

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

REGULAR MEETING

Friday, October 5, 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 October 5, 2018 Regular Meeting Agenda

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for October 5, 2018 as circulated.

2. ADOPTION OF THE MINUTES

2.1 September 7, 2018 Regular Meeting Minutes

That the Regional Planning Committee adopt the minutes of its regular meeting held September 7, 2018 as circulated.

3. DELEGATIONS

4. INVITED PRESENTATIONS

5. REPORTS FROM COMMITTEE OR STAFF

5.1 2019 - 2023 Financial Plan – Regional Planning

Designated Speaker:

Heather McNell, Director, Regional Planning and Electoral Area Services

That the Regional Planning Committee endorse the 2019 - 2023 Financial Plan for Regional Planning as presented in the report “2019 - 2023 Financial Plan – Regional Planning” dated September 19, 2018 and forward it to the Board Budget Workshop on October 17, 2018 for consideration.

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

5.2 Consideration of the City of Maple Ridge Regional Context Statement

Designated Speaker:

Theresa Duynstee, Senior Planner, Regional Planning

That the MVRD Board accept the City of Maple Ridge Regional Context Statement as submitted to Metro Vancouver on August 16, 2018.

5.3 Metro Vancouver 2040: Shaping our Future - 2017 Annual Performance Monitoring Report

Designated Speaker:

Heidi Lam, Senior Policy and Planning Analyst, Regional Planning

That the MVRD Board receive for information the report dated September 18, 2018, titled "Metro Vancouver 2040: Shaping our Future - 2017 Annual Performance Monitoring Report" and forward a copy of it to the Province of BC's Ministry of Municipal Affairs and Housing, Local Government Division.

5.4 Progress Update on the Regional Parking Study – Household Survey

Designated Speaker:

Raymond Kan, Senior Planner, Regional Planning

That the MVRD Board receive for information the report dated September 17, 2018, titled "Progress Update on the Regional Parking Study – Household Survey".

5.5 Monitoring Corridors Identified through the Supportive Policies Agreements

Designated Speaker:

Erin Rennie, Senior Planner, Regional Planning

That the MVRD Board endorse Metro Vancouver's participation in monitoring corridors identified through the Supportive Policies Agreements for the Surrey-Newton-Guilford Light Rail Transit project and the Broadway Subway.

5.6 Lougheed Land Use and Monitoring Study – Project Initiation

Designated Speaker:

Erin Rennie, Senior Planner, Regional Planning

That the MVRD Board receive for information the report dated September 19, 2018, titled "Lougheed Land Use and Monitoring Study – Project Initiation".

5.7 Urban Centres and FTDA Knowledge Sharing Series

Designated Speaker:

Erin Rennie, Senior Planner, Regional Planning

That the MVRD Board receive for information the report dated September 19, 2018, titled, "Urban Centres and FTDA Knowledge Sharing Series."

5.8 Manager's Report

Heather McNell, Director, Regional Planning and Electoral Area Services

That the Regional Planning Committee receive for information the report dated September 24, 2018, titled "Manager's Report".

6. INFORMATION ITEMS

6.1 Correspondence re TransLink Phase Two Investment Plan Resolution, from the Minister of Infrastructure and Communities, dated August 17, 2018

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 October 5, 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 9:03 a.m. on Friday, September 7, 2018 in the 28th Floor Committee Room, 4730 Kingsway, Burnaby, British Columbia.

MEMBERS PRESENT:

Chair, Mayor Richard Stewart, Coquitlam
 Vice Chair, Mayor Jonathan Coté, New Westminster
 Mayor Derek Corrigan, Burnaby (arrived at 9:06 a.m.; departed at 11:27 a.m.)
 Director Maria Harris, Electoral Area A
 Mayor John McEwen, Anmore
 Mayor Darrell Mussatto, North Vancouver City
 Councillor Darrell Penner, Port Coquitlam
 Mayor Michael Smith, West Vancouver
 Councillor Barbara Steele, Surrey
 Councillor Harold Steves, Richmond

MEMBERS ABSENT:

Mayor Jack Froese, Langley Township
 Councillor Bruce McDonald, Delta
 Mayor Nicole Read, Maple Ridge
 Councillor Andrea Reimer, Vancouver

STAFF PRESENT:

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

1. ADOPTION OF THE AGENDA

1.1 September 7, 2018 Regular Meeting Agenda

It was MOVED and SECONDED

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for September 7, 2018 as circulated.

CARRIED

2. ADOPTION OF THE MINUTES

2.1 June 8, 2018 Regular Meeting Minutes

It was MOVED and SECONDED

That the Regional Planning Committee adopt the minutes of its regular meeting held June 8, 2018 as circulated.

CARRIED

3. DELEGATIONS

No items presented.

4. INVITED PRESENTATIONS

4.1 Dr. Larry Frank, Professor, UBC School of Community and Regional Planning

Dr. Larry Frank, Professor, UBC School of Community and Regional Planning, provided members with a presentation on a walkability index and health and economic impacts of walkable communities.

9:06 a.m. Mayor Corrigan arrived at the meeting.

In response to questions, members were informed about:

- the relationship between noise, air pollution, and lack of greenspace contributing to respiratory issues and anxiety in areas identified as highly-walkable
- how data can benefit local government planning
- the effects of sidewalk continuity

Members suggested that consideration be given to the history and development that has led to a lack of accessibility and transit in some suburban municipalities in Metro Vancouver, and that walkability be identified to help communities improve walkability.

Members were informed that the Committee would receive a future presentation when research is complete so that consideration can be given to how best to compile data to benefit local government.

Members suggested that consideration be given to additional measures including the number of hours a person works each day, and housing type and age as it relates to health, as well as dog ownership as it relates to physical activity.

Presentation material titled "Where Matters: Health, Environmental, & Economic Impacts of Transportation and Land Use Actions" is retained with the September 7, 2018 Regional Planning Committee agenda.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Walkability Surface and Health and Economic Benefits Study Update

Report dated August 16, 2018 from Erin Rennie, Senior Regional Planner, Regional Planning, Parks, Planning, and Environment, providing an update on the ongoing *Walkability Surface Project* and the *Documenting Health and Economic Benefits of Sustainable Development and Transport Investment in the Lower Mainland Study (Health and Economic Benefits Study)*.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated August 16, 2018, titled “Walkability Surface and Health and Economic Benefits Study Update”.

CARRIED

5.2 Co-Leading the Regional Long Range Growth Scenarios Project with TransLink

Report dated August 20, 2018 from James Stiver, Growth Management and Transportation Division Manager, Parks, Planning, and Environment, seeking MVRD Board endorsement for Metro Vancouver to partner with TransLink on the development of the regional long range growth scenarios, and authorization to partner with TransLink in targeted public engagement activities.

It was MOVED and SECONDED

That the MVRD Board:

- a) endorse a partnership between Metro Vancouver and TransLink for the development of regional long range growth scenarios that will inform the development of both the next Regional Transportation Strategy and the next regional growth strategy; and
- b) authorize staff to partner on targeted public engagement in communicating and seeking input on the shared long range scenarios with a view to closely integrating transportation and growth planning over the long-term.

CARRIED

5.3 Long Range Growth Scenarios: Results of Municipal Visits on Projections

Terry Hoff, Senior Regional Planner, Regional Planning, Parks, Planning, and Environment, updated members on regional and municipal collaboration on long range growth scenarios for Metro Vancouver.

Members suggested that consideration be given to:

- addressing how to accurately include University of BC and University Endowment Lands populations
- ensuring First Nations’ reserve lands be included in projections, and clarifying how they will be included as part of future regional growth strategies
- addressing pressures on local government who are surpassing growth projections when neighbouring communities are receiving less growth than anticipated

Presentation material titled “Long Range Regional Growth Scenarios Regional and Municipal Collaboration” is retained with the September 7, 2018 Regional Planning Committee agenda.

5.4 Request for Comprehensive Review of Regional Growth Strategy Legislation

Report dated August 20, 2018 from James Stiver, Growth Management and Transportation Division Manager, Parks, Planning, and Environment, providing background information regarding a request from the Capital Regional District for support on a provincial review of the legislation governing Regional Growth Strategies, and seeking MVRD Board approval to communicate with the Province of BC and BC municipalities seeking a review and update of Part 13 of the *Local Government Act*.

It was MOVED and SECONDED

That the MVRD Board send a letter to the Minister of Municipal Affairs and Housing and to the Union of BC Municipalities confirming the Board’s support for the Province to undertake a review and update of Part 13 of the *Local Government Act* and its related regulations and include a copy of the report titled “Request for Comprehensive Review of Regional Growth Strategy Legislation” dated August 20, 2018.

CARRIED

5.5 Update on Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission

Report dated August 20, 2018 Theresa Duynstee, Senior Regional Planner, Parks, Planning, and Environment, providing an update on engagement results and interim recommendations from the Minister of Agriculture’s Advisory Committee on Revitalizing the Agricultural Land Reserve (ALR) and the Agricultural Land Commission (ALC), and seeking MVRD Board approval to communicate with the Province of BC supporting the Advisory Committee’s recommendations and requesting consideration be given to recommendations by Metro Vancouver.

It was MOVED and SECONDED

That the MVRD Board:

- a) receive for information the report dated August 20, 2018, titled, “Update on Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission”; and
- b) send a letter to the BC Minister of Agriculture supporting the Revitalizing the ALR and ALC Advisory Committee recommendations and asking for further consideration of Metro Vancouver’s recommendations regarding:
 - farm property tax reform,
 - modernizing the classification of farm, and
 - enacting policy reform specific to the Metro Vancouver region.

CARRIED

Mayor Mussatto absent at the vote.

5.6 Progress Update on the 2018 Regional Parking Study – Street Parking Survey

Report dated August 3, 2018 from Raymond Kan, Senior Regional Planner, Parks, Planning, and Environment, providing a progress update on the street parking survey component of the *2018 Regional Parking Study*.

Members were provided with a presentation on preliminary observations from the *Regional Parking Study Street Parking Survey*.

Presentation material titled “Regional Parking Study Street Parking Survey” is retained with the September 7, 2018 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated August 3, 2018, titled “Progress Update on the Regional Parking Study – Street Parking Survey”.

CARRIED

5.7 Advancing Land Use and Transportation Integration and the Development of Complete Communities

Report dated August 28, 2018 from Erin Rennie, Senior Regional Planner, Regional Planning, Parks, Planning, and Environment, providing an update on recent work undertaken with TransLink to support the implementation of *Metro 2040*’s objectives, better integrate land use and transportation planning in the region, and advance the development of transit-oriented communities.

Members were provided with a presentation on advancing land use and transportation integration and the development of complete communities.

Presentation material titled “Advancing Land Use and Transportation Integration and the Development of Complete Communities” is retained with the September 7, 2018 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated August 28, 2018, titled “Advancing Land Use and Transportation Integration and the Development of Complete Communities.”

CARRIED

5.8 Metro Vancouver 2040: Shaping our Future - 2017 Procedural Report

Report dated August 13, 2018 from Heidi Lam, Senior Policy and Planning Analyst, Regional Planning, Parks, Planning, and Environment, providing the *2017 Metro Vancouver 2040: Shaping our Future Procedural Report* as required under *GVRD Regional Growth Strategy Procedures Bylaw No. 1148, 2011*.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated August 13, 2018, titled "*Metro Vancouver 2040: Shaping our Future - 2017 Procedural Report*".

CARRIED

5.9 Manager's Report

Report dated August 15, 2018 from Heather McNell, Regional Planning and Electoral Area Services Director, Parks, Planning, and Environment, updating the Regional Planning Committee on the Committee's 2018 Work Plan, Transit-Oriented Affordable Housing Study Phase 2, consideration of the District of West Vancouver's Regional Context Statement, and acceptance of the City of Richmond's 2017 Regional Context Statement.

Mayor Côté updated members on his attendance at the *Local Governments for Canadian Sustainability* (ICLEI) Congress held in June 2018 in Montreal highlighting five strategic pathways guiding how ICLEI will support members going forward including development in the areas of low emissions, nature-based, circular, resilient, and equitable and people-centred. Mayor Côté also highlighted sessions attended related to designing procurement models for environmental sustainability, future of transportation, doc-less bike and scooter-share programs, and natural spaces.

11:27 a.m. Mayor Corrigan departed the meeting.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated August 15, 2018, titled "Manager's Report".

CARRIED

6. INFORMATION ITEMS

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the following Information Items:

- 6.1 Correspondence re 2018 Agriculture Awareness Grant, from the BC Chicken Growers' Association, dated July 17, 2018
- 6.2 Correspondence re Office Development in Metro Vancouver, from the City of Coquitlam, dated August 1, 2018
- 6.3 Correspondence re Agricultural Land Soil Investigation Results from the Ministry of Agriculture, dated August 7, 2018

CARRIED

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 September 7, 2018.

CARRIED

(Time: 11:29 a.m.)

Janis Knaupp,
Legislative Services Coordinator

Richard Stewart, Chair

To: Regional Planning Committee

From: Heather McNell, Director of Regional Planning and Electoral Area Services

Date: September 19, 2018 Meeting Date: October 5, 2018

Subject: **2019 - 2023 Financial Plan – Regional Planning**

RECOMMENDATION

That the Regional Planning Committee endorse the 2019 - 2023 Financial Plan for Regional Planning as presented in the report “2019 - 2023 Financial Plan – Regional Planning” dated September 19, 2018 and forward it to the Board Budget Workshop on October 17, 2018 for consideration.

PURPOSE

To present the 2019 - 2023 Financial Plan for Regional Planning for consideration by the Committee.

BACKGROUND

Metro Vancouver’s annual budget process includes the development of detailed annual budgets and the updating of five year financial plans for each of the four Metro Vancouver legal entities (Metro Vancouver Regional District, Metro Vancouver Housing Corporation, Greater Vancouver Water District and Greater Vancouver Sewerage and Drainage District) and related functions.

This report focuses on the Regional Planning function and presents the 2019 annual budget and the updated five year plan for the years 2019 to 2023 for committee consideration.

REGIONAL PLANNING SERVICE

Regional Planning services within the Metro Vancouver Regional District (MVRD) represent functions that include 22 members and provides policy research, development, implementation and monitoring in support of a prosperous, resilient and livable region. The primary responsibility is to develop, administer, implement and monitor *Metro Vancouver 2040: Shaping our Future* (Metro 2040), the regional growth strategy. There are three programs within the Regional Planning Division: Growth Management and Transportation, Planning Analytics and Environment.

Regional Planning is guided by direction provided in the *Board Strategic Plan*, specifically:

- Continue to develop and implement effective and adaptive tools and processes for achieving the goals in *Metro 2040*;
- Continue to support the efforts of members in developing complete, livable and resilient communities;
- Develop policies, plans, tools and creative solutions for managing competing demands on land in the region; and
- Advocate the merits of integrating regional land use and transportation planning.

Regional Planning is also guided by direction provided in *Metro 2040*, specifically to support the goals, strategies and policy actions in the plan to:

- Goal 1 - Create a compact urban area
- Goal 2 - Support a sustainable economy
- Goal 3 - Protect the environment and respond to climate change impacts
- Goal 4 - Develop complete communities
- Goal 5 - Support sustainable transportation choices

2019 BUDGET AND 2019 - 2023 FINANCIAL PLAN

The five year financial plans for this cycle have been updated to address the four themes Metro Vancouver considers when developing plans and budgets. These are as follows:

- Addressing Regional Growth
- System Stewardship
- Environmental Protection and Climate Action
- Opportunities for Innovation and Enhanced Services

Annual Work Plans are developed for almost all Metro Vancouver functions. The 2019 Annual Work Plan for the Regional Planning budget presented in this report is included in Attachment 3.

A summary of the Regional Planning program highlights, 2019 -2023 “What’s Happening”, is included under Attachment 1.

Attached is a summary of the Regional Planning 2019 -2023 Financial Plan (Attachment 2).

Operating Budget Highlights

The Regional Planning operating budget is proposed to increase by \$354,469 in 2019 for a total budget of \$3.53 million (Attachment 2). This overall increase can be attributed to the transfer of a Senior Policy and Planning Analyst from Affordable Housing and additional consulting and contract projects. Further, the allocation of department support from Parks, Planning and Environment (PPE) has been adjusted to more accurately reflect department support provided to Regional Planning. This reallocation of support is reflected by corresponding reductions in department support costs to other PPE functions.

The transferred position integrates regional housing policy into the Growth Management and Transportation program. As a result, the agricultural portfolio has been transferred from the Growth Management and Transportation program to the Environment program, which now includes the Agricultural Awareness Grants and the Young Agrarians Land Matching program.

The 2019 operating budget includes the following key actions:

- Development of Long Range Growth Scenarios
- Development of the Regional Industrial Land Strategy
- Metro 2040 Industrial and Mixed Employment Policy Review
- Metro 2040 Urban Centres and FTDA Policy Review
- Metro 2040 Environment and Climate Change Policy Review
- Metro 2040 Agricultural Policy Review

- Frequent Transit Corridor Study
- Development of Invasive Species Best Management Practices
- Urban Forestry / Climate Adaptation Project
- Regional Development Modeling and Projections
- Land Utilization Monitoring and Modeling

Highlights of consulting projects anticipated to be undertaken in 2019 to respond to work plan requirements within the operating budget include the following:

- Long Range Growth Scenarios (\$75,000)
- Regional Industrial Land Strategy (\$120,000)
- Metro 2040 Industrial and Mixed Employment Policy Review (\$15,000)
- Metro 2040 Urban Centres and FTDA Policy Review (\$25,000)
- Frequent Transit Corridor Study (\$20,000)
- Equity in Growth Management (\$20,000)
- Regional Housing Policy Implementation (\$20,000)
- Regional Connectivity (\$25,000)
- Invasive Species Best Management Practices (\$20,000)
- Grow Green UBC Support (\$15,000)
- Metro 2040 Environment and Climate Change Policy Review (\$15,000)
- Urban Forestry / Climate Adaptation (\$15,000)
- Food Flow Study (\$25,000)
- Data acquisition (\$44,000)

There are no new full-time staff positions proposed for 2019. A Senior Policy and Planning Analyst position was transferred from the Affordable Housing function in 2018 to Regional Planning to support housing policy and data needs associated with the implementation of *Metro 2040* and the *Regional Affordable Housing Strategy*.

Over the next five years, operating programs are increasing by \$478,525, or an average of 2.9% per year. However, most of this increase is in 2019, with expenditures in the next four years increasing by only 0.9% per year on average. In addition to those noted above, key projects through 2023 include:

- Completion of five year updates to all regional land use inventories including: Sensitive Ecosystem Inventory (2021), Industrial Lands Inventory (2021), Office in Centres Inventory (2020), Agricultural Land Use Inventory (2021);
- Series of Census Bulletins (2022); and
- Update to the Regional Growth Strategy (2022).

Communications Program

The 2019 Regional Planning Communications Program of \$80,000 is framed around the following initiatives:

- Metro 2040 Performance Monitoring Dashboard;
- Video and animation support for Metro 2040 update;
- Stakeholder engagement for Long Range Growth Scenarios and the Regional Industrial Land Strategy.

Reserve Funds

The work plan for the Regional Planning function includes several one-time initiatives which are delivered through consulting or contract services. In accordance with the *Operating, Statutory and Discretionary Reserves Policy*, these items are funded using reserves. In 2019, \$420,000 of such initiatives are funded from reserves. The years 2020 to 2023 follow a similar funding model for these one-time initiatives. The 2019 – 2023 Projected Reserves for Regional Planning is included in Attachment 4.

WORK PLAN PERFORMANCE INDICATORS

High level performance indicators have been developed across the organization to evaluate trends, determine key actions for the coming year, and to assist in long-term planning. The 2019 Work Plan for Regional Planning is presented in this report. Within the Regional Planning Work Plans, 5 performance indicators have been developed and are being tracked. These are:

- Percentage of residential growth occurring within the Urban Containment Boundary (UCB)
- Percentage of new dwelling units located within Urban Centres
- Number of hectares of land with a Metro 2040 Agricultural Designation
- Number of hectares of land with a Metro 2040 Industrial Designation
- Number of hectares of land with a Metro 2040 Mixed Employment Designation.

The trend in these performance measures suggests that the region is on target with regards to meeting the objectives laid out in the regional growth strategy. *Metro 2040* sets a target to contain 98% of growth within the Urban Containment Boundary. Since the strategy's adoption in 2011, this target has been met. *Metro 2040* also strives to direct 40% of dwelling unit growth to a network of 26 Urban Centres. Since the strategy's adoption, 39% of dwelling unit growth has occurred in Urban Centres.

CONSISTENCY WITH THE 2018 – 2022 FINANCIAL PLAN

The updated five year financial plan has been developed to be consistent with the 2018 - 2022 financial plan. The Regional Planning requisition forms part of the overall MVRD tax requisition, one of 11 statutory functions within the Regional District. The 2019 impact on the average regional household is reduced by \$1 from prior year projections for the Metro Vancouver Regional District with an average regional household cost of \$55 (2018 projection: \$56).

For the years 2020, 2021 and 2022 the MVRD household impact is projected to increase by an additional \$2 compared to the previous five year projection.

APPROVAL PROCESS

The proposed 2019 - 2023 Financial Plan and Annual Work Plan is presented for consideration and endorsement before being forwarded to the Board for consideration. The next steps of the process are:

- The 2019 - 2023 Financial Plan and Annual Work Plan will be presented at the Board Budget Workshop on October 17, 2018.
- The Board will consider adoption of the 2019 Budget and endorsement of the 2019 – 2023 Financial Plan on October 26, 2018.

ALTERNATIVES

1. That the Regional Planning Committee endorse the 2019 - 2023 Financial Plan for Regional Planning as presented in the report “2019 - 2023 Financial Plan – Regional Planning” dated September 19, 2018 and forward it to the Board Budget Workshop on October 17, 2018 for consideration.
2. That the Regional Planning Committee make recommendations and endorse an amended 2019 - 2023 Financial Plan for Regional Planning forward the amended Financial Plan to the Board Budget Workshop on October 17, 2018 for consideration.

FINANCIAL IMPLICATIONS

If the MVRD Board endorses the 2019 – 2023 Financial Plan for Regional Planning, as presented under Alternative 1, in 2019 the Regional Planning requisition will increase by \$265,282 (9.3%) comprising part of the overall MVRD requisition. The Regional Planning requisition forms part of the overall MVRD tax requisition which is projected to be \$61.2 million in 2019, representing a \$1 increase (2.6%) to the average regional household for a household cost of \$55 after taking into account regional population growth.

Over the term of the five year plan, the annual Regional Planning requisition is projected to increase by an average of \$94,468 per year (3.2%) to provide the required revenue to offset projected expenditures. It is anticipated that the cost to the average regional household over the next five years for all MVRD services, including Regional Planning, will rise from \$54 in 2018 to \$61 in 2023 representing an average annual increase of \$1.40 (2.5%).

Under Alternative 2, the Committee may wish to consider recommending amendments to the five year financial plan for consideration at the Board Budget Workshop. Any changes to the plan may have an impact on the MVRD Financial Plan.

SUMMARY / CONCLUSION

The 2019 - 2023 Financial Plan for Regional Planning has been prepared to respond to direction provided in the *Board Strategic Plan* and support the goals and policies of Metro 2040. It is presented to Committee and Board members to provide overview information on activities and financial impacts for the years 2019 to 2023 for Regional Planning.

The presentation of this year’s five year financial plan for Regional Planning provides the opportunity for Metro Vancouver to share with its member jurisdictions the proposed planning related initiatives over the next five years. It is intended to be used as a guiding document for member jurisdictions in the development of their five year financial plans and includes projections on household impact to demonstrate how the plan will remain affordable for Metro Vancouver residents while keeping pace with our critical requirements.

Staff recommend endorsing the 2019 - 2023 Financial Plan for Regional Planning as presented under alternative one.

Attachments

1. 2019 - 2023 “What’s Happening”
2. 2019 - 2023 Financial Plan

3. 2019 Work Plan
4. 2019 - 2023 Projected Reserves – Regional Planning
5. Organizational Chart

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ATTACHMENT 1

2019 -2023 “WHAT’S HAPPENING”

Below is a summary of the significant initiatives to be undertaken by Regional Planning over the next 5 years.

Initiative	Description	Theme
2019		
Long Range Growth Scenarios	Metro Vancouver and TransLink are co-leading the development of scenarios to project population, housing and employment to 2121 in preparation for the update to the Regional Transportation Strategy and Regional Growth Strategy and to support regional utilities planning.	Addressing Regional Growth
Regional Industrial Land Strategy	A strategy to ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to 2050.	Addressing Regional Growth
Metro 2040 Policy Reviews	Series of Metro 2040 policy reviews: Urban Centres and FTDA's, Industrial and Mixed Employment, Agriculture, Environment and Climate Change to prepare for the next regional growth strategy	Addressing Regional Growth; Environmental Protection and Climate Action
Food Flow Study	Define the extent of the agri-food distribution system and the connections to land use policy and transportation infrastructure necessary for ‘food flow’ across the region.	System Stewardship
2020		
Equity in Growth Management	Identify opportunities to bring an equity lens to the next regional growth strategy.	Addressing Regional Growth
Missing Middle – Capacity for Gentle Density	Provide guidance on extent of capacity available for ‘gentle density’ including consideration of affordability, servicing, and climate change.	Addressing Regional Growth
Frequent Corridor Study	Collaborative transit provision and growth management planning initiative along corridors that cross municipal boundaries. One corridor study is undertaken each year.	Addressing Regional Growth
Enhancing Connectivity	Network Analysis and Policy and Management Guidance. This is the culmination of a multi-year project.	Environmental Protection and Climate Action
2021		
Regional Growth Strategy – Metro 2050	Develop the policy framework and draft policy options stemming from the suite of Metro 2040 Policy Reviews completed in 2019.	Addressing Regional Growth
Sensitive Ecosystem Inventory	5 year update to continue to assess the extent and loss of sensitive ecosystems across the region	Environmental Protection and Climate Action

Agricultural Land Use Inventory	5 year update to continue to assess the supply of and how agricultural lands are being utilized across the region	System Stewardship
Integrating Housing and Transportation	Ongoing studies on housing and transportation to advance objectives laid out in <i>Metro 2040</i> and the Regional Affordable Housing Strategy (e.g. H+T Study, Transit Oriented Affordable Housing Study)	Addressing Regional Growth
2022		
Regional Growth Strategy – Metro 2050	Complete Metro 2050, the next iteration of the regional growth strategy.	Addressing Regional Growth
Regional Parking Study	5 year update on the Regional Parking Study – first undertaken in 2012 and updated in 2017.	Addressing Regional Growth
2023		
Regional Affordable Housing Strategy	Update to the 2016 Regional Affordable Housing Strategy	System Stewardship
Ecological Health Framework	Update to the 2018 Metro Vancouver’s Ecological Health Framework	Environmental Protection and Climate Action

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING
2019 BUDGET REVIEW
2019-2023 FINANCIAL PLAN

ATTACHMENT 2

	2016 ACTUAL	2017 ACTUAL	2018 BUDGET	2019 BUDGET	% CHANGE	2020 FORECAST	% CHANGE	2021 FORECAST	% CHANGE	2022 FORECAST	% CHANGE	2023 FORECAST	% CHANGE
REVENUES													
MVRD Requisitions	\$ 2,891,733	\$ 2,944,465	\$ 2,842,450	\$ 3,107,732	9.3%	\$ 3,180,119	2.3%	\$ 3,215,243	1.1%	\$ 3,265,134	1.6%	\$ 3,314,788	1.5%
Sustainability Reserve Funds	58,600	83,187	58,313	-		-		-		-		-	
Reserves	20,000	89,137	272,500	420,000		340,000		365,000		305,000		337,000	
TOTAL REVENUES	\$ 2,970,333	\$ 3,116,789	\$ 3,173,263	\$ 3,527,732	11.2%	\$ 3,520,119	(0.2%)	\$ 3,580,243	1.7%	\$ 3,570,134	(0.3%)	\$ 3,651,788	2.3%
EXPENDITURES													
Operating Programs:													
Growth Management and Transportation	\$ -	\$ 1,034,231	\$ 1,352,460	\$ 1,360,783		\$ 1,332,159		\$ 1,300,898		\$ 1,346,982		\$ 1,403,838	
Planning Analytics	-	429,294	596,646	538,966		550,450		560,247		600,188		624,845	
Environment	1,960,516	476,667	498,562	775,070		753,919		850,734		782,722		794,970	
Administration and Department Support	501,681	473,163	364,180	511,277		523,204		533,392		543,727		554,306	
	2,462,197	2,413,355	2,811,848	3,186,096	13.3%	3,159,732	(0.8%)	3,245,271	2.7%	3,273,619	0.9%	3,377,959	3.2%
Communications Program	32,200	53,645	75,000	80,000	6.7%	80,000	0.0%	80,000	0.0%	60,000	(25.0%)	60,000	0.0%
Allocation of Centralized Support Costs	195,188	236,612	286,415	261,636	(8.7%)	280,387	7.2%	254,972	(9.1%)	236,515	(7.2%)	213,829	(9.6%)
TOTAL EXPENDITURES	\$ 2,689,585	\$ 2,703,612	\$ 3,173,263	\$ 3,527,732	11.2%	\$ 3,520,119	(0.2%)	\$ 3,580,243	1.7%	\$ 3,570,134	(0.3%)	\$ 3,651,788	2.3%

REGIONAL PLANNING

Description of services

Regional Planning is a Metro Vancouver Regional District function established to provide policy research, development, and implementation and monitoring in support of a prosperous, resilient and livable region. The primary responsibility is to develop, administer, implement and monitor *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. There are three programs within the Regional Planning Division: Growth Management and Transportation; Planning Analytics and Environment.

Growth Management and Transportation

Growth Management is primarily responsible for developing, administering, and implementing Metro 2040. There are a number of portfolios within this group including: agriculture and food systems; complete communities; employment land; housing policy and integrated land use and transportation planning.

Planning Analytics

Planning Analytics collects and analyzes data for Regional Planning as well as other regional functions including utilities and transportation planning. Primary roles include the provision of population, dwelling unit and employment projections, *Metro 2040* performance monitoring, and the completion of numerous regional inventories.

Environment

This activity supports *Metro 2040* environmental and climate change policies as well as broader ecological health and environment issues.

Strategic directions and high level goals supported

Board Strategic Plan

- Continue to develop and implement effective and adaptive tools and processes for achieving the goals in *Metro 2040*;
- Continue to support the efforts of members in developing complete, livable and resilient communities;
- Develop policies, plans, tools and creative solutions for managing competing demands on land in the region; and
- Advocate the merits of integrating regional land use and transportation planning.

Metro Vancouver 2040: Shaping our Future

- Goal 1 - Create a compact urban area
- Goal 2 - Support a sustainable economy
- Goal 3 - Protect the environment and respond to climate change impacts
- Goal 4 - Develop complete communities
- Goal 5 - Support sustainable transportation choices

Performance indicators

Indicator	Historical and/or industry	Current Performance	2019 Performance Objective
Percentage of residential growth occurring within the Urban Containment Boundary (UCB)	2011 baseline: 97% 2014 review: 98% 2015 review: 99%	2017: 98%	98%
Percentage of new dwelling units located within Urban Centres	2011 target 40% of growth to Centres 2011 baseline: 26% located in Centres	2017: 39% of growth to Centres 2016 = 28% located in Centres	40%
Number of hectares of land with a Metro 2040 Agricultural Designation	2011 baseline: 55,345	2017: 55,240	No net loss
Number of hectares of land with a Metro 2040 Industrial Designation	2011 baseline: 10,195	2017: 10,170	No net loss
Number of hectares of land with a Metro 2040 Mixed Employment Designation	2011 baseline: 3,389	2017: 3,380	No net loss

2019 key actions

Growth Management and Transportation

- Long Range Growth Scenarios
- Regional Industrial Land Strategy
- Metro 2040 Industrial and Mixed Employment Policy Review
- Metro 2040 Urban Centres and FTDA Policy Review
- Frequent Transit Corridor Study
- Equity in Growth Management
- Transit Oriented Affordable Housing Study Phase II
- Regional Housing Policy Review (RAHS Implementation)

Environment

- Regional Connectivity
- Invasive Species Best Management Practices
- Grow Green UBC Support
- Metro 2040 Environment and Climate Change Policy Review
- Urban Forestry / Climate Adaptation
- Metro 2040 Agricultural Policy Review
- Food Flow Study

Planning Analytics

- Regional Development Modeling and Projections
- Land Utilization Monitoring and Modeling
- Data acquisition
- Data and Information Strategy

METRO VANCOUVER DISTRICTS
2019-2023 PROJECTED RESERVES - REGIONAL PLANNING

OPERATING RESERVES

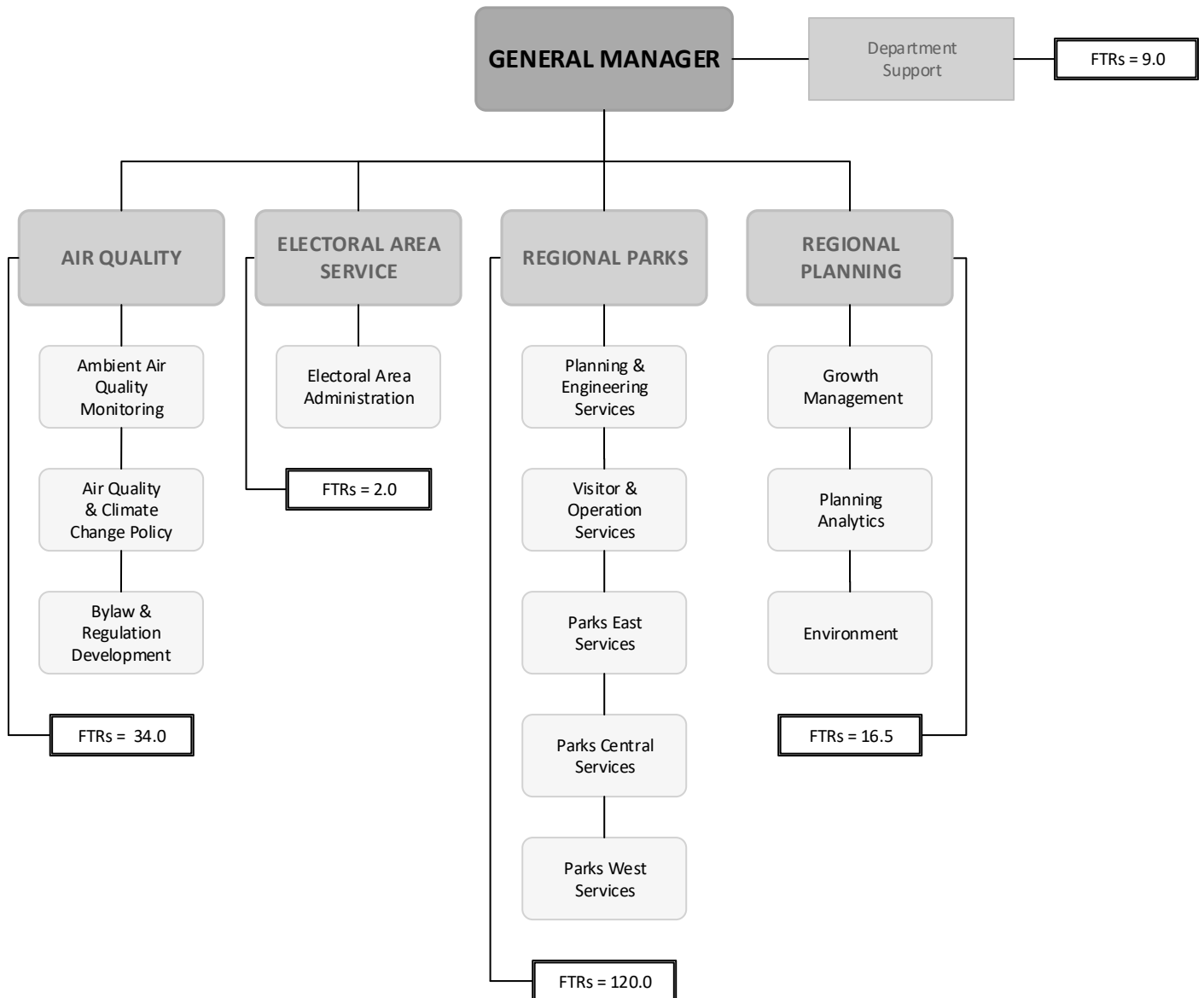
	2018 ENDING BALANCE	2019 OPENING BALANCE	CONTRIBUTION	WITHDRAWALS	INTEREST	2019 ENDING BALANCE	2020 ENDING BALANCE	2021 ENDING BALANCE	2022 ENDING BALANCE	2023 ENDING BALANCE
Regional Planning	\$ 150,857	\$ 150,857	\$ 4,711	\$ -	\$ 3,095	\$ 158,663	\$ 176,387	\$ 176,006	\$ 179,012	\$ 178,507

DISCRETIONARY RESERVES

	2018 ENDING BALANCE	2019 OPENING BALANCE	CONTRIBUTION	WITHDRAWALS	INTEREST	2019 ENDING BALANCE	2020 ENDING BALANCE	2021 ENDING BALANCE	2022 ENDING BALANCE	2023 ENDING BALANCE
Regional Planning										
Regional Planning General Reserve	\$ 1,987,916	\$ 1,987,916	\$ -	\$ (420,000)	\$ 35,558	\$ 1,603,474	\$ 1,292,144	\$ 949,337	\$ 660,273	\$ 333,109



2018



Parks, Planning and Environment
 2018 Total FTRs = 182.5
 2019 Proposed FTRs = 183.5

To: Regional Planning Committee

From: Theresa Duynstee, Senior Planner, Regional Planning

Date: September 20, 2018

Meeting Date: October 5, 2018

Subject: **Consideration of the City of Maple Ridge Regional Context Statement**

RECOMMENDATION

That the MVRD Board accept the City of Maple Ridge Regional Context Statement as submitted to Metro Vancouver on August 16, 2018.

PURPOSE

To provide an opportunity for the Regional Planning Committee and MVRD Board to consider acceptance of the City of Maple Ridge Regional Context Statement in accordance with *Local Government Act* requirements.

BACKGROUND

Local Government Act Section 448 (c) requires that municipalities review their respective regional context statement at least once every 5 years after its latest acceptance by the Board and, if no amendment is proposed, to submit the statement to the Board for its continued acceptance. Metro Vancouver received a letter from the City of Maple Ridge on August 16, 2018 requesting continued acceptance of its regional context statement (Attachment).

The MVRD Board accepted the latest regional context statement from Maple Ridge on September 27, 2013. The request for continued acceptance is based on a City of Maple Ridge staff assessment and Council resolution that there have been no significant amendments to its Official Community Plan (OCP) or to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, in the Maple Ridge area over the past five years.

REGIONAL CONTEXT STATEMENTS

Section 446 of the *Local Government Act* requires that each member jurisdiction submit a regional context statement that identifies the relationship between the municipality's OCP and *Metro 2040* and how the OCP is, or will be made, consistent with *Metro 2040* over time.

Section 448 of the *Local Government Act* requires that each local government review its regional context statement at least every five years. The review provides an opportunity for the member jurisdiction to consider if any changes have occurred to its OCP that would trigger an amendment to the regional context statement. The City of Maple Ridge undertook a review of its regional context statement and determined that it remains reflective of the relationship between the OCP and *Metro 2040*, and that local plans and aspirations expressed in the OCP still align with the objectives laid out in *Metro 2040*.

When the MVRD Board considers acceptance of a regional context statement, it is expected that it be “generally consistent” with the goals, strategies, actions, and parcel-based regional land use designations in *Metro 2040*.

Maple Ridge Regional Context Statement Highlights

The latest regional context statement from Maple Ridge was accepted by the MVRD Board on September 23, 2013. It delineated an Urban Containment Boundary and provided population, dwelling and employment projections until the year 2041 that were generally consistent with *Metro 2040*, and which have been updated over time based on the periodic releases of Census data.

The 2013 Maple Ridge regional context statement did not include interim growth projections for the years 2021 and 2031, which are useful for informing utility and transportation infrastructure planning, but did include 2021 population and dwelling unit projections for the City’s Town Centre Area Plan. Although policies to direct growth to Centres were included, policies to exclude non-residential major trip generator outside the City Centre area were not, which is similar to other municipalities.

When its regional context statement was accepted in 2013, the City of Maple Ridge was undertaking, or had planned to undertake, a number of studies to inform policy amendments intended to contribute towards consistency with *Metro 2040*; for example, the completion of a Commercial and Industrial Land Use Strategy. In the regional context statement there was also a commitment to work towards reviewing the population, density, housing and commercial goals within the City’s Town Centre Area Plan.

There were four regional land use designation changes proposed in the 2013 regional context statement that enabled better consistency between *Metro 2040* with local land uses/zoning, and these were accepted; *Metro 2040* was subsequently amended through a Type 3 housekeeping amendment. Maple Ridge has one Special Study Area in the Albion Flats where the municipality has committed to additional studies before proposing any land use changes.

Assessing ongoing consistency with *Metro 2040*

Staff’s assessment of consistency responds to the City of Maple Ridge’s rationale for seeking continued acceptance of the regional context statement. First, staff concur that since the City of Maple Ridge’s regional context statement was accepted by the MVRD Board in 2013, there have been no *Metro 2040* amendments initiated by the City that would trigger a need to amend the City’s regional context statement.

Most noteworthy, over the past five years, the City of Maple Ridge has completed significant policy work which were noted as “work towards statements” in the 2013 regional context statement, which strengthen alignment with *Metro 2040* including:

- Commercial and Industrial Strategy: 2012-2042 (August 2014)
- Strategic Transportation Plan (October 2014)
- Housing Action Plan (September 2014) and a Housing Action Implementation Framework (September 2015)

As a result, the “work towards” statements in Maple Ridge’s regional context statement should be updated to reflect the completion of this work. In the City’s staff report attached to its letter dated August 15, 2018 (Attachment), it is noted that Maple Ridge anticipates advancing such housekeeping amendments to the regional context statement in the near future to reflect the endorsed plans and strategies completed by the City during the 2013-2018 period.

Second, the *Metro 2040* growth projections for Maple Ridge were updated by Metro Vancouver in consultation with municipalities in 2015 and now align with municipal OCP figures, although interim projections for the years 2021 and 2031 remain absent in the City’s OCP (see Table 1).

Table 1: Maple Ridge Growth Projections in *Metro 2040*

Growth Projections	2011*	2021	2031	2041*
Population	77,600	87,600	100,800	118,000
Dwelling Units	28,000	36,100	43,700	45,000
Employment	23,300	34,000	41,000	48,000

* align with the Maple Ridge OCP

In addition, the Maple Ridge Regional City Centre growth projections were developed through the completion of the Town Centre Area Plan including housing projections for 2031 in the OCP. Despite no long term targets for the Urban Centre in the regional context statement, it is recognized that the City has several ongoing initiatives that will likely increase the total percentage of population, dwelling units and employment in the Town Centre Area through such initiatives as supporting home occupations and allowing duplexes as of right, with no rezoning required.

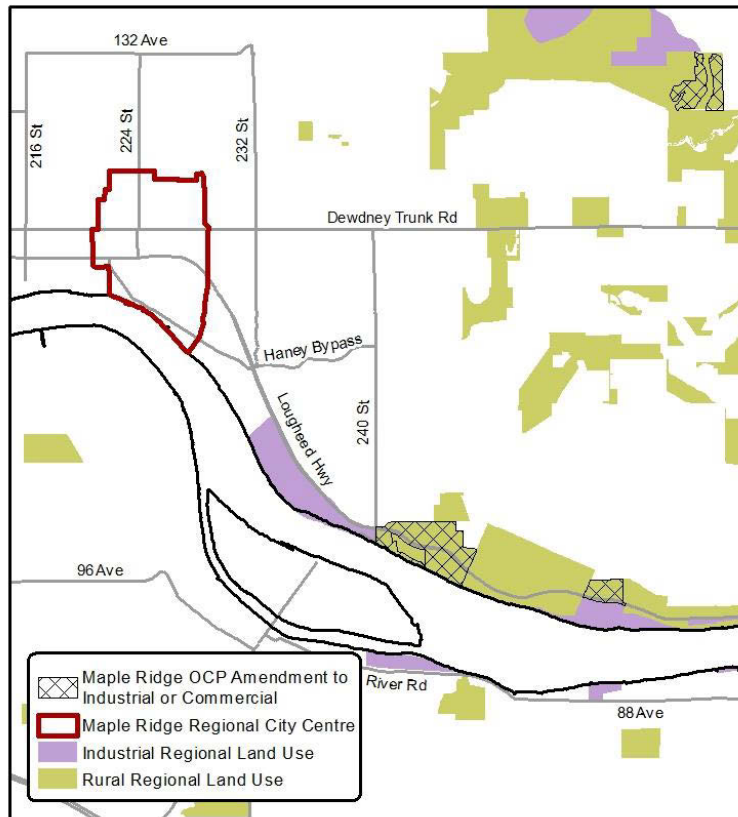
Lastly, while there are no Frequent Transit Development Areas (FTDAs) in the regional context statement, Maple Ridge is participating in the recently initiated Lougheed Corridor Monitoring and Land Use Study initiated by Metro Vancouver and TransLink, which will likely inform the consideration of an appropriate location for a FTDA in Maple Ridge for inclusion in a future amendment to the regional context statement.

Recent Maple Ridge OCP Amendments

In 2016 and 2017, the City of Maple Ridge amended its OCP to redesignate a number of properties in both the Kanaka Business Park east of 256th Street and the Lougheed area east of Albion Flats to an Industrial designation. There was also a minor expansion of a historic commercial node at Lougheed Highway and 240th Street. These lands have a Rural regional land use designation in both *Metro 2040* and the Maple Ridge Regional Context Statement (Figure 1). This creates an inconsistency between the regional context statement and the rest of the OCP, which is contrary to Section 447(2) of the *Local Government Act*.

While the redesignations in the OCP align with *Metro 2040*’s objectives to support a diverse regional economy and the provision of industrial and employment land, they also present a potential challenge from an infrastructure planning perspective. *Metro 2040* stipulates that the GVS&DD cannot provide connection to regional sewerage services to lands with a Rural regional land use designation, except to prevent or alleviate a public health or environmental risk.

Figure 1. Recent land use designation changes in the Maple Ridge OCP that have a Rural regional land use designation in the regional context statement and *Metro 2040*



It is staff's understanding that the City of Maple Ridge does not wish to pursue sewer servicing connections to these lands at this time as it is not known if future development proposal(s) will require servicing connections. Depending on future development proposal(s), these lands may be developed with "dry industrial" uses that do not require a connection to sewer servicing, which would be permitted in the Rural land use designation of *Metro 2040* and not require a regional growth strategy amendment.

However, there is benefit in aligning the municipal and regional land use designations to reflect the long term plans / intended land uses as expressed in the OCP, regional context statement and *Metro 2040*. As a result, Metro Vancouver will request that as servicing needs and anticipated land uses are identified, that the City of Maple Ridge consider seeking to amend the regional land use designation for these lands from Rural to Industrial and Mixed Employment.

ALTERNATIVES

1. That the MVRD Board accept the City of Maple Ridge Regional Context Statement as submitted to Metro Vancouver on August 16, 2018.
2. That the MVRD Board decline to accept the City of Maple Ridge's regional context statement as submitted to Metro Vancouver on August 16, 2018, and provide further direction to staff.

FINANCIAL IMPLICATIONS

If the Board chooses Alternative 1, there are no financial implications. The City of Maple Ridge will be notified of the regional context statement acceptance.

If the Board chooses Alternative 2, to decline to accept the regional context statement, a dispute resolution process may occur, as prescribed in the *Local Government Act*. The cost for this dispute resolution is prescribed based on the proportion of assessed land values; Metro Vancouver would be responsible for most of the associated costs.

SUMMARY / CONCLUSION

The City of Maple Ridge has requested continued acceptance of its regional context statement that was accepted by Metro Vancouver on September 23, 2013. Each member jurisdiction's regional context statement must be reviewed at least every five years, giving the local government an opportunity to consider whether any recent municipal planning studies or changes to its Official Community Plan trigger changes to the regional context statement. The submitted Maple Ridge regional context statement remains generally consistent with the goals, strategies, actions, in *Metro 2040*.

Attachment: Correspondence dated August 15, 2018 from the City of Maple Ridge re City of Maple Ridge Regional Context Statement Review, with re-submitted RCS. (*Orbit 26826726*)

26807828

August 15, 2018

Chris Plagnol
Corporate Officer
Metro Vancouver
4330 Kingsway
Burnaby, BC V5H 4G8

Dear Chris Plagnol:

Re: City of Maple Ridge Regional Context Statement Review

This letter is notification that Maple Ridge Council has completed a review of the Regional Context Statement in accordance with *Local Government Act* requirements, and requests re-acceptance of the existing Regional Context Statement with the following June 19, 2018 resolution:

That the Regional Context Statement be submitted for re-acceptance by the Metro Vancouver Regional District Board.

As there have been no significant Official Community Plan or Regional Growth Strategy amendments pertaining to Maple Ridge over the past five years, no Regional Context Statement updates are considered necessary at this time. The Council report, including the City's Regional Context Statement, are attached as information.

Please feel free to contact Christine Carter, Director of Planning, with any questions or comments by phone at 604-467-7469 or by email at ccarter@mapleridge.ca.

Sincerely,



Laura Benson CPA, CMA
Director of Corporate Administration

Encl. June 5, 2018 staff report

City of Maple Ridge

TO:	Her Worship Mayor Nicole Read and Members of Council	MEETING DATE:	June 5, 2018
FROM:	Chief Administrative Officer	MEETING:	Workshop
SUBJECT:	Regional Context Statement Update		

EXECUTIVE SUMMARY:

The City's Regional Context Statement identifies the relationship between Maple Ridge's Official Community Plan (OCP) and Metro Vancouver's Regional Growth Strategy. Under *Local Government Act* requirements, the Regional Context Statement must be reviewed every five years to ensure it continues to support the Regional Growth Strategy. Maple Ridge's current Regional Context Statement forms part of the OCP and a copy is included in this report as Appendix A.

The current Regional Context Statement was accepted by Metro Vancouver on September 23, 2013 and followed the approval of the Regional Growth Strategy. City staff and Council worked closely with Metro Vancouver staff in the preparation of the Regional Growth Strategy, and issues raised during the 2009 review process were reflected in the adopted Regional Growth Strategy. As a result, the subsequent Regional Context Statement contained no inconsistencies with the Regional Growth Strategy.

This year marks the trigger date by which the City must review its Regional Context Statement and advise Metro Vancouver if there are any proposed changes. In light of the pending deadline, staff have undertaken a review of the current Regional Context Statement, and have determined that the Regional Context Statement continues to accurately identify the relationship between Maple Ridge's OCP and Metro Vancouver's Regional Growth Strategy. As a result, no Regional Context Statement updates are considered necessary at this five year interval. This report outlines the City's Regional Context Statement background and legislative framework, and recommends that at this time Council request re-acceptance of the Regional Context Statement by Metro Vancouver.

RECOMMENDATIONS:

That the Regional Context Statement be submitted for re-acceptance by the Metro Vancouver Regional District Board.

BACKGROUND:

Legislative Requirements

The *Local Government Act* outlines the requirements for Regional Growth Strategies and a municipality's requirement to include a Regional Context Statement in their OCP (Part 25, Sec. 446). After a new Regional Context Statement has been accepted by the Metro Vancouver Board there are three instances in which municipalities are required to submit a revised or new Regional Context Statement:

1. when a new OCP is being developed;
2. when amendments to an existing OCP are proposed that are not consistent with the accepted Regional Context Statement; or

3. within five years of the Board's latest acceptance of the Regional Context Statement.

Preparing a new or amended Regional Context Statement is an amendment to the OCP and as such, must follow the requirements outlined in the *Local Government Act* respecting consultation during the development or amendment of an OCP. In accordance with the *Local Government Act*, once a municipal Regional Context Statement has been accepted by Metro Vancouver, it must be reviewed at least every five years by the respective Council, and if there are no changes, resubmitted to the Board for continued acceptance.

Consideration of Existing Regional Context Statement

The City last underwent a Regional Context Statement review process in 2012-2013, following the adoption of the Regional Growth Strategy. The following resolution referring the draft Regional Context Statement to Metro Vancouver was made on July 23, 2013:

That Bylaw No. 7002-2013 be given first reading; and

That Bylaw No. 7002-2013 be referred to Metro Vancouver as part of the formal referral process for acceptance by the Metro Vancouver Regional Board.

Subsequent to Metro Vancouver's review of the draft Regional Context Statement, the Metro Vancouver Regional Board formally accepted the City's Regional Context Statement on September 23, 2013. This acceptance allowed consideration of further readings of the Regional Context Statement bylaw, resulting in final reading on November 26, 2013.

Consideration of Metro Vancouver 2040: Shaping Our Future Review

In September 2016, Metro Vancouver provided written communication to Council seeking comments on the need for, and scope of, a review of the *Metro Vancouver 2040: Shaping Our Future* Regional Growth Strategy. In response, Council provided the following resolution on October 24, 2016:

That staff advise Metro Vancouver that Maple Ridge Council recommends no full review of Metro 2040 – Regional Growth Strategy at this time, indicating, however, that concerns related to climate change issues were raised.

The City's position that no full review be conducted in 2016 was consistent with communication from six other member municipalities; while no position was taken by remaining member municipalities. Based on the responses Metro Vancouver received, no full review process was undertaken at that time.

DISCUSSION:

The Regional Growth Strategy was adopted in 2011 following an involved review process between Council and Metro Vancouver. In 2009, the City submitted formal comments and resolutions to Metro Vancouver, and this feedback was reflected in the final Regional Growth Strategy. Because of that detailed work, the Regional Growth Strategy and OCP were clearly aligned. The subsequent preparation of the Regional Context Statement reflected the alignment between the Regional Growth Strategy and OCP; and was favorably reviewed and accepted by Metro Vancouver staff and the Metro Vancouver Board. Due to this earlier Regional Growth Strategy work, no inconsistencies are identified in the Regional Context Statement.

Through the preparation of this report, the current Regional Context Statement was reviewed and no necessary changes were identified. Staff does note that since the adoption of the current Regional Context Statement, the City has completed a number of significant studies including the Strategic

Transportation Plan, the Housing Action Plan, and the Environmental Management Study. However, as these policy initiative were undertaken as part of the implementation of the City's OCP, and to further support Metro's Regional Growth Strategy as anticipated by our existing Regional Context Statement, staff have confirmed that both the current Regional Context Statement and the City's OCP remain in line with the Metro Vancouver Regional Growth Strategy. While some housekeeping amendments to the Regional Context Statement are anticipated later this year to reflect the endorsed plans and strategies completed by the City during the 2013-2018 period, it is felt that such amendments will not alter the alignment currently in place between the Regional Context Statement and the Regional Growth Strategy.

There is no requirement to update the Regional Context Statement if Council determines the document still aligns with the OCP and Regional Growth Strategy. As there are no significant amendments anticipated, staff recommend that Council adopt a resolution stating that consideration was given to the existing Regional Context Statement, and that it should be forwarded to the Metro Board for re-acceptance. In doing so, this approach will satisfy and achieve the City's five year review timeline.

NEXT STEPS:

In regards to updating Maple Ridge's Regional Context Statement, staff recommend that communication be sent to Metro Vancouver requesting re-acceptance of the current Regional Context Statement. Such as timeline will be in keeping with our 2018 deadline and will facilitate a September review by Metro Vancouver.

CONCLUSION:

The *Local Government Act* stipulates the conditions under which a municipality must submit a revised Regional Context Statement. As Maple Ridge's Regional Context Statement will be five years old this year, staff have reviewed the Regional Context Statement and confirm that it continues to accurately identify an aligned and supportive relationship between Maple Ridge's OCP and Metro Vancouver's Regional Growth Strategy. It is recommended that Council give consideration to the existing Regional Context Statement and request re-acceptance of the Regional Context Statement by the Metro Vancouver Board.

"Original signed by Amelia Bowden"

Prepared by: Amelia Bowden, M.Urb, MCIP, RPP
Planner 1

"Original signed by Christine Carter"

Approved by: Christine Carter, M.PL, MCIP, RPP
Director of Planning

"Original signed by Frank Quinn"

Approved by: Frank Quinn, MBA, P. Eng
GM: Public Works & Development Services

"Original signed by Paul Gill"

Concurrence: Paul Gill, CPA, CGA
Chief Administrative Officer

Appendix A – Regional Context Statement



1.4 REGIONAL CONTEXT STATEMENT

On July 29, 2011, The Metro Vancouver Board of Directors approved the Metro Vancouver 2040 Regional Growth Strategy Bylaw, pursuant to Section 863(1) of the *Local Government Act*.

Part 25 of the Local Government Act requires that an Official Community Plan must include a Regional Context Statement that is accepted in accordance with Section 866 of the Local Government Act by the Board of the Regional Government, in this case Metro Vancouver. The Regional Context Statement must identify the relationship between the municipal Official Community Plan and the Regional Growth Strategy and if applicable, how the OCP will be made consistent with the Regional Growth Strategy over time.

The Metro Vancouver 2040 Regional Growth Strategy is organized into five main goals:

- Goal 1: Create a Compact Urban Area
- Goal 2: Support a Sustainable Economy
- Goal 3: Protect the Environment and Respond to Climate Change Impacts
- Goal 4: Develop Complete Communities
- Goal 5: Support Sustainable Transportation Choices

The RGS also includes Regional Land Use Designations that are aimed at achieving the five goal areas of the Plan and include:

- General Urban
- Industrial
- Mixed Employment
- Rural
- Agricultural
- Conservation and Recreation

In addition a Regional Urban Containment Boundary has been established as a long-term area for urban development across the Region, within which nine urban centres have been identified, including the Maple Ridge Town Centre.

OFFICIAL COMMUNITY PLAN – STUDIES CURRENTLY UNDERWAY (JULY 2013)

The District of Maple Ridge is currently undertaking a number of significant studies that are anticipated to result in policy amendments to the Official Community Plan (as of July 2013). These studies include:

- Commercial and Industrial Strategy – that will provide updated employment projections and policy recommendations that strengthen the employment base (commercial, industrial and other employment opportunities) within the District.
- Strategic Transportation Plan – that will provide long-term direction for transportation network development and improvements, and may include revisions to the Major Corridor Network (OCP Figure 4), as well as other policy-related recommendations.
- Environmental Management Strategy – that will strive to connect the existing policy basis contained within the Official Community Plan with environmental and watercourse development permit guidelines and other Official Community Plan policies.
- Housing Action Plan – as a requirement of the Regional Growth Strategy, that will follow Maple Ridge Council's consideration of potential bylaw amendments (e.g. Zoning Bylaw, Parking Bylaw) related to Secondary Suites and Temporary Residential Uses.
- Albion Flats Area Plan- preparation of an area plan for the Albion Flats area of Maple Ridge, currently designated as a Special Study Area within the Regional Growth Strategy.
- Population and Dwelling Unit Projections – will be undertaken by the District to align with the Regional Growth Strategy projections prior to 2018.

Each of the above projects is expected to contain policy recommendations that will be evaluated by District staff and within the context of the Regional Growth Strategy. It is anticipated that these studies will contribute to Maple Ridge working toward consistency with the Regional Growth Strategy.



GOAL 1: CREATE A COMPACT URBAN AREA

“Metro Vancouver’s growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.”

STRATEGY 1.1: CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

Role of Municipalities:

Strategy 1.1.3a) Depict the Urban Containment Boundary

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies the *Urban Area Boundary*. This boundary is generally consistent with the *Urban Containment Boundary* identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

1.1.3b) Provide municipal population, dwelling unit and employment projections

- The 2041 RGS includes estimated projections for the District of Maple Ridge that are intended to provide guidance to assist in regional and local planning. The estimated projections for Maple Ridge are:
 - Population = 132 000
 - Dwelling Units = 50 900
 - Employment = 48 000
- The District’s estimated projections are a guide for long-range planning purposes only and are the result of a comprehensive demographic analysis completed as part of the 2006 Official Community Plan update. The projections are generally consistent with the 2041 RGS as follows:
 - Population = 118,000*
 - Dwelling Units = 45,000*
 - Employment = 42 500**

*The population and dwelling unit projections are taken from the proposed updates to the RGS projections identified by Metro Vancouver that are reflective of the 2011 Census. The targets included are the low range for both population and dwelling units, as identified by Metro Vancouver

**Employment projections have been taken from The Commercial & Industrial Strategy: 2012 – 2041 prepared by G.P. Rollo & Associates, as received by Maple Ridge Council on November 26, 2012.

STRATEGY 1.2: FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

Strategy 1.2.6a) 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

- Chapter 10.4 Town Centre Area Plan, Section 1.3 Assumptions and Targets identifies the population, density, housing and commercial projections for the Regional Town Centre to 2021 as follows:
 - Population = 21,750 (approximately 24% of the total population)
 - Density = 70 to 100 persons per hectare
 - Housing = 11,065 dwelling units (approximately 32.5% of total housing)
 - Commercial goal to create between 0.25 to 0.75 new jobs for every new dwelling unit in the Town Centre.
- The District of Maple Ridge will work toward undertaking a review of the population, density, housing and commercial goals within the Town Centre Area Plan boundaries, which forms the extent of the Regional City Centre. This review will be to better align the projections for the Regional City Centre with the overall population, dwelling units and employment projections for the entire District.
- The Regional Growth Strategy does not identify any Frequent Transit Development Areas in Maple Ridge. The Official Community Plan is consistent with the RGS.

1.2.6b) Include policies for Urban Centres which:

i) Identify the general location, boundaries and types of Urban Centres on a map

- Schedule “B” of the Official Community Plan identifies the boundaries of the Town Centre Area Plan, which aligns with the location of the Regional Town Centre identified on *Map 2: Regional Land Use Designations* of the RGS.

ii) Focus growth and development in Urban Centres

- Chapter 2 Growth Management, Section 2.1.2 – Compact & Unique Community.
- 10.4 Town Centre Area Plan, Sections 1.2.1 Goals and Objectives; 1.3 Assumptions and Targets; 3.2 General Land-Use Requirements, policies 3-1 and 3-3.

iii) Encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;

- Chapter 6.3 Commercial Opportunities, Section 6.3.1 Commercial Strategy, policy 6-20.
- Chapter 10.4 Town Centre Area Plan, Chapter 3.2 General Land Use Requirements, policies 3-1 and 3-2

iv) In coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate

- 10.4 Town Centre Area Plan parking standard; Section 5.0 Multi-Modal Transportation Network, policies 5-4, 5-5 and 5-6.

1.2.6c) Include policies for Frequent Transit Development Areas which:

i) Identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas

- The Regional Growth Strategy does not identify any Frequent Transit Development Areas in Maple Ridge.

ii) Focus growth and development in Frequent Transit Development Areas

- The Regional Growth Strategy does not identify any Frequent Transit Development Areas in Maple Ridge.

iii) In coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate

- The Regional Growth Strategy does not identify any Frequent Transit Development Areas in Maple Ridge.

1.2.6d) Include policies for General Urban areas which:

i) Identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2).

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies lands designated *Urban Residential; Commercial, Industrial, Institutional, Parks and Conservation and Urban Reserve* that are located within the Urban Area Boundary. These land uses are generally consistent with the Regional Land Use Designations of “General Urban”, “Industrial” and “Conservation and Recreation” identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

ii) Ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policy 2-3.
- Section 10.1 Area Planning of the Official Community Plan establishes the area planning program for the District. In addition, Sections 10.2 – Albion Area Plan; 10.3 Silver Valley Area Plan; and 10.4 Town Centre Area Plan establish policies and guidelines for development within each of the area plan boundaries.
- Section 3.1.3 Residential Designations, Urban Residential policies 3-18 1) Neighbourhood Residential and 3-18 2) Major Corridor Residential.
- Section 3.1.4 Residential Infill and Compatibility Criteria, policies 3-19, 3-20 and 3-21.

iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit.

- The Regional Growth Strategy does not identify any Local Centres in the District of Maple Ridge. However, the following OCP policies reflect the spirit and intent of a 'local centre' as identified in the RGS:
 - Section 6.3.5 Community Commercial Node, policies 6-26, 6-27, 6-28 and 6-29.
 - Section 6.3.6 Neighbourhood Commercial Centres, policies 6-30, 6-31, 6-32 and 6-33.
 - Section 6.3.8 Historic Commercial, policies 6-37, 6-38 and 6-39.
 - Chapter 10.3 Silver Valley Area Plan, Section 5.2 River Village and 5.2.3 Main Street Commercial Areas.

iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas

- Chapter 7.2 Road Network Plan, policy 7-11.

v) encourage infill development by directing growth to established areas, where possible;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policy 2-3.
- Chapter 3.1 Residential, Section 3.1.4 Residential Infill and Compatibility Criteria, policies 3-19, 3-20 and 3-21.

1.2.6e) Include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except in the Mixed Employment areas contained within the overlay area;

- Chapter 10.4 Town Centre Area Plan, Section 2.2.1 Protection of Natural Features, policies 2-1, 2-2, 2-13, 2-14 and 2-15.
- The Regional Growth Strategy does not identify any Frequent Transit Development Areas or Mixed Employment lands within the District of Maple Ridge.

1.2.6f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:

i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;

- Chapter 2.1 Growth Management, policy 2-1.
- Section 6.4.1 Industrial Lands, policies 6-40, 6-41 and 6-42.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments for the support, protection and intensification of industrial land uses.

ii) encourage safe and efficient transit, cycling and walking;

- Chapter 7.3 Transit
- Chapter 7.4 Cyclists
- Chapter 7.5 Pedestrians
- Chapter 10.4 Town Centre Area Plan, Section 5.2 Defining the Transportation Network.

iii) implement transit priority measures, where appropriate;

- Chapter 7.1 Transportation, policies 7-3, 7-4 and 7-5.
- Chapter 7.3 Transit, policies 7-16 through 7-24.
- Chapter 10.4 Town Centre Area Plan, Section 5.2 Defining the Transportation Network, policies 5-12 and 5-13.

iv) support district energy systems and renewable energy generation, where appropriate.

- Chapter 10.4 Town Centre Area Plan, Section 2.2 Integrating Green Infrastructure, policy 2-19.
- Chapter 5.5 Air Quality, policies 5-39 & 5-40.
- Chapter 5.6 Preparing for Climate Change.

STRATEGY 1.3: PROTECT RURAL AREAS FROM URBAN DEVELOPMENT

Strategy 1.3.3a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies land uses outside of the Urban Area Boundary that include Agricultural, Park, Parks Within the ALR, Forest, Rural Residential, Suburban Residential, Estate Suburban Residential and Conservation. These land uses are generally consistent with the Regional Land Use Designations of “Rural” and “Conservation and Recreation” identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

1.3.3b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policies 2-4 and 2-6.
- Chapter 2.2 .2.2 Land Use Designations, *Agricultural, Rural Residential, Suburban Residential, Estate Suburban Residential*.
- Chapter 3.1 Residential, Section 3.1.3 Residential Designations, Rural Residential policies 3-6 through 3-9, Suburban Residential policies 3-10 through 3-13 and Estate Suburban Residential policies 3-14 through 3-17.
- Chapter 9.1 Municipal Services, Section 9.1.2 Septic Systems, policies 9-5 and 9-6.

1.3.3 c) include policies which:

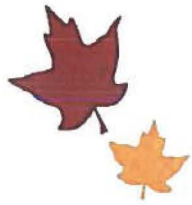
i) specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;

- Section 3.1.3 Residential Designations policies 3-6 through 3-17.

ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.

- Section 2.1.2 A Compact and Unique Community policy 2-6.
- Chapter 6.2 Agricultural Opportunities, Sections 6.2.1 Economic Development Strategy and 6.2.2 Sustainable Agriculture.





GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

“The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural land is protected and commerce flourishes in Urban Centres throughout the region.”

STRATEGY 2.1: PROMOTE LAND DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE REGIONAL ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE

Role of Municipalities:

2.1.4 a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;

- Chapter 6.1 Employment Generating Opportunities, policies 6-1, 6-2, 6-3 and 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments for the support, protection and intensification of industrial land uses.
- Chapter 6.3 Commercial Opportunities, policies 6-18, 6-20 and 6-21.
- Chapter 10.4 Town Centre Area Plan, Section 1.2 – 8 Guiding Sustainability Principles, Section 1.2.1 Goals and Objectives, Principles: 1 Each Neighbourhood is Complete 6 Jobs are close to home; and 7 The Centre is distinctive, attractive and vibrant.
- Chapter 10.4 Town Centre Area Plan, Section 3.2 General Land-Use Requirements policies 3-1, 3-2, 3-3, 3-5, 3-6, 3-9, 3-14 and 3-15.

2.1.4 b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;

- Chapter 6.3 Commercial Opportunities, Section 6.31 Commercial Strategy policies 6-17, 6-18 and 6-21.
- Chapter 10.4 Town Centre Area Plan, Section 3.2 General Land-Use Requirements, policies 3-2 and 3-6.

2.1.4 c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;

The Maple Ridge Regional City Centre is intended to serve as the main commercial area within the District and provides a number of significant municipal services and facilities. It is also intended to be the primary location for any future post-secondary or technical institutional uses that do not require special site characteristics found elsewhere in the District.

- Chapter 4.2 Institutional, policies 4-31 through 4-37.
- Chapter 6.3 Commercial Opportunities, Section 6.3.1 Commercial Strategy, policy 6-22.

2.1.4 d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.

- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.5 Post Secondary Educational Institutions.

STRATEGY 2.2: PROTECT THE SUPPLY OF INDUSTRIAL LAND

2.2.4 a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies land designated as *Industrial* and *Rural Resource*. These lands are generally consistent with the Regional Land Use Designation of “Industrial” identified on Maple Ridge Regional Context Statement - Regional Land Use Designations map.

2.2.4 b) include policies for Industrial areas which:

i) support and protect industrial areas;

- Chapter 6.4 Industrial Opportunities, Section 6.4.1 Industrial Lands, policies 6-40 through 6-46.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments for the support, protection and intensification of industrial land uses.

ii) support appropriate accessory uses, including commercial space and caretaker units;

- Section 6.4.2 Business Parks, policy 6-47.

iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;

- Within the District, 'business parks' are intended to provide a range of light industrial uses and supporting industries. They are not considered to be the primary locations for office uses (restricted to a maximum of 25% of the total floor area of the development) or for professional and/or personal services.
- Section 6.4.2 Business Parks, policy 6-49.
- Section 6.5.3 Large Format Retail.

iv) encourage better utilization and intensification of industrial areas for industrial activities;

- Section 6.4.1 Industrial Lands, policies 6-41, 6-42 and 6-44.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments for the support, protection and intensification of industrial land uses.

2.2.4 c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designation map (Map 2);

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.

2.2.4 d) include policies for Mixed Employment areas which:

i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Chapter 6.1 Employment Generating Opportunities, policy 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Chapter 6.1 Employment Generating Opportunities, policy 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Chapter 6.1 Employment Generating Opportunities, policies 6-1 through 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Chapter 6.1 Employment Generating Opportunities, policies 6-1 through 6-4.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;

- The Regional Growth Strategy does not identify any Mixed Employment lands within the District of Maple Ridge.
- Note: The District of Maple Ridge is currently undertaking the preparation of a Commercial and Industrial Land Use Strategy that is anticipated to result in Official Community Plan policy amendments that may support a greater mix of employment-based land uses within the municipality.

2.2.4 e) include policies which help reduce environmental impacts and promote energy efficiency.

- Chapter 5.5 Air Quality, policies 5-39 through 5-42.
- Note: The District is currently undertaking an Environment Management Strategy that may recommend Official Community Plan amendments to include additional policies that promote energy efficiency.

STRATEGY 2.3: PROTECT THE SUPPLY OF AGRICULTURAL LAND AND PROMOTE AGRICULTURAL VIABILITY WITH AN EMPHASIS ON FOOD PRODUCTION

Role of Municipalities:

2.3.6 Adopt Regional Context Statements which:

a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies lands designated Agricultural and Parks within the ALR. These land uses are generally consistent with the Regional Land Use Designation of “Agriculture” identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

2.3.6 b) include policies to support agricultural viability including those which:

i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;

- Chapter 6.2 Agricultural Opportunities, Section 6.2.2 Sustainable Agriculture, policies 6-9 through 6-14.

ii) discourage subdivision of agricultural land leading to farm fragmentation;

- Section 6.2.2 Sustainable Agriculture, policies 6-12 and 6-13.

iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;

- Chapter 7.2 Road Network Plan, policy 7-9.

iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g. buffers between agricultural and urban areas or edge planning);

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policies 2-2, 2-4 and 2-6.
- Chapter 6.2 Agricultural Opportunities, Section 6.2.1 Economic Development Strategy, policy 6-6. (Note: Maple Ridge Agricultural Plan endorsed by Council Resolution R/09-516 in December 2009).
- Section 6.2.2 Sustainable Agriculture, policies 6-10, 6-12 and 6-13.

v) demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers' markets and urban agriculture);

- Section 6.2.1 Economic Development Strategy, policies 6-5 through 6-8.
- Section 6.2.2 Sustainable Agriculture, policies 6-9 through 6-14.

vi) encourage the use of agricultural land, with an emphasis on food production;

- Section 6.2.1 Economic Development Strategy, policies 6-7 and 6-8.

vii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.

- Section 6.2.1 Economic Development Strategy, policies 6-6 and 6-8. (Note: Maple Ridge Agricultural Plan endorsed by Council Resolution R/09-516 in December 2009).





GOAL 3: PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

“Metro Vancouver’s vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from climate change and natural hazards.”

STRATEGY 3.1: PROTECT CONSERVATION AND RECREATION LANDS

Role of Municipalities:

3.1.4 Adopt Regional Context Statements which:

a) identify the Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

- Schedule “B” of the Official Community Plan (Bylaw 6425-2006) identifies lands designated Conservation, Forest, Park and Parks within the ALR. These land uses are generally consistent with the Regional Land Use Designation of “Conservation and Recreation” identified on the Maple Ridge Regional Context Statement - Regional Land Use Designations map.

3.1.4 b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:

i) public service infrastructure, including the supply of high quality drinking water;

- Chapter 4.3 Heritage, Section 4.3.1 Heritage Recognition, policy 4-40, and Section 4.3.2 Heritage Management, policy 4-45.
- Chapter 5.4 Water Resources, policies 5-32 through 5-38.

ii) environmental conservation;

- Chapter 5.2 Environmental Management Model, policies 5-1 through 5-8.
- Chapter 5.3 Land Resources, policies 5-9 through 5-16.
- Chapter 5.4 Water Resources, policies 5-28 through 5-32.

iii) recreation, primarily outdoor;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, policies 4-7, 4-9 and 4-10.
- Chapter 5.3 Land Resources, policies 5-15 and 5-16.
- Chapter 10.3 Silver Valley Area Plan, Section 5.2.7 River Village Parks, Section 5.3.8 Blaney, Forest and Horse Hamlets Parks and Schools and 5.4.5 Eco-Clusters Parks.

iv) education, research and training facilities and uses that serve conservation and/or recreation users;

- Section 4.1.2 Community Wellness, policies 4-5, 4-6, 4-7 and 4-8.
- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.1 Tourism.
- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.4 Forest.

v) commercial uses, tourism activities, and public cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, policies 4-5, 4-7, 4-8, 4-10 through 4-13.
- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.1 Tourism, policies 6-54, 6-55 and 6-56.

3.1.4 c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.

- Chapter 5.2 Environmental Management Model, policy 5-8.
- Chapter 5.3 Land Resources, policies 5-10 through 5-13 and 5-17.
- Chapter 5.3 Land Resources, Section 5.3.1 Hillside Development, policies 5-20 through 5-24.
- Chapter 6.2 Agricultural Opportunities, Section 6.2.2 Sustainable Agriculture, policy 6-12(b).

STRATEGY 3.2: PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY

Role of Municipalities:

3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).

- Schedule “C” of the Maple Ridge Official Community Plan (Bylaw No. 6425-2006) identifies Natural Features including conservation lands, forests and major parks; Fraser River 200 Year Floodplain, Kanaka Creek Floodplain (interpreted) and Alouette River Floodplain, Canadian Wildlife Service Wetlands and the Fraser River Escarpment.

3.2.5 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.

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, policies 4-8, 4-9 and 4-10.
- Chapter 5.2 Environmental Management Model, policies 5-3, 5-7 and 5-8.
- Chapter 5.3 Land Resources, policies 5-15 and 5-16.
- Chapter 7.6 Multi-Use Equestrian Trails, policies 7-42 and 7-43.

3.2.6 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 ecogifting).

- Chapter 5.2 Environmental Management Model, policy 5-8.
- Chapter 5.4 Water Resources, policy 5-30.
- Chapter 6.2 Agricultural Opportunities, Section 6.2.2 Sustainable Agriculture, policy 6-12(b).
- Chapter 8 Development Permit Guidelines, Watercourse Protection Development Permit Area Guidelines.

3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.

- Chapter 5.4 Water Resources, policies 5-28, 5-29, 5-32 and 5-33.

STRATEGY 3.3: ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT REDUCE ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS, AND IMPROVE AIR QUALITY

Role of Municipalities:

3.3.4 Adopt Regional Context Statements which:

a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;

- Chapter 5.6 Preparing for Climate Change, policies 5-43 through 5-45.
- Chapter 7.1 Transportation, policies 7-1, 7-3 and 7-4.

3.3.4 b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:

- *existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geexchange systems, and electric vehicle charging infrastructure;*
- *community design and facility provisions that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system);*
- Chapter 5.5 Air Quality, policies 5-39 through 5-42.
- Chapter 5.6 Preparing for Climate Change, policies 5-43, 5-44 and 5-45.
- Chapter 10.4 Town Centre Area Plan, Section 2.2 Integrating Green Infrastructure, policies 2-21 through 2-24.

3.3.4 c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;

- Chapter 9.1 Municipal Services, Section 9.1.1 Municipal Infrastructure, policies 9-1, 9-2 and 9-3.

3.3.4 d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.

- Chapter 5.4 Water Resources, policies 5-28, 5-30, 5-32 through 5-38.
- Chapter 10.4 Town Centre Area Plan, Section 2.2.1 Protection of Natural Features.



STRATEGY 3.4: ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT IMPROVE THE ABILITY TO WITHSTAND CLIMATE CHANGE IMPACTS AND NATURAL HAZARD RISKS

Role of Municipalities:

3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires).

- Chapter 5.3 Land Resources, policies 5-10 through 5-14, 5-18 and 5-19.
- Section 5.3.1 Hillside Development, policies 5-20 through 5-24.

3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.

- Chapter 5.3 Land Resources, policy 5-9.
- Chapter 5.6 Preparing for Climate Change, policy 5-43.
- Chapter 9.1 Municipal Services, Section 9.1.1 Municipal Infrastructure, policy 9-4
- Section 9.1.2 Septic Systems, policies 9-5 and 9-6.
- Section 9.1.3 Waste Reduction and Recycling, policies 9-7, 9-8 and 9-9.





GOAL 4: DEVELOP COMPLETE COMMUNITIES

“Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles.”

STRATEGY 4.1: PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Role of Municipalities:

4.1.7 Adopt Regional Context Statements which:

a) include policies or strategies that indicate how municipalities will work towards meeting the estimate future housing demand as set out in Appendix Table A.4, which:

i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policies 2-1, 2-2, 2-3, 2-5 and 2-6.
- Chapter 3.1 Residential, section 3.1.1 Housing and Land Requirements, policy 3-1.
- Section 3.1.2 Community Character and Sense of Place, policies 3-2, 3-3 and 3-5.
- Section 3.1.3 Residential Designations policies 3-8, 3-12, 3-15, 3-17, 3-18 (1) and (2).
- Section 3.1.4 Residential Infill and Compatibility Criteria, policies 3-19 (1) and (2), 3-20 and 3-21.
- Section 3.1.5 Urban Reserve.
- Chapter 10.4 Town Centre Area Plan, Section 3.2 General Land-Use Requirements, policy 3-1.

ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;

- Section 3.1.4 Residential Infill and Compatibility Criteria

iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;

- Chapter 3.2 Affordable, Rental and Special Needs Housing, policies 3-27 through 3-33.

iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.

- Chapter 10.4 Town Centre Area Plan, Section 3.2 General Land-Use Requirements, policies 3-1, 3-7 and 3-8.
- Chapter 10.4 Town Centre Area Plan, Section 5.0 Multi-Modal Transportation Network, Section 5.1 Offering Transportation Choices, policy 5-4.
- *Note: Section 10.0 of the Off-Street parking and Loading Bylaw No. 4350-1990 (as amended), outlines provisions for reduced parking standards for multi-family non-market housing, Seniors Independent Living, Assisted Living, Supportive Housing and Congregate Care facilities.

4.1.8 Prepare and implement Housing Action Plans which:

a) assesses local housing market conditions, by tenure, including assessing housing supply, demand and affordability;

- Chapter 3.2 Affordable, Rental and Special Needs Housing, policies 3-27, 3-28, 3-29 and 3-31.
- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;

- Chapter 3.2 Affordable, Rental and special Needs Housing, policies 3-27, 3-29, 3-30, 3-31 and 3-32.
- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;

- The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;

- Chapter 3.2 Affordable, Rental and special Needs Housing, policies 3-30 through 3-33.
- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;

- Chapter 3.2 Affordable, Rental and special Needs Housing, policy 3-28.

- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

4.1.8 f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.

- Chapter 3.2 Affordable, Rental and special Needs Housing, policy 3-28.
- Note: The Maple Ridge Housing Action Plan is currently in preparation with an anticipated Council endorsement/adoption date in 2014.

STRATEGY 4.2: DEVELOP HEALTHY AND COMPLETE COMMUNITIES WITH ACCESS TO A RANGE OF SERVICES AND AMENITIES

4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements which:

a) support compact, mixed use, transit, cycling and walking oriented communities;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community.
- Chapter 3.1 Residential, Section 3.1.2 Community Character and Sense of Place.
- Section 3.1.3 Residential Designations, policies 3-18 (1) and (2).
- Section 3.1.4 Residential Infill and Compatibility Criteria.
- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness Community & Cultural Services, policies 4-2, 4-5, 4-7 through 4-11 and 4-13.
- Chapter 7.3 Transit.
- Chapter 7.4 Cyclists.
- Chapter 7.5 Pedestrians.
- Chapter 7.6 Multi-Use and Equestrian Trails.
- Chapter 10.2 Albion Area Plan, Section 10.2.6 Village Centre.
- Chapter 10.3 Silver Valley Area Plan, Section 5.2 River Village and Section 5.3 Hamlets.
- Chapter 10.4 Town Centre Area Plan, Section 1.2.8 Guiding Sustainability Principles, Section 1.2.1 Goals and Objectives, Section 3.2 General Land-Use Requirements, Section 4.0 Park and Conservation, Section 5.1 Offering Transportation Choices and Section 5.2 Defining the Transportation Network.

4.2.4 b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, Community & Cultural Services.
- Section 4.1.4 Diverse Population.
- Chapter 4.2 Institutional.
- Chapter 4.3 Heritage, Section 4.3.2 Heritage Management.
- Chapter 6.5 Additional Employment Generating Opportunities, Section 6.5.5 Post Secondary Educational Institutions.

4.2.4 c) provide public spaces and other place-making amenities for increased social interaction and community engagement;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness Community & Cultural Services.
- Section 4.1.4 Diverse Population, policies 4-18 and 4-19.

4.2.4 d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;

- Chapter 4.1 Social Sustainability, Section 4.1.2 Community Wellness, Community & Cultural Services, policies 4-5, 4-7 through 4-13.
- Chapter 5.2 Environmental Management Model, policies 5-7 and 5-8.
- Chapter 5.3 Land Resources, policies 5-14, 5-15 and 5-16.
- Chapter 7.2 Road Network Plan, policies 7-10, 7-11, 7-13 and 7-15.
- Chapter 7.4 Cyclists.
- Chapter 7.5 Pedestrians.
- Chapter 7.6 Multi-Use and Equestrian Trails.

4.2.4 e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;

- Chapter 6.2 Agricultural Opportunities, Section 6.2.1 Economic Development Strategy.
- Section 6.2.2 Sustainable Agriculture.

4.2.4 f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;

- Chapter 2.1 Growth Management, Section 2.1.2 A Compact and Unique Community, policy 2-5.
- Chapter 3.1 Residential, Section 3.1.2 Community Character and Sense of Place, policy 3-5.
- Chapter 5.5 Air Quality, policies 5-39 through 5-42.
- Chapter 7.1 Transportation, policies 7-1 and 7-4.
- Chapter 10.1 Area Planning, policy 10-3.

4.2.4 g) support universally accessible community design;

- Chapter 3.1 Residential, policy 3-1.
- Section 3.1.2 Community Character and Sense of Place, policy 3-5.
- Chapter 7.5 Pedestrians, policy 7-38.

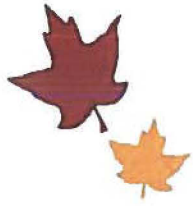
4.2.4 h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-servicing commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development areas;

- Chapter 6.3 Commercial Opportunities, Section 6.3.6 Neighbourhood Commercial Centres, policies 6-30, 6-32 and 6-33.
- Section 6.3.8 Historic Commercial, policies 6-37 through 6-39.

4.2.4 i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student or passenger trips.

- Map 11 of the Regional Growth Strategy does not identify any Special Employment Areas in the District of Maple Ridge.





GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

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

STRATEGY 5.1: COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE-OCCUPANCY VEHICLES, CYCLING AND WALKING

Role of Municipalities:

5.1.6 Adopt Regional Context Statements which:

a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;

- Chapter 7.1 Transportation, policies 7-1 through 7-5.
- Chapter 7.2 Road Network Plan, policies 7-9, 7-10, 7-11 and 7-15.
- Chapter 7.3 Transit, policies 7-16 through 7-24.
- Chapter 7.4 Cyclists, policies 7-25 through 7-33.
- Chapter 7.5 Pedestrians, policies 7-34 through 7-41.
- Chapter 10.4 Town Centre Area Plan, Section 5.2 Defining the Transportation Network.
- Chapter 10.4 Town Centre Area Plan, Figure 3 Future Rapid Transit Route identifies the potential future location of a rapid transit route along the Lougheed Highway in the Regional City Centre.
- The District will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan. (Note: The Transportation Plan is currently under preparation with an anticipated completion in 2013.)

5.1.6 b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;

- Chapter 10.4 Town Centre Area Plan, Section 5.1 Offering Transportation Choices, policies 5-4, 5-5 and 5-6.
- The District will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan. (Note: The Transportation Plan is currently under preparation with an anticipated completion in 2013.)

5.1.6 c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.

- Chapter 7.1 Transportation, policies 7-1, 7-4 and 7-5.
- Chapter 7.2 Road Network, policies 7-10, 7-11 and 7-14.
- Chapter 7.3 Transit, policies 7-16, 7-17, 7-19, 7-20, 7-23 and 7-24.
- Chapter 7.4 Cyclists, policies 7-25, 7-26 and 7-29 through 7-33.
- Chapter 10.4 Town Centre Area Plan, Section 5.1 Offering Transportation Choices, policies 5-1 and 5-2.
- The District will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan. (Note: The Transportation Plan is currently under preparation with an anticipated completion in 2013.)

STRATEGY 5.2: COORDINATE LAND USE AND TRANSPORTATION TO SUPPORT THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES FOR PASSENGERS, GOODS AND SERVICES

Role of Municipalities:

5.2.3 Adopt Regional Context Statements which:

a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Area, ports, airports and international border crossings;

- Figure 4 – Proposed Major Corridor Network Plan (2005 – 2031) identifies the current (Nov. 14, 2006) and proposed major transportation routes within the District.
- Note: The District is currently preparing a Transportation Plan which may include proposed changes to Figure 4 – Proposed Major Corridor Network Plan (2005 – 2031).

5.2.3 b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;

- Chapter 7.1 Transportation, policies 7-1, 7-2 and 7-3.

- Chapter 7.2 Road Network Plan, policies 7-8, 7-9, 7-10, 7-12 and 7-14.
- Note: The District is currently preparing a Transportation Plan that may include additional policies and actions that further address this Strategy.

5.2.3 c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;

- Chapter 7.1 Transportation, policy 7-1.
- Chapter 7.2 Road Network Plan, policies 7-6 through 7-11.
- Chapter 7.3 Transit, policy 7-18.
- Note: The District is currently preparing a Transportation Plan that may include additional policies and actions that further address this Strategy.

5.2.3 d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.

- Chapter 7.2 Road Network Plan, policies 7-12 and 7-13.
- Chapter 10.4 Town Centre Area Plan, Section 5.2.2 Enhancing the Multi-Modal Network, policy 5-13.
- The District will work towards consistency between the OCP and RGS over time through the completion of the Maple Ridge Transportation Plan. (Note: The Transportation Plan is currently under preparation with an anticipated completion in 2013.)

REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK

6.2 REGIONAL CONTEXT STATEMENTS: PROVIDING FOR APPROPRIATE MUNICIPAL FLEXIBILITY

6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that:

a) the municipality may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare;

- The Maple Ridge Official Community Plan hereby permits such amendments.

6.2.7 b) notwithstanding section 6.2.7(a), for sites that are three hectares or less, the municipality may re-designate land:

- **from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; or**
- **from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network;**

provided that:

- **the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and**
- **the aggregate area of all proximate sites that area re-designated does not exceed three hectares;**
- **The Maple Ridge Official Community Plan hereby permits such amendments.**

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

- **The Maple Ridge Official Community Plan hereby permits such amendments.**

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

- **The Maple Ridge Official Community Plan hereby permits such amendments.**

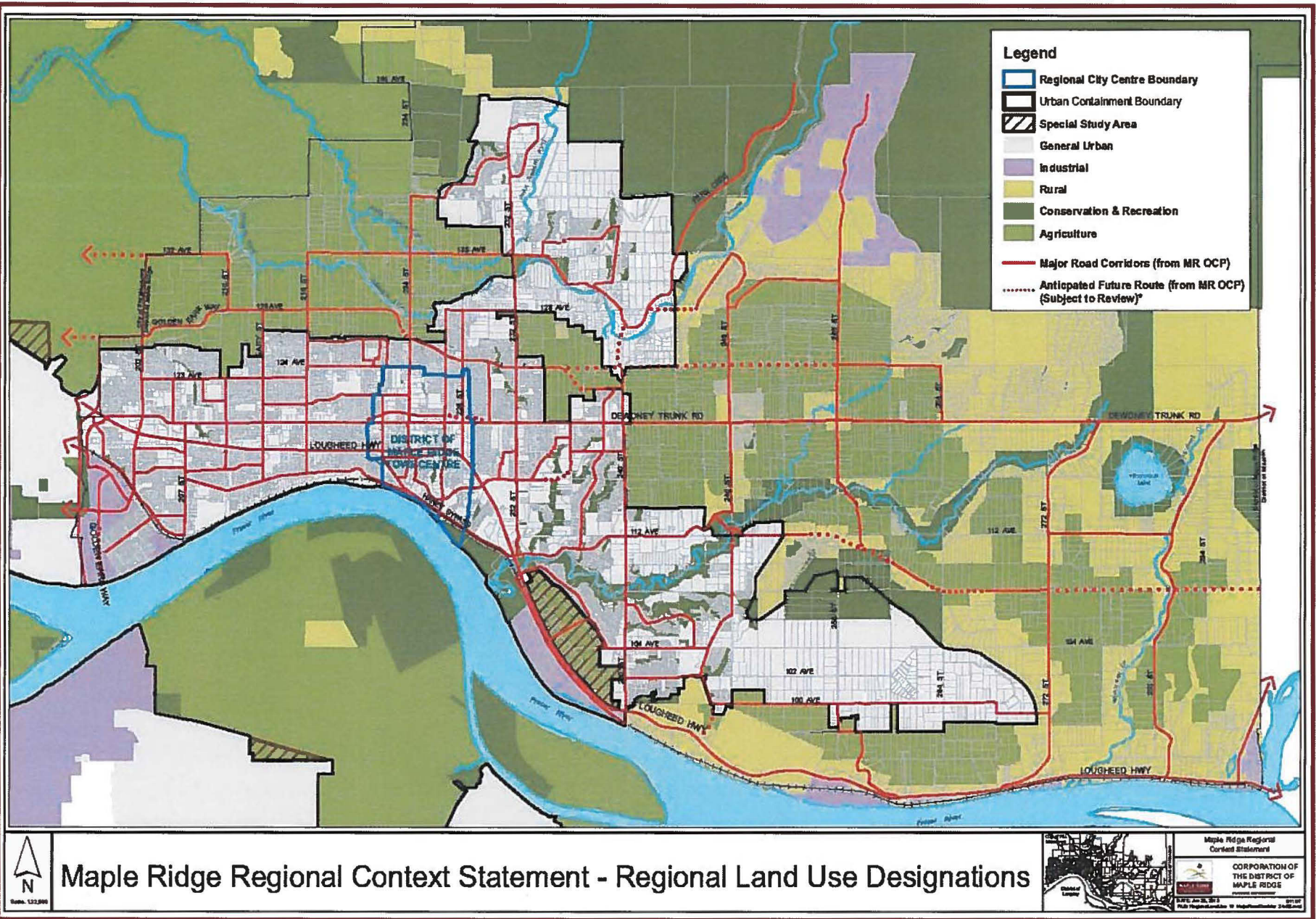
6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.

- **The District of Maple Ridge will implement policy 6.2.9 of the Regional Growth Strategy.**

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

- The Maple Ridge Official Community Plan hereby permits such amendments.





To: Regional Planning Committee

From: Heidi Lam, Senior Policy and Planning Analyst, Regional Planning

Date: September 18, 2018 Meeting Date: October 5, 2018

Subject: **Metro Vancouver 2040: Shaping our Future - 2017 Annual Performance Monitoring Report**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 18, 2018, titled “Metro Vancouver 2040: Shaping our Future - 2017 Annual Performance Monitoring Report” and forward a copy of it to the Province of BC’s Ministry of Municipal Affairs and Housing, Local Government Division.

PURPOSE

To provide the Regional Planning Committee and MVRD Board the 2017 annual performance monitoring report of the region’s performance toward the goals of *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, based on the key summary and context measures in Section G of the regional growth strategy, from plan adoption in 2011 to mid-year 2017, and the policy and land use designation amendments to date.

BACKGROUND

Metro 2040 is the regional federation’s shared vision to guide urban growth among the 23 member jurisdictions comprising the Metro Vancouver Regional District. Annual reporting of *Metro 2040* is required by Section 452(1)(b) of the *Local Government Act* and *Metro 2040* Section 6.13.3, both of which require the preparation of an annual report on the regional growth strategy’s progress. An annual report is also essential to ensure that the strategy, its indicators and policies are actively monitored and assessed as the region continues to grow.

METRO 2040 PERFORMANCE MONITORING

Metro Vancouver recognizes the important role performance monitoring plays in the implementation of the regional growth strategy and collective decision-making. The *Progress Toward Shaping Our Future* monitoring program provides a framework for discussing *Metro 2040* implementation among Metro Vancouver Board members, member jurisdictions, TransLink, other regional agencies, and the general public. With this process, the MVRD Board reviews and evaluates the state of growth management in the region, progress being made and any issues that may need further attention.

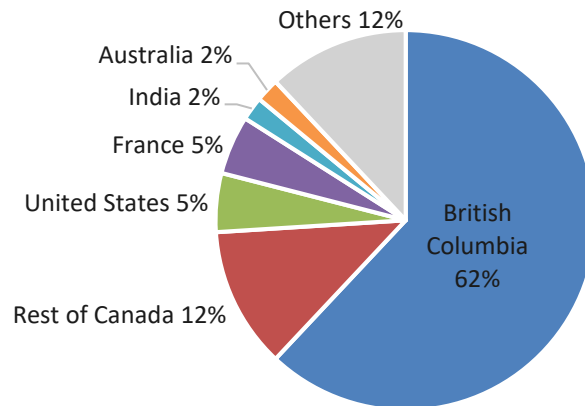
Performance Monitoring Dashboard

To better convey the status of *Metro 2040* performance measures and associated information in a clear and easy to understand way, a *Metro 2040* Performance Monitoring Dashboard was established. The page on the Metro Vancouver website replaces the previous large, static *Metro 2040*

Progress Toward Shaping Our Future annual report, and provides a complete profile of *Metro 2040* performance measures that are updated regularly as data becomes available. The dashboard can be viewed at <http://www.metrovancouver.org/metro2040>.

The *Metro 2040* Performance Monitoring Dashboard was launched on May 15, 2017. As of the date of this report, the dashboard has been accessed by 6,070 unique users locally and internationally (Figure 1). Utilization of the dashboard has remained strong and consistent with an average 470 users per month over the past year.

Figure 1. Geographical Location of *Metro 2040* Dashboard Users May 15, 2017 to September 12, 2018



***Metro 2040* Performance Measures**

On July 28, 2017, the MVRD Board adopted Bylaw Amendment No. 1243, to incorporate improved performance monitoring provisions in Section G of *Metro 2040*. The revised performance monitoring program establishes a set of 15 Key Summary Measures and a range of supporting Context Measures, Strategy Performance Measures, and Participation Measures.

- *Key Summary Measures* provide an overview of how well *Metro 2040* Goals and Strategies are being achieved (i.e. growth within Urban Containment Boundary).
- *Context Measures* describe broader trends to help make sense of other measures in the broader planning context (i.e. overall population growth).
- *Strategy Performance Measures* provide more detail on achievement of specific strategies and policy actions (i.e. remaining general urban land for new urban development).
- *Participation Measures* identify what has been accomplished by Metro Vancouver or member jurisdiction towards achievement of goals (i.e. municipal housing action plans).

Detailed information on the intent, methodology, source, and reporting timeline for each performance measure can be found in the *Metro 2040* Implementation Guideline titled “*Metro Vancouver 2040: Shaping our Future Performance Monitoring Guideline*”.

***METRO 2040* REGIONAL LAND USE DESIGNATIONS**

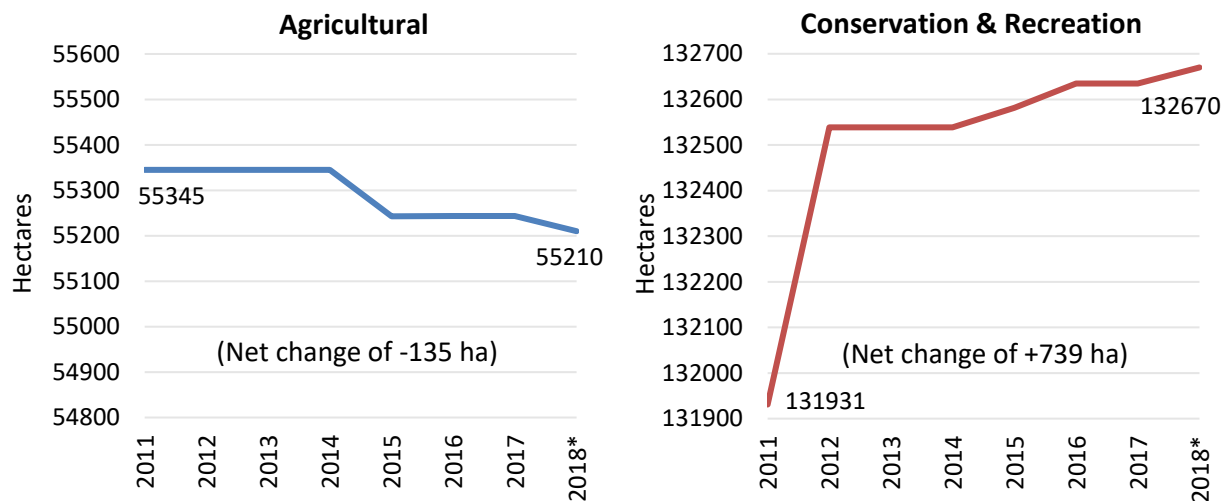
Metro 2040 establishes parcel based regional land use designations, an Urban Containment Boundary, and defines Urban Centres and Frequent Transit Development Areas to provide a spatial

framework to guide future land use and development throughout the region. The regional land use designations and Urban Centres were coordinated to be generally consistent with the more detailed land use designations of municipal Official Community Plans and local area plans. The regional land use designations are intended to be stable, but from time to time municipalities may determine that some fine-tuning, or that a change in land use designation, is warranted. Changes to *Metro 2040's* land use designations require either MVRD Board adoption of a *Metro 2040* amendment bylaw and/or acceptance of a revised Regional Context Statement.

Key Summary Measure: Total and cumulative change in hectares of land in each of the six regional land use designations

Since the adoption of *Metro 2040*, 1,006 hectares of land have been re-designated through *Metro 2040* amendments or accepted Regional Context Statements. Figure 2 illustrates the annual land area changes of each regional land use designation from adoption to August 2018, and the overall net change in land. Much of this change was a result of mapping clean-up through Regional Context Statements. Staff anticipate that there will be fewer land use designation changes going forward.

Figure 2. Land Area Changes by Regional Land Use Designation 2011



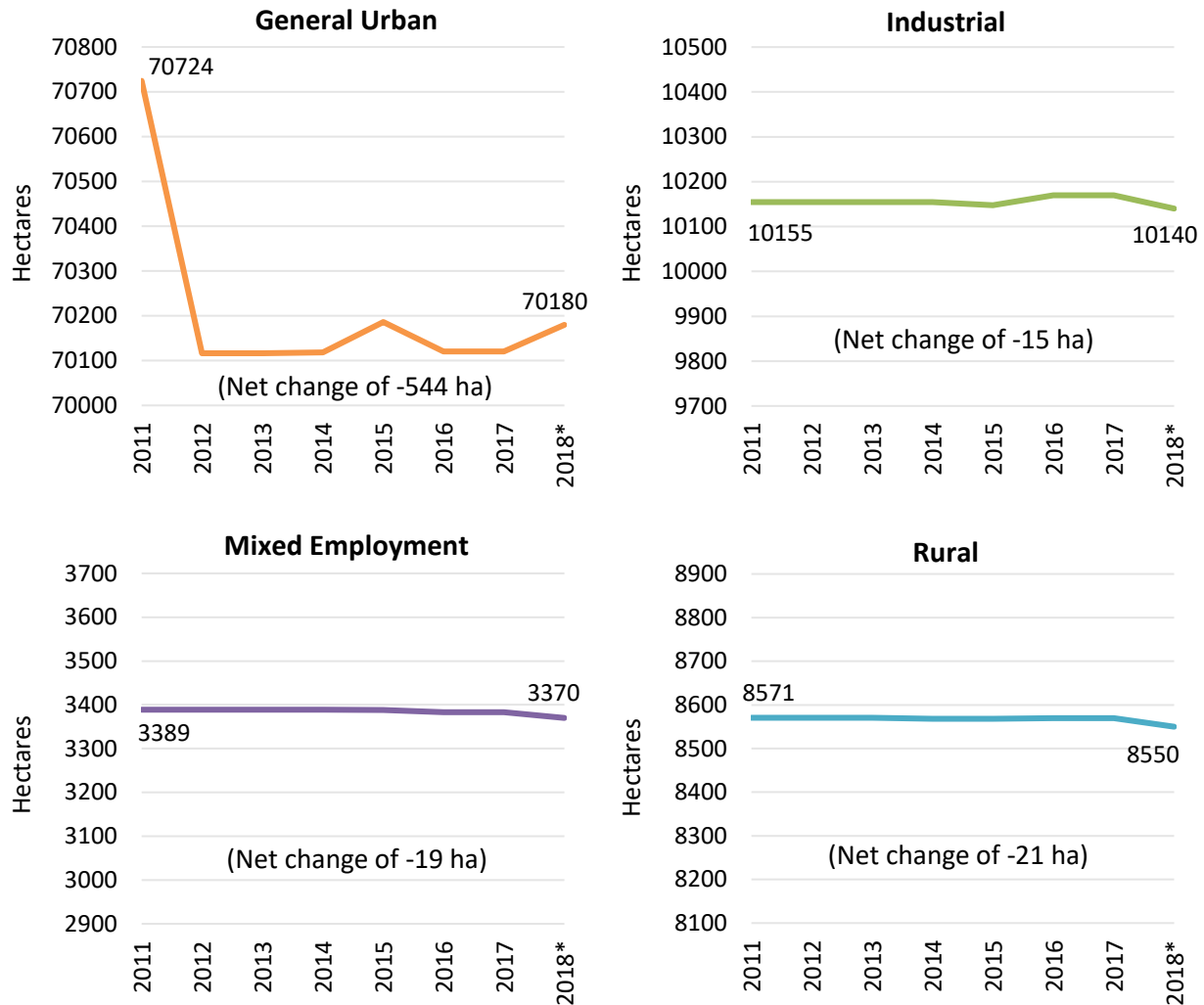


Figure 2 reporting period is mid-year to mid-year. *Capture land use designation changes up to August 2018.

Table 1 shows the cumulative change in regional land use amendments from one land use designation to another from July 2011 to August 2018. For example, a total of 147.7 hectares of land has been re-designated from Agricultural to other land use designations (i.e. 42.4 hectares to Conservation & Recreation, 2.7 hectares to Industrial, 6.5 hectares to Rural, and 96.1 hectares to General Urban). Conversely, 43 hectares of land has been re-designated to Agricultural from other land use designations (i.e. 30 hectares from Conservation & Recreation, 8 hectares from Rural, and 4 hectares from General Urban). Table 1 illustrates the dynamics amongst the six regional land use designations and the trade-offs inherent in land use designation amendments. Overall, the cumulative change in regional land use designation proportion from adoption to August 2018 has been minimal.

Table 1. Cumulative Changes in Regional Land Use Designation Amendments 2011 to August 2018

	Amended To							
		Agricultural	Conservation & Recreation	Industrial	Mixed Employment	Rural	General Urban	Total
Amended From	Agricultural		42.4	2.7		6.5	96.1	147.7
	Conservation & Recreation						5.6	5.6
	Industrial		35.37		12.3		14.7	62.37
	Mixed Employment						47.2	47.2
	Rural	8.2		13.5	4.2		2	27.9
	General Urban	4.5	666.6	26.1	11.9	0.9		710
	Total	12.7	744.67	47.6	28.4	7.4	165.6	1006.37

Note: As a result of mapping clean-up through RCS, 0.3 hectares changed from undesignated to Conservation & Recreation, and 5.3 hectares changed from undesignated to Industrial.

Table 2. Cumulative Changes in Regional Land Use Designation Proportion 2011 to August 2018

	Proportion of Overall Land Area in 2011	Proportion of Overall Land Area as of August 2018
Agricultural	19.8%	19.7%
Conservation & Recreation	47.1%	47.4%
Industrial	3.6%	3.6%
Mixed Employment	1.2%	1.2%
Rural	3.1%	3.1%
General Urban	25.2%	25.1%
Total	100%	100%

Key Summary Measure: Total and cumulative change in hectares of land in the Urban Containment Boundary

The land area within the Urban Containment Boundary (UCB) has remained relatively consistent. In 2011, the UCB contained 90,400 hectares, representing 32.27% of the regional land area. In August 2018, the UCB contains 90,500 hectares, or 32.31% of the regional land area. There has been no change to the UCB over the past year (from April 2017 to August 2018).

Key Summary Measure: Total and cumulative change in the number of Urban Centres

Metro 2040 identifies 26 Urban Centres; i.e. the Metropolitan Core (Downtown Vancouver and Central Broadway), Surrey Metro Centre, 5 Regional City Centres, and 19 Municipal Town Centres as focal points for regional activity, growth and intensification. Through 2011 to 2018, there have been no changes to the number of *Metro 2040* Urban Centres. Boundaries for all the Urban Centres have been identified through the RCS development and acceptance process.

Key Summary Measure: Total and cumulative change in the number of Frequent Transit Development Areas

Metro 2040 established Frequent Transit Development Areas (FTDAs) as a policy tool to encourage local planning and coordination with transit services in strategic locations along the region's existing and future major transit corridors. In 2013, the first 5 FTDAs were introduced to *Metro 2040* through

Regional Context Statements. The number of FTDA's increased to 8 in 2014, 12 in 2015, and 13 in 2016. With the acceptance of the City of New Westminster's updated Regional Context Statement in 2017, 3 new FTDA's were added to *Metro 2040*. As of August 2018, there are a total of 16 FTDA's.

METRO 2040 GOAL 1: CREATE A COMPACT URBAN AREA

Metro 2040 residential growth strategy is to contain urban growth within the UCB and to strategically focus higher concentrations of growth within Urban Centres and major transit corridor locations.

Supplementary Measure: Net change in number of hectares of remaining General Urban areas

Over the past 20 years, about 80% of urban residential growth has been by way of intensification of the developed urban base and 20% occurred by way of rural lands being utilized for the development of new urban communities. While there are geographic constraints on land supply in Metro Vancouver, there is a remaining capacity of 6,000 gross hectares (4,000 to 5,000 net hectares) of land within in the UCB that is planned for future urban residential communities. At the time of adoption of *Metro 2040* in 2011, the baseline for the "Remaining Urban Lands" was approximately 7,850 hectares. Over the past 6 years, about 740 hectares of Remaining Urban Lands were developed with annual average of 120 hectares.

Table 3 outlines the distribution of Remaining Urban Lands in the region. Primarily in Langley Township, Surrey, Maple Ridge, and Coquitlam, these areas are expected to accommodate about 20% of the region's new urban residential growth through to the early 2030s.

Table 3. Distribution of Remaining General Urban 2017

	Remaining Urban Lands (hectares)	Share of Total
Langley Township	1910	32%
Surrey	1850	31%
Maple Ridge	1330	22%
Coquitlam	680	11%
Tsawwassen First Nation	120	2%
Delta	70	1%
Port Moody	50	1%
West Vancouver	1320	0%*
Total	7330	100%

Note: Numbers rounded to the nearest ten. *Due to topographical constraints, the remaining General Urban land in West Vancouver has limited development potential and was not allocated a percentage.

METRO 2040 GOAL 3: PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

Metro 2040 aims to protect and enhance the region's natural features and their connectivity, reduce greenhouse gas (GHG) emissions, and mitigate and prepare for the anticipated impacts of climate change.

Key Summary Measure: Hectares of land inventoried as a sensitive or modified ecosystem

The Metro Vancouver Sensitive Ecosystem Inventory (SEI) published in 2013 was the first GIS inventory of ecologically significant lands for the region and provides a baseline for monitoring

ecological health. In 2018, a 5-year update of the Metro Vancouver SEI was completed to document changes to mapped ecosystems and quantify the amount, rate and type of ecosystem loss.

Table 4. Sensitive and Modified Ecosystem Loss for the Region and Regional Core

	Sensitive Ecosystems		Modified Ecosystem		Total	
	Original SEI (hectares)	Loss in 5 Yrs (hectares)	Original SEI (hectares)	Loss in 5 Yrs (hectares)	Original SEI (hectares)	Loss in 5 Yrs (hectares)
Region	150,435	661	28,237	979	178,672	1,640
Regional Core*	24,958	426	10,038	764	34,996	1,190

*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 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. 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. A detailed data breakdown of the original land area and hectares loss for each ecosystem type is available on the *Metro 2040* Performance Monitoring Dashboard.

Overall, the total loss of sensitive and modified ecosystem over the last 5 years was 1,640 hectares (0.9%) for the region, and 1,190 hectares (3.4%) within the regional core (see Table 4). Metro Vancouver will continue to update the SEI over time and monitor changes to our region’s most ecologically important areas.

Key Summary Measure: Tonnes and percent of regional greenhouse gas emissions produced by building and on-road transportation sources

Metro 2040 encourages land use and transportation infrastructure that lowers energy consumption, reduces greenhouse gas emissions, and improves air quality. Metro Vancouver’s Board has adopted ambitious targets of a 33% reduction in regional greenhouse gas emissions by 2020 and an 80% reduction by 2050, compared to the 2007 baseline of 16.7 million tonnes.

Metro Vancouver compiles an emissions inventory every five years to track the types and amounts of contaminants released into the air by different sources. The 2015 Lower Fraser Valley Air Emissions Inventory and Forecast report was published in March 2018. The inventory reports on historical emission trends over the past 20 years and provides a forecast of projected future emissions. The emission inventory reports 14.7 million tonnes of regional greenhouse gas emissions in 2015, a 12% reduction from the 2007 baseline. Although this is a significant reduction in greenhouse gas emissions, it is unlikely that the 2020 target of a 33% reduction will be met. Significant action by all levels of government will be needed to meet the 2050 target.

Metro Vancouver’s *Climate 2050* strategy will develop roadmaps for key issue areas that outline regional and corporate goals, strategies, actions, and performance metrics. Although all *Climate 2050*

roadmaps are relevant to *Metro 2040*, the Transportation, Buildings, and Land Use and Growth Management roadmaps have the greatest potential to influence regional emissions reduction targets.

METRO 2040 GOAL 4: DEVELOP COMPLETE COMMUNITIES

Metro 2040 aims to develop complete communities with access to a range of services and amenities, and encourages the consideration of healthy environment. Walkability and air quality are two important determinants of overall health.

Strategy Performance Measure: Percent of hours with the Air Quality Health Index in the low health risk categories

In 2016, the region's air quality was in the Air Quality Health Index's "low health risk" category 99% of the time. In 2017, the same measure decreased to 93%. The region's air quality was significantly impacted by intense wildfire activity outside the region in 2015 and 2017, and again this year. Improvements have been made to Metro Vancouver's air quality advisory procedures during each of these years, and public awareness and collaboration with other agencies has grown. Metro Vancouver's air quality programs will continue to adapt in response to wildfires, and will consider the need for additional actions as part of the *Climate 2050* regional climate action strategy, and with the forthcoming update to the *Integrated Air Quality and Greenhouse Gas Management Plan*.

Key Summary Measure: Walkability

Since 2016, Metro Vancouver has been partnering with TransLink, Vancouver Coastal Health, City of Vancouver and the UBC Health and Community Design Lab on two initiatives: the Walkability Surface Study and the Health and Economic Benefits Study. These two initiatives are directly related and contribute to Metro Vancouver's efforts to integrate land use and transportation planning, build compact and complete communities, and reduce GHG emissions.

The analysis of the data for both of the recently completed studies is ongoing. Once completed, the findings will be used as a key summary performance measure to evaluate and communicate the social and financial benefits of implementing *Metro 2040*'s vision of complete, walkable communities with good access to parks, greenspace, and transit.

METRO 2040 GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

Land use influences travel patterns and the transportation system, in turn, influences land use and development. Achieving the goals of *Metro 2040* requires the alignment of land use and transportation strategies. This transit-oriented pattern of growth helps to support the safe and efficient movement of vehicles for passengers, goods and services.

Context Measure: Collision statistics including fatalities and injuries for the region as made available by ICBC

From 2011 to 2015, the regional annual average is 78 incidents of collision that led to fatality and 35,200 incidents of collision that led to injury (see Figures 3 and 4). Collision incidents that resulted in property damage only has been omitted from the dataset. Over the 5-year period, regional totals for fatal incidents fluctuated from year to year, and has overall increase of 33% in 5 years. For injury incidents, the average annual increase is approximately 4%, and has an overall increase of 15% in 5

years. Collision statistics are only available up to 2015 as ICBC is implementing a system change. Once the data transition is completed, new collision statistics at the regional and municipal levels will be updated and reported regularly.

Figure 3. Fatal Incident Collision Data by Municipality 2011 to 2015

	2011	2012	2013	2014	2015	5-Yr Avg
Burnaby	6	4	9	10	9	8
Coquitlam	2	3	4	3	2	3
Delta	3	3	3	3	7	4
Langley (City & Township)	10	5	8	10	10	9
Maple Ridge	4	4	6	1	10	5
New Westminster	1	1	4	5	1	2
North Vancouver (City & District)	0	2	3	3	2	2
Pitt Meadows	0	0	1	2	3	1
Port Coquitlam	1	0	2	1	2	1
Port Moody	0	0	0	3	1	1
Richmond	6	4	10	7	6	7
Surrey	19	16	18	15	20	18
Vancouver	15	17	19	15	16	16
West Vancouver	1	3	1	0	4	2
White Rock	2	0	0	1	0	1
Total	70	62	88	79	93	78

Figure 4. Injury Incident Collision Data by Municipality 2011 to 2015

	2011	2012	2013	2014	2015	5-Yr Avg
Burnaby	3,559	3,619	3,808	3,696	3,805	3,697
Coquitlam	1,900	1,917	1,810	1,834	1,886	1,869
Delta	1,329	1,440	1,457	1,460	1,569	1,451
Langley (City & Township)	1,976	2,186	2,283	2,300	2,291	2,207
Maple Ridge	742	858	880	906	961	869
New Westminster	959	1,021	1,132	1,096	1,176	1,077
North Vancouver (City & District)	1,246	1,394	1,428	1,403	1,550	1,404
Pitt Meadows	229	211	202	258	250	230
Port Coquitlam	628	668	731	878	872	755
Port Moody	272	252	270	243	218	251
Richmond	2,401	2,502	2,614	2,802	2,918	2,647
Surrey	7,320	7,917	7,955	8,183	8,724	8,020
Vancouver	9,562	9,931	10,141	10,537	10,860	10,206
West Vancouver**	419	423	426	408	427	421
White Rock	84	93	96	110	89	94
Total	32,626	34,432	35,233	36,114	37,596	35,200

Figure 3 & 4 source: ICBC's Corporate Data Warehouse and Enterprise Data Warehouse

Note: Annual total from January to December. Crash data for Anmore, Belcarra, and Lions Bay were not available. ICBC implemented a new claims system and has changed the way crash and auto crime data is collected and reported. Data from 2013 or earlier may not be directly comparable to 2014 data and onwards.

METRO 2040 AMENDMENTS JULY 2017 TO AUGUST 2018

Since July 2017, there have been two amendments to *Metro 2040*:

- Bylaw 1246, 2017 – Incorporates land use designations and overlay map revisions stemming from three MVRD Board accepted RCS amendments (Township of Langley, City of North Vancouver, and City of Surrey);
- Bylaw 1259, 2018 – Land use designation amendment for the Flavelle Mill Site in the City of Port Moody, from Industrial to General Urban for 12.7 hectares, and the removal of the Special Study Area overlay.

REGIONAL CONTEXT STATEMENT AMENDMENTS ACCEPTED JULY 2017 TO AUGUST 2018

Per the *Local Government Act* Section 446(2), within the first two years following adoption of a regional growth strategy, member municipalities are required to submit a Regional Context Statement (RCS) that clearly lays out how local plans and aspirations as expressed in Official Community Plans align with the regional objectives laid out in *Metro 2040*. By August 2018, all required RCSs had been accepted by the MVRD Board.

Pursuant to the *Local Government Act* Section 448(1)(c), RCSs must be reviewed at least once every 5 years after its latest acceptance by the MVRD Board. If no amendment is proposed, member municipality must re-submit an RCS to the MVRD Board for its continued acceptance.

From July 2017 to August 2018, the MVRD Board received no re-submission of RCS for its continued acceptance, and accepted three amended Regional Context Statements:

- City of White Rock, July 28, 2017 – amendment to reflect OCP review and amendments;
- City of New Westminster, September 22, 2017 – addition of three new FTDAs, and a total of 33.87 hectares converted from Industrial to Conservation & Recreation;
- District of West Vancouver, June 22, 2018 – amendment to reflect OCP review and amendments.

ALTERNATIVES

1. That the MVRD Board receive for information the report dated September 18, 2018, titled “Metro Vancouver 2040: Shaping our Future - 2017 Annual Performance Monitoring Report” and forward a copy of it to the Province of BC’s Ministry of Municipal Affairs and Housing, Local Government Division.
2. That the MVRD Board receive for information the report September 18, 2018 titled, “Metro Vancouver 2040: Shaping our Future – 2017 Annual Performance Monitoring Report” and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

Data acquisition and development for performance monitoring is a regular component of the annual Regional Planning budget. A separate report, as required under Metro Vancouver's Regional Growth Strategy Procedures Bylaw No.1148, 2011, addressing staffing and other costs related to *Metro 2040* implementation, was provided to the Regional Planning Committee at its meeting on September 7, 2018 under a separate report dated August 13, 2018, titled "*Metro Vancouver 2040: Shaping our Future – 2017 Procedural Report*".

SUMMARY / CONCLUSION

The *Local Government Act* and *Metro 2040* require the preparation of an annual report on the regional growth strategy's progress. The 2017 Annual Performance Monitoring Report provides a summary update on the performance measures with relevant annual change and available data. A complete profile of *Metro 2040* performance measures with detailed data breakdown is available on the Metro Vancouver website, *Metro 2040* Performance Monitoring Dashboard. Recognizing the important role performance monitoring plays in the implementation of regional growth strategy and collective decision-making, Metro Vancouver will continue to provide regular updates on the dashboard as data becomes available. Staff recommends Alternative 1.

26870617

To: Regional Planning Committee

From: Raymond Kan, Senior Planner, Regional Planning

Date: September 17, 2018 Meeting Date: October 5, 2018

Subject: **Progress Update on the 2018 Regional Parking Study – Household Survey**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 17, 2018, titled “Progress Update on the Regional Parking Study – Household Survey”.

PURPOSE

To provide a progress update on the Household Survey, which is the third and final component of the 2018 Regional Parking Study.

BACKGROUND

The 2018 Regional Parking Study (the Study) is a joint project co-led by TransLink and Metro Vancouver. The Study has three components: a Parking Facility Survey; a Street Parking Survey; and a Household Survey. Staff presented preliminary observations on the Parking Facility and Street Parking Surveys to the Regional Planning Committee in June and September 2018, respectively. The Household Survey preliminary observations are now available for the Committee and MVRD Board’s information.

THE 2018 REGIONAL PARKING STUDY

The Study is an update to the 2012 Apartment Parking Study and was initiated to provide updated information to municipal planning and engineering staff in support of municipal parking bylaw and development application reviews. The Study collected data on 73 apartment sites across the region during the Fall/Winter 2017. The project team is working with a Project Advisory Group, made up of self-selected planning and engineering staff from member jurisdictions, to review the data analysis and support the preparation of key messages.

The Study comprises three components: Parking Facility Survey, Street Parking Survey, and Household Survey. As per the direction of the Project Advisory Group, project staff have been presenting preliminary observations on selected components as they became available to the following committees:

Parking Facility Survey

- Regional Planning Advisory Committee – May 11, 2018
- Regional Planning Committee – June 8, 2018
- City of Burnaby planning staff – June 21, 2018
- Regional Transportation Advisory Committee – June 27, 2018
- Housing Committee – July 13, 2018 (information item; no presentation)

Street Parking Survey

- Regional Planning Advisory Committee – July 13, 2018
- Regional Transportation Advisory Committee – July 26, 2018
- Regional Planning Committee – September 7, 2018

HOUSEHOLD SURVEY COMPONENT

The Household Survey is the third component of the Regional Parking Study. The Parking Facility, Street Parking Survey, and Household Survey combined provide an opportunity to triangulate patterns in parking and support evidence-based policy development and decision-making. The Household Survey provides additional contextual information about the residents who live in the participating apartment buildings, such as vehicle ownership, whether they own or rent their dwelling unit and parking stall(s), visitor parking patterns, bicycle parking conditions, interest in purchasing plug-in electric vehicles, willingness to forgo a parking stall, and basic demographic information (see Appendix 2 for the Household Survey form).

Methodology

The survey questions closely mirrored those in the first study in 2012. Several modifications were made in response to input from the Project Advisory Group and project staff (e.g. the inclusion of a question about electric vehicles). Invitation letters were individually mailed to all apartment units (approximately 11,400) in the participating buildings. In total, 1,567 responses were received. Respondents were provided the option of completing the survey online, or completing a hardcopy of the survey and returning via a postage-paid envelope. Nearly two out of three responses originated from residents of Vancouver, Burnaby, Surrey, Coquitlam, and Port Moody.

The mailing address lists were assembled through the public BC Assessment Authority website and from property managers, as appropriate. To prevent multiple entries from the same respondent, each apartment unit was provided a unique code. To protect the privacy of the respondents, neither Metro Vancouver nor TransLink staff have access to the codes to match survey responses to individual apartment addresses. The consultant was responsible for administering the survey and providing an anonymized dataset to project staff for analysis.

Member Jurisdiction	Responses
Vancouver	368
Burnaby	211
Surrey	202
Coquitlam	147
Port Moody	102
North Vancouver City	99
Richmond	89
North Vancouver District	77
New Westminster	54
White Rock	49
Langley Township	46
Port Coquitlam	44
Delta	31
Maple Ridge	24
UBC	15
Pitt Meadows	9
Total	1,567

The samples are different from the 2012 apartment parking study; the dataset was not weighted to match the demographics of the region. As with all surveys, self-selection bias is a factor that must be considered when interpreting the data and drawing broad patterns and lessons (for example, the two household surveys undertaken to date show that the reported number of parked vehicles per unit is higher than what is observed through the parking facility survey).

Preliminary Observations

The patterns observed in the data analysis are largely consistent with expectations and, where appropriate, those first observed in the 2012 study. Responses to new questions posed in the current household survey provide a benchmark for future comparisons. The following are preliminary observations which may evolve or expand as staff completes the data analysis and consults with the Project Advisory Group in the Fall.

1. The Household Survey reaffirms that vehicle ownership is associated with at least the following three factors:
 - a. Vehicle ownership is correlated with apartment size;
 - b. Vehicle ownership is higher for owner households compared to renter households; and,
 - c. Vehicle ownership is negatively correlated with access to the Frequent Transit Network (FTN).
2. Apartment visitors typically encounter greater difficulty finding a parking space on weekends, holidays, and special occasions (e.g. in the apartment building parkade or on a nearby street).
3. For households with bicycles, about one-third do not use their building's secured bicycle parking facility due in large part to concerns about the potential for the bicycles to be stolen or damaged, or the facility being too crowded.
4. The presence of on-site electric vehicle charging infrastructure appears to be associated with a slightly higher share of residents expressing a likelihood to consider buying a plug-in electric vehicle within the next five years.
5. If provided the opportunity, many zero vehicle households would have purchased / rented their current apartment unit without a parking stall if it meant having a lower cost. In contrast, the vast majority of households with vehicles would not have given up a parking stall.

ALTERNATIVES

This is an information report. No alternatives 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 required to complete the Study.

SUMMARY

The 2018 Regional Parking Study is a significant policy research initiative co-led by TransLink and Metro Vancouver to expand the knowledge base about apartment parking supply and demand in different areas of the region. This report presents preliminary observations from the Household Survey, the third and final component of the Regional Parking Study. The Household Survey provides additional contextual information about the residents who live in the participating apartment buildings, such as whether they own or rent their dwelling unit and parking stall(s), visitor parking patterns, bicycle parking conditions, interest in purchasing plug-in electric vehicles, willingness to forgo a parking stall, and basic demographic information. The Parking Facility, Street Parking Survey, and Household Survey combined to provide an opportunity to triangulate patterns in parking and

support evidence-based policy development and decision-making. With this report, staff have presented preliminary observations from all three survey components of the Study.

Project staff will continue to refine the analysis as appropriate and begin to prepare key messages and documentation in consultation with the Project Advisory Group through the remainder of 2018. The expected deliverables will be a technical report, targeting municipal staff and the development community, and a summary booklet to communicate the key findings to a broader audience. Project staff are also open to considering opportunities to present the analysis to member jurisdiction planning and engineering staff as interest warrants and scheduling permits.

Attachments:

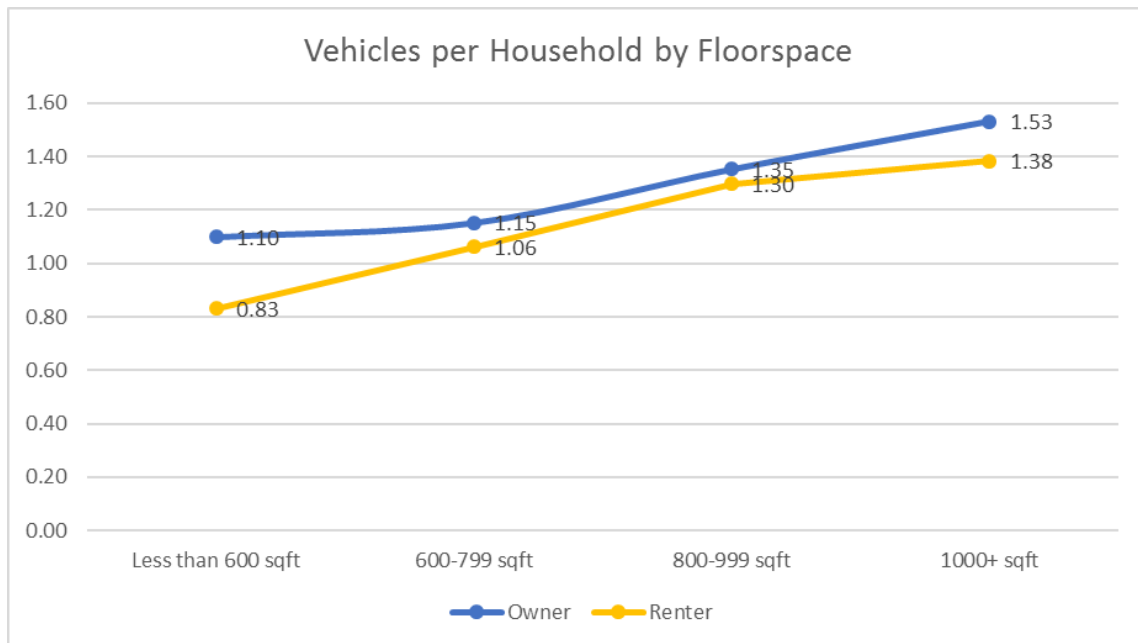
1. Preliminary Observations and Detail Analysis
2. Household Survey Form

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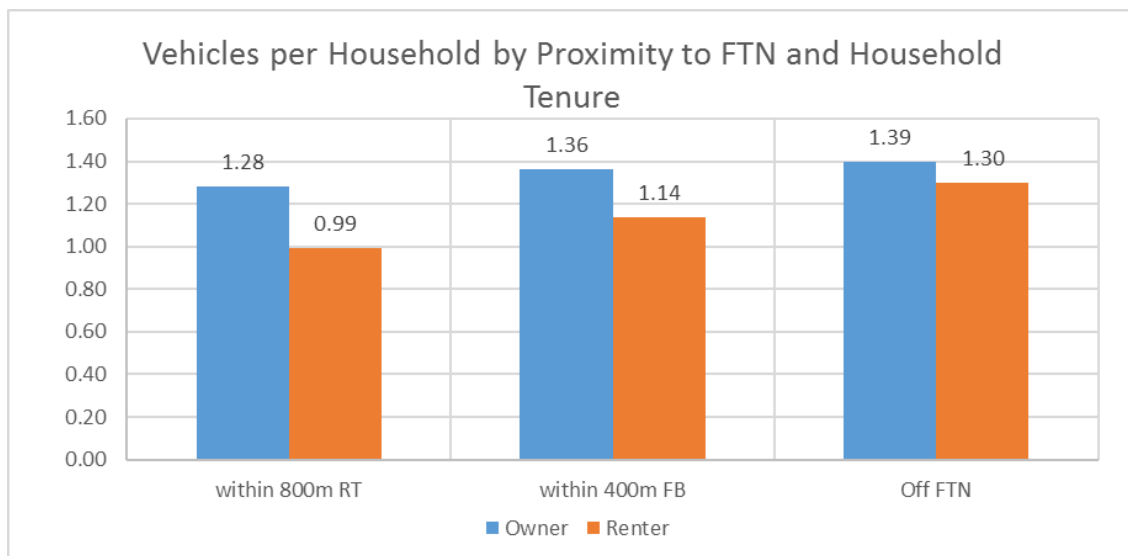
Preliminary Observations and Detail Analysis

1. The Household Survey reaffirms that vehicle ownership is associated with at least the following three factors:

- Vehicle ownership is correlated with apartment size;
- Vehicle ownership is higher for owner households compared to renter households; and,

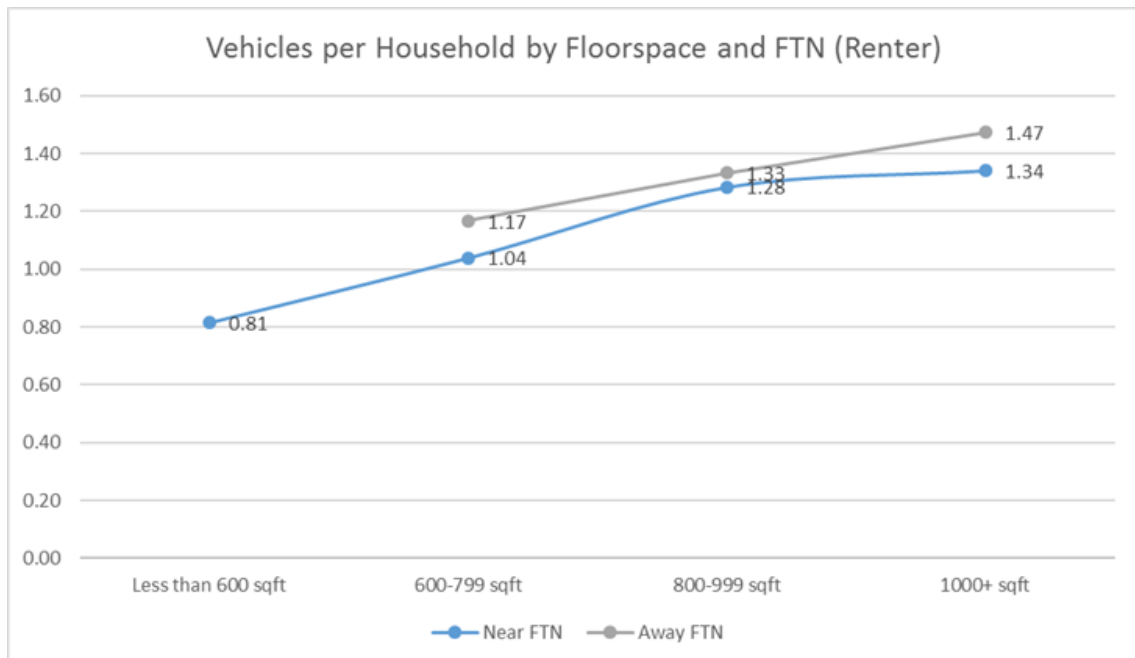
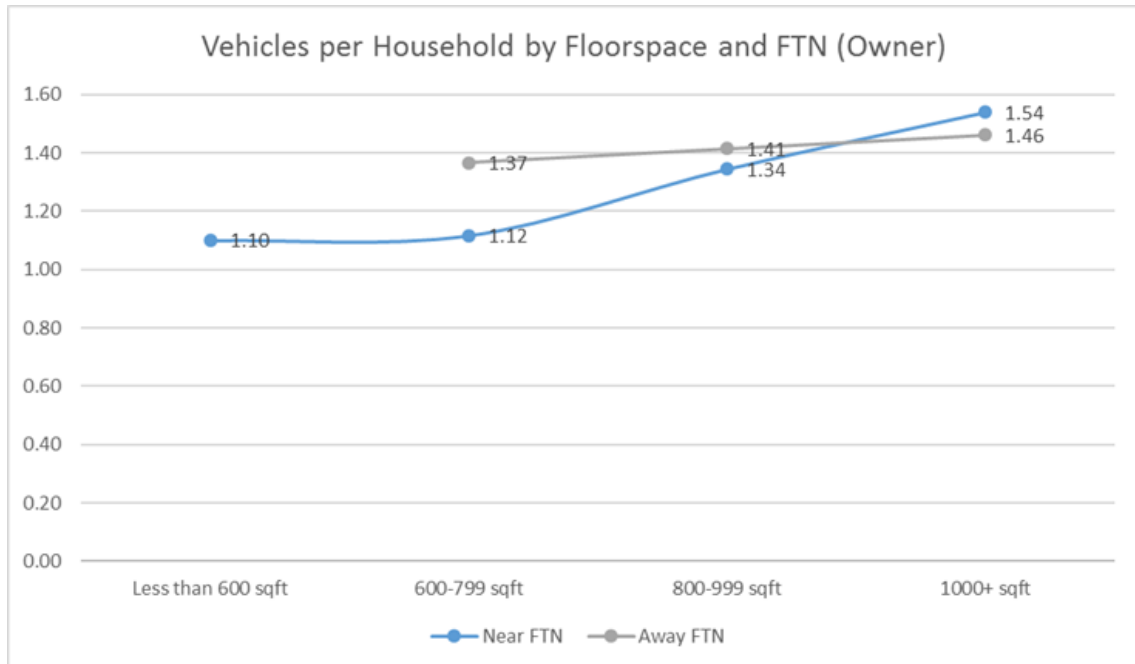


- Vehicle ownership is negatively correlated with access to the Frequent Transit Network.

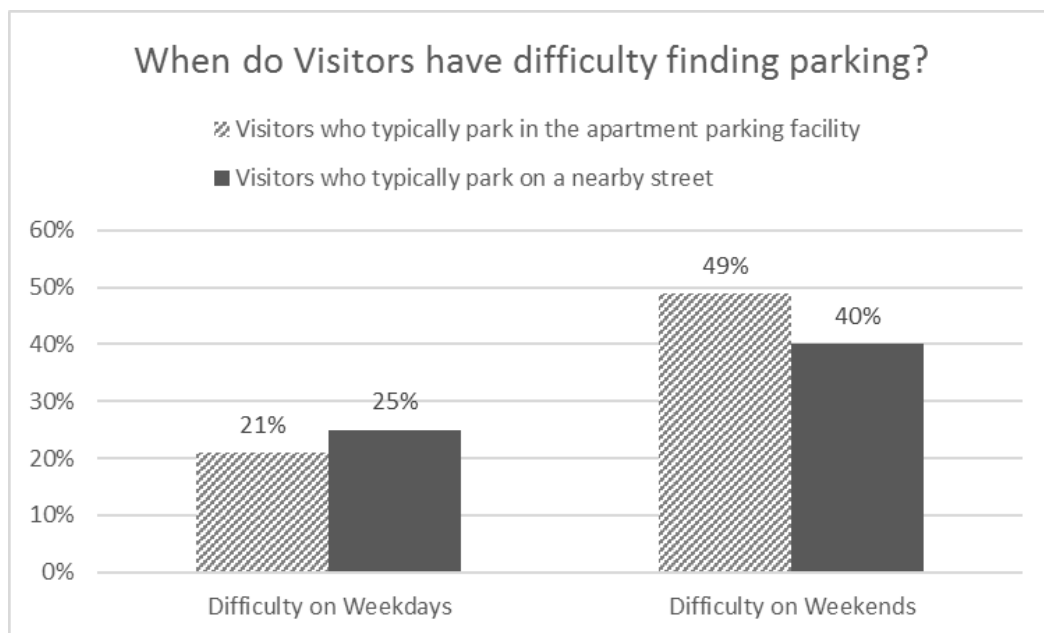


Additional observations:

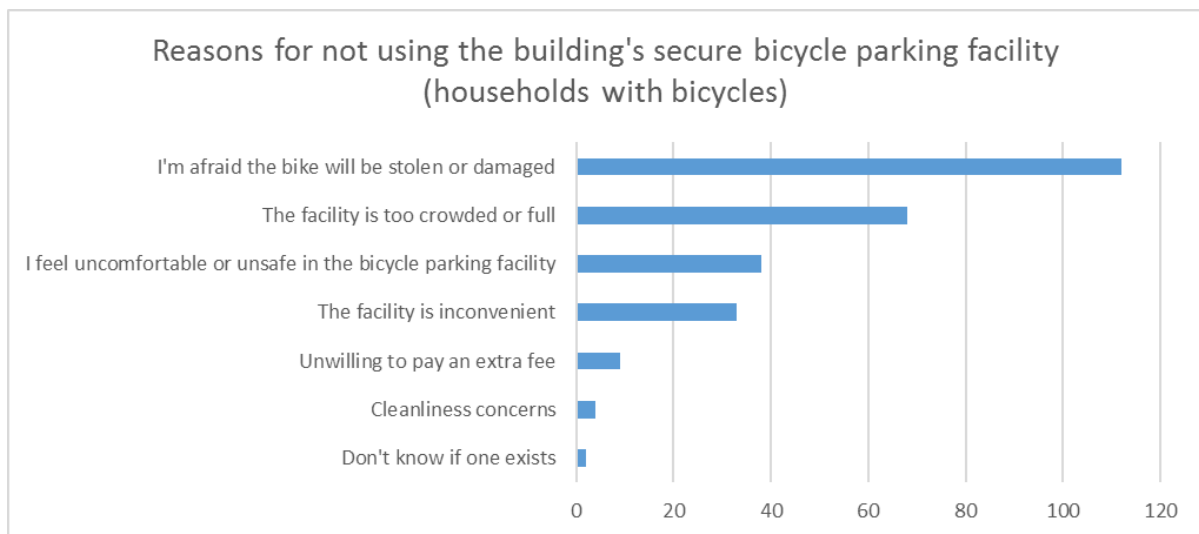
- Vehicle ownership declines more for renters in smaller apartments near the FTN than for owners.
- For households living further away from the FTN, the positive correlation between vehicle ownership and apartment size is stronger for renters than for owners.



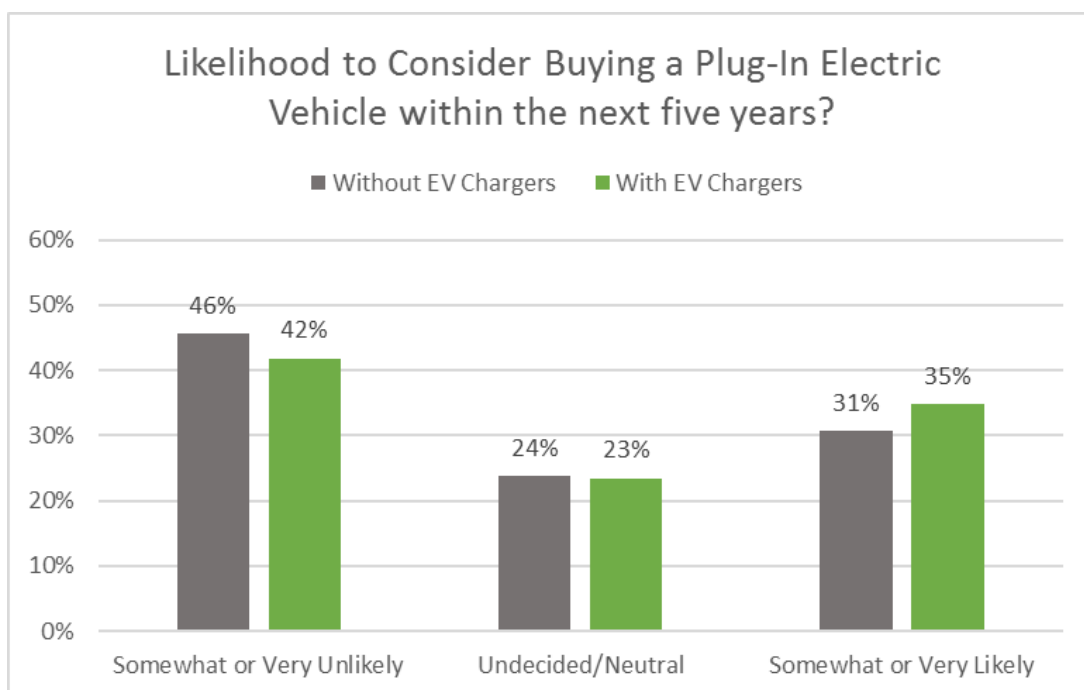
2. Apartment visitors typically encounter greater difficulty finding a parking space on weekends, holidays, and special occasions (e.g. in the apartment building parkade or on a nearby street).



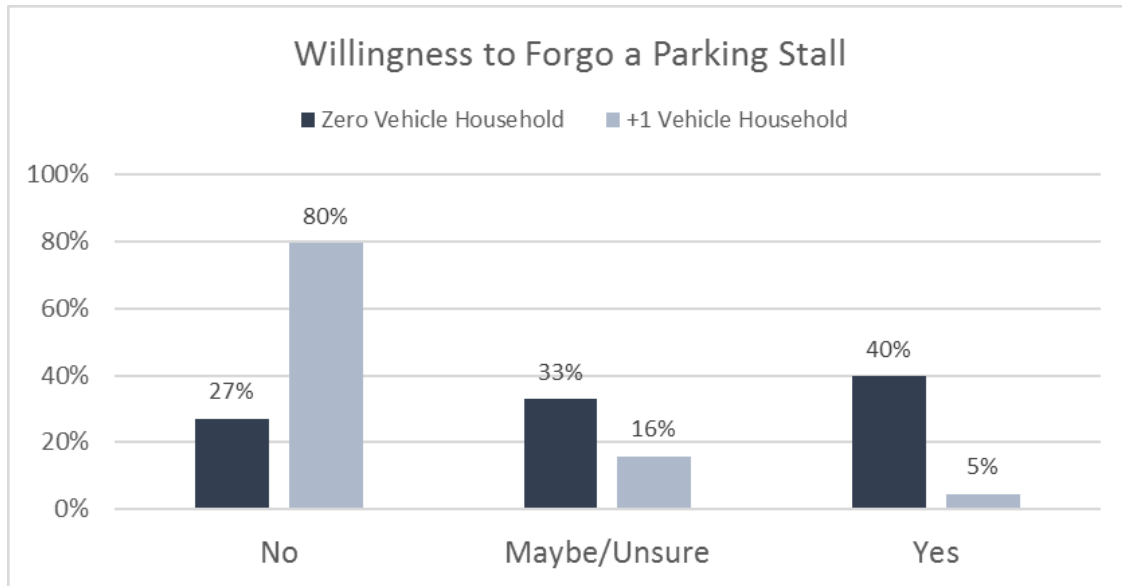
3. For households with bicycles, about one-third do not use their building's secured bicycle parking facility due in large part due in large part to concerns about the potential for the bicycles to be stolen or damaged, or the facility being too crowded.



4. The presence of on-site electric vehicle charging infrastructure appears to be associated with a slightly higher share of residents expressing a likelihood to consider buying a plug-in electric vehicle in the next five years.



5. If provided the opportunity, a plurality of zero vehicle households would have purchased/rented their current apartment unit without a parking stall if it meant having a lower cost. In contrast, the vast majority of households with vehicles would not have given up a parking stall.



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:

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



metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION



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

 -

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
Cost per month? \$ _____

☐ I don't have any parking

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: Erin Rennie, Senior Planner, Regional Planning

Date: September 17, 2018

Meeting Date: October 5, 2018

Subject: **Monitoring Corridors Identified through the Supportive Policies Agreements**

RECOMMENDATION

That the MVRD Board endorse Metro Vancouver's participation in monitoring corridors identified through the Supportive Policies Agreements for the Surrey-Newton-Guilford Light Rail Transit project and the Broadway Subway.

PURPOSE

This report seeks endorsement from the Regional Planning Committee and MVRD Board on a proposed role for Metro Vancouver to monitor the corridors identified through the two recently completed Supportive Policies Agreements (SPAs) for the Surrey-Newton-Guilford Light Rail Transit (SNG-LRT) project in the City of Surrey and the Broadway Subway in the City of Vancouver.

BACKGROUND

To support implementation efforts, TransLink recently proposed that Metro Vancouver take on a key role in monitoring land use and transportation indicators for the corridor geographies identified in the two Supportive Policies Agreements for the SNG-LRT project and the Broadway Subway.

At its meeting on September 7, 2018 the Regional Planning Committee received for information a report dated August 28, 2018, titled "Advancing Transportation-Land Use Integration and the Development of Complete Communities" (Attachment), which provided an update on Metro Vancouver's involvement in a number of interrelated projects that support the integration of regional land use and transportation planning. These projects include:

- the two Supportive Policies Agreements recently signed between TransLink and the Cities of Surrey and Vancouver, as part of the partnership agreements for the SNG-LRT project and the Broadway Subway respectively;
- the Metro Vancouver and TransLink co-led Main-Marine Frequent Transit Corridor Study on the North Shore;
- Metro Vancouver's work with municipal staff and TransLink on the Lougheed Corridor Land Use and Monitoring Study, to commence this Fall; and
- Metro Vancouver's Urban Centre and Frequent Transit Development Area (FTDA) dashboard, currently under development and expected to be completed by late 2018/early 2019.

MONITORING THE SUPPORTIVE POLICIES AGREEMENTS

TransLink is in the process of working with the Cities of Surrey and Vancouver, as well as with Metro Vancouver and the Province, to define the work needed to begin implementing and monitoring the commitments of the SPAs. This work involves the creation of a task force to establish and initiate meetings of a monitoring committee for each agreement, and to provide guidance on the collaborative working processes to feed into those committees. The Terms of Reference for the Monitoring Committees will be drafted by the task force. Metro Vancouver staff has been invited to participate in the task force.

PROPOSAL TO MONITOR CORRIDORS IDENTIFIED IN SPAs

TransLink has proposed that Metro Vancouver take on the role of monitoring land use and transportation indicators for the two completed SPA corridors. Metro Vancouver's Regional Planning Division regularly provides similar monitoring and forecasting services to TransLink, Metro Vancouver utilities, and member jurisdictions. Metro Vancouver has experience and expertise in regional plan monitoring through the *Metro Vancouver 2040: Shaping Our Future (Metro 2040)* Performance Monitoring Dashboard, the new Urban Centre and FTDA Dashboard and the North Shore Marine-Main Corridor Study Monitoring Program. Monitoring key growth and transportation indicators in these corridor areas is consistent with Metro Vancouver's ongoing Regional Planning work.

Metro Vancouver is uniquely positioned to work with the SPA partners and to contribute to the SPA process by providing a key role in data provision, coordination, analysis, and reporting. This will help all partner agencies better understand how the transit investment and local plans are working together to create and shape transit-supportive complete communities over time, in turn supporting the goals of *Metro 2040*. At this time, there are two SPAs (SNG-LRT and Broadway Subway), but given that more Partnership Agreements are expected in the future for other major transit investment projects, the potential exists for additional monitoring activities in other areas of the region.

In terms of Metro Vancouver's role, the details are still to be confirmed. As Metro Vancouver is not a signatory to the SPAs, the role proposed does not include monitoring the progress on agreement commitments. Rather, it is envisioned that Metro Vancouver's role would be to support the gathering of information from the municipalities, TransLink and other sources (Census) and reporting out on changes in the SPA corridors over time. This is seen as a service provision role that supports the collective implementation of *Metro 2040*. This information will also be invaluable to determining the effectiveness of the policy framework of *Metro 2040* and help to shape future policy directions related to centre and corridor planning.

Taking on a monitoring role for the geographies identified in the Supportive Policies Agreements will have resource implications for Metro Vancouver. While two corridors have been identified to date, there is the longer term potential for additional Partnership Agreements for numerous new B-Line and other transit corridors. These resource implications may include:

- Regional Planning staff time to coordinate the data collection, facilitate data sharing, design and reporting, and other tasks to be defined;
- Analyst staff time to compile, format, and analyze data;
- Graphic Design staff time to format and design reports; and
- Data acquisition costs including custom Census data requests.

Metro Vancouver already performs all of these functions as part of regular duties. Adding the geographies described by the SPAs would require scaling up existing work, and would not result in a significant change nor constitute a new function.

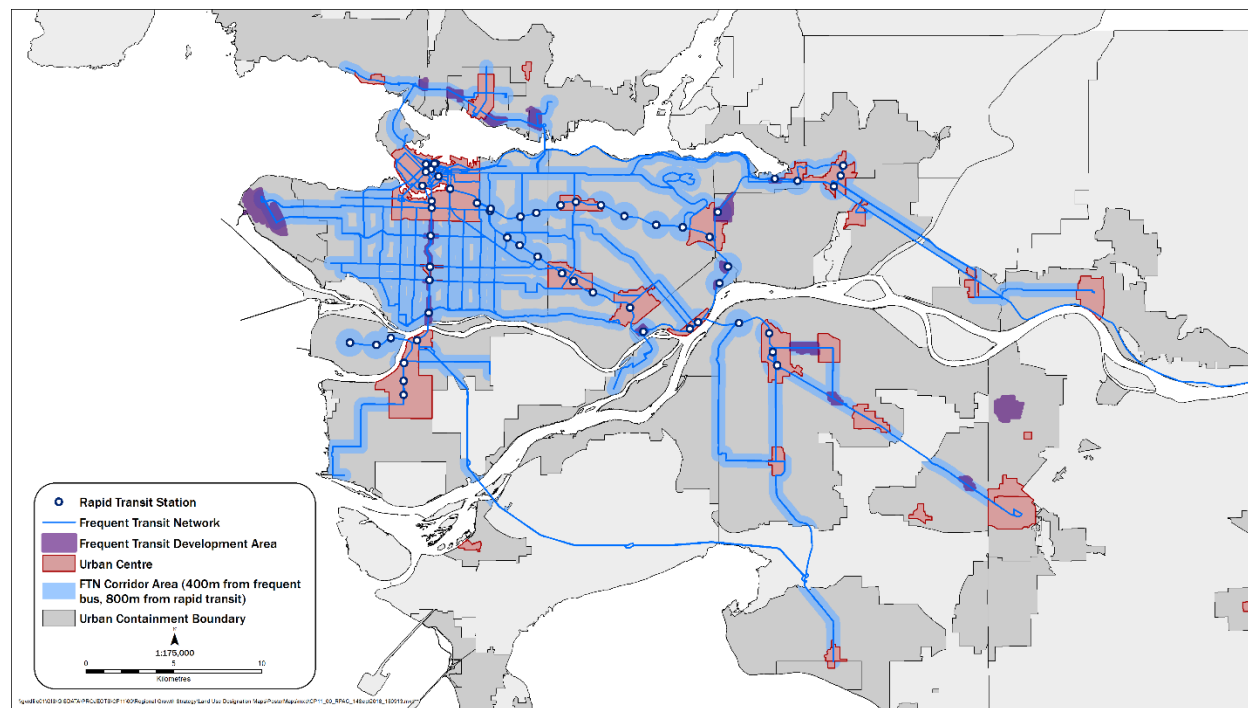
The SPAs for the cities of Vancouver and Surrey specify that the monitoring committees will be responsible for meeting and creating regular reports for the period of 20 years after the opening day of the associated transit services, or the year 2045, whichever is later. After that time, the monitoring committees will cease to exist unless an extension is agreed to by both signatories.

SPA CORRIDOR MONITORING, *METRO 2040*, AND THE URBAN CENTRES AND FTDA POLICY REVIEW

Metro Vancouver has a legislated mandate to monitor the performance of *Metro 2040*, which includes monitoring progress towards the objective of directing growth to a network of Urban Centres and along the Frequent Transit Network (FTN). Through the development of *Metro 2040*, member jurisdictions expressed interest in better integrating corridors into the regional growth strategy as an additional location to direct growth. The FTDA concept was developed as a result.

Metro Vancouver is currently undertaking a policy review of the Urban Centres and FTDAs, in recognition that, after several years of implementation, there is an opportunity to learn and improve these tools. The geographies identified through the SPAs provide an opportunity to pilot how to more effectively integrate corridors into regional planning and monitoring.

Figure 1: Urban Centres, FTDAs, and walkable areas along the Frequent Transit Network



Metro Vancouver has an ongoing interest in monitoring transit corridors along the FTN to provide support to member jurisdictions in the implementation of *Metro 2040*. Many locations along transit corridors are good places for growth and intensification due to their proximity to frequent transit and

easy access to jobs, shops, services, and other Urban Centres. To date, many of these locations have been added as FTDA's, but many have not (Figure 1). Monitoring will provide a better understanding of what is taking place on the ground in transit-oriented locations between FTDA's and Urban Centres and will provide greater insight the impacts of transit investment and the growth trends that influence mode share, walkability, accessibility, greenhouse gas emissions, and other indicators of complete communities integral to the success of *Metro 2040*. Monitoring transit corridors along the FTN (such as those identified in the SPA process) provides a fuller picture of how growth is being directed to transit-oriented locations that may or may not be identified as Urban Centres or FTDA's.

Monitoring the indicators identified through the SPAs is consistent with Metro Vancouver's ongoing monitoring work for *Metro 2040*, the Frequent Transit Corridor Studies, and the Urban Centres and FTDA's.

The monitoring of transit corridors was first piloted by Metro Vancouver in the Marine-Main Frequent Transit Corridor Study at the request of the member jurisdictions participating in that study. Monitoring the corridors identified through the SPAs could be an extension of improved corridor integration at a regional scale. Lessons learned from monitoring the geographies identified in the SPAs will also provide valuable inputs into the Urban Centre and FTDA Policy Review and shape the next iteration of the regional growth strategy.

NEXT STEPS

Through the Fall of 2018, Metro Vancouver will participate in the TransLink-led SPA monitoring task force to prepare for the initial meetings of the two SPA monitoring committees. Metro Vancouver and TransLink will also continue to further refine the terms of Metro Vancouver's corridor monitoring role. On September 14, 2018 staff presented the information in this report about Metro Vancouver participating in the SPA Monitoring Committees to the Regional Planning Advisory Committee, and are now providing this information to the Regional Planning Committee and MVRD Board.

ALTERNATIVES

1. That the Board endorse Metro Vancouver's participation in monitoring corridors identified through the Supportive Policies Agreements for the Surrey-Newton-Guilford Light Rail Transit project and the Broadway Subway.
2. That the Board receive for information the report dated September 17, 2018, titled, "Monitoring Corridors Identified through the Supportive Policies Agreements."

FINANCIAL IMPLICATIONS

If the Board approves Alternative 1, Regional Planning will undertake the monitoring work for the corridors identified through the two recently completed Supportive Policies Agreements for the Surrey-Newton-Guilford Light Rail Transit project and the Broadway Subway. This work can be absorbed utilizing existing resources. If additional corridors are added to the monitoring program, Regional Planning will address increased resource needs through future budget requests.

If the Board approves Alternative 2, Metro Vancouver will notify TransLink that Regional Planning will not be undertaking the monitoring work for the two corridors identified through the two recently completed Supportive Policies Agreements.

SUMMARY / CONCLUSION

The integration of regional land use and transportation planning is an important regional objective and key to advancing the shared regional vision expressed in *Metro 2040* and the Regional Transportation Strategy. Recently, Metro Vancouver supported TransLink and the Cities of Surrey and Vancouver in the development of Supportive Policies Agreements for the Surrey-Newton Guildford Light Rail Transit project and the Broadway Subway respectively. TransLink has proposed that Metro Vancouver take on a key role in monitoring land use and transportation indicators for the two SPA corridors based on Metro Vancouver's experience and expertise in monitoring *Metro 2040*, the Urban Centres and FTDA's, and the Marine-Main Corridor. The details of this role have yet to be determined, but will not include monitoring or reporting on performance or the adherence to the clauses of the SPAs by the parties.

Metro Vancouver has long had an interest in monitoring transit corridors to better understand growth trends in transit-oriented locations, and to support the improved integration of corridors into regional planning as part of the *Metro 2040* Urban Centre and FTDA Policy Review. Staff recommend Alternative 1 that the Board endorse Metro Vancouver's participation in monitoring corridors identified through the Supportive Policies Agreements for the Surrey-Newton-Guildford Light Rail Transit project and the Broadway Subway.

Attachment: Report dated August 28, 2018 titled "Advancing Transportation Land Use Integration and the Development of Complete Communities"

26818478

To: Regional Planning Committee

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

Date: August 28, 2018 Meeting Date: September 7, 2018

Subject: **Advancing Land Use and Transportation Integration and the Development of Complete Communities**

RECOMMENDATION

That the MVRD Board receive for information the report dated August 28, 2018, titled “Advancing Land Use and Transportation Integration and the Development of Complete Communities.”

PURPOSE

The purpose of this report is to update the Regional Planning Committee and MVRD Board on recent work undertaken with TransLink to support the implementation of *Metro 2040*’s objectives, better integrate land use and transportation planning in the region, and advance the development of transit-oriented communities.

BACKGROUND

Metro Vancouver 2040: Shaping Our Future (Metro 2040), the regional growth strategy, seeks to integrate land use and transportation planning throughout the region to support the development of complete communities and support a thriving economy. Staff have been working with TransLink and member jurisdictions on a number of initiatives to further this integration including:

- the two Supportive Policies Agreements recently signed between TransLink and City of Surrey, and TransLink and City of Vancouver, as part of the partnership agreements for the Surrey-Newton Guildford Light Rail Transit (LRT) project and the Millennium Line Broadway Extension respectively;
- the Metro Vancouver and TransLink co-led Main-Marine Frequent Transit Corridor Study;
- Metro Vancouver’s work with municipal staff and TransLink on the Lougheed Corridor Land Use and Monitoring Study, to commence this fall; and
- Metro Vancouver’s Urban Centre and Frequent Transit Development Area (FTDA) dashboard, currently under development and expected to be completed by late 2018/early 2019.

Given these recent developments, Metro Vancouver staff are providing an update to the Committee and Board with an aim to describe how these initiatives support the overarching objective of integrating land use and transportation planning throughout the region.

INTEGRATING LAND USE AND TRANSPORTATION PLANNING

Some of Metro Vancouver's and TransLink's long-standing strategies for integrating land use and transportation planning include regional policy, planning tools, planning guidance, and monitoring (Figure 1). Regional policy, including *Metro 2040* and the Regional Transportation Strategy (RTS), articulates the collective vision for transit-supportive growth and land use. Planning tools like Urban Centres, FTDAs, and the Frequent Transit Network (FTN) support member jurisdictions in their work to plan for integrated growth and transit in local Official Community Plans. Working with member jurisdiction staff, Metro Vancouver and TransLink have developed planning guidance documents such as the Transit-Oriented Communities Design Guidelines (Reference 1) to assist member jurisdictions in implementing the shared regional vision of *Metro 2040* and the RTS in the local context. Finally, monitoring efforts on the planning and land use strategies, such as the *Metro 2040 Performance Monitoring Dashboard* and TransLink's annual *Transit Service Performance Review*, provide data resources to member jurisdictions and regional agencies.

A CALL FOR NEW APPROACHES

Although regional planning policy expresses a shared objective of integrating land use and transportation planning, there is a recognition that, in practice, the consideration of a greater integration of approaches would be beneficial. The 2015-2018 MVRD Board Strategic Plan articulates this through Regional Federation Strategic Direction 5 to, "Advocate the merits of integrating regional land use and transportation planning." In the RTS and Mayors' 10-Year Vision for Metro Vancouver Transportation, one of the three key strategies for improving the region's transportation system is to partner, "especially ensuring that land-use plans and transportation investments are well aligned."

Figure 1: Continuum of Strategies for Integrating Regional Land Use and Transportation Planning

Regional Policy	Planning Tools	Planning Guidance	Monitoring	Planning Support	Partnership Agreements
<ul style="list-style-type: none"> •<i>Metro 2040</i> •Regional Transportation Strategy •Regional Affordable Housing Strategy •Regional Goods Movement Strategy 	<ul style="list-style-type: none"> •Urban Centres •FTDAs •Frequent Transit Network •Major Trip Generators •Regional Context Statements 	<ul style="list-style-type: none"> •6 Ds of Transit-Oriented Communities •Transit Oriented-Communities Design Guidelines •Identifying FTDA Implementation Guideline #4 	<ul style="list-style-type: none"> •Metro 2040 Performance Dashboard •Urban Centre and FTDA Performance Dashboard 	<ul style="list-style-type: none"> •Marine-Main Frequent Transit Corridor Study •Lougheed Land Use and Monitoring Corridor Study 	<ul style="list-style-type: none"> •Surrey LRT •Broadway Subway •Monitoring Committees

----- Long-Standing Strategies -----

----- New Strategies -----

NEW STRATEGIES FOR ADVANCING LAND USE AND TRANSPORTATION INTEGRATION AND DEVELOPING COMPLETE COMMUNITIES

TransLink and Local Government Partnership Agreements

The Mayors' Council's 10-Year Vision called on TransLink and host municipalities to develop Partnership Agreements for projects with major capital investment. The Phase One Investment Plan outlined that Partnership Agreements are needed between TransLink and local governments, "whenever the region is making major investment decisions that 1) involve significant cost and risk,

and 2) require higher degrees of coordination and collaboration between multiple partners for success” (Reference 3, page 23). The goal of these partnership agreements is to, “provide more certainty around the scope and timing of agree-upon land-use changes, policy changes, and new transportation investments” (Reference 2, page 20). The agreements are intended to describe actions that both a local jurisdiction and TransLink will take to ensure the achievement of the project objectives.

Over the past year, TransLink worked closely with the City of Surrey and the City of Vancouver to develop and execute Partnership Agreements for the Surrey-Newton-Guildford Light Rail Transit project and the Millennium Line Broadway Extension, respectively. The Partnership Agreements have a number of sub-agreements, one of which is the Supportive Policies Agreement (SPA).

Supportive Policies Agreements between TransLink and Local Governments

The SPAs now in place for the Surrey-Newton-Guildford LRT and Millennium Line Broadway Extension projects were developed using the 6 Ds of the *Transit-Oriented Communities Design Guidelines* as a guiding framework, recognizing that Destinations, Distance, Design, Density, Diversity, and Demand Management must all be implemented together to build transit-supportive neighbourhoods. Metro Vancouver staff supported the preparation of these agreements, suggesting language on how to reflect alignment with *Metro 2040* goals, policy actions, and targets in the SPAs.

One of the reasons Metro Vancouver was involved is because the SPAs seek to formalize land use and housing expectations, many of which have already been expressed in Regional Context Statements (RCS). In providing input into the SPAs, Metro Vancouver staff sought to acknowledge and reference the transit-supportive land use policies already present in the RCSs of member jurisdictions, while supporting efforts to enhance those policies through additional commitments in the SPA. Metro Vancouver provided input on the monitoring component of the SPAs based on recent monitoring experience with the Marine-Main Frequent Transit Corridor Study, and the Urban Centre and FTDA Dashboard.

The first two Supportive Policies Agreements between TransLink and the Cities of Surrey and Vancouver were completed in June of 2018. Metro Vancouver has been invited to participate in a taskforce to define the terms of reference for the monitoring committees for each SPA.

Metro Vancouver’s other current projects exploring the integration of land use and transportation planning may also have beneficial implications for the further development of the Partnership Agreements.

Frequent Transit Corridor Studies (Metro Vancouver and TransLink)

Beginning in 2015, Metro Vancouver and TransLink undertook and co-led an integrated land use and transportation planning process along the Marine-Main corridor in the District of North Vancouver, the City of North Vancouver, and the District of West Vancouver. The Frequent Transit Corridor Study was a multi-stakeholder partnership to examine the future transit and land use potential of the corridor. The Study brought together land use and transportation planners from the three affected municipalities, the Squamish First Nation, the Ministry of Transportation and Infrastructure, Metro Vancouver, and TransLink. This integrated approach helped to identify interdependencies, improve communication, and lay the foundation for TransLink’s implementation of the Marine-Main B-Line.

While the previously noted Partnerships Agreements are negotiated formal agreements that describe each party's commitments to actions that will ensure the achievement of project objectives, the Marine-Main Frequent Transit Corridor Study was a means to support the integration and certainty through planning support and coordination. Both the SPAs and the Study have a monitoring component, with this work guided by detailed and formalized commitments in the case of the SPAs.

The Marine-Main study produced a specialized monitoring program for the corridor, defined by the partner municipalities and to be led and implemented by Metro Vancouver. The monitoring program includes a diverse set of land use and transportation metrics selected by the study partners. The future monitoring reports will provide municipal planners with an understanding of how local plans are working together to support the creation of transit-oriented communities to support the new transit investment along the corridor. As monitoring work proceeds on the SPAs, the Marine-Main Study monitoring program could be considered as a potential model for specific aspects of the SPAs monitoring.

Metro Vancouver is now working on a similar study for the Lougheed Highway Corridor in partnership with TransLink, and the cities of Maple Ridge, Pitt Meadows, Port Coquitlam and Coquitlam. The Lougheed Corridor Land Use and Monitoring Study will complement TransLink's ongoing work to implement the new Lougheed B-Line service by exploring transit-supportive land use opportunities and market potential with the partner municipalities, and by developing a monitoring program for the corridor.

Metro Vancouver Urban Centre and FTDA Dashboard

In late 2018/early 2019 Metro Vancouver will be providing a new monitoring tool to member jurisdictions, the Urban Centre and FTDA Dashboard. This dashboard will be an online, interactive portal displaying key metrics for each Urban Centre and FTDA in the region. The metrics will include data, over time, pertaining to transit-supportive land use planning indicators, such as: employment and residential growth, transportation mode share, and housing type and tenure mix. The dashboard is being designed with municipal planners and other staff in mind and will provide them with data showing how local plans are functioning to implement the shared regional vision of compact urban areas in close proximity to transit. This dashboard will be relevant to the work of the two SPA Monitoring Committees, as well as to the monitoring programs for the Marine-Main Frequent Transit Corridor Study and the Lougheed Corridor Land Use and Monitoring Study.

THE BENEFITS OF MONITORING

Consistent and comprehensive monitoring efforts enable more data-driven decision making. More and better data helps decision-makers make sense of trends, intercept challenging issues at an early stage, and make thoughtful choices that will lead to better outcomes. This is a primary reason why Metro Vancouver has been working with TransLink and local municipal staff to develop the three above-noted projects that all include a monitoring component. By providing more precise data about the growth taking place in transit-oriented locations, Metro Vancouver can better support the shared goal of more closely integrated regional land use and transportation planning, thereby helping to optimize the region's investments in public transportation and support the development of complete communities.

IMPLICATIONS FOR URBAN CENTRES AND FTDA POLICY REVIEW

Metro Vancouver is currently undertaking a multi-year review of the growth structuring framework of *Metro 2040* including a review of the Urban Centres and FTDA. One of the objectives of this policy review is to provide additional clarity around the “value proposition” of designating FTDA. Supportive Policies Agreements may be one potential model for linking the identification and implementation of a regional growth overlay (such as an FTDA or Urban Centre) to the “value proposition” (i.e. transit service investments and improvements). Another objective of the policy review is to improve how transit corridors are integrated into growth management planning. The Marine-Main Frequent Transit Corridor and Lougheed Corridor Land Use and Monitoring studies are helping to refine the understanding of how linear corridors along the FTN are good places for transit-oriented growth. Finally, the policy review seeks to provide additional differentiation between types of Urban Centres and FTDA. The Urban Centre and FTDA Dashboard will provide a better picture of how the centres and corridors are developing on the ground, over time, which will help with the creation of a more defined typology of regional centres and corridors in the future. In this way, the lessons learned from the Partnership Agreements, Frequent Transit Corridor Studies, and Urban Centre and FTDA Dashboard may have some applicability to the Urban Centres and FTDA Policy Review and feed into and help shape the next iteration of the regional growth strategy.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications to this report.

SUMMARY / CONCLUSION

Integrating regional land use and transportation planning is an important regional objective and key to advancing the shared regional vision of *Metro 2040* and the Regional Transportation Strategy. Metro Vancouver and TransLink have a number of long-standing strategies to this end including regional policy, policy tools, planning guidance, and monitoring. More recently, a new strategy of planning support has been piloted through the Frequent Transit Corridor Studies. Now, TransLink, working with affected local governments, and with the participation of Metro Vancouver, is implementing Partnership Agreements as another integration strategy. Work is underway to continue to define the Supportive Policies Agreement monitoring program, and Metro Vancouver staff will report back to the Regional Planning Committee as progress is made. The lessons learned from the Partnership Agreements, Frequent Transit Corridor Studies, and Urban Centre and FTDA Dashboard may have implications for the Urban Centres and FTDA Policy Review and feed into and help shape the next iteration of the regional growth strategy.

References

1. [Transit-Oriented Communities Design Guidelines, 2012, TransLink](#)
2. [Regional Transportation Investments a Vision for Metro Vancouver, 2014, Mayor's Council on Regional Transportation](#)
3. [Phase One of the 10-Year Vision \(2017-2026 Investment Plan\), November 2016, TransLink](#)

To: Regional Planning Committee

From: Erin Rennie, Senior Planner, Regional Planning

Date: September 19, 2018 Meeting Date: October 5, 2018

Subject: **Lougheed Land Use and Monitoring Study – Project Initiation**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 19, 2018, titled “Lougheed Land Use and Monitoring Study – Project Initiation”.

PURPOSE

To inform the Regional Planning Committee and MVRD Board of the goals, scope, and timeline of the Lougheed Land Use and Monitoring Study that commences in September 2018.

BACKGROUND

As part of the ongoing Urban Centres and FTDA Policy Review, Metro Vancouver is conducting a series of Frequent Transit Corridor Studies in partnership with TransLink and member jurisdictions. Frequent Transit Corridor Studies are pilot projects that consider further integration of regional land use and transportation planning through support and coordination by Regional Planning staff.

The first Frequent Transit Corridor Study pilot took place between 2015 and 2017 on the Marine-Main Corridor on the North Shore. The second Frequent Transit Corridor Study, on the Lougheed corridor (connecting the Cities of Coquitlam, Port Coquitlam, Pitt Meadows and Maple Ridge), will commence in September 2018. The Lougheed Study was identified in the 2018 Regional Planning Committee’s Workplan.

NEW LOUGHEED B-LINE SERVICE

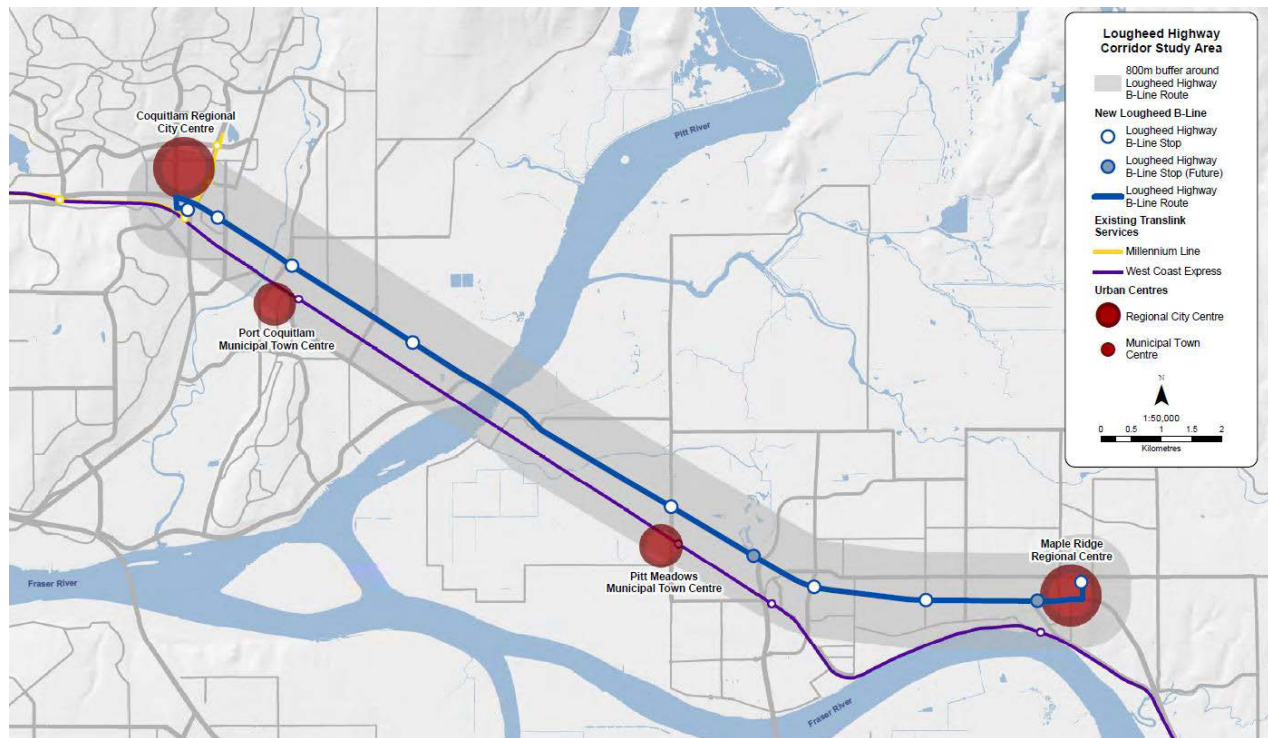
TransLink’s 10-Year Vision for Transportation identifies the implementation of a new B-Line service on Lougheed Highway as a Phase 1 investment to be implemented by September 2019. This corridor is part of the Frequent Transit Network (FTN) and connects the Maple Ridge Regional City Centre, Pitt Meadows Municipal Town Centre, Port Coquitlam Municipal Town Centre, and Coquitlam Regional City Centre (Figure 1). The Lougheed Highway B-Line will also connect the Cities of Maple Ridge, Pitt Meadows, and Port Coquitlam to the rest of the regional transportation network via the new SkyTrain Station at Coquitlam Centre.

When it is implemented in September 2019 the new Lougheed B-Line service will provide a number of important benefits over and above regular bus service including:

- improved travel time and reliability;
- better frequency;
- availability all day, every day, in both directions; and
- enhanced customer experience.

These benefits mean the transit rider doesn't need to follow a timetable and that gives the rider more flexibility and freedom thereby changing the way they use transit. This creates opportunities for more transit-oriented land uses.

Figure 1: Lougheed Land Use and Monitoring Study affected areas



This is a significant transit investment that will improve service for the residents and workers in Coquitlam, Port Coquitlam, Pitt Meadows, and Maple Ridge. TransLink has been working with the staff from the four affected municipalities, as well as Metro Vancouver and the Ministry of Transportation and Infrastructure, to plan for and coordinate the implementation of the new service. In addition, TransLink has been leading a process to update the Maple Ridge-Pitt Meadows Area Transport Plan.

The implementation of the new B-Line frequent bus service along the Lougheed Corridor creates an opportunity to explore how land use plans could be coordinated along the corridor and across municipal boundaries to build more complete communities that take advantage of and complement the new transit service level. Additionally, significant transit investments can stimulate redevelopment interest for both residential and commercial markets. To understand these opportunities for land use coordination, Metro Vancouver has proposed a Land Use and Monitoring Study for the corridor.

LOUGHEED LAND USE AND MONITORING STUDY – PURPOSE, GOALS AND DELIVERABLES

The Lougheed Land Use and Monitoring Corridor Study is a multi-stakeholder study that will explore transit-supportive land use opportunities along the Lougheed Corridor between Haney Place in Maple Ridge and Coquitlam Station in Coquitlam. The study will complement TransLink's transportation planning function and the municipalities' land use planning efforts by providing a cross-jurisdictional

forum for dialogue about the future of the land uses and opportunities along the corridor. The Study will also seek to further integrate land use and transportation planning at the sub-regional level by identifying a corridor study area geography, analyzing the potential for redevelopment after the implementation of the new B-Line, and developing a monitoring program.

Another purpose of the study is to further thinking about transit-supportive land use options along the B-Line route and, more generally, to explore the better integration of growth corridors into regional planning and monitoring.

The goals of the Study are to:

1. share best practices for transit-supportive land use and opportunities associated with new transit investment;
2. share early thinking for new land use directions along the corridor to:
 - a) identify opportunities to coordinate,
 - b) analyze market potential and constraints along the corridor as a result of the new transit investment, and
 - c) consider opportunities for introducing new Frequent Transit Development Areas;
3. develop an alternative land use “scenario” to be used by TransLink in its subsequent Rapid Transit Corridor Study;
4. develop strategies to mitigate speculative/ affordability impacts of land development and transit investment; and
5. develop a monitoring program.

STAFF WORKING GROUP

Metro Vancouver has struck a Lougheed Corridor Land Use and Monitoring Study Staff Working Group (SWG) to support and guide the Study. The Staff Working Group will be made up of staff from the Cities of Coquitlam, Port Coquitlam, Pitt Meadows and Maple Ridge, TransLink, Metro Vancouver, as well as invited representation from the Katzie, Kwantlen and Kwikwetlem First Nations, the Agricultural Land Commission (ALC), and Ministry of Transportation and Infrastructure (MOTI).

The four municipalities, TransLink, and Metro Vancouver will be considered “project partners” in recognition that the implementation of any outcomes will be the responsibility of these parties. The three First Nations, the ALC, and MOTI shall be considered “project participants” in recognition of the important perspectives, expertise and input these organizations will bring to the study. Each local jurisdiction / agency is encouraged to designate representatives each from the areas of planning and engineering to encourage varied perspectives, and a greater interdisciplinary expertise and knowledge exchange.

A key purpose of the SWG will be to share and identify opportunities to coordinate plans across municipal boundaries, identify opportunities and interdependencies for transit-supportive land use options along the new B-Line route, learn about market opportunities and limitations that result from the introduction of new transit infrastructure, and to explore better integrating growth corridors into regional planning and monitoring.

PHASING AND TIMELINE

It is anticipated that the Study will take place between September 2018 and January 2019, and be divided into 3 phases.

Phase 1 will focus on understanding the existing land uses on the corridor today. The study partners will define a corridor study area geography which is a customized buffer area around the B-Line route.

Phase 2 will focus on exploring the possibilities for land use changes along the corridor. Metro Vancouver will contract a consultant to conduct a residential and commercial market analysis for the Study to determine, at a high level, what areas have the most potential for redevelopment and at what scales after the implementation of the transit investment. This phase will also involve developing an alternative growth scenario for the corridor which TransLink will use as part of their Rapid Transit Corridor Study Multiple Accounts Evaluation (MAE) work.

Phase 3 will include the preparation of a Corridor Monitoring Program Plan. This phase will also involve exploring possible future transit-supportive land use considerations for the corridor.

REPORTING

Conclusions from the Lougheed Land Use and Monitoring Corridor Study will be reported out to the Regional Planning Advisory Committee, the Regional Transportation Advisory Committee, the Regional Planning Committee and the MVRD Board, in the first quarter of 2019. The final report will include a copy of the corridor study area geography, the Monitoring Program Plan, and any other land use consideration outcomes for the corridor.

The focus of the Study is to gather and share information and coordinate thinking among organizations. None of the findings or outcomes of the Study are intended to be binding in any way.

INTEGRATION WITH TRANSPORTATION PLANNING

Metro Vancouver and TransLink are committed to improving the integration of regional land use and transportation planning in the region and corridor studies are one way of complementing transit service investment with cross-jurisdictional conversations about potential transit-supportive land use opportunities.

To accommodate TransLink's accelerated B-Line implementation schedule, some differences in scope between the Marine-Main Frequent Transit Corridor Study and the Lougheed Land Use and Monitoring Study were required. The Marine-Main Study included a future transit corridor concept activity which used a MAE analysis to understand the best transit service level for the corridor in the medium-to-long term. This MAE analysis will still be conducted for the Lougheed Corridor but under a separate TransLink-led Rapid Transit Corridor Study. The Lougheed Land Use and Monitoring Study and the Lougheed Rapid Transit Corridor Study will be separate but complimentary studies. Staff have been working to identify ways that the Land Use and Monitoring Study could inform the Rapid Transit Corridor Study (Figure 2).

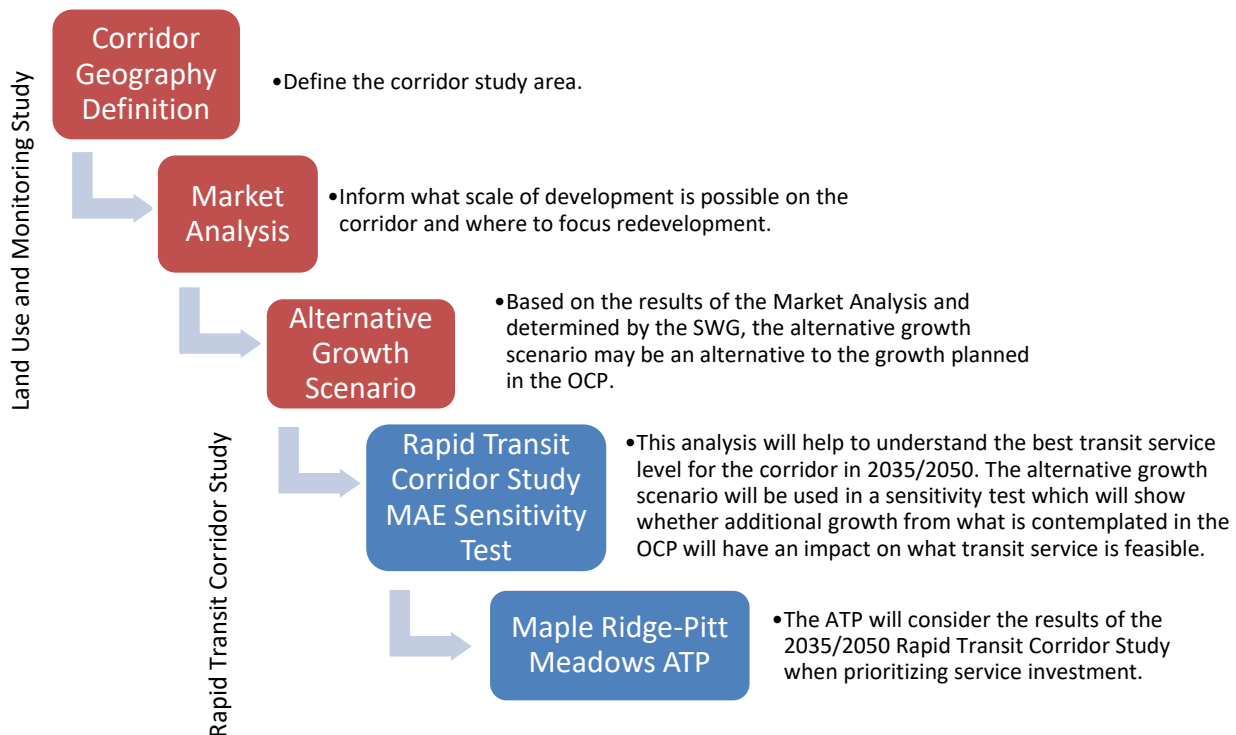
Feedback from Marine-Main Corridor Study participants included a desire to know whether increasing planned corridor growth from that anticipated in the Official Community Plans (OCPs) would have any impact on the results of the MAE analysis and the recommended transit service level

for the medium-to-long term. Anticipating the same interest in this information for this study area, the Lougheed Land Use and Monitoring Study will include an activity to identify an alternative growth scenario that TransLink can then use as an input into the Rapid Transit Corridor Study.

TransLink’s Rapid Transit Corridor Study will use the Regional Transportation Model (RTM) to project the feasibility of different transit service levels based on current planned growth set out in the OCPs, the scenario will be used to test the sensitivity of the MAE analysis to determine if additional growth has any impact on what transit service level would be achievable by 2035 and 2050, and to what degree. TransLink intends to use the results of the Rapid Transit Corridor Study as an input into the Maple Ridge-Pitt Meadows Area Transport Plan update as well.

Figure 2 illustrates how the Lougheed Land Use and Monitoring Study activities (shown in red) will build on each other and lead to the development of an alternative growth scenario. The Rapid Transit Corridor Study activities (shown in blue) will incorporate the alternative growth scenario into TransLink’s MAE analysis to determine the best transit service level fit for 2035 and 2050 for the corridor.

Figure 2: Integration of Land Use and Monitoring Study with Rapid Transit Corridor Study



*Red boxes = activities led by Metro Vancouver through the Lougheed Corridor Land Use and Monitoring Study

Blue boxes = activities led by TransLink through the Lougheed Rapid Transit Corridor Study

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Metro Vancouver has \$20,000 in its Board approved 2018 Regional Planning budget for the Lougheed Corridor Land Use and Monitoring Study.

SUMMARY / CONCLUSION

A Frequent Transit Corridor Study on the Lougheed Corridor (between Coquitlam and Maple Ridge) will commence in September 2018. The Lougheed Corridor Land Use and Monitoring Study is the second of its kind undertaken by Metro Vancouver. It is a partnership between TransLink, Metro Vancouver, and the Cities of Coquitlam, Port Coquitlam, Maple Ridge and Pitt Meadows. The Katzie, Kwantlen and Kwikwetlem First Nations, the Agricultural Land Commission, and Ministry of Transportation and Infrastructure have also been invited to participate.

The Study will have three phases and will explore the land use opportunities along the Lougheed Corridor to complement the implementation of the new B-Line service on this corridor. The outcomes of the Study include a study area geography, a market analysis for the corridor, an alternative growth scenario, a monitoring program plan, and transit-supportive land use considerations for the corridor. The Study will run in parallel to TransLink's B-Line implementation and Maple Ridge-Pitt Meadows Area Transport Plan update and serve as an input into TransLink's Rapid Transit Corridor Study sensitivity test.

Staff will report back with the study findings in early 2019.

26818471

To: Regional Planning Committee

From: Erin Rennie, Senior Planner, Regional Planning

Date: September 19, 2018

Meeting Date: October 5, 2018

Subject: **Urban Centres and FTDA Knowledge Sharing Series**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 19, 2018, titled, "Urban Centres and FTDA Knowledge Sharing Series."

PURPOSE

To provide an update to the Regional Planning Committee and MVRD Board on the Urban Centres and Frequent Transit Development Area (FTDA) Knowledge Sharing Series, a component of the ongoing Metro 2040 Urban Centres and FTDA Policy Review.

BACKGROUND

The Urban Centre and FTDA Knowledge Sharing Series is a series of events held in various locations in the region intended to showcase innovative and successful strategies for implementing the collective vision of Urban Centres and FTDA as articulated in *Metro Vancouver 2040: Shaping our Communities (Metro 2040)*, the regional growth strategy. The fourth of five Knowledge Sharing events was recently held on September 19, 2018. The last event will take place in the fall of 2018.

The Urban Centre and FTDA Knowledge Sharing Series was developed to support the Board Strategic Plan Regional Planning Strategic Directions

2.2: Facilitate the exchange of expertise and best practices among members related to local planning and tools used for developing complete communities.

1.4: Based on experience gained from the implementation of Metro 2040, identify and evaluate possible changes in regional planning goals and strategies...and other elements of the regional growth strategy.

By bringing together municipal planners from around the region to learn about successful implementation of Urban Centres and FTDA, the Knowledge Sharing Series both facilitates the exchange of expertise and identifies lessons on how the region's growth structuring tools could be improved.

METRO 2040 URBAN CENTRE AND FTDA POLICY REVIEW

The Metro 2040 Urban Centres and FTDA Policy Review (the Policy Review) is a multi-year project to explore opportunities to improve the region's growth structuring tools (i.e. Urban Centres and FTDA). The review will inform the development of the next regional growth strategy.

Phase 1 of the Policy Review focused on better understanding how Urban Centres and FTDA's are evolving on the ground. Phase 2 of the Review is focusing on identifying opportunities to improve the region's growth structuring tools by:

1. clarifying the types, definitions, and designation criteria of Urban Centres and FTDA's;
2. defining the relationships among the Urban Centres and FTDA's and between Urban Centres and FTDA's and transit service;
3. developing the accompanying policies to support the implementation of a new Urban Centres and FTDA framework; and
4. further integrating the use of corridors into regional planning and monitoring.

Phase 1 of the Policy Review involved interviews with municipal staff from around the region. The interviews revealed some implementation challenges with the region's growth structuring tools. Some of the challenges were related to the policy's *structure* while others had more to do with *implementing* the policies at the local level. These challenges were reported to the Regional Planning Committee in the June 9, 2017 report titled "Urban Centres and Frequent Transit Development Area Policy Review – Update" (Attachment).

The implementation challenges discussed in the interviews included:

- the difficulty of improving walkability and complete community along corridors that are also regional connectors with heavy traffic;
- difficulties in leasing stand-alone office in areas outside the Metro Cores;
- the difficulty of retaining small-scale retail and encouraging long-term leases at lower lease-rates in rapidly developing Urban Centres;
- challenges in leveraging development to support less-visible amenities like daycares; and
- difficulty in identifying FTDA's in advance of local planning and city-wide planning exercises.

The Phase 1 interviews also revealed a desire for more opportunities for staff to share stories, tactics, planning tools, and other lessons learned.

KNOWLEDGE SHARING SERIES

Rationale

To address some of the implementation challenges identified in Phase 1 of the Urban Centre and FTDA Policy Review, Metro Vancouver developed a staff Knowledge Sharing Series. The series is intended to provide a forum for staff-to-staff learning on the most pressing challenges for implementing *Metro 2040's* vision for compact growth in transit-oriented locations.

Objectives

The Urban Centre and FTDA Knowledge Sharing Series set out two objectives:

1. To provide municipal planning staff the opportunity to share their innovative approaches to developing Urban Centres, FTDA's, and corridors; and

2. To provide a forum for municipal planning staff from across the region to problem-solve and exchange solutions to address some of the biggest hurdles for achieving the shared vision for livable, walkable, sustainable, and prosperous Urban Centres, FTDAs, and corridors.

Process

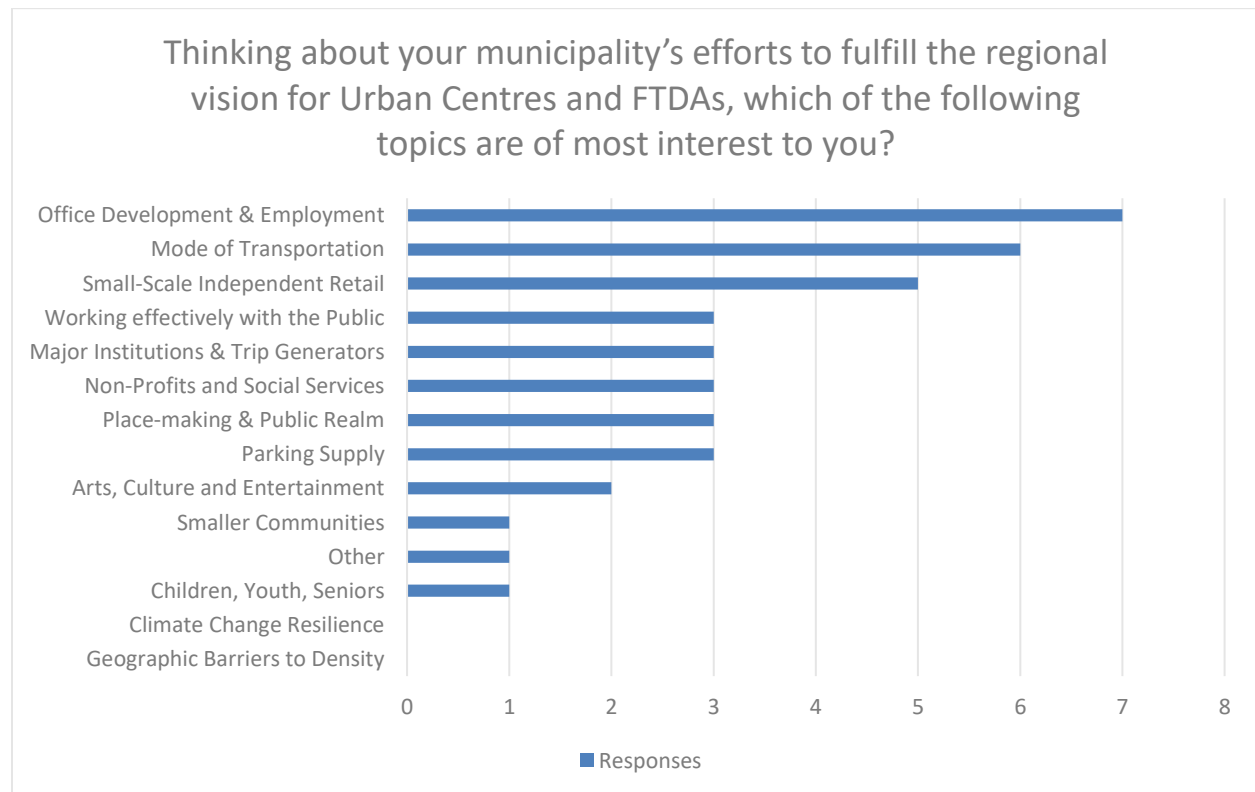
Drawing on the Phase 1 findings, Metro Vancouver staff developed a short survey to help shape the agenda for the Knowledge Sharing Series. The survey listed different components of the Urban Centre and FTDA policy and asked respondents to prioritize which components were of the most interest for their respective community. The survey then asked which municipalities had recent success stories along these themes that they would be willing to share.

The survey highlighted the following components of Urban Centre and FTDA policy as the most interesting for municipal staff:

1. Directing office development and employment to Urban Centres and FTDAs,
2. Making walking, biking, and transit the preferred modes of transportation in Urban Centres and FTDAs,
3. Supporting and maintaining small-scale independent retail in Urban Centres and FTDAs.

Another theme that was repeated throughout the comments of the survey results was the challenge of “keeping pace” with rapid development and change in urban areas (Figure 1).

Figure 1: Knowledge Sharing Series - Agenda Shaping Survey - Question 1 Results



* Other: “Ensuring that Amenities keep pace with the amount of new growth (parks, schools, etc.)”

A number of municipalities volunteered to host Knowledge Sharing events on these and other topics. This feedback was then shaped into a series of events open to municipal, TransLink, and health authority staff.

Series Content

The following table lists the details from the first four events of the Knowledge Sharing Series. The events took the form of walking tours, usually with a short presentation before or after. The details of the final event with the City of Vancouver have yet to be determined.

Host Municipality	Urban Centre or FTDA	Themes	Date
City of Burnaby	Brentwood Municipal Town Centre	Community resource spaces, daycares, and other social amenities in Urban Centres.	May 1, 2018
City of Coquitlam	Burquitlam FTDA	Working with the community to increase density, walkability, and accessibility in transit-oriented locations.	June 26, 2018
City of New Westminster	22 nd Street Station FTDA	Working with the community to increase density in transit-oriented locations. Addressing complex transportation challenges to support active transportation in FTDA's.	July 12, 2018
City of Surrey	Surrey Metro Centre	Siting institutions and major trip generators in Urban Centres. Making walking, biking, and transit the preferred modes of transportation.	September 19, 2018
City of Vancouver	TBD	TBD	Fall 2018

Each event drew approximately twenty people, mostly municipal planning staff who were eligible for Continuous Professional Learning units from the Planning Institute of BC for attending the events. Evaluation survey results to date have been very positive with participants expressing appreciation for the opportunity to see how different municipalities are addressing challenges that are common across the region.

The Knowledge Sharing Series has also sparked a re-engagement with the policy framework of *Metro 2040*. Many of the planners in attendance had not participated in the development of *Metro 2040*, so it provided an opportunity for them to learn about the region's shared vision for growth and livability and the role each municipality can play in implementing that vision at the local level through Urban Centres and FTDA's.

LESSONS LEARNED

Implementation Lessons

A number of successful approaches to addressing Urban Centre and FTDA implementation challenges have been identified through this Knowledge Sharing Series. The tour of Brentwood Town Centre in Burnaby highlighted the importance of a comprehensive density bonusing program to support the creation of new child care spaces, affordable and accessible housing, community resource space, and other community amenities such as parks and an improved public realm that make Urban Centres

livable. Burnaby has had a density bonus program in place for over twenty years, and the approach to achieving amenities has changed over time, responding to the needs of the community. There were a number of lessons learned about developing and managing community amenities. For example, identifying and involving the ultimate operator of the community amenity (i.e. child care operator, non-profit etc.) in the design of the space can make the end result more useful. While many developers have experience designing the commercial and residential floor space, they may be less experienced in designing the community amenity they have been requested to provide (e.g. child care centre, family drop-in, etc.). Involving the non-profit operator during the development process improves the functionality of the space for the end users.

The tour of Burquitlam FTDA emphasized how creative and multi-platform engagement tactics can help generate public support for density around new transit infrastructure. Compelling video and online engagement opportunities complemented more traditional outreach efforts to successful ends. In the case of Burquitlam, the City of Coquitlam found it was helpful to provide homeowners with education about the current state of the real estate market and how the new SkyTrain station was creating significantly more demand for land in the neighbourhood. To support walkability in Burquitlam, the City also focused on reconfiguring the streets surrounding the station to make blocks shorter and increase intersection density.

The event at the 22nd Street Station FTDA in New Westminster addressed the importance of phasing the development of FTDA to properly allocate staff resources to the planning efforts required. Due to the highly complex transportation environment at 22nd Street Station, the City of New Westminster decided to focus development first at its Regional City Centre, and then at the other two FTDA before turning to 22nd Street Station FTDA. The area is a major regional hub of highway, SkyTrain, bike, bus, and Hydro routes creating a number of challenges that needed to be addressed before the City could contemplate the addition of higher densities in the area. Now the City has capacity to focus on first addressing the transportation issues, and then planning for and phasing the future FTDA land uses.

The event at the City of Surrey focused on creating a transit-oriented second “downtown” for the region by siting major trip generators like SFU Surrey to create a transit anchor at City Centre. Reconfiguring the street network into shorter blocks with more pedestrian and cycling connections is an important strategy for improving active transportation mode share. Public investment in urban amenities like Holland Park, a new library, and plaza space have helped to attract office development. The City is also requiring new developments to participate in a district energy program.

Lessons to Inform the Policy Review

The Knowledge Sharing Series provided an opportunity for Metro Vancouver staff to reflect on potential implications for the *Metro 2040* Urban Centre and FTDA Policy Review. Some municipalities with SkyTrain are using FTDA as station-area neighbourhood planning tools, focusing more on a concentric shape around the station, rather than a linear corridor along a transit route. This points to a potential need for a more nuanced set of transit-oriented growth structuring tool options. Instead of a single FTDA option, perhaps two or three types of FTDA with different development scales and policy implications would better suit the region’s diverse transportation landscape.

Several tours emphasized the importance of block size in developing Urban Centres and FTDA's "where transit, cycling and walking are the preferred modes of transportation" (*Metro 2040*, 10). This is consistent with Metro Vancouver's recent studies done in partnership with Dr. Larry Frank at UBC that use intersection density as a key determinant of walkability. Block size and intersection density are not addressed in *Metro 2040*, but could be a promising area for further regional planning research.

Community amenities are clearly a critical component of a complete community and essential to the viability of the Urban Centres concept. Metro Vancouver residents do more than travel between home and work, they need child care and schools, space to recreate and gather, and services which are often provided by non-profit organizations. To ensure equitable access, these amenities should be accessible by walking or transit and should be "on the way" to other destinations. These spaces need to be incorporated into the implementation of Urban Centres and FTDA's, not only in order to make them attractive places to live, but also to support the region's greenhouse gas (GHG) and mode shift objectives. Siting both small and major trip-generators (such as schools, child cares, institutions, community centres, supermarkets, and community services) on the Frequent Transit Network, particularly in Urban Centres and FTDA's, will help achieve the region's growth management, transportation, and livability objectives. Building stronger linkages between Metro Vancouver's Urban Centres and FTDA policies and Metro Vancouver's Complete Communities policies in the next iteration of the regional growth strategy will support this.

NEXT STEPS

The final Knowledge Sharing event in the series is scheduled to take place this fall at the City of Vancouver; the details have yet to be determined. A short summary of lessons learned for each tour will be uploaded to the Metro Vancouver website as a resource for municipal planners and others. There is the potential to have a final Knowledge Sharing event at Metro Vancouver's head office that will reprise the presentations from the five tours for a larger audience. This would allow planners who did not attend any or a particular event to have a second opportunity to see the presentation, ask questions, and could potentially be an opportunity for Metro Vancouver staff to do further engagement on the Urban Centre and FTDA Policy Review.

The lessons from the Knowledge Sharing Series will also be incorporated into the *Metro 2040* Urban Centre and FTDA Policy Review and inform the development of the next regional growth strategy.

ALTERNATIVES

This is an information report. No alternatives are presented

FINANCIAL IMPLICATIONS

There are no financial implications to this report.

SUMMARY

Phase 1 of the Urban Centres and FTDA Policy Review identified a number of implementation challenges that municipalities are facing in implementing the regional vision for Urban Centres and FTDA's. The Urban Centre and FTDA Knowledge Sharing Series was developed to address these implementation challenges through peer-to-peer learning. The Knowledge Sharing Series is an

opportunity for municipal staff to showcase successful strategies for implementing the region's Urban Centres and FTDA policies. Four out of five walking tours have taken place to date including tours at Brentwood Municipal Town Centre, Burquitlam FTDA, 22nd Street Station FTDA, and Surrey Metro Core. The implementation lessons from these tours have been summarized into short documents which will be uploaded to the Metro Vancouver website. The series has also helped to inform Phase 2 of the Urban Centres and FTDA Policy Review which is geared towards identifying options to enhance the region's growth structuring tools as Metro Vancouver looks towards the next iteration of the regional growth strategy.

Attachment: Report dated May 25, 2017 titled "Urban Centres and Frequent Transit Development Area Policy Review - Update".

26848869

To: Regional Planning Committee

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

Date: May 25, 2017 Meeting Date: June 9, 2017

Subject: **Urban Centres and Frequent Transit Development Area Policy Review – Update**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 25, 2017 titled, “Urban Centres and Frequent Transit Development Area Policy Review - Update”.

PURPOSE

This report provides the Regional Planning Committee and MVRD Board with the Phase I findings of the Urban Centres and Frequent Transit Development Area (FTDA) Review that commenced in 2016, as well as a briefing on related projects and intended future work for Phase II.

BACKGROUND

The Urban Centres and FTDA Review was initiated in early 2016. In early 2017, staff completed Phase I of the review, and this report presents the findings, which were also presented to the Regional Planning Advisory Committee (RPAC) in May 2017. Staff are now initiating Phase II of the work, which is intended to develop and test options for improving and strengthening the Urban Centre and FTDA tools. In addition, there are a number of related projects underway that will inform any future changes to the Urban Centre and FTDA tools, policies, or implementation guidelines. Information about these projects and a concept-level work plan for Phase II of the review is provided.

URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREA REVIEW

Urban Centres and Frequent Transit Development Areas (FTDAs) are critical concepts in realizing the regional vision as articulated in *Metro Vancouver 2040: Shaping Our Future (Metro 2040)*, the regional growth strategy. Focusing growth in a network of complete communities linked by transit has been a long standing and successful strategy for regional planning in Metro Vancouver. Urban Centres are the primary focal points for concentrated growth, while Frequent Transit Development Areas (FTDAs), a newer regional planning tool, are additional locations for higher density development along frequent transit corridors. The boundaries for 26 Urban Centres and 13 FTDAs have been confirmed.

Since the adoption of *Metro 2040*, several issues with the Urban Centres and FTDA policies have been identified through a Metro Vancouver review of regional context statements, and by local governments and other stakeholders:

1. There is a lack of clarity in the Urban Centre and FTDA structure or hierarchy. Table 3 of *Metro 2040* introduces a structure that differentiates Urban Centre type including the Metropolitan Core, Surrey Metro Core, Regional City Centres, Municipal Town Centres and FTDAs. This structure, although useful in many ways, does not accurately portray or reflect existing or

intended development or growth of these locations. For example, while both Oakridge and Ladner are Municipal Town Centres, their characteristics are significantly different. One is expected to accommodate significant growth and has relatively new rapid transit infrastructure to support that growth, while the other is more of a historical centre of activity that is regionally significant within its municipal and sub-regional context.

2. There has been limited and varied use of FTDA's, and a reluctance to identify locations in advance of local area planning processes. Seven local governments and UBC have chosen to identify FTDA's in Regional Context Statements, and these FTDA's vary in size and location - from the entire UBC campus, to station areas around rapid transit, to extensions of existing Urban Centres, to almost entire rapid transit corridors. As a result, there is sometimes a 'nodal' application of the FTDA, although the concept itself is premised on corridor planning.
3. The roles of TransLink and Metro Vancouver in planning for and implementing FTDA's are not well defined, and the value proposition for local governments to identify FTDA's is unclear. Local governments and TransLink have expressed a desire for clarity on the land use / growth and expectations embedded in the FTDA designation and transit investment. As a result, Metro Vancouver is interested in better understanding how local governments are signaling, through policy and regulation, where and how to encourage density / growth, and in better supporting the development industry in providing clear signals of where to prioritize land purchases that address risk, and better reflect local, inter-municipal and regional growth management objectives.

As a result, the Urban Centres and FTDA Review was scoped to:

- evaluate and advance the relevance and effectiveness of the regional land use planning tools used to structure growth in the region;
- advance broader *Metro 2040* objectives and policies associated with Urban Centres and FTDA's (such as, affordable and diverse housing, job location and the development of complete communities.);
- effectively integrate the regional planning growth structuring tools with the regional transportation planning tools (i.e., Urban Centres and FTDA's with TransLink's partnership agreements and service guidelines); and
- provide improved service to member jurisdictions and other stakeholders in a manner that reflects local, inter-municipal and regional growth management objectives (such services may include coordinated corridor planning across municipal borders).

PHASE I FINDINGS

Phase I of the review was focused on improving the understanding of Urban Centre and FTDA development and how Urban Centres and FTDA's are working to meet *Metro 2040* objectives. This work included the development of the Urban Centre and FTDA Data Profiles (link provided below) based on 2011 Census / National Household Survey (NHS) data, as well as supplemental discussions with municipal partners. In September 2016, staff provided an update report and presentation to RPAC reviewing preliminary feedback and findings. Meetings with municipal staff were completed in early 2017, and the main findings from meeting with municipal partners include:

- **Encouraging Variety in Density and Considering Other Complete Community Elements:**
 - Not all density is equal. In many places, there is solid political will and community buy-in for higher density development in proximity to rapid transit, including some Urban Centres. However, medium density development in proximity to rapid or frequent transit can sometimes be harder to attract. FTDA's and corridors may be good opportunities to focus policy or communication to address this 'missing middle'.
 - There is interest in increasing the monitoring, research and policy focus on complete community planning elements other than density. For example, by identifying an optimal mix of uses, guidelines for appropriate commercial - residential - institutional ratios (e.g. number of residents needed to support a variety of other uses).
 - Some municipalities would be interested in sharing stories, tactics and, pro formas to share learnings of how to make medium density development work.
 - Many corridors identified for transit service level improvements are commuter scale streets and important regional connectors. While they present a good opportunity for maximizing transit investment, these street scales can cause planning and urban design challenges for complete community development.
- **Economic challenges:**
 - It can still be a challenge to lease stand-alone office in areas outside of the Metro Core, even in rapidly developing Urban Centres. Some municipalities have found that commercial-residential ratio requirements are the best tool to encourage office, though much is still subject to the market.
 - Some rapidly developing Centres are struggling to retain local, small-scale retail and to encourage long-term leases and lower lease-rates. As a result, long-standing community businesses are being priced-out and retail footprints are increasing while employment densities are decreasing. Some municipalities have found success in encouraging high-rates of low scale retail development to keep prices down, and in targeting civic investment to support local business and entrepreneurship, while others are considering retail design guidelines.
 - There is interest in looking in more detail at the functions of employment lands and their relationship to housing, the economy, and transit service provision.
- **Leveraging Development:**
 - In some locations, it can be difficult to leverage development for important, but not highly visible community amenities, such as small-scale daycares, as there tends to be a desire to pool money for larger community projects.
 - The needs and desires for community amenities are changing as developments are increasingly providing private amenities (e.g. private pools, gyms, community spaces).
- **Use of the FTDA Tool:**
 - Municipal staff noted that in addition to the difficulty in identifying FTDA's in advance of local area planning, it can also be difficult to do so in advance of city-wide planning efforts, such as transportation plans.

- The FTDA tool can be a useful signal for developers to encourage density in a community, however, it does not necessarily deter density in other good locations.
 - The value proposition for local governments that have existing transit infrastructure to identify FTDA's is less clear. FTDA's may be more useful if there was a clear and direct link to service provision, for example, through transit service partnership agreements.
 - In some cases, the lack of interest in establishing FTDA's reflects that the communities do not want to draw growth and focus away from their Urban Centre(s) (this may be a phasing issue).
 - Funding for transit and the lack of certainty around service provision is a barrier for some municipalities to consider the use of FTDA's. Without certainty that transit will be provided, it is challenging to invest planning effort and engage communities about increasing density.
- **Use of Urban Centres Tool**
 - Urban Centres as a regional overlay tool helps to garner public and political support for increased density and growth and attracting multiple forms of development. In addition, they support an increased planning focus in developing complete communities with a mix of uses, a mix of housing types, and access to public transit. However, Urban Centres were identified by local governments for a variety of reasons and may not be the only locations for focused growth within a municipality.
 - Some local governments, especially those with limited transit infrastructure, are actively working on their Urban Centre(s), with limited need or interest expressed to expand their focus to FTDA's.
- **Interest in the Potential of Corridor Planning**
 - Some municipalities are open to considering corridors as part of the regional growth management structure, but express that they need to be considered in a manner that will not create difficulties or unrealistic expectations in local communities.
 - TransLink and Metro Vancouver have an opportunity to partner in a manner that could help municipalities (especially across boundaries) be better prepared for planned infrastructure when funding is available. The Marine-Main Transit Frequent Transit Corridor Study and the Review is of interest to many local governments and serves as a means to improve relations among local governments and deliver meaningful progress towards realizing regional and local goals.
 - Municipalities expressed interest in the Marine-Main Frequent Transit Corridor Study and its replication as a way to advance Area Transportation Plans and prepare for future transit infrastructure improvements.
 - Some local governments expressed that the region can add value by providing additional research (e.g., parking, office development, economic development), and data to support local government policy implementation.

PHASE II OF THE REVIEW: INTEGRATED PROJECTS AND PROGRAMS

Through Phase I of the review, ongoing discussions with municipal staff, and development of related research, staff recognized that a number of projects that will occur over the next few years will help to inform how the Urban Centres and FTDA tools can be improved. These are described below.

Ongoing Integrated Land Use and Transportation Corridor Planning

The intent of the ongoing corridor studies is to coordinate and advance land use and transportation planning, specifically for corridors identified in the Mayors' Council Transit and Transportation Vision for "B-line or Better" service. Each corridor project will, to various degrees depending on community aspirations and resources, deliver a coordinated transit service, land use, and growth management study for the corridors in line with local and regional objectives.

The Marine-Main Frequent Transit Corridor Study on the North Shore is wrapping up. The final report will identify a phased implementation approach for transit service, segment by segment, along the entire corridor. The report identifies key land use and transportation considerations for the next phase of fine-tuned implementation. TransLink will continue to implement the transit service in line with the 2017-2026 Investment Plan, and Metro Vancouver will establish a monitoring program for the corridor in collaboration with municipal staff. TransLink, in partnership with Metro Vancouver, Maple Ridge, Pitt Meadows, Port Coquitlam, and Coquitlam, is undertaking a similar corridor planning initiative along Lougheed Highway. The Lougheed Frequent Transit Corridor Study will determine the phasing, design and implementation of a future frequent rapid transit corridor beginning with the introduction of B-Line service in 2019. The project will also deliver a coordinated transit service/network design for the area, an area transport plan that will identify future investments, and an integrated growth framework and monitoring program.

Economic Prosperity in Urban Centres

Phase I of the Review highlighted the important, but perhaps undervalued, role of Urban Centres as drivers of regional economic prosperity, as well as the local economic development challenges within Urban Centres. Metro Vancouver has initiated a 2017 project to collect data and information, identify trends, and develop policy opportunities to advance economic prosperity in Urban Centres. This work will build on existing research and projects related to the Regional Economic Prosperity Initiative, but will focus on land use planning objectives and culminate in policy options or directions for the region's Urban Centres. Results will inform refined policy directions for Urban Centres.

Industrial and Mixed Employment Policy Review

The intended approach to the Regional Industrial Lands Strategy and the Industrial and Mixed Employment Lands Policy Review is described in an accompanying report in the June 9, 2017 Regional Planning Committee agenda package.

Mixed Income Transit-Oriented Rental Housing (MITORH) Study

This study supports setting government policies and programs to build at least some of the 3,500 new affordable rental housing units needed per year in transit-oriented locations – a strategy that is already used in some metropolitan areas, and is proven to benefit the public transit business case. Lower-income renters often rely on public transit, and their proximity to transit-oriented locations increases overall transit ridership (when compared to a higher-income strata owner communities with similar sized populations). This in turn supports fuller ridership, earlier cost recovery for transit

investment, and the expansion of the transit network. MITORH, and related work and studies may inform more refined or directed housing policies or guidelines for Urban Centres and FTDA.

Monitoring and Data Collection

Metro Vancouver purchases custom run data from Statistics Canada each Census year. The Urban Centre and FTDA Data Profiles ([link below](#)) highlight some of that data for Urban Centre and FTDA geographies. Related work, such as the Demographic Trends in Urban Centres, is typically done following the Census release as well. In early 2018, 2016 custom Census runs will be available and the Profiles and related work will be updated. In addition, as corridors are identified through the Frequent Transit Corridor projects described above, data will be collected and analyzed for the corridor geographies.

Metro Vancouver also collects, monitors, and maintains non-Census data related to Urban Centre policies, such as the in-house Office Inventory, commercial and retail data, and British Columbia Assessment Authority Data. The five-year trends, following 2011 adoption of *Metro 2040*, will be perceptible in 2018 and will inform Urban Centre and FTDA policy updates together with related projects noted above.

Improvements to *Metro 2040* policies

Regional Planning staff will begin the process of developing options to modify or enhance the Urban Centres and FTDA tools and policies in *Metro 2040* to resolve the challenges identified in Phase I. Policy solutions may include simple modifications to the tools or the provision of additional guidelines for implementation, or they may include alternative or additional policies, tools, or designations to support regional land use and transportation planning. The potential solutions will be developed and evaluated through a collaborative process with member jurisdictions. This process will take approximately two years and is intended to feed into the next iteration of the regional growth strategy.

OUTCOMES OF THE URBAN CENTRES AND FTDA REVIEW

A number of potential outcomes were identified at the outset of the Urban Centres and FTDA Review, including policy updates, clarification to the Urban Centre / FTDA hierarchy, or updates to implementation guidelines. The intent now is to compile the findings of the related work described above, and continue to monitor Urban Centres, FTDA, and transit-oriented communities over the next couple of years. This compilation of work will then inform the current and potential functions of Urban Centres and FTDA and how the tools and structure can be refined in the next iteration of the regional growth strategy. In addition to compiling and analyzing this work, Metro Vancouver intends to continue to support municipal implementation through research and knowledge-sharing.

NEXT STEPS

Findings, in the context of the Urban Centre and FTDA Review, will be reported to the Regional Planning Advisory Committee and Regional Planning Committee as each project advances. In preparation for the next iteration of the regional growth strategy, Regional Planning staff will compile findings and research and convene municipal members, TransLink, and other agencies to discuss options for updating the Urban Centre and FTDA structure, policies, or implementation guidelines.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications relating to this project.

SUMMARY / CONCLUSION

In early 2016, Metro Vancouver initiated the Urban Centres and Frequent Transit Development Area (FTDA) Review project. The intent of the review is to evaluate Urban Centres and FTDA as planning tools, advance *Metro 2040* objectives and policies, identify opportunities to better integrate land use and transportation planning, and provide improved service to member jurisdictions.

As part of the first phase of work, the objective of which was to gain a better understanding of Urban Centre and FTDA implementation to date, profiles were developed, highlighting key data for Urban Centres and FTDA across the region to 2011. Reports to the Regional Planning Advisory Committee were provided in March 2016, September 2016, and May 2017. Phase 1 has concluded, and staff are providing additional findings and comments in this report.

RPAC members have requested that Metro staff coordinate opportunities for knowledge sharing among municipalities to facilitate the dissemination of current best practices for shaping growth close to transit. In addition, a number of related projects and initiatives that are planned over the next few years that will inform the next steps in advancing Urban Centre and FTDA policy, including:

- Ongoing Integrated Land Use and Transportation Corridor Planning
- Economic Prosperity in Urban Centres
- Industrial and Mixed Employment Policy Review
- Mixed Income Transit-Oriented Rental Housing (MITORH) Study
- Monitoring and Data Collection
- Improvements to Metro 2040 policies

Staff will continue to advance this work and monitor Urban Centres, FTDA, and other transit-oriented communities over the next few years. This compilation of work will then inform how the Urban Centres and FTDA tools can be refined in the next iteration of the regional growth strategy.

Reference: Urban Centre & Frequent Transit Development Area Data Profiles
<http://www.metrovancouver.org/services/regional-planning/PlanningPublications/UrbanCentresFTDADataProfiles-2011Census.pdf>

To: Regional Planning Committee

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

Date: September 24, 2018

Meeting Date: October 5, 2018

Subject: **Manager's Report**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated September 24, 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.

Transit-Oriented Affordable Housing Study Phase 2

The Transit-Oriented Affordable Housing Study Phase 2 is a major project in the Committee's Work Plan for 2018. Beginning in January, staff worked with a diverse group of collaborators to develop a scope of work and prioritize the research elements. In September, staff retained consultant support for the two high priority elements:

- Coriolis Consulting Corp (Coriolis) and Wollenberg Munro Consulting Inc. (WMCI): Review and implementation guidance on four policy tools: inclusionary housing, density bonusing, land and airspace acquisition and deployment, and residential rental tenure zoning;
- ECONorthwest: Business case development for a transit-oriented affordable housing revolving loan fund.

Coriolis/WMCI are two local planning firms with extensive land use planning and land economics experience in the region. ECONorthwest is a planning firm based in Portland, Oregon. ECONorthwest has contracted with the following subconsultants: Enterprise Community Partners and Low Income Investment Fund, both of whom have direct experience building transit-oriented affordable housing funds in comparable regions such as Seattle, Denver, and San Francisco; and CitySpaces Consulting, a local planning firm with extensive knowledge of local, provincial, and federal housing policies.

Substantive completion is anticipated by January/February 2019. Phase 2 is funded with \$100,000 through Metro Vancouver's Sustainability Innovation Fund and additional funds through partner contributions. At the time of writing, contribution agreements have been signed with the Ministry of Municipal Affairs & Housing, BC Housing, and Vancity. An agreement with TransLink is pending. The other study collaborators include BC Non-Profit Housing Association, CMHC, and the Urban Development Institute.

Attachment: Regional Planning Committee 2018 Work Plan

Regional Planning Committee 2018 Work Plan

Report Date: September 24, 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	Pending
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	Complete
Transit Oriented Affordable Housing Study – Scope of work for Phase II	Complete
Long Range Growth Scenarios – Update on Baseline	Complete
Frequent Transit Corridor Studies – Lougheed Corridor	Complete
Urban Centres and FTDA Policy Review – Knowledge Sharing	Complete
Agricultural Land Use Inventory – Results	Complete
Respond to Proposed Amendments to Metro 2040 – South Campbell Heights	Complete
Respond to Requested Changes to, or new, Regional Context Statements	Complete
3rd Quarter	
Apartment Parking Study – Update on all activities	Complete
Industrial and Mixed Employment Lands Policy Review - Update	Pending
Health and Economic Outcomes of Transit Investment Study - Update	Complete
Walkability Index - Update	Complete
Urban Centres and FTDA Policy Review – Growth Overlay Structure	Pending
Food Flow – Agri Food Distribution Study	In Progress
Regional Long Range Growth Scenarios - Update	Complete
Respond to Proposed Amendments to Metro 2040 – Williams Neighbourhood	Ongoing
Respond to Requested Changes to, or new, Regional Context Statements	Ongoing
4th Quarter	
Long Range Growth Scenarios - Update	Complete
Urban Centres and FTDA Policy Review – Lougheed Corridor, Knowledge Sharing	Complete
Health and Economic Outcomes of Transit Investment Study - Results	Complete
Walkability Index - Results	Complete
Regional Growth Modeling, Projections and Data Support – Summary	In Progress
Respond to Proposed Amendments to Metro 2040	Ongoing
Respond to Requested Changes to, or new, Regional Context Statements	Ongoing

Minister of Infrastructure
and Communities



Ministre de l'Infrastructure
et des Collectivités

Ottawa, Canada K1P 0B6

Mr. Greg Moore
Chair
Metro Vancouver Board
4730 Kingsway
Burnaby, British Columbia V5H 0C6

AUG 17 2018

Dear Mr. Moore:

I am writing in response to your letter of June 14, 2018, to my predecessor the Honourable Amarjeet Sohi, regarding the resolution of the TransLink Phase Two Investment Plan, endorsed by the Metro Vancouver Regional District. Please accept my apologies for the delay in responding.

Infrastructure and transportation are the foundation of sustainable and inclusive communities—they remove barriers, bring people together and allow all Canadians to be active participants in their community.

From Canada's small towns to its largest urban centres, efficient public transit is vital to the functioning of communities, and it is a priority for the Government of Canada. Public transit helps to reduce traffic on roads in order to better accommodate other economic activities. It is the primary means of mobility for many Canadians, allowing them to access jobs, education, health care and social activities. With increasing urbanization and an aging population, transit systems in both urban and rural areas will need to adapt their services. To support ambitious public transit projects, the Government of Canada is investing \$28.7 billion over 12 years. This funding will make it possible for Canadian communities to transform the way people live, move and work.

Thank you for bringing this resolution to my attention. I have shared it with my officials. I look forward to our continued collaboration.

Yours sincerely,

The Honourable François-Philippe Champagne, P.C., M.P.
Minister of Infrastructure and Communities