, a potential pattern emerges whereby parking utilization rates in 9 out of 12 sites appear to have declined (Figure 3).

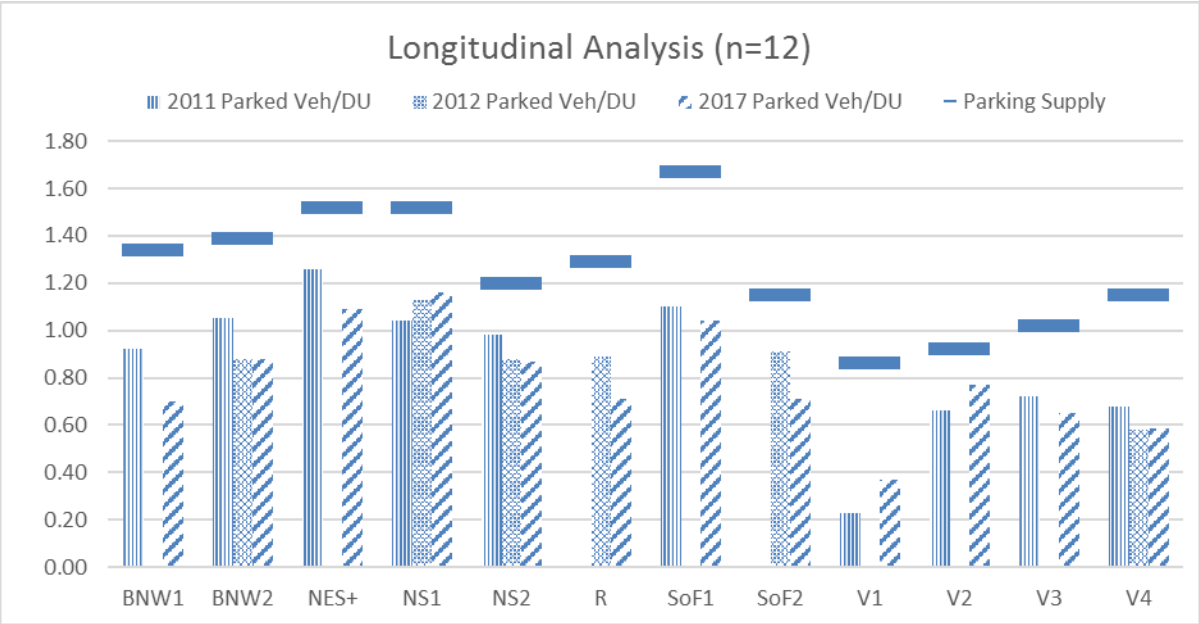


Figure 3. Apartment residential parking supply and utilization, by year of survey

4. For strata, market rental, and mixed tenure apartment developments, residential parking supply ratios appear to increase with declining transit service levels, but parking utilization is at most 1 vehicle per stall.

These patterns are consistent with the 2012 study. Higher parking supply ratios continue to reflect the expectation that access to lower orders of transit service levels translates into higher parking demand, when the evidence suggests utilization is on average at most 1 vehicle per unit (Figures 4-6). Additional analysis will be undertaken to differentiate market rental and mixed tenure sites that include parking in the rent or provide tenants with the option to rent a parking stall for an additional fee.

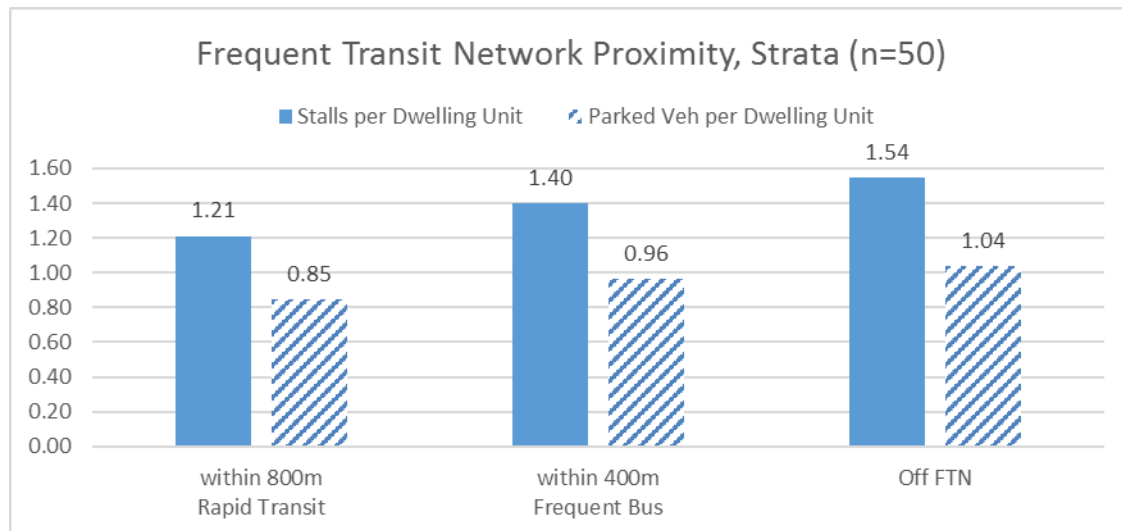


Figure 4. Strata apartment residential parking supply and utilization, by transit proximity

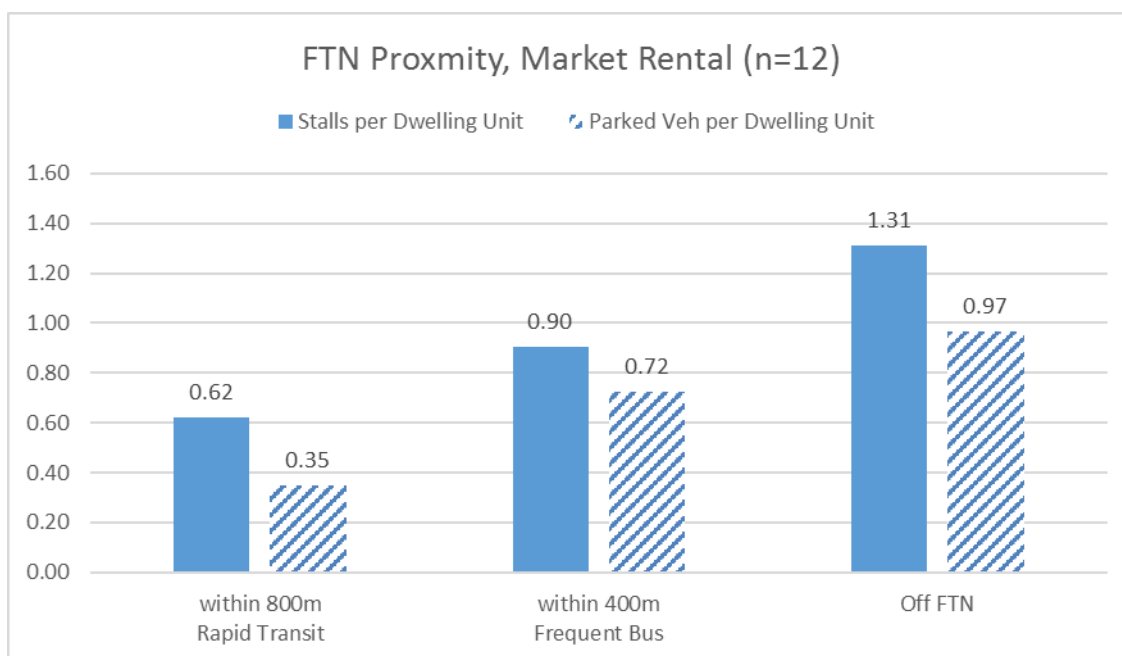


Figure 5. Market rental apartment residential parking supply and utilization, by transit proximity

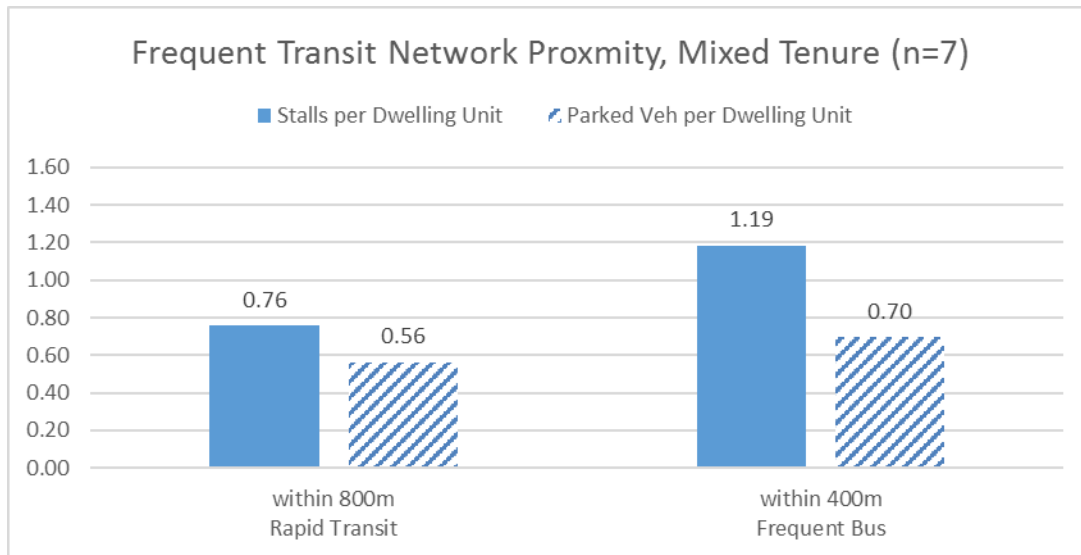
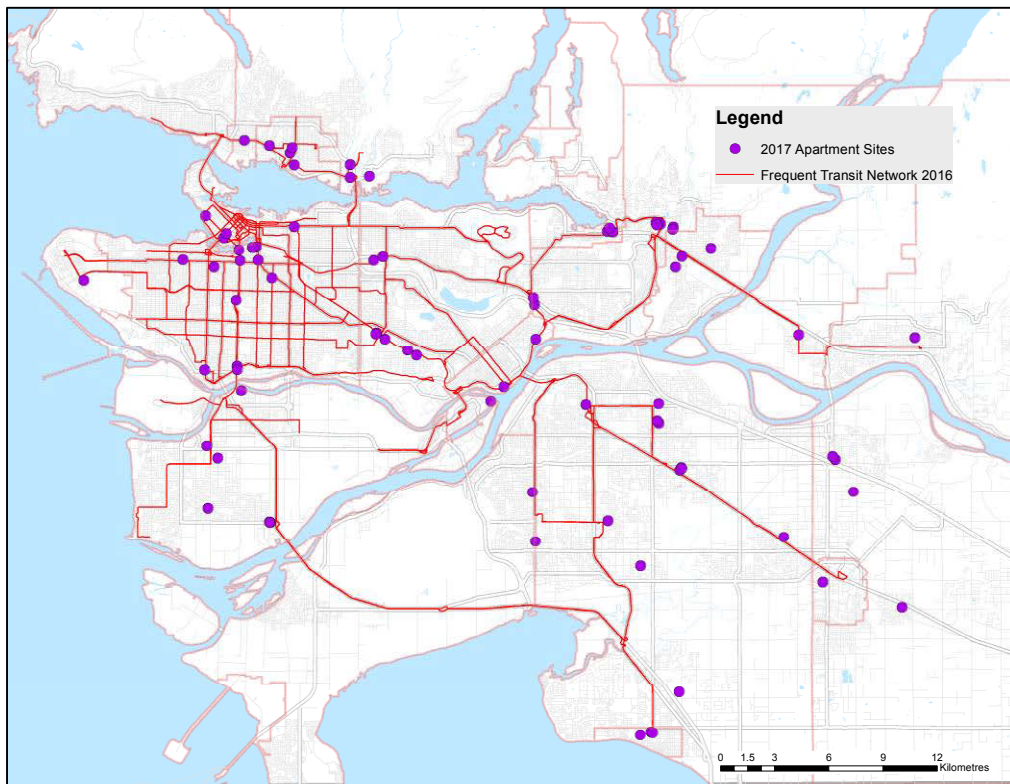
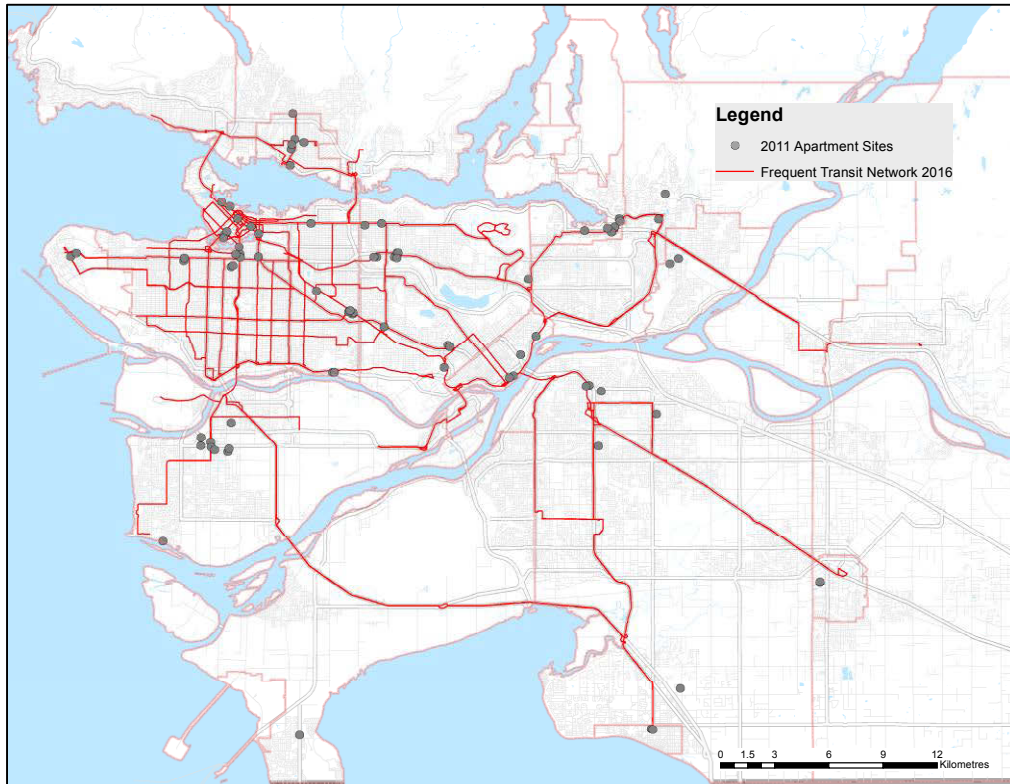


Figure 6. Mixed tenure apartment residential parking supply and utilization, by transit proximity

Maps of Participating Apartment Sites (2011 and 2017)



ATTACHMENT 4

Participating Apartment Characteristics

Apartment sites by subregion, local jurisdiction, and tenure

Subregion	Local Jurisdiction	Sites	Strata	Market Rental	Mixed Tenure ⁶	Mixed Rental ⁷	Non-Market Rental
South of Fraser (19)	Delta	1	1	-	-	-	-
	Langley City	1		1	-	-	-
	Langley Township	4	1	3	-	-	-
	Surrey	11	10	-	-	1	-
	White Rock	2	2	-	-	-	-
Vancouver/ UBC (15)	UBC Point Grey Campus	1	1	-	-	-	-
	Vancouver	14	1	4	7	1	1
NES+ (14)	Coquitlam	6	6	-	-	-	-
	Maple Ridge	1	1	-	-	-	-
	Pitt Meadows	1	1	-	-	-	-
	Port Coquitlam	3	2	-	-	1	-
	Port Moody	3	3	-	-	-	-
Burnaby/ NW (10)	Burnaby	7	7	-	-	-	-
	New Westminster	3	3	-	-	-	-
North Shore (8)	North Vancouver City	4	4	-	-	-	-
	North Vancouver District	4	2	2	-	-	-
Richmond (7)	Richmond	7	5	2	-	-	-
Total		73	50	12	7	3	1

Apartment sites by year built

Year Built	Sites	Strata	Market Rental	Mixed Tenure	Mixed Rental	Non-Market Rental
1976-1993	4	-	1	-	3	-
2005-2009	22	19	3	-	-	-
2010-2013	19	14	3	1	-	1
2014-2017	28	17	5	6	-	-
Total	73	50	12	7	3	1

⁶ Mixed Tenure = strata and market rental

⁷ Mixed Rental = market and non-market rental; all three sites are owned and managed by the Metro Vancouver Housing Corporation

Apartment sites by Frequent Transit Network proximity

FTN Proximity	Sites	Strata	Market Rental	Mixed Tenure	Mixed Rental	Non-Market Rental
Within 800 metres of a rapid transit station	30	22	3	4	1	-
Within 400 metres of a frequent bus corridor only	28	20	3	3	1	1
Away from FTN	15	8	6	-	1	-
Total	73	50	12	7	3	1

Household Survey Form

Metro Vancouver 2017 Regional Parking Study

Metro Vancouver (the Metro Vancouver Regional District) in partnership with TransLink are conducting a study of multi-unit residential buildings regarding vehicle and bike parking usage. Your household has been selected to be part of this important study. The study will provide

information to municipalities and developers on the appropriate amount of vehicle and bike parking supply for new multi-unit residential developments. We appreciate your participation, and all responses will be kept confidential. **Please complete by January 31, 2018.**

We recommend completing this questionnaire online at: www.MVParking.ca/survey

If you wish to complete the paper questionnaire, please mail the questionnaire to:

Acure Consulting
Suite 301 – 4475 Wayburne Drive
Burnaby, BC, V5G 4X4
Attention: "Parking Study"



metrovanancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION



i. **ACCESS CODE** (see introductory letter)

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ii. **Building Name & Address:** _____

Unit #: _____

RESIDENT VEHICLE PARKING

1. **How many vehicles does your household own or lease (not including car share program)?**

(Please include all cars, vans or light trucks that are brought home and parked overnight, but not motorcycles, scooters, or bicycles.)

2. **Where do you usually park your vehicle(s) overnight? Please note number of vehicles:**

Vehicles in my building's parking facility (parking lot or garage).

Vehicles in a nearby off-street parking facility (parking lot or garage).

Number of vehicles I park on the street near my building.

If you usually park on the street, typically how far do you park from your building?

☐ Less than a
5 min walk

☐ Between
5 and 10 min walk

☐ More than
10 min walk

3. **If you OWN your apartment/townhouse, how many of your parking space(s) in the building are:**

☐ Included in the unit
purchase price

☐ Purchased for an extra fee
Purchase cost? \$ _____

☐ Rented for an
extra fee

☐ I don't have any parking
Cost per month? \$ _____

4. **If you RENT your apartment/townhouse, how many of your parking space(s) in the building are:**

☐ Included in
the unit rent

☐ Rented for an extra fee.
Cost per month? \$ _____

☐ I don't have any parking

5. **How many of your parking spaces in the building do you rent out to other people?**

How much do you charge per month? \$ _____

6. **If provided the opportunity, would you have purchased/rented your current apartment/townhouse without a parking stall, if it meant having a lower purchase/rental price for your unit?**

☐ Yes ☐ Maybe/unsure ☐ No

Metro Vancouver Regional Parking Study – continued

VISITOR VEHICLE PARKING

7. A. Typically, where do your visitors park?
(Select all that apply)

- ☐ In my building's designated visitor parking area
- ☐ In one of the stalls I own/rent in my building
- ☐ On the street near building (paid)
- ☐ On the street near building (free)
- ☐ Nearby parking facility
- ☐ Not applicable – I don't have visitors who need to park at my building (skip to question 8)

B. Typically, when is it difficult for your visitors to find parking in your building's parking facility? (Check all that apply)

- ☐ Weekdays
- ☐ Weekends
- ☐ Holidays and Special Occasions
- ☐ Never
- ☐ Not applicable

BICYCLE PARKING

8. Does your building have secure bike parking? (ie: bike racks in a locked room/cage or bike racks in a designated parking stall)

- ☐ Yes ☐ No ☐ I don't know

9. A. How many bicycles does your household own? _____. If you do not have any bicycles skip to question 10.

B. Does your household use the building's bicycle parking facility?

☐ Yes

- ☐ Because it's a good facility
- ☐ Because the strata requires me to

☐ No (select all that apply)

- ☐ It's too crowded or full
- ☐ I'm afraid the bike will be stolen or damaged
- ☐ I feel uncomfortable or unsafe in the build's bike parking facility
- ☐ It's inconvenient
- ☐ Other, please specify

HOUSEHOLD INFORMATION

10. How many bedrooms are in your apartment/townhouse?

- ☐ 0 (bachelor/studio) ☐ 1 ☐ 2 ☐ 3 ☐ 4 or more

11. How large is your apartment/townhouse (excluding balcony/patio)?

- | | | |
|--|--|---|
| <input type="checkbox"/> Under 400 sq ft | <input type="checkbox"/> 700-799 sq ft | <input type="checkbox"/> 1,100-1,199 sq ft |
| <input type="checkbox"/> 400-499 sq ft | <input type="checkbox"/> 800-899 sq ft | <input type="checkbox"/> 1,200-1,299 sq ft |
| <input type="checkbox"/> 500-599 sq ft | <input type="checkbox"/> 900-999 sq ft | <input type="checkbox"/> 1,300 and higher sq ft |
| <input type="checkbox"/> 600-699 sq ft | <input type="checkbox"/> 1,000-1,099 sq ft | <input type="checkbox"/> Unsure |

12. How many people in your household are within the following groups (note numbers)?

Ages 0-5 years _____ Ages 6-18 _____ Ages 19-64 _____ Ages 65+ _____

13. Metro Vancouver and TransLink are conducting research to better understand the demand for electric vehicles. How likely are you to consider buying a plug-in electric vehicle within the next five years?

- ☐ Very Unlikely ☐ Somewhat unlikely ☐ Undecided/neutral ☐ Somewhat likely ☐ Very likely

14. Any additional comments:

THANK YOU FOR COMPLETING THE QUESTIONNAIRE!

Page 2 of 2



To: Regional Planning Committee

From: Josephine Clark, Regional Planner, Parks, Planning and Environment Department

Date: May 22, 2018

Meeting Date: June 8, 2018

Subject: **Update of the Metro Vancouver Sensitive Ecosystem Inventory (SEI)**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated May 22, 2018, titled "Update of the Metro Vancouver Sensitive Ecosystem Inventory (SEI)".

The attached report titled "Update of the Metro Vancouver Sensitive Ecosystem Inventory (SEI)" was considered by the Climate Action Committee at its meeting of June 6, 2018, and is presented to the Regional Planning Committee for information.

Attachment: "Update of the Metro Vancouver Sensitive Ecosystem Inventory (SEI)", dated May 7, 2018.

To: Climate Action Committee

From: Josephine Clark, Regional Planner, Parks, Planning and Environment Department

Date: May 7, 2018 Meeting Date: June 6, 2018

Subject: **Update of the Metro Vancouver Sensitive Ecosystem Inventory (SEI)**

RECOMMENDATION

That the MVRD Board receive for information the report titled “Update of the Metro Vancouver Sensitive Ecosystem Inventory (SEI)” dated May 7, 2018.

PURPOSE

This report provides the Climate Action Committee and MVRD Board with the results from the first 5-year update of the Metro Vancouver Sensitive Ecosystem Inventory.

BACKGROUND

This report provides the results of the ‘Update of the Metro Vancouver Sensitive Ecosystem Inventory (SEI)’, which is identified on the Climate Action Committee’s 2018 work plan in the second quarter.

The Metro Vancouver SEI was originally completed in 2013 and was the first GIS inventory of ecologically significant lands for the region. This 5-year update documents changes to mapped ecosystems and quantifies the amount, rate and type of ecosystem loss. Results are summarized for the entire region and regional core (primarily developed area).

METRO VANCOUVER’S SENSITIVE ECOSYSTEM INVENTORY

The Metro Vancouver SEI was initiated in response to the need for up-to-date, standardized ecological information for the region to facilitate conservation of important ecological areas through informed land use and conservation planning, and increased awareness of ecosystem presence and declines. The ecologically important areas mapped in the SEI provide key ecosystem services to the region including carbon storage, local climate control, and flood absorption, and contribute to our resilience to climate change. They also provide vital habitat and connectivity for biodiversity, including species at risk.

The SEI was conducted according to Provincial standards for mapping ecologically significant ‘Sensitive Ecosystems’, including wetlands, older forests and woodlands. In addition, ‘Modified Ecosystems’ such as old fields and young forest were also mapped. Modified Ecosystems are younger and more human modified but still have ecological value and importance to biodiversity. The majority of mapped ecosystems, particularly in the more urbanized areas of the region, show evidence of disturbance which is also documented in the inventory. The SEI classification system is provided as Attachment 1.

Use of the Sensitive Ecosystem Inventory Data

Multiple Metro Vancouver plans and projects have used the SEI data to incorporate ecological considerations into their work, including the regional growth strategy, the Ecological Health Action Plan, environmental assessments of utilities projects, and most recently, the Regional Parks Land Acquisition Strategy. The SEI has been extensively requested by other levels of government, industry, non-profits and academia, and over 80 data sharing agreements have been established over the last 5 years to provide access. In 2019, the SEI will be made available via Metro Vancouver's open data portal to reduce barriers to its use and maximize accessibility.

UPDATING THE SENSITIVE ECOSYSTEM INVENTORY

To ensure the Metro Vancouver SEI continues to be an effective and relevant land use and conservation planning tool, it must be kept up to date. Updates document changes to Sensitive and Modified Ecosystems after 5 years and quantifies the amount, rate and type of ecosystem loss.

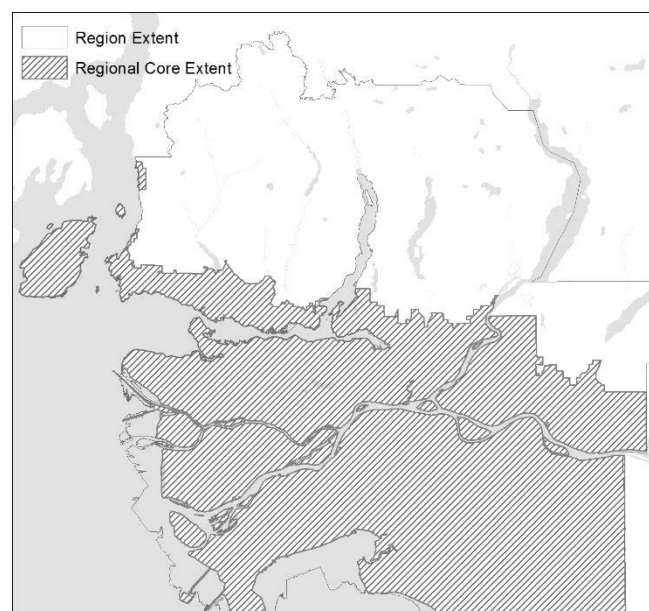
Using 2014 regional orthophotos, ecosystem polygons were reviewed, and any loss or disturbance was documented. Improvements to the original mapping were also made through error correction and additional field work to confirm and inform mapping decisions.

RESULTS

Region and Regional Core

Tables 1 and 2 below depict ecosystem losses summarized for the region and the regional core (see Map 1). The regional core is the more urbanized southern part of the region and excludes the large parks and estuaries under Provincial management, watersheds and other higher elevation areas. The regional core is most relevant to policy and planning and is where municipal decisions and actions will have the most impact.

Overall, total loss of sensitive and modified ecosystems over 5 years was 1,640 hectares (ha) (0.9%) for the region, and 1,190 ha (3.4%) within the regional core.



Map 1 – Region and Regional Core Extents for the SEI

	Sensitive Ecosystems (SE)			Modified Ecosystems (ME)			Totals – SE and ME		
	Original SEI (Ha)	Loss (Ha)	% Loss	Original SEI (Ha)	Loss (Ha)	% Loss	Original SEI (Ha)	Loss (Ha)	% Loss
Region	150,435	661	0.4%	28,237	979	3.5%	178,672	1,640	0.9%
Regional Core	24,958	426	1.7%	10,038	764	7.6%	34,996	1,190	3.4%

Table 1 – Sensitive and Modified Ecosystem Loss for the Region and Regional Core

As shown in Table 2 below, at both the region and regional core scale, losses for the 5-year period were highest for mature forest, young forest, old field, wetlands and riparian ecosystems.

Ecosystem Type	Region			Regional Core		
	Original SEI (Ha)	Loss (Ha)	% Loss	Original SEI (Ha)	Loss (Ha)	% Loss
<i>Sensitive Ecosystems</i>						
Alpine	14,536	0	0.0%	0	0	0%
Estuarine	8,636	1	0.0%	1,245	1	0.1%
Freshwater (SE)¹	7,119	1	0.0%	425	1	0.3%
Herbaceous	114	0	0.2%	89	0	0.3%
Intertidal	8,129	1	0.0%	153	0	0.2%
Mature Forest (SE)²	22,030	424	1.9%	7,646	223	2.9%
Old Forest	34,343	10	0.0%	118	0	0.1%
Riparian	30,705	97	0.3%	7,971	74	0.9%
Sparsely Vegetated	9,187	1	0.0%	96	0	0.0%
Wetland	9,973	122	1.2%	6,899	122	1.8%
Woodland	5,663	4	0.1%	316	4	1.1%
Total - Sensitive Ecosystems (SE)	150,435	661	0.4%	24,958	426	1.7%
<i>Modified Ecosystems</i>						
Freshwater (ME)¹	142	0	0.0%	139	0	0.0%
Mature Forest (ME)²	4,576	93	2.0%	2,266	80	3.5%
Young Forest	21,385	459	2.1%	5,495	258	4.7%
Old Field	2,134	426	20.0%	2,134	426	20.0%
Total – Modified Ecosystems (ME)	28,237	979	3.5%	10,038	764	7.6%
Total – SE and ME	178,672	1,640	0.9%	34,996	1,190	3.4%

Table 2 – Loss by Ecosystem Type for the Region and Regional Core

CHARACTERIZING ECOSYSTEM LOSS

The nature of ecosystem loss observed over the last five years ranges widely, from clearing of large, high quality ecosystems, to small, disturbed remnant patches. This loss often involved the removal of relatively small pieces from the edges of a larger area of vegetation, best described as ‘nibbling’. Further analysis into the loss of high versus lower quality sites, as well as the size of lost areas will help to better understand the nature of ecosystem loss. This will enable policymakers to make better informed conservation and land use planning decisions. Preliminary analysis is provided below for ecosystem classes that experienced the most loss.

¹ Freshwater ponds and lakes are considered Sensitive Ecosystems. Freshwater reservoirs are Modified Ecosystems.

² Mature Forests are considered a Sensitive Ecosystem class if they are coniferous or mixed and over 5 ha in size. Coniferous or mixed Mature Forests of less than 5 ha, and broadleaf of any size, are considered Modified Ecosystems.

Mature and Young Forests

The large Provincial parks and protected watersheds in the northern part of the region are home to large amounts of old forest (>250 years old), but outside of these areas, remaining forests are mature (80-250 years old) or young (30-80 years old). Between 2009 and 2014, mature and young forests saw the greatest declines of all ecosystem classes. Only patches of young forest greater than 5 ha are considered to be 'Modified Ecosystems' within the SEI; therefore, actual loss of young forest is larger than reported in Table 2. However, because smaller patches of young forest are still important, particularly given the rate and extent of forest loss across the region, smaller patches of young forest were mapped as part of the SEI process and are included in Table 3 below to provide a more complete picture of regional forest loss.

As summarized in Table 3, 1,162 ha (2.2%), of the region's mature and young forests were converted to other land uses over the 5-year period. For the regional core, these losses were 730 ha (3.9%).

	Region			Regional Core		
	Original SEI (Ha)	Loss (Ha)	% Loss	Original SEI (Ha)	Loss (Ha)	% Loss
Mature Forest (SE and ME)	26,606	518	1.9%	9,912	303	3.1%
Young Forest (ME)	21,385	459	2.1%	5,495	258	4.7%
Small Young Forest (non SE or ME)	5,410	185	2.2%	3,186	169	5.3%
Total	53,401	1,162	2.2%	18,593	730	3.9%

Table 3 – Loss of Mature and Young Forests

Old Field

Old field sites were often formerly cultivated or grazed but later abandoned. As an intermediate stage in succession, without management they will eventually become forest. The figures in Table 2 show that 426 ha of old field were lost due to mowing or development. However, those that were mowed rather than developed may be allowed to return to an old field state over time.

Wetland

All losses to freshwater wetland ecosystems occurred in the regional core and totaled 122 ha (1.8%). Loss was largely for wetland swamp (82 ha) and bog (35 ha) that was drained or cleared.

Riparian

A total of 97 ha of riparian ecosystems were lost and of this, 75 ha was riparian fringe (i.e. vegetation along water bodies where there is no floodplain). The majority of riparian fringe ecosystems lost was forested.

Ecosystem Loss and Metro 2040

Preliminary analysis looked at how much loss took place within each of the *Metro 2040* land use designations. The results show that 37% of the losses occurred on lands designated as Agricultural, and 29% on Conservation and Recreation lands. Most old field loss was found within the Agricultural designation and further analysis will be completed to ascertain how much loss was due to mowing,

which may not be a permanent loss. Loss within the Conservation and Recreation designation was surprisingly high, but over half was accounted for by harvesting within academic research forests and woodlots. Further analysis will be undertaken to understand other reasons for observed losses.

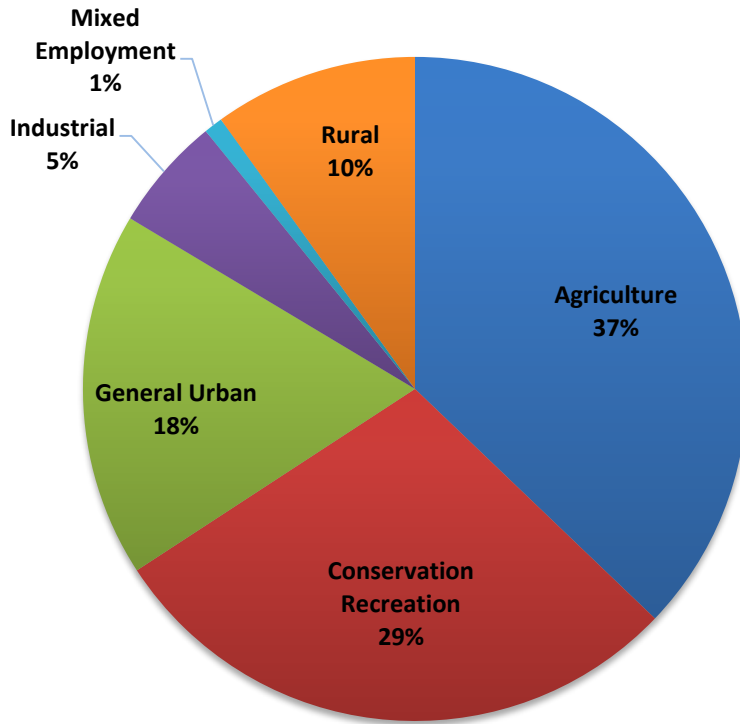


Chart 1 – Percentage loss of Sensitive and Modified Ecosystems within Metro 2040 Land Use Designations

Understanding Loss Implications and Future Analysis

This update is the first time loss has been quantified at the regional level. It establishes a baseline understanding against which future rates of change can be compared, while recognizing that considerable loss and degradation of ecosystems occurred in the preceding approximately 150 years as the region's urban and agricultural areas grew.

Metro 2040 contains policies intended to 'Protect Conservation and Recreation Lands' (Strategy 3.1) and 'Protect and enhance natural features and their connectivity' (Strategy 3.2). Given these policies were adopted in 2011, the speed and scale of loss observed in the SEI update are concerning and suggest a need to assess and strengthen protection efforts.

To inform this assessment and better understand the loss observed, further analysis of the SEI dataset will be undertaken, including:

- an assessment of the proportion of high quality and relatively undisturbed areas lost versus more disturbed areas, and the proportion of larger versus smaller areas lost;
- which sensitive ecosystems are protected and which are not;
- 5-year changes in ecosystem quality (e.g. condition, size, etc.) at the regional and regional core levels;

- Sub-regional breakdowns of ecosystem loss and changes in ecosystem quality;
- Loss quantified by disturbance type (e.g. agricultural, residential, industrial, etc.); and,
- Ecosystem loss in each *Metro 2040* land use designation.

The data and information produced from the SEI update will be disseminated, including to staff from member jurisdictions.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Costs associated with the Metro Vancouver Sensitive Ecosystem Inventory update were included in approved program budgets and work plans.

SUMMARY / CONCLUSION

The Metro Vancouver Sensitive Ecosystem Inventory (SEI) update provides key insights into the state of the region's most important ecological areas and changes over a 5-year period. The amount, rate and type of ecosystem loss was quantified at both the regional and regional core (i.e. primarily developed parts of the region) scales. Total loss of sensitive and modified ecosystems over 5 years was 1,640 ha (0.9%) for the region, and 1,190 ha (3.4%) for the regional core. Losses were highest for mature forest, young forest, old field, wetland, and riparian ecosystems. Over 1,162 ha (2.2%) of the region's mature and young forests were converted to other land uses over the 5-year period. For the regional core, these losses were 730 ha (3.9%).

Given the policies in place in *Metro 2040* to preserve natural areas and connectivity, the speed and scale of loss observed in the SEI update are concerning and suggest a need to assess and strengthen protection efforts. Further analysis of the SEI dataset will be completed, including to characterize loss in more detail, assess the protection status of sensitive ecosystems, and quantify loss by disturbance type. This analysis will help Metro Vancouver and its member jurisdictions understand the state of the region's environment and inform future policies and actions. Updating the SEI will ensure it continues to be an effective and relevant land use and conservation planning tool for the many users across the region.

Attachment: Metro Vancouver Sensitive Ecosystem Inventory Classification System

Metro Vancouver Sensitive Ecosystem Inventory Classification System

SENSITIVE ECOSYSTEMS			
CLASS	SUBCLASS	CLASS	SUBCLASS
Old Forest	Coniferous Mixed Very old	Intertidal	Mudflats Beaches Eelgrass
Mature Forest	Coniferous (>5 ha) Mixed (>5 ha)	Estuarine	Swamp Meadow Marsh Tidal flat
Woodland	Coniferous Mixed	Freshwater	Lake Pond
Riparian	Fringe High bench Medium bench Low bench Gully Canyon River Mudflat	Wetland	Bog Fen Marsh Swamp Shallow water Wet meadow
Sparsely Vegetated	Cliff Rock outcrop Talus Sand dune Spit	Herbaceous	Herbaceous Coastal herbaceous Vegetated shoreline Shrub
Alpine	Herbaceous Krummholz Parkland forest Dwarf shrub Tall shrub Avalanche tracks		
MODIFIED ECOSYSTEMS			
CLASS	SUBCLASS	CLASS	SUBCLASS
Mature Forest	Broadleaf Coniferous (<5 ha) Mixed (<5 ha)	Young Forest (>5 ha)	Broadleaf Coniferous Mixed
Old Field (>2.5 ha)		Freshwater	Reservoir

To: Regional Planning Committee

From: Neil Spicer, Senior Policy and Planning Analyst, Parks, Planning and Environment

Date: May 23, 2018

Meeting Date: June 8, 2018

Subject: **Municipal Measures for Affordable Housing Matrix - 2018 Update**

RECOMMENDATION

That the MVRD Board receive for information the report titled “Municipal Measures for Affordable Housing Matrix - 2018 Update”, dated May 23, 2018.

PURPOSE

The purpose of this report is to provide an updated version of the Municipal Measures for Affordable Housing Matrix.

BACKGROUND

The matrix provides an inventory of policies, programs and municipal actions to support the development of affordable housing across the region. The first inventory of municipal actions was undertaken in 2012, and has subsequently been revised in 2014, 2016 and now in 2018. The matrix is available as a resource reference for municipalities and is also a performance measure for *Metro 2040* and the *Regional Affordable Housing Strategy*. The matrix provides insight into the range of actions, policies and programs used by municipalities across the region.

MUNICIPAL MEASURES FOR AFFORDABLE HOUSING AND DIVERSITY

The Matrix tracks fiscal, policy, regulatory, and education/advocacy measures. The last time the matrix of affordable housing actions was updated was January 2016. An update is undertaken every two years, and in advance of this update, interest in the information was expressed both by the Regional Administrators Advisory Committee and the Regional Planning Committee.

Since early 2016, the total number of tools and measures being utilized by member municipalities has increased from 400 to 449, with an additional 66 actions pending or being explored, and another 28 used conditionally. The full list of tools/measures/actions is provided as Attachment 1. Overall, 13 municipalities have adopted Housing Action Plans, with 4 more pending; and 449 tools, actions and/or measures are actively promoting the development of affordable housing across the region.

Specific to the type of tools or measures, the number of fiscal measures has increased by 15 actions region wide, with more municipalities considering ways to reduce the costs of providing affordable housing (e.g. construction or land) such as the provision of grants, property tax exemptions, waiver of development fees and cost charges, Community Amenity Contribution allocation to affordable housing and other means (See Table 1).

The number of municipal actions looking at zoning and regulatory actions has increased by 16 with more focus on pre-zoning lands for affordable housing, the provision of micro units (or temporary modular housing), and inclusionary zoning policy.

There is also more focus on improving the development approval process, with 29 new measures coming in to place including the fast-tracking of the approval process for affordable housing projects, concurrent rezoning and building permit applications and more focused assistance / capacity building for applicants.

There has also been a noticeable increase in the number of municipal actions pending or exploring around incentives for purpose built market rental, increasing from 6 to 11 actions region wide.

Table 1. Summary of Municipal Measures for Affordable Housing

Type of Measure	Measures Adopted	Pending or Exploring	Conditional Use of Measures *
Fiscal Measures	98	14	10
Planning Process or Policies	76	13	3
Zoning / Regulatory Actions	166	22	13
Approval Process Measures	29	1	0
Purpose-Built Market Rental Incentives	15	11	2
Rental Housing Loss Prevention	39	5	0
Education and Advocacy Measures	26	0	0

** case-by-case consideration by
municipal Council*

Methodology

In March 2018, staff sought assistance from the RPAC Housing Subcommittee to update the matrix. The categories / measures remain the same as the 2016 version. The matrix reflects staff responses from member municipalities, and will be posted on the Metro Vancouver website. If any errors or omissions are found, please let Metro Vancouver staff know and the matrix can be updated. It represents a snapshot in time and reflects municipal input.

NEXT STEPS

Municipalities across the region are working hard to expand and enhance their affordable housing policies and programs to address the urgent need for more affordable housing options and in the context of newly available funds from other levels of government. Learning from the experiences and successes of other municipalities helps to expedite solutions, avoid duplication of effort, and avoid common pitfalls. The updated Municipal Measures for Affordable Housing Matrix facilitates collaboration among municipalities regarding particular housing policy measures that they may be studying for potential implementation in the areas of research, sample bylaws/regulations, general best practices, and other materials to support housing policy development.

One of the advantages of BC's regional federation governance model is the opportunity it provides to experiment, test, and innovate new policy solutions to common problems. Once applied in one location, innovative policy solutions can then be adapted to other municipalities. The matrix is one

example of how the collaborative model can stimulate local innovation, benchmarking, and the sharing of knowledge and best practices through a regional forum.

ALTERNATIVES

As this is an information report, no alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications to this report.

SUMMARY / CONCLUSION

The Regional Affordable Housing Strategy sets out goals and actions for Metro Vancouver and partner agencies to support housing development across the housing continuum. The research role for Metro Vancouver includes gathering the range of policies and programs for municipalities to consider in their local approaches to support affordable housing development in their communities.

Attachment: 2018 Municipal Measures for Housing Affordability and Diversity (*Orbit doc #25455216*)

25454707

2018 Municipal Measures for Housing Affordability and Diversity

Category	Burnaby	Coquitlam	Delta	City of Langley	Township of Langley	Maple Ridge	New Westminster	North Van City	North Van District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Vancouver	West Vancouver	White Rock
Fiscal Measures																	
City owned sites appropriate for affordable housing for lease to non-profits	Yes	Yes				Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes	Yes (OCP)
Donate City-owned land to facilitate affordable housing		Yes			Exploring	Yes	Yes	Yes	Yes				Yes	Yes	Yes		Yes (OCP)
Grants to facilitate affordable housing	Yes	Yes				Yes	Yes	Yes	Case-By-Case			Yes	Yes	Yes	Yes	Yes	
Property tax exemption or forgiveness for supportive affordable housing					Exploring	Yes		Yes							yes	Yes	
Property tax exemption for non-supportive affordable housing					Exploring	Exploring		Yes								Yes	
Heritage grants address housing affordability												Possible Grants (Housing Affordabilty Fund)					
Waiving development fees for affordable housing	Yes	Yes	Yes			Pending	Yes	Yes	Yes		Yes		Grants	Yes	Yes	Case-By-Case	Yes (OCP Policy)
Waive/reduce municipal development cost charges for affordable housing	Yes	Yes			Exploring	Pending	Case-By-Case	Yes	Yes				Grants	Yes	Yes	Yes	Supportive OCP policy, requires Council approval
Waiving other fees for affordable housing (ie. Building permit fees)	Yes	Yes				Pending	Case-By-Case	Yes	Yes				Yes	Yes		Case-By-Case	
Land trust for affordable housing								Exploring					Exploring		Yes		
Affordable housing reserve/trust fund	Yes	Yes			Exploring	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Supportive OCP policy, requires Council approval
Payment-in-lieu accepted for density bonus	Yes	Yes				Yes	Yes	Yes			Yes	Yes	Yes		Yes	Yes	Yes
Community Amenity Contributions (CAC) allocated to affordable housing	Yes				Exploring	Yes		Yes	Yes			Yes	Yes		Yes		Supportive OCP policy, requires Council approval
Energy effeciency programs for affordable housing	Yes	Yes			Yes		Yes	Yes							Yes		
Other fiscal actions (unique to local municipality)							Yes	Yes					Exploring		Yes		
Planning Process or Policies																	
Affordable Housing Strategy or Housing Action Plan	Pending	Yes	Pending	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Pending	yes	Yes	
Official Community Plan policies showing commitment to providing a range of housing choices	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	yes	Yes	Yes
Neighbourhood plans / Area plans showing commitment to providing a range of housing choices	Yes	Yes	Yes	Yes	Yes	Yes	Yes	n/a	Yes			Yes	Yes	Yes	yes	Yes	Yes
Identifying suitable affordable housing sites in neighbourhood and area planning processes	Yes					Yes	Yes						Exploring		yes	Exploring	Yes
Heritage Program includes provisions to consider/address housing affordability					Yes	Yes										Exploring	
Family friendly policy (bdrm diversity requirement) **						Yes	Yes	Yes	Case-By-Case				Yes		Yes		Yes
Adaptable housing policy ** (include definition/details)	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Pending	Yes		Yes		Yes (OCP)
Tenant Relocation policy **	Yes	Yes			Yes	Yes	Yes	Yes	Yes			Pending	Pending		Yes		Pending

2018 Municipal Measures for Housing Affordability and Diversity

Category	Burnaby	Coquitlam	Delta	City of Langley	Township of Langley	Maple Ridge	New Westminster	North Van City	North Van District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Vancouver	West Vancouver	White Rock
Other planning actions	Yes					Pending									Yes		Supporting accessory rental housing on institutional (assembly/church) sites
Ownership affordability program/policy ** (provide specifics)		Yes				Yes						Case-By-Case			Pending		
Zoning / Regulatory Actions																	
Increased density in areas appropriate for affordable housing	Yes	Yes	Yes	Yes	Case-By-Case	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	yes	Case by Case	Yes
Pre-zone lands for affordable housing	Yes				Case-By-Case	Exploring		Yes							Yes		
Micro housing units (municipal policy exists) **		Yes				Exploring							Exploring		Pending		
Micro housing units (approved on a case-by-case review) **						Exploring								Yes	Yes		
Smaller Lots	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Exploring	Yes
Coach Houses		Yes	Yes		Yes	Yes	Exploring	Yes	Yes	Yes	Yes	Pending	Yes	Yes	Yes	Yes	Pending
Zoning / Regulatory Actions																	
Secondary suites in single family zones	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Secondary suites in other zones						Exploring	Exploring	Yes					Yes		Yes	Exploring	Yes (OCP policy to consider this)
Lock-off units in apartment and/or row housing	Yes	Yes				Exploring		Yes	Yes				Exploring	Case by Case	Yes		Future Consideration
Infill Housing	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Exploring	Pending
Broadening row house/ townhouse & duplex zoning	Yes	Yes	Yes		Yes	Exploring	Yes	Yes	Case-By-Case	Yes	Yes	Yes		Yes	Yes	Exploring	Yes (OCP policy)
Density bonus provisions for affordable housing	Yes	Yes			Yes	Yes	Yes	Yes	Case-By-Case		Yes	Yes	Yes	Yes	Yes	Yes	Yes; in OCP
Reduced parking requirements for all housing located in areas with good access to transit	Yes	Case-By-Case	Yes	Yes	Case-By-Case	Yes	Yes	Yes	Yes			Pending	Yes	Yes	Yes	Exploring	Supportive policy in OCP; still at Council discretion.
Reduced parking requirements for affordable housing	Yes				Case-By-Case	Yes	Yes	Yes	Case-By-Case			Pending	Yes	Yes	Yes	Case by Case	Supportive policy in OCP; still at Council discretion.
Comprehensive development zone guidelines favour affordable housing	Yes								Case-By-Case			Case-By-Case	Yes	Yes	Yes		
Inclusionary zoning policy for affordable housing	Yes					Yes		Yes					Yes		Yes		
Inclusionary zoning has occurred within rezoning process	Yes					Yes			Yes			Yes	Yes		Yes	Yes	Yes (16 market rental units within 126 unit project)
Modified building standards (ie. Code related)	Yes						Yes										
Housing Agreements	Yes	Yes				Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Other zoning actions	Yes		Pending						Yes						Yes		
Approval Process Measures																	
Fast track approval of affordable housing projects	Yes					Pending	Yes	Yes				Yes	Yes	Yes	Yes	Yes	
Concurrent rezoning and building permit applications	Yes	Yes			Yes	Yes	Yes				Yes	Yes (at RZ 3rd reading)			Yes		

2018 Municipal Measures for Housing Affordability and Diversity

Category	Burnaby	Coquitlam	Delta	City of Langley	Township of Langley	Maple Ridge	New Westminster	North Van City	North Van District	Pitt Meadows	Port Coquitlam	Port Moody	Richmond	Surrey	Vancouver	West Vancouver	White Rock
Provide assistance	Yes	Yes	yes			Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	
Purpose Built Market Rental Incentives																	
Fees waived or reduced, new market rental housing development					Exploring	Pending							Pending		waived	Exploring	
Parking requirements relaxed for new market rental housing development	Yes	Yes			Case-By-Case	Pending	Yes	Yes	Yes			Pending	Pending		Yes	Exploring	Yes; OCP policy
Density bonus for new market rental housing development		Yes			Case-By-Case	Yes	Yes	Yes	Yes			exploring	Pending		Yes	Exploring	Yes
Rental Housing Loss Prevention Measures																	
Replacement policies for loss of rental housing stock						Yes	Exploring	"encourage"	Yes			Pending	Yes		Yes	Exploring	Yes
Demolition policies						Yes	Yes	Yes	Yes			Pending	Yes		Yes		
Condo/Strata conversion policies	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Standards of Maintenance by-law			Yes			Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes		
Retention policy - Other		Yes				Exploring	Yes						Yes		Yes		Yes; allow additional units/floor area to support building renovation
Education and Advocacy Measures																	
Guide to development process for affordable housing options such as secondary suites.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes		Yes	Yes	Yes	Yes	
Monitor rental housing stock	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes	Yes

To: Regional Planning Committee

From: Heather McNell, Director, Regional Planning and Electoral Area Services,
Parks, Planning and Environment Department

Date: May 30, 2018

Meeting Date: June 8, 2018

Subject: **Manager's Report**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated May 30, 2018, titled "Manager's Report".

Regional Planning Committee 2018 Work Plan

The attachment to this report sets out the Committee's Work Plan for 2018. The status of work program elements is indicated as pending, in progress, ongoing or complete. The listing is updated as needed to include new issues that arise, items requested by the Committee, and changes to the schedule.

Inaugural Meeting of the Industrial Lands Strategy Task Force

The first Industrial Lands Strategy Task Force meeting was held on May 10, 2018. The Task Force endorsed the scope of work for the Regional Industrial Lands Strategy, signalling the formal start of the process. Presentations were provided by two industry representatives as well as an expert from Simon Fraser University. The agenda package from the first meeting can be downloaded [here](#) and presentations delivered to the Task Force can be downloaded [here](#).

Urban Centres and FTDA's Dashboard

Regional Planning is working with the Web Team to prepare an Urban Centres and FTDA's Dashboard with Data Profiles for each Urban Centre and FTDA in the region based on Census data. The data profiles will help planners, elected officials and others to observe growth pattern trends across the region over time. Data Profiles will show how each Urban Centre and FTDA performs on a variety of different performance measures like population, housing, employment, and transportation mode split. The dashboard will support the work of municipal staff who may use the information for their use in local OCP monitoring work. Data will be able to be compared over time as well as sub-regionally and regionally. Metro Vancouver will also conduct an analysis of the data profiles to observe trends and emerging growth patterns as well as to identify opportunities to improve Metro 2040 growth structuring tools as a component of the Urban Centres and FTDA Policy Review. This will be communicated in a Performance Analysis Report in early 2019.

The Data Profiles will allow Metro Vancouver and partner jurisdictions to observe performance and change in different Urban Centres and FTDA's in response to local policies and other regional influencers. Preparing and distributing the Data Profiles are also part the data provision services Metro Vancouver performs for member jurisdictions. This data helps municipalities to get feedback and make decisions about their local planning policies. The Performance Analysis Report will help

regional partners observe important growth trends and identify challenges and success stories that will feed into the overarching Urban Centres and FTDA Policy Review and the preparation of the next iteration of the regional growth strategy.

Attachment: Regional Planning Committee 2018 Work Plan

Regional Planning Committee 2018 Work Plan

Report Date: May 30, 2018

Priorities

1st Quarter	Status
Confirm Work Program	Complete
Long Range Growth Scenarios – Base Case	Complete
Frequent Transit Corridor Studies – North Shore Marine Main	Complete
Shaping our Communities – Phase II Survey Results	Complete
Transit Oriented Affordable Housing Study – Introduce Phase II	Complete
Industrial and Mixed Employment Lands Policy Review - Update	In Progress
Urban Centres and FTDA Policy Review – Lit Review	Complete
Agricultural Land Soil Investigation Results	Complete
Respond to Proposed Amendments to Metro 2040 - Flavelle, Hazelmere	Complete
Respond to Requested Changes to, or new, Regional Context Statements	Complete
2nd Quarter	
Apartment Parking Study - Update	Complete
Transit Oriented Affordable Housing Study – Report out on Phase I Activity 3	In Progress
Long Range Growth Scenarios – Land Capacity	In Progress
Frequent Transit Corridor Studies – Lougheed Corridor	In Progress
Urban Centres and FTDA Policy Review – Knowledge Sharing	In Progress
Health and Economic Outcomes of Transit Investment Study - Update	Complete
Walkability Index - Update	Complete
Agricultural Land Use Inventory – Results	Complete
Respond to Proposed Amendments to Metro 2040	Ongoing
Respond to Requested Changes to, or new, Regional Context Statements	Ongoing
3rd Quarter	
Apartment Parking Study	In Progress
Industrial and Mixed Employment Lands Policy Review - Update	Pending
Urban Centres and FTDA Policy Review – Growth Overlay Structure	Pending
Food Flow – Agri Food Distribution Study	Pending
Long Range Growth Scenarios – Land Capacity	Pending
Respond to Proposed Amendments to Metro 2040	Ongoing
Respond to Requested Changes to, or new, Regional Context Statements	Ongoing
4th Quarter	
Long Range Growth Scenarios - Update	Pending
Urban Centres and FTDA Policy Review	Pending
Health and Economic Outcomes of Transit Investment Study - Results	Pending
Walkability Index - Results	Pending
Regional Growth Modeling, Projections and Data Support – Summary	Pending
Respond to Proposed Amendments to Metro 2040	Ongoing
Respond to Requested Changes to, or new, Regional Context Statements	Ongoing