

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

REGULAR MEETING

**Friday, September 7, 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 September 7, 2018 Regular Meeting Agenda

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

2. ADOPTION OF THE MINUTES

2.1 June 8, 2018 Regular Meeting Minutes

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

3. DELEGATIONS

4. INVITED PRESENTATIONS

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

Subject: Walkability Index and Health and Economic Impacts of Walkable Communities

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Walkability Surface and Health and Economic Benefits Study Update

Designated Speaker:

Erin Rennie, Senior Regional Planner, Regional Planning

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

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

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

Designated Speaker:

James Stiver, Division Manager, Growth Management and Transportation

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.

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

Verbal Update

Designated Speaker:

Terry Hoff, Senior Regional Planner, Regional Planning

5.4 Request for Comprehensive Review of Regional Growth Strategy Legislation

Designated Speaker:

James Stiver, Division Manager, Growth Management and Transportation

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.

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

Designated Speaker:

Theresa Duynstee, Senior Regional Planner, Regional Planning

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.

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

Designated Speaker:

Raymond Kan, Senior Regional Planner, Regional Planning

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

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

Designated Speaker:

Erin Rennie, Senior Regional Planner, Regional Planning

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.”

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

Designated Speaker:

Heidi Lam, Senior Policy and Planning Analyst, Regional Planning

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

5.9 Manager’s Report

Designated Speaker:

Heather McNell, Director, Regional Planning & Electoral Area Services

That the Regional Planning Committee receive for information the report dated August 15, 2018, titled “Manager’s Report”.

6. 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.

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 September 7, 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

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**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 9:02 a.m. on Friday, June 8, 2018 in the 28th Floor Committee Room, 4730 Kingsway, Burnaby, British Columbia.

MEMBERS PRESENT:

Chair, Mayor Richard Stewart, Coquitlam
 Vice Chair, Mayor Jonathan Côté, New Westminster
 Mayor Derek Corrigan, Burnaby
 Mayor Jack Froese, Langley Township
 Director Maria Harris, Electoral Area A
 Mayor John McEwen, Anmore
 Mayor Darrell Mussatto, North Vancouver City
 Councillor Darrell Penner, Port Coquitlam (departed at 10:25 a.m.)
 Mayor Nicole Read, Maple Ridge
 Councillor Andrea Reimer, Vancouver (arrived at 9:10 a.m.)
 Councillor Barbara Steele, Surrey
 Councillor Harold Steves, Richmond

MEMBERS ABSENT:

Councillor Bruce McDonald, Delta
 Mayor Michael Smith, West Vancouver

STAFF PRESENT:

Heather McNell, Regional Planning and Electoral Area Services Director, Parks, Planning and Environment
 Genevieve Lanz, Legislative Services Coordinator, Board and Information Services

1. ADOPTION OF THE AGENDA

1.1 June 8, 2018 Regular Meeting Agenda

It was MOVED and SECONDED

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

CARRIED

2. ADOPTION OF THE MINUTES

2.1 May 4, 2018 Regular Meeting Minutes

It was MOVED and SECONDED

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

CARRIED

3. DELEGATIONS

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

Jason Chu, Manager, Long Range Planning, Township of Langley, spoke to members in support of *Metro Vancouver 2040: Shaping Our Future* Land Use Designation Amendment Request from the Township of Langley – Williams Neighbourhood Plan, highlighting the location of the Williams Neighbourhood, the land use plan and providing further information on the regional growth strategy amendment request.

Presentation material titled “Planning Policy Framework Williams Neighbourhood Plan” is retained with the June 8, 2018 Regional Planning Committee agenda.

4. INVITED PRESENTATIONS

No items presented.

5. REPORTS FROM COMMITTEE OR STAFF

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

Report dated May 30, 2018 from Erin Rennie, Senior Regional Planner, Parks, Planning, and Environment, seeking MVRD Board acceptance of the District of West Vancouver’s Regional Context Statement.

Members were provided a presentation on the regional context statement submitted by the District of West Vancouver, highlighting the proposed future development of the Cypress Village and Cypress West neighbourhoods, removal of special study area from the *Regional Growth Strategy*, and the guiding policies of the Official Community Plan.

9:10 a.m. Councillor Reimer arrived at the meeting.

Members commented on the car-dependency of the proposed future communities of Cypress Village and Cypress West.

In response to questions, members were informed of the District of West Vancouver’s OCP adoption.

Presentation material titled “West Vancouver Regional Context Statement – Consideration for Acceptance” is retained with the June 8, 2018 Regional Planning Committee agenda.

It was MOVED and SECONDED

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

Members expressed concerns around the potential development of the special study area and discussed receiving confirmation from the District of West Vancouver of their intention to redesignate the lands above the 1,200 foot contour and lands west of Eagle Creek to a regional Conservation and Recreation land use designation.

Amendment to the Main Motion

It was MOVED and SECONDED

That the Regional Parks Committee amend the Main Motion, at the end of the motion, by adding the following:

“b) request written confirmation from the District of West Vancouver of their intention to resolve the land use issues in the Upper Lands by seeking to: remove the *Metro 2040* Special Study Area and redesignate lands above the 1,200 foot contour and lands west of Eagle Creek to a regional Conservation and Recreation land use designation.”

CARRIED

Question on the Main Motion as Amended

Question was then called on the Main Motion as amended as it was

CARRIED

The Main Motion as amended now reads as follows:

That the MVRD Board:

- a) accept the District of West Vancouver’s Regional Context Statement as submitted to Metro Vancouver on May 28, 2018; and*
- b) request written confirmation from the District of West Vancouver of their intention to resolve the land use issues in the Upper Lands by seeking to: remove the Metro 2040 Special Study Area and redesignate lands above the 1,200 foot contour and lands west of Eagle Creek to a regional Conservation and Recreation land use designation.*

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

Report dated May 29, 2018 from James Stiver, Division Manager, Growth Management and Transportation, Parks, Planning and Environment, seeking MVRD Board consideration of the Township of Langley's request to amend *Metro Vancouver 2040: Shaping Our Future (Metro 2040)* for the Williams Neighbourhood Plan area.

It was MOVED and SECONDED

That the MVRD Board:

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

CARRIED

5.3 Progress Update on the 2018 Regional Parking Study

Report dated May 18, 2018 from Raymond Kan, Senior Regional Planner, Parks, Planning and Environment, providing the MVRD Board with an update on the 2018 Regional Parking Study, highlighting preliminary observations and data analysis.

Members were provided a presentation on the 2018 regional parking study, highlighting the parking facility survey and results per sub-region, the use of supplemental data from BC Hydro and ICBC, and preliminary study observations.

Members were informed of an administrative error in the report.

Request of Staff

Staff was requested to correct the error in the report on page 4 by replacing "stall" with "unit" under Preliminary Observation 4 prior to being forwarded to the Board.

Presentation material titled "Progress Update on Regional Parking Study" is retained with the June 8, 2018 Regional Planning Committee agenda.

It was MOVED and SECONDED

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

CARRIED

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

Report dated May 22, 2018 from Josephine Clark, Regional Planner, Parks, Planning and Environment, providing the Regional Planning Committee with the results of the first 5-year update of the Metro Vancouver Sensitive Ecosystem Inventory.

Members were provided with a presentation on the updated regional sensitive ecosystem inventory, highlighting the different regional ecosystems, mapped ecosystem disturbances and land loss, areas of improvement, and the next steps for a sub-regional breakdown of protected and unprotected areas.

10:25 a.m. Councillor Penner departed the meeting.

Presentation material titled "Sensitive Ecosystem Inventory 5-Year Update 2009-2014" is retained with the June 8, 2018 Regional Planning Committee agenda.

It was MOVED and SECONDED

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

CARRIED

5.5 Municipal Measures for Affordable Housing Matrix - 2018 Update

Report dated May 23, 2018 from Neil Spicer, Senior Policy and Planning Analyst, Parks, Planning and Environment, providing the MVRD Board with an updated version of the Municipal Measures for Affordable Housing Matrix.

It was MOVED and SECONDED

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

CARRIED

5.6 Manager's Report

Report dated May 30, 2018 from Heather McNell, Director, Regional Planning and Electoral Area Services, Parks, Planning and Environment, providing the Regional Planning Committee with an update on the 2018 Committee Workplan, highlighting the first meeting of the Industrial Lands Strategy Task Force and the development of an Urban Centre and Corridor dashboard.

It was MOVED and SECONDED

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

CARRIED

6. INFORMATION ITEMS

No items presented.

7. OTHER BUSINESS

No items presented.

8. BUSINESS ARISING FROM DELEGATIONS

No items presented.

9. RESOLUTION TO CLOSE MEETING

No items presented.

10. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

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

CARRIED

(Time: 10:40 a.m.)

Genevieve Lanz,
Legislative Services Coordinator

Richard Stewart, Chair

To: Regional Planning Committee

From: Erin Rennie, Senior Regional Planner, Regional Planning

Date: August 16, 2018

Meeting Date: September 7, 2018

Subject: **Walkability Surface and Health and Economic Benefits Study Update**

RECOMMENDATION

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

PURPOSE

The purpose of this report is to provide 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).

BACKGROUND

Since 2016, Metro Vancouver has been working in partnership with TransLink and UBC’s Health and Community Design Lab on two related studies that will measure the walkability of every community in the Metro Vancouver region and measure the associated health and economic benefits. The two studies have produced some initial findings that will be presented by lead investigator Dr. Larry Frank to the Regional Planning Committee on September 7, 2018. This report provides some context to that presentation as well as an overview of the initial findings from the two initiatives.

POLICY CONTEXT

In the Metro Vancouver Board’s Strategic Plan, Regional Planning Strategic Direction 1.2 directs staff to, “Engage members, including elected officials and staff, in dialogue on the positive outcomes associated with the implementation of *Metro 2040* to their own jurisdiction and the broader regional community.” Improving walkability is a key tenet of *Metro 2040* and these two studies will help to measure the benefits of improving walkability in Metro Vancouver and provide additional information which can be used to communicate the positive outcomes associated with the implementation of *Metro 2040*.

PARTNERSHIPS AND PROJECT GOALS

Walkability Surface

Through Metro Vancouver’s performance monitoring program, walkability has been identified as a Key Summary Measure of Complete Communities and Health, under Goal 4 of *Metro 2040*. In November 2017, Metro Vancouver and TransLink entered into a partnership with UBC’s Health and Community Design Lab to develop a Walkability Surface for the Metro Vancouver region.

The Walkability Surface is a parcel-level built environment dataset, which uses 2016 data to show the walkability score of a neighbourhood at the postal code scale. The project team set out to produce

an ArcGIS shapefile that will be used by Metro Vancouver and TransLink for performance monitoring and regional planning activities. The primary goal of this portion of the project was to create a GIS dataset that can be used to better measure the walkability and the change in walkability in different parts of the region over time. The walkability measures will be incorporated into the *Metro 2040* Performance Monitoring Dashboard.

Health and Economic Benefits Study

On February 3, 2017 Metro Vancouver staff presented a report to the Regional Planning Committee titled “Documenting Health and Economic Benefits of Sustainable Development and Transport Investment in the Lower Mainland Study” (Reference 1). The report describes how the Health and Economic Benefits Study, “will evaluate how levels of land use density, land use mix, connectivity of street networks, and pedestrian design orientation along with improvements in the levels of service for transit, pedestrian, and cycling – relate with observed levels of physical activity, Type II Diabetes, cardiovascular disease, depression, and obesity.”

The three aims of the Health and Economic Benefits Study are to:

1. Examine how built environment features are related to physical activity behaviours, body mass index, and chronic disease;
2. Investigate whether the relationships between the built environment and chronic disease differ by individual age and income; and
3. Evaluate whether built environment features are inversely related to healthcare utilization and costs.

METHODOLOGY

Walkability Surface

The Walkability Surface is based on parcel-level land use data aggregated to the postal code scale using a 1-kilometre and a 400 metre road network buffer. The walkability index score assigned to each postal code is derived from a number of physical characteristics of the urban environment that support walking and biking. These include: net residential density, land use mix, retail floor space ratio (i.e. commercial density), intersection density, and sidewalk presence and completeness. The walkability index score is then complemented by the Regional Accessibility Data that measures weighted travel time to major destinations for transit and private vehicle for AM peak and off-peak times. The walkability index was then reclassified into quintiles by dividing the data into five parts with almost equal number of observations in each part – higher quintiles mean higher walkability.

Health and Economic Benefits Study

The Health and Economic Benefits Study links three large datasets:

1. The My Health My Community Database – includes data from a survey undertaken by Vancouver Coastal Health and Fraser Health of Metro Vancouver residents on their health, physical activity rates, and the neighbourhoods in which they live.
2. The Built Environment Database - which includes information about the region’s built environment including the Walkability Surface and access to parks.
3. The Health Monetization Project Database – which includes health care cost data from the Medical Services Plan and PharmaNet.

The project team divided the postal code data into five quintiles based on their walkability score and then looked at the health outcomes and health care costs associated with the people who live in each of those quintiles to determine the strength and the nature of the relationship between different built environment features and health care outcomes and costs. The study used statistical methods to assess whether there is a correlation between built environment variables (e.g. number of parks, walkability score) and different health outcome variables (e.g. mood disorders, diabetes rates, physical activity rates). All models controlled for socio-demographic variables including age, income, homeownership, and ethnicity.

INITIAL FINDINGS

Walkability Surface

Figure 1 shows a draft map of Metro Vancouver with preliminary outcomes of the walkability quintiles at the census tract level. The map shows that the darker shaded census tracts have higher walkability scores. Already, a pattern can be seen where the most walkable areas seem to be consistent with Metro Vancouver's Urban Centres and FTDAs as set out in *Metro 2040*. Further work needs to be done to refine the data. It is anticipated that a final dataset of walkability index quintiles to the postal code level will be completed in the fall of 2018.

Figure 1: DRAFT Metro Vancouver walkability index at census tract level

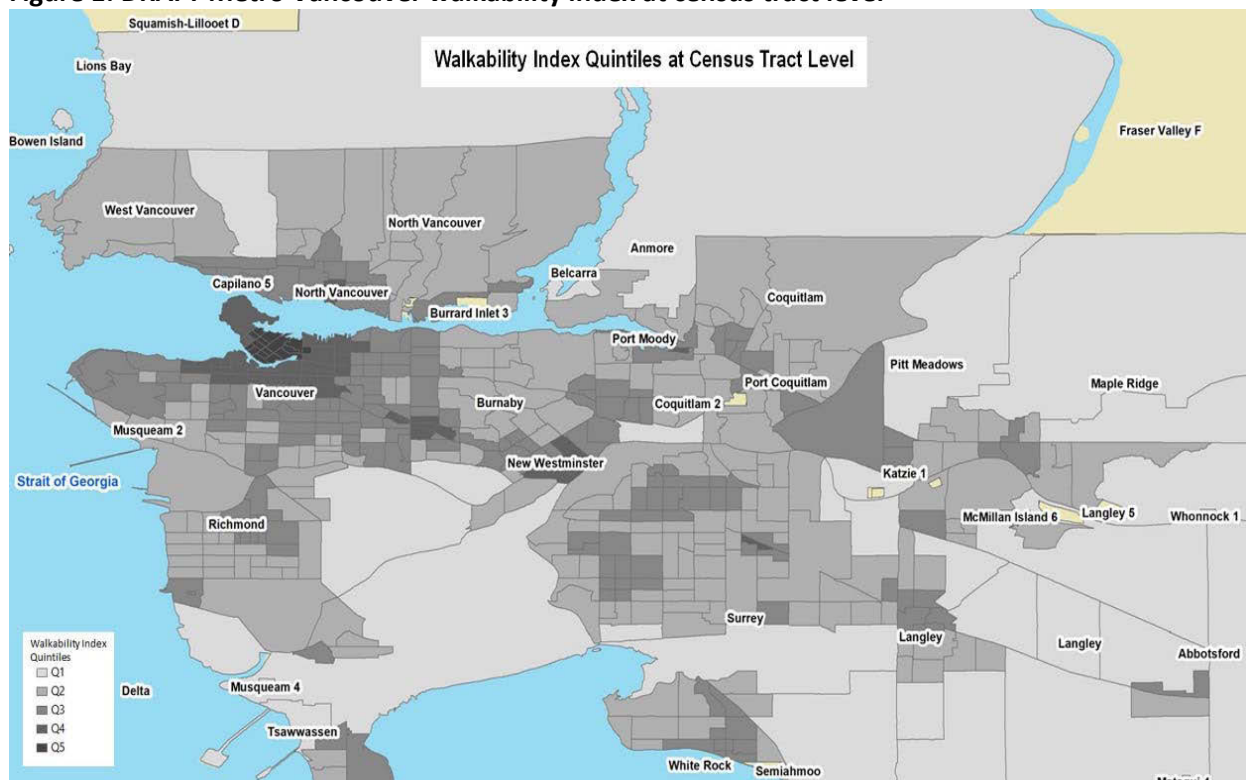
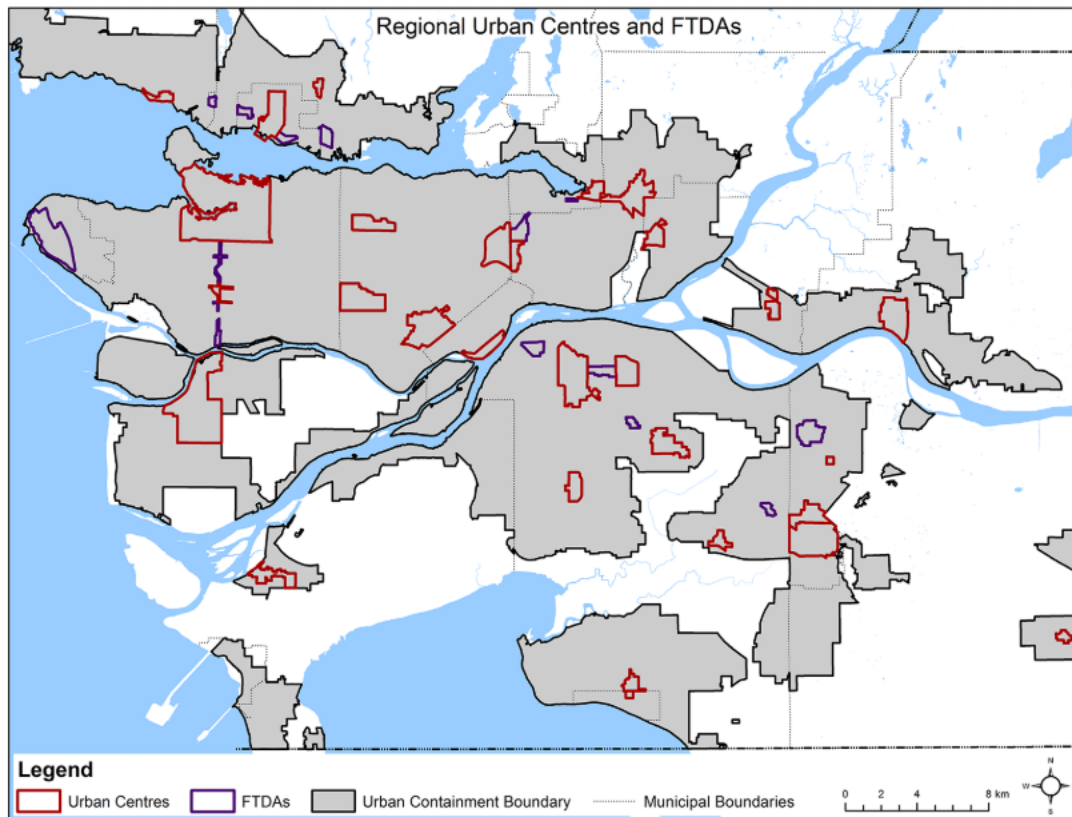


Figure 2: Metro Vancouver Urban Centres and FTDAs



Health and Economic Benefits Study

While the analysis of the data is still ongoing, to date the results of the study show some important associations between different types of health conditions and walkability. As neighbourhood walkability increases, the likelihood of utilitarian walking and leisure walking increase significantly for all income groups. However, a significant relationship was not found between neighbourhood walkability and physical activity except for low income groups, who were more likely to reach recommended physical activity levels if they lived in more walkable neighbourhoods.

Higher walkability quintiles are associated with lower rates of diabetes, hypertension, stress, and obesity. However, as the walkability index increases, the findings show that the likelihood of having a history of being diagnosed with a mood or anxiety disorder increases.

The study also tested the relationship between park access and health. Initial findings indicate that park count is significantly associated with physical activity and lower rates of diabetes, high blood pressure, heart disease, and stress. Surprisingly, people living in higher park count quintiles were more likely to have poor mental health compared to those living in lower park count quintiles.

In terms of the prevalence of chronic disease, rates seem to be generally lower in higher walkability quintiles than lower quintiles. Neighbourhoods with the highest walkability show a lower prevalence of diabetes, hypertension, and cancer. However, asthma and Chronic Obstructive Pulmonary Disease (COPD) appear to move in the opposite direction with a higher prevalence in higher quintile neighbourhoods.

The research team is now working to understand the relationship with health care costs. The preliminary results show a non-linear pattern with spending on some diseases (like stroke, asthma, and COPD) being higher in highly walkable neighbourhoods while spending on other diseases (cancer care) is lower in highly walkable neighbourhoods. These results are very preliminary. Actual health care expenditures are multi-faceted and complex. The study team is working on ways to more accurately summarize the coding used to estimate health care cost. The initial exploration showed that estimated per capita spending on depression in the highest walkability quintile neighbourhood is nearly double the spending in the lowest quintile neighbourhood. However, access to counselling services and psychiatric treatment varies across income levels and is likely impacting the results. Linking built environment with health care expenditures is a very new area of research and additional analysis is required. Further analysis will include assessment of PharmaCare (prescription drug) spending in relation to the built environment.

POTENTIAL IMPLICATIONS FOR REGIONAL PLANNING

While more work needs to be done on both studies, some key themes are emerging. It is clear that levels of walkability varies across the region. High walkability seems to be associated with Metro Vancouver's Urban Centres and FTDA's, suggesting that *Metro 2040's* policies and municipal efforts to improve walkability, especially in areas designated for higher levels of growth are contributing to the development of more walkable neighbourhoods. These more walkable areas seem to be associated with higher rates of walking and lower rates of many chronic diseases. However, the data also seems to suggest that higher walkability quintiles are associated with higher rates of other conditions like mood and anxiety disorders and respiratory diseases. This implies that more policy research is required to develop strategies to offset the negative impacts of compact, walkable built environments on mental and respiratory health, and to better understand what externalities other than walkability are at play and have an impact on these conditions. This is a theme that could be explored through the ongoing Urban Centres and FTDA Policy Review.

NEXT STEPS

Walkability Surface

The completed ArcGIS shapefile is expected to be transmitted to TransLink and Metro Vancouver in the fall of 2018. Once Metro Vancouver has received the dataset, staff will upload the data to the *Metro 2040* Performance Monitoring Dashboard.

Health and Economic Benefits Study

The project team has completed the first two aims of the study and is currently working on the third, further evaluating the relationship between the neighbourhood built environment and health care utilization costs. Once completed, the project team will work with MODUS Planning, Design, and Engagement to communicate the findings of the full study to Metro Vancouver's municipal partners and the public. Communication efforts are planned to include a full-day event, scheduled for late 2018, which will showcase the results and key messages of the study. Findings from the study will be integrated into the Urban Centres and FTDA Policy Review. Once completed, a final report will be presented to the Metro Vancouver Board.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Metro Vancouver contributed \$35,000 to the Walkability Surface project as part of the 2017 Board approved Regional Planning budget. Payment has already been issued and no further financial implications are expected.

Metro Vancouver committed \$45,000 to the Health and Economic Benefits Study project budget over two years (i.e. 2017 and 2018). The other project funding partners are: the Real Estate Foundation of BC (\$140,000); the City of Vancouver (\$90,000); TransLink (\$45,000); and a grant from the Canadian Institute for Health Research (\$280,000). Both payments of \$22,500.00 (for a total of \$45,000.00) have now been issued and no further financial implications are anticipated.

SUMMARY / CONCLUSION

Since 2016, Metro Vancouver has been partnering with TransLink and the UBC Health and Community Design Lab on two initiatives: the Walkability Surface and the Health and Economic Benefits Study. These two initiatives are related and contribute to Metro Vancouver's efforts to integrate land use and transportation planning, build compact and complete communities, and reduce greenhouse gas emissions. The Walkability Surface will support Metro Vancouver's monitoring and evaluation role by serving as a Key Summary Measure in the *Metro 2040* Performance Monitoring Dashboard. The Health and Economic Benefits Study will provide a better understanding of how different elements of the built environment impact and influence health outcomes and costs. These studies will provide evidence and help to communicate the social and financial benefits of implementing *Metro 2040's* vision of complete, walkable communities with good access to parks, greenspace, and transit.

Reference: [Documenting Health and Economic Benefits of Sustainable Development and Transport Investment in the Lower Mainland Study, Regional Planning Committee staff report, February 3, 2017](#)

26170131

To: Regional Planning Committee

From: James Stiver, Division Manager, Growth Management and Transportation

Date: August 20, 2018 Meeting Date: September 7, 2018

Subject: **Co-Leading the Regional Long Range Growth Scenarios Project with TransLink**

RECOMMENDATION

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.

PURPOSE

To seek endorsement from the Regional Planning Committee and MVRD Board on Metro Vancouver partnering with TransLink on the development of the Regional Long Range Growth Scenarios.

BACKGROUND

At its meeting of April 27, 2018 the MVRD Board passed the following resolution:

That the MVRD Board endorse the project's objectives and scope as expressed in the report dated March 19, 2018 titled "Regional Long Range Growth Scenarios - Project Overview".

In a letter dated May 28, 2018 the TransLink Board and Mayors' Council invited Metro Vancouver to partner with TransLink and the Province of British Columbia on the scenario planning phase of the update to the RTS (Attachment).

REGIONAL LONG RANGE GROWTH SCENARIOS AND THE REGIONAL TRANSPORTATION STRATEGY

Metro Vancouver's Regional Long Range Growth Scenarios project is intended to:

1. establish general agreement regarding Metro Vancouver's future growth assumptions and population, housing and employment projections;
2. test the resiliency of the goals, strategies and policy directions of *Metro Vancouver 2040: Shaping Our Future* (Metro 2040), the regional growth strategy, against a range of drivers and disruptors (e.g. emerging technologies, climate change impacts including sea level rise) by identifying potential implications and options;
3. plan for timeframes beyond the existing policy horizon (e.g. 2050 and 2121) to identify potential long term issues for infrastructure and land use; and

4. support planning and capital investment decisions for regional Water Services, Liquid Waste Services, TransLink and other interested organizations through updates to Metro Vancouver's projections for population growth, housing demand, job growth, as well as land use.

In April 2018, Metro Vancouver hosted a workshop with member jurisdictions and other regional agencies to present and discuss Metro Vancouver's 100-year baseline growth projections which are being updated to reflect data from the 2016 Census. Subsequently, over the summer months, staff met individually with member jurisdictions that expressed an interest in a more detailed discussion of the draft projections for long-range growth and change in the region. Additional engagement opportunities are planned for member jurisdictions and regional agencies in the fall of 2018.

Concurrent with this work, TransLink initiated an update to the RTS, which is planned to take place over the next two years. The first phase of work of the RTS review is to develop plausible futures (i.e. scenarios) that consider emerging trends, drivers and disruptors that may impact the regional transportation system and economy over the long term. The objectives, scope and timeline of the first phase of the RTS correspond with the Regional Long Range Growth Scenarios project. This provides a unique opportunity for more integrated land use and transportation planning in the region.

Staff will provide regular updates to the Regional Planning Committee throughout the project including:

- a report on the outcomes of recent engagement with member jurisdictions;
- a report on regional trends, drivers and disruptors in early 2019; and
- a final report on the Regional Long Range Growth Scenarios project in Q2 2019.

INTEGRATING LAND USE AND TRANSPORTATION PLANNING

Land use planning decisions have a significant influence on the way people travel around the region, and impact environmental and public health over the long term. In turn, transportation decisions, particularly those related to infrastructure, have substantial influence on the location, rate, and form of development and economic activity. Considering land use change and the provision of transportation/infrastructure separately can result in disconnected and inefficient planning. Integrating land use and transportation planning is critical to achieving the goals articulated through *Metro 2040* as well as Metro Vancouver's *Integrated Air Quality and Greenhouse Gas Management Plan* and other regional plans and actions, and to encouraging efficient and sustainable forms of development.

The TransLink Board and Mayors' Council have invited Metro Vancouver to partner with TransLink and the Province of British Columbia on the scenario planning phase of the update to the RTS. Partnering with TransLink will result in a more comprehensive, shared understanding of the key trends and plausible futures that the region is likely to face, and help shape a desired future. The outputs from this partnership will provide an opportunity to coordinate and influence the preparation of both the RTS and the next regional growth strategy, other Metro Vancouver projects such as *Climate 2050*, and provincial transportation plans and initiatives.

PUBLIC ENGAGEMENT

TransLink intends to begin broad public engagement on the RTS in 2019 to help develop a vision for the desired future of the region. As the MVRD Board has not yet provided direction on the need, timing or scope of a future review of the regional growth strategy, no broad public engagement has been planned in the draft 2019 Regional Planning work plan. However, staff note that coordinated public engagement with TransLink on the two projects would reduce potential for public engagement fatigue, significantly reduce the duplication of effort between the projects, provide improved economies of scale for both TransLink and Metro Vancouver, be beneficial to frame public conversations around a future vision for the region, and provide the groundwork to a future review of the regional growth strategy. Staff will report back as the engagement program is developed, and through the 2019 budget process as appropriate.

ALTERNATIVES

1. 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.
2. That the MVRD Board receive for information the report dated August 20, 2018 titled “Co-Leading the Regional Long Range Growth Scenarios Project with TransLink” and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

The cost for consultant support to develop integrated long range growth scenarios is estimated at \$190,000. TransLink has retained a consultant to provide services including research, analysis, engagement support and the creation of an Expert Review Panel to advise on scenario development. The scope of work has been expanded to include land use considerations and more emphasis on climate change and the future of the economy to reflect the possibility of Metro Vancouver being a co-lead.

The Metro Vancouver Board approved 2018 consulting budget for the Regional Long Range Growth Scenarios project is \$75,000. If the Board chooses Alternative 1, Metro Vancouver will enter into a contribution agreement with TransLink and reallocate up to \$60,000 of those funds to the shared project. It is intended that the remaining Metro Vancouver funds will be put toward data acquisition to support the Long Range Growth Scenarios project. While some additional effort from staff is anticipated for the coordination and project management associated with the proposed partnership between the agencies, no additional funds from Metro Vancouver are anticipated to be required for the partnership to proceed.

If the Board chooses Alternative 2, the integration of elements beyond transportation modelling will be removed from TransLink’s consultant contract and the overall project cost will be reduced. Metro Vancouver staff will seek alternative consultant assistance with the Board approved \$75,000. This

would likely result in a duplication of efforts and costs associated with engaging stakeholders and the public while developing the future scenarios and framing a conversation around the future vision for the region regarding long-term land use, growth management and infrastructure needs. In addition, \$75,000 is being proposed through the 2019 Budget for the Regional Long Range Growth Scenarios that will primarily be used to fund subsequent phases of work.

SUMMARY / CONCLUSION

The TransLink Board and Mayors' Council have invited Metro Vancouver to partner with TransLink and the Province of British Columbia on the scenario planning phase of the update to the Regional Transportation Strategy. Partnering with TransLink in developing integrated scenarios to explore plausible futures would support the closer integration of land use and transportation planning and assist in the creation of a long term vision for the region. Staff are recommending that the MVRD Board endorse the partnership and coordination of the Regional Transportation Strategy and the Regional Long Range Growth Scenarios projects, and authorize staff to begin partnering on targeted public engagement.

Attachment: Correspondence dated May 28, 2018, from the TransLink Board and Mayors' Council to Chair Moore, regarding an invitation to partner with TransLink and the Province of British Columbia on the scenario planning phase of the update to the Regional Transportation Strategy. (*Orbit # 25655449*)

26225389



May 28, 2018

Mayor Greg Moore
Chair, Board of Directors
Metro Vancouver
4330 Kingsway
Burnaby, BC
V5H 4G8

Dear Chair Moore,

This letter is to invite the Metro Vancouver Regional District to partner with TransLink and the Province of British Columbia to be part of the update to the *Regional Transportation Strategy* (RTS), which will start with a long-range scenario planning stage.

With the anticipated approval of the Phase Two Plan of the *10-Year Vision for Metro Vancouver Transit and Transportation* next month, we are turning our attention to a longer-term horizon through the update to the 30-year RTS. We are planning to do this in several phases, each with its own discrete deliverable:

1. Plausible Futures (Scenarios)
2. Desired Future (Vision, Goals, Targets, Performance Metrics)
3. Strategic Framework (Shared Roadmap)
4. Network Concept (Bike, Road, Transit)
5. 15-Year Implementation Blueprint

We understand that the Ministry of Transportation and Infrastructure (MoTI) and Metro Vancouver are also in various stages of preparing to update their long-range plans, the Provincial Transportation Plan and the Regional Growth Strategy.

In our experience, the most successful regions are those where transportation, land use, and economic development are planned together with a high degree of coordination. The Metro Vancouver region, the province and the world in general are facing a period of rapid technological and economic change over the next 30 years with developments in digital connectivity, automation and electrification, bringing both potential opportunity and disruption. Coordinating our efforts through mechanisms such as the RTS has never been more important.

Indeed, TransLink and Metro Vancouver share many common interests and many areas of overlapping jurisdiction that would benefit from a more coordinated planning approach including:

- Planning for the future of the region through coordinated Long-Range Scenario Planning to support the development of both the RTS and RGS;
- Tighter coordination between regional land use and transportation planning to improve both livability and affordability;

- Coordination between regional transportation system planning and the Regional Prosperity Initiative; and
- Ensuring an efficient and reliable transportation system that supports the Regional Air Quality Regulatory Program.

Recognizing the important roles that the Province of British Columbia, Metro Vancouver Regional District and TransLink all play in planning and managing transportation, land use, and economic development, we would like to propose a three-way partnership on a common early deliverable. The TransLink Board of Directors and Mayors' Council on Regional Transportation invites Metro Vancouver Regional District to partner with TransLink and the Province of British Columbia in the RTS planning process, which will start with long-range scenario planning, focused on developing a shared understanding of the key trends and plausible futures that we're likely to face, and working towards agreement on our desired future. We imagine that this exercise could be fairly similar to the Port 2050 Scenario Planning exercise that Port of Vancouver started several years ago: www.portvancouver.com/about-us/sustainability/port-2050. This shared understanding will be used to inform and evaluate the efficacy of draft strategies and actions in the RTS to achieve our desired future.

Continued collaboration with Metro Vancouver is desired through the remaining planning phases as well, but at this stage we are looking for your commitment to work with us in the first stage.

We welcome an opportunity to meet with you to further discuss this proposal. If there is openness to collaborate, we suggest that our respective staff teams develop options to formalize joint oversight. Through this partnership we have an opportunity to begin our respective planning processes from a common foundation and lay the groundwork for more integrated regional land use, transportation and economic development planning.

Sincerely,



Lorraine Cunningham
Chair, TransLink Board of Directors



Mayor Derek Corrigan
Mayor of the City of Burnaby
Chair of the Mayors' Council on
Regional Transportation

CC:

Kevin Desmond – Chief Executive Officer, TransLink
Geoff Cross – Vice-President of Transportation Policy & Planning, TransLink
Carol Mason – Chief Administrative Officer, Metro Vancouver
Neal Carley – General Manager of Parks, Planning & Environment, Metro Vancouver

To: Regional Planning Committee

From: James Stiver, Division Manager, Growth Management and Transportation

Date: August 20, 2018 Meeting Date: September 7, 2018

Subject: **Request for Comprehensive Review of Regional Growth Strategy Legislation**

RECOMMENDATION

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 of BC to undertake a review of and update to Part 13 of the *Local Government Act* and its related regulations, attaching a copy of the report titled "Request for Comprehensive Review of Regional Growth Strategy Legislation" dated August 20, 2018.

PURPOSE

This report provides background information and a recommendation regarding a request from the Capital Regional District for support on a provincial review of the legislation governing Regional Growth Strategies.

BACKGROUND

In a letter dated June 26, 2018 to all Regional District Board Chairs, the Capital Regional District (CRD) Board requested support for its call on the Province to initiate a comprehensive review of Section 13 of the *Local Government Act* on Regional Growth Strategies (Attachment 1).

At its June 13, 2018 meeting, the CRD Board passed the following resolutions:

That a letter be sent to the Minister of Municipal Affairs and Housing requesting engagement of local governments in a comprehensive review and update of Part 13 of the Local Government Act and related regulations.

That the Board submit the resolution "Update of Regional Growth Strategy Legislation" to the Union of BC Municipalities.

The CRD forwarded this matter to the Minister of Municipal Affairs and Housing, the Honourable Selina Robinson, and submitted a related resolution to be considered at this year's UBCM convention.

REGIONAL GROWTH STRATEGY LEGISLATION CHALLENGES IDENTIFIED BY THE CRD

The challenges outlined by the CRD in its letter are not unique to that regional district; many of those challenges are also relevant to Metro Vancouver and other Regional Districts across the Province. The main overarching concern the CRD has is that a significant amount of time has passed since the Regional Growth Strategy (RGS) legislation was initially introduced and that there have been substantial shifts in the provincial and local context, with new and emerging growth issues. In addition, that there have been many lessons learned through years of RGS implementation and

administration, and that as a result, a comprehensive review of the legislation is warranted. This is especially relevant to the more urban and rapidly-urbanizing districts, such as the CRD and Metro Vancouver. The CRD's concerns and challenges can be summarized into the following areas:

Ambiguity of Roles

- there exists an imbalance and lack of clarity of the roles of certain agencies (e.g. provincial and federal agencies) that are not bound by a RGS as compared to the roles afforded to municipalities that are directly affected by a RGS; and
- the required content of a RGS affects a number of matters under municipal authority (e.g. housing, transportation), but provides no ability to address conflicts.

Acceptance and Adoption

- the requirements for unanimous acceptance by affected local governments often leads to impasses over local versus regional issues;
- the requirement to adopt a RGS by bylaw is inconsistent with there being no enforcement mechanisms made available to it;
- the mandated dispute resolution processes require a regional district to both coordinate and participate in the process which may lead to conflicts;
- the role of First Nations in the process is unclear; and
- it is unclear how RGS policies impact future development applications on First Nations' lands.

Implementation

- the *Local Government Act* is unclear as to the grounds under which a regional district can refuse to accept a regional context statement; and
- it is unclear as to the required "relationship" between an Official Community Plan and a RGS.

ADDITIONAL REGIONAL GROWTH STRATEGY LEGISLATION CHALLENGES

Staff have reviewed the issues raised by the CRD and concur that a review of the legislation by the Province is both reasonable and warranted. In addition, through the process of introducing, implementing and monitoring Metro Vancouver's RGS, *Metro Vancouver 2040: Shaping Our Future (Metro 2040)*, staff have identified a number of additional areas that could be explored as part of a review of the RGS legislation, including but not limited to:

- Specific to the Metro Vancouver context, clarity on the relationship between TransLink's Regional Transportation Strategy and the RGS, and reciprocal review and duty to implement.
- The Province's new requirement to prepare regular housing needs assessments should be set out in the *Local Government Act* as a requirement to be included in all RGSs;
- Clarity in terms of how First Nations lands are to be considered as part of a growth strategy;
- Clarity and an update regarding Provincial areas of interest related to regional growth and requirements for these areas to be addressed in a regional context statement, such as:
 - the adequate provision of housing;
 - the protection of environmentally sensitive areas, agricultural and industrial lands;
 - adaption/mitigation measures to address the effects of climate change;
 - integrating land use with transportation, and
 - better alignment of growth management efforts and the provision of infrastructure.

- Greater clarity in terms of the roles of federal agencies (e.g. the Port of Vancouver, YVR, First Nations) and provincial agencies (e.g. health authorities, school districts) in shaping and implementing a RGS; and
- Clarity in terms of procedural requirements in the legislation (e.g. the form, timing and enforcement of the submission of Regional Context Statements by local governments).

If the Province does initiate a review of Section 13 of the *Local Government Act*, staff would conduct a more comprehensive review of the legislation for Committee and Board consideration. This process would include engaging with the Regional Planning Advisory Committee to ensure member jurisdictions' perspectives are included in any comments to the Province.

ALTERNATIVES

1. 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 of BC to undertake a review of and update to Part 13 of the *Local Government Act* and its related regulations, attaching a copy of the report titled "Request for Comprehensive Review of Regional Growth Strategy Legislation" dated August 20, 2018.
2. That the MVRD Board receive for information the report dated August 20, 2018 titled "Request for Comprehensive Review of Regional Growth Strategy Legislation" and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

SUMMARY / CONCLUSION

In a letter to all Regional District Board Chairs, the CRD Board has requested support for its call on the Province to initiate a comprehensive review of the Regional Growth Strategy section of the *Local Government Act*. The challenges outlined by the CRD in its letter are not unique to that regional district. Many of the implementation and administration issues associated with RGSs are also relevant to Metro Vancouver and other Regional Districts across the Province.

Further, a significant amount of time has passed since the RGS legislation was initially introduced and there have been substantial shifts in provincial and local issues and contexts that warrant a review of the RGS legislation provisions, especially in the more urban and rapidly urbanizing districts such as the CRD and Metro Vancouver. As a result, staff recommend Alternative 1, that letters be sent to the Minister of Municipal Affairs and Housing and to the Union of BC Municipalities expressing the MVRD Board's support for a review of Section 13 of the *Local Government Act*.

Attachment: Correspondence dated June 26, 2018, from the Capital Regional District Board to the Metro Vancouver Board Chair.



Office of the Board Chair
625 Fisgard Street
Victoria, BC, V8W 2S6

T: 250.360.3126
F: 250.360.3076
www.crd.bc.ca

June 26, 2018

File: 0400-50

UBCM Members
(via email)

Dear Regional District Board Chairs:

RE: Request for Support regarding the Comprehensive Review of RGS Legislation by the Provincial Government

On behalf of the Capital Regional District (CRD) Board, I am writing to request your support for the Province to engage local governments in a comprehensive review of the Regional Growth Strategy (RGS) sections of the Local Government Act.

At its June 13, 2018 meeting, the CRD Board passed the following motion:

That a letter be sent to the Minister of Municipal Affairs and Housing requesting engagement of local governments in a comprehensive review and update of Part 13 of the Local Government Act and related regulations.

On March 14, 2018, the CRD Board adopted a new RGS bylaw (Bylaw No. 4017) following an extensive and costly eight year update process. Provincial legislation presented significant process and content challenges in preparing the RGS document (see Attachment for details). Without legislation changes, future RGS updates will likely face similar challenges. Engaging local governments in a comprehensive review and update of the 20 year old RGS legislation would help mitigate future time, cost and process risks. The decades since RGS legislation was initially introduced have seen significant shifts in provincial and local government issues and community contexts – shifts which warrant re-examining the legislation. An update is considered particularly critical in light of recent court rulings which have raised questions about the effect of RGSs. It is noted that other provinces have recently updated their growth strategy legislation.

As dated RGS legislation is a matter impacting not just the CRD, but also many other Regional Districts across the Province, the CRD has raised this matter with the Minister of Municipal Affairs and has also submitted a related resolution to be considered at this year's UBCM convention.

I encourage you to contact the Minister to indicate your support for local government engagement in a review of the RGS legislation and to submit a letter of support to UBCM for the CRD's resolution.

For further discussion on this matter, I can be reached at crdchair@crd.bc.ca or 250-360-3126.

Sincerely,

Steve Price,
Board Chair, Capital Regional District

Attachment: Summary of Legislative Challenges

cc: CRD Board Directors
Robert Lapham, Chief Administrative Officer, CRD
Kevin Lorette, General Manager, Planning and Protective Services, CRD
Signe Bagh, Senior Manager, Regional and Strategic Planning, CRD

SUMMARY OF LEGISLATIVE CHALLENGES

The legislative requirements for preparing, adopting and implementing an RGS presented both process and content challenges to preparing the 2018 RGS document. The challenges are summarized in the table below.

Legislative Requirements	Process Challenges	Content Challenges
Document Preparation	The Intergovernmental Advisory Committee (IAC) gives a disproportionate role to parties (i.e., provincial and federal ministries / agencies) not bound by the RGS. This role misalignment creates a challenging participation dynamic for parties (i.e., municipalities) who are most directly affected by the RGS.	The stated purpose of an RGS suggests a broad mandate while required content is limited to prescribed matters deemed regional in nature. The required content affects matters under municipal authority (e.g., housing and transportation). It is unclear, particularly given the <i>GVRD v. Langley (Township)</i> ruling, the extent to which an RGS can include actions and policies that will achieve the stated purpose(s) of an RGS.
	The role of electoral areas in the RGS process is unclear.	
Acceptance and Adoption	The requirements for unanimous municipal acceptance are inappropriate for the stated purpose and content requirements of an RGS. The high threshold for acceptance increases the likelihood of impasses. Even constitutional amendments do not require unanimity.	Given the requirements for unanimity and adoption by bylaw, it is extremely challenging to prepare RGS content to which all can agree.
	The requirements for adoption by bylaw are inappropriate for the stated purpose and content requirements of an RGS. Adoption as a bylaw seems of limited value as there are no enforcement powers associated with the bylaw.	
	The role of the facilitator is unclear. It is challenging to appoint a facilitator once the process is underway.	

Legislative Requirements	Process Challenges	Content Challenges
Acceptance and Adoption (cont'd)	The mandated dispute resolution processes require the regional district to both coordinate and participate in the process. From a procedural fairness perspective, it is challenging to be both a party to the dispute and responsible for administering the process to resolve the dispute.	
	The role of First Nations in the RGS process is unclear. There is a requirement to consult, but no formal approval authority. This creates a challenging participation dynamic.	Although an RGS does not apply to First Nations reserve land, RGS policies may impact future First Nations development aspirations. It is unclear how an RGS could or would apply to different land development scenarios involving First Nations pending treaty outcomes.
Implementation	The legislation is unclear as to the grounds under which a regional district can refuse to accept an RCS. The lack of clarity creates an implementation challenge.	The legislation does not clearly define what constitutes a "relationship" between an Official Community Plan (OCP) and an RGS. This lack of clarity makes it challenging to determine the appropriate content of Regional Context Statement (RCS).

To: Regional Planning Committee

From: Theresa Duynstee, Senior Planner, Regional Planning

Date: August 20, 2018 Meeting Date: September 7, 2018

Subject: **Update on Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission**

RECOMMENDATION

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.

PURPOSE

To update the Regional Planning Committee and MVRD Board on the 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).

BACKGROUND

On April 27, 2018 the Metro Vancouver Regional District (MVRD) Board passed a resolution to forward Metro Vancouver’s comments on the best approaches to revitalize the ALR and ALC to a Minister appointed independent Advisory Committee. The Metro Vancouver submission reconfirmed the Board’s commitment to protecting agricultural land and promoting agriculture viability through the implementation of *Metro Vancouver 2040: Shaping our Future*. It advocated for stronger provincial legislation with clear policies deemed essential for a multi-jurisdictional approach to farmland protection.

On July 31, 2018, the Minister of Agriculture’s Advisory Committee released two reports; one presenting the results from the public engagement process and the other, interim recommendations for revitalizing the ALR and the ALC. A description of the extent that Metro Vancouver’s comments were incorporated into the Minister’s Advisory Committee recommendations is provided in this report.

RESULTS FROM THE MINISTER'S ADVISORY COMMITTEE

A three-month consultation period began in February 2018 after the Minister's Advisory Committee released a Discussion Paper for public comment. The responses included over 2,300 completed online surveys; 280 written submissions and feedback at nine community stakeholder meetings held across the province. A brief summary of the public engagement input is provided below; more details are available in the Revitalizing the ALR and the ALC What We Heard Report (see References). Highlights from the public engagement process include the following:

- Participants across all engagement initiatives were supportive of strengthening ALR land protection, and limiting speculation and the use of arable ALR lands for urban development.
- Several issues dominated the discussions including boundary reviews, non-farm activities (i.e. housing), land speculation, taxation, ALC governance, food security and cannabis production.
- The top three challenges to ALR and ALC resilience into the future were: 1) ongoing removal of land from the ALR for non-agricultural purposes (i.e. Site C); 2) ongoing use of ALR lands for non-agricultural purposes and; 3) economic conditions that place pressure to develop ALR for affordable housing and other uses.

Results from the online survey reveal that:

- 91% rated BC's ability to produce and provide food to residents as very important.
- 79% wanted stronger regulation for residential uses (number, size and siting).
- 78% support a much stronger approach to the ALR and are in favor of policies and priorities that would minimize (or eliminate) development and removal of land from the ALR.
- 77% were strongly supported restricting non-farm uses.
- 76% were not supportive of the ALR being divided into two zones.
- 67% felt that ancillary uses on a parcel should be tied to agricultural production.

Interim Report Recommendations

The Minister's Advisory Committee recognized that the nature of the pressures on the ALR have been changing and remain significant. As a result of the public engagement process and previous research and analysis, they identified two critical concerns they considered core to the development of recommendations to strengthen and revitalize the ALR:

1. The urgent need for a province-wide shift to an 'agriculture-first' focus in the ALR, for all government actions and decision-making in the ALR; and
2. The urgent need to curb speculation in the ALR. As urban land prices increase and population grows, the pressure to develop agricultural land continues to build and prime agricultural land is being taken out of production by investors and speculators or converted to support non-farm uses.

The Interim Report describes the development pressures on the ALR and rationale for the proposed 13 recommendations related to legislative and regulatory change and four for immediate action (see References). Table 1 lists these recommendations and the extent they align with the Metro Vancouver submission on revitalizing the ALR and ALC.

The comparison of the Minister’s Advisory Committee and the Metro Vancouver recommendations reveal that over half are aligned. There are also new ideas not identified by Metro Vancouver. And, there are several priority actions in the Metro Vancouver submission that are not directly addressed in the Interim report including those about: farm property tax reform, modernizing the classification of farm, resolving the commercial use in the ALR, and enabling covenants for ecological services in the ALR. The only conflicting recommendation pertains to the Advisory Committee’s endorsement of consistent province-wide decision making, while Metro Vancouver asked for consideration to enact policy reforms specific to the region, which is facing persistent pressure to convert agricultural land to non-farm activities.

Table 1. Comparison of the Minister’s Advisory Committee Recommendations with the Metro Vancouver Submission

MINISTER’S ADVISORY COMMITTEE DRAFT RECOMMENDATIONS	ALIGNMENT WITH METRO VANCOUVER’S SUBMISSION
Part 1: Immediate Legislative and Regulatory Change	
1. Strengthen the ALC Act to prioritize agriculture by better defining the ALR, including the purposes of the ALR, and establishing ‘agriculture-first’ criteria for consideration in all ALC decisions	Aligns with guiding principle to preserve farmland capability for the future.
2. Increase the autonomy, independence and effectiveness of the ALC by ensuring that merit based Commission appointments are made in consultation with the Chair and by increasing the oversight role of the Chair in the selection of both Commission members and the CEO	Aligns with the guiding principle to strengthen ALC legislation, regulations and policies.
3. Ensure province-wide decision making that is consistent and fair with an ALC governance structure that is flexible, locally-informed, regionally-representative, and puts ‘agriculture-first’.	Does not align. Requested consideration to enact policy reform specific to Metro Vancouver.
4. Safeguard agricultural values across the province by reinstating a one-zone ALR decision-making model across B.C.	No comment provided.
5. Strengthen ALC compliance and enforcement tools, and capacity, to better protect the ALR.	Aligns with the guiding principle to strengthen ALC legislation, regulations and policies.
6. Protect the ALR from residential speculation by establishing a maximum total floor area for all primary residences in the ALR (e.g. Minister’s Bylaw Standards) and providing local government flexibility to zone below the maximum. Enable new regulations for residential siting, secondary dwellings, and home plate size.	Aligns with the recommendation to restrict house size and residential footprint in the ALR.
7. End the impact of illegal fill on the agricultural capability of the ALR by redefining and restricting fill throughout the ALR.	Aligns with previous recommendations from Metro Vancouver.

8. Address speculation through better land use planning by only considering exclusion of ALR land through a joint local government-ALC land use planning process.	No comment provided.
9. Make the ALR application review process more efficient by prescribing acceptable non-farm use and subdivision applications.	Aligns with guiding principle to strengthen ALC legislation, regulations and policies.
10. Improve clarity around the two ALC reconsideration processes.	No comment provided.
11. Ensure a province-wide agricultural perspective by removing the ALC's capacity to delegate subdivision and non-farm use decision-making authority to local governments.	No comment provided.
12. Build better planning and land use decisions for agriculture by requiring all local government bylaws that affect the ALR to be endorsed by ALC resolution.	No comment provided.
13. Strengthen ALC administration by clarifying and updating the <i>ALC Act</i> and Regulation to improve ALC's daily operation.	Aligns with guiding principle to strengthen ALC legislation, regulations and policies.
Part II: Immediate Actions to Protect the ALR	
<p>Mitigating the Impacts of Oil and Gas Activity in the ALR</p> <ol style="list-style-type: none"> 1. Immediately form a senior executive led (Deputy Minister-level) multi-agency and multi-jurisdictional taskforce to develop a strategy focused on how a balance can be achieved between agriculture and oil and gas extraction. 2. Establish an increased ALC presence in the North. 	No comments provided.
<p>Restricting Cannabis Production in the ALR</p> <ol style="list-style-type: none"> 1. Establish an immediate moratorium on all non-soil bound cannabis production and facilities in the ALR pending provincial-level analysis of impacts. 2. Following a provincial level analysis, enable the ALC to establish rules/criteria for cannabis production throughout the ALR; permit cannabis production in the ALR only through application to the ALC. 	Aligns with previous recommendations from Metro Vancouver, and the Board has recently sent further comments seeking prohibition of cannabis production in the ALR in Metro Vancouver.

Final Report due this Fall

The Interim report states that the Minister's Advisory Committee will continue to examine the following issues, which are under consideration for final report:

1. Regulatory changes needed to preserve the productive capacity of the ALR including: fill regulations on ALR; farm home plate; diversified farm use area; greenhouse considerations; and commercial composting.
2. The encouragement of farming and ranching in the ALR related to: government support for farmers and ranchers (e.g. access to credit/programs); access to land; agriculture extension services; the farm income threshold for farm property tax class; and the need for a provincial agriculture advisory council.

3. Administrative and program changes:
 - ALC outreach and education involving a Province-wide communication plan; memorandum of understanding development with ministries and agencies; and real estate industry education outreach (regulations surrounding advertising in ALR and licensing course on ALR purpose and regulations).
4. Ministry of Agriculture programming:
 - Cumulative impact assessments, agricultural impact assessments; impact of climate change on productivity in ALR; and farm succession planning.
 - Memoranda of understanding to cover the working relationship between the ALC and the Ministry of Agriculture for funding and resource issues.

Modernizing the classification of farm is the only issue in the Metro Vancouver submission that will receive further consideration by the Minister's Advisory Committee this fall.

ALTERNATIVES

1. 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.
2. That the MVRD Board receive for information the report dated August 20, 2018, titled "Update on Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission".

FINANCIAL IMPLICATIONS

There are no financial implications to this report.

SUMMARY / CONCLUSION

The MVRD Board sent a submission to the BC Minister of Agriculture's Advisory Committee on Revitalizing the ALR and ALC last April in response to Discussion paper released in February 2018. The results from the public engagement process on revitalization revealed that respondents across all engagement initiatives are supportive of strengthening ALR land protection, and limiting speculation and the use of arable ALR lands for urban development. Most (91%) of the online survey respondents rate BC's ability to produce and provide food to residents as very important.

Many of the Minister's Advisory Committee's recommendations align with the Metro Vancouver submission and there are a few new ideas that had not been identified by Metro Vancouver. In addition, there are several priority actions in Metro Vancouver's submission that are not addressed in the Interim report including: farm property tax reform, modernizing the classification of farm, resolving the commercial use in the ALR conundrum, and enabling covenants for ecological services

in the ALR. The only conflicting recommendation pertains to the Advisory Committee's aspiration for consistent province-wide decision making, while MVRD asked for consideration to enact policy reforms specific to the region. Staff recommend Alternative 1.

References

1. [Revitalizing the Agricultural Lane Reserve and the Agricultural Land Commission What we Heard Report](#). Prepared by B.C. Minister of Agriculture's Advisory Committee for Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission, July 31, 2018.
2. [Revitalizing the ALR and the ALC - Interim Committee Report to the Minister of Agriculture](#)
Prepared by B.C. Minister of Agriculture's Advisory Committee for Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission, July 31, 2018.

26536122

To: Regional Planning Committee

From: Raymond Kan, Senior Planner, Regional Planning

Date: August 3, 2018 Meeting Date: September 7, 2018

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

RECOMMENDATION

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

PURPOSE

To provide a progress update on the Street Parking Survey component of the 2018 Regional Parking Study.

BACKGROUND

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

THE 2018 REGIONAL PARKING STUDY

The 2018 Regional Parking Study is an update to the 2012 Apartment Parking Study. The 2018 study will provide updated information to municipal planning and engineering staff in support of municipal parking bylaw and development application reviews. The 2018 study collected data on 73 apartment sites across the region in Fall/Winter 2017. The project team is working with the 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 Regional Parking 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 to the following committees:

Parking Facility Survey

- Regional Planning Advisory Committee – May 11, 2018
- Regional Planning Committee – June 8, 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

Project staff were also invited to present preliminary observations to City of Burnaby planning staff on June 21, 2018.

STREET PARKING SURVEY COMPONENT

The 2012 study recognized that a more holistic and systems-based approach toward on-site and street parking is warranted (see reference). A limitation of the original study was the lack of quantitative information on street parking. The new study incorporates this survey component. The parking utilization and parking supply of streets generally within 200 metres of the participating apartment sites were surveyed and inventoried. Applicable street parking regulations were also recorded.

The surveys were undertaken during three time periods: weekday evening (6:30pm), weekday late night (11:00pm), and Saturday evening (6:30pm). These time periods were chosen based in part on resource availability and the expectation that the data collected in these time periods can collectively provide a picture of the interaction between resident and visitor parking utilization in the evenings and late night. Approximately 160 kilometres of curbside street segments, representing 65 unique street network clusters, were surveyed in each of the three time periods.

The initial analysis was framed around the following questions:

1. When do the surveyed street networks experience high street parking utilization?
2. Which surveyed street networks experience persistently high street parking utilization (i.e. in two or three surveyed time periods)?
3. What is the relationship between street parking utilization and apartment parking utilization associated with the surveyed street networks?

The preliminary observations are:

- Parking utilization for a majority of the surveyed street networks was less than 85% in any of the three surveyed time periods.
- Where street parking utilization exceeded 85%, the levels were typically observed in the evenings (weekday or Saturday), but not during the weekday late night.
- Of the 65 street networks surveyed, 7 street networks experienced persistently high parking utilization (exceeding 85% utilization in two or three of the surveyed time periods).

FOLLOW-UP ANALYSIS OF PARKING FACILITY SURVEY

At the Committee's meeting in June, interest was expressed about the relationship between apartment parking utilization and transit usage on nearby transit lines. Staff will present new analysis showing a strong inverse relationship between apartment parking utilization and transit usage (bus boardings within 400 metres) related to rental sites. In contrast, the negative correlation for strata sites, while still present, is relatively weaker. These patterns complement the transit ridership analysis

in the Transit-Oriented Affordable Housing Study that showed renter households have higher transit usage rates than do owner households even after accounting for household income.

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. Project staff are undertaking the data analysis and advancing preliminary observations on a phased basis to the Project Advisory Group, Regional Planning Advisory Committee, Regional Transportation Advisory Committee, Regional Planning Committee, and the Housing Committee. Project staff will continue refining the results over the coming months, and will begin preparing key messages and documentation in consultation with the Project Advisory Group in the Fall 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 Study's analysis to member jurisdiction planning and engineering staff as interest warrants and scheduling permits.

Reference: [The Metro Vancouver Apartment Parking Study Summary Booklet \(2012\)](#)

26170121

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 •Millennium Line Broadway Extension •Monitoring Committees •New B-Line Services

----- 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-Guilford 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 FTDAs. One of the objectives of this policy review is to provide additional clarity around the “value proposition” of designating FTDAs. 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 FTDAs. 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: Heidi Lam, Senior Policy and Planning Analyst, Regional Planning

Date: August 13, 2018 Meeting Date: September 7, 2018

Subject: ***Metro Vancouver 2040: Shaping our Future - 2017 Procedural Report***

RECOMMENDATION

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

PURPOSE

This report conveys the 2017 *Metro Vancouver 2040: Shaping our Future Procedural Report* as required under the *Regional Growth Strategy Procedures Bylaw No. 1148, 2011*.

BACKGROUND

Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy, as well as the *Greater Vancouver Regional District Regional Growth Strategy Procedures Bylaw No. 1148, 2011 (RGS Procedures Bylaw)* were adopted by the GVRD Board in July 2011. The *RGS Procedures Bylaw* includes requirements for reporting on operational performance measures associated with *Metro 2040*, including such items as the number of amendments processed and resources required to implement the regional growth strategy. This report presents the result for the calendar year 2017.

PROCEDURAL PERFORMANCE REPORTING

Procedural reporting requirements are in addition to, and separate from, reporting on the performance measures listed in Section G of *Metro 2040*, which Metro Vancouver is required to report on annually as per Section 452 [previously Section 869] of the *Local Government Act*.

The *RGS Procedures Bylaw* states:

7. *The Regional Growth Strategy Annual Report shall include a report on those measures set out in Section G of the Regional Growth Strategy.*
8. *Additionally, the Regional Growth Strategy Annual Report shall include a report on the following measures:*
 - a. *Metro Vancouver staff time, expressed in the number of full-time equivalent staff budgeted to administer the Regional Growth Strategy;*
 - b. *The total cost of implementing, managing, monitoring and amending the Strategy for the calendar year, including the cost Metro Vancouver and municipal staff, costs related to referral of requested amendments to the Technical Advisory Committee [now called: Regional Planning Advisory Committee], external consultants, external legal advisors and all other resources;*
 - c. *The number of requested amendments and approved amendments to the Regional Growth Strategy by type;*

- d. *A comparison of items a), b) and c) year over year and pre- and post-adoption of the Regional Growth Strategy: and*
- e. *A record of the timelines to process amendments to the Regional Growth Strategy, including staff, Technical Advisory Committee [now called: Regional Planning Advisory Committee] and Board review.*
- 9. *If requested by an Affected Local Government, Metro Vancouver will make a presentation on the Regional Growth Strategy Annual Report to that Affected Local Government's Council or board, answer any questions that may arise and report back to the Board on information received during the presentation.*

There are a number of different tasks associated with implementing *Metro 2040*, including reviewing Regional Context Statements, preparing supporting implementation documents, conducting policy research and analysis, and processing proposed amendments. Consistent with the *RGS Procedures Bylaw*, the 2017 *Metro Vancouver 2040: Shaping our Future* Procedural Report provides an update on procedural performance measures for 2017.

ALTERNATIVES

This is an information report. No alternatives are provided.

FINANCIAL IMPLICATIONS

Staffing and resources to support the implementation and monitoring of *Metro 2040* are incorporated into the annual budget for Regional Planning budget programs approved by the MVRD Board on an annual basis.

SUMMARY / CONCLUSION

This report conveys the *Metro Vancouver 2040: Shaping our Future* 2017 Procedural Report as required under the *Regional Growth Strategy Procedures Bylaw No. 1148, 2011*. The report documents the resources that have been required to implement, administer and amend the regional growth strategy since its adoption to year end 2017.

Staffing and resources required to implement *Metro 2040* include a variety of tasks, such as preparing and reviewing Regional Context Statements, preparing supporting implementation documents, conducting policy research and analysis, and processing proposed amendments. Since the adoption of *Metro 2040* in mid-2011, the number of staff directly associated with regional planning has remained consistent. Total costs have also remained relatively consistent.

Consistent with the *RGS Procedures Bylaw*, Metro Vancouver staff is available to make a presentation on annual regional growth strategy performance monitoring to any affected local government's Council or Board, answer any questions that may arise, and report back to the MVRD Board on information received during the presentation(s).

Attachment: *Metro Vancouver 2040: Shaping our Future 2017 Procedural Report*

Metro Vancouver 2040: Shaping our Future
2017 Procedural Report

As required by Greater Vancouver Regional District
Regional Growth Strategy Procedures Bylaw No. 1148, 2011

August 13, 2018

Introduction

Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy, and the *Greater Vancouver Regional District Regional Growth Strategy Procedures Bylaw No. 1148, 2011 (RGS Procedures Bylaw)* were both adopted by the Greater Vancouver Regional District (GVRD) Board in July 2011. The *RGS Procedures Bylaw* includes requirements for reporting on procedural performance measures associated with *Metro 2040*, such as the number of amendments processed and resources required to implement the regional growth strategy.

Supporting Work to Implement *Metro 2040*

To advance *Metro 2040* implementation, Metro Vancouver conducts research and undertakes supporting analysis and studies. These publications include *Metro 2040* implementation guidelines to support interpretation and procedures, and specific studies/reports providing technical information, analysis and recommendations on particular *Metro 2040* strategies and actions.

By year-end 2017, eight Implementation Guidelines had been prepared for adopted by the MVRD Board to advance the implementation of *Metro 2040*.

- *Implementation Guideline #1: Regional Context Statements* (2012). Guidance for municipalities on developing Regional Context Statements
- *Implementation Guideline #2 - Amendments to the Regional Growth Strategy* (2012; updated in 2014). Detailed explanation of Metro 2040 amendment procedures (should be read with the Regional Growth Strategy Procedures Bylaw)
- *Implementation Guideline #3: What Works: Affordable Housing Initiatives in Metro Vancouver Municipalities* (2012). Information for municipalities on how to develop Housing Action Plans
- *Implementation Guideline #4: Identifying Frequent Transit Development Areas* (2013). Information for municipalities on how to Identify Frequent Transit Development Areas, a key tool for transit-oriented development
- *Implementation Guideline #5: Metro Vancouver Industrial Land Protection and Intensification Policies* (2014). Guidance for municipalities on how to protect and efficiently develop industrial lands
- *Implementation Guideline #6: What Works: Municipal Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing* (2016). Information on municipal measures for sustaining and expanding the supply of purpose-built rental housing along with project profiles.
- *Implementation Guideline #7: Extension of Regional Sewerage Services* (2017). Information on *Metro 2040* policies and procedures for connection to regional sewerage services in Agricultural and Rural areas of Metro Vancouver.
- *Implementation Guideline #8: Metro Vancouver 2040 Performance Monitoring Guideline* (2017). Information about *Metro 2040* performance measures and the monitoring and reporting process.

On June 27, 2014, the *Regional Growth Strategy Procedures Amendment Bylaw No. 1206, 2014* (Procedures Bylaw) was adopted to improve the amendment process. The related *Metro 2040*

Implementation Guideline # 2 – Amendments to the Regional Growth Strategy was also updated in this effort to improve the amendment process.

Progress on the Completion of Regional Context Statements

Per the British Columbia *Local Government Act*, within the first two years following adoption of a regional growth strategy member municipalities are required to submit an updated Regional Context Statements (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 year-end 2017, all required RCSs had been accepted by the MVRD Board.

Table 1: Status of Regional Context Statements to year-end 2017

Municipality	Status	Year
Anmore	Accepted	2014
Belcarra	Accepted	2011
Burnaby	Accepted	2013
Coquitlam	Accepted	2013
Delta	Accepted	2013
Langley City	Accepted	2013
Langley Township	Accepted	2016
Lions Bay	Accepted	2016
Maple Ridge	Accepted	2013
New Westminster	Accepted	2017
North Vancouver City	Accepted	2015
North Vancouver District	Accepted	2014
Pitt Meadows	Accepted	2013
Port Coquitlam	Accepted	2013
Port Moody	Accepted	2015
Richmond	Accepted	2012
Surrey	Accepted	2014
Tsawwassen First Nation	Not Required	
Vancouver	Accepted	2013
West Vancouver	Accepted	2015*
White Rock	Accepted	2017
University of British Columbia* *	Approved by Province	2015
University Endowment Lands* *	Not Required	2005

*Board accepted new RCS on Jun 22, 2018

** Within Electoral Area A

The *Local Government Act* requires that municipalities review the regional context statement at least once every 5 years after acceptance by the Board, and if no amendment is proposed, submit the statement to the Board for its continued acceptance.

Metro 2040 Amendments

In 2017, Metro Vancouver received one Type 3 Minor Amendment and one Type 2 Amendment request from member municipalities to amend regional land use designations. Both amendments were reviewed by the MVRD Board in 2018, and therefore will be addressed in the 2018 annual report. In summary though, The MVRD Board approved the Type 3 Minor Amendment from the City of Port Moody for the Flavelle site on May 25, 2018, and declined the Type 2 Amendment from City of Surrey for the Hazelmere site on March 23, 2018 (please see Appendix 1 for further information).

Two additional Type 3 Minor Amendments, Bylaw No. 1243 and Bylaw No. 1246, were initiated and adopted by MVRD Board. Bylaw No. 1243 was initiated to revise Schedule G Performance Measures. The text amendment updated and reduced 55 performance measures to 15 key summary measures. The reduced number of measures facilitate a simpler and more useful annual reporting.

Bylaw No. 1246 incorporated changes to *Metro 2040* that resulted from accepted Regional Context Statements from the Township of Langley, City of Surrey, and City of North Vancouver. The amendment included adjustments to the regional land use designations and correction of mapping errors.

Table 2 shows the number and type of requested *Metro 2040* amendments, and those approved for the years 2011-2017 by calendar year.

Table 2: *Metro 2040* Bylaw Amendments Requested, Approved and Declined, 2011-2017

	2011		2012	2013	2014	2015	2016	2017	Total
Requested Amendments									
Type 1	2		-	-	-	-	-	-	2
Type 2	1		1	2	1	-	2	1	8
Type 3	4		-	3	4	2	2	2	17
Total	7		1	5	5	2	4	3	27
Approved Amendments									
Type 1	-		1	-	-	-	-	-	1
Type 2	-		-	1	1	-	-	1	3
Type 3	4		-	2	1	3	-	3	13
Total	4		1	3	2	3	0	4	17
Declined Amendments									
Type 1	1		-	-	-	-	-	-	1
Type 2	1		-	2	-	-	-	-	3
Type 3	-		-	1	2	-	-	-	3
Total	2		0	3	2	0	0	0	7

The Type 3 Minor Amendments were processed as part of the regular work program of Metro Vancouver's Regional Planning division, with no additional resources required to complete this work.

Type 2 Minor Amendments require a regional public hearing and, as such, there are additional costs associated with organizing, advertising and holding the meeting.

The average processing time for approved amendment requests between 2011 and 2017 was **29** weeks. In 2012, a Type 1 amendment requested by the City of Coquitlam which required approval from each member municipality was initiated just after the adoption of the regional growth strategy, and took 78 weeks to process. If this outlier is removed from the inventory of amendments, the average processing time drops to **26** weeks, and includes review by the Regional Planning Advisory Committee, review by the Regional Planning Committee, 1st and 2nd reading of the amendment bylaw from the Board, a notification period to allow for member jurisdiction comment, and final consideration by the Board for 3rd and final reading. The key milestones and associated timeline for *Metro 2040* amendments to year-end 2017 are provided in Appendix 1.

***Metro 2040* Implementation Costs and Staffing**

Between 2011 and year-end 2017, *Metro 2040* was primarily supported by Regional Planning staff and resources, which includes financial resources for planning staff as well as other resources such as consulting and data acquisition. These resources were supplemented as needed by staff and resources from other programs, such as Regional Parks, and Electoral Area. At the same time, Regional Planning staff also work on and support initiatives from other divisions/departments.

The following costs include the entire range of work required to develop and implement *Metro 2040*, including managing, monitoring, and amending the regional growth strategy, processing Regional Context Statements, and completing technical work supportive of regional planning.

It is difficult to disaggregate the activities and resources required to complete specific tasks; for example, in many cases requested amendments to *Metro 2040* may be processed concurrently with proposed Regional Context Statements. Further, although much of the technical, policy and research work completed by Regional Planning is separate from *Metro 2040*, it informs and supports the sound regional land use planning required to properly implement the regional growth strategy.

Table 3 provides a summary of the regional planning costs and staffing for each of the full calendar years from 2011-2017. *Metro 2040* was adopted in mid-2011, with work related to developing it occurring before the adoption, and work related to implementation occurring after adoption. Table 3 also shows the annual actual expenditures for Regional Planning's related budget programs for each year from 2011-2017.

Table 3: Expenditures for Regional Planning, 2011-2017

	2011	2012	2013	2014	2015	2016	2017
Staffing	\$1,490,000	\$1,590,000	\$1,590,000	\$1,600,000	\$1,580,000	\$1,620,000	\$1,760,000
Other Costs	\$325,000	\$230,000	\$310,000	\$290,000	\$170,000	\$195,000	\$170,000
Total	\$1,815,000	\$1,820,000	\$1,900,000	\$1,890,000	\$1,750,000	\$1,815,000	\$1,930,000

Table 4 shows Regional Planning's budgeted number of full time equivalent (FTE) staff for the years 2011-2017. The number of staff associated with implementing *Metro 2040* has remained generally consistent since its adoption.

Please note the following when reviewing the number of full time equivalent staff: some positions were vacant for part of the time; staff transferred between program budgets; and there were adjustments to the allocation for management and administrative staff to programs.

Table 4: Budgeted Number of Full Time Equivalent Staff, 2011-2017

	2011	2012	2013	2014	2015	2016	2017
Regional Planning Full Time Equivalent (FTE) Staff	14.7	13.6	14.6	13.9	13.8	14.3	13.9

Appendix 1: Summary of Processed Amendments to *Metro Vancouver 2040: Shaping our Future, 2011-2017*

Amendment Type Bylaw	Municipality	Amendment Request Description	Date of Letter from Municipality Requesting Amendment	Date Considered by RPAC ¹	Date Considered by Regional Planning Committee ²	Date Bylaw Initiated / Referred by GVRD Board	Date Bylaw Considered by GVRD Board for Initial Readings	Date Bylaw Considered by GVRD Board for Adoption	Total Processing Time (Weeks)
Type 3 Bylaw No. 1150, 2011 Oct 28, 2011	City of Richmond	Land Use Designation Amendment: General Urban to Conservation and Recreation (3 Sites totaling 149 Hectares)	Mar 2, 2011	Sept 6, 2011	Sept 16, 2011	Sept 23, 2011	Oct 28, 2011	Oct 28, 2011	34
	Tsawwassen First Nation	Text Amendment (Table A.1): Revise growth projections for the TFN	Mar 7, 2011	Sept 6, 2011	Sept 16, 2011	Sept 23, 2011	Oct 28, 2011	Oct 28, 2011	34
	District of West Vancouver	Overlay Amendment: Extend Special Study Area (1 site designated General Urban totaling 679 Hectares)	Mar 8, 2011	Sept 6, 2011	Sept 16, 2011	Sept 23, 2011	Oct 28, 2011	Oct 28, 2011	33
		Text Amendment (Section 6.12.5 Special Study Areas): to acknowledge inclusion of revised Special Study Area for the District of West Vancouver	Mar 8, 2011	Sept 6, 2011	Sept 16, 2011	Sept 23, 2011	Oct 28, 2011	Oct 28, 2011	
	City of Coquitlam	Land Use Designation Amendment: General Urban to Conservation & Recreation (numerous sites totaling 459 Hectares)	Mar 22, 2011	Sept 6, 2011	Sept 16, 2011	Sept 23, 2011	Oct 28, 2011	Oct 28, 2011	31
Type 1 Bylaw No. 1160, 2012 Sept 21, 2012	City of Coquitlam	Text Amendment (Section 6.3.4 b): Remove phrase, "Conservation and Recreation lands utilized for commercial extensive recreation facilities" from the minor amendment process	Mar 22, 2011	Sept 6, 2011	Sept 16, 2011	Sept 23, 2011	Mar 30, 2012	Sept 21, 2012	78
Type 1 Did Not Proceed	District of North Vancouver	Process Amendment: Amend the RGS to require a 2/3 majority vote for Conservation & Recreation lands to be converted to Agricultural land and then Industrial lands in two steps a conversion	Mar 22, 2011	Sept 6, 2011	Sept 16, 2011	Sept 23, 2011	Sept 23, 2011: Board declined amendment request; did not proceed to bylaw readings. Issue addressed in Regional Growth Strategy Procedures Amendment Bylaw No. 1206, 2014 and <i>Implementation Guideline # 2 – Amendments to the Regional Growth Strategy</i>		26
Type 2 Did Not Proceed	District of North Vancouver	Overlay Amendment: Designate Lower Lynn as a Municipal Town Centre	Mar 22, 2011	Sept 6, 2011	Sept 16, 2011	Sept 23, 2011	Sept 23, 2011: Board declined amendment request; did not proceed to bylaw readings. Subsequently identified as a Frequent Transit Development Area in the 2014 RCS.		26
Type 2 Bylaw No. 1168, 2012 Jul 27, 2012	Village of Anmore	Land Use Designation Amendment: Rural to General Urban and extend the Urban Containment Boundary (1 site totaling 2 hectares)	Feb 29, 2012	Feb 24, 2014	May 4, 2012	Mar 30, 2012	May 25, 2012	Jul 27, 2013	21
Type 3 Bylaw No. 1185, 2013 Jul 26, 2013	City of Port Moody	Overlay Amendment: Create 3 Special Study Areas (2 sites designated Industrial totaling 397 hectares; 1 site designated General Urban totaling 70 hectares)	Jan 30, 2013	Mar 22, 2013	Apr 5, 2013 & Jul 5, 2013	Apr 26, 2013	Jul 26, 2013	Jul 26, 2013	25
		Text Amendment (Section 6.12.5 Special Study Areas): to acknowledge inclusion of revised Special Study Area for the City of Port Moody	Jan 30, 2013	Mar 22, 2013	Apr 5, 2013 & Jul 5, 2013	Apr 26, 2013	Jul 26, 2013	Jul 26, 2013	

¹ Regional Planning Advisory Committee (previously named Technical Advisory Committee)

² Previously named the regional Planning and Agriculture Committee

Appendix 1: Summary of Processed Amendments to Metro Vancouver 2040: Shaping our Future, 2011-2017

Amendment Type Bylaw	Municipality	Amendment Request Description	Date of Letter from Municipality Requesting Amendment	Date Considered by RPAC¹	Date Considered by Regional Planning Committee²	Date Bylaw Initiated / Referred by GVRD Board	Date Bylaw Considered by GVRD Board for Initial Readings	Date Bylaw Considered by GVRD Board for Adoption	Total Processing Time (Weeks)
Type 2 Did Not Proceed	Corporation of Delta	Land Use Designation Amendment (MK Delta Lands): Conservation and Recreation to General Urban and expand the Urban Containment Boundary	Jun 12, 2013	Jun 19, 2013	Jul 5, 2013	Jul 26, 2013	Current Status: On hold at the request of the Corporation of Delta		n/a
Type 2 Did Not Proceed	Township of Langley	Land Use Designation Amendment (North Murrayville and Hendricks): Agricultural to General Urban	Jun 24, 2013	Jun 19, 2013	Jul 5, 2013	Jul 26, 2013	Oct 11, 2013: Board declined the RGS amendment request; did not proceed with bylaw readings.		16
Type 3 Did Not Proceed	Township of Langley	Land Use Designation Amendment (Highway #1 at 200th Street): Mixed Employment to General Urban	Jun 24, 2013	Jun 19, 2013	Jul 5, 2013	Jul 26, 2013	Oct 11, 2013: Board declined the RGS amendment request; did not proceed with bylaw readings.		16
Type 3 Bylaw No. 1207, 2014 Sept 19, 2014	City of Surrey	Land Use Designation Amendment (Central Newton Cultural Commercial District): Industrial to Mixed Employment (1 site, totaling 6.5 hectares)	May 2, 2014	May 22, 2014	June 6, 2014	Jun 27, 2014	Jun 27, 2014	Sept 19, 2014	20
Type 2 Bylaw No. 1203, 2014 Jun 27, 2014	Corporation of Delta	Land Use Designation Amendment (Southlands): Agricultural to General Urban and extend the Urban Containment Boundary (1 site, totaling 59.7 hectares); Agricultural to Conservation and Recreation (1 site, totaling 42.4 hectares)	Jan 14, 2014	Feb 21, 2014	Mar 7, 2014	Mar 28, 2014	Mar 28, 2014	Jun 27, 2014	23
Type 3 Bylaw No. 1209, 2014 May 15, 2015	City of Port Moody	Land Use Designation Amendment (Moody Centre Transit Oriented Development Area and Murray Street Boulevard Area): Mixed Employment and Industrial to General Urban (1 site totaling hectares)	Jun 2, 2014	June 20, 2014	July 4, 2014	Jul 11, 2014	Jul 11, 2014	May 15, 2015	50
Type 3 Did Not Proceed	City of Port Moody	Land Use Designation Amendment (Andres Wine Site): Industrial to General Urban (1 site totaling hectares)	Jun 2, 2014	June 20, 2014	July 4, 2014	Jul 11, 2014	July 11, 2014: Board declined the RGS amendment request; did not proceed with bylaw readings.		6
Type 3 Did Not Proceed		Land Use Designation Amendment (Mill and Timber Site): Industrial to General Urban (1 site totaling hectares)	Jun 2, 2014	June 20, 2014	July 4, 2014	Jul 11, 2014	July 11, 2014: Board declined the RGS amendment request; did not proceed with bylaw readings.		6
Type 3 Bylaw No. 1222, 2015 September 18, 2015	Township of Langley	Land Use Designation Amendment (two adjacent sites in the Latimer area): Mixed Employment to General Urban (1 site totaling 1 hectare), and General Urban to Mixed Employment (1 site totaling 7.5 hectares)	April 2, 2015	May 1, 2015	May 22, 2015	June 12, 2015	June 12, 2015	Sept 4, 2015	22

¹ Regional Planning Advisory Committee (previously named Technical Advisory Committee)

² Previously named the regional Planning and Agriculture Committee

Appendix 1: Summary of Processed Amendments to *Metro Vancouver 2040: Shaping our Future, 2011-2017*

Amendment Type Bylaw	Municipality	Amendment Request Description	Date of Letter from Municipality Requesting Amendment	Date Considered by RPAC ¹	Date Considered by Regional Planning Committee ²	Date Bylaw Initiated / Referred by GVRD Board	Date Bylaw Considered by GVRD Board for Initial Readings	Date Bylaw Considered by GVRD Board for Adoption	Total Processing Time (Weeks)
Type 3 Bylaw No. 1223, 2015 Oct 30, 2015	District of North Vancouver, Village of Anmore, City of Surrey, City of New Westminster, City of North Vancouver, District of West Vancouver, and City of Port Moody	Incorporate changes stemming from 7 GVRD board accepted RCS. Amendment includes revisions to regional land use designation boundaries, the addition of Frequent Transit Development Areas (FTDAs), and local centres. The proposed amendment also includes updates to the Metro 2040 Appendix A, Table A-1: Population, Dwelling Unit and Employment Projections for Metro Vancouver Sub regions and Municipalities.	n/a	Jun 5, 2015	Jul 10, 2015	Jul 31, 2015	Jul 31, 2015	Oct 30, 2015	21
Type 2 Did not Proceed	Corporation of Delta	Land Use Designation Amendment (Ladner Trunk Road): Agricultural to Rural (1 site totaling 0.23 hectares)	May 27, 2016	n/a	Jul 15, 2016	Jul 29, 2016	Jul 29, 2016: Board determined the proposed RGS amendment request is not required.		9
Type 2 Bylaw No. 1236, 2016 Apr 28, 2017	Metro Vancouver	Text Amendment: Update the policy provisions regarding the extension of regional sewerage services, and adopt associated implementation guidelines #7, <i>Extension of Regional Sewerage Services</i> .	n/a	n/a	Sept 9, 2016	Sept 23, 2016	Sept 23, 2016	Apr 28, 2017	33
Type 3 Bylaw No. 1237, 2016 Apr 28, 2017	Metro Vancouver	Text Amendment (Appendix A Table A.2): update figures on 10 years regional and municipal household growth projections by tenure.	n/a	Sept 8, 2016	Oct 14, 2016	Oct 28, 2016	Oct 28, 2016	Apr 28, 2017	28
Type 3 Bylaw No. 1243, 2017 Jul 28, 2017	Metro Vancouver	Text Amendment (Schedule G): update and reduce 55 performance measures to 15 key summary measures. The reduced number of measures facilitates simpler and more useful annual reporting.	n/a	Nov 18, 2016	Mar 10, 2017	Mar 31, 2017	Mar 31, 2017	Jul 28, 2017	20
Type 3 Bylaw No. 1246, 2017 Oct 27, 2017	Township of Langley, City of Surrey, and City of North Vancouver	Incorporate land use designation and overlay map revisions stemming from 3 MVRD board accepted RCS amendments.	n/a	Jun 23, 2017	Jun 9, 2017	Jun 23, 2017	Jun 23, 2017	Oct 27, 2017	18
Type 3 Bylaw No. 1259, 2018 May 25, 2018	City of Port Moody	Land Use Designation Amendment (Flavelle Mill Site): Industrial to General Urban (12.7 ha), removal of special study area	Sep 15, 2017	Nov 17, 2017	Feb 2, 2018	Feb 23, 2018	Feb 23, 2018	May 25, 2018	36

¹ Regional Planning Advisory Committee (previously named Technical Advisory Committee)

² Previously named the regional Planning and Agriculture Committee

Appendix 1: Summary of Processed Amendments to Metro Vancouver 2040: Shaping our Future, 2011-2017

Amendment Type Bylaw	Municipality	Amendment Request Description	Date of Letter from Municipality Requesting Amendment	Date Considered by RPAC¹	Date Considered by Regional Planning Committee²	Date Bylaw Initiated / Referred by GVRD Board	Date Bylaw Considered by GVRD Board for Initial Readings	Date Bylaw Considered by GVRD Board for Adoption	Total Processing Time (Weeks)
Type 2 Did Not Proceed	City of Surrey	Land Use Designation Amendment (Hazelmore): Rural to General Urban, 23.7 ha, extension of UCB	Oct 23, 2017	Nov 17, 2017	Feb 2, 2018	Feb 23, 2018	Mar 23, 2018: Board declined the RGS amendment request; did not proceed with bylaw readings.		22
Type 3 Did Not Proceed	City of Surrey	Land Use Designation Amendment (South Campbell Heights): Rural & Special Study Area (235 ha) to General Urban (143 ha), Mixed Emp (37ha), Con Rec (55ha) & extension of UCB; Mixed Emp (22.4ha) to Con Rec (16.4), General Urban (6ha); Rural & Special Study Area (12ha) to Agricultural & ALR	Jan 16, 2018	Apr 20, 2018	May 4, 2018	May 25, 2018	May 25, 2018: Board referred the amendment back to City of Surrey to consider an alternative amendment.		19
Type 3 Under Review	Township of Langley	Land Use Designation Amendment (Williams Neighbourhood Plan): Mixed Emp to General Urban (4ha), General Urban to Mixed Emp (2ha)	May 8, 2018	May 11, 2018	Jun 8, 2018	Jun 22, 2018	Under Review		

¹ Regional Planning Advisory Committee (previously named Technical Advisory Committee)

² Previously named the regional Planning and Agriculture Committee

To: Regional Planning Committee

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

Date: August 15, 2018

Meeting Date: September 7, 2018

Subject: **Manager's Report**

RECOMMENDATION

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

Regional Planning Committee 2018 Work Plan

Attachment 1 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. The two high priority elements are:

- Review and implementation guidance on four policy tools: inclusionary housing, density bonusing, land and airspace acquisition and deployment, and residential rental tenure zoning; and
- Business case development for a transit-oriented affordable housing revolving loan fund.

Procurement is underway to retain consultant support. It is anticipated that the consultant teams will begin work in September, with substantive completion 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, staff are working with the funding partners – Ministry of Municipal Affairs & Housing, BC Housing, TransLink, and Vancity – on completing contribution agreements (the other study collaborators are BC Non-Profit Housing Association, CMHC, and the Urban Development Institute).

Consideration of the District of West Vancouver's Regional Context Statement – An Update

At the June 8, 2018 Regional Planning Committee meeting, the Committee considered the District of West Vancouver's Regional Context Statement (RCS), submitted to Metro Vancouver on May 29, 2018. There was concern expressed about Cypress Village / Cypress West in terms of the lack of transit service and access for that new community, the planned growth out of Centre in relation to Ambleside planned growth, and the lack of resolution of the Upper Lands land use issues from a regional growth strategy perspective. As a result, the Committee passed the following resolution:

That the MVRD Board:

- a) accept the District of West Vancouver's Regional Context Statement as submitted to Metro Vancouver on May 28, 2018; and*
- b) request written confirmation from the District of West Vancouver of their intention to resolve the land use issues in the Upper Lands by seeking to: remove the Metro 2040 Special Study Area and redesignate lands above the 1,200 foot contour and lands west of Eagle Creek to a regional Conservation and Recreation land use designation.*

West Vancouver's RCS was accepted by the Metro Vancouver Board on June 22, 2018. Subsequently, West Vancouver staff provided the requested letter (Attachment 2).

Acceptance of the City of Richmond's 2017 Regional Context Statement

Section 446 of the *Local Government Act* requires that each member jurisdiction submit a Regional Context Statement (RCS) that identifies the relationship between its official community plan (OCP) and the regional growth strategy, and how the OCP is consistent or will be made consistent with the regional growth strategy over time. When the Metro Vancouver Board considers acceptance of a RCS, it is expected that it be generally consistent with the goals, strategies, actions, and the parcel-based regional land use designations in *Metro 2040*.

On November 16, 2012, the MVRD Board accepted the City of Richmond's RCS. To comply with Section 448 of the *Local Government Act* each local government's RCS needs to be reviewed at least every five years. The five-year review is an opportunity for the member jurisdiction to consider if any changes have occurred to the OCP that would trigger changes to the respective RCS.

To meet the requirements of the *Local Government Act*, the City of Richmond undertook a review of the RCS in 2017 ('five-year review') to ensure it is still reflective of the relationship between their OCP and *Metro 2040*, and that local plans and aspirations expressed in their OCP still align with the objectives laid out in *Metro 2040*. Upon review, on October 23, 2017, the City of Richmond Council passed the following resolution stating that consideration was given to the RCS and no amendments were needed:

That the Metro Vancouver (MV) Board be advised that the City of Richmond has completed the required five-year review of the Richmond 2041 Official Community Plan (OCP), Regional Context Statement and, as the OCP continues to be consistent with the Metro Vancouver (MV) Regional Growth Strategy, no Regional Context Statement changes are required, and the Metro Vancouver Board be requested to reaffirm its acceptance of the City's 2041 Official Community Plan, Regional Context Statement.

On November 17, 2017, the City of Richmond resubmitted its RCS, with no proposed amendments, to Metro Vancouver for consideration (Attachment 3).

Section 448 of the *Local Government Act* stipulates that, upon receipt, a regional district has 120 days to consider acceptance of the submitted RCS, and that the RCS is deemed accepted if there is no consideration given within that 120 days. Metro Vancouver anticipates receiving 8-9 such RCS resubmission Council resolutions in the next few months, and staff are developing a condensed evaluation process for these submissions. In this particular case, the 120 days since receipt have

passed, and the RCS is deemed to have been accepted by Metro Vancouver. No further action is required by the MVRD Board.

Staff have reviewed the City's OCP and municipal work undertaken since the 2012 RCS was accepted by the MVRD Board. Staff concur that there have been no amendments to the OCP that would trigger an amendment to the RCS. There have been no changes that would affect regional land use designations or affect regional population, housing or employment projections.

Attachments

1. Regional Planning Committee 2018 Work Plan
2. Correspondence re Confirmation of Intent on Land Uses with Relation to Upper Lands, from the Corporation of the District of West Vancouver, dated June 18, 2018 (*Orbit # 25874425*)
3. Correspondence re Richmond's Five Year Regional Context Statement Review, 2041 Official Community Plan (OCP), from the City of Richmond, dated November 17, 2017 (*Orbit # 25874425*)



Regional Planning Committee 2018 Work Plan

Report Date: August 15, 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	Ongoing
Respond to Requested Changes to, or new, Regional Context Statements	Ongoing
3rd Quarter	
Apartment Parking Study	In Progress
Industrial and Mixed Employment Lands Policy Review - Update	Pending
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	In Progress
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	Pending
Urban Centres and FTDA Policy Review	Pending
Health and Economic Outcomes of Transit Investment Study - Results	In Progress
Walkability Index - Results	In Progress
Regional Growth Modeling, Projections and Data Support – Summary	Pending
Respond to Proposed Amendments to Metro 2040	Ongoing
Respond to Requested Changes to, or new, Regional Context Statements	Ongoing

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



June 18, 2018

File: 13.2517.06/01.2017

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

Dear Heather:

Re: Confirmation of Intent on Land Uses with relation to Upper Lands

The purpose of this letter is to clarify how the District intends to resolve land use issues in the Upper Lands in response to comments from the Regional Planning Committee at its June 8th, 2018 meeting.

The District's current OCP (2004) allows for development in the remaining undeveloped areas of the Upper Lands below 1,200 feet, and provides for possible development above the 1,200-foot contour. These lands are currently designated "General Urban" in the region, with those above the 1,200-foot contour also designated as "Special Study Area" in Metro 2040.

The proposed OCP (2018) provides new direction and policies to concentrate the remaining development potential of the Upper Lands into compact and complete neighbourhood(s) in and around the Cypress Village and adjacent Cypress West areas, through the preparation of Area Development Plan(s).

New policies also specify the permanent protection of areas with greater environmental and recreational values above the 1,200-foot contour and west of Eagle Creek below 1,200-foot contour from future development through the Area Development Plan(s) for Cypress Village/Cypress West. Work on the said plan(s) has begun.

As stated on page i) 2 of the proposed Regional Context Statement, the current "Special Study Area" will remain until Council has sufficient policy in place to guide future development in the Upper Lands with adopted Area Development Plan(s) for Cypress Village/Cypress West. Following the adoption of said plan(s), the District intends to:

- Remove the "Special Study Area"; and
- Re-designate newly protected lands west of Eagle Creek below 1,200 feet (currently "General Urban"), as well as the "Special Study Area" lands above 1,200-foot contour as "Conservation & Recreational" land use (currently part "General Urban") in Metro 2040.

Page: 2

The entirety of the OCP can be found online at www.westvancouver.ca/ocp. Please contact Winnie Yip, Community Planner at 604-925-7238 if you have any questions or wish to discuss further.

Yours truly,

A handwritten signature in dark ink, appearing to read 'Jim Bailey', with a long horizontal flourish extending to the right.

Jim Bailey
Director, Planning & Development Services

/WY

cc: Erin Rennie, Senior Regional Planner, Metro Vancouver
David Hawkins, Manager, Community Planning & Sustainability, DWV
Winnie Yip, Community Planner, DWV



City of
Richmond

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

November 17, 2017
File: 01-0157-30-RGST1

Finance and Corporate Services Department
City Clerk's Office
Telephone: 604-276-4007
Fax: 604-278-5139

Chris Plagnol
Corporate Officer, Metro Vancouver
Metrotower III, Mailroom 11th Floor
4730 Kingsway
Burnaby, BC V5H 0C6

Dear Mr. Plagnol:

Re: Richmond's Five Year Regional Context Statement Review, 2041 Official Community Plan (OCP)

This is to advise that Richmond City Council at its Regular Council meeting held on Monday, October 23, 2017, considered the above matter and adopted the following resolution:

That the Metro Vancouver (MV) Board be advised that the City of Richmond has completed the required five year review of the Richmond 2041 Official Community Plan (OCP), Regional Context Statement and, as the OCP continues to be consistent with the Metro Vancouver (MV) Regional Growth Strategy, no Regional Context Statement changes are required, and the Metro Vancouver Board be requested to reaffirm its acceptance of the City's 2041 Official Community Plan, Regional Context Statement.

If you have any questions or require additional information, please do not hesitate to contact Terry Crowe, Manager, Policy Planning at 604-276-4139.

Yours truly,

David Weber
Director, City Clerk's Office

DW:eb





BC Chicken Growers'
ASSOCIATION

July 17, 2018

Mr. Richard Stewart
Chair, Metro Vancouver Regional Planning Committee
4730 Kingsway
Burnaby, BC V5H 0C6

Dear Mr. Stewart

2018 Agriculture Awareness Grant

On behalf of our Poultry in Motion Educational Mini Barn Program Committee, we thank the Board of Directors of the Metro Vancouver Regional District for selecting our Association as one of the recipients of the annual Agriculture Awareness Grants.

We are grateful that the members of the Board, the Regional Planning Committee, and the Agricultural Advisory Committee recognize the value of our Poultry in Motion Educational Mini Barn Program. Each year the mobile Mini Barn visits fairs and agriculture events so the public is able to experience firsthand how broiler chickens are raised. Year over year we receive more booking inquiries for our mobile barn from elementary, middle and high schools where, along with the mobile barn, our Poultry in Motion coordinator gives detailed presentations on poultry production to students and teachers.

The financial support from your Board is very much needed and appreciated as we do not charge a fee to schools or fairs. We will forward a detailed project funding report early next year.

Thank you again,

Sincerely,

Margret Duin
Administrator
BC Chicken Growers' Association

New email address: office@bcchickengrowers.ca

P.O. Box 581, Abbotsford, BC V2T 6Z8

tel 604.859.9332 | fax 604.853.4808 | bccga@telus.net



August 1, 2018
 Our File: 13-6480-20/12/1
 Doc #: 3041505.v1

Chair Greg Moore at Metro Vancouver Board
 Metro Vancouver
 Metrotower III
 4730 Kingsway
 Burnaby BC V5H 0C6

Dear Chair Moore and Board:

RE: Office Development in Metro Vancouver

The City of Coquitlam is undertaking a Commercial Zones Review, with the following key objectives:

- Support the strengthening of Coquitlam's economic base;
- Create vibrant commercial centres;
- Support future neighbourhood planning; and
- Improve customer service.

An important component of this work is creating and implementing strategies for Coquitlam to secure a larger share of the region's future office development. Coquitlam City Council received and discussed a staff report on this topic at its Committee meeting on June, 18, 2018 (see attachment).

As discussed in the report, the Metro Vancouver Regional Growth Strategy has set a very ambitious employment target for Coquitlam of 94,000 jobs by 2041, which is 47,200 more jobs than the 2011 total of 46,800 jobs (a 100% increase). This employment creation is critical in order to keep pace with Coquitlam's population growth and for Coquitlam to be a complete community (we are one of the only Metro Vancouver communities that is meeting its regional housing-supply targets).

Currently, about 57% of the office space in Metro Vancouver is concentrated in the City of Vancouver (which has 25% of the region's population), with a further 18% located in the City of Burnaby (with less than 10% of the region's residents). In contrast, while Coquitlam has about 6% of the region's population, it has just 1% of the region's office space. Unless Coquitlam is able to

secure a significantly larger share of the region's future office development, it is unlikely that the City can meet its employment target. A number of other Metro Vancouver municipalities face the same situation, all of which has serious implications on the regional transportation network.

Metro Vancouver acknowledges the need for more office development outside of the core, along with the importance of leveraging off the major investments in regional transportation infrastructure, including the Evergreen Extension. Metro Vancouver's 2015 report titled *Office Development in Metro Vancouver's Urban Centres* states that "focusing office development in Urban Centres benefits the regional transportation system and livability in a number of ways: by supporting the development of complete communities, reducing vehicle commutes and employee transportation costs, protecting lands for other uses, complementing commercial and residential land uses and increasing the vibrancy and success of Urban Centres."

This same report suggested a number of areas for further exploration to encourage and facilitate office development in Urban Centres, including initiatives that could be undertaken by Metro Vancouver. Some of these initiatives are particularly relevant to assisting Coquitlam and other municipalities in attracting a larger and more equitable share of the region's office development:

- Work with municipalities, the development community and others to consider possible refinements to regional land use policy to best support the goal of attracting office development to Urban Centres outside of downtown Vancouver.
- Explore regional economic issues and explore advancing initiatives that support economic and employment growth, including office-based businesses, and promote the region as a destination for investment. This can include encouraging efforts by municipalities and the province to retain and attract businesses to the region and office space to Urban Centres through establishing an environment that is conducive to business investment and growth.
- Collect and promote case studies and best practices about ways municipalities and developers can direct office growth to Urban Centres.
- Consider prioritizing which Urban Centres would be the most appropriate focus areas for office growth.
- Maintain and share data, statistics, and other information resources about Urban Centres which may be of use for municipalities, business investors, developers, and tenants. Specifically, update the inventory of office buildings in the region and publish annual summaries of results.
- Support annual office market updates for planners and others outside the development sector.
- Facilitate discussion and improve relationships between public and private sectors about office development issues through increasing links, sharing information, working together on specific initiatives, hosting special events, potential for public-private partnerships, etc.

- With municipalities and other partners, investigate other building forms for office in Urban Centres.
- Encourage, as appropriate, municipalities to:
 - Develop incentive programs for office development in Urban Centres. This may include conducting technical research about possible incentives and sharing materials with municipalities to inform them about available tools.
 - Prepare development and design plan/policy guidelines to support office development in Urban Centres. This could include guidelines or templates benefiting municipalities, or hosting education / information sharing events.
 - Work with the province and municipalities to review property tax rates for office space to support competitive business costs.
 - Work with the provincial and federal governments to encourage them to locate their office accommodations and appropriate facilities in Urban Centres.
 - Continue to study office and employment lands development and related economic issues. Specifically, research planning and development issues which support office development in Urban Centres and share results with municipalities, developers and others.

The City of Coquitlam fully supports these suggested initiatives and would like to see them more aggressively pursued by Metro Vancouver as part of preparing for the next update of the Regional Growth Strategy in the same manner as the work being undertaken on industrial lands.

The City also strongly believes that Metro Vancouver has a leadership role to play in ensuring that future office development is more appropriately distributed in the region

There are benefits to Metro Vancouver's operational model to pursuing more distributed head office space, including reduced travel times in effectively and efficiently maintaining Metro Vancouver very broad service area. Examples of Metro Vancouver functions that could be decentralized include parks, sewer and water.

We are very keen to work with Metro Vancouver on tackling the issue of the distribution of office space in the region to ensure that all Urban Centres benefit.

Should you have any questions or require any further information with respect to this matter, please contact me, or contact Jim McIntyre, General Manager Planning and Development at 604-927-3401 or at jmcintyre@coquitlam.ca.

Yours truly,

A handwritten signature in black ink, appearing to read "Richard Stewart", with a long horizontal flourish extending to the right.

Richard Stewart
Mayor

c. Council

Jim McIntyre, General Manager Planning and Development

Heather McNell, Director of Regional Planning and Electoral Area Services, Metro Vancouver

Neal Carley, General Manager, Parks, Planning and Environment, Metro Vancouver

Attachment:

1. Report to Coquitlam City Council-in-Committee – Commercial Zones Review
(Doc# 2962055.v3)

June 13, 2018

Our File: 13-6480-20/12/1

Doc #: 2962055.v3

To: City Manager

From: General Manager Planning and Development

Subject: **Commercial Zones Review – Office Development**

For: **Council-in-Committee**

Recommendation:

That the Committee receive the report of the General Manager Planning and Development dated June 13, 2018 and entitled “Commercial Zones Review – Office Development” for information.

Report Purpose:

The purpose of this report is to present the results of the office development review and potential strategies for how the City may be able to secure a larger share of the region’s future office development. Staff are seeking the Committee’s feedback on these strategies, which fall into three categories:

1. Four strategies that staff believe can be implemented in the short-term;
2. Two strategies that staff believe require significant additional policy analysis and research before consideration of implementation; and
3. One possible strategy that staff believe should be deferred and only considered after there is an opportunity to review progress on the other initiatives.

Strategic Goals:

This report supports the City’s strategic goals of ‘Expanding Local Jobs and Local Prosperity’, ‘Achieving Excellence in City Governance’ and ‘Strengthening Neighbourhoods’. This is an important initiative because securing more office development is a critical part of the City’s ability to achieve the employment targets set out in Metro Vancouver’s Regional Growth Strategy. It is also necessary if City Centre is to become a true downtown with a wide variety of jobs and businesses. As a result, the outcome of the office development review will feed into the City Centre Area Plan update.

Executive Summary:

Coquitlam currently has about 1% of the total office space in Metro Vancouver, with the vast majority (75%) of the region’s office space located in the core municipalities of Vancouver and Burnaby. Coquitlam’s City Centre needs to attract a greater share of the region’s future office development as part of becoming a complete community. Office development is also important to Coquitlam because it is an investment that adds to the tax base, places less demand on the road network by reducing sprawl, matches jobs to where people live and benefits from the significant recent investments made in transportation infrastructure, including the Evergreen Line.

Executive Summary: cont'd/

The strategies set out in this report are intended largely for the City Centre but will also be considered where applicable in other business areas through the broader Commercial Zones Review.

Staff have identified seven strategies that the City could employ in securing more office development, including both incentives and regulations:

Short-Term

1. No further banking of office space;
2. Coquitlam office space attraction focus;
3. Creating new zones in City Centre; and
4. Advocating for the decentralization of office space in the region.

Medium-Term

5. Adjusting the density bonus program for City Centre; and
6. Ensuring adequate parking.

Possible Long-Term

7. Introducing a financial incentives program.

Based on the Committee's feedback, staff intend to consult with the development and business communities and undertake further research, as required, on the strategies set out in this report to flesh out the details of how they can be implemented. The focus at this point will be on the strategies that can be implemented in the short term so that those can be reported back to the Committee in several months. This will be followed by a report focusing on the medium-term strategies at a later date (2019). Some of the strategies will be incorporated as policy directions into the City Centre Area Plan update and others will be for follow-up in the next phase of the Commercial Zones Review.

Background:

The scope of work for the Commercial Zones Review was received and discussed at the October 23, 2017 Council-in-Committee meeting and support was expressed for undertaking this project. The scope of work has three phases:

- Phase 1: Office Demand Study;
- Phase 2: Background Research; and
- Phase 3: Bylaw Amendments.

This report addresses the results of Phase 1. It includes review of the existing office market in Coquitlam and the region in general, the factors influencing the type of office space that the City may be able to assist in attracting and the incentives and regulations that the City might be able to leverage to secure a larger share of the region's office space.

Developing policies and incentives to attract more office tenants and jobs to Coquitlam has been a key discussion point at recent Economic Development Advisory Committee (EDAC) meetings.

Background: cont'd/

At its November 2017 meeting, EDAC positively received and supported the direction of Planning and Development's office development review.

Attracting more office space is an important part of Coquitlam being able to achieve its Metro Vancouver Regional Growth Strategy employment target of 94,000 jobs by 2041, which is 47,200 more jobs than the 2011 total of 46,800 jobs (a 100% increase). This employment creation is critical in order to keep pace with Coquitlam's population growth and to become a complete community as a place to "live, work, play and learn."

Office development is also important to Coquitlam because it is an investment that adds to the tax base, places less demand on the road network by reducing sprawl (i.e., it is an efficient land use) and matches jobs to where people live.

The focus at this point is an Office Demand Study, which is the first phase of the Commercial Zones Review, a C Priority in the 2018 Business Plan. Other sectors (e.g., retail, service commercial) will be examined as part of the broader Commercial Zones Review, including examining trends for each sector, the factors that will influence future growth, and strategies that the City might implement to help support these other commercial sectors.

Discussion/Analysis:

Staff have reviewed a number of recent studies on the Metro Vancouver office market, including:

- *Office Development in Metro Vancouver's Urban Centres*, prepared by Metro Vancouver, March 2015;
- *Office Development in Metro Vancouver's Urban Centres – Facts in Focus (2016)*, prepared by Metro Vancouver; and
- The quarterly and annual reports prepared by major real estate brokerages.¹

Staff also retained Colliers International Consulting ("Colliers") to undertake an office development review and staff talked to a number of a real estate developers and brokers, as well as prospective office tenants, to gain their insights on the topic. In addition, staff provided an overview of the project at the Urban Development Institute – City of Coquitlam Liaison meeting held on March 16, 2018.

Current Distribution of Office Space in the Region

Metro Vancouver has an estimated 5.9 million sq. m. (63.5 million sq. ft.) of purpose built office space (Class A, B and C²), distributed as follows:

- Vancouver with 57% (3.4 million sq. m. / 36.4 million sq. ft.);
- Burnaby with 18% (1.1 million sq. m. / 11.3 million sq. ft.);

¹ Colliers, CBRE and Avison Young.

² A Class is defined as the highest quality and most centrally located office space, with the highest rents. Within the A Class, AAA is the absolute highest quality, with much of it concentrated in downtown Vancouver. B and C Class office space is, in turn, of lesser quality and in less central locations, with lower rents.

Discussion/Analysis: cont'd/

- Surrey with 8% (0.5 million sq. m. / 5.3 million sq. ft.);
- Richmond with 7% (0.4 million sq. m. / 4.2 million sq. ft.);
- New Westminster with 3% (0.2 million sq. m. / 1.8 million sq. ft.); and
- Coquitlam with 1% (92,900 sq. m. / 700,000 sq. ft.).³

This space ranges from office towers in City and Town Centres to low-rise buildings in business parks, commercial strips and light industrial areas.

According to Colliers, Coquitlam currently has an estimated 53,500 sq. m. (576,000 sq. ft.) of Class A, B and C office space. However, the Colliers data excludes buildings with less than 930 sq. m. (10,000 sq. ft.) of office space and also office buildings owned and occupied by government (e.g., the BC Ministry of Transportation and Infrastructure's Lower Mainland District office building on Woolridge Street, which contains 8,229 sq. m. / 88,585 sq. ft. of space). If all office space is counted, Coquitlam is estimated to have over 92,900 sq. m. (700,000 sq. ft.), as noted above. The majority of this space is in City Centre, with smaller nodes in the Austin Heights, Brunette, Lougheed-Burquitlam and United Boulevard areas.

Colliers estimates the current (Q1 2018) vacancy rate for Coquitlam's office space is at 3.8%, compared to a regional average of 5.4%. This means there is just 2,020 sq. m. (21,700 sq. ft.) of unoccupied office space available for lease in Coquitlam at present. For reference, the industry typically considers an 8-10% vacancy rate as a "balanced market", with anything below as a "landlord's market" and anything above a "tenant's market."

The weighted average asking gross rental rate⁴ for A Class office space in Coquitlam is \$33.26 per sq. ft. in comparison:

- Downtown Vancouver is \$56.91, with Class AAA at \$66.46;
- Vancouver's Broadway corridor is \$48.98;
- Richmond is \$30.59;
- Burnaby is \$40.57;
- New Westminster is \$39.59; and
- Surrey is \$29.92, but its Class AAA space, which is the majority of recently developed office space, is \$46.68.

Current Coquitlam Office Context

In addition to the current office inventory in Coquitlam, there is 35,100 sq. m. (380,000 sq. ft.) of banked office space in City Centre along with 3,840 sq. m. (41,000 sq. ft.) of banked retail space.

³ Some information sources estimate the amount of office space in the region to be higher based on different definitions of office space and data collection methods. Regardless of the exact amount of office space in the region, the more important issue is how it is distributed within the region proportionally and the data is similar between sources on the percentage share of office space in each municipality.

⁴ The gross rental rate typically has a flat rent fee that encompasses rent and all costs associated with ownership, such as taxes, insurance, and utilities. A gross rental rate can be modified to meet the needs of the tenants.

Discussion/Analysis: cont'd/

This banked space has resulted from three developers deferring construction of employment generating floorspace required under the C-4 City Centre Commercial zone to a later time by shifting it to future phases that remain undeveloped and instead focusing on maximizing the residential component of their projects. This banked office space includes:

- 15,800 sq. m. (171,000 sq. ft.) at 1150 High Street (Morguard) since 2005;
- 14,800 sq. m. (160,000 sq. ft.) at 1170 Pinetree Way (Unimet) since 2006; and
- 4,500 sq. m. (49,000 sq. ft.) at 2992 Glen Drive (Cressey) since 2011.

The timeframe for when this office space may be developed is uncertain, with the developers telling City staff that there is not sufficient demand to warrant its construction at this time. However, Onni's office building in Suterbrook Village in Port Moody, which was completed in late 2016 and contains 13,010 sq. m. (140,000 sq. ft.) of office space, plus ground level retail space, is now at about 85% occupancy. Major tenants include Work Safe BC, Fraser Health Authority, Regus (co-working office space) and Kids & Company (child care), with the remainder of the space occupied by smaller businesses that are typically seeking 139 sq. m. – 186 sq. m. (1,500 – 2,000 sq. ft.) of space to lease.

According to Onni, when it began construction of the office building (which is on a portion of the site where a hotel was originally planned), it had no tenants lined up and Onni was building purely on speculation. Onni was able to complete the building relatively quickly because the below grade parkade on which it sits was already constructed. The attraction of Onni's office building is that it is in very close proximity to the Inlet Centre rapid transit station and to a range of services and amenities and also that the space is available for lease now, with no wait for building completion.

Despite the Onni building's proximity to the Inlet Centre rapid transit station, there is still strong demand from the office tenants for parking and there is insufficient parking in the existing parkade. To help address this need, Onni is providing 100 parking stalls for commercial use in its final phase of residential development in Suterbrook Village. Staff have heard similar stories from some of the existing and prospective office users in Coquitlam City Centre about the need for more parking (and in some cases for more easily accessible parking) for employees and visitors even with good public transit.

Projected Future Distribution of Office Space in the Region

Much of the major new office space under construction and planned for the region over the next few years will be in Vancouver, reinforcing the historical trend.

In downtown Vancouver alone, there are 108,880 sq. m (1,172,000 sq. ft.) of floorspace in six projects that are expected to be completed by 2020, with more in the planning stage. A significant share of this new office space will be filled by existing downtown office tenants seeking more and / or higher quality space.

Discussion/Analysis: cont'd/

The landlords of the spaces being vacated are employing a variety of incentives to attract new tenants, including discounted rents, building upgrades, and leasehold improvement packages. Some of these new tenants are being drawn from other markets in the region who prefer a downtown location if they can get in at the right price. This in turn can increase the vacancy rates in these other markets.

Another regional trend that has been noted is the shift away from suburban office parks and towards urban centres, which has been attributed to two key factors:

- Proximity to rapid transit and population centres, which is important in attracting workers in a highly competitive labour market, as well as better serving clients; and
- Proximity to more amenities (e.g., restaurants, recreation, entertainment), which is also important in attracting workers.

Those urban centres that are on rapid transit lines therefore have the best opportunities to secure office development, although being on a line is not in itself assurance that office development will follow.

Coquitlam's Potential to Secure More Office Development

The view amongst market analysts is that much of the future office development in Coquitlam will be and should be in City Centre. But, there is heavy competition amongst the larger municipalities for this type of development. Coquitlam's key competitors for office development are seen as Surrey City Centre and North Burnaby because of proximity.

In the case of North Burnaby, the competition will primarily be Shape Properties' Lougheed Town Centre project, where up to 92,900 sq. m. (1,000,000 sq. ft.) of office space is planned (a figure that is viewed by some analysts as optimistic) and Shape Properties' Brentwood Town Centre project, where 55,740 sq. m. (600,000 sq. ft.) of office space is planned.

Surrey has been aggressively pursuing office development in its City Centre for over a decade and currently has an estimated 204,380 sq. m. (2.2 million sq. ft.) of office space. A further 26,570 sq. m. (286,000 sq. ft.) of office space is nearing completion, of which 60% is Class AAA.

One of the tools that Surrey used in an attempt to accelerate redevelopment in City Centre was a financial incentives program that included no municipal property taxes for three years, a 30% reduction in Development Cost Charges and a 50% reduction in building permit fees. This program recently ended.

Surrey has also dedicated extensive staff and financial resources to attract business to its City Centre through the creation of the Surrey City Development Corporation ("SCDC"), a standalone development corporation owned by the City,

Discussion/Analysis: cont'd/

which has the mandate to advance the City's financial, social, business and community goals through the development of the City's surplus land holdings, strategic acquisitions of property ready for redevelopment and the acquisition of income generating properties. As an example, SCDC is partnered with two developers in the 3 Civic Plaza mixed-use project in the Surrey City Centre, which includes office space.

A significant portion of Coquitlam's future office development will be driven by local population growth, but the City should be able to compete for a larger share of the regional office market for a number of reasons:

- City Centre is the dominant urban centre in the northeast sector of Metro Vancouver. As this sub-region grows, City Centre commercial development, including office, will be supported by this larger market;
- The arrival of rapid transit has made City Centre far better connected to the rest of the region;
- City Centre has a number of high quality amenities (e.g., restaurants, personal and business services, parks and civic facilities), with more to come as it continues to redevelop;
- Significant population growth is occurring in City Centre, creating a larger labour pool in close proximity upon which office employers can draw;
- A larger share of future employment is expected to be office based, including co-sharing, a trend occurring not only in Metro Vancouver but also in other urban regions; and
- Office rents in City Centre are competitive in the region, which is an attraction for tenants that are less concerned about a central location in the region and more concerned about the cost of rent and other factors.

Coquitlam, and City Centre specifically, should therefore be able to support more office development than some market analysts believe might be the case. In doing so, the focus should be on attracting branch and regional office tenants rather than head offices that tend to cluster in downtown Vancouver. There are a range of options that should be considered if the City is to take on a role in helping this happen.

Potential Strategies to Create More Office Development

Staff have identified seven strategies for the Committee's consideration that the City might employ in securing more office development. These strategies include both incentives and regulations and can be grouped into three categories:

1. Four strategies that staff believe can be implemented in the short-term;
2. Two strategies that staff believe require significant additional policy analysis and research before consideration of implementation in the medium-term; and
3. One possible strategy that staff believe should be deferred and only considered in the longer-term after there is an opportunity to review progress on the other initiatives.

Discussion/Analysis: cont'd/

Short-Term Strategies

1. No Further Banking of Office Space

The 35,100 sq. m. (380,000 sq. ft.) of banked office space in City Centre, most of which goes back over a decade, suggests that permitting this practice, at least in the past, has hindered the City's ability to achieve its employment targets (This banked office space would directly support an estimated 2,500 jobs assuming one job per 150 sq. ft.). Going forward, staff believe that steps should be taken through zoning and development agreements to ensure that employment generating floor space is not permitted to be deferred beyond the completion of the residential component of a project.

2. Coquitlam Office Space Attraction Focus

The City's Economic Development Division started preliminary office development marketing and promotion efforts several years ago. The goal was to leverage marketing mediums, such as Office Space Magazine and features on BC Business Online, to improve the perceptions of Coquitlam as a destination for office development, particularly in key core areas along the Evergreen Extension, such as City Centre.

Because Coquitlam's City Centre is developing as a local and regional hub for the North Fraser Region, there are opportunities to attract businesses in sectors such as professional / government services, finance / insurance / real estate (FIRE), technology, education and health care. Additionally, there are also opportunities for local serving office type businesses in areas like Austin Heights and Burquitlam. With Planning and Development undertaking key policy development projects, such as the City Centre Area Plan Update, Commercial Zones Review and the Office Demand Study, the time is approaching for additional marketing efforts. Economic Development has commenced discussions with Corporate Communications on suitable marketing options for raising awareness and promoting Coquitlam as an office development market.

In addition, as part of the final phase of the Economic Development Strategy Update, the Economic Development Division will be developing a focus on office attraction under the Business Attraction section of the strategy. The Economic Development Division plans on increasing marketing activities as a means to attract more office users to Coquitlam.

The proposed program, which will be led by Economic Development with support from Planning and Development, will focus on matching developers of projects containing an office component with organizations, agencies and businesses seeking office space.

Discussion/Analysis: cont'd/

There is a feeling in the development community that there is a limited office market in Coquitlam and that the pace of office development in at least the short-term in City Centre will therefore continue to be slow. That said, real estate professionals specializing in the office market have stated to Economic Development and the Tri-Cities Chamber of Commerce that finding office space in Coquitlam, particularly for smaller tenants, is extremely difficult.

3. Creating New Zones in City Centre

The C4 zone has historically been applied to all high density mixed use developments in the City Centre core. The zone requires that a minimum of 0.5 FAR of the base density of 2.5 FAR be for employment generating floorspace. Staff believe that this “one size fits all” approach to zoning needs to be revisited as part of the City Centre Area Plan review.

It may be that employment generating floorspace below an FAR of 0.5 should be permitted in some parts of City Centre and that employment generating floorspace significantly above an FAR of 0.5 should be required in other parts of City Centre, especially in close proximity to the SkyTrain stations. Where the employment generating floorspace FAR is higher, it will be achieved primarily through office floorspace.

It should be noted that the C4 zone formerly required a minimum of 0.7 FAR of the base density of 2.5 FAR be employment generating floorspace. However, based on feedback from City Centre developers at the time, who were having difficulty finding tenants to fill the floorpace, the C4 zone was amended in 2011 to reduce the minimum to 0.5 FAR from 0.7 FAR. Staff believe that the commercial market has since been evolving in City Centre as a result of factors such as the opening of the Evergreen Line, a larger population base and a growing share of employment in the region being office-oriented, and that it is therefore appropriate that the employment generating / residential floorspace ratio be revisited.

In concert with creating new zones in City Centre, staff are currently reviewing the density cap of 5.0 FAR as part of the City Centre Area Plan update. If developments are able to achieve an FAR above 5.0 in an appropriate manner, and this is due in part to more employment generating floor space, then it should be permitted, especially since there is no building height limitation in the City Centre.

4. Advocating for the Decentralization of Office Space

As noted, Metro Vancouver’s Regional Growth Strategy (RGS) has set ambitious employment targets for Coquitlam. These targets can only be achieved by a significant share of the jobs being office based.

The need for more office development outside of the core is acknowledged by Metro Vancouver, which states in its *Office Development in Metro Vancouver’s Urban Centres* (March 2015) report, that “focusing office development in

Discussion/Analysis: cont'd/

Urban Centres benefits the regional transportation system and livability in a number of ways: by supporting the development of complete communities, reducing vehicle commutes and employee transportation costs, protecting lands for other uses, complementing commercial and residential land uses, and increasing the vibrancy and success of Urban Centres.

Staff believe that Metro Vancouver has a leadership role to play in ensuring that future office development is more appropriately distributed in the region, especially in areas where there has been significant investments in transportation infrastructure (e.g., the Evergreen Line). There are two parts to this role:

- There are benefits to Metro Vancouver's operational model to pursuing more distributed head office space, including reduced travel times in effectively and efficiently maintaining the region's very broad service area. The City of Coquitlam found this itself through its Works Yard analysis, which concluded that an additional works yard closer to the service area has significant benefits. Examples of Metro Vancouver functions that could be decentralized include parks, sewer and water.
- When Metro Vancouver next updates the RGS, staff believe that an important component of this work should be greater focus on office development and strategies for how office space can be distributed among regional centres to achieve multiple benefits including supporting the RGS employment targets for all member municipalities, especially those where there has been significant transit system investments.

For example, a number of public sector agencies can be more decentralized within the region. This has already occurred with some agencies, such as Work Safe BC in Onni's Port Moody office building, but there are many agencies at the provincial and federal levels that remain firmly entrenched in the core of the region despite many of their employees and clients being located elsewhere in the region. This should be explored as part Metro Vancouver's next RGS update.

Medium-Term Strategies

5. Adjusting the Density Bonus Program for City Centre

City Centre developers are generally building only the minimum amount of floorspace (0.5 FAR) that the C4 zone requires since the best financial return is on the residential side. There are a number of ways of increasing incentives to provide additional office space in developments using the City's Density Bonus Program. The rental housing section of the Housing Affordability Strategy has responded very well to these kinds of incentives and the City could give consideration to something similar to incentivize additional office space.

Discussion/Analysis: cont'd/

A number of the options that will be explored have been implemented elsewhere in the region. For example, Burnaby and Port Moody do not include commercial floorspace in the FAR calculation for the purposes of determining bonus density, making it essentially “free” density. As another example, the City of North Vancouver’s density bonus program allows one additional sq. ft. of residential density for every sq. ft. of additional commercial density above 1.0 commercial FAR.

In further evaluating these and other options, an important consideration will be a system that is simple and efficient and can be easily implemented and monitored.

6. Ensuring Adequate Parking

Despite the presence of rapid transit, there is still strong demand from many office tenants for parking for their employees and visitors. The current requirement set out in the City’s Zoning Bylaw is one parking stall per 40 sq. m. (430 sq. ft.) of gross floor area, a standard that has been in place since the early 1980s. Given the trend towards more intense use of office space (i.e., employees working in smaller spaces) and also what staff have heard from some existing and prospective City Centre office tenants about a lack of adequate commercial space parking, staff believe that the office parking standard should be reviewed while acknowledging that there has likely been some offsetting of the historical experiences of office tenants in City Centre since the arrival of SkyTrain service.

Coupled with this would be a review of where and how the office parking is provided in mixed use buildings since there have also been concerns expressed by office tenants about a lack of easy access to parking for visitors in some developments. Often office visitors are competing with retail and residential visitors for available parking.

Possible Long-Term Strategy

7. Exploring a Financial Incentives Program

As noted, Surrey had a financial incentives program for a number of years in its City Centre but it has now ended. Staff believe that the viability of establishing a financial incentives program for office space in City Centre might be explored at some point in the future depending on review of the success of the higher priority initiatives, but that it is a low priority. One of the key questions that would need to be answered is: if such a program were to be considered would it generate sufficient incentive to encourage developers to build office space that they otherwise would not build.

Summary:

Staff recognize that any of the strategies set out above will only work if the market is prepared to respond. On the other hand, markets change over time and City Centre is becoming a more dominant urban centre in the region. Hence, a bundle of carefully crafted incentives and regulations could help to accelerate the rate at which office space is developed in Coquitlam.

This policy direction is very important in ensuring that Coquitlam continues to develop as a complete community for employment as well as living, but also needs to be considered in the broader spectrum of the other goals and outcomes the City seeks to attain or receive through development activity. Capitalizing on robust levels of development in recent years, the City has been successful in advancing ongoing and implementing new development charges and contributions for civic infrastructure and facilities, parks, affordable housing and other community needs. As well, recent interest has been expressed in requiring electric vehicle charging in multi-family residential developments and promoting the provision of additional day care facilities in the community.

It should also be noted that the City collects development levies and charges on the behalf of other public agencies (e.g., School District #43 School Site Acquisition Charges, Metro Vancouver DCCs and newly planned TransLink DCCs) through the development application process.

Recognizing that an expanding range of fees, charges and contributions are being sought through the development process, staff have initiated a review in this regard and will be reporting back to Council prior to the summer break on a framework to discuss, confirm and prioritize what Council wants development to deliver in terms of both financial and other community benefits.

Next Steps:

Seven strategies have been identified that the City could employ in securing office development in Coquitlam, which have been organized around a timeframe and include:

Short-Term

1. No further banking of office space;
2. Coquitlam office space attraction focus;
3. Creating new zones in City Centre; and
4. Advocating for the decentralization of office space in the region.

Medium-Term

5. Adjusting the density bonus program for City Centre; and
6. Ensuring adequate parking.

Possible Long-Term

7. Introducing a financial incentives program.

Next Steps: cont'd/

Based on the Committee's feedback, staff intend to consult with the development and business communities and undertake further research, as required, on the strategies set out in this report. Should the Committee express support, staff intend to focus on implementing the strategies identified for the short-term and will be reporting back to the Committee on the progress on these initiatives over the next several months. This will be followed by a report on the medium-term strategies at a later date (2019). Some of the strategies noted above will be incorporated as policy directions into the *City Centre Area Plan* update and others will be for follow-up in the next phase of the Commercial Zones Review.

Financial Implications:

There are no immediate financial implications associated with this report.

Conclusion:

Office development is an important part of the Commercial Zones Review, as it is required to achieve Metro Vancouver's employment targets, and will support the development of City Centre as a downtown. It is anticipated that some of the proposed strategies for attracting office development, if supported by Council, require further investigation while others can be implemented sooner.

J.L. McIntyre, MCIP, RPP

This report was prepared by Eric Vance, consultant to the City on the Commercial Zones Review, with input from Jim McIntyre, General Manager, Planning and Development and reviewed by Michelle Hunt, General Manager, Finance and Technology, Andrew Merrill, Manager Community Planning, Steve Gauley, Supervisor Community Planning, Curtis Scott, Manager Land Development, Jeff Burton, Manager Real Estate, Bob Ambardar, Director City Lands, David Munro, Manager Economic Development and George Fujii, Director Development Services.



August 7, 2018

File: 0280-30
Ref: 188438

Greg Moore
Chair, Metro Vancouver
Metrotower III, 4730 Kingsway
Burnaby, BC V5H 0C6

Dear Mr. Moore:

Re: Agricultural Land Soil Investigation Results

Thank you for your letter of April 18, 2018, addressed to the Honourable Lana Popham, Minister of Agriculture, regarding the results from an Agricultural Land Soil Investigation which assessed the land use outcomes of approved Agricultural Land Commission applications for the placement of fill in the Agricultural Land Reserve (ALR) throughout the Metro Vancouver region.

This investigation provides important insight into the detrimental impact to soil bound crop production associated with the placement of fill on land within the ALR. The Ministry of Agriculture views the results of the investigation as a valuable tool for both land-use planning in the province and decision making within the Ministry.

As you know, the Ministry of Agriculture has previously worked with Metro Vancouver Regional Planner Theresa Duynstee in numerous capacities and looks forward to working with Theresa on other projects in the future.

Thank you again for your letter.

Sincerely,

Joan Easton
Executive Director