VILLAGE OF ANMORE

REGULAR COUNCIL MEETING AGENDA

Agenda for the Regular Council Meeting scheduled for Tuesday, November 1, 2016 at 7:00 p.m. in Council Chambers at Village Hall, 2697 Sunnyside Road, Anmore, BC

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1. **Call to Order**

2. **Approval of the Agenda**

3. **Public Input**

   Note: The public is permitted to provide comments to Council on any item shown on this meeting agenda. A two-minute time limit applies to speakers.

4. **Delegations**

   (a) Coquitlam RCMP

5. **Adoption of Minutes**

   (a) Minutes of the Regular Council Meeting held on October 18, 2016

   Recommendation: That the Minutes of the Regular Council Meeting held on October 18, 2016 be adopted as circulated.

6. **Business Arising from Minutes**

7. **Consent Agenda**

   Note: Council may adopt in one motion all recommendations appearing on the Consent Agenda or, prior to the vote, request that an item be removed from the Consent Agenda for debate or discussion, voting in opposition to a recommendation, or declaring a conflict of interest with an item.

   Recommendation: That Council ratify the recommendations in the November 1, Regular Council Meeting Consent Agenda.

8. **Items Removed from the Consent Agenda**

9. **Legislative Reports**

page 6 **(a) Solid Waste Management Bylaw No. 554-2016**

Recommendation: That Anmore Solid Waste Management Bylaw No. 556-2016 be finally reconsidered and adopted.

page 15 **(b) Zoning Bylaw No. 374-2004**

Report dated October 28, 2016 from the Manager of Development Services is attached.

10. **Unfinished Business**

11. **New Business**

page 114 **(a) Sponsorship and Advertising on Village Owned Assets Policy No. 55**

Report dated October 28, 2016 from the Chief Administrative Officer is attached.

page 120 **(b) School District No. 43 Proposed Eligible School Site Requirements**

Recommendation: That Council accepts the School Board's 2016 Eligible School Sites Resolution and proposed requirements for the School District in 2016-2026.

12. **Mayor's Report**

13. **Councillors Reports**

14. **Chief Administrative Officer's Report**

15. **Information Items**

(a) Committees, Commissions, and Boards – Minutes

(b) General Correspondence

page 129 - Letter dated October 12, 2016 from Metro Vancouver regarding Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver.

page 156 - Letter dated October 12, 2016 from Metro Vancouver regarding Progress Update on the Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study – Transit Ridership Effects.

page 171 - Letter dated September 27, 2016 from the Office of the Mayor of the Corporate of Delta regarding George Massey Tunnel Replacement Project – Environmental Assessment.

16. Public Question Period

Note: The public is permitted to ask questions of Council regarding any item pertaining to Village business. A two-minute time limit applies to speakers.

17. Adjournment

VILLAGE OF ANMORE

REGULAR COUNCIL MEETING – MINUTES

Minutes of the Regular Council Meeting held on Tuesday, October 18, 2016 in Council Chambers at Village Hall, 2697 Sunnyside Road, Anmore, BC

ELECTED OFFICIALS PRESENT
Mayor John McEwen
Councillor Ann-Marie Thiele
Councillor Paul Weverink

ELECTED OFFICIALS ABSENT
Councillor Ryan Froese
Councillor Kim Trowbridge

STAFF PRESENT
Juli Kolby, Chief Administrative Officer
Christine Milloy, Manager of Corporate Services
Jason Smith, Manager of Development Services

1. Call to Order

Mayor McEwen called the meeting to order at 7:00 p.m.

2. Approval of the Agenda

It was MOVED and SECONDED:

R198/2016 **"THAT THE AGENDA BE APPROVED."**

CARRIED UNANIMOUSLY

3. Public Input

(a) Pam Blackman, East Road, commented that the facility rental policy requirements are heavy handed for small user groups.

4. Delegations

Nil

5. Adoption of Minutes

(a) Minutes of the Regular Council Meeting held on October 4, 2016

It was MOVED and SECONDED:

R199/2016 **"THAT THE MINUTES OF THE REGULAR COUNCIL MEETING HELD ON OCTOBER 4, 2016 BE ADOPTED AS CIRCULATED."**

CARRIED UNANIMOUSLY

6. Business Arising from Minutes

Nil

7. Consent Agenda

It was MOVED and SECONDED:

R200/2016 **"THAT COUNCIL RATIFY THE RECOMMENDATIONS IN THE OCTOBER 18, 2016 REGULAR COUNCIL MEETING CONSENT AGENDA."**

CARRIED UNANIMOUSLY

(a) Metro Vancouver – RateOurHome.ca Campaign

R201/2016 **"THAT THE LETTER DATED SEPTEMBER 30, 2016 FROM GREG MOORE, METRO VANCOUVER BOARD CHAIR, REGARDING THE RATEOURHOME.CA CAMPAIGN, BE REFERRED TO STAFF FOR INFORMATION."**

ADOPTED ON CONSENT

8. Items Removed from the Consent Agenda

Nil

9. Legislative Reports

(a) Solid Waste Management Bylaw No. 554-2016

It was MOVED and SECONDED:

R202/2016 **"THAT ANMORE SOLID WASTE MANAGEMENT BYLAW NO. 554-2016 BE READ A FIRST, SECOND AND THIRD TIME."**

CARRIED UNANIMOUSLY

(b) Officer Designation and Delegation of Authority Bylaw No. 556-2016

It was MOVED and SECONDED:

R203/2016 **"THAT ANMORE OFFICER DESIGNATION AND DELEGATION OF AUTHORITY BYLAW NO. 556-2016 BE FINALLY RECONSIDERED AND ADOPTED."**

CARRIED UNANIMOUSLY

10. Unfinished Business

Nil

11. New Business

(a) Facility Rentals Policy

It was MOVED and SECONDED:

R204/2016 **"THAT COUNCIL APPROVE FACILITY RENTALS POLICY NO. 53 AS OUTLINED IN THE REPORT DATED OCTOBER 12, 2016 FROM THE CHIEF ADMINISTRATIVE OFFICER REGARDING FACILITY RENTALS POLICY."**

MOTION DEFEATED

It was MOVED and SECONDED:

R205/2016 **"THAT COUNCIL REFER FACILITY RENTALS POLICY NO. 53 BACK TO STAFF FOR FURTHER INFORMATION."**

MOTION DEFEATED

IT WAS MOVED & SECONDED

R206/2016 **"THAT COUNCIL APPROVE FACILITY RENTALS POLICY NO. 53 AS OUTLINED IN THE REPORT DATED OCTOBER 12, 2016 FROM THE CHIEF ADMINISTRATIVE OFFICER REGARDING FACILITY RENTALS POLICY, WITH AMENDMENTS."**

CARRIED UNANIMOUSLY

12. Mayor's Report

Mayor McEwen reported that:

- He received complaints regarding lack of lighting in the lower parking lot.
- Power seeding was done today in Spirit Park; with assurances from Blue Pine that it can be walked on, on Halloween
- Staff did a great job preparing for the impending storm last weekend
- Road work is ongoing ; inadequacies will be addressed at Lanson and East Road
- Held a coffee talk last Friday; thank you to Carmen for arranging
- Attended a branding session on October 11
- Attended a regional parks meeting on October 12 where the hydro alignment came up – they are having to separate the lines through Belcarra Regional Park
- Attended a Translink meeting where they approved Metro representatives

- Last Wednesday he and Councillor Trowbridge and Weverink attended a fire trustees meeting
- He sat in with Councillor Thiele, Trowbridge and Weverink and events coordinator Rachel Carrier regarding Ma Murray Day
- We will be hosting a Halloween event on October 31. Traffic consideration will be given for parking will be addressed.

13. Councillors Reports

Councillor Thiele reported that:

- She attending both the branding workshops
- The committee held a good Ma Murray Day wrap up meeting
- The last Protective Services Meeting was cancelled due to lack of quorum
- The Emergency Preparedness Committee will be meeting
- Finance Committee met on Monday
- Council of Councils will be held this Saturday
- There is a Council Planning Workshop on October 25, 2016
- She would like the matter of Buntzen Lake

It was Moved and Seconded:

R207/2016 **"THAT COUNCIL REFER THE ISSUE OF BUNTZEN LAKE TRAFFIC TO THE PROTECTIVE SERVICES COMMITTEE FOR THEIR REVIEW AND COMMENT."**

CARRIED UNANIMOUSLY

14. Chief Administrative Officer's Report

Juli Kolby reported that:

- She noticed in the agenda that the Parks & Rec committee expressed drainage concerns for Spirit Park; based on conversation with the Village's engineer and the contractor, there are no concerns regarding drainage
- Trankslink has activated a website "Have Your Say" regarding the 10-year vision
- Community grant applications available online
- Village received a $10,000 grant for our Asset Management Plan
- The Village received a poster recognizing the Great Bear Rainforest as part of the Queens Commonwealth Canopy, from the Provincial government
- The village has signed on to participate in the great Shake Out on October 20 at 10:20am
- The Village previously purchased lights for the light up spirit park event and requested Council direction to purchase lights for this year's event

NB: Council asked for this to be referred to the Finance Committee

15. Information Items

(a) Committees, Commissions, and Boards – Minutes

- Parks Committee Meeting Minutes of April 21, 2016

(b) General Correspondence

Nil

16. Public Question Period

(a) Herb Mueckel, Alpine Drive, presented information and his views regarding the Old Village Hall.

(b) Pam Blackman, East Road, commented that she would like to see a separate user rate for residents versus non-residents.

17. Adjournment

It was MOVED and SECONDED:

R208/2016 **"TO CONCLUDE."**

CARRIED UNANIMOUSLY

The meeting adjourned at 7:50 p.m.

Certified Correct:

Christine Milloy
Manager of Corporate Services

Approved by:

John McEwen
Mayor

VILLAGE OF ANMORE

BYLAW NO. 554-2016

A bylaw to provide a system for the collection and disposal of solid waste

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WHEREAS under the *Community Charter S.B.C. c26* authorizes Council to regulate, prohibit and impose requirements in relation to municipal services;

AND WHEREAS Council considers it desirable to regulate solid waste services in the Village of Anmore;

NOW THEREFORE the Council of the Village of Anmore, in open meeting assembled, enacts as follows:

1. TITLE

This bylaw may be cited as "Anmore Solid Waste Management Bylaw No. 554-2016".

2. REPEAL

That "Anmore Solid Waste Management Bylaw No. 534-2014" be repealed in its entirety.

3. DEFINITIONS

Attractant means any substance which could reasonably be expected to attract wildlife or does attract wildlife including but not limited to household refuse, kitchen waste, food products, beverage containers, barbecue grills, pet food, bird feed/feeders, diapers, grease barrels, fruit, honey, salt, oil, other petroleum products, chemical products and compost other than grass clippings, leaves or branches;

Automated Collection means the collection of solid waste using a specially designed vehicle with mechanical apparatus which empties a collection cart directly into the vehicle without requiring manual labour to empty the cart;

Bear Locks means a locking device installed on collection carts to protect carts and their contents from wildlife.

Bio-Medical Waste means material that is prescribed as "bio-medical waste" by the *Environmental Management Act*;

Building and Demolition Waste means all earth, debris, rocks, trees, stumps, building materials and anything originating from the construction or demolition of buildings and structures;

Enforcement Officer means a bylaw enforcement officer, a conservation officer, a police officer or a WildSafe BC program staff member;

Collection Cart means garbage or kitchen waste and yard waste containers for automated collection that is owned by the Village and loaned to an owner who receives curbside collection;

Collection Crew means the contractor and its employees and any other person authorized by the Village to provide services pursuant to this bylaw;

Commercial Use means a use providing for the sale of goods and services;

Dwelling Unit means a self-contained residential unit intended for the sole use of family living in either a manufactured home, single-family or two-family home;

Garbage means all solid waste eligible for regular disposal excluding recyclables and kitchen waste and yard waste;

Kitchen Waste means meats, fish, bones, seafood shells, vegetable peelings and seeds, fruit peelings and seeds, eggshells, pasta, rice, baked goods, desserts, dairy, butter, sauces, food-soiled papers such as pizza boxes, ice cream cartons, papers plates and napkins, coffee grounds and coffee filters, tea bags and tea leaves, and similar products as approved for disposal by the Village from time to time;

Land Clearing Waste means all earth, debris, rocks, trees, stumps and anything else originating from land clearing for development purposes;

Operations Superintendent means the Operations Superintendent for the Village of Anmore;

Noxious Waste means any matter or thing natural or manmade, that may be germ or vermin infested, have an offensive odour, be explosive in itself or when mixed with other substances or be injurious to the health of a person handling it and without limitation, acids or other corrosive materials and combustible materials;

Occupier means a person or persons residing at a residence;

Owner means the person(s) whose name appears on the title of property at the Land Titles Office;

Person includes an individual, business, corporation or partnership;

Parcel means any lot, block or other area in which land is held or into which it is subdivided, including strata and bare land strata complexes and individual strata lots;

Recyclables means all materials approved for collection by Multi Material BC;

Scavenge means to separate or remove materials from solid waste which has been set out for collection;

Secondary Suite means a dwelling unit that is ancillary and subordinate to another dwelling unit, such as a basement or attic suite;

Solid Waste means garbage, kitchen waste and yard waste eligible for regular disposal excluding recyclables;

Special Waste means material that denotes a regulation as "special waste" by the *Environmental Waste Management Act*;

Village means the Village of Anmore;

Wildlife means birds and any mammals not normally domesticated, including but not limited to bears, cougars, coyotes, wolves, foxes, racoons and skunks;

Yard Waste means weeds, plants, leaves, ashes, sawdust, grass, hedge and plant clippings, twigs, branches three inches or less in diameter and less than 40 inches long and may include Christmas trees free of tinsel and chemical sprays, cut to suit, but does not include any land clearing;

4. COLLECTION AND DISPOSAL SERVICE

4.1 Every Owner and Occupier of a Parcel containing at least one Dwelling Unit shall make use of the Solid Waste Disposal Services provided by the Village.

4.2 Every Commercial Use property shall make use of the Solid Waste Disposal Services provided by the Village.

4.3 Notwithstanding the charges for service pursuant to section 5 of this bylaw, the Village shall loan to the Parcel;

(a) one 240L Garbage Collection Cart and one 240L Kitchen Waste and Yard Waste Collection Cart for a Parcel containing one Dwelling Unit;

(b) one 360L Garbage Collection Cart and one 240L Kitchen Waste and Yard Waste Collection Cart for a Parcel containing a Dwelling Unit with a Secondary Suite;

(c) one 120L Garbage Collection Cart and one 240L Kitchen Waste and Yard Waste Collection Cart for a Commercial Use property.

5. VILLAGE SERVICES

5.1 The Village shall provide the following services by way of Automated Collection to each Parcel under sections 4.1 and 4.2:

(a) Garbage collection every other week;

(b) Kitchen Waste and Yard Waste collection every week.

5.2 The frequency of the provision of the collection services under section 5.1 is subject to change from time to time due to statutory holidays, as determined by the Operations Superintendent.

5.3 The Village's collection services listed under section 5.1 is limited to the applicable number and size of Collection Carts supplied.

5.4 An owner of a Parcel receiving services under this bylaw may apply to increase the size of a Collection Cart by submitting a written request to the Operations Superintendent. Additional fees, where applicable, will apply.

6. DUTIES OF OWNERS AND OCCUPIERS

6.1 Every Owner or Occupier of a Parcel that receives Solid Waste Services from the Village shall:

a) Shall keep on the Parcel at all times all Collection Carts supplied to the Parcel;
b) Place all solid waste intended for collection in Collection Carts;
c) Separate solid waste for collection into appropriate Collection Carts as designated;
d) Notify the Operations Superintendent if a Collection Cart is damaged or a cart is stolen;
e) Maintain all Collection Carts supplied to the Parcel in a clean and sanitary condition at all times;
f) Maintain all Collection Carts as received without modifying the carts or their components;
g) On collection day, the collection carts must be placed on the driveway of the parcel as near as possible to the travelled portion of the road no earlier than 5:30 a.m. and no later than 7:00 a.m. and ensure that all bear locks are unlocked and that the collection carts do not impeded pedestrian traffic;
h) ensure that all Bear Locks are re-locked and all Collection Carts are returned to their storage area by no later than 10:00 p.m. on collection day;
i) Take steps to secure their Collection Carts against theft or damage. If a Collection Cart is stolen or damaged due to the neglect of an Owner or Occupier, reimburse the Village for its costs of replacing or repairing the cart within 30 days of receiving an invoice;
j) Ensure that all assigned Collection Carts are accessible for inspection by the Village;
k) Keep the Collection Carts supplied to the Parcel with the lid securely closed and locked, except to deposit waste or allow for collection and disposal;
l) Ensure that only solid waste eligible for regular disposal is deposited in the garbage Collection Cart;
m) Ensure that only recyclable materials are deposited in the recycling Collection Cart and that such materials are clean and dry;
n) Ensure that only kitchen and yard waste is deposited in the kitchen and yard waste Collection Cart;
o) Ensure that solid waste has been drained of all liquid and that waste such as ashes, sawdust and other such items are separately contained within the cart;
p) Set out only the amount of waste that will fit into a Collection Cart with the lid closed and so as not to exceed the weight limit specified on the cart;

q) Dispose of excessive solid waste to the appropriate waste facility;
r) Clean up spillage originating from Collection Carts;
s) No Owner, Occupier, or other person shall keep any Attractant on their premises in such manner as to be accessible to Wildlife, and without limiting the generality of the foregoing, every Owner, Occupier, or other person shall ensure that:
   i. all fruit is removed within three (3) days;
   ii. bee hives and bird feeders are inaccessible to Wildlife;
   iii. petroleum products including grease and motor oil are inaccessible to Wildlife;
   iv. outdoor refrigerators or freezers are either inaccessible to Wildlife or securely locked to prevent access by Wildlife;
   v. Wildlife Attractants, including but not limited to meat, bones, dairy, and oil, are not put into compost piles.

6.2 If an Owner or Occupier of any Parcel has not complied with section 6.1 or other relevant sections contained in this bylaw, the Village's Collection Crew need not collect any Solid Waste from said Parcel.

7. ACCESS TO PARCEL AND COLLECTION CARTS

7.1 An officer or employee of the Village many enter onto any property in accordance with section 16 of the *Community Charter S.B.C. c26* to inspect and determine whether this bylaw is being met.

7.2 An Enforcement Officer may enter onto property if Wildlife poses a threat.

7.3 A Person must not interfere with, hinder or obstruct an officer or employee of the Village in the exercise of the performance of their duties or functions.

8. COLLECTION OF OTHER WASTES

8.1 The Village will not provide for the collection and disposition of any wastes other than Solid Waste or Kitchen Waste and Yard Waste. It is the responsibility of any Owner or Occupier to provide for the legal collection and disposition of any other waste products including without limitation, Bio-Medical Waste, Building and Demolition Waste, Land Clearing Waste, Noxious Waste and Special Waste.

8.2 Bio-Medical Waste and Special Waste must be disposed of by an Owner or Occupier in accordance with all applicable Federal and Provincial environmental legislation, including without limitation, the provisions of the *Waste Management Act, S.B.C. 1982, c 41* and regulations made hereunder.

9. GENERAL PROHIBITIONS

9.1 No Person other than an Owner or Occupier of a Parcel to whom a Collection Cart has been issued, or a Collection Crew, shall remove the cover from the said Collection Cart or remove or disturb the said Collection Cart or the contents thereof.

9.2 No Person shall Scavenge Solid Waste from a Collection Cart.

10. FEES AND CHARGES

10.1 All Owners receiving the Solid Waste Collection Service shall be charged the fees set out in Schedule "A" of this bylaw which will be included on the annual fall utility notice and shall be payable by the due date.

10.2 A 10% penalty will apply to all fees left unpaid after the due date.

10.3 Any fees not paid by December 31 of the year in which it is payable shall be treated as taxes in arrears and shall be collected in the same manner and with the same remedies as property taxes.

10.4 Upon issuance of an occupancy permit for a building to be serviced under this bylaw, the Owner of a Parcel shall purchase one Garbage Collection Cart and one Kitchen Waste and Yard Waste Collection Cart and pay, in advance, the per diem rate under Schedule "A" for the balance of the year. Collection Carts will be delivered by an employee of the Village within 15 days of payment.

11. ENFORCEMENT AND IMPLEMENTATION PROVISIONS

11.1 This bylaw maybe enforced by the Chief Administrative Officer, the Operations Superintendent, Enforcement Officer, or delegate(s), who may be assisted by other employees of the Village.

11.2 A Person who:

(a) contravenes, violates or fails to comply with any provision of this bylaw;

(b) fails or neglects to do anything required to be done under this bylaw; or

(c) suffers or allows any action or thing to be done in contravention of this bylaw, or any notice or direction made under this bylaw;

commits an offence and where the offence is a continuing one, each day that the offence is continued constitutes a separate offence.

11.3 A Person convicted of an offence under this bylaw is liable to pay a fine of up to a maximum $10,000.00 if prosecuted under the *Offence Act.*

11.4 Recurring non-compliance of any provision of this bylaw that may affect the integrity of the Solid Waste Collection System may result in suspension of the service pursuant to the *Community Charter, S.B.C. c26.*

11.5 Persons deemed to be in non-compliance will be provided reasonable notice of the suspension and will have opportunity to make representation to Council pursuant to the *Community Charter, S.BC. c26.*

12. SCHEDULES

12.1 That Schedules "A" and "B" are attached hereto and forms part of this bylaw.

READ a first time this day of , 2016

READ a second time this day of , 2016

READ a third time this day of , 2016

RECONSIDERED, FINALLY PASSED AND ADOPTED this day of , 2016

Mayor

Manager of Corporate Services

Certified a true and correct copy of "Anmore Solid Waste Management Bylaw No. 554-2016".

Date

Manager of Corporate Services

SCHEDULE "A"

1. **Domestic Waste**

(a) Purchase of Collection Carts are the responsibility of the property owners. Ownership is transferred to the Village for wear and tear maintenance and replacement. Each property shall have two Collection Carts, one for Garbage and one for Kitchen Waste and Yard Waste.

	120 Litre	240 Litre	360 Litre
Collection Cart Purchase	$131.00	$137.00	$142.00

(b) All owners will receive an annual utility notice and shall be payable by the due date which will be no less than 21 days from the date of mail out.

January 1 – December 31, 2016	$251.00 for two Collection Carts

(c) Upon issuance of an occupancy permit for a building that will be serviced by this bylaw shall pay in advance $0.69 per day for the remainder of the year.

(d) Replacement or repair of Garbage Collection Carts or Kitchen Waste and Yard Waste Collection Carts due to damage by Wildlife or anyone other than the Collection Crew will be invoiced to the Owner at the following rates:

	120 Litre	240 Litre	360 Litre
Collection Cart Replacement	$131.00	$137.00	$142.00
Collection Cart Repair	$15 / per occurrence		
Bear Lock Replacement	$10 / per occurrence		

An Owner will not be invoiced for the first occurrence within a two (2) year period.

(e) Owner or Occupiers in contravention of this bylaw may be fined in as per the below.

1st Offence	Warning
2nd Offence	$50
3rd Offence	$100
4th Offence	$150

SCHEDULE "B"

**APPLICATION FOR SERVICE LEVEL CHANGE
FOR SOLID WASTE COLLECTION**

Name: _____ Phone No. _____

Address: _____

TYPE OF COLLECTION CART	**SIZE (LITRE)**	COLLECTION CARTS I CURRENTLY HAVE:	I WISH TO CHANGE MY CARTS TO:
Garbage Collection Cart	120 240 360	_____ _____ _____	_____ _____ _____
Kitchen Waste and Yard Waste Collection Cart	120 240	_____ _____	_____ _____

I agree that any fees as required in Bylaw No. 534-2014 will be paid for the services provided:

_____ _____
Signature Date

You may fax this application to the Village Hall at 604-469-0537 or drop it off at the Village Hall, 2697 Sunnyside Road, during normal office hours – 8:30 a.m. to 4:00 p.m. Monday to Friday.

VILLAGE OF ANMORE

REPORT TO COUNCIL

Date:	October 28, 2016
Submitted by:	Jason Smith, Manager of Development Services
Subject:	Zoning Bylaw Review and Update

Purpose / Introduction

The purpose of this report is provide Council with a draft Zoning bylaw, an overview of the proposed changes to the Zoning bylaw and to outline a proposed public consultation plan to solicit broad feedback on the potential changes.

Recommended Resolutions

1. **THAT Council direct staff to bring the draft Zoning bylaw for review to the Advisory Planning Commission and then provide the opportunity for public review and feedback as described in the report dated October 28, 2016 from the Manager of Development Services regarding Zoning Bylaw Review and Update. [Recommended]**

Or

2. **That Council provide direction to staff on necessary changes to the draft zoning bylaw or how to proceed with public consultation.**

Background

The Zoning bylaw update is a project that has been underway for some time and after considerable internal discussions with Council, members of Village Anmore staff and the Advisory Planning Commission (APC) that identified some of the key issues and discussed possible responses; a draft Zoning bylaw (**Attachment 1**) has been developed that reflects those discussions. The draft Zoning bylaw attempts to address many of the key issues identified to date. This is not meant to be the final version of the Zoning bylaw but a draft that presents a tangible document that will enable the project to advance with the end result being the adoption of a more effective Zoning bylaw.

Council last received an update on this project in November 2015 (**Attachment 2**) and the report outlined the issues being considered and presented the results of the APC meetings that had taken place with regards to the Zoning bylaw update.

Council received the November 2015 report for information and the consultants working on the project began drafting a revised Zoning bylaw based on the conversations that had already taken place. During the spring of 2016, the consultants drafted the Zoning bylaw with further input from new Village staff, in particular the building inspector and plan checker.

Discussion

The proposed changes to the Zoning bylaw address technical challenges that have been identified with the current bylaw and to update the Zoning bylaw to reflect the current OCP policies. Some of the more impactful changes are outlined below. A table outlining all of the changes being proposed has been attached (**Attachment 3**) to this report.

Comprehensive Development (CD) Zoning

Direction for the requirements of CD zoning are proposed to change and they are based on the recommendations of the APC, the key elements are:

- Minimum parcel size is ¼ acre
- Direction provided on FAR depending on parcel size
- Setbacks must be the same as RS-1 zone
- Lot coverage varied by parcel size

It should be noted that the changes are meant to be guidelines for the creation of future CD zones and that all future CD zones must be consistent with the OCP and will be considered on a case by case basis.

Height

The proposed changes make provisions for flat roofs, vaulted ceilings and relating height calculations to the lower of existing or finished grade. Clarification on how finished and existing grade are to be determined has also been added.

Floor Area

Changes are being proposed as to how floor area is calculated. Parking areas within a principal building and accessory residential building will now be included in the calculation. There will be an exception for the first 42 m^2 of parking area in principal building and 20 m^2 in an accessory building. All parking area within an accessory residential building will be included to avoid oversized buildings with this use located within.

Countryside Estates

Minor setback increases are being proposed; front yard setback going from 3 to 5 m, back yard setback going from 1.5 m to 3m, exterior side yard setback going from 3 m to 4 m and the interior side yard setback going from 1.2 m to 1.5 m. Additionally, a reduction in the permitted floor area ratio from 0.7 to 0.6 is being proposed.

There has been discussion that the current development is not in keeping with the semi-rural nature of the Village and these changes are intended to result in a scale of development that is more in keeping with the vision articulated in the OCP.

Fences

The permitted height of fences is proposed to be reduced in front yards to 1.2 metres and reduced to 1.8 metres in all other locations. A setback for fences from retaining walls is now required. Restrictions on materials used for fencing is also proposed whereby barbed wire, razor wire and mesh wire fences are prohibited in all zones except for an industrial, civic institutional, or commercial use.

Retaining Walls

A separation requirement of 3.6 metres between retaining wall systems is being proposed. Additionally, a requirement to landscape and screen the horizontal elements of retaining walls has also been added. These measures are being proposed to reduce the visual impact of retaining walls.

Landscaping and Screening

Regulation regarding landscaping and screening has been added in an effort to mitigate development impacts of retaining wall construction, new CD, commercial or institutional zoning. These changes are further efforts to update the Zoning bylaw to reflect the vision articulated in the OCP.

Zoning Changes Contemplated but not included

There were two changes to zoning that were raised but have not been included at this point. The first involves the removal of the C-3 Equestrian Zone and rezoning it RS-1. There was also discussion of changes to the Birch Wynd community zoning from something other than RS-1 zoning to better reflect the predominantly smaller lots sizes located there.

Current staff are not aware of the history behind these proposals and would like to more fully explore the rationale with the APC and others to determine the best way to address the future of the C-3 zone and a possible new zone for the Birch Wynd community.

Infill Development

The issue of Infill Development was raised during the discussions of the Zoning bylaw update. This is a significant policy issue and will be best addressed through its own dedicated process, which began with the Mayor's Task Force on the issue and is being actively worked on by staff. It is anticipated that a report on this matter will be coming forward in the near future. The rationale for separating out the issue of Infill Development is that for it to proceed it will likely need amendments to the Official Community Plan (OCP) and speaks to broader policy issues. Whereas the scope of the Zoning bylaw review is for it to be a more technical and regulatory review with an emphasis on clarifying and improving the Zoning bylaw in a manner that is consistent with the current OCP.

Financial Implications

There will be some minor costs for sending out the flyer to all households regarding the Zoning bylaw review. When a final draft is developed based on the consultation with the public, a full legal review should be conducted, which will result in some additional financial costs.

Communications / Civic Engagement

There has been much internal discussion about the changes to the Zoning bylaw and what is being proposed is that the discussion be broadened to include the public. This will ensure that anyone who feels their interests may be impacted or would like to offer input is able to.

To begin, it is staff's intent to bring the draft Zoning bylaw to the APC again for further review and discussion. The APC has put considerable effort into the preliminary stages of this project and staff feel it is important to return to them in order to ensure that they are able to offer further input prior to engaging in a wider public consultation.

Should there be no further substantive changes to the draft Zoning bylaw after being reviewed by the APC, staff would proceed to send a flyer to all Anmore households advising them of major proposed changes to the Zoning bylaw, providing a link to the full draft and inviting them to a public meeting to express their concerns and providing them with alternative means to provide comments either through email, letters to planning staff. If the APC recommends substantive changes to the Zoning bylaw then staff will bring the bylaw back to Council prior to proceeding to broad public engagement.

Once this is complete staff will provide all comments and feedback to Council, incorporate any changes that they feel appropriate and bring a revised draft bylaw to Council for potential readings and adoption.

Council Strategic Plan Objectives

The review of the Village of Anmore's regulatory bylaws was identified as a strategic initiative in Council Strategic Plan for 2015-2018, in particular the Zoning Bylaw Update was identified as key milestone. Completing the update will represent a strong step forward in improving the Village's regulatory regime.

Attachments:

1. Draft Zoning Bylaw
2. Zoning Bylaw Review and Update: Issue Identification Summary Report, dated November 17, 2015.
3. Table of Proposed Zoning Bylaw Changes

Report/Recommendation to Council
Zoning Bylaw Review and Update
October 28, 2016

Prepared by:	
Jason Smith Manager of Development Services	
Reviewed for Form and Content / Approved for Submission to Council:	
Chief Administrative Officer's Comment/Concurrence	**Chief Administrative Officer**

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ZONING AMENDMENTS

This document contains a consolidation of the text of the Anmore Zoning Bylaw No. XXXX, 20XX and incorporates amendments pursuant to:

BYLAW NO	DATE	BYLAW NO	DATE	BYLAW NO	DATE

PART 1 ENACTMENT

1.1 TITLE

This Bylaw may be cited for all purposes as "Village of Anmore Zoning Bylaw No. XXX, XXXX"

1.2 PURPOSE

The principal purpose of this Bylaw is to regulate development in the municipality for the benefit of the community as a whole.

PART 2 DEFINITIONS

In this Bylaw:

A

Accessory building and structure	means a *building* or *structure* located on a *parcel*, the *use* of which is incidental and ancillary to the principal *permitted use* of the *land*, *buildings* or *structures* located on the same *parcel*.
Accessory use	means a *use* that is clearly incidental and ancillary to, the *principal use* of land, *buildings* or *structures* located on the same *parcel*.
Accessory one-family residential	means a *use* accessory to a *campground use*, a *civic* and *assembly use*, a *commercial use*, or a *manufactured home park use*, where a *building* is used for one *dwelling unit* for the accommodation of an owner, operator, manager or employee on the same *parcel* as that on which the *use* occurs.
Active floodplain	means an area of *land* that supports floodplain plant species and is: a. adjacent to a *watercourse* that may be subject to temporary, frequent or seasonal inundation, or b. within a boundary that is indicated by the visible *high water mark*.
Agriculture, urban	means growing or producing flowers, native and ornamental plants, edible berries, fruits, nuts and vegetables as well as the keeping of honey bees (Apis mellifera).
Alter	means any change to a *building* or *structure* that would result in an increase in *floor area*.
Approving Officer	means the *Approving Officer* pursuant to the *Land Title Act* and the *Strata Property Act*.
Assembly	means a *use* providing for the *assembly* of persons for religious, charitable, philanthropic, cultural, private recreational or private educational purposes; includes churches, places of worship, auditoriums, youth centres, social halls, group camps, private schools, kindergartens, play schools, day nurseries and *group daycares*.

B

Basement	means that portion of a *building* that is below the first storey.
Bed and breakfast	means an *accessory use* of a *dwelling unit* in which bedrooms are rented to paying customers on an overnight basis with no more than one meal served daily and before noon.

Below grade floor area, where specified by this bylaw,	means that portion of the *floor area* of the *basement* that is situated below the average *finished grade*, the amount to be determined by the application of the following formula: $\frac{\text{Distance from } \textit{basement} \text{ floor to average } \textit{finished grade}}{\text{Distance from } \textit{basement} \text{ floor to floor level of story above}} \times \frac{\textit{Gross floor area}}{\text{of } \textit{basement}}$
Boarding	means an *accessory use* of one or more sleeping units contained within a *dwelling unit* for the accommodation of no more than two persons not being members of the family occupying the *dwelling unit*.
Breezeway	means a structural connection between an *accessory building* or *structure* and a *principal building*. For the purposes of this Bylaw, a *breezeway* does not create a single *building* or *structure* out of the two *buildings* or *structures* it connects.
Building	means any *structure* and portion thereof, including affixed mechanical devices, that is used or intended to be used for the purpose of supporting or sheltering any *permitted use* or occupancy.

C

Campground	means a *use* providing designated sites for the temporary accommodation, not exceeding 30 consecutive days, of the travelling public in tents, camper vehicles or travel trailers; and may include personal service facilities to accommodate the needs of the occupants; but specifically excludes the retail sale of the trailers, campers and tents.
Cellar	means a space between two floors of a *building*, the elevation of the lower of which is at least 1.5 metres below grade.
Civic institutional	means a *use* providing for public functions; includes municipal offices, *schools*, community centres, libraries, museums, parks, playgrounds, cemeteries, fire halls, and works yards.
Commercial	means a *use* providing for an occupation, employment or enterprise that is carried on for gain or monetary profit by any person.
Community garden	means the non-*commercial use* of *land* for the public growing of flowers, native and ornamental plants, edible berries, fruits and vegetables.
Council	means the *Council* of the *Village* of Anmore.

D

Daycare, family	means the *use* of a *dwelling unit* for the care of not more than seven (7) children, licensed under the *Community Care and Assisted Living Act*.
Daycare, group	means a *use* or facility providing for the care of more than seven (7) children in a group setting, licensed under the *Community Care and Assisted Living Act*, and includes a nursery school and pre-school.
Derelict vehicle	means a car, boat, truck or similar vehicle that has not been licensed for a period of one (1) year and is not enclosed within a *structure* or *building*.
Development	means a change in the *use* of any *land*, *building* or *structure* and shall include the carrying out of any *building*, engineering, construction or other operation in, on, over or under *land* or water, or the construction, addition or alteration of any *building* or *structure*.
Dwelling unit	means one or a set of habitable rooms used or intended to be used for the *residential* accommodation of one family and containing only one set of cooking facilities.

E

Equestrian	means the *commercial* accommodation of horses for the purpose of *boarding*, training, breeding, riding lessons, community riding functions, rental to the general public, and other such functions associated with the operation of a horse stable or riding academy including an administrative office, customers' lounge, waiting area and restrooms.

F

Family	means: a. one person alone, or two or more persons related by blood, marriage, adoption, or foster parenthood sharing one *dwelling unit*; or b. not more than three unrelated persons sharing one *dwelling unit*.
Fence	means a type of *screening* consisting of a *structure* that is used to form a boundary or enclose an area, but excludes hedges, trees and other types of natural vegetation.
Floor area or gross floor area	means the total of the gross horizontal area of each floor of a *building* as measured from the outermost perimeter wall of the *building*, but excludes for the purpose of a *one-family dwelling*, *two-family dwelling* or *accessory building* or *structure*, *below grade floor area* if 50% or less of the *basement* is below *average finished grade*. If more than 50% of the *basement* is below the *average finished grade*, all the *below grade floor area* is included in the calculation. *Parking area* within a *building* or *structure* will be included in the calculation of *floor area*, except for up to 42 m^2 of *parking area* located within the *principal building* and up to 20 m^2 of *parking area* located within an *accessory building* that is not an *accessory one-family residential building*.
Floor area ratio	means the figure obtained when the *floor area* of all *buildings* on a *parcel* is divided by the area of the *parcel*.
Forestry and lumbering	means a *use* providing for the extraction of primary forest resources on a *parcel*, and in addition, includes only the preliminary grading and/or cutting of such material for shipment and for consumption on the same *parcel* but specifically excludes all manufacturing and retail sales of products and any processing not specifically included in this definition.

G

Garage	means an *accessory building* or that portion of a *principal building*, which is used for the parking of one or more motor vehicles and is totally enclosed with a roof, walls, and one or more doors.
Grade	means the grading elevation as identified on a *parcel* grading plan, where such a plan has been approved by the *Village* at the time of *subdivision* when the *parcel* was created. Or where there is no *parcel* grading plan: a. for the purposes of determining *building height*, the average elevation of the *natural grade* or the *finished grade*, whichever is the lesser, around the perimeter of a *building* as measured at each of the four outermost exterior corners of the *building*, or projections thereof; or b. for the purposes of determining *below grade floor area*, the average elevation of the *natural grade* or the *finished grade*, whichever is the lesser, around the

perimeter of a *building* as measured at each of the four outermost exterior corners of the *building*, or projections thereof; or

c. for the purposes of determining *height* of walls, *fences*, *landscaping* and *screening*, the *finished grade*.

Grade, finished	means the lowest ground elevation existing after construction, as established on a legal survey by a registered British Columbia Land Surveyor, such ground elevation to include fill materials placed on the *parcel* to raise the ground elevation up to, but not above, the average elevation of adjacent *parcels* at the adjoining *parcel lines*.
Grade, natural	means the elevation of the ground surface existing prior to any disturbance, alteration, excavation or filling, as determined by a registered British Columbia Land Surveyor, but excludes localized depressions in all cases.
Grocery retailing	means a use providing for the retail sale of foodstuffs, including groceries, meats, confections, and factory prepared snacks.
Gross density	means the number that is determined by dividing the total number of *parcels* of *land* created by *subdivision* by the area of the *parcel* that is being subdivided.

H

Height, for the purpose of a building or structure,	means the vertical distance measured from *grade* to the highest point of the roof surface of a flat roof to the deck line of a mansard roof, and to the mean level between the eaves and the ridge of a gable, hip, gambrel or other sloping roof, and in the case of a *structure* without a roof, to the highest point of the *structure*.
Height, for the purposes of measuring wall height,	means the vertical distance measured from *grade* to the highest point of the vertical wall component.
High water mark	means the visible *high water mark* of a stream or where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the stream or character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself, and includes the *active floodplain*.
Highway	includes a public street, *road*, path, lane, walkway, trail, bridge, viaduct, thoroughfare and any other way, but specifically excludes private rights of way on private property.
Home occupation	means an occupation or profession carried on by an occupant of the *dwelling unit* for consideration which is clearly incidental and subordinate to the use of the *parcel* for *residential* purposes, shall be subject to the provisions of Section 6.5, and includes a *family daycare* facility.
Horticulture	means the *use* of *land* for growing grass, flowers, ornamental shrubs and trees.
Hydro industrial	means *industrial* activities that are specifically associated with the generation of hydroelectric power at B.C. Hydro's power plant and pumphouse facilities on Buntzen Lake.

I

Industrial	means a *use* by a public authority for the intended benefit of the public.

J

Junk yard	means any *building* or *land* used for the wrecking, salvaging, dismantling or disassembly of vehicles, vehicle parts, vehicle frames or vehicle bodies.

K

Keeping of animals	means owning, possessing, having the care, custody or control of, or harbouring of a horse, sheep, goat, mule, ass, swine, rabbit, poultry, llama, cow or other animal of the bovine species and any other fur-bearing animals, but does not include cats, dogs, hamsters, gerbils and similar household pets.

L

Land	means real property without improvements, has the same meaning as in the *Assessment Act*, and includes the surface of water.
Landscaping	means any combination of trees, bushes, shrubs, plants, flowers, lawns, bark mulch, decorative boulders, planters, foundations, sculptures, decorative fences and the like, arranged and/or maintained to change, modify, or enhance the appearance of a *parcel*. The terms *landscape* and *landscaped* have a corresponding meaning to *landscaping*.
Lane	means a highway more than 3.0 metres but less than 10 metres in width, intended to provide secondary access to *parcels* of *land*.
Loading space	means a space for the loading or unloading of a vehicle, either outside or inside a *building* or *structure*, but specifically excludes manoeuvring aisles and other areas providing access to the space.
Lot	means the same as *parcel*.

M

m	means the metric measurement distance of a metre.
m^2	means square metres.
Manufactured home	means: a. a *one-family dwelling* constructed in a factory to CSA A277 standards, transported to a *parcel* and placed on a permanent foundation complying with the B.C. Building Code, or b. a manufactured d*welling unit* constructed to CSA Z240 standards, transported on its own chassis and placed on a temporary foundation, and complies with the Manufactured Home Standards Regulations of the *Manufactured Home Act*, and does not include a r*ecreational vehicle*.
Manufactured home park	means *land* used or occupied by any person for the purposes of providing spaces for the accommodation of two or more manufactured homes and for imposing a charge or rental for the use of such space, and other uses associated with the accommodation of manufactured homes including recreational areas, identification signs, common storage areas for the storage of recreational vehicles, boats and other property of residents, and *buildings* or *structures* ancillary to the above as permitted and/or required by the *Village* of Anmore Manufactured Home Park By-Law.

Marijuana	means all parts of the genus cannabis whether growing or not and the seed or clone of such plants.
Marijuana dispensary	means a business or service which is used for dispensing, selling, or distributing *marijuana*, and is not licensed or regulated by applicable federal or provincial law pertaining to *medical marijuana*.
Medical marijuana	means *marijuana* that is possessed, produced, grown, cultivated from seed or clone to a plant for harvest, stored, packaged, or warehoused, or any combination of these things, pursuant to authorization under applicable federal or provincial law.
Medical marijuana production	means the *use* of *land*, *buildings* or *structures*, licenced under federal regulations, for the growing, drying, packaging, storage, distribution, and/or sale, of *medical marijuana*.
Medical Marijuana Research and Development	means the *use* of *land*, *buildings* or *structures* for the systematic research, testing, data collection and manipulation, or technical or scientific development of *medical marijuana*, and may include a research laboratory, but does not include *medical marijuana production*.
Municipality	means the *Village* of Anmore.

N

n/a	means not applicable to this category.
Natural boundary	means the visible *high water mark* on any *watercourse* where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark upon the soil of the bed of the *watercourse* a character distinct from that of the banks thereof, in respect to vegetation as well as in respect to the nature of the soil itself, and in cases where there is no visible high water mark shall mean the average *high water mark*.
Net density	means the calculation that is determined by dividing the size of the *parcel* proposed to be subdivided exclusive of the area used or intended for roads by the number of proposed *parcels* to be created.
New	means subsequent to the adoption of this bylaw.

O

Off-street parking	means the *use* of *land* for the parking of vehicles other than on a *highway* including the *parking spaces* and the maneuvering aisle.
Office	means the occupancy or use of a *building* for the purpose of carrying out business or professional activities, but specifically excludes retail trade and personal service use.
One-family dwelling	means a *building* which is used for only one *dwelling unit*, but may contain a *secondary suite*.
Open space amenity	means that portion of a *parcel* that is prohibited from future *development* and maintained as open space for such purposes as recreation, tree retention, stream or wetland preservation, or the protection of other unique and/or significant environmental values, with such land being subject to additional restrictive covenants, or site specific comprehensive development zoning, to be determined by the *Village* on a case by case basis.

Outdoor storage area	means an area outside a *building* that is used for the storage of garbage containers, maintenance materials and equipment, and similar activities.

P

Panhandle parcel	means any *parcel*, the *building* area of which is serviced and gains street frontage through the use of a relatively narrow strip of *land* which is an integral part of the *parcel*, called "the access strip".
Parcel	means any *lot*, block, or other area in which *land* is held or into which it is subdivided, but does not include a *highway*.
Parcel coverage	means the total horizontal area at *grade* of all *buildings* or parts thereof, as measured from the outermost perimeter of all *buildings* on the *parcel*, and expressed as a percentage of the total area of the *parcel*.
Parcel depth	means the distance between the *front parcel line* and the most distant part of the *rear parcel line* of a *parcel*.
Parcel line, exterior side	means the *parcel line* or lines not being the *front* or *rear parcel line*, common to the *parcel* and a street.
Parcel line, front	means the *parcel line* common to the *parcel* and an abutting street. Where there is more than one *parcel line* abutting a street, the shortest of these lines shall be considered the front. In the case of a *panhandle parcel*, the *front parcel line*, for the purpose of determining *setback* requirements, is at the point where the access strip ends and the *parcel* widens.
Parcel line, interior side	means a *parcel line* not being a *rear parcel line*, common to more than one *parcel* or to the *parcel* and a *lane*.
parcel line, rear	means the *parcel line* opposite to and most distant from the *front parcel line* or where the rear portion of the *parcel* is bounded by intersecting side *parcel lines*, it shall be the point of such intersection.
Parcel size	means the total horizontal area within the boundaries of a *parcel*.
Parcel width	means the mean distance between *side parcel lines*, excluding access strips of *panhandle parcels*.
Parent parcel	means the original *parcel* of *land* that was or is proposed to be the subject of a plan of *subdivision*.
Park	means public *land* used or intended for outdoor recreation purposes, and includes an archaeological, historical or natural site.
Parking area	means a portion of a *parcel* that is used to accommodate off-street parking.
Parking space	means the space for the parking of one vehicle either outside or inside a *building* or *structure*, but excludes maneuvering aisles and other areas providing access to the space.
Parking use	means providing *parking spaces* for the temporary parking of vehicles where such use is the *principal use* of the *parcel* or *building*.
Patio, sunken	means a surfaced, open space of land below *grade* adjacent to a *dwelling unit* which is used as an extension to the interior of the home for private or semi-private entertainment or leisure activities.
Permitted use	means the permissible purpose for which *land*, *buildings* or *structures* may be used.

Premises	means the *buildings* and *structures* located on a *parcel* of *land*.
Principal building or structure	means the *building* or *structure* for the *principal use* of the *parcel* as listed under the *permitted uses* of the applicable *zone*.
Principal use	means the primary *use* of *land*, *buildings* or *structures* on the *parcel*.
Property line	Property line means *parcel line*.
Public service	means a use providing for the essential servicing of the *Village* of Anmore with water, sewer, electrical, telephone and similar services where such *use* is established by the *Village*, by another governmental body or by a person or company regulated by and operating under Federal and Provincial utility legislation, and includes broadcast transmission facilities.

R

Recreational vehicle	means a vehicle that is designed to provide temporary living accommodation for travel, vacation or recreational *use*, and may be self propelled, towed, or transported and may include, but not be limited to, motor homes, campers, travel trailers, tent trailers, but does not include a *manufactured home.*
Remainder parcel	means the *parcel* of *land* that is the residual portion of a larger *parent parcel* of *land* that has or is proposed to be subdivided, and has the potential of being further subdivided into two or more *parcels* in accordance with the minimum *parcel* size requirements of the applicable *zone*.
Residential	means a use providing for the accommodation and home life of a person or persons, and domestic activities customarily associated with home life including gardening, recreation, storage and the keeping of animals as household pets when such animals are normally kept within a *dwelling unit* and when such animals are not kept for financial gain.
Retaining wall	means a *structure* erected to hold back or support a bank of earth.
Road	means the same as *highway*.

S

Screening	means a continuous *fence*, wall, compact evergreen hedge or combination thereof, supplemented with landscape planting.
Secondary suite	means a separate *dwelling unit* which is completely contained within a principal or *accessory building* containing bathroom, sleeping and living areas, and cooking facilities and areas, is of a size that is clearly incidental to the size of the principal *dwelling unit*, and shall comply with the requirements of Section 6.3 of this Bylaw.
Setback	means the minimum permitted horizontal distance measured from the respective *parcel line*, *natural boundary* or *top-of-bank* to the nearest portion of a *building* or *structure*.
School	means a *school* as defined by the *School Act*.
Solar energy device	means a device designed to collect, store and distribute solar energy.
SPEA	means Streamside Protection and Enhancement Area as designated by a Qualified Environmental Professional, pursuant to the provincial *Riparian Areas Regulation B.C. Reg. 376/2005* (*RAR*) assessment methodology and/or a *Village* of Anmore Watercourse Development Permit pursuant to this Bylaw.

Strata parcel	means a *strata parcel* as defined by the *Strata Property Act*.
Structure	means anything constructed or erected, the *use* of which requires its permanent location on the ground, or its attachment to something having a permanent location on the ground, and excludes an in-ground sewage disposal tile field.
Subdivision	means the division of *land* into two (2) or more *parcels*, or the consolidation of two or more *parcels* into one, whether by plan, apt description, words, or otherwise.
Sustainable building technologies	means structural or technological elements designed to decrease the carbon footprint of a *building* or *structure*. Such features shall include *solar energy devices*, roof mounted micro wind turbines, infrastructure needed to access and maintain a green roof and the like.
Swimming pool	means any *structure* or construction, intended primarily for recreation that is, or is capable of being, filled with water to a depth of 0.6 m or more. For the purpose of this definition, a hot tub shall not be considered a *swimming pool*.

T

Top-of-bank	means : a. the point closest to the boundary of the *active floodplain* of a stream where a break in the slope of the land occurs such that the *grade* beyond the break is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the break, and b. for a floodplain area not contained in a ravine, the edge of the *active floodplain* of a stream where the slope of the *land* beyond the edge is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the edge.
Two-family dwelling	means a single building which is used only for two (2) *dwelling units*, the two (2) *dwelling units* to be situated side by side sharing a common wall for a minimum of 10 metres.

U

Use	means the purpose for which any *parcel*, *land*, site, surface of water, *building* or *structure* is designed, arranged or intended, or for which it is occupied or maintained.

V

Village	means the *Village* of Anmore.

W

Watercourse	means any natural or man-made depression with well defined banks and a bed of 0.6 metres or more below the surrounding land serving to give direction to or containing a current of water at least six (6) months of the year and includes the sea or any lake, river, stream, creek, spring, ravine, swamp, gulch, surface source of water supply or source of groundwater supply, whether enclosed or in a conduit.
Water resource	means a *use* providing for the generation of hydro-electric power and for the extraction, compounding, pumping, filtering and treatment of water for bulk shipment or distribution.

Y

Yard, front	means that portion of a *parcel* between the *front parcel line* and a line extending along the front face of a *principal building* to the *side parcel lines*.
Yard, rear	means that portion of a *lot*, between the *rear parcel line* and a line extending along the rear face of a *principal building* to the *side parcel lines*.
Yard, side	means that portion of a *parcel* extending from the *front yard* to the *rear yard*, between the *side parcel line* and a line extending along the side face of a *principal building*.

Z

Zone	means a zoning district established by the Bylaw.

PART 3 INTERPRETATION

3.1 PERMITTED USES

The list of *uses* under the heading *"Permitted Uses"* in each of the zoning districts set out in this Part 9 shall be interpreted to mean the *uses* listed in that particular zoning district and no others shall be permitted.

3.2 MINIMUM PARCEL SIZE

Any *parcel* created by *subdivision* shall be equal to or greater than the "Minimum *Parcel Size*" specified for the *zone* in which it is located in accordance with Schedule X Zoning Map, whether under the *Land Title Act* or the *Strata Property Act*, unless expressly provided for in this Bylaw.

3.3 MAXIMUM NUMBER AND SIZE

Where a "*Buildings* and *Structures*" and a "Maximum Number" and "Size of *Buildings* and *Structures*" regulation applies in a zoning district, such regulation shall be interpreted as meaning that a *parcel* which is designated on the Zoning Map of the *Village* of Anmore as being regulated by that schedule shall not be occupied by:

(1) a greater number of *dwelling units* than the number specified, and

(2) a *building* or *structure* that exceeds the amount of *floor area* that is specified.

3.4 MAXIMUM HEIGHTS

The specification of measurements for *buildings*, *structures* or *accessory buildings* under the general heading of "Maximum *Heights*" in a zoning district schedule shall be interpreted as meaning the greatest *height*, as *height* is defined in this Bylaw, to which a *building*, *structure* or *accessory building* may be constructed on a *parcel* which is designated on the Zoning Map as being regulated by that schedule.

3.5 MINIMUM SETBACKS FROM PROPERTY LINES

(1) If this bylaw specifies a distance under the column heading *"Front Parcel Line Setback"*, *"Rear Parcel Line Setback"*, *"Interior Side Parcel line Setback"*, or *"Exterior Side Parcel Line Setback"* in the "Minimum *Building Setbacks*" section of a zoning district schedule table, no portion of a *building* or *structure* may be constructed within the specified distance of the *front*, *rear*, *interior side* or *exterior side parcel line*, unless expressly provided for in this Bylaw.

(2) Where a *permitted land use* or *structure* is specifically referenced with a following measurement, it shall be interpreted as meaning that the minimum *setback* from a *property line* for that *permitted land use* or *structure* shall be the measurement specified.

3.6 MAXIMUM PARCEL COVERAGE

Where a zoning district schedule includes a regulation entitled "Maximum *Parcel Coverage*", such regulation shall be interpreted as meaning that a *parcel* which is designated on the Zoning Map as being regulated by that schedule may not have a *parcel* coverage, as defined in this Bylaw, which exceeds the percentage specified.

3.7 MAXIMUM FLOOR AREA RATIO OR MAXIMUM FLOOR AREA

Where a zoning district schedule includes a regulation entitled "Maximum *Floor Area Ratio*" or "Maximum *Floor Area*", it shall be interpreted to mean that a *parcel* in an area designated as being regulated by that zoning schedule may not have *buildings* erected on that *parcel* that exceed the maximum *floor area* or *floor area ratio*, as defined in this Bylaw.

3.8 ZONING DISTRICT BOUNDARIES

(1) Where a *zone* boundary is designated as following a *highway* or a *watercourse*, the centreline of the *highway* of the *natural boundary* of the *watercourse* shall be the *zone* boundary.

(2) Where a *zone* boundary does not follow a legally defined line, and where distances are not specifically indicated, the location of the boundary shall be determined by scaling from the Zoning Map by a surveyor.

(3) Where a *parcel* is divided by a *zone* boundary, the areas created by such division shall be deemed to be separate *parcels* for the purpose of determining the requirements of each zoning district.

3.9 STATUTES

A reference to a statute refers to a statute of the Province of British Columbia unless otherwise indicated and a reference to any statute, regulation, code or bylaw refers to that enactment as it may be amended or replaced from time to time.

PART 4 APPLICATION AND COMPLIANCE

4.1 APPLICATION

No *land*, water surface, *building* or *structure* shall be used or occupied, and no *building* or *structure* or part thereof shall be erected, moved, altered or enlarged, unless in conformity with this Bylaw, except as otherwise provided for in this Bylaw or in the *Local Government Act*.

4.2 COMPLIANCE

Subject to the provisions of the *Local Government Act* respecting non-conforming uses, no *building*, *structure* or *land*, including the surface of water, shall be used or occupied, and no *building* or *structure* or part thereof shall be erected, constructed, reconstructed, moved or structurally altered except in conformity with this Bylaw.

PART 5 GENERAL REGULATIONS

5.1 SIZE, SHAPE AND SITING OF BUILDINGS & STRUCTURES

(1) No *building* or *structure* shall be constructed, reconstructed, silted, altered, or extended so as to cause any existing *building* or *structure* on the same *parcel* to violate the provisions of this Bylaw.

(2) The *interior parcel line setbacks* of this Bylaw shall not apply to adjoining *strata parcels* under a deposited plan pursuant to the *Strata Property Act* where there is a common wall shared by two or more units within a *building*.

5.2 NUMBER OF BUILDINGS

(1) No more than 1 *principal building* and 2 *accessory buildings* may be sited on one *parcel*, except as otherwise provided for in this Bylaw.

a) Notwithstanding Subsection 5.2 (1), where the *parcel* size is greater than 0.8 ha, the number of *principal buildings* sited on the *parcel* may be increased to 2.

5.3 ACCESSORY BUILDINGS AND STRUCTURES

(1) *Buildings* and *structures* containing an *accessory use* are permitted in each *zone*, unless otherwise provided for in this Bylaw, provided that:

a) the *principal use* is being carried out on the *parcel*, or;

b) a *building* for the purpose of the *principal use* has been constructed on the *parcel*, or;

c) a *building* for the purpose of the *principal use* is in the process of being constructed on the *parcel*.

(2) An *accessory building* or *structure* shall not contain a *dwelling unit*, except as expressly provided for in this Bylaw.

5.4 HEIGHT EXEMPTIONS

(1) The following types of *buildings*, *structures* or structural parts shall not be subject to the *height* requirements of this Bylaw:

a) Church spires; belfries; steeples, monuments; fire and hose towers; stadiums; transmission towers; chimneys; flag poles; telecommunication antennae; aerials; water tanks; cooling towers; *sustainable building technologies*; elevator and ventilating machinery screened ventilation machinery; and structures required for a *public service use*.

(2) Notwithstanding Subsection 5.4(1), no *building* or *structure* listed in Subsection 5.4(1)(a) and located within a *residential zone* shall exceed twice the maximum allowable *height* permitted by the *zone*; the *height* of the *building* or *structure* provided that such *buildings* or *structures* do not cover more than 20 percent of the *parcel area* or more than 10 percent of the roof area if located on a *building* or *structure*, except in the case of *solar energy devices* which shall have no roof coverage limit.

(3) Notwithstanding Subsection 5.4(1), no structure listed in Subsection 5.4(1)(a) and located within a *residential zone* shall cover more than 20 percent of the *parcel area* or more than 10 percent of the roof area if located on a *building* or *structure*, except in the case of *solar energy devices* which shall have no roof coverage limit.

5.5 SITING EXCEPTIONS

(1) Where chimneys, cornices, headers, gutters, pilasters, sills, bay windows or ornamental features project beyond the face of a *building*, the distance of the projection to an abutting *parcel line* shall be no less than 1.22 metres, unless expressly provided for in this Bylaw.

(2) Where steps, eaves, sunlight control projections, canopies, balconies, or porches project beyond the face of a *building*, the distance of the projection to an abutting *parcel* line shall be no less than 1.22 metres, unless expressly provided for in this Bylaw.

5.6 OBSTRUCTION OF VISION

On a corner *parcel* in any *zone* there shall be no obstruction to the line of vision between the *heights* of 1.0 m and 3.0 m above the established *grade* of a *highway* (excluding a *lane*) or an access route within a strata title *subdivision* within the sight triangle, being a triangular area formed by extending a 6.0 m boundary along the *parcel lines* from the point of the exterior corner intersection of the *parcel lines* and a line connecting these two points as illustrated below:

5.7 ENTRY GATES FOR DRIVEWAYS

Private vehicle entry gates are permitted on any *parcel* in *residential zones* provided that the following conditions are satisfied:

(1) The gate is *setback* from the *property line* a minimum distance of 6 m to ensure that vehicles do not obstruct public rights of way;

(2) the gate has battery backup;

(3) electronic gate lock codes are provided to the *Village* of Anmove and the City of Surrey; and

(4) manual gate keys are provided for in an unobstructed and accessible coded lockbox, the location of which is provided to the *Village* of Anmore and the City of Surrey.

5.8 FENCES

(1) *Fences* shall not exceed a *height* of 1.2 metres in the front *yard* or a *height* of 1.8 metres in the *rear* or *side yards*;

(2) Where a *fence*, wall or similar *structure* is located on top of a *retaining wall*, the *height* of the *fence* shall include the *height* of the *retaining wall*, except that where their combined *height* exceeds 1.8 metres, the *fence*, wall or similar *structure* by itself may have a *height* of not more than 1.0 metre.

(3) Barbed wire, razor wire and mesh wire *fences* are prohibited in all *zones* except when expressly provided for in this Bylaw, or for an *industrial*, *civic institutional*, or *commercial use*.

5.9 RETAINING WALLS

(1) A *retaining wall* or berm shall not exceed a *height* of 1.8 metres;

(2) Notwithstanding 5.9(1), a *retaining wall* or berm may exceed a *height* of 1.8 metres in cases where the *retaining wall* or berm consists of more than one vertical component in which case each vertical component shall:

a) not exceed a *height* of 1.8 metres; and

b) shall be separated from each other by a horizontal component of not less than 1.2 metres wide; and

c) in no case shall the entire *retaining wall* or berm exceed a *height* of more than 3.6 metres, unless vertical component is separated by a horizontal component of not less than 3.6 metres.

(3) In cases where a *fence* is used in combination with a *retaining wall* or berm, the entire *structure* shall not exceed a *height* of 3.6 metres, with the *fence* being offset by not less than 1.2 metres.

(4) A *landscape screen* is required for *retaining walls* as per Section 5.10 of this Bylaw.

5.10 SCREENING

(1) Where a *parcel* is developed for a *commercial, industrial, civic institutional* or *comprehensive development use*, and where such a *parcel* shares a *parcel line(s)* with a *parcel* that is within a *residential zone,* the owner of the *non-residential* or more intensive *use parcel* shall provide a *fence* or *landscape screening* along such *property line(s)* of not less than and not more than 1.83 metres (6 feet) in *height,* except where the *screening* consists of plant material in which case there shall be no maximum *height;*

(2) Notwithstanding Subsection 5.10 (1), a *fence* or *landscape screening* will not be required along the shared *parcel line* in cases where:

a) a *building* is built on the *parcel line*; or

b) a *residential use* is developed on a *parcel* that is zoned *commercial, industrial*, or *civic institutional* at the time of adoption of this Bylaw.

(3) Where a *parcel* is developed for a *commercial, industrial*, or *civic institutional use* and where such a *parcel* is separated by a lane from a *parcel* that is:

a) within a *residential zone*; or

b) occupied with a *one-family dwelling;*

the owner of the non-residential *parcel* shall provide a fence or *landscape screening* along the entire *parcel line* abutting the *lane* of not less than 1.22 metres (4 feet) in *height*, and not more than 1.83 metres (6 feet) in *height*, except where the *screening* consists of plant material, in which case there shall be no maximum *height*.

(4) Notwithstanding Subsection 5.10 (3), a *fence* or *landscape screening* will not be required for the points of vehicular ingress and egress and for a distance of 3.05 metres (10 feet) on either side of the points of ingress and egress.

(5) Garbage containers exceeding 0.5 cubic metres (0.65 cubic yards) in capacity shall be located so as not to be visible from any *highway* other than a *lane*, unless such a container is completely concealed from view by a *fence* with a gate or *landscape screening*.

(6) A *landscape screen* of a *height* no less than 1.83 metres (6 feet) is required along the entire length of a *retaining wall* at each 1.22 metre (4 feet) horizontal separation component of a *retaining wall* consisting of more than one 1.83 metre (6 feet) vertical component.

(7) *Landscaped screens* where required by this Bylaw shall be maintained at all times by the owner of the *parcel* on which they are required.

5.11 LANDSCAPING

(1) On a *parcel* located within a *commercial, industrial*, or *civic institutional zone*, any part of such *parcel* which is not used for *buildings*, exterior display areas, parking or loading facilities shall be fully *landscaped* and properly maintained in a permeable state.

(2) On a *parcel* located in a *residential zone* a minimum of 30% of the total surface area of such *parcel* shall be fully *landscaped* and properly maintained in a permeable state.

(3) For the purposes of Subsections 5.11 (1) and (2), the following surfaces are not permeable:

a) *buildings* and *structures*;

b) asphalt;

c) concrete;

d) grouted pavers; and

e) water surfaces of structures designed to retain water, including swimming pools, reflecting pools, and ornamental ponds, are permeable.

(4) For all *landscape screening*, *landscaped* buffers or other *landscaped* areas required by this Bylaw for a *Commercial*, *Industrial*, *Civic Institutional*, or *Comprehensive Development zone*, the following *landscape* requirements shall apply:

a) Existing *landscaped* areas of healthy woody plants (trees and shrubs) shall be preserved and protected during construction unless demonstrated to the satisfaction of the Building Inspector that removal is required to accommodate a *permitted land use*, *building* or *structure* on the *parcel* or if the plants pose a safety hazard. Existing *landscaping* or natural vegetation that is to be retained must be protected to the furthest extent of the drip line and the final grading of the site should not alter the *natural grade* within the root zone more than 20 cm, unless an arborist report indicates otherwise and is approved by the *Village*;

b) At installation, planted deciduous trees shall be min. 8 cm caliper in *Commercial zones* and min. 6 cm caliper in *industrial*, *civic institutional*, or comprehensive development *zones*;

c) At installation, planted coniferous trees shall have a minimum *height* of 3.0 m in *commercial zones* and a minimum *height* of 2.0 m in *industrial*, *civic institutional*, and comprehensive development *zones*;

d) New *landscape* plantings shall consist of native xeric or water-conserving herbaceous and/or woody plant species proven to be enduring in the *Village* of Anmore area and shall exclude invasive species;

e) Appropriate means of irrigation, with an emphasis on high-efficiency water reducing systems, shall be provided by the owner of the *parcel* with particular attention paid to adequate watering during the establishment period to ensure survival of the newly planted areas;

f) *Landscaping* shall make special consideration of Bear Aware criteria for plant selection.

5.12 STORAGE OR PARKING OF VEHICLES, TRAILERS, BOATS AND EQUIPMENT

(1) In all *zones*, storage or parking of *derelict vehicles* is prohibited on any *parcel* except if it is used for fire department training purposes.

(2) In all *zones*, storage or parking of vehicles, trailers, boats and equipment shall not occupy any portion of the *landscaping* provided and maintained on a *parcel*.

(3) In all *residential zones*, storage or parking of any vehicle, trailer or similar conveyance which exceeds a manufacturer's gross vehicle weight rating of 5,500 kg is prohibited on any *parcel* except for those which are parked for the purposes of delivery or supply of chattels, materials or services to the *parcel*.

(4) In all *residential zones*, storage or parking of any construction equipment is prohibited on any *parcel* except for the purpose of construction in progress on the *parcel*.

(5) In all residential *zones*, storage or parking of vehicles, trailers and boats is permitted on a *parcel* only if they are ancillary to the *permitted uses* thereon and shall be limited to:

a) 3 motor vehicles which do not exceed 3,000 kg licensed gross vehicle weight each;

b) One *recreation vehicle* which does not exceed a manufacturer's gross vehicle weight rating of 5,500 kg or one utility trailer which does not exceed a manufacturer's gross vehicle weight rating of 3,000 kg; and

c) One pleasure boat kept not for gain, rent or sale.

(6) In all *residential zones*, storage or parking of a *recreation vehicle*, utility trailer or pleasure boat is permitted on a *parcel* only if it is:

a) Licensed and registered to the owner or occupier of the *parcel*;

b) Stored or parked at least 1.0 m away from the *front parcel line*, *interior side parcel line* and any *exterior side parcel line*; and

c) Stored or parked such that it does not obstruct access to and from the adjacent street for motor vehicles using any other *parking spaces* required on the *parcel*.

(7) Subsection (5) above shall apply to a *parcel* containing a *one-family dwelling* regardless of whether the *one-family dwelling* contains a *secondary suite* or one or more boarders, except that one additional motor vehicle not exceeding 3,000 kg licensed gross vehicle weight may be stored or parked on the *parcel* in lieu of one permitted *recreation vehicle*, utility trailer or pleasure boat.

(8) Within the C-1, C-2, C-3 and P-1 *zones*, outdoor storage areas within 15 metres of a *highway* shall be bounded on all sides by a *landscape screen* of not less than 1.5 metres or more than 1.8 metres in *height*.

5.13 SIGNS

(1) Within the C-1, C-2 and C-3 *zones*, signs and other visual advertising devices shall be limited to:

a) an area of 0.9 m^2 for each lineal metre of wall to which they are affixed, or a maximum area of 4.7 m^2 where they are not affixed to the wall of a *building*;

b) a maximum *height* equal to the eave level of the wall to which they are affixed, or a maximum *height* of 7.5 metres from the nearest *finished grade* of the site upon which they are situated, whichever is the lowest.

(2) Within the RS-1, RS-2, and CD *zones*, signs and other visual advertising devices shall be limited to one non-illuminated "for rent", "for sale", professional practice, homecraft or occupation identity sign not exceeding 0.4 m^2 in area on any *parcel*; and shall be confined to the same *parcel* as the function, purpose or objects to which they refer.

(3) Within any *zone*, no backlit signs shall be permitted, except those displaying a property address.

(4) Notwithstanding Subsection 5.13(2), the size of a sign used for the advertising of a development project may be increased from 0.4 m^2 to 1.5 m^2 provided that the following conditions are satisfied:

a) No dimension of the sign shall exceed 2 metres;

b) The sign shall be removed within 12 months of its erection; and

c) A security deposit in the amount of $500.00 shall be posted with the *Village* to be used should the sign not be removed within 7 days of its required removal date.

(5) Notwithstanding Subsection 5.13(2), a *sign* providing the name of a *residential* project are permitted provided that:

a) The design of the sign shall be aesthetically pleasing and shall not detract from the architectural integrity of any *building* or *structure* to which it is attached, or beside which it is located. The arrangement and grouping of *signs* on a building shall be integrated with the architecture of the said

building and, notwithstanding the *setback* or location regulations of *signs* in this Bylaw, their *setback* and/or location may be regulated by a development permit issued by *Council*. Structural supports, bracing and ties for signs shall be kept to a minimum number, consistent with structural adequacy and as much as possible shall be concealed within the body of the sign itself.

b) All signs together with their supporting *structures* and any electrical equipment shall be kept fully operable, in good repair and maintained in a safe and clean condition.

c) No sign shall be erected or lighted in such a manner as to interfere with the visibility or safe operation of a traffic control device or to interfere with motorist visibility at an access to or egress from a *highway* or so as to be unsafe to the public in the vicinity of such sign.

d) The sign identifying the residential development's main entry does not exceed the following:

i) 1.22 metre minimum *setback* from any *parcel line*;

ii) 0.51 metre maximum width;

iii) 6.4 metre maximum length;

iv) 1.93 metre maximum *height*;

e) The residential development's corner entry sign does not exceed the following:

i) 1.22 metre minimum *setback* from any *parcel line*;

ii) 0.51 metre maximum width;

iii) 2.6 metre maximum length;

iv) 1.93 metre maximum *height*;

5.14 SWIMMING POOLS

(1) *Swimming pools* and hot tubs shall not be constructed or located within any required *front* or *exterior side yard* or located within 3.5 metres of any other *parcel line*, unless expressly provided for in this Bylaw.

(2) *Swimming pools* shall be enclosed in a *structure* or surrounded by a *fence* with a *height* of no less than 1.5 metres, provided that the *fence* does not obstruct visibility through it.

5.15 SPORTS COURTS

(1) Shall not be constructed or located within any required *front yard* or within any *accessory building* or *structure setback* requirement for that *zone*.

5.16 RENEWABLE ENERGY

(1) In a *residential* or *commercial zone*, *sustainable building technologies* shall be permitted provided that the technologies shall:

a) be attached to a *principal* or *accessory building*;

b) not extend beyond the ridgeline of the roof; and

c) not extend beyond the outermost edge of the roof.

(2) In an *industrial* or *civic Institutional zone*, *sustainable building technologies* shall be permitted provided that:

a) the technologies are located on or within the either *principal* or *accessory building* in which case the technology shall not extend beyond the outermost edge of the roof, or as a standalone *structure*

subject to the zoning requirements for the *principal building* on the *parcel* where the technology is located;

(3) The production of the renewable energy as well as any device used to produce the energy must comply with all other Municipal, Provincial and Federal Bylaws, Statutes and Regulations including but not limited to a Building Permit and BC Building Code Regulations.

5.17 SETBACKS FROM WATERCOURSES

(1) Notwithstanding the *setback* requirements specified in each of the *zones*, no *building* shall be constructed, reconstructed, sited, moved, extended, or located within 15 metres of the *natural boundary* and *top-of-bank* of a river, creek or stream, unless a reduced *setback* is substantiated by a report prepared by a professional engineer.

(2) No area used for habitation shall be located within any *building* such that the underside of the floor system or top of the concrete slab is less than 1.5 metres above the *natural boundary* of a river, creek, or stream.

5.18 RIPARIAN AREAS PROTECTION

(1) Words and phrases in this section must be interpreted in accordance with the definitions and meanings established in the *Fish Protection Act* and the *Riparian Area Regulation, B.C. Reg. 376/2005* (*RAR*).

(2) Despite any other provision in this or another Bylaw of the *Village*, for the purpose of protecting fish habitat in accordance with the *Fish Protection Act* and *RAR*, where land in any *parcel* includes a riparian assessment area, a person must not, in relation to *residential, commercial* or *industrial development* within the riparian assessment area do, direct, cause, suffer or allow to be done any of the following:

a) remove, alter, disrupt or destroy vegetation;

b) disturb soils;

c) construct, erect or install *buildings*, *structures*, flood protection works, roads, trails, docks, wharves or bridges;

d) create non-structural impervious or semi-impervious surfaces;

e) develop drainage systems or utility corridors;

f) provide or maintain sewer and water service systems; or

g) subdivide, within the meaning of subdivision in the *Land Titles Act* or under the *Strata Property Act*, except in strict accordance with any and all conditions, restrictions, requirements and recommendations of an assessment report completed by a qualified environmental professional under the *RAR*, as received and accepted by the Ministry of Forests, Lands and Natural Resource Operations of British Columbia, of which report the *Village* has received notice from that Ministry; or otherwise only as authorized by the Minister of Fisheries and Oceans (Canada) as set out in Subsection (6).

(3) Subsection (2) does not apply to developments requiring a permit from the *Village* issued only for the purpose of enabling reconstruction or repair of a permanent *structure* described in Section 532 of the *Local Government Act* if the *structure* remains on its existing foundation.

(4) Without limiting Subsection (2), for the purpose of protecting the natural environment, its ecosystems and biological diversity in areas of land designated as a Watercourse Protection Development Permit Area under Schedule F of the *Village* of Anmore Official Community Plan Bylaw No. 532, 2014 (*Village* OCP), a development permit is required for any *residential, commercial* or *industrial development* proposed for any area of *land* that is within those designated areas.

(5) As a guideline for *development* of areas designated under Schedule F of the *Village* OCP, any proposed *residential, commercial* or *industrial development* for *land* within a Watercourse Protection Development Permit Area must strictly comply with any and all conditions, restrictions, requirements and recommendations of an assessment report completed by a qualified environmental professional under the *RAR*, as received and accepted by the Ministry of Forests, Lands and Natural Resource Operations of British Columbia, of which report the *Village* has received notice from that Ministry; or otherwise only as authorized by the Minister of Fisheries and Oceans (Canada) as set out in subsection (6).

(6) Where an assessment report of a riparian assessment area indicates that implementation of a development proposal would result in harmful alteration, disruption or destruction (HADD) of natural features, functions and conditions that support fish life processes in the riparian assessment area, the *Village* may approve or allow the *development* to proceed on receiving evidence to the satisfaction of the *Village* or its designated official that the HADD has been authorized in writing by the Minister of Fisheries and Oceans Canada or specifically by a regulation under the *Fisheries Act* (Canada). In these circumstances, any and all conditions, restrictions, requirements and recommendations of the Minister become a term and condition of a *development* permit, building permit, *subdivision* approval or other permit or approval of *development* by the *Village* within a riparian assessment area.

5.19 WATERSHED PROTECTION

(1) Agricultural *buildings* and facilities identified by the Agricultural Waste Control Regulation that are considered to have a high risk for causing pollution, such as, but not limited to Solid Agricultural Waste Field Storage with greater than 2 weeks storage, Confined Livestock Area with greater than 10 agricultural units and Seasonal Feeding Areas must be set back 30 m from *top-of-bank* from any *watercourse* and/or stream.

(2) Agricultural *buildings* and facilities covered by the Agricultural Waste Control Regulation that are considered to have a lower risk for causing pollution such as but not limited to Agricultural Waste Storage Facilities (engineered manure pits), chemical, compost and wood waste storage, on farm growing media production, mushroom barn, confined livestock area with less than 10 agricultural units, silo, incinerator and petroleum storage must be set back a minimum distance of 15 m from *top-of-bank* from any *watercourse* and/or stream.

(3) Agricultural *buildings* and facilities that are considered to be a high risk of discharging contaminants and are not covered under the Agricultural Waste Control Regulation, such but not limited to livestock barns, brooder house, fur farming shed, livestock shelter and stable, hatchery and milking facilities are to be setback 15 m from *top-of-bank* of natural and channelized *watercourse* and/or streams and 5 m from constructed channels and ditches.

(4) Agricultural *buildings* and facilities where the risk of discharging contaminants is unlikely and/or can be easily contained, such as but not limited to greenhouses, machine storage, on farm processing, direct farm marketing, crop storage, granary, shelters, hives, machine and equipment storage, cidery, retention and detention ponds and other impervious surfaces shall have the following *setbacks*, measured from *top-of-bank* of a *watercourse* and/or stream:

Watercourse Type	Setback from Top-of-Bank
Natural Stream	15 m
Channelized Stream	2 m [(a)]
Constructed Channel and/or Ditch	5 m [(b)]

a) For a channelized stream with a minimum width of 10 metres and maximum width of 15 metres.

b) The minimum agricultural *building setback* from a constructed channel or ditch for which a municipality is responsible for maintaining is 7 metres.

(5) Notwithstanding all of the above, the setback from a domestic water intake for all agricultural *buildings* is 30 m from *top-of-bank* of a *watercourse* and/or stream.

(6) Any horse trails which cross such a stream shall do so by means of a bridge having a deck which shall be as watertight as is practicable and having rails or *fences* extending a minimum distance of 15 metres from the bridge on both sides of the trails leading to and from the bridge.

PART 6 SPEICIFC USE REGULATIONS

6.1 USES PERMITTED IN ALL ZONES

(1) A *public service use* provided that it is contained in a *structure* or a *building* containing less than 5 m^2 and complies with all the applicable siting and *height* requirements of the *zone* in which the use is located.

(2) *Park* and *open space amenity*.

6.2 USES PROHIBITED IN ALL ZONES

(1) Unless a *zone* expressly provides otherwise, the following *uses* shall be prohibited in all *zones;*

a) A tent or trailer used for habitation, except as specifically permitted in this Bylaw;

b) The storage of *derelict vehicles* except for fire department training purposes;

c) A junk yard; and

d) Medical Marijuana Production, Medical Marijuana Research and Development and Medical Marijuana Dispensaries.

6.3 SECONDARY SUITE

(1) Not more than one *secondary suite* shall be permitted on a *parcel* of *land*.

(2) A *secondary suite* may be located within a *principal building* or an *accessory building*.

(3) A *secondary suite* within a *principal building* shall not have a *floor area* that exceeds the lesser of 90 m^2 or 40% of the *floor area* of the *principal building*.

(4) A *secondary suite* within an *accessory building* shall not have a *floor area* that exceeds 100 m^2.

(5) A *secondary suite* shall not be permitted in a *two-family dwelling*.

(6) For the purposes of this Bylaw, an area of a *principal building* or *accessory building* constructed to include fire separation, rough-in wiring and plumbing, and means of egress for the purposes of a *secondary suite* will be considered as fulfilling the definition requirements of a *secondary suite*.

(7) Unless expressly provided for in this Bylaw, *secondary suites* are prohibited in RCH-1, RCH-2 and CD *zones*, or *parcels* having an area less than 4,047 m^2.

6.4 ACCESSORY ONE-FAMILY RESIDENTIAL USE

An *accessory one-family residential use* shall:

(1) be limited to one per *parcel;*

(2) have a maximum *floor area* of 100 m^2; and

where located within the same *building* as the *principal use*, be provided with a separate entrance.

6.5 HOME OCCUPATION USE

In any *zone* in which a *home occupation* use is permitted, the following conditions shall be satisfied:

(1) The activities shall be conducted entirely within the *principal building* or *accessory building* except where such activity involves *horticulture* or a *family daycare*.

(2) The *use* shall not involve the storing, exterior to the *building* or *buildings*, of any materials used directly or indirectly in the processing or resulting from the processing or any product of such craft or occupation.

(3) The *use* may involve the display and the sale of a commodity that is produced on the premises, however in no case shall the retailing of the commodity be the primary *home occupation use*.

(4) The use within the *principal building* shall occupy no more than 30% of the *floor area* of the *principal building*, up to a maximum of 100 m^2.

(5) The use within one or more *accessory buildings* shall occupy a total of not more than 100 m^2.

(6) In no case shall the aggregate floor area of all *buildings* used for *home occupation use* exceed 100 m^2 on a *parcel* of *land*.

(7) The total display area of any outdoor advertising sign shall not exceed 0.4 m^2.

(8) The *use* or occupation shall be solely operated by a person resident in the *dwelling unit* and shall not involve the employment of more than two full-time employees on the premises.

(9) Home crafts or occupations shall not discharge or emit the following across *parcel lines*:

a) odorous, toxic or noxious matter or vapours;

b) heat, glare, electrical interference or radiation;

c) recurring ground vibration;

d) noise levels exceeding 45 decibels.

(10) The *use* shall provide parking in accordance with the requirements in the applicable *zone*.

(11) No automobile, boat, or other machinery servicing repair is permitted as a *home occupation use*.

6.6 BED AND BREAKFAST

(1) When permitted in a *zone*, a *bed and breakfast* operation shall be required to comply with the following regulations:

a) Not more than two (2) bedrooms in a *dwelling unit* shall be used for *bed and breakfast* accommodation;

b) *Bed and breakfast* operations may be permitted within either the *principal* or *accessory building*;

c) Should a *parcel* be used as a *bed and breakfast* operation, then an *secondary suite* shall not be allowed;

d) One off-street *parking space* shall be provided for each bedroom used as *bed and breakfast*, in addition to the parking requirement for the *one-family dwelling*

e) Signage shall be limited to one sign with an area not to exceed 0.4 m^2 and shall comply with the requirements of Section 4.20 of this Bylaw;

f) The *bed and breakfast* operation shall be owned and operated by the resident of the *principal building*;

g) No cooking facilities or other facilities for the keeping of food shall be provided for within the bedrooms intended for the said operation;

h) No patron shall stay for more than 20 days in a 12-month period;

i) All *bed and breakfast* operations shall have approved water and sewage disposal systems.

(2) No *bed and breakfast* operation shall operate without a business license.

6.7 KEEPING OF ANIMALS

(1) The *use* of *land* for the keeping of animals that is zoned RS-1, RS-2, CD, C-1 or C-2 shall be prohibited, except for those *parcels* of *land* that are no smaller than 8,094 m^2 (2 acres), in which case the keeping of animals shall be permitted and be subject to the Animal Control Bylaw;

(2) ~~The keeping of animals on *land* that is *zoned* RS-3 shall be prohibited;~~

PART 7 REGULATIONS FOR THE SUBDIVISION OF LAND

7.1 REGULATION OF SUBDIVISION

The purpose of this Part is to regulate the minimum dimensions and area of *parcels* of land that may be created by *subdivision*.

7.2 MINIMUM PARCEL SIZE AND WIDTH

(1) The size and width of a *parcel* to be created by *subdivision* and which may lawfully be used as the site for a *building* shall not be less than the minimum dimensions and area for the construction of *buildings* or dwellings, as set out in the "Minimum Parcel Size" and width statement in the applicable zoning district schedule, where such minimum area and width have been specified.

(2) Notwithstanding 402(1), *parcels* of *land* may be created that are less than the "Minimum Parcel Size" requirement applicable in a zoning district provided that:

a) the *parcel* shall not be less than 98% of the size of the "Minimum Parcel Size" requirement; and

b) not more than one such undersized *parcel* shall be permitted in a plan of *subdivision*.

7.3 MINIMUM FRONTAGE

(1) As required by the *Local Government Act*, no *parcel* of *land* in any proposed *subdivision* shall have less than 10% of its perimeter fronting on a public street. This regulation may be relaxed by the *Council* upon application by the property owner.

(2) Notwithstanding Section *403*(1), the minimum frontage for *parcels* of *land* in a proposed cul-de-sac *subdivision* may be less than 10% of the perimeter of the *parcel*, provided that the minimum frontage is not less than 15 metres and the width of the *parcel* is not less than 20 metres measured 10 metres back in a perpendicular manner from the front *parcel line*.

7.4 PARCELS EXEMPT FROM MINIMUM PARCEL SIZE REQUIREMENTS

(1) The consolidation of two or more *parcels* into a single *parcel* may be permitted, notwithstanding that the consolidated *parcel* may not comply with the "Minimum *Parcel* Size" requirement as specified in the zoning district in which the new *parcel* is situated.

(2) The realignment of *property lines* to create new *parcels* may be permitted provided that:

a) the number of new *parcels* created by *subdivision* would be equal to or less than the number of *parcels* that existed prior to the *subdivision*, and;

b) the boundary change would not result in the creation of a *parcel* having less than 80% of the area of any of the original *parcels*.

(3) Within the RS-1 zone, a minimum *parcel* size of 3,240 m^2 (0.8 acres) may be permitted provided that:

a) the average *parcel* size of all *parcels* created by *subdivision*, except the remainder *parcel*, shall not be less than 4,047 m^2 (1 acre);

b) no *parcel* of *land*, except the remainder *parcel*, shall be created that is greater than 8,090 m^2 (1.99 acres);

c) not less than 2 additional *parcels* of *land* shall be created; and

d) not more than 2 *parcels* of land less than 4,047 m^2 (1 acre) shall be created.

7.5 UNDERSIZED PARCELS

Notwithstanding Section 2.2(1), *parcels* of *land* that are shown on a plan deposited in the Land Title Office prior to the adoption of this Bylaw, which have less than the "Minimum Parcel Size" requirement as established in the *zone* in which that *parcel* is situated, may be used for any use permitted in that *zone*, subject to all the regulations for that *zone*.

7.6 SPECIAL SUBDIVISION REQUIREMENTS FOR RS-2 ZONE

(1) Within the RS-2 *zone*, a minimum *parcel* size of 2,700 m^2 (0.66 acres) may be permitted provided that:

a) the *net density* of the *parent parcel* shall not exceed 1 *parcel*/4,047 m^2 (1 acre); and

b) a restrictive covenant shall be registered on all *parcels* of *land* that are greater than 1.31 acres, the effect of which will be to:

i) prohibit further *subdivision* to ensure that the *net density* of the *parent parcel* does not exceed 1 *parcel*/4,047 m^2 (1 acre); and

ii) require the protection of any natural environmental amenity.

7.7 PARCEL SHAPE

(1) Unless the pattern of existing *subdivision* precludes it, and unless it is impracticable, side *parcel lines* shall be perpendicular or radial to the adjoining *highway*.

(2) No *panhandle parcel* shall be created where the access strip is narrower than 7.5 m.

7.8 BARE LAND STRATA SUBDIVISION

Any *parcel* created under a Bare Land Strata Plan pursuant to the *Strata Property Act* shall be subject to the provisions of this Bylaw.

7.9 SUBDIVISION FOR RELATIVE

No *parcel* less than 1 hectare shall be subdivided pursuant to Section 946 of the *Local Government Act*.

PART 8 ZONING DISTRICT SCHEDULES

INDEX

Zoning District Name	Short Form	Min. Parcel Size
Residential 1	RS-1	4,047 m^2
Residential 2	RS-2	2,700 m^2
Manufactured Home Park	RS-3	2 ha.
Compact Housing 1	RCH-1	223 m^2
Compact Housing 2	RCH-2	325 m^2
Local Commercial	C-1	4,047 m^2
Campground Commercial	C-2	2 ha.
Equestrian Commercial	C-3	2 ha.
Civic institutional	P-1	560 m^2
Park	P-2	n/a
Watershed	W-1	n/a
Industrial	I-1	n/a
Comprehensive Development 1	CD-1	n/a
Comprehensive Development 2	CD-2	n/a
Comprehensive Development 3	CD-3	n/a
Comprehensive Development 4	CD-4	n/a

PART 9 ZONING DISTRICTS

9.1 RESIDENTIAL 1 – RS-1

9.1.1 Purpose

This *zone* is intended to provide *land* solely for the purpose of one-family *residential* housing.

9.1.2 Permitted Uses and Minimum Parcel Size

Permitted Uses	Minimum Parcel Size
One-Family Dwelling	4,047 m^2
Home Occupation	n/a
Bed and Breakfast	n/a
Boarding	n/a
Secondary Suite	n/a
Urban Agriculture	n/a

9.1.3 Maximum Density and Height

Permitted Use	Maximum Size	Maximum Building Height
Principal Buildings	0.25 *FAR*	10 m
Accessory Buildings and Structures	25% - 100 m^2	7 m

a) The maximum *gross floor area* for the *principal building* and all *accessory buildings* on the *parcel* shall not exceed a *floor area ratio* (*FAR*) of 0.25, except that:

   i) in cases where all *buildings* are sited on a *parcel* in such a manner that all the *setbacks* for all the *buildings* are increased 1.5 m beyond that which are required pursuant to Section 6.1.4 for every 152 m^2 of additional *floor area*;

   ii) notwithstanding this restriction, a *principal building* with a *gross floor area* of not more than 232.4 m^2 will be permitted on any *parcel*; and

b) The maximum *gross floor area* of all *accessory buildings* on a *parcel* shall not exceed 25% of the *gross floor area* of the *principal dwelling* up to a maximum of 100 m^2. Notwithstanding this restriction, an *accessory building* of not more than 55.7 m^2 will be permitted on any *parcel*.

9.1.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	10 m^2	7.6 m	7.6 m	5 m
Accessory Buildings and Structures	n/a	7.6 m	7.6 m	5 m

a) For a *parcel* that is less than 4,047 m^2, the front *setback* may be reduced to 7.6 m.

b) For *accessory buildings* and *structures* less than 100 m^2 and in-ground *swimming pools*, the *rear* and *interior side setbacks* may be reduced to 3.5 m.

9.1.5 Maximum Parcel Coverage

The maximum *parcel coverage* shall be 20% of the *parcel.*

9.1.6 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same *parcel* as the use being served in accordance with the following requirements:

   i) 2 spaces per *dwelling unit*;

   ii) 1 space per employee for *home occupation*;

   iii) 1 space per boarder;

   iv) 2 spaces per *secondary suite*.

9.1.7 Other Regulations

a) For *subdivision* exemptions, see Section 7.5.

b) *Home occupation* shall be subject to the requirements of Section 4.7.

c) *Bed and breakfast* shall be subject to the requirements of Section 4.24.

d) *Secondary suite* shall be subject to the requirements of Section 4.10.

9.2 RESIDENTIAL 2 – RS-2

9.2.1 Purpose

This *zone* is intended to provide land solely for the purpose of accommodating housing in a clustered manner, in order to protect the environmental sensitivity of terrain that has severe topographic or other physical constraints.

9.2.2 Permitted Uses and Minimum Parcel Size

Permitted Uses	Minimum Parcel Size
One-Family Dwelling	2,700 m^2
Home Occupation	n/a
Bed and Breakfast	n/a
Boarding	n/a
Secondary Suite	n/a
Urban Agriculture	n/a

9.2.3 Maximum Density and Height

Permitted Use	Maximum Size	Maximum Building Height
Principal Buildings	0.25 *FAR*	10 m
Accessory Buildings and Structures	25% - 100 m^2	7 m

a) The maximum *gross floor area* for the *principal building* and all *accessory buildings* on the *parcel* shall not exceed a *floor area ratio* (*FAR*) of 0.25, except that:

   i) in cases where all *buildings* are sited on a *parcel* in such a manner that all the *setbacks* for all the *buildings* are increased 1.5 m beyond that which are required pursuant to Section 6.2.4 for every 152 m^2 of additional *floor area*;

   ii) notwithstanding this restriction, a *principal building* with a *gross floor area* of not more than 232.4 m^2 will be permitted on any *parcel*; and

b) The maximum *gross floor area*, of all *accessory buildings* on a *parcel* shall not exceed 25% of the *gross floor area* of the *principal dwelling* up to a maximum of 100 m^2. Notwithstanding this restriction, an *accessory building* of not more than 55.7 m^2 will be permitted on any *parcel*.

9.2.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	10 $m^{2\,(a)}$	7.6 m	7.6 m	5 m
Accessory Buildings and Structures	n/a	7.6 m	7.6 m	5 m

a) For a *parcel* that is less than 4,047 m^2, the front *parcel line setback* may be reduced to 7.6 m.

9.2.5 Maximum Parcel Coverage

The maximum *parcel coverage* shall be 20% of the *parcel*.

9.2.6 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same *parcel* as the use being served in accordance with the following requirements:

   i) 2 spaces per *dwelling unit*;

   ii) 1 space per employee for home occupation;

   iii) 1 space per boarder;

   iv) 2 spaces per *secondary suite*.

9.2.7 Other Regulations

a) For *subdivision* exemptions, see Section 7.5.

b) *Home occupation* shall be subject to the requirements of Section 4.7.

c) *Bed and breakfast* shall be subject to the requirements of Section 4.24.

d) *Secondary suite* shall be subject to the requirements of Section 4.10.

9.3 RESIDENTIAL 3 – RS-3

9.3.1 Purpose

This *zone* is intended to provide land for the purpose of *manufactured home park* use served by a community sanitary sewer system.

9.3.2 Permitted Uses and minimum Parcel Size

Permitted Uses	Minimum Parcel Size
Manufactured Home Park	2 ha
Home Occupation	n/a
Accessory One-Family Residential	n/a
Urban Agriculture	n/a

9.3.3 Maximum Density and Height

Permitted Use	Maximum Size	Maximum Building Height
Principal Buildings	See 304.3	See 305.3

9.3.4 Manufactured Home Park Bylaw

The use of *land*, *buildings* and *structures* shall conform to the regulations of the Manufactured Home Park Bylaw.

9.3.5 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same *parcel* as the *use* being served in accordance with the following requirements:

i) *Manufactured home*: 2 level accessible spaces per *manufactured home*;

ii) *Accessory one-family residential use*: 2 spaces;

iii) 3 visitor *parking spaces* for every 10 *manufactured homes*;

iv) Each *parking space* shall be not less than 2.7 metres wide, 6 metres long, and 2.2 metres high;

v) The minimum width of manoeuvering aisles shall be as follows:

Angle between Parking Stall and Aisle	Width of Aisle
30° – 45°	4.6 metres
45° – 60°	5.5 metres
60° – 75°	6.0 metres
75° – 90°	6.7 metres

9.3.6 Regulations for Home Occupations

Within the RS-3 *zone*, *home occupations* shall satisfy the following conditions:

a) The activities shall be conducted entirely within a principal building or *accessory building* except where such activities involve horticulture or a *family day care*.

b) The *use* shall not involve the storing, exterior to the *building* or *buildings*, of any materials used directly or indirectly in the processing or resulting in the processing of any product of such craft or occupation.

c) The *use* may involve the display and the sale of a commodity that is produced on the premises, however in no case shall the retailing of the commodity from the premises be the primary *home occupation use*.

d) The *use* within the *principal building* shall occupy no more than 30% of the *floor area* of the *principal building*.

e) The total display area of any outdoor advertising sign shall not exceed 0.4 m^2.

f) The *use* or occupation shall be solely operated by a person or persons resident in the *dwelling unit* and shall not involve the employment of any employees from off the *premises*.

g) *Home* crafts or *occupations* shall not discharge or emit the following across *parcel lines*:

   i) odourous, toxic, or noxious matter or vapour;

   ii) heat, glare, electrical interference or radiation;

   iii) recurring ground vibration; and

   iv) noise levels in excess of those in the Noise Control Bylaw 517–2011.

h) No automobile, boat, or other machinery servicing repair is permitted as a *home occupation use*.

9.3.7 Other Regulations

a) *Home occupation* shall be subject to the requirements of Section 6.3.7.

b) *Accessory one-family residential use* shall be subject to the requirements of Section 4.8.

9.4 COMPACT HOUSING 1 – RCH-1

9.4.1 Purpose

This *zone* is intended to accommodate the potential conversion of the Countryside Manufactured Home Park into a bare land strata *subdivision*.

9.4.2 Permitted Uses and Minimum Parcel Size

Permitted Uses	Minimum Parcel Size
One-Family Dwelling	223 m^2
Home Occupation	n/a
Urban Agriculture	n/a

9.4.3 Maximum Density and Height

Permitted Use	Maximum Size	Maximum Building Height
Principal Buildings	0.6 *FAR*	9.5 m
Accessory Buildings and Structures	46.5 m^2	3 m

a) The maximum number of *one-family dwelling units* shall not exceed 92 and the maximum number of *principal buildings* per *parcel* shall not exceed 1.

b) The maximum *gross floor area* for the *principal building* on the *parcel* shall not exceed a *floor area ratio* (*FAR*) of 0.6, and the maximum *gross floor area* of the second storey of the *principal building* shall not exceed 80% of the *floor area* of the first storey.

c) The maximum *gross density* shall not exceed 8 *parcels*/acre.

d) The maximum *gross floor area* for an *accessory building* shall not exceed 46.5 m^2, but in no case shall the combined *floor area* of the *principal* and *accessory building* exceed a *floor area ratio* (*FAR*) of 0.6.

e) In cases where a pitched roof is provided for *accessory buildings* and *structures*, the maximum *height* may be increased to 4 m.

9.4.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	5.0 m	3.0 m	4.0 m	1.5 m
Accessory Buildings	See (c)	3.0 m	4.0 m	1.5 m

a) In the case where there is a *watercourse* on the property, the *setback* requirements outlined in Section 4.11 shall also apply, except in the case where a new *building* is replacing an existing *building* that does not satisfy this requirement provided that the non conformity is not further exaggerated.

b) In the case where there is a garage or carport, the garage or carport shall be located not less than 5.5 meters from the *property line* where driveway access is provided from.

c) An *accessory building* and *structure* shall be sited to the rear of the front face of the *principal building*.

9.4.5 Maximum Parcel Coverage

a) The maximum *parcel coverage* shall be:

   i) 50% for *parcels* with frontages of less than 12.2 meters

   ii) 55% for *parcels* with frontages of greater than 12.2 meters

9.4.6 Off-Street Parking

a) *Off-street parking* spaces shall be provided on the same *parcel* as the use being served in accordance with the following requirements:

   i) 2 spaces per *dwelling unit*;

   ii) 1 space per employee for *home occupation*;

9.4.7 Other Regulations

a) For the purpose of *subdivision*, this *zone* shall only be used for the creation of bare land strata *parcels*.

b) *Home occupation* shall be subject to the requirements of Section 5.7.

c) *Basements* and *sunken patios* are prohibited in this *zone*.

9.5 COMPACT HOUSING 2 – RCH-2

9.5.1 Purpose

The intent of this zone is to accommodate the potential conversion of Anmore Green Estates into a bare land strata subdivision.

9.5.2 Permitted Uses

Permitted Uses	Minimum Parcel Size
One-Family Dwelling	325 m^2
Home Occupation	n/a
Urban Agriculture	n/a

9.5.3 Maximum Density and Height

Permitted Use	Maximum Size	Maximum Building Height
Principal Buildings	0.5 *FAR*	9.5 m
Accessory Buildings and Structures	46.5 m^2	3 m

a) The maximum number of *one-family dwelling units* shall not exceed 39, unless:

i) the community sewage disposal field is not required for sewage disposal purposes; and

ii) not less than 1,335 m^2 (0.33 acres) of *land* is allocated as common open space for use of the residents.

b) The maximum *gross density* shall not exceed 8 *parcels*/acre.

9.5.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	5.5 m	1.5 m	3.0 m	1.5 m
Accessory Buildings	See (c)	1.5 m	3.0 m	1.2 m

a) The minimum distance between *principal buildings* shall be 6 meters except for that portion of a *principal building* that is used for a garage, in which case the minimum distance may be reduced to not less than 2.44 meters.

b) The *interior parcel line setback* for that portion of the *principal building* that is used for a garage may be reduced to 1 meter.

c) An *accessory building* and *structure* shall be sited to the rear of the front face of the *principal building*.

9.5.5 Maximum Parcel Coverage

The maximum *parcel coverage* shall be 50% of the *parcel*.

9.5.6 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same *parcel* as the use being served in accordance with the following requirements:

   i) 2 spaces per *dwelling unit*;

   i) 1 space per employee for *home occupation*;

9.5.7 Other Regulations

a) For the purpose of *subdivision*, this *zone* shall only be used for the creation of bare land strata *parcels*.

b) *Home occupation* shall be subject to the requirements of Section 4.7.

9.6 COMMERCIAL 1 – C-1

9.6.1 Purpose

This *zone* is intended to provide land for the purpose of accommodating local *commercial* establishments.

9.6.2 Permitted Uses and Minimum Parcel Size

Permitted Uses	Minimum Parcel Size
Grocery Retailing	666.4 m^2
Accessory One-Family Residential [a]	n/a
Accessory Uses	n/a

9.6.3 Maximum Floor Space and Height

Permitted Use	Maximum GFA	Maximum Building Height
Principal Building	110 m^2	7.5 m
Accessory Buildings and Structures	50 m^2	4.5 m

9.6.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	10 m	7.6 m	7.6 m	5 m
Accessory Buildings	10 m	7.6 m	7.6 m	5 m

9.6.5 Maximum Parcel Coverage

The maximum *parcel coverage* shall be 50% of the *parcel*.

9.6.6 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same *parcel* as the use being served in accordance with the following requirements:

i) A building for grocery retail use - 1 space per 38 m^2 of *gross floor area*;

ii) *Accessory one-family residential use* - 2 spaces;

iii) Each *parking space* shall be not less than 2.7 metres wide, 6 metres long, and 2.2 metres high;

iv) The minimum width of manoeuvering aisles shall be as follows:

Angle between Parking Stall and Aisle	Width of Aisle
30° – 45°	4.6 metres
45° – 60°	5.5 metres
60° – 75°	6.0 metres

75° – 90°	6.7 metres

b) *Parking spaces* shall be free of mud, be graded for proper drainage and be hard surfaced.

9.6.7 Off-Street Loading

Adequate space for loading, unloading, and maneuvering of loads shall be provided on site.

9.6.8 Other Regulations

Accessory one-family residential use shall be subject to requirements of Section 208.

9.7 CAMPGROUND COMMERCIAL – C-2

9.7.1 Purpose

This *zone* is intended to provide land for the purpose of accommodating campgrounds.

9.7.2 Permitted Uses and Minimum Parcel Size

Permitted Uses	Minimum Parcel Size
Campground	2 ha
Accessory One-Family Residential	n/a
Accessory Uses	n/a

9.7.3 Campground Regulation Bylaw

The use of *land*, *buildings*, and *structures* shall conform to the regulations of the *Village* of Anmore Campground Regulation Bylaw.

9.7.4 Maximum Height

The maximum *height* for *principal buildings* and structures shall be 7.6 m.

9.7.5 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	10 m	7.6 m	7.6 m	5 m
Accessory Buildings and Structures	10 m	7.6 m	7.6 m	5 m

9.7.6 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same *parcel* as the use being served in accordance with the following requirements:

i) *Campground use* - as required by the *Village* of Anmore Campground Regulation Bylaw;

ii) *Accessory one-family residential use* - 2 spaces;

iii) Each *parking space* shall not be less than 2.7 metres wide, 6 metres long, and 2.2 metres high;

iv) The minimum width of manoeuvering aisles shall be as follows:

Angle between Parking Stall and Aisle	Width of Aisle
30° – 45°	4.6 metres
45° – 60°	5.5 metres
60° – 75°	6.0 metres
75° – 90°	6.7 metres

b) *Parking spaces* shall be free of mud, be graded for proper drainage and be hard surfaced except for the *parking spaces* located at each campsite.

9.7.7 Off-Street Loading

Adequate space for loading, unloading, and manoeuvering of trucks shall be provided on site.

9.7.8 Other Regulations

Accessory one-family residential use shall be subject to requirements of Section 208.

9.8 EQUESTRIAN COMMERCIAL – C-3

9.8.1 Purpose

This *zone* is intended to provide land for the purpose of accommodating local *commercial* equestrian operations.

9.8.2 Permitted Uses and Minimum Parcel Size

Permitted Uses	Minimum Parcel Size
Equestrian	2 ha
Agriculture	2 ha
One Family Dwelling	2 ha
Boarding	2 ha
Home Occupation	2 ha
Accessory One-Family Residential [(a)]	n/a
Accessory Uses	n/a

9.8.3 Maximum Floor Space and Height

Permitted Use	Maximum GFA	Maximum Building Height
Principal Building	110 m^2	7.5 m
Accessory Buildings and Structures	50 m^2	4.5 m

9.8.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	10 m	7.6 m	7.6 m	5 m
Accessory Buildings	10 m	7.6 m	7.6 m	5 m

9.8.5 Maximum Parcel Coverage

The maximum *parcel coverage* shall be 50% of the *parcel*.

9.8.6 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same *parcel* as the use being served in accordance with the following requirements:

v) Equestrian use – 1 *parking space* per every two horses made available to the public;

vi) *Accessory one-family residential use* - 2 *parking spaces*;

vii) Each *parking space* shall be not less than 2.7 metres wide, 6 metres long, and 2.2 metres high;

viii) The minimum width of manoeuvering aisles shall be as follows:

Angle between Parking Stall and Aisle	Width of Aisle
30° – 45°	4.6 metres
45° – 60°	5.5 metres
60° – 75°	6.0 metres
75° – 90°	6.7 metres

b) *Parking spaces* shall be free of mud, be graded for proper drainage and be hard surfaced.

9.8.7 Off-Street Loading

Adequate space for loading, unloading, and maneuvering of loads shall be provided on site.

9.8.8 Other Regulations

a) An *equestrian use* shall be llimited as follows:

i. No more than 28 resident horses shall be accommodated on the first 2 hectares of land developed for pasture and for equestrian use except that non-resident horses shall be brought to the premises for periods of less than 24 hours duration for the purpose of utilizing the equestrian facilities;

ii. Additional resident horses shall be be accommodated on land in excess of the first two hectares at a density of 10 horses per hectare.

b) *Accessory one-family residential use* shall be subject to requirements of Section 208.

c) For *subdivision* exemptions, see Section 7.5.

d) *Home occupation* shall be subject to the requirements of Section 4.7.

e) *Secondary suite* shall be subject to the requirements of Section 4.10.

9.9 CIVIC INSTITUTIONAL – P-1

9.9.1 Purpose

This *zone* is intended to provide *land* for the purpose of accommodating facilities owned and operated by a government agency or a non-profit organization.

9.9.2 Permitted Uses and Minimum Parcel Size

Permitted Uses	Minimum Parcel Size
Civic	560 m^2
Public Service	560 m^2
Accessory One-Family Dwelling	n/a
Assembly	560 m^2
Community Garden	

9.9.3 Maximum Height

a) The maximum *height* for *principal buildings* and structures shall be 10 m.

b) The maximum *height* for *accessory buildings* and structures shall be 4.5 m.

9.9.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	10 m	7.6 m	7.6 m	5 m
Accessory Buildings and Structures	10 m	7.6 m	7.6 m	5 m

9.9.5 Maximum Parcel Coverage

The maximum *parcel coverage* shall be 40% of the *parcel*.

9.9.6 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same *parcel* as the use being served in accordance with the following requirements:

i) *Civic use* - 1 space per 9 m^2 of *gross floor area*;

ii) *School* – 2 spaces per classroom

iii) *Public service use* – No spaces required

iv) *Accessory one-family residential use* - 2 spaces;

v) Each *parking space* shall not be less than 2.7 metres wide, 6 metres long, and 2.2 metres high;

vi) The minimum width of manoeuvering aisles shall be as follows:

Angle between Parking Stall and Aisle	Width of Aisle
30° – 45°	4.6 metres
45° – 60°	5.5 metres
60° – 75°	6.0 metres
75° – 90°	6.7 metres

b) Parking spaces required as a result of the Equestrian Use shall be free of mud, be graded for proper drainage and be hard surfaced.

9.9.7 Other Regulations

Accessory one-family residential use shall be subject to the requirements of Section 4.9.

9.10 PARK – P-2

9.10.1 Purpose

This *zone* is intended to provide land for passive parks under the jurisdiction of the Metro Vancouver, B.C. Hydro and the Provincial Government.

9.10.2 Permitted Uses

a) Park

b) Accessory Uses

9.10.3 Maximum Building Height

The maximum *height* of *accessory buildings* and structures shall be 7.6 m.

9.10.4 Minimum Setback Requirements

From all *property lines*: 7.5 metres, except in the case where the adjacent property is used for *residential* purposes in which case the minimum *building setback* shall be 30 metres.

9.10.5 Off-Street Parking

Off-street parking shall be provided on the same *parcel* as the use being served.

9.11 WATERSHED – W-1

9.11.1Purpose

This *zone* is intended to provide for the protection and preservation of land that serves as a watershed for domestic water supply sources.

9.11.2Special Conditions

a) *Land* within this *zone* shall not be used for other than the catchment, containment, and diversion of water, and any other activities that are required to maintain a watershed.

b) No area shall be used or developed for public recreational use or access within the area zoned W-1 on the Zoning Map.

9.12 INDUSTRIAL – I-1

9.12.1 Purpose

This *zone* is intended to provide *land* for the purposes of accommodating facilities associated with B.C. Hydro power plant.

9.12.2 Permitted Uses

a) *Hydro industrial*

b) *Accessory uses*

9.12.3 Buildings and Structures

Permitted Use	Maximum Building Height
Principal Building	10 m
Accessory Buildings and Structures	4.5 m

9.12.4 Minimum Building Setbacks

For all *parcel lines* 7.5 metres, except in the case where the adjacent property is used for *residential* purposes in which case the minimum *building setback* shall be 30 metres.

9.13 COMPREHENSIVE DEVELOPMENT – CD

9.13.1 Purpose

This *zone* is intended to accommodate comprehensive *residential* development in accordance with the policies of the Official Community Plan. Each zone differentiated by a suffix shall be treated as a separate *zone*.

9.13.2 Permitted Uses and Minimum Parcel Size

Permitted Uses	Minimum Parcel Size
One-Family Dwelling	1,012 m^2

9.13.3 Maximum Number of Buildings, Density and Height

Permitted Use	Parcel Size Range	Maximum Number per Parcel	Maximum Floor Area Ratio	Maximum Building Height
Principal Buildings:	2,023 m^2	1	0.28 *FAR*	9.5 m
	1,349 m^2		0.30 *FAR*	
	1,012 m^2			
Accessory Buildings and Structures	n/a	1	45 m^2	7m

a) The maximum number of *principal buildings* shall be in compliance with the Comprehensive Development Plan as approved and incorporated into this Bylaw.

b) Where located within the same *building* as the *principal use*, be provided with a separate entrance.

9.13.4 Minimum Building Setbacks

The minimum *building setbacks* shall be in compliance with the Comprehensive Development Plan as approved and incorporated into this Bylaw, but in no case shall a *setback* be less than that in the RS-1 *zone*.

9.13.5 Maximum Parcel Coverage

The maximum *parcel coverage* shall be in compliance with the Comprehensive Development Plan as approved and incorporated into this Bylaw, but in no case shall the *parcel coverage* be greater than:

Parcel Size	Maximum Parcel Coverage
2,023 m^2	25%
1,349 m^2	25%
1,012 m^2	20%

9.13.6 Off-Street Parking

Off-street parking shall be provided in compliance with the Comprehensive Development Plan as approved and incorporated into this Bylaw.

9.13.7 Open Amenity Space

An *open space amenity* shall be provided in conjunction with the Comprehensive Development Plan as approved and incorporated into this Bylaw.

9.14 COMPREHENSIVE DEVELOPMENT 1 (MUECKEL) – CD-1

9.14.1 Purpose

The intent of this zone is to accommodate a small *parcel* residential bare land strata subdivision that retains environmentally sensitive land as Common Property.

9.14.2 Permitted Uses and Minimum Parcel Dimensions

Permitted Uses	Minimum Parcel Size	Minimum Parcel Width
One-Family Residential	2,023 m^2	20 m
Home Occupation [a]	n/a	n/a
Bed and Breakfast [b]	n/a	n/a
Accessory Suite [c]	n/a	n/a
Accessory Equestrian [d]	n/a	n/a
Accessory Uses	n/a	n/a

9.14.3 Maximum Number of Buildings, Density and Height

Permitted Use	Maximum Number	Maximum Size	Maximum Building Height
Principal Building	1	0.30 FAR	10 m
Accessory Buildings and Structures	2	70 m^2	7 m

a) Notwithstanding the definition of *floor area* in Section XX (Definitions), for the purpose of this *zone*, *floor area* or *gross floor area* shall exclude *below grade floor area*.

b) The maximum *parcel coverage* of all *accessory buildings* on a *parcel* shall not exceed 70 m^2.

c) The maximum *height* of a *fence*, other than for an accessory *equestrian use*, shall be subject to Section 5.17.

9.14.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	10 m	7.6 m	7.6 m	5 m
Accessory Building	10 m	7.6 m	7.6 m	5 m

9.14.5 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same *parcel* as the *use* being served in accordance with the following requirements:

i) 2 spaces per *dwelling unit*;

ii) 1 space per employee for *home occupation*;

iii) 2 spaces per *secondary suite*.

9.14.6 Maximum Parcel Coverage

The maximum *parcel coverage* shall be 25% of the *parcel*.

9.14.7 Open Space Amenity

An *open space amenity* shall be provided generally in accordance with the Comprehensive Development Plan.

9.14.8 Special Regulations for an Accessory Equestrian Use

An accessory *equestrian use* shall be subject to the following:

a) the accessory *equestrian use* shall be limited generally to the area designated *equestrian use* on the Comprehensive Development Plan;

b) not more than 12 horses may be accommodated within the area designated *equestrian use* on the Comprehensive Development Plan;

c) notwithstanding the setback requirements of Section 314A.3, all *buildings* used for an accessory *equestrian use* shall be sited in accordance with the Comprehensive Development Plan; and

d) the accessory *equestrian use* shall comply with the regulations of the Animal Control Bylaw.

9.14.9 Other Regulations

a) Home occupation shall be subject to the requirements of Section 5.7.

b) *Bed and breakfast* shall be subject to the requirements of Section 220.

c) *Secondary Suite* shall be subject to the requirements of Section 210.

d) Accessory *equestrian use* shall be subject to the requirements of Section 314A.7.

9.14.10 Comprehensive Development Plan

The Comprehensive Development Plan contained within this Bylaw forms an integral component of this *zone*.

9.15 COMPREHENSIVE DEVELOPMENT 2 (KLUMPER) – CD-2

9.15.1 Purpose

The intent of this *zone* is to accommodate a *residential subdivision* that provides green space in accordance with policy framework of the Official Community Plan.

9.15.2 Permitted Uses and Minimum Parcel Dimensions

Permitted Uses	Minimum Parcel Size	Minimum Parcel Width
One-Family Residential	1,349 m^2	25 m
Home Occupation [(a)]	n/a	n/a
Bed and Breakfast [(b)]	n/a	n/a
Accessory Suite [(c)]	2,023 m^2	30 m
Accessory Uses	n/a	n/a

9.15.3 Maximum Number of Buildings, Density and Height

Permitted Use	Maximum Number	Maximum Size	Maximum Building Height
Principal Building	1	0.20 *FAR*	10 m
Accessory Buildings and Structures	2	70 m^2	7 m

a) Notwithstanding the 0.2 *FAR* requirement, the *FAR* for all *principal* and *accessory buildings* on a *parcel* may exceed 0.2, but only in such cases where the *gross floor area* for all *principal* and *accessory buildings* shall not exceed a maximum of 278.8 m^2 (3,000 ft^2).

b) Notwithstanding the definition of *floor area* in Section XX (Definitions), for the purpose of this *zone*, *floor area* or *gross floor area* shall exclude *below grade floor area*.

c) The maximum *parcel coverage* of all *accessory buildings* on a *parcel* shall not exceed 70 m^2.

9.15.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	10 m	7.6 m	7.6 m	5 m
Accessory Building	10 m	7.6 m	7.6 m	5 m

9.15.5 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same *parcel* as the use being served in accordance with the following requirements:

i) 2 spaces per *dwelling unit*;

ii) 1 space per employee for *home occupation*;

iii) 2 spaces per *secondary suite*.

9.15.6 Maximum Parcel Coverage

The maximum *parcel coverage* shall be 20% of the *parcel*.

9.15.7 Maximum Number of Parcels

Not more than 35 *parcels* may be created as a result of *subdivision*.

9.15.8 Open Space Amenity

An *open space amenity* shall be provided generally in accordance with the Comprehensive Development Plan.

9.15.9 Other Regulations

a) *Home occupation* shall be subject to the requirements of Section 5.7.

b) *Bed and breakfast* shall be subject to the requirements of Section 220.

c) *Secondary suite* shall be subject to the requirements of Section 210

9.15.10 Comprehensive Development Plan

The Comprehensive Development Plan contained within this Bylaw forms an integral component of this *zone*.

9.16 COMPREHENSIVE DEVELOPMENT 3 (HAYWOOD) – CD-3

9.16.1 Purpose

The intent of this *zone* is to accommodate a *residential subdivision* that provides green space in accordance with policy framework of the Official Community Plan.

9.16.2 Permitted Uses and Minimum Parcel Dimensions

Permitted Uses	Minimum Parcel Size	Minimum Parcel Width
One-Family Residential	1,500 m^2	25 m
Home Occupation	n/a	n/a
Bed and Breakfast	n/a	n/a
Accessory Uses	n/a	n/a

9.16.3 Maximum Number of Buildings, Density and Height

Permitted Use	Maximum Number	Maximum Size	Maximum Building Height
Principal Building	1	0.20	10 m
Accessory Buildings and Structures	1	70 m^2	7 m

a) Notwithstanding the definition of *floor area* in Section XX (Definitions), for the purpose of this *zone*, *floor area* or *gross floor area* shall exclude *below grade floor area* (definition?).

b) The maximum *parcel coverage* of all accessory buildings on a parcel shall not exceed 70 m^2.

9.16.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	10 m	7.6 m	7.6 m	5 m
Accessory Building	10 m	7.6 m	7.6 m	5 m

9.16.5 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same parcel as the use being served in accordance with the following requirements:

i) 2 spaces per *dwelling unit*;

ii) 1 space per employee for *home occupation*;

9.16.6 Maximum Parcel Coverage

The maximum *parcel coverage* shall be 20% of the *parcel*.

9.16.7 Maximum Number of Parcels

a) Not more than 25 *parcels* may be created as a result of *subdivision*.

b) Not more than 9 *parcels* may have a "Minimum *Parcel* Size" less than 2,023 m^2.

9.16.8 Open Space Amenity

An *open space amenity* shall be provided generally in accordance with the Comprehensive Development Plan.

9.16.9 Other Regulations

a) *Home occupation* shall be subject to the requirements of Section 5.7.

b) *Bed and breakfast* shall be subject to the requirements of Section 220.

9.16.10 Comprehensive Development Plan

The Comprehensive Development Plan contained within this Bylaw forms an integral component of this *zone*.

9.17 COMPREHENSIVE DEVELOPMENT 4 (ANMORE WOODS) – CD-4

9.17.1 Purpose

The intent of this *zone* is to accommodate a residential subdivision that provides green space in accordance with policy framework of the Official Community Plan.

9.17.2 Permitted Uses and Minimum Parcel Dimensions

Permitted Uses	Minimum Parcel Size	Minimum Parcel Width
One-Family Residential	1,860 m^2	25 m
Home Occupation [(a)]	n/a	n/a
Bed and Breakfast [(b)]	n/a	n/a
Accessory Uses	n/a	n/a

9.17.3 Maximum Number of Buildings, Density and Height

Permitted Use	Maximum Number	Maximum Size	Maximum Building Height
Principal Building	1	0.20	10 m
Accessory Buildings and Structures	2	70 m^2	7 m

a) Notwithstanding the definition of *floor area* in Section XX (Definitions), for the purpose of this *zone*, *floor area* or *gross floor area* shall exclude *below grade floor area*.

b) The maximum *parcel coverage* of all accessory buildings on a parcel shall not exceed 70 m^2.

9.17.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	10 m	7.6 m	7.6 m	5 m
Accessory Building	10 m	7.6 m	7.6 m	5 m

9.17.5 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same *parcel* as the use being served in accordance with the following requirements:

   i) 2 spaces per *dwelling unit*; and

   ii) 1 space per employee for *home occupation*.

9.17.6 Maximum Parcel Coverage

The maximum *parcel coverage* shall be 15%, and may be increased to 20% for a maximum of 11 *residential parcels* provided the *buildings* are limited to 1 storey – rancher style homes, the specific *parcels* to be identified at the time of *subdivision* through the use of restrictive covenant.

9.17.7 Maximum Number of Parcels

Not more than 44 *residential parcels* may be created as a result of *subdivision*.

9.17.8Open Space Amenity

An *open space amenity* shall be provided generally in accordance with the Comprehensive Development Plan.

9.17.9Other Regulations

a) *Home occupation* shall be subject to the requirements of Section 5.7.

b) *Bed and breakfast* shall be subject to the requirements of Section 220

9.17.10 Comprehensive Development Plan

The Comprehensive Development Plan contained within this Bylaw forms an integral component of this *zone*.

9.18 COMPREHENSIVE DEVELOPMENT 5 (ANMORE WOODS-PHASE 3) – CD-5

9.18.1 Purpose

The intent of this *zone* is to accommodate a *residential subdivision* that is subject to design controls and provides amenities to the *Village* in accordance with policy framework of the Official Community Plan..

9.18.2 Permitted Uses and Minimum Parcel Dimensions

Permitted Uses	Minimum Parcel Size	Minimum Parcel Width
One-Family Residential	2,023 m^2	25 m
Home Occupation [a]	n/a	n/a
Bed and Breakfast [b]	n/a	n/a
Accessory Uses	n/a	n/a

9.18.3 Maximum Number of Buildings, Density and Height

Permitted Use	Maximum Number	Maximum Size	Maximum Building Height
Principal Building	1	0.20 *FAR*	10 m
Accessory Buildings and Structures	1	70 m^2	7 m

a) The maximum *parcel coverage* of all *accessory buildings* on a *parcel* shall not exceed 70 m^2.

9.18.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	10 m	7.6 m	7.6 m	5 m
Accessory Building	10 m	7.6 m	7.6 m	5 m

9.18.5 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same *parcel* as the use being served in accordance with the following requirements:

   i) 2 spaces per *dwelling unit*; and

   ii) 1 space per employee for *home occupation*.

9.18.6 Maximum Parcel Coverage

The maximum *parcel coverage* shall be 15% of the *parcel*.

9.18.7 Maximum Number of Parcels

Not more than 5 *residential parcels* may be created as a result of *subdivision*.

9.18.8 Other Regulations

a) *Home occupation* shall be subject to the requirements of Section XX.

b) *Bed and breakfast* shall be subject to the requirements of Section XX.

9.18.9Comprehensive Development Plan

The Comprehensive Development Plan contained within this Bylaw forms an integral component of this *zone*.

9.19 COMPREHENSIVE DEVELOPMENT 6 (BELLA TERRA) – CD-6

9.19.1 Purpose

The intent of this *zone* is to accommodate a *residential* hillside *subdivision* that clusters *one-family dwellings* on a variety of *parcel* sizes to preserve public open space and ecologically sensitive areas in accordance with the *Village* of Anmore Official Community Plan..

9.19.2 Permitted Uses, Minimum Parcel Dimensions and Maximum Parcel Number

Permitted Uses	Minimum Parcel Size	Minimum Parcel Width	Maximum No. of Parcels
One-Family ~~Residential~~ Dwelling	2,023 m^2	24.0 m	n/a
	1,349 m^2	24.0 m	21
	840 m^2	29.0 m	1
Home Occupation	n/a	n/a	n/a
Bed and Breakfast	n/a	n/a	n/a
Accessory Uses	n/a	n/a	

9.19.3 Maximum Number of Buildings, Density and Height

Permitted Use by Parcel Size	Maximum Number	Maximum Size	Maximum Building Height
Principal Building:			
2,023 m^2	1	0.28 *FAR*	10 m
1,349 m^2	1	0.30 *FAR*	10 m
840 m^2	1	0.32 *FAR*	10 m
Accessory Buildings and Structures	1	45 m^2	7 m

9.19.4 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings on Parcels 1 to 18, 23 and 26 as Shown on the Attached Comprehensive Development Plan	10 m	7.6 m	5.0 m	5 m
Principal Buildings on Parcels 9 to 22, and 27 as Shown on the Attached Comprehensive Development Plan	7.6 m	7.6 m	5.0 m	3.5 m
Principal Buildings on Parcels 24 and 25 as Shown on the Attached Comprehensive Development Plan	7.6 m	7.6 m	5.0 m	3.5 m along the *parcel line* abutting a public open space, otherwise 5.0 m
Accessory Building and Structure	18.0 m	1.8 m	3.5 m	1.0 m

9.19.5 Off-Street Parking

a) Off-street *parking spaces* shall be provided on the same *parcel* as the use being served in accordance with the following requirements:

   i) 2 spaces per *one-family dwelling*; and

   ii) 1 space per employee for *home occupation*; and

   iii) 1 space per bedroom intended for use by a *bed and breakfast* guest.

9.19.6 Maximum Parcel Coverage

The maximum *parcel coverage* shall be 25% per *parcel*.

9.19.7 Maximum Number of Parcels

The maximum number of *parcels* created by *subdivision* shall be 27.

9.19.8 Maximum Units per Acre

The maximum units per acre shall be 1.20.

9.19.9 Open Space Amenity

An *open space amenity* shall be provided generally in accordance with the attached Comprehensive Development Plan.

9.19.10 Parcel Shape

Notwithstanding Section 406, for the purposes of this *zone*, no *panhandle parcel* shall be created where the access strip is narrower than 6.0 m.

9.19.11 Other Regulations

a) All permitted *land uses* shall be connected to community services in accordance with the Anmore Works and Services Bylaw.

b) *Home occupation* shall be subject to the requirements of Section XX.

c) *Bed and breakfast* shall be subject to the requirements of Section XX.

9.19.12 Comprehensive Development Plan

The Comprehensive Development Plan contained within this Bylaw forms an integral component of this *zone*.

PART 10 SEVERABILITY AND ENFORCEMENT

10.1 SEVERABILITY OF BYLAW

If any Part, Section, Subsection, Sentence, Clause or Phrase of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Bylaw.

10.2 VIOLATIONS

Each person who contravenes any of the provisions of this Bylaw shall commit an offence against the Bylaw; and each day that such contravention continues shall constitute a separate offence.

10.3 PENALTY

Each person who commits an offence shall be liable on summary conviction to the penalties prescribed in the Offence Act.

10.4 ENTRY

The Clerk or his/her designate may enter at all reasonable times premises or lands subject to this Bylaw in order to ascertain whether the provisions of the Bylaw are being observed. Obstruction of the Clerk in the performance of his/her duties shall constitute an offence.

PART 11 REPEAL AND EFFECTIVE DATE

11.1 REPEAL OF PREVIOUS BYLAW

"The Village of Anmore Zoning Bylaw No. 257 (1999)" and all amendments thereto are hereby repealed.

READ A FIRST TIME this XX day of XX, 2016.

READ A SECOND TIME this XX day of XX, 2016.

REREAD A SECOND TIME this XX day of XX, 2016.

PUBLIC HEARING HELD this XX day of XX, 2016.

READ A THIRD TIME this XX day of XX, 2016.

RECONSIDERED AND FINALLY ADOPTED this XX day of XX, 2016.

COUNCIL REPORT

TO:	Juli Kolby, Chief Administrative Officer
FROM:	Brent Elliott and Ken Berglund, Planning Consultant
DATE:	November 17, 2015
RE:	Zoning Bylaw Review and Update: Issue Identification Summary Report

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INTRODUCTION

The intent of this report is to provide Council with an update on the Zoning Bylaw Review and Update Process, raising for Council consideration and discussion the issues identified thus far as the Step 1 of the process concludes.

RECOMMENDATION

It is recommended to Council:

1. *THAT Council receive the Report "Zoning Bylaw Review and Update: Issue Identification Summary Report" for information.*

Alternative Recommendation

It is recommended to Council:

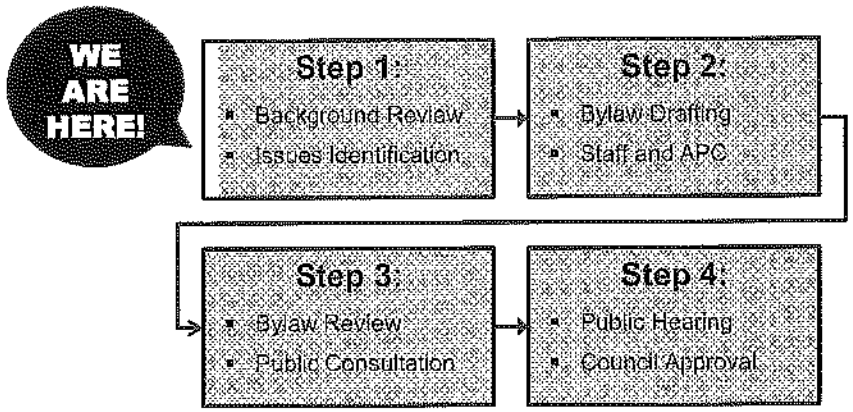
1. *No alternative recommendation is required at this time; however, Council may provide direction at their discretion.*

BACKGROUND

Early in 2015, Council directed the Planning Consultant to work closely with Village staff, the Advisory Planning Commission (APC) and the community to review and update the Anmore Zoning Bylaw No. 374, 2004 and the Anmore Building and Plumbing Code Regulation Bylaw No. 381, 2004.

The regulatory review process builds upon the research, community interest and new policy directions that were generated through the recent Official Community Planning (OCP) update. The process will further mirror that of the OCP as it will rely heavily upon the local insights and expertise of the Village's APC and be inclusive of the wider community through key public events (see the Next Steps section provided later in this report for more information).

The Zoning Bylaw review and update process encompasses 5 steps, with the recent work outlined in this report culminating in the results from our Step 1 work.



It is noted that early in the review process, it was requested that the current regulatory review focus only on the Zoning Bylaw, allowing the Building and Plumbing Code Regulation Bylaw to be revised by Staff at a later date.

Why Update the Zoning Bylaw?

The Village's existing Zoning Bylaw dates back to 2004. Since then, the Village has adopted many new policy directions (such as the Official Community Plan and Park Master Plan) as well as been informed by recent work such as the Financial Sustainability Plan. Through these policy and strategic efforts, the Village has outlined new policy goals and objectives, many of which need now to be reflected in the Village's regulatory base. In doing so, the process will align higher-level policies with regulations, reflect recent statutory changes by the Province, and allow the Village to further implement environmentally sensitive development approaches while integrating innovative ideas and regulations.

Issue Identification Discussions

In February 2015, Staff and the Planning Consultant met with the two Village Building Inspectors at that time. The collaborative workshop was intended to identify common, or re-occurring, regulatory issues that may arise through the Building Permit or Subdivision processes. Through the session, a preliminary list of issues was developed that then formed the basis for subsequent conversations with the Village's Advisory Planning Commission (APC).

In April 2015, the Planning Consultant provided a kick-off presentation on the Zoning Bylaw review and update process and development in the Village. The aim of the presentation was to gather perspectives and potential opportunities regarding zoning and development in the Village. Prior to the workshop, APC members were asked to complete a self-directed examination of the Zoning Bylaws to help ensure an informed dialogue ensued.

Following the presentation and discussion, the APC met a further four times (July 13, August 10, September 14, and October 8) to review and discuss with the Planning Consultant the various existing zoning regulations. The results of the most recent workshop are outlined in the APC recommendations to Council as set out in the October 8 minutes (attached in Appendix A).

Concurrent with the above meetings, review discussions were also held with the Village's other consultants; namely, legal, engineering and environmental.

DISCUSSION

The Zoning Bylaw review conversations resulted in the creation of an issue identification list. Many of the issues noted were technical in nature or related to how the Bylaw could be improved graphically. On these items, further research and discussion about regulatory approaches will be undertaken with Village Staff.

Other issues, however, are wider in scope and suggest new approaches to either regulating or accommodating development in the Village. As a result, conversation with Council is warranted so that the potential implications that might stem from these possible directions are fully understood before proceeding further.

The below discussion attempts to outline foremost the substantive issues raised thus far, for Council information and consideration, with the most often heard technical items outlined later towards informing the work ahead in Step 2.

Hillside Comprehensive Development Zoning

While the issue identification phase sought to review the Bylaw and its known issues with Staff, consultants and the APC, it was through the APC discussions that the need for greater clarity on hillside development regulations under the Village's Comprehensive Development (CD) Zoning was emphasized. Currently, the Village's Zoning Bylaw under Section 314 establishes a "starting point" for any CD zoning discussion, noting that such zones are, by their nature, site specific.

It was noted that the permitting of smaller lots under the Village's CD zoning may provide flexibility towards addressing the Village's changing demographic and serve to provide housing that accommodates growth in Anmore. However, it was equally expressed by the APC that additional limitations on lot size minimums and house sizes (i.e. floor area ratio and lot coverage), relative to the size of the lot would be beneficial, in order to maintain the natural environment and to prevent the development of large homes on small lots. It was noted that Anmore's semi-rural character could be threatened when the size of the lot is reduced, and larger built houses result in limited separation and landscape screening between homes. It was also underscored that consideration for smaller lots should be premised on the proposal for clustered forms of development, to minimize further the overall development footprint.

Beyond these issues, and in terms of the siting of the home, it was also clearly expressed that CD regulations should reflect those outlined in the Village's main RS-1 zone.

A summary table is presented below highlighting the APC's recommendations regarding Hillside Comprehensive Development zoning. The remaining recommendations from the APC are noted where appropriate in the discussion below, as well as in the APC minutes in Appendix A.

APC HILLSIDE COMPREHENSIVE DEVELOPMENT ZONING RECOMMENDATIONS – OCTOBER 8, 2015		
ISSUE	YES	NO
Minimum Lot Size for CD Zones		
1/4 acre	4	2
1/3 acre	5	1
1/2 acre	6	0
Maximum Lot Coverage For CD Zones		
1/4 acre @ 20%	3	3
1/3 acre @ 20%	3	3
1/2 acre @ 20%	0	6
1/4 acre @ 25%	3	3
1/3 acre @ 25%	3	3
1/2 acre @ 25%	1	5
Should RS-1 Min Setbacks Apply to CDs		
1/4 acre	5	1
1/3 acre	6	0
1/2 acre	0	6
Should RS-1 Maximum Height (10 m) Apply to CD's	6	0
Should Building Footprint (of 1st Storey) be Restricted in CD's	0	6
Should a Density Range of 0.2-0.3 FSR be Maintained for CD's	6	0
Should the Tree Management Bylaw be Referenced in CD's	0	6
Should Secondary Suites Be Permitted in CD's	0	6

Going forward, further discussion with Council and the APC, and eventually the public, will be needed on such suggested directions. To assist in weighing the possible implications, research into other similar jurisdictions and modeling of the various possible development scenarios may be explored.

Infill Zoning

Tied closely to the hillside development discussion is the debate of whether additional development can be accommodated in the rest of the Village, other than through RS-1 zoning. Specifically, before the APC and Council, is a proposal put forth by a number of local residents requesting exploration of a 0.5 acre minimum lot size, suggesting that such lot sizing could accommodate the growth anticipated in the Village as well as maximize existing infrastructure, without having to develop the hillside areas. Such dialogue entails a revisiting of the minimum lot size regulations within the Zoning Bylaw that currently limit development to lots off on the hillside to at least 1 acre in area. As this could result in a 2.0 units per acre level of density, this would also require a revisiting of the OCP given it could result in density levels higher than allowed within the OCP.

Before proceeding further and to provide additional background on this item, it is also important to clarify the role of the Zoning Bylaw, its scope, and its relationship to the OCP. The intent of the OCP is to set high-level directions consistent with the vision of the community. To that end and in keeping with the semi-rural aspirations of the Village, the OCP sets out policies on how development may be accommodated, including establishing the highest level of density that can be considered. In Anmore, as in other communities, the OCP describes density in terms of units per acre. The Zoning Bylaw then works within this limitation and establishes the various measures (i.e. maximum floor space, lot coverage, setbacks, heights, etc.) that regulate the building of a home. Key to the Zoning Bylaw is the establishment of minimum subdivision standards such as lot area and lot dimensions that shape any new lot being created. It is this aspect of lot size that unpins the current infill conversation.

For added context, the conversation around infill has a long-standing history within the Village, most recently through the review and update of the Village's Official Community Plan. During that process, the APC discussed at length the option and implication of allowing smaller lot infill development in areas of the Village other than just on the hillsides. From those discussions, a clear preference to retain the 1 acre minimum lot size off of the hillsides was voiced. Based on these discussions, Council also debated the maximum density levels that could be permitted under the OCP, and which would inform subsequent regulations in the Zoning Bylaw. While the option of 2.0 units per acre was discussed, Council opted to set a maximum of 1.8 units per acre in the Village.

An important aspect to consider, in reflecting on this background, is that the OCP policies, in essence, should dictate what is allowable in the zoning bylaw (and other bylaws impacted by the OCP). For the purposes of the infill discussion, if changes to the zoning bylaw for RS-1 lots (or a new zone is created) that contradict the policies set out in the OCP are considered, the OCP would have to be amended which would include appropriate public consultation.

Respecting the discussions that have occurred in the past, and turning towards the process ahead, it will be valuable to investigate the issue of infill zoning from a regulatory perspective (as opposed to one of policy) as the current process moves forward, noting the many zoning permutations that might address this item. For example, beyond the current 0.5 acre/2.0 units per acre proposal, it is noted that infill could also be accommodated without the need of any adjustments to the OCP, if a minimum lot size of 0.6 acres was utilized. Such a direction is similar to that outlined in the current RS-2 Zone of the Bylaw.

Alternatively, and potentially moving away from minimum lot size, discussion has also been had with the APC about accommodating two principal dwellings on a lot by adjusting the current restriction that limits the number of principal dwellings on a lot to one. Such a step is based on the observation that the Village already accommodates many lots with two dwellings - one principal dwelling and one accessory suite – with the accessory suite often as large as many homes found throughout the Metro area outside the Village. Taking this notion one step further, such a regulation could also foster the creation of two separate lots through stratification under the Strata Property Act, resulting in two 'fee-simple' lots along with some common property that would be shared. There are further derivatives of this approach, such as the much discussed 'Pocket Neighbourhood' which emphasizes the provision of smaller homes on a shared lot, with a focus on community gathering and open space. Interestingly, while this alternative approach was discussed by the APC on the same night as the 0.5 acre/2.0 units per acre infill proposal, despite such opportunities resulting in the similar levels of density, little support was indicated from the APC for such alternative approaches (see Appendix A).

However the infill item evolves, it is clear it will require further discussion with Council, APC, and the community. To start, it will necessitate discussion about how best to approach such an issue, either through a minimum lot area change (affecting every RS-1 lot in the Village), designating a new or repurposed (i.e. RS-2) infill zone with appropriately sized minimum lot size (which would require a rezoning on a site by site basis), investigating alternative approaches that focus on different metrics of density, or none of the above. Additional research into other similar jurisdictions and modeling of the various possible scenarios may benefit this discussion.

Floor Area Calculation

In terms of floor area, greater clarity was sought towards identifying the various exclusions. Specifically, it was identified that vaulted ceilings are currently only counted once in the

determination of floor area, however this can also challenge the requirement that the second story be only 80% of the area of the first storey. Further, it was suggested the regulations and various zones clearly note when basements and garages are exempt or partially exempt from the calculation of floor area.

On a related item, questions were also raised about the relationship between floor area and lot coverage for principal and accessory buildings, noting currently there is limited direction on building size (floor area) within the lot coverage provisions, especially where a breezeway may exist. The issue of floor area relative to the size of the principal dwelling was further discussed by the APC, as noted above under the hillside comprehensive development zoning discussion. Further review and discussion of the definitions of floor area, its permitted exclusions and the regulations related to floor area limits within the zones will be undertaken during Step 2.

Grade

Related to the floor space discussion is the determination of grade, noting its implications to the resulting height of a building. In the Step 1 discussions, requirements that direct development to build close to the existing grade were identified as of interest. Specifically, it was suggested that grade be defined as the lesser of the average existing or average finished grade or that a grading plan be undertaken and submitted for Village approval as part of any application. It was also discussed that grade (and again lot coverage) take into account sensitive or non-buildable areas on a property.

Structures

Accessory structures were a considerable topic of discussion, especially fencing. It was suggested that current fence height minimums be reduced in the front yard, from 1.8 m (6 ft.) to 1.2 m (4 ft.). Further, that barb wire, razor wire, and mesh fencing not be allowed except for certain select applications (i.e. industry/institutional uses such as the Village's works yard).

Similar to fencing, reductions to retaining wall heights were also discussed, potentially towards introducing a limit of 1.2 m (4 ft.) for each vertical wall element and a required 1.2 m (4ft) horizontal separation requirement. Further, clarity was also sought on what constitutes a wall system (how many wall vertical rises and horizontal runs). Additional research was also suggested on appropriate height regulations of retaining wall systems on slopes over 30%.

Related to both the fencing and retaining wall items was the suggested provision of greater landscape regulations, to soften the vertical nature of the fences/walls and to screen upward views when such elements are built on a hillside.

Other structures identified as needing clarity include tennis courts and swimming pools, noting that currently such items are not deemed as structures and can therefore be placed anywhere

on a property despite the setbacks. Also, gates and gate houses seem to be an increasing issue (i.e. whether or not they are accessory structures) and can present conflicts with setbacks in the absence of clearer regulations. One possible solution that was identified for further research and discussion is the introduction of a siting permit (albeit through the Building Bylaw), which would allow the Village to work with developers and residents in the siting of these types of structures as per the setbacks provided in the Zoning Bylaw.

Secondary Suites

Secondary suites or "Accessory Suites" as they are termed in the current Bylaw would benefit from further consistency with Provincial regulations as well as greater clarity about what constitutes a suite. In terms of the former issue, it was discussed that the current Bylaw regulations do not coincide with those of the Provincial Building Code. As for an interpretation of a suite, the Village's Building Inspectors noted that some developments where suites are not permitted are roughing-in the necessary plumbing and electrical elements during construction, with the intent to finish the suite post-occupancy. It was noted that in some municipalities, the presence of such rough-in's constitutes the definition of a suite, an interpretation not currently supported by Anmore's present definition. As well, it was discussed how accessory suites (especially detached) could potentially increase the variety of housing types in Anmore. Further review and discussion of the current definition, the regulations and possible configurations/size of accessory suites will be undertaken during Step 2 in the process.

Other Regulatory Issues:

- Investigate projections into setbacks, prohibiting projections 1.2 m (4 ft.) of a property line;
- Add in typical Zoning Sections of enforcement and penalties for non-compliance;
- Update references to Provincial and Federal statutes (i.e. Local Government Act);
- Provide illustrations to better communicate regulations;
- Research alternative panhandle regulations and widths;
- Provide regulations for development entry and name signs;
- Add a definition of 'Basement' as per the BC Building Code;
- Under the RCH zone, clarify that secondary suites are not permitted, review existing setbacks and assess impacts of current 80% second storey requirement;
- Consider removing the C-3 Equestrian Commercial zone, rezoning property to RS-1;
- Prohibit marihuana production and distribution;
- Consider adding some small-scaled commercial uses in the Village Hall zone; and
- Clarify regulations for home occupations and storing derelict vehicles on a property.

NEXT STEPS

This Issue Identification Update report points to the conclusion of Step 1 and provides the road map that will guide the pending Step 2. The step sequencing outlined in the background section is premised on multiple points of revision and check-in, towards fostering an ongoing and informed discussion with Council, the APC, and the community.

In summary, these conversations and pending next steps include:

- 7 meetings with APC (5 of which have been held)
- 4 Council update discussions
- 2 Open Houses/Town-Hall Meetings with the Community
- 1 Public Hearing

Step 2 of the process will focus on prioritizing the identified issues, assessing potential approaches that might address the issues, and Bylaw drafting. Of the conversations noted above, further dialogue with Staff, the APC and Council is anticipated.

CONCLUSION

With the start of Step 2 ahead, this report presents those items raised during the recent issue identification work of Step 1. Many of the items identified represent technical changes that will help create an improved and easier to read/interpret Bylaw. Further research and technical assessment of potential implications is anticipated on these matters throughout the pending steps. Beyond such technical items, some of the issues raised by Village staff, its consultants and the APC warrant further conversation, noting the potential impacts stemming from these items to Village regulations and possibly its policy base. While zoning is intended to implement policy, it is not uncommon through zoning review processes that such high-level issues are revealed. It is important however, that clear direction on these potential policy impacts be determined and any necessary parallel actions agreed-to, so that the regulatory review and update may proceed. Staff and the Planning Consultant therefore bring forward this report and its Issue Identification Update for Council consideration and discussion.

Attachment: October 8, 2015 APC Adopted Minutes

Table of Proposed Zoning Bylaw Changes

Item Being Changed	Existing Bylaw	Draft Bylaw	Comments
Definition Added: Active Floodplain		means an area of *land* that supports floodplain plant species and is: a. adjacent to a *watercourse* that may be subject to temporary, frequent or seasonal inundation, or within a boundary that is indicated by the visible *high water mark.*	Added to support RAR regulation.
Definition added: Basement		means that portion of a *building* that is below the first storey.	added definition to clarify when referring to exclusion of 'basement' areas in calculation of GFA. Also added 'below grade floor area' – which may be redundant and need to only keep one.
Definition added: Breezeway		means a structural connection between an *accessory building* or *structure* and a *principal building*. For the purposes of this Bylaw, a *breezeway* does not create a single *building* or *structure* out of the two *buildings* or *structures* it connects.	to provide clarity and explicitly note the 'construction' of a 'breezeway' does not create one building or structure out of the two it connects.
Definition added: Commercial		means a *use* providing for an occupation, employment or enterprise that is carried on for gain or monetary profit by any person.	to be consistent in providing *use* definitions such as residential, assemble, civic, etc

Definition added: Community Garden		means the non-*commercial use* of *land* for the public growing of flowers, native and ornamental plants, edible berries, fruits and vegetables.	to permit the use in P1 zone
Definition added: Finished Grade		means the lowest ground elevation existing after construction, as established on a legal survey by a registered British Columbia Land Surveyor, such ground elevation to include fill materials placed on the *parcel* to raise the ground elevation up to, but not above, the average elevation of adjacent *parcels* at the adjoining *parcel lines*.	to identify 'finished grade' after, not prior, to construction to aid in establishing 'grade' definition
Definition added: Height, for the purpose of measuring wall		means the vertical distance measured from *grade* to the highest point of the vertical wall component.	(for the purposes of measuring wall 'height'): to determine 'wall height' with a different method of calculating 'height' than that for a 'building' or structure'. Measures 'height' from where 'wall' meets 'finished grade' to top of 'wall'.
Definition added: Industrial		means a *use* by a public authority for the intended benefit of the public.	to be consistent in providing *use* definitions such as residential, assemble, civic, etc
Definition added: Landscaping		means any combination of trees, bushes, shrubs, plants, flowers, lawns, bark mulch, decorative boulders, planters, foundations, sculptures, decorative fences and the like, arranged and/or	to align with the new section added to the Zoning Bylaw and provide clarity to what the 'landscaping' consists of

		maintained to change, modify, or enhance the appearance of a *parcel*. The terms *landscape* and *landscaped* have a corresponding meaning to *landscaping*.	
Definition added: Marijuana, Marijuana Dispensary, Medical Marijuana, and Medical Marijuana Research and Development		Marijuana: means all parts of the genus cannabis whether growing or not and the seed or clone of such plants. Marijuana Dispensary: means a business or service which is used for dispensing, selling, or distributing *marijuana*, and is not licensed or regulated by applicable federal or provincial law pertaining to *medical marijuana*. Medical Marijuana: means *marijuana* that is possessed, produced, grown, cultivated from seed or clone to a plant for harvest, stored, packaged, or warehoused, or any combination of these things, pursuant to authorization under applicable federal or provincial law. Medical Marijuana Research and Development: means the *use* of *land, buildings* or *structures* for the systematic research, testing, data collection and manipulation, or technical or scientific development of *medical marijuana*, and may include a	to identify the plant and its potential uses for the purposes of prohibiting in all 'zones'

		research laboratory, but does not include *medical marijuana production*.	
Definition added: Natural Grade		means the elevation of the ground surface existing prior to any disturbance, alteration, excavation or filling, as determined by a registered British Columbia Land Surveyor, but excludes localized depressions in all cases.	to identify 'natural grade' prior to any 'development' or construction, and together with 'finished grade', establish the lesser of 'natural grade' or 'finished grade' to determine 'grade'
Definition added: Patio, sunken		means a surfaced, open space of land below *grade* adjacent to a *dwelling unit* which is used as an extension to the interior of the home for private or semi-private entertainment or leisure activities.	created to prohibit in RCH-1 zone (Countryside)
Definition added: Recreational Vehicle		means a vehicle that is designed to provide temporary living accommodation for travel, vacation or recreational *use*, and may be self propelled, towed, or transported and may include, but not be limited to, motor homes, campers, travel trailers, tent trailers, but does not include a *manufactured home*.	to identify vehicle type used in Bylaw as it relates to storage regulations
Definition added: Screening		means a continuous *fence*, wall, compact evergreen hedge or combination thereof, supplemented with landscape planting.	to align with the new Screening Bylaw section and to identify what is included in the term

Definition added: Solar Energy Device		means a device designed to collect, store and distribute solar energy.	required to differentiate from other 'sustainable building technologies'
Definition added: Sustainable Building Technologies		means structural or technological elements designed to decrease the carbon footprint of a *building* or *structure*. Such features shall include *solar energy devices*, roof mounted micro wind turbines, infrastructure needed to access and maintain a green roof and the like.	created as a catch all for all devices referenced in the Renewable Energy section of the General Regulations. Included is 'solar energy devices', which also has to be clearly defined to distinguish them having less restrictive regulations, especially pertaining to height exemptions and roof coverage limitations
Definition added: Swimming Pool		means any *structure* or construction, intended primarily for recreation that is, or is capable of being, filled with water to a depth of 0.6 m or more. For the purpose of this definition, a hot tub shall not be considered a *swimming pool*.	to establish proper definition to align with newly created Swimming Pool section.
Definition added: Top-of-Bank		means : a. the point closest to the boundary of the *active floodplain* of a stream where a break in the slope of the land occurs such that the *grade* beyond the break is flatter than 3:1 at any point for a minimum distance of 15 metres measured	created to align with ESC Bylaw

		perpendicularly from the break, and for a floodplain area not contained in a ravine, the edge of the *active floodplain* of a stream where the slope of the *land* beyond the edge is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the edge.	
Definition added: Yard, Front, Rear and Side:		Yard, Front: means that portion of a *parcel* between the *front parcel line* and a line extending along the front face of a *principal building* to the *side parcel lines*. Yard, Rear: means that portion of a *lot*, between the *rear parcel line* and a line extending along the rear face of a *principal building* to the *side parcel lines*. Yard, Side: means that portion of a *parcel* extending from the *front yard* to the *rear yard*, between the *side parcel line* and a line extending along the side face of a *principal building*.	added to determine how 'yards' are created on a 'parcel' with 'parcel lines' and faces of building.
Definition Revised: Accessory Building	means a building or structure located on a parcel, the use of which building or structure is incidental and ancillary to the principal permitted use of the	means a *building* or *structure* located on a *parcel*, the *use* of which is incidental and ancillary to the principal *permitted use* of the *land*, *buildings* or *structures* located on the same *parcel*.	included previously unregulated structures such as, flagpoles, swimming pools, propane tanks, satellite dishes and receivers, telecommunication antenna, and wind turbines

	land, buildings or structures located on the same parcel		
Definition Revised: Accessory Suite			changed to Secondary Suite
Definition Revised: Below Grade Floor Area			changed 'space' to 'area' to be more consistent with language – 'gross floor area', GFA
Definition Revised: Development	means a change in the use of any land, building or structure and shallinclude the carrying out of any building, engineering, construction or other operation in,on, over or under land or water, or the construction, addition or alteration of any building or structure;	means a change in the *use* of any *land*, *building* or *structure* and shall include the carrying out of any *building*, engineering, construction or other operation in, on, over or under *land* or water, or the construction, addition or alteration of any *building* or *structure*.	to provide clarity and align with RAR definition
Definition Revised: Floor Area or Gross Floor Area:	means the total of the gross horizontal area of each floor of a building as measured from the outermost perimeter of the building, but excludes for the purpose of a one-family residential , two-family residential dwelling or accessory building, any portion of a floor used for parking purposes;	means the total of the gross horizontal area of each floor of a *building* as measured from the outermost perimeter wall of the *building*, but excludes for the purpose of a *one-family dwelling*, *two-family dwelling* or *accessory building* or *structure*, *below grade floor area* if 50% or less of the *basement* is below *average finished grade*. If more than 50% of the *basement* is below the *average finished grade*, all the *below grade floor area* is included in the calculation. *Parking area* within a *building* or *structure* will be included in the calculation of *floor area*, except	to clarify that 'below grade floor area' (or 'basement' depending on what term to keep) and parking areas are included with some exemptions.

		for up to 42 m^2 of *parking area* located within the *principal building* and up to 20 m^2 of *parking area* located within an *accessory building* that is not an *accessory one-family residential building.*	
Definition Revised: Grade:	(as applying to the determination of building height) means the lowest of the average levels of finished ground adjoining each exterior wall of a building, except that localized depressions such as for vehicle or pedestrian entrances need not be considered in the determination of average levels of finished ground;	means the grading elevation as identified on a *parcel* grading plan, where such a plan has been approved by the *Village* at the time of *subdivision* when the *parcel* was created. Or where there is no *parcel* grading plan: a. for the purposes of determining *building height*, the average elevation of the *natural grade* or the *finished grade*, whichever is the lesser, around the perimeter of a *building* as measured at each of the four outermost exterior corners of the *building*, or projections thereof; or b. for the purposes of determining *below grade floor area*, the average elevation of the *natural grade* or the *finished grade*, whichever is the lesser, around the	removed the establishment of 'grade' for the purposes of determining building 'height' from the context of the definition. This is now covered in the definition of 'height'. And to establish 'grade' as it pertains to establishing 'below grade floor area' (or 'basement').

		perimeter of a *building* as measured at each of the four outermost exterior corners of the *building*, or projections thereof; or for the purposes of determining *height* of walls, *fences*, *landscaping* and *screening*, the *finished grade*.	
Definition Revised: Height (of a building or structure)	(of a building or structure) means the vertical distance from Grade to the highest point of the roof surface of a flat roof to the deck line of a mansard roof, and to the mean level between the eaves and the ridge of a gable, hip, gambrel or other sloping roof, and in the case of a structure without a roof, to the highest point of the structure;	means the vertical distance measured from *grade* to the highest point of the roof surface of a flat roof to the deck line of a mansard roof, and to the mean level between the eaves and the ridge of a gable, hip, gambrel or other sloping roof, and in the case of a *structure* without a roof, to the highest point of the *structure*.	to clarify how to establish building height and tie it to natural or finished. A new definition for 'height' (for the purposes of measuring wall 'height') was also created
Definition Added: Landscaping		means any combination of trees, bushes, shrubs, plants, flowers, lawns, bark mulch, decorative boulders, planters, foundations, sculptures, decorative fences and the like, arranged and/or maintained to change, modify, or enhance the appearance of a *parcel*. The terms *landscape* and *landscaped* have a corresponding meaning to *landscaping*.	Added to support landscaping requirements in revised zoning bylaw

Definition Revised: Manufactured Home:	means a dwelling unit designed to be moved from time to time, which arrives at the site where it is to be occupied complete and ready for occupancy except for placing on foundation supports, connection of utilities, and some incidental assembly, and complies with the Manufactured Home Standards Regulations of the Manufactured Home Act, but specifically excludes recreational vehicles;	means: a. a *one-family dwelling* constructed in a factory to CSA A277 standards, transported to a *parcel* and placed on a permanent foundation complying with the B.C. Building Code, or b. a manufactured d*welling unit* constructed to CSA Z240 standards, transported on its own chassis and placed on a temporary foundation, and complies with the Manufactured Home Standards Regulations of the *Manufactured Home Act*, and does not include a *recreational vehicle*.	revised definition to explicitly include both mobile homes and modular homes
Definition Revised: One-family Dwelling	means a residential use in a building which is used for only one dwelling unit, and may contain an Accessory Suite, and includes a double-wide manufactured home;	means a *building* which is used for only one *dwelling unit*, but may contain a *secondary suite*.	removed reference to 'double wide manufactured home' as it implies permitting 'double wide mobile homes' anywhere that permits a 'one-family dwelling'
Definition Revised: Parcel Size	lot size means the same as site area	means the total horizontal area within the boundaries of a *parcel*.	renamed from 'lot size' and provided clarity as to what it actually is. Previous definition stated 'lot size' meant the same as site area and bylaw provided no defined term for site area.

			Clarified to mean the horizontal area within the boundaries of a 'parcel'
Definition Revised: Remainder Parcel	means the parcel of land that is the residual portion of a larger parcel of land that has or is proposed to be subdivided, and has the potential of being further subdivided into two or more parcels in accordance with the minimum lot size requirements of the applicable zone;	means the *parcel* of *land* that is the residual portion of a larger *parent parcel* of *land* that has or is proposed to be subdivided, and has the potential of being further subdivided into two or more *parcels* in accordance with the minimum *parcel* size requirements of the applicable *zone*.	clarified language to identify remainder of the parent parcel
Definition Revised: School:	includes public schools and independent schools;	means a *school* as defined by the *School Act*.	Changed to ensure consistency with provincial legislation.
Definition Revised: Setback	means the minimum horizontal distance measured from the respective lot line or natural boundary to the nearest portion of a building or structure;	means the minimum permitted horizontal distance measured from the respective *parcel line*, *natural boundary* or *top-of-bank* to the nearest portion of a *building* or *structure*.	revised language to include top-of-bank as a feature requiring a separation distance from a building or structure
Definition Revised: Subdivision	means the division of land into two (2) or more parcels, whether by plan, apt description, words, or otherwise;	means the division of *land* into two (2) or more *parcels*, or the consolidation of two or more *parcels* into one, or the adjustment of a *parcel line* whether by plan, apt description, words, or otherwise.	revised to incorporate language from BC government website
Definition Revised: Top-of-Bank:	means the natural boundary of a watercourse, or if the distance from the high water mark to the toe of the slope is less than 15 metres, then it is the first significant and	means : a. the point closest to the boundary of the *active floodplain* of a stream where a break in the slope of the land occurs	Revised to better align with RAR regulation.

	regular break in slope which is a minimum of 15 metres wide.	such that the *grade* beyond the break is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the break, and for a floodplain area not contained in a ravine, the edge of the *active floodplain* of a stream where the slope of the *land* beyond the edge is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the edge.	
Definition Deleted: Building Setback	means the minimum horizontal distance from any portion of a building or structure to a designated lot line;	Deleted	redundant with the existing term 'setback' – potential delete. But may need both definitions to identify 'setback' area for 'natural boundary' and 'top of bank'
Definition Deleted: Minimum Site Area	means the smallest contiguous portion of a parcel that is required by law for the development of one permitted use;	Deleted	not used in revised Bylaw
Regulation Change: Fencing	Fences shall not exceed a height of 1.8 metres in the front yard or a height of 2.4 metres to the rear of the front face of a building;	(1) Fences shall not exceed a height of 1.2 metres in the front yard or a height of 1.8 metres in the rear or side yards; (2) Where a fence, wall or similar structure is located on top of a retaining wall, the height of	Size of fences in front yards is reduced to 1.2 metres and reduced to 1.8 metres in all other locations. Setback required from retaining walls. Restrictions on materials used for fencing also added.

		the fence shall include the height of the retaining wall, except that where their combined height exceeds 1.8 metres, the fence, wall or similar structure by itself may have a height of not more than 1.0 metre. (3) Barbed wire, razor wire and mesh wire fences are prohibited in all zones except when expressly provided for in this Bylaw, or for an industrial, civic institutional, or commercial use.	
Regulation Change: Landscaping		See section 5.11 of proposed bylaw	Added requirements for Landscaping to help mitigate impacts of development and retaining walls
Regulation Change: Retaining Walls		See section 5.9	Increased the required horizontal separation requirement between retaining wall systems to 3.6 metres
Regulation Change: Screening		See Section 5.10 of proposed bylaw	Added requirements for screening to help mitigate impacts of development
Regulation Change: Storage or Parking of Vehicles, Traliers, Boats and Equipment		See Section 5.12	Section added to clarify and address issues with regard to the storage of items.
Regulation Change: Signs		See section 5.13	Greater specificity on sign regulation provided.
Regulation Change: Sport Courts		Shall not be constructed or located within any required *front yard* or within any *accessory building* or	Regulation added to clarify location of sport courts and reduce impact on neighbours.

		structure setback requirement for that *zone*.	
Regulation Change: Swimming Pools		(1) *Swimming pools* and hot tubs shall not be constructed or located within any required *front* or *exterior side yard* or located within 3.5 metres of any other *parcel line*, unless expressly provided for in this Bylaw. (2) *Swimming pools* shall be enclosed in a *structure* or surrounded by a *fence* with a *height* of no less than 1.5 metres, provided that the *fence* does not obstruct visibility through it.	Regulation added to clarify location of swimming pools and reduce impact on neighbours.
Regulation Change: Renewable Energy		See section 5.16	Regulation added to allow for renewable energy technologies to be used.
Regulation Change: Watershed Protection		See section 5.19	Regulation updated to reflect latest requirements relating to Agricultural Buildings.
Compact Housing 1 – RCH-1			Setbacks – Principal Buildings: Increased interior side setback to 1.5 m (from 1.2 m), increased exterior side setbacks to 4 m (from 3 m), increased rear setback to 3 m (from 1.5 m), and

			increased front setback to 5 m (from 3 m). Setbacks – Accessory Buildings: changed to reflect changes in principal building setbacks. FAR: reduced to 0.6 (from 0.7). Based on the minimum parcel size of 223 m^2 (2,400 ft^2), 0.6 FAR would permit a 134 m^2 (1,440 ft^2) dwelling. This would be reduced if an accessory building were located on the parcel as well. Compared to the other RCH zones 2 and 3 which permit 162.5 m^2 (1,749 ft^2) and 410 m2 (4,413 ft^2 – maybe reduce to 0.4 FAR 328 m^2 or 3,530 ft^2) dwellings respectively. 'Basements' and 'sunken patios' prohibited.
Comprehensive Development Zones			• Minimum parcel size based on APC voting – 1,012 m2 (1/4 acre). • Maximum size (FAR) based on APC voting results and the adopted Bella Terra amending bylaw. APC voting was unclear as the voting resulted in a range acceptable. Created a table expressing that range with

			varying parcel sizes and with an interpretation of the APC voting. • Maximum height based on discussions with staff (APC voted to have maximum RS-1 height apply to CD's). • Setbacks are minimum established in RS-1 as per APC voting. • Maximum parcel coverage established using APC voting results.

VILLAGE OF ANMORE

REPORT TO COUNCIL

Date:	October 26, 2016
Submitted by:	Juli Kolby, Chief Administrative Officer
Subject:	Sponsorship & Advertising on Village Owned Assets Policy

Purpose / Introduction

To present Council with a draft Sponsorship & Advertising on Village Owned Assets Policy for consideration and approval.

Recommended Resolutions

1. **THAT Council approve Sponsorship & Advertising on Village Owned Assets Policy No. 55 as outlined in the report dated October 26, 2016 from the Chief Administrative Officer regarding Sponsorship & Advertising on Village Owned Assets Policy.**

OR

2. **THAT Council approve Sponsorship & Advertising on Village Owned Assets Policy as outlined in the report dated October 26, 2016 from the Chief Administrative Officer regarding Sponsorship & Advertising on Village Owned Assets Policy, with amendments.**

OR

3. **THAT Council refer the Sponsorship & Advertising on Village Owned Assets Policy back to staff for further information.**

Background

The Village has not previously had a sponsorship or advertising policy. Sponsorship had been received in past, however there was no policy guiding recognition given or outlines eligibility and restrictions.

Discussion

Sponsorship and Advertising on Village Owned Assets Policy No. 55 has been drafted to establish the rules around sponsorship, recognizing such sponsorship and outlining when the Village may consider advertising on Village owned assets.

The draft policy is attached for reference as **Attachment 1.**

Financial Implications

Sponsorship levels are outlined in the draft policy. Revenues will not be budgeted for until such time as an going agreement is executed which would guarantee such revenues.

Communications / Civic Engagement

Policy No. 55 will be made available to the public on the Village's website and will be distributed to businesses within the community following approval.

Council Strategic Plan Objectives

Sponsorship and the consideration of advertising revenue could provide additional funding to the Village, which aligns with the Corporate Objective to ensure financial sustainability of municipal resources (fiscal and personal) and service delivery to facilitate a fiscally viable future for the Village.

Attachments:

1. DRAFT Policy No. 55 Sponsorship and Advertising on Village Owned Assets.

Prepared by:
Juli Kolby Chief Administrative Officer

Village of Anmore

COUNCIL POLICY

Policy	Sponsorship and Advertising on Village Owned Assets	**Policy No.**	55
Effective Date	TBD	**Approved by:**	Council
Date Amended	n/a	**Resolution No.**	
Date Established	TBD		

PURPOSE

The primary objective of this policy and its guidelines is to safeguard the Village's community identity, corporate values, image, assets and interests while increasing the opportunities for revenue generation. The policy applies to the following:

- Special Event sponsorship
- Naming/renaming of Village property, buildings, and structures
- Paid advertising on Village property, at Village events, and in Village publications and signage or other display devices.

SCOPE

This policy applies to all Village employees and members of Council. This policy also applies to all relationships between the Village of Anmore and businesses, organizations and individuals that contribute either financially or in-kind to Village events, services or facilities in return for recognition, public acknowledgement or other promotional considerations.

DEFINITIONS

Property refers to Village assets including but not limited to, events, services, programs, activities, real property, facilities, intellectual property, parks, but not including streets.

Sponsorship refers to a mutually agreed to arrangement between the Village and an external company, organization, association or individual evidenced in writing whereby the external party (sponsor) contributes money, goods, or services to a Village facility, project, or special event in return for recognition, acknowledgement, or other promotional considerations or benefits. This does not include donations and gifts to the Village where no business relationship or association is contemplated or documented and where no reciprocal consideration is being sought.

- Monetary – A sponsorship received in the form of money
- In-kind – Goods or services of value to the Village are received rather than cash

Advertising is the sale to an external company, organization, association or individual of advertising space on Village printed materials or property, and at Village events. Unlike sponsorship, advertising involves the simple purchase by an advertiser of advertising space sold at rated determined by the Village. The

purchaser of this space is not entitled to any additional benefits other than those accruing from the space purchased.

Naming Rights is a type of sponsorship in which an external company, organization, association or individual purchase the exclusive right to name an asset or venue (a building, part of a building—a room within a facility) for a fixed or indefinite period. Usually naming rights are considered in a commercial context, which is that the naming right is sold or exchanged for significant cash and/or other considerations under a long-term arrangement. This arrangement is usually documented in a written agreement signed by the interested parties and has a specified end date to the contractual obligations.

SPONSOR ELIGIBILITY AND RESTRICTIONS

1. The Village shall decline sponsorship and advertising proposals from parties that are disqualified from doing business with the Village including businesses that do not hold a current business license.
2. To protect the privacy of Anmore residents, sponsors and advertisers are not to have access to personal information held by the Village.
3. No form of indemnification will be provided to any sponsor or advertiser without the express approval of the Village.
4. Sponsors and advertisers are prohibited from implying that their products, services or ideas are sanctioned by the Village or using the Village's logo unless pre-authorized by the Village.
5. There will be no actual or implied obligation to purchase the product or services of the sponsor or advertiser.
6. Sponsorship arrangements made previous to this policy's creation are not subject to it.
7. The policy does not apply to Village sponsorship support of external projects where the Village provides funds to an outside organization.

GENERAL REQUIREMENTS

All sponsorship and advertising agreements must comply with federal and provincial statutes, municipal by-laws, and the standards set out by the Canadian Advertising Standards Council.

The following conditions apply when establishing sponsorship and advertising relationships:

- The Village will not relinquish to the sponsor any aspect of the Village's right to manage and control Village properties;
- The Village will maintain control over the planning and delivery of sponsorship activities;
- Agreements will not in any way invoke future consideration, influence or be perceived to influence the day-to-day business of the Village;
- The relationship must not cause a Village employee or member of Council to receive any products or services for personal gain or use;
- Advertising devices must not impact the quality and integrity of the Village's properties, buildings, streetscape, and provide no added risks to safety;
- Advertising of a product or service does not act as the Village's endorsement of any one product or service over another;
- The sponsorship and advertising opportunity should be appropriate to the target audience; and
- Wherever a sponsorship or advertising arrangement is in place, it is necessary for the Village to continue to be recognized for those programs, facilities, structures etc., where it

makes an ongoing significant contribution to capital or operating costs. Clear and permanent identification of the Village will be displayed in adherence to branding guidelines established by the Village.

RESTRICTIONS FOR SPONSORSHIP AND ADVERTISING

The Village will not solicit or accept sponsorship or advertising from individuals, companies or organizations whose reputation could prove detrimental to the Village's public image and/or whose business:

- Present demeaning or derogatory portrayals of individuals or groups or contains anything, which, considering generally prevailing community standards, is likely to cause widespread offence;
- Represents political endorsement of a party, elected representative or candidate from any level of government; and
- Violates any aspect of the Canadian Code of Advertising Standards/

The Village retains the sole discretion not to accept sponsorship from any entity for any reason.

ADMINISTRATIVE REQUIREMENTS AND AUTHORITIES

In addition to following the Village's Purchasing Policy, as a rule, the following sponsorship and advertising opportunities should be competed:

- Opportunities that will offer a significant corporate profile;
- Agreements of a lengthy duration; or
- Agreements that allow for exclusive benefits and recognition.

Non-competitive arrangements may be considered for the following opportunities when:

- An unlimited number of sponsors are being sought;
- It is a unique, innovative, or experimental sponsorship opportunity;
- Only one suitable sponsor can be found;
- The value of the sponsorship or advertising opportunity is less than $5000; or
- The need is justified in a business case, approved by the Chief Administrative Officer.

Unsolicited sponsorship and advertising proposals received by the Village will be reviewed and evaluated by the Chief Administrative Officer and presented to Council.

The Village reserves the right to reject any unsolicited sponsorships that have been offered, and to refuse to enter agreements for any sponsorships that originally may have been openly solicited by the Village.

The Village reserves the right to terminate an existing sponsorship or advertising agreement should conditions arise that make it no longer in the best interests of the Village.

RESPONSIBILITIES

When directed by Council, the Chief Administrative Officer is responsible for soliciting and negotiating the agreements. Staff reviewing special events sponsorship and advertising proposals must ensure that all relevant by-laws and policies are adhered to, appropriate consultation and approval authorities are respected, and where applicable that insurance, indemnification, ethical scans, and permits have been obtained.

The Special Events Coordinator is responsible for maintaining a log of all sponsorship and advertising contributions and for issuing a written acknowledgement of the agreements to each sponsor or advertiser

Sponsors are to update the Village of any changes to their business/advertising that may affect the agreement with the Village.

SPONSORSHIP LEVELS & RECOGNITION

Level	Recognition		
Bronze: Monetary up to $499 In kind up to $999	Business or individual name on online material		
Silver: Monetary $500 - $999 In kind $1000 - $1499	3rd rank logo/name placement in print and online material	Business or individual name and small logo on banner	
Gold: Monetary $1000 - $2499 In kind $1500 - $2999	2nd rank logo/name placement in print and online material	Business or individual name and medium logo on banner	
Platinum: Monetary $2500 or more In kind $3000 or more	Mentioned as a title sponsor by emcee and in print material	1st rank logo/name placement on printed and online material	Prominent logo and Business or individual name on event banner

SCHOOL DISTRICT 43 Coquitlam
Learning for a Lifetime

550 Poirier Street, Coquitlam, BC Canada V3J 6A7 • Phone: 604-939-9201 • Fax: 604-937-6758

October 7, 2016

VIA EMAIL

Mr. Peter Steblin, City Manager
City of Coquitlam
managersoffice@coquitlam.ca

Ms. Juli Kolby, Chief Administrative Officer
Village of Anmore
juli.kolby@anmore.com

Mr. John Leeburn, Chief Administrative Officer
City of Port Coquitlam
leeburnj@portcoquitlam.ca

Ms. Lorna Dysart, Chief Administrative Officer
Village of Belcarra
ldysart@belcarra.ca

Mr. Tim Savoie, City Manager
City of Port Moody
tsavoie@portmoody.ca

Dear Mr. Steblin, Mr. Leeburn, Mr. Savoie, Ms. Kolby and Ms. Dysart:

Re: School District No. 43 (Coquitlam) Capital Bylaw No. 1, Amendment Bylaw No. 1.6 – 2016 (School Site Acquisition Charge Capital Bylaw Amendment) & 2016 Eligible School Sites Proposal Resolution

Please be advised that on October 4, 2016 the Board of Education adopted Capital Plan Bylaw No. 1, Amendment Bylaw No. 1.6 – 2016, which sets school site acquisition charge rates for School District No. 43 (Coquitlam). All municipalities within the district are required to begin collecting the charge based on the new rate as of December 5, 2016.

For your reference, please find attached an information bulletin providing notice of the amendment to school site acquisition charges and implementation for development applications. Please feel free to make this bulletin available to the public. Also attached is a copy of the Capital Bylaw.

In addition, please find attached the Board approved Eligible School Sites Proposal Resolution for acceptance by your Council pursuant to the Local Government Act. As per the Act, local governments have 60 days to either:

1. Pass a resolution accepting the Board's resolution of proposed eligible school site requirements; or
2. Respond in writing to the Board indicating that it does not accept the Board's proposal site requirements indicating each proposed school site it objects and the reasons for the objection.

If no response is received within 60 days the legislation states that the local government will have been deemed to accept the proposal.

.../2

SCHOOL DISTRICT NO. 43 (COQUITLAM)

BULLETIN

NOTICE OF PENDING AMENDMENT TO SCHOOL SITE ACQUISITION CHARGES

Background

Part 26, Division 10.1, Sections 937.2 to 937.91 of the *Local Government Act* requires school districts and local governments work together in planning for new schools, and in administering school site acquisition charges to fund the purchase of new school sites. The intent of the legislation is to assist school districts in acquiring school sites based on approved capital plans.

The School Site Acquisition Charge rates are set by the bylaw, which came into effect on November 1, 2004 (Bylaw No.1-2004). On October 4, 2016, the Coquitlam School District No. 43 amended the set rate for the school site acquisition charge to reflect a decrease in market land costs to the five year capital plan of proposed sites (Amendment Bylaw No. 1.6-2016). The revised School Site Acquisition Charge rates are set by the amendment bylaw and will come into effect on December 5, 2016.

The School Site Acquisition Charges applies to all new residential development applications at either subdivision stage, for single family/duplex lots, or at Building Permit stage, for multiple family residential developments or for residential component of mixed-use developments. School Site Acquisition Charges will be collected by the City of Coquitlam, City of Port Coquitlam, City of Port Moody, Village of Belcarra and Village of Anmore pursuant to the *Local Government Act.*

Implementation:

The *Local Government Act* provides a grace period, following the adoption of the bylaw to allow pending applications to receive in-stream status. The implementation date for Municipalities to begin their collection of School Site Acquisition Charges from new applications based on the new rate will be October 4, 2016. Any submission of complete subdivision or building permit applications received in good order by the Municipality before October 4, 2016 (the implementation date) will have until October 4, 2017 (12 months after the implementation date) to register or receive final subdivision approval or building permit issuance based on the old rate.

School site Acquisition Charge Rates

The amount of School Site Acquisition Charges payable with respect to a project is based on the density of the residential development and is calculated on a per unit basis. The charges are to be levied for the prescribed 'units per gross hectare' categories pursuant to BC Regulation 17/00. The old rate and new rate are illustrated below:

Applicants required to pay School Site Acquisition Charges may, in full or in part, provide land in lieu of School Site Acquisition Charges provided that the School District No.43, the Municipality and the applicant agree on the provision of the land.

Exemptions

Although all new residential developments are subject to the School Site Acquisition Charge, there are some residentially oriented projects, such as hotels, not for profit housing, hospitals and community care facilities that qualify for exemption from the charge. Also, pursuant to the Local Government Act a building permit may be issued on an existing parcel with no school site acquisition charge payment required where after construction, alteration or extension, the parcel will contain 3 or fewer self-contained dwelling units.

A list of exemptions to the school site acquisition charge, pursuant to the Act and BC School Site Acquisition Charge Regulations is attached as an appendix to this bulletin.

THE BOARD OF EDUCATION OF SCHOOL DISTRICT NO. 43 (COQUITLAM)

CAPITAL BYLAW NO. 1, AMENDMENT BYLAW NO. 1.6- 2016
(School Site Acquisition Charge Capital Bylaw Amendment)

A BYLAW BY THE BOARD OF EDUCATION OF SCHOOL DISTRICT NO. 43 (COQIDTLAM) (hereinafter called the "Board") to amend Capital Bylaw No. 1.5 – 2016, School Site Acquisition Charge Capital Bylaw, adopted on February 23, 2016. The School Site Acquisition Charge Capital Bylaw No. 1 sets the school site acquisition charges for the prescribed categories of eligible development pursuant to Part 26, Division 10.1, Sections 937.2 to 937.91 of the *Local Government Act* and British Columbia School Site Acquisition Charge Regulation 17/00.

WHEREAS, School District No. 43 (Coquitlam) is an eligible school district pursuant to Part 26, Division 10.1, Sections 937.2 to 937.91 of the *Local Government Act* for which the Board has indicated an eligible school site requirement in its approved capital plan beginning in 2003;

AND WHEREAS, the Board has consulted with stakeholders and local governments and passed the 2016 Eligible School Site Proposal, incorporated in the school district's 2016-2021 Five Year Capital Plan submission to the Ministry of Education;

AND WHEREAS, the Board approved the 2016 Eligible School site Proposal which indicates a decrease in serviced land cost of eligible school sites from its original estimate in 2003;

AND WHEREAS, the Eligible School Site Proposal included in the 2016-2021 Five Year Capital Plan for School District No. 43 (Coquitlam) was submitted to the Ministry of Education by the Board of Education;

AND WHEREAS, the Board is required to amend its School Site Acquisition Charge Capital Bylaw within 60 days of the Minister's acceptance of the Board's Capital Plan;

NOW THEREFORE the Board of Education for School District No. 43 (Coquitlam) in open meeting assembled, ENACTS AS FOLLOWS:

1. "Eligible Development" means
   a) a subdivision of land in School District No.43 (Coquitlam), or
   b) any new construction, alteration or extension of a building in School District No.43 (Coquitlam) that increases the number of self-contained dwelling units on a parcel.

2. "School Site Acquisition Charge" is a charge collected by local government, for each new residential parcel to be created by subdivision and for new multiple family residential units to be constructed on an existing parcel, for the purpose of providing funds to assist school boards to pay the capital costs of meeting eligible school site requirements pursuant to Part 26, Division 10.1, Sections 937.2 to 937.91 of the *Local Government Act* and British Columbia School Site Acquisition Charge regulations.

7. A school site acquisition charge is not payable if any of the following applies:

   (a) The eligible development is within a category that is exempt from school site acquisition charges pursuant to BC School Site Acquisition Charge Regulations;
   (b) A school site acquisition charge has previously been paid for the same eligible development unless, as a result of further subdivision or issuance of a building permit more eligible development units are authorized or will be created on a parcel;
   (c) Where a building permit is issued on an existing parcel, which after construction, alteration or extension, the parcel will contain three or fewer self-contained dwelling units.

8. This Bylaw shall be cited for all purposes as the "School District No.43 (Coquitlam) Capital Bylaw No.1, Amendment Bylaw No. 1.6-2016 (Re: School Site Acquisition Charge Capital Bylaw Amendment)".

READ A FIRST TIME THE 4 DAY OF OCT, 2016

READ A SECOND TIME THE 4 DAY OF OCT, 2016

READ A THIRD TIME, PASSED AND ADOPTED THE 4 DAY OF OCT, 2016

Chair of the Board

Secretary-Treasurer

I HEREBY CERTIFY this to be a true and original of School District No. 43 (Coquitlam) Capital Bylaw No. 1, Amendment Bylaw No. 1.6-2016, adopted by the Board the 4 day of OCT, 2016

Secretary-Treasurer

2016-2026
SCHEDULE 'A'

Table A-1: Growth Forecasts -Housing Units By Type - 10 year forecast by school year: 2016-2026

Estimates by school year	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	10 yr. Tot.	*Total Units*
VILLAGE OF ANMORE												*210*
Single Detached	21	21	21	21	21	21	21	21	21	21	210	
Mobile Home	0	0	0	0	0	0	0	0	0	0	-	
Row House	0	0	0	0	0	0	0	0	0	0	-	
Low Rise Apart./suites	0	0	0	0	0	0	0	0	0	0	-	
High Rise Apart.	0	0	0	0	0	0	0	0	0	0	-	
VILLAGE OF BELCARRA												*40*
Single Detached	4	4	4	4	4	4	4	4	4	4	40	
Mobile Home	0	0	0	0	0	0	0	0	0	0	-	
Row House	0	0	0	0	0	0	0	0	0	0	-	
Low Rise Apart.	0	0	0	0	0	0	0	0	0	0	-	
High Rise Apart.	0	0	0	0	0	0	0	0	0	0	-	
CITY OF COQUITLAM												*16,120*
Single Detached	280	280	280	280	250	250	250	250	250	250	2,620	
Mobile Home	0	0	0	0	0	0	0	0	0	0	-	
Row House	300	300	300	250	250	250	250	250	250	250	2,650	
Low Rise Apart./suites	200	200	200	260	260	260	260	260	260	260	2,420	
High Rise Apart.	1000	1000	830	800	800	800	800	800	800	800	8,430	
City OF PORT COQUITLAM												*3,184*
Single Detached	30	30	30	26	26	26	26	26	26	26	272	
Mobile Home	0	0	0	0	0	0	0	0	0	0	-	
Row House	88	88	88	90	90	90	90	90	90	90	894	
Low Rise Apart./suites	220	220	220	194	194	194	194	194	194	194	2,018	
High Rise Apart.	0	0	0	0	0	0	0	0	0	0	-	
CITY OF PORT MOODY												*2,966*
Single Detached	10	10	7	7	7	7	7	7	7	7	76	
Mobile Home	0	0	0	0	0	0	0	0	0	0	-	
Row House	29	40	60	65	25	25	25	25	25	25	344	
Low Rise Apart./suites	84	202	215	120	120	120	120	120	120	120	1,341	
High Rise Apart.	0	185	120	120	120	120	120	120	120	120	1,145	

Table A-2: SCHOOL DISTRICT #43 - ELIGIBLE DEVELOPMENT UNIT ANNUAL TOTALS BY TYPE 2016-2026

Estimates by school year	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	10 yr. Total	*22,460*
Single Detached	345	345	342	338	308	308	308	308	308	308	3,218	
Mobile Home	-	-	-	-	-	-	-	-	-	-	-	
Row House	417	428	448	405	365	365	365	365	365	365	3,888	
Low Rise Apart./suites	504	622	635	574	574	574	574	574	574	574	5,779	
High Rise Apart.	1,000	1,185	950	920	920	920	920	920	920	920	9,575	
Total Units	***2,266***	***2,580***	***2,375***	***2,237***	***2,167***	***2,167***	***2,167***	***2,167***	***2,167***	***2,167***	***22,460***	

SCHEDULE 'B' Capital Projects Requiring New Sites

Table B-1: ELIGIBLE SCHOOL SITES REQUIRING APPROVAL - 2016-2021 Five Year Capital Plan

School Site #	112259	105266	109228	101469	TOTALS
Basis of Costs	*Estimate*	*Estimate*	*Estimate*	*Estimate*	*Estimate*
Type of Project	New	New	New	New	
Grade Level	*Elementary*	*Elementary*	*Elementary*	*Elementary*	
Approximate Location	*Riverwalk*	*Partington Creek(Sheffield)*	*Marigold*	*Anmore/Port Moody*	
Proposed Capacity	430	430	430	430	1,720
Approx. Size (ha)	2.5	2.5	2.5	2.5	10.0
Market Land Costs	$ 9,000,000	$ 9,000,000	$ 9,000,000	$ 9,000,000	$ 36,000,000

Total Acquisition Sites to be included in the 2016-2021 Five Year Capital Plan =4

Proposed school site sizes are based on an assumption that some sites may be joint school and park sites. Stand alone school sites would require greater site area and market land cost.

Note: This Schedule includes proposed sites only. Approved eligible school sites since the inception of the ESSP are not included on this list.
Note: Aprprox size of each site has been updated to reflect update to date requirements for a elementary and middle school requirement.

Estimates provided by Local Governments
Total housing units over 10 year period

	2014 Estimate	2015 Estimate	2016 Estimate	Change
Approved Capital Projects				
Village of Anmore			-	
Single Family	180	210	210	-
Mobile Home	50	-	-	-
Row House			-	-
Low Rise Apartment			-	-
High Rise Apartment			-	-
	230	210	210	-
Village of Belcarra				
Single Family	10	20	40	20
Mobile Home			-	-
Row House			-	-
Low Rise Apartment			-	-
High Rise Apartment			-	-
	10	20	40	20
City of Coquitlam				
Single Family	2,550	2,800	2,620	(180)
Mobile Home	-	-	-	-
Row House	3,000	2,500	2,650	150
Low Rise Apartment	2,900	2,500	2,420	(80)
High Rise Apartment	7,750	8,102	8,430	328
	16,200	15,902	16,120	218
City of Port Coquitlam				
Single Family	280	280	272	(8)
Mobile Home		-	-	-
Row House	890	890	894	4
Low Rise Apartment	1,380	2,070	2,018	(52)
High Rise Apartment	690	-	-	-
	3,240	3,240	3,184	(56)
City of Port Moody				
Single Family	96	74	76	2
Mobile Home		-	-	-
Row House	88	246	344	98
Low Rise Apartment	270	1,170	1,341	171
High Rise Apartment	400	825	1,145	320
	854	2,315	2,906	591
	20,534	21,687	22,460	773

Estimate of SSAC based on Units Projected and Appraised Value of Land

		Size HA	2016/2017 Capital Plan	
Capital Project in the 2016/17 Capital Plan				
	Proj No.			
Partington Creek(Sheffield)	105266	2.5	9,000,000	
Riverwalk Elementary	112259	2.5	9,000,000	
Marigold	109228	2.5	9,000,000	
Anmore/Port Moody	101469	2.5	9,000,000	
Amount in 2016 ESSP Resolution		**10.0**	**36,000,000**	
Percentage to be collected			35%	
Estimated SSAC share			12,600,000	A
Development units			22,460	B
Average Charge for medium density			561	C=A/B
Maximum allowable for medium density			800	D
Charge to be used for SSAC			**561**	**If C>D, then use D**

		Estimated Charge	Current	Change
Low density	1.250	701	726	(25)
Medium low	1.125	631	654	(23)
Medium	1.000	561	581	(20)
Medium high	0.875	491	508	(17)
High	0.750	421	436	(15)

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

RECEIVED
OCT 18 2016
Village of Anmore

Office of the Chair
Tel. 604 432-6215 Fax 604 451-6614

OCT 12 2016

File: CR-12-01
Ref: RD 2016 Sep 23

Mayor John McEwen and Council
Village of Anmore
2697 Sunnyside Road
Anmore, BC V3H 5G9

Dear Mayor McEwen and Council:

Re: Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver

At its September 23, 2016 regular meeting, the Board of Directors of the Greater Vancouver Regional District ('Metro Vancouver') adopted the following resolution:

That the GVRD Board:

a) *Send a letter to the BC Minister of Community Sport and Cultural Development and the Minister of Agriculture requesting farm property tax reform for the Metro Vancouver region, as described in the White Paper titled, "Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver", and that consideration be given to similar reform for the entire province of British Columbia; and*

b) *Convey the report dated August 22, 2016, titled "Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver", to member municipalities, the Fraser Valley Regional District, the Capital Regional District, the Okanagan-Similkameen Regional District, the Central Okanagan Regional District, and the Agricultural Land Commission.*

Metro Vancouver recently completed a three-year review of farm property tax policy assessing whether tax reform could assist in encouraging farming or discouraging non-farm use on lands in the Agricultural Land Reserve in the Metro Vancouver region. The review concluded that existing tax policies are, inadvertently, encouraging the non-farm use of agricultural land. In addition, the low farm income threshold for qualifying a property as farm for assessment purposes may be limiting investments in agricultural economic development at a time when the demand for local food is increasing.

The protection of agricultural land and the economic viability of farming are priorities for Metro Vancouver, and are integral to planning for future growth in accordance with *Metro Vancouver 2040: Shaping Our Future*, the regional growth strategy. While farm property tax policy is just one factor affecting agriculture land use, it is an important financial lever for instituting behavioural change.

The recommendations from the farm property tax review are found on page 15 of the White Paper; they are to:

- eliminate the 50% School Tax exemption for properties classed as residential (Class 1) in the ALR;
- change the income threshold to achieve farm classification to a minimum of $3,500, regardless of farm size and develop a two-tier farm classification benefits system;
- adjust the method for valuing agricultural land not used for farming; and
- encourage local governments and the Agricultural Land Commission to develop new protocols to enable BC Assessment to obtain timely information on changes in land use and new commercial business activities in the Agricultural Land Reserve.

The results and recommendations identified in the White Paper are based on the conditions in the Metro Vancouver region, but could also apply to other areas of British Columbia working to protect agricultural land from conversion to non-farm uses.

If you and your staff are interested in continuing the discussion on farm property tax reform, please contact Heather McNell, Division Manager of Growth Management, at 604-436-6813 or heather.mcnell@metrovancouver.org.

Yours truly,

Greg Moore
Chair, Metro Vancouver Board

CM/EC/hm

Encl:

1. GVRD Board report titled, "Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver", dated September 9, 2016 *(Doc #19387264)*
2. White Paper titled "Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver" *(Doc #18648365)*

RECEIVED
OCT 18 2016
Village of Anmore

To: GVRD Board of Directors

From: Regional Planning Committee

Date: September 9, 2016 Meeting Date: September 23, 2016

Subject: **Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver**

REGIONAL PLANNING COMMITTEE RECOMMENDATION

That the GVRD Board:

a) Send a letter to the BC Minister of Community Sport and Cultural Development and the Minister of Agriculture requesting farm property tax reform for the Metro Vancouver region, as described in the White Paper titled, *"Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver"*, and consideration of similar reform for the entire province of British Columbia; and

b) Convey the report dated August 22, 2016, titled *"Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver"*, to member municipalities, the Fraser Valley Regional District, the Capital Regional District, and the Okanagan-Similkameen Regional District.

At its September 9, 2016 meeting, the Regional Planning Committee considered the attached report titled "Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver", dated August 22, 2016.

The Committee commented on the importance of farm property tax reform for all communities in British Columbia, while recognizing the different needs and interests among BC communities. The Committee subsequently passed the recommendation as presented above with additional context in part a) of the recommendation.

Attachment:

1. Report titled "Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver", dated, August 22, 2016

19387264 FINAL

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Attachment

To: Regional Planning Committee

From: Theresa Duynstee, Regional Planner, Parks, Planning, and Environment Department

Date: August 22, 2016 Meeting Date: September 9, 2016

Subject: **Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver**

RECOMMENDATION

That the GVRD Board:

a) Send a letter to the BC Minister of Community Sport and Cultural Development and the Minister of Agriculture requesting farm property tax reform for the Metro Vancouver region, as described in the White Paper titled, *"Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver"*; and

b) Convey the report dated August 22, 2016, titled *"Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver"*, to member municipalities, the Fraser Valley Regional District, the Capital Regional District, and the Okanagan-Similkameen Regional District.

PURPOSE

The purpose of this report is to provide the GVRD Board with the opportunity to consider recommendations stemming from a three-year review of farm property tax policy, as described in the White Paper titled, *"Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver"* (Attachment).

BACKGROUND

Over the last three years, both the Regional Planning Committee and GVRD Board have received a series of consultant reports related to the Farm Property Tax Review project. On April 22, 2016, the Regional Planning Committee received the third report, "Farm Tax Class Income Threshold Investigation", which conveyed consultant work assessing whether farm income threshold requirements for the classification of land as farm for assessment purposes warrant adjustment.

A White Paper prepared by staff titled, *"Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver"*, presents the key results and recommendations from the Farm Property Tax Review. This report summarizes the tax policies affecting agriculture land use and provides the Regional Planning Committee and GVRD Board an opportunity to endorse the recommendations in the paper and to advocate to the Province for associated farm tax policy reform.

FARM PROPERTY TAX REVIEW PROJECT

The Farm Property Tax Review project was undertaken to identify tax policies that can be used as a lever to encourage farming and / or discourage non-farm uses within the Agricultural Land Reserve (ALR) in the Metro Vancouver region. A series of consultant reports and additional analysis were

completed to improve the understanding of the linkage between farm property tax policies and land use in the ALR.

The first report, "Property Tax Scenario Analysis for Agricultural and Industrial Lands in the Metro Vancouver Region", described the property tax benefits for landowners when their land is classified as farm by BC Assessment. This report revealed that the assessed value of agricultural land is the main reason for the lower taxes paid by landowners who are not farming in the ALR. The second report, "Farm Property Tax Investigation", evaluated seven farm property tax options to determine if they could be used to encourage farming or discourage non-farm uses within the ALR. Based on the work undertaken by these consultants, and input from municipalities, the following four farm property tax policies were examined in more detail.

1. School Tax Exemption
2. Classification of Land as Farm
3. The Assessed Value of Agricultural Land
4. Assessment of Farm Buildings

The amount of the school tax exemption was calculated for the different property classes in Metro Vancouver using data provided by BC Assessment. The "Farm Tax Class Income Threshold Investigation" report informed the discussion on classification of land as farm and whether an increase in farm income thresholds for farm class is warranted. Examples of the financial implications of how the assessed value of agricultural land affects property tax were drawn from the first two consultants' reports. The process and legislative context for the assessment of farm buildings was provided by BC Assessment.

ENCOURAGING AGRICULTURAL PRODUCTION THROUGH FARM PROPERTY TAX REFORM: WHITE PAPER

There are an increasing number of property owners in the ALR who are using agricultural land for purposes other than farming. Existing tax policy enables these property owners to receive a lower tax assessment than similar homes or businesses located within the region's Urban Containment Boundary. In addition, property owners that do not farm themselves, but rather lease their land to a farmer, receive benefits intended for farmers including significantly lower taxes, when their property is classified as farm for assessment purposes.

The repercussions of purchasing or utilizing agricultural land for purposes other than farming can affect the long term viability of food production in this region. Non-farm use of the ALR increases competition for agricultural land, resulting in higher land costs that erode the financial viability of farming while preventing new farmers from establishing a business. Leased agricultural land enables existing farms to expand their acreage at a low cost, but may limit infrastructure investments that are often necessary to improve the profitability of farming. Fewer capital investments in agriculture can result in lost economic development opportunities at a time when the demand for local food is growing. Non-farm residential housing located in the ALR, can also spur conflicts over farm management practices that produce noise, dust and odours. In addition, the proliferation of non-farm residential and commercial uses outside the Urban Containment Boundary can increase the demand for services such as utilities, transit, police, fire and emergency services, all of which are financed by local governments through property taxes.

The White Paper aims to inform decision makers about the implications of existing farm property

tax policy to agricultural land use and the necessity for tax reform to maintain the ALR for farming in the Metro Vancouver region. A draft version of the White Paper was circulated earlier this spring to Metro Vancouver's Regional Planning Advisory Committee, Agricultural Advisory Committee, an external reviewer, and a Task Group formed to provide advice on the overall Farm Property Tax Review project. Feedback received from these groups was considered and incorporated.

Results

The results presented in the White Paper are based on the consultants' reports, additional analysis completed by Metro Vancouver staff, as well as information and feedback provided by various stakeholders including provincial agencies. The Farm Property Tax Review project revealed that:

- 78% of the $4 million school tax exemption in Metro Vancouver goes to residential properties in the ALR that are not farming. This tax benefit is also extended to other agency fees (i.e. regional district, hospitals, TransLink, and Municipal Finance Authority).
- The farm income threshold requirement for classification of land as farm for assessment purposes is outdated and warrants an adjustment, especially since the last increase to the current threshold of $2,500 for farms greater than 2 hectares occurred in 1993.
- A new two-tier farm classification benefit system could encourage increased investments in agricultural production. The lower income tier would provide one set of benefits for smaller farms, while another higher income tier would provide a greater set of tax benefits, thereby encouraging more agricultural production on commercial farms.
- The method for assessing the value of agricultural land not used for farming creates a financial incentive for non-farm residential and commercial uses to locate in the ALR. This policy results in similar sized homes and comparable businesses in a municipality to have different property tax structures, depending on whether they are located in the ALR or not.
- Provincial assessment staff have adequate processes in place to assess buildings in the ALR but are challenged when new non-farm permitted uses are approved. The farm building assessment process would benefit from more proactive notification between the Agricultural Land Commission, municipalities and BC Assessment.

The Farm Property Tax Review revealed that tax policy is a relevant financial lever that can influence how agricultural land is used. The tax policies investigated should be reformed to create more effective financial incentives for expanding agriculture production and supporting new farms in the ALR, while preventing the displacement of farming activities. Tax reform is also necessary to remove the financial incentives for non-farm residential and commercial uses to locate in the ALR and address equity issues among municipal taxpayers. When non-farm property owners of agricultural land benefit from tax policy intended for active farms, taxpayers within the Urban Containment Boundary are unintentionally financing the non-farm uses of the ALR. The most effective way to address farm property tax reform is to take a multi-pronged approach that both encourages agriculture production while discouraging non-farm uses through more than one tax policy option.

Recommendations

While the authority to make legislative changes to farm property tax policy rests with the provincial government, local governments can advocate for tax reform to ensure an equitable balance of benefits among farmers, other landowners and the public interest. As conveyed through the White Paper, there are four recommendations proposed to encourage agricultural production while

removing the financial incentives for non-farm uses of agricultural land. The recommendations are for the Province of BC to:

1. Eliminate the 50% School Tax exemption for properties classed as residential (Class 1) in the ALR. This change would also apply to regional district, hospitals, Transit and other agency fees.

2a. Change the income threshold to achieve farm classification to a minimum of $3,500, regardless of farm size for the Metro Vancouver region, and ensure that the threshold is reassessed every five years and adjusted according to the rate of inflation; and

2b. Develop a two-tier farm classification benefits system that allocates only some tax benefits to farms with an income threshold of $3,500, while providing the full package of tax benefits to the more productive farms with an income threshold at $10,000. This would create an incentive for farms to reach the higher income threshold. Determining the appropriate allocation of benefits for a two tier system requires consultation with the agricultural community and the agencies providing secondary benefits to properties with farm class.

3. Adjust the method for valuing agricultural land not used for farming to discourage further non-farm development in the ALR. The adjustment could consider valuing agricultural land not used for farming as if it was located in the applicable zone within the Urban Containment Boundary. Implementing this recommendation requires additional policy analysis and consultation with local governments and must ensure that any reform stipulates that tax policy is not justification for removing land from the ALR.

4. Encourage local governments and the Agricultural Land Commission to develop new protocols to enable BC Assessment to obtain timely information on changes in land use and new commercial business activities in the ALR to ensure an appropriate tax assessment of buildings and improvements.

While these recommendations to reform farm property tax policy are specifically for the Metro Vancouver region, they could be applied to other areas of British Columbia faced with non-farm residential and commercial encroachment in the ALR.

ALTERNATIVES

1. That the GVRD Board:
   a) Send a letter to the BC Minister of Community Sport and Cultural Development and Minister of Agriculture requesting farm property tax reform for the Metro Vancouver region, as described in the White Paper titled, *"Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver"*; and
   b) Convey the report dated August 22, 2016, titled *"Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver"*, to member municipalities, the Fraser Valley Regional District, the Capital Regional District, and the Okanagan-Similkameen Regional District.
2. That the GVRD Board receive for information the report dated August 22, 2016, 2016 titled "Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver".

FINANCIAL IMPLICATIONS

There are no direct financial implications to advocating for farm property tax reform.

SUMMARY / CONCLUSION

The key results and recommendations from the Farm Property Tax Review are presented in a White Paper titled, *"Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver"*. The results are based on a three year investigation that included three separate consultants' reports, staff analysis and stakeholder input. The White Paper informs decision makers about existing farm property tax policy and the necessity of tax reform to encourage farming on agricultural land in the Metro Vancouver region.

There are an increasing number of property owners in the ALR who are using agricultural land for purposes other than farming. Existing tax policy enables these property owners to receive a lower tax assessment than similar homes or businesses located within the region's Urban Containment Boundary. The repercussions of non-farm uses of agricultural land includes higher costs for land that erode the financial viability of farming and prevent new farmers from establishing a business. Non-farm residential housing located in the ALR can also spur conflicts over farm management practices. For local governments, proliferation of non-farm residential and commercial uses outside the Urban Containment Boundary can increase the demand for services such as utilities, transit, police, fire and emergency services, all of which are financed through municipal property taxes.

In addition, property owners that do not farm themselves, but rather lease their land to a farmer, receive benefits intended for farmers including significantly lower taxes, when their property is classified as farm for assessment purposes. Leased agricultural land enables existing farms to expand their acreage at a low cost, but will limit infrastructure investments that are often necessary to improve the profitability of farming. Fewer capital investments in agriculture can result in lost economic development opportunities at a time when the demand for local food is growing.

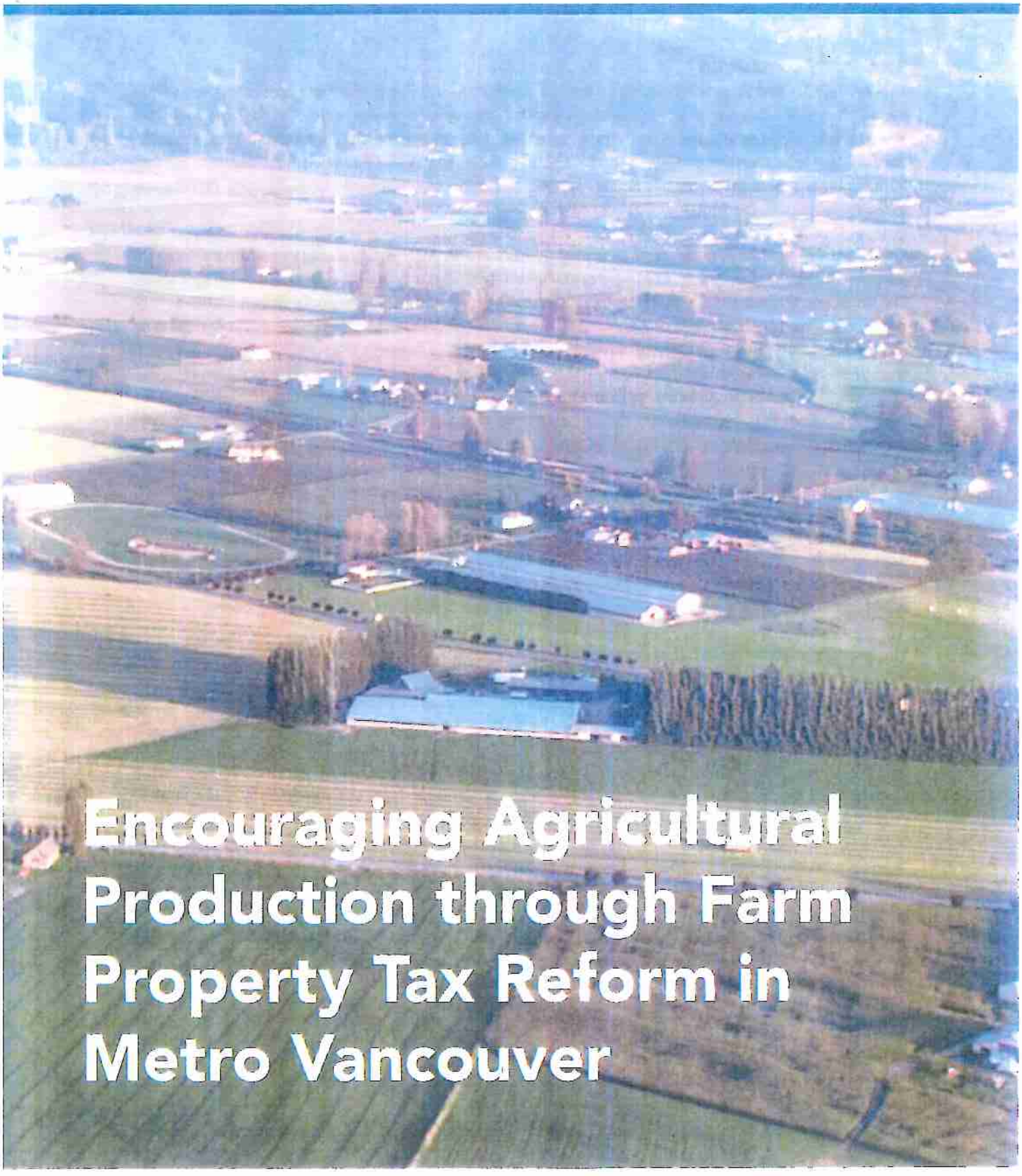
The investigation revealed that farm property tax policy is a relevant financial lever that can influence how agricultural land is used. Tax reform is necessary to create stronger incentives for expanding agriculture development while preventing the displacement of farming activities in the ALR. Four recommendations emerged from the Farm Property Tax Review: 1) eliminate the 50% School Tax exemption for properties classed as residential; 2) change the income threshold to achieve farm classification to a minimum of $3,500 and develop a two-tier farm classification benefits system; 3) adjust the method for valuing agricultural land not used for farming; and 4) enable BC Assessment to obtain timely information on changes in land use and new commercial business activities in the ALR.

While the authority to make legislative changes to farm property tax policy rests with the provincial government, local governments can advocate for tax reform to ensure an equitable balance of benefits among farmers, other landowners and the public interest. Staff recommends Alternative 1.

Attachment: Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver *(Orbit Doc 18648365)*

References

1. Property Tax Scenario Analysis for Agricultural and Industrial Lands in the Metro Vancouver region, Colliers International, February 2014.
2. Farm Property Tax Investigation in the Metro Vancouver region, KM Consulting, January 2015.
3. Farm Tax Class Income Threshold Investigation, Upland Consulting, December 30, 2015



Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver

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Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver

This White Paper presents the results and recommendations of Metro Vancouver's Farm Property Tax Review. The Review was undertaken to identify tax policies that can be used as a lever to encourage farming or discourage non-farm land uses within the Agricultural Land Reserve (ALR) in the Metro Vancouver region. The research and analysis conducted during this review considered whether existing farm property tax policies, enacted to serve the public interest, still provide the financial incentives to maintain the region's ALR for farming, and if not, what could be done about it.

Agricultural land[1] in Metro Vancouver is increasingly threatened from non-farm land uses, not just exclusions from the ALR[2]. The first comprehensive agricultural land use inventory of Metro Vancouver, completed in 2011 by the BC Ministry of Agriculture, revealed that only half of the region's 60,893 hectares (ha) in the ALR is actively farmed[3]. Many of the landowners in the ALR are using agricultural land for purposes other than farming including residential, which occupies 48% of the ALR land that is not used for farming[4]. Today in Metro Vancouver, there are more non-farm property owners in the ALR, then there are farmers[5].

In addition, almost a third of the total farmed area (9,799 ha) in the region is not farmed by the landowner, but rather is leased to farmers[6]. These leases agreements are registered with BC Assessment, thereby qualifying the property as a farm for assessment purposes, commonly referred to as "farm status". Farm status confers significant tax benefits to the property owner.

Existing tax policy enables property owners that are not farming in the ALR to receive a lower tax assessment than homes or businesses located within the region's Urban Containment Boundary[7]. When agricultural land is purchased and utilized for purposes other than farming, it can lead to:

- Higher prices for agricultural land that erode the financial viability of farming and can prevent new farmers from establishing a farm business;
- Lease agreements that enable existing farms to expand their acreage at a low cost. While leases keep agricultural land in production over the short term, without secure land tenure, most farmers are hesitant to invest in equipment, buildings and other infrastructure that is often necessary to improve the profitability of farming;
- Limited investments in agricultural production that can result in lost economic development opportunities at a time when demand for local food is growing and concerns about food security over the long term are being raised;
- Increasing number of conflicts over farm management practices when non-farm residential housing is located on agricultural land; and
- The proliferation of non-farm residential and commercial uses outside the Urban Containment Boundary that will increase the demand for services such as utilities, transit, police, fire and emergency services, all of which are financed by local governments through property taxes.

When farm property tax policy inadvertently creates financial tax advantages for non-farm residential and commercial uses in the ALR, questions of equity among taxpayers emerge. Reforming farm property tax policies may or may not increase total taxes collected by municipal governments, however, it will redistribute the tax burden more equitably. Tax reform can help ensure that the lower tax assessment applied to properties in the ALR be attributed, as intended, to those investing in agriculture and managing farmland for food production over the long term. It can also better support provincial, regional and municipal objectives to protect agricultural land for farming, increase actively farmed land and improve the viability of agriculture.

Farm property tax reform requires changes to provincial legislation. Local governments can play a role by advocating for tax reform to ensure an equitable balance of benefits between farmers, other landowners and the public interest. The results and recommendations identified in this White Paper are based on conditions in the Metro Vancouver region, but could also apply to other areas of BC working to protect agricultural land from conversion to non-farm uses.

POLICIES UNDER REVIEW

The Farm Property Tax Review began in 2013 to improve the understanding of farm property tax policies related to land use in the ALR. The first report, completed by Colliers International, described the property tax benefits for landowners when their land is classified as a farm by BC Assessment[8]. The report revealed that the method for assessing the value of agricultural land that is not farmed often results in lower taxes for landowners.

Further investigation into farm property tax policy completed by KM Consulting, investigated areas of property tax policy that could be used to encourage farming or discourage non-farm land uses within the ALR[9]. The potential impacts of adjusting seven farm tax policies were evaluated and options requiring further consideration were identified. Based on the work undertaken by these consultants, and feedback from municipalities and others, the following four farm property tax policies were examined.

1. School Tax Exemption

The School Act allows all residential, farm and other properties in the ALR to receive a 50% school tax exemption, whether the land is farmed or not. Also, the 50% school tax exemption is extended to hospital, regional district, transit authority, BC Assessment and municipal financial authority fees. The amount of the school tax exemption was calculated for the different property classes in Metro Vancouver using data provided by BC Assessment.

2. Classification of Land as Farm

The Assessment Act designates nine property classes, one of which is farm (Class 9)[10]. To qualify as a farm for assessment purposes, a farmer must produce a prescribed amount of qualifying agricultural products for sale. All property owners must apply to have their land classified as farm. Landowners can also have a portion of their land classified as farm if it is leased to a farmer who meets the BC Assessment requirements. The Upland Consulting report informed the discussion on classification of land as farm and whether an increase in farm income thresholds for farm class is warranted[11].

3. The Assessed Value of Agricultural Land

The assessed value of land classified as farm for assessment purposes is based on the productive value of the land. In Metro Vancouver, this results in an assessed value that is much below the market value of the land. Other properties in the ALR not used for farming, are assessed based on the principle of 'highest and best use' using the market value and sales of comparable parcels in the ALR. These ALR properties often have a lower assessed land value and therefore pay lower property taxes than similar residential houses or businesses that are located within the Urban Containment Boundary. Examples of the financial implications of how the assessed value of agricultural land impacts property tax were drawn from the Colliers and KM Consulting reports.

4. Assessment of Farm Buildings

Buildings are improvements on the land, and therefore are considered separately in tax policy. Both residential and farm buildings are classified as residential (Class 1) and assessed at market value. If the building is located on land classified as farm, and used exclusively to operate a farm, at least 87.5% of the assessed value of the farm buildings is exempt from all property taxation. The process and legislative context for the assessment of farm buildings was provided by BC Assessment[12].

OPTIONS TO REFORM FARM PROPERTY TAX

The ability to encourage more farming within the ALR or to discourage landowners from using agricultural land for purposes other than farming was taken into account when defining appropriate farm property tax policy reform. Another important consideration was tax equity among residents and between businesses to ensure the public interest is best served by tax policies. The following four farm property tax policies were identified in the review as having the most potential to maintain agricultural land for farming in the Metro Vancouver region.

1. School Tax Exemption

The School Act provides a 50% exemption in provincial school taxes for all land in the ALR including those properties classified as residential, vacant, and other uses[13]. This 50% tax exemption also flows through to other taxes in Metro Vancouver, such as TransLink, the Greater Vancouver Regional District, Hospitals, BC Assessment and the Municipal Finance Authority.

Data analysis was conducted to determine the actual amount of the annual school tax exemption in Metro Vancouver. The results reveal that in the 2015 tax year, the exemption amounted to just over $4 million. Residential land uses (Class 1) receive the majority (78%) of the financial benefits from the school tax exemption, calculated to be $3,176,000. Properties assessed as farm (Class 9) receive 16% of the tax benefit at $669,241 (Table 1). Some other business uses (Class 6) and recreational uses such as outdoor riding arenas (Class 8), also receive the school tax exemption[14].

TABLE 1: 2015 SCHOOL TAX EXEMPTION AMOUNT BY PROPERTY CLASS AND MUNICIPALITY

SCHOOL TAX EXEMPTIONS IN THE ALR	PARCEL COUNT	CLASS 1 RESIDENTIAL	CLASS 2 UTILITIES	CLASS 5 LIGHT INDUSTRY	CLASS 6 BUSINESS	CLASS 8 RECREATION	CLASS 9 FARM	MUNICIPAL TOTAL	% TOTAL
City of Vancouver	140	$ 146,088	$ -		$ 1,682	$ 3,513	$ 724	$ 152,007	3.7%
City of Langley	2	$-	$ -		$ -	$ -	$ 41	$ 41	0.0%
City of Port Coquitlam	92	$ 26,525	$ -		$ -	$ -	$ 2,654	$ 29,179	0.7%
City of Burnaby	86	$ 18,302	$ -		$ 6,417	$ -	$ 3,996	$ 28,714	0.7%
City of Coquitlam	43	$ 10,218	$ -		$ 35,078	$ -	$ 3,467	$ 48,764	1.2%
Corporation of Delta	706	$ 83,657	$ 8,949		$ 12,969	$ 16,129	$ 154,876	$ 276,580	6.8%
Township of Langley	4,632	$ 1,634,707			$ 67,997	$ 8,930	$ 223,663	$ 1,935,297	47.5%
City of Maple Ridge	1,440	$ 472,120	$ 1,578		$ 2,946	$ 1,051	$ 14,440	$ 492,135	12.1%
City of Pitt Meadows	686	$ 86,611			$ -	$ -	$ 56,521	$ 143,131	3.5%
City of Richmond	1,755	$ 332,653			$ 12,759	$ 41,060	$ 90,683	$ 477,156	11.7%
Bowen Island	29	$ 4,503			$ -	$ -	$ 342	$ 4,845	0.1%
City of Surrey	1,205	$ 355,226		$ 36	$ 979	$ 3,702	$ 110,940	$ 470,882	11.6%
Lower Mainland Rural	53	$ 5,452			$ -	$ -	$ 6,894	$ 12,347	0.3%
Metro Vancouver Total	10,869	$ 3,176,063	$ 10,526	$ 36	$ 140,828	$ 74,384	$ 669,241	$ 4,071,079	100%
% Total		78%	0.3%	0.0%	3.5%	1.8%	16%	100%	

Overall, properties that are not used for farming purposes account for 84% of the total amount of the school tax exemption, even though they comprise of only 59% of the parcels[15]. Table 2 shows that the majority of the tax benefit, $2.5 million (62%), is attributed to parcels 2-10 acres (0.8 ha to 4 ha) in size. Small lots, less than 2 acres (<0.8 ha), which may not be subject to restrictions on the use of ALR land[16], receive $155,017 in annual school tax exemptions.

As previously mentioned, the 50% school tax exemption is extended to other agency fees. The amount of the annual 50% school tax exemption that is applied to regional district fees was calculated using the 2015 BC Assessment data. Regional district tax rates are about 3% of the school tax rate[17]. In Metro Vancouver, the 50% regional district fee tax exemption amounted to $109,289, where 91% is attributed to residential properties. Other agency fees will vary based on the tax rates that are determined by the municipalities[18].

TABLE 2: 2015 SCHOOL TAX EXEMPTION IN METRO VANCOUVER BY PARCEL SIZE CATEGORY

SCHOOL TAX EXEMPTIONS IN THE ALR	< 2 ACRES	2-10 ACRES	>10 ACRES	TOTAL PROPERTY CLASS	% TOTAL
Class 1 RESIDENTIAL	$ 139,725	$ 2,373,078	$ 663,259.93	$ 3,176,063	78%
Class 2 UTILITIES		$ 1,578	$ 8,948.80	$ 10,526	0.3%
Class 5 LIGHT INDUSTRY		$ 36		$ 36	0.0%
Class 6 BUSINESS OTHER		$ 24,330	$ 116,498.11	$ 140,828	3.5%
Class 8 RECREATION	$ 12,375	$ 35,407	$ 26,602.13	$ 74,384	1.8%
Class 9 FARM	$ 2,917	$ 111,150	$ 555,173.68	$ 669,241	16%
Metro Vancouver Total	$ 155,017	$ 2,545,579	$ 1,370,483	$ 4,071,079	100%
% Total	3.8%	62.5%	33.7%	100%	

1.1 Option: Eliminate the School Tax Exemption for Residential Properties

The policy option under consideration is to eliminate the 50% school tax exemption for properties classed as "Residential" in the ALR. This change would ensure that residential uses of land are treated equitably throughout the region, whether in or outside the ALR. Removing the exemption is also justifiable because these residential properties are not farming or leasing their land and therefore are not providing the public benefits recognized for farms.

Concern was raised about eliminating the school tax exemption for property owners who purchased land prior to the establishment of the ALR[19]. Clearly they should continue to receive the school tax exemption, however, anyone who has purchased land after the ALR was established, would likely have already been compensated for restrictions on use through the market price paid and lower annual property taxes.

The school tax exemption is an inequitable property tax policy as the main beneficiaries of the policy are residential landowners in the ALR who are not farming. Reforming this policy would provide a financial incentive to farm or lease agricultural land, as farm class would be required to receive the school tax exemption. Land classified as farm should retain the benefit because it supports active farming and the cost to society for providing this exemption to farmers is small. The elimination of residential classification from the School Act (Section 130) requires a change in provincial legislation, and would automatically apply to other agency fees defined under the Act.

2. Classification of Land as Farm

Classification of land as farm for assessment purposes, commonly referred to as "farm class", is based on the type of primary agriculture production and the required gross income from that production[20]. Farm classification only refers to the land, not the buildings or improvements. The minimum amount of gross farm revenue, referred to as the income threshold, is based on the size of the farm operation and could include multiple parcels or leased land. The gross farm income must meet or exceed the value of production threshold for any given property. Based on three farm size categories, a farm must sell a minimum of:

- $2,500 if the area of land is between 8,000m² (2 acres) and 4 ha (10 acres);
- $2,500 plus 5% of the farmland value of the land farmed in excess of 4 ha (10 acres);
- $10,000 if the total area of land is less than 8,000m² (2 acres).

Property owners who are not motivated to farm can lease their land to a qualifying farmer for a minimum of one year and receive farm class status. There are many benefits associated with farm class[21], but the most obvious is the financial benefit. The reduced taxes that result from farm class are based on the relatively low, prescribed assessed value of the land and the tax rate applied. The difference between annual property taxes paid by a landowner with and without farm class varies by municipality, but overall is significant. For example, the average difference in the annual taxes paid on a 10 acre (4 ha) lot with $150,000 in building improvements for properties with, and without farm class, using tax rates for seven municipalities was $7,088 (Table 3).

TABLE 3. EXAMPLES OF ANNUAL PROPERTY TAXES WITH AND WITHOUT FARM CLASS[22]

MUNICIPALITY	TAX WITH FARM CLASS	TAX WITHOUT FARM CLASS
Burnaby	$ 973	$ 17,566
Delta	$ 1,369	$ 8,500
Langley	$ 1,199	$ 5,072
Maple Ridge	$ 1,801	$ 6,035
Pitt Meadows	$ 1,794	$ 5,699
Richmond	$ 1,025	$ 10,511
Surrey	$ 851	$ 5,239
Metro Vancouver Average	$ 1,287	$ 8,375

The provincial legislation also enables landowners, both in and outside the ALR, to have a portion of their property classed as farm by leasing it to a farmer, who usually consolidates the land within a larger farm operation[23]. If only part of the property qualifies for farm class, the remainder is classified according to its use and zoning. Residential, commercial or industrial zoned land outside the ALR can be classified as farm regardless of whether it is consistent with municipal zoning, as long as it meets the requirements for farm classification.

The number of farms that may be impacted by an adjustment of farm income thresholds was analyzed using income ratio data provided by the provincial government for the three farm size categories. Table 4 shows the percent of Metro Vancouver property owners that may be affected if the threshold was raised, which is considered to be an income ratio of 0.00 - 1.249[24]. An income ratio of 1.0 means the landowner is reporting a farm income that is equal to the minimum threshold (i.e. $10,000 or $2,500). The data reveals that 24% of farms overall may be potentially at-risk. It is notable that the requirements must be met in at least one of the two relevant reporting periods, while some sales of qualifying products must occur every year.

Equally important is to recognize the number of farms that earn far beyond the current income threshold levels for farm class. The data indicates that 56% of farms are making more than double the income threshold levels, as indicated by an income ratio of > 2.0[25]. Also noteworthy is that 49% of small farms (less than 2 acres) have incomes that are more than double the $10,000 threshold level.

TABLE 4: FARM INCOME RATIOS FOR FARMS IN METRO VANCOUVER[26]

FARM SIZE CATEGORIES	< 2 ACRES ($10,000)		2 TO 10 ACRES ($2,500)		> 10 ACRES ($2,500 + 5%)		TOTAL FARMS	
INCOME RATIO	NUMBER OF FARMS		NUMBER OF FARMS		NUMBER OF FARMS		NUMBER OF FARMS	
0.00 – 0.999	4	10%	38	3%	58	5%	100	4%
1.00 - 1.249	8	20%	397	30%	122	10%	527	20%
1.25 - 1.499	4	10%	146	11%	75	6%	225	8%
1.50 - 1.749	3	8%	135	10%	81	6%	219	8%
1.75 - 1.999	2	5%	79	6%	38	3%	119	4%
2.00 - 2.999	6	15%	153	11%	139	11%	298	11%
3.00 - 4.999	3	8%	120	9%	110	9%	233	9%
5.00 - 9.999	3	8%	78	6%	118	9%	199	8%
>10.00	7	18%	191	14%	535	42%	733	28%
TOTAL FARMS	40	100%	1,337	100%	1,276	100%	2,653	100%

The policy question to consider is whether the income thresholds for farm classification should be adjusted. The pros and cons of increasing farm income thresholds or maintaining the status quo for the Metro Vancouver region was investigated by Upland Consulting, and resulted in a recommendation to change the threshold to a minimum of $3,500 for all property sizes[27]. This would result in an increase from $2,500 for most farms except for parcels less than 2 acres (.8 ha) that are currently required to meet a $10,000 farm income threshold for farm class. A similar recommendation emerged from the Farm Assessment Review Panel in 2009, which advocated for establishing a single threshold at a minimum of $3,500 annual gross income for all farm properties[28].

It is important to recognize the full spectrum of farm sizes and farm income levels that contribute to the region's food system. The small farms provide many societal benefits such as access to local, fresh food, agriculture education and tourism opportunities that enables the public to connect with the farming community. Also, small, new or developing farms are where the next generation of commercial farmers will emerge. As such, BC Assessment currently has provisions to accommodate new farms[29]. The more economically successful farms make significant contributions to the regional economy, export markets and local food security. Both contribute to the non-monetary ecosystem services recognized by the public as an important societal benefit[30].

2.1 Option: Change the Income Thresholds Required to Achieve Farm Classification

The first option to consider is whether to change the income threshold for all farm operations to $3,500 to qualify for farm classification, as recommended in previous studies. This change would include removing the $10,000 threshold for farms <2 acres making the farm classification process more simple to understand and administer. The increase supports the concerns expressed by many that the current $2,500 gross farm income threshold is easy to achieve and serves those who sell the minimum amount of agricultural products just to receive the tax benefits associated with farm class.

One of the main reasons for changing the threshold is to encourage more actively farmed land either though leasing agricultural land to farmers or by encouraging more investments in farming to increase income levels. In addition, removing the $10,000 income threshold for properties less than 2 acres could encourage new farms on small lots near urban areas. The proposed $3,500 threshold is based on inflation since the last increase in 1993 and is aligned with the 2009 Farm Assessment Review Panel's recommendation. If changed, the single income threshold should be assessed every five years and be adjusted based on rate of inflation.

A concern raised was that increasing farm income thresholds could make it more difficult for new, hobby, or part-time farmers to obtain farm class status, and therefore may dissuade them from continuing to farm. This would be an undesirable outcome and could be prevented by implementing a two tier farm classification benefits system as described under Option 2.2. Monitoring the impact of a change in the classification of farm policy over time is easily done using BC Assessment farm class data.

2.2 Option: Confer Different Benefits for Farm Classification based on a Two-Tier System

The second option to consider is a two-tier farm classification benefits system that confers two different levels of tax benefits dependent on farm income. Currently all land classified as farm receives the same tax benefits (i.e. a lower tax assessment on land and a tax exemption on farm buildings). A two-tier benefits system would differentiate between small, part-time or hobby farms and the more profitable commercial farm operations that run their farm business to make a living.

For example, if a farmer made $3,500 a year, they would achieve a certain level of tax benefits, while a farmer who made $10,000 a year would be eligible for a greater set of benefits, subject to more stringent requirements. Additional requirements could include proof of income from the Canada Revenue agency and an increase in the requirement for leases to at least three years. The determination of the appropriate income levels and benefits associated with a two-tier system requires more analysis and consultation.

A major challenge with creating a two-tier system is that the existing farm property tax system has already maximized benefits for active farms, therefore a two-tier system would likely reduce the tax benefits for the lower income threshold level. For example, the Quebec government has a rebate system where farms receive 77% reduction in their taxes if they make more than $10,000 per year. Those who make less than $10,000 receive a 50% rebate. Taking a new approach also creates an opportunity to recognize important societal benefits by adding new qualifying agricultural uses for assessment purposes such as payment for ecosystem services with the appropriate receipts, although this would require careful policy analysis. Implementing a two-tier system requires decisions on the level of farm income threshold for each tier and more importantly, how tax benefits should be allocated.

2.3 Option: Ensure Tax Incentives for Urban Agriculture

The third option to consider is how to encourage the emerging urban farm sector. These farm business enterprises within cities grow food for sale and provide some unique societal benefits that complement the existing regional farm network. Urban farms are most noteworthy as social enterprises to generate revenue and create jobs for low income communities, revitalize vacant spaces as well as support community education and development[31]. However, urban farms cannot easily use the tax incentive for farm class to encourage property owners to lease their land for farming. Not only does BC Assessment legislation make multiple leases on parcels less than 2 acres (0.8 ha) difficult to achieve[32], but a recent amendment to a city zoning and development bylaw has limited the ability to use tax incentives to encourage property owners to lease their land to an urban farmer[33].

The challenge of encouraging urban farms is not unique, but there are solutions. Several cities in California have embraced the *Urban Agriculture Incentive Zone Act* enacted to encourage urban agriculture by providing a tax incentive for properties that are completely dedicated toward commercial and non-commercial agriculture use[34]. Unless a category of farm class accommodates urban farms in Metro Vancouver, the future of these unique farm enterprises will be mostly limited to public land.

3. The Assessed Value of Agricultural Land

Tax policy that defines the method used in the assessment of agricultural land for tax purposes creates an opportunity to discourage non-farm uses within the ALR. It is well known that land classified as farm by BC Assessment has a low assessed value, which results in significantly lower property taxes. Less understood is the extent to which the assessed value of agricultural land impacts the amount of property taxes paid by landowners who do not farm and use ALR land for non-farm residential, business or other purposes.

Confusion arises because agricultural land is assessed in two different ways, depending on whether the land is farmed or not. Land classified as farm (Class 9) has a unique method of valuation defined by provincial legislation[35]. Farmland valuation is based on soil capacity classes where land that is capable of producing a wide range of crops has a higher assessed value than land with limitations and suitable for only a few crops, although the tax differential is not significant[36].

All other property classes in the ALR are assessed based on the market value of the land taking into account its 'highest and best use'[37] and comparable rural property values. When not used for farming, properties are assessed at full market value as determined by buyers and sellers in the marketplace, which considers properties in a similar location and of comparable size, and typically result in lower values due to the land use and subdivision restrictions placed on ALR land.

This tax policy provides a financial incentive to locate a non-farm activity on agricultural land. Non-farm residential and commercial uses of agricultural land can displace farming activities, increase conflicts over farm management practices and prevent new farmers from starting a farm business when the cost to purchase agricultural land significantly exceeds the potential financial returns. For local governments, non-farm uses outside the Urban Containment Boundary increases the demand for municipal services that are financed through property taxes.

The financial advantage of owning a non-farm residential property in the ALR is the lower tax assessment that results in lower property taxes than a similar lot within the Urban Containment Boundary. Rural residential properties also have the ability to build a bigger house than what is permitted on most city lots. There is a similar financial advantage for non-farm commercial and industrial uses to locate their business on agricultural land, although less common. In both cases, the land under the buildings is valued based on the market value of agricultural land, not the more appropriate residential, commercial or industrial zoning.

Table 5 provides an example of property taxes on a residential 5 acre (2 ha) lot in Langley that does not have farm class both in and outside the ALR[38]. When a home is located within a residentially zoned area outside the ALR, the property has significantly higher taxes because the assessment is based on the market value of residential land[39].

TABLE 5: EXAMPLE OF PROPERTY TAXES FOR A RESIDENTIAL 5 ACRE LOT IN AND OUTSIDE THE ALR (2014)

RESIDENTIAL LAND USE	LAND ASSESSED VALUE	BUILDING ASSESSED VALUE	TOTAL ASSESSED VALUE	PROPERTY TAX
Assessed as Residential in the ALR	$ 750,000	$ 451,000	$ 1,201,000	$ 3,880
Assessed as Residential outside the ALR	$ 4,207,000	$ 10,000	$ 4,217,000	$ 13,656

The next example further illustrates the difference in property taxes for an industrial building located on a 3 acre (1.2 ha) lot in Richmond (Table 6). Despite being assessed as industrial, when located on agricultural land, the amount of property taxes is $58,967 lower than if the land was assessed in an industrial zone[40]. Note that building assessed value does not change.

TABLE 6: EXAMPLE OF PROPERTY TAXES FOR AN INDUSTRIAL BUILDING IN AN AGRICULTURAL AND INDUSTRIAL ZONE (2014)

INDUSTRIAL LAND USE	LAND ASSESSED VALUE	BUILDING SIZE (SQUARE FEET)	BUILDING ASSESSED VALUE	MILL RATE (CLASS 5)	PROPERTY TAX
Assessed for an Agricultural Zone	$ 775,000	50,000	$ 5.25M	14.65	$ 88,266
Assessed for an Industrial Zone	$ 4,800,000	50,000	$ 5.25M	14.65	$ 147,233

The method of assessing the value of ALR land for property classes other than farm means that ALR land assessed as residential, business or industrial are valued lower than properties of similar size and use in urban areas. The result is that similar non-farm businesses in a municipality are operating under different property tax structures, depending on whether they are located in the ALR or not. Ultimately the properties in the ALR receive a lower tax assessment and therefore pay lower taxes, even if there is no farming activity on the parcel, although the range of difference in the assessed value may vary depending on the location.

3.1 Option: Change the Method of Assessment for ALR Land

The option to consider with this farm property tax policy is whether to change the method for valuing ALR land when a property is not farmed. Currently there is a tax incentive to locate a residential home or non-farm business on agricultural land because the market value for the land, and the resulting taxes, are significantly lower. This situation creates inequity between comparable residential homes and similar businesses that pay different property taxes because one is located in the appropriately zoned area and the other is in the ALR.

One approach is to value all land in the ALR not classed farm as if it were located in the applicable zone within the Urban Containment Boundary. Therefore, agricultural land used strictly for residential purposes would have an assessed residential value similar to an area zoned for residential use. The same approach could apply to businesses that are not part of a farm operation, yet are located in the ALR. A slightly different approach is to value all agricultural land as residential, then let municipalities apply the appropriate tax rates for parcels that are farmed, or used for residential or commercial purposes.

The concern about changing this tax policy is that if agricultural land is valued for a use other than farming, it could be interpreted as no longer essential to the ALR. This could lead to potential requests to exclude non-farm parcels from the ALR. One option for addressing this risk could be to stipulate in legislation that tax policy is not justification for removing land from the ALR, but instead intended as an incentive to farm agricultural land or lease ALR land to a farmer.

When there is an economic advantage to locate non-farm uses in the ALR, the pressure to do so will continue. A new approach is to reform how ALR land is valued when not used for farming to discourage a proliferation of residential and other businesses locating on agricultural land in the Metro Vancouver region. Whether this policy requires a change in legislation or just a change in the way BC Assessment interprets the principle of highest and best use is not clear, but in either case, provincial support is required.

4. Assessment of Farm Buildings

How farm buildings are assessed is another important aspect of farm property tax. Buildings are improvements on the land and therefore are considered separately from land in tax policy[41]. A building is considered a farm building if the structure is located on land classified as a farm and used exclusively in the operation of a farm. All farm buildings are assessed at actual value and classified residential (Class 1)[42].

The main tax incentive for having a building assessed as a farm building is the tax exemption available for improvements on land classified as a farm (including the farm residence and outbuildings[43]). Farm buildings receive a tax exemption that is the greater of $50,000 or 87.5% of the aggregated assessed value[44]. This tax exemption on building improvements is provided to encourage capital investment in farm businesses.

It is important to note that some commercial buildings are an essential component of an economically viable farm business and therefore are appropriately assessed as farm buildings. Sometimes the use of a building is difficult to discern and therefore requires a definition in legislation. For example:

- Packing houses are a facility used for the cleaning, sorting, grading, packing or storage of qualifying agricultural products and can be assessed as a farm building under specific requirements[45]. More than 50% of the qualifying agricultural products cleaned, sorted, graded, packed or stored must be grown or raised on the farm. The major challenge in defining a packing house is that the amount of product is self-reported with no formalized accounting process.
- Processing facilities are defined as land and buildings used for processes other than "cleaning, sorting, grading, packing or storage". The assessed class will depend on what is being processed[46].
- Farm market buildings are assessed as a farm building when it is located on land that otherwise qualifies for farm classification and meets other criteria relating to the sources of qualifying agricultural products as well as manufactured derivatives of the farm's products[47].

- New regulations for Agri-tourism now permit a range of activities as long as the activity is carried out on land that is classified as farm under the Assessment Act including farm tours, festivals and other non-agriculture events such as weddings or concerts[48].

Commercial activity on agricultural land, not classified as farm, is mostly deemed 'Business, Other' (Class 6), including uses that don't qualify as a farm building such as:

- Bed and Breakfast (B&B) on farms are permitted uses and defined for assessment purposes as either residential (Class 1) or business (Class 6), depending on the number of units.
- Packing houses that do not meet the 50% qualifying products grown or raised on the farm;
- Processing facilities that are used for extracting, processing, manufacturing or storage of products other than food, non-alcoholic beverages or water; or
- Farm market buildings are assessed as commercial if used to sell alcoholic beverages, or if they sell a significant amount of non-farm merchandise.

BC Assessment staff determines when a building on agricultural land is used for farming purposes using the definitions outlined in the legislation. A change in property ownership creates conditions when a building on agricultural land is most susceptible to being assessed improperly. The ability of BC Assessment staff to identify any misalignment between the assessment of buildings and actual use can be challenging if they are not aware of changes in land use or new commercial business activities that are occurring on agricultural land.

4.1 Option: Notify BC Assessment of changes in the ALR

The option to consider with this policy is how to improve the assessment of buildings on agricultural land when changes in land use occur. BC Assessment staff conduct adequate scrutiny of buildings for assessment purposes but the administration can be more efficient if a more formalized notification process is developed with other agencies. The most important way to assist BC Assessment in determining when a building is no longer a farm building and becomes a non-farm use is to alert staff about changes in ownership or land use in the ALR.

The notification process could be improved in a number of ways, such as:

- The Agricultural Land Commission develops a formal process to notify BC Assessment when non-farm land use applications are approved[49].
- Municipal governments track non-farm business licenses in the ALR and either notify or respond to BC Assessment inquires in a timely way when new licenses are approved. Since most municipalities do not require farms to have business licenses, the volume of permits to monitor should be minimal.
- The Canadian Revenue Agency data is used to confirm the gross revenue levels of packing and processing facilities that are assessed as a farm.
- The public makes confidential inquiries about the assessment of buildings on agricultural land. These inquiries are often an important trigger for alerting BC Assessment staff about a change of farm activities.

Sharing information about what constitutes a farm building is important to ensure that improvements on agricultural land are properly assessed for tax purposes. The misappropriation of taxes based on inaccurate assessment can be substantial for municipalities because residential, industrial and business use and improvements generate more taxes than land classified as farm.

BC Assessment has adequate administrative processes in place and the capacity to monitor the use of buildings and improvements on land classified as a farm. However, improved communication and coordination among agencies can greatly increase the effectiveness of the assessment process and efficiencies in enforcing provincial legislation. The key is to ensure that buildings on agricultural land are appropriately assessed when changes in ownership or land use occur.

RECOMMENDATIONS

Local governments in the Metro Vancouver region and throughout BC are tasked with protecting agricultural land for the purpose of farming today and into the future. Farm property tax policy is an important financial lever to encourage farming activities that benefit society or discourage non-farm uses in the ALR. If adjusted, farm property tax policy can help secure land for agriculture that will in turn foster expanded farm business development and enable new farmers to access land through leasing agreements with other landowners.

Since the ALR was established in 1973, more tax benefits are being shifted to landowners using ALR land for purposes other than farming in Metro Vancouver. Farm property tax reform is necessary to maintain active farming on agricultural land and remove tax incentives that no longer support the public interest when financial benefits are attributed to private landowners who are not farming or are speculating on agricultural land.

There are also taxpayer equity issues to consider in ensuring that comparable residential and commercial businesses in a municipality are paying similar property taxes. Removing farm property tax benefits that are no longer used as intended is a valuable benefit to local governments because it helps expand agricultural businesses while discouraging inappropriate development in the ALR that adds costs to provide utility and other local government services beyond the region's Urban Containment Boundary.

There are four recommendations stemming from this review to encourage agricultural production while removing the financial incentive for non-farm uses of agricultural land. The recommendations are for the Province of BC to:

1. Eliminate the 50% School Tax exemption for properties classed as residential (Class 1) in the ALR. This change would also apply to regional district, transit and other agency fees.

2. a) Change the income threshold to achieve farm classification to a minimum of $3,500, regardless of farm size for the Metro Vancouver region, and ensure that the threshold is reassessed every five years and adjusted according to the rate of inflation and;

   b) Develop a two-tier farm classification benefits system that allocates only some tax benefits to farms with an income threshold of $3,500, while providing the full package of tax benefits to the more productive farms with an income threshold at $10,000. This would create an incentive for farms to reach the higher income threshold. Determining the appropriate allocation of benefits for a two tier system requires consultation with the agricultural community and agencies providing secondary benefits to properties with farm class.

3. Adjust the method for valuing agricultural land not used for farming to discourage further non-farm development in the ALR. The adjustment could consider valuing agricultural land not used for farming as if it was located in the applicable zone within the Urban Containment Boundary. Implementing this recommendation requires additional policy analysis and consultation with local governments and must ensure that any reform stipulates that tax policy is not justification for removing land from the ALR.

4. Encourage local governments and the Agricultural Land Commission to develop new protocols to enable BC Assessment to obtain timely information on changes in land use and new commercial business activities in the ALR to ensure an appropriate tax assessment of buildings and improvements.

FINAL COMMENTS

One reason farm property tax reform is difficult is because provincial legislation does not account for the unique situation of Metro Vancouver. The challenge is to ensure that BC's largest metropolitan region, with over half of the provincial population, can continue to protect Canada's most productive agricultural lands[50]. The implications of farm property tax policy in this metropolitan region are more intense than in rural areas of BC because of population growth, development pressure, and competition for land. It may be appropriate to only change legislation for the Metro Vancouver region.

It should also be noted that removing property tax benefits is challenging and may result in complaints by landowners affected by the changes. However, the decision not to reform farm property tax policy impacts residents within the Urban Containment Boundary, who are in effect subsidizing non-farm residential uses and commercial businesses in the ALR. The proposed changes are primarily about a tax shift that strives to rebalance private interests and public benefits.

Reforming farm property tax policy to encourage farming or leasing land to farmers is recommended to secure agricultural land for farming and encourage agriculture economic development in Metro Vancouver. The key objectives are to ensure that the societal benefits of tax exemptions, lower property assessments and farm class are attributed to farmers in this growing metropolitan region where there is significant competition for land. A multi-pronged approach to farm property tax reform will be most effective at both encouraging agricultural production and discouraging non-farm uses. Tax reform will send a clear signal that the tax benefits afforded to landowners in the ALR are intended only for actively farmed land.

END NOTES

1. The term agricultural land refers to land designated for farming such as the Agricultural Land Reserve (ALR). Most agricultural land in Metro Vancouver is in the ALR. Land that is farmed refers to properties that are classified as farm for assessment purposes, which does not always occur on agricultural land.

2. "Farming in Metro Vancouver Facts in Focus Policy Backgrounder", Metro Vancouver, page 7. A review of the applications submitted to the Agricultural Land Commission (ALC) in Metro Vancouver from 2006-2013 revealed that exclusions were only 9% of the ALC applications, in comparison to subdivisions at 29% of ALC applications.

3. "Metro Vancouver Regional Report (Agricultural Land Use Inventory Summer 2010-2011)", page 14.

4. Ibid, page 19, reveals that of the total 23,231 ha not used for farming, 11,123 ha is residential.

5. Ibid, page 19 shows that 67% of the total parcels surveyed in Metro Vancouver were not used for farming. In addition, there were 1,384 parcels leased to farmers to qualify as a farm for assessment purposes in 2012 (see endnote #6).

6. Farm Lease Agreements in Metro Vancouver. Regional Planning Information Bulletin, Metro Vancouver, February 2015.

7. The Urban Containment Boundary (UCB) is a land use designation in "Metro Vancouver 2040: Shaping our Future", the regional growth strategy. The UCB establishes a long-term area for urban development, reinforces the protection of agricultural, conservation and rural areas and provides predictability for locating urban uses, major regional transportation, utility and other infrastructure investments.

8. "Property Tax Scenario Analysis for Agricultural and Industrial Lands in the Metro Vancouver region", Colliers International, February 2013, documented how agricultural property taxes are calculated and applied under different scenarios and suggested some areas for further investigation.

9. "Farm Property Tax Investigation in the Metro Vancouver Region", KM Consulting, December 2014, analyzed the feasibility of selected policy options to increase the financial incentive to farm land designated for farming or decrease the financial incentives for non-farm uses on agricultural land.

10. Understanding Property Classes and Exemption BC Assessment.

11. "The Farm Tax Class Income Threshold Investigation", Upland Consulting, December 2015, provided a comprehensive analysis of the benefits and risks of increasing the farm class income thresholds in Metro Vancouver.

12. BC Assessment develops and maintains real property assessments throughout British Columbia in addition to providing real property information. The provincial government, through the Ministry of Community, Sport and Cultural Development, defines policy and creates legislation, while the role of BC Assessment is to implements the legislation.

13. The School Act Section 130 (2)(c). In 2011, another change was made to the School Act (Section 131.3) to allow properties with Farm class to get an additional 50% exemption through the Provincial Farm Land Tax Credit.

14. School Act, Section 131.

15. The term parcel is used in this paper, however, the technical term used by BC Assessment is actually 'folio', which is defined as "a collection of data, identified by a roll number that consists of ownership, actual value and other information required for assessment purposes. The data in a folio usually describes one parcel and any improvements on it. However, a folio may describe multiple parcels and their improvements, or a portion of a parcel and/or the improvements on such a parcel. Folio is synonymous with (Assessment) Roll Number".

16. As per the Agricultural Land Commission Act [SBC 2002] CHAPTER 36 Exceptions 23 (1), restrictions on the use of agricultural land do not apply to land that, on December 21, 1972, was by separate certificate of title issued under the Land Registry Act, R.S.B.C. 1960, c. 208, less than 2 acres in area.

17. Municipalities set the tax rate. In Metro Vancouver the 2015 school tax rate for residential properties ranged from 1.5474 to 2.0032 and the regional district tax rate ranged from .0539 to .0606.

18. In Metro Vancouver, regional district tax rates ranged from .0539-.0606; TransLink tax rates were consistent at .3173; and municipal finance authority tax rates ranged from 2.1872- 4.4713.

19. The number of properties held by the same owners when the School Act was passed in 1980 is unknown.

20. The Classification of Land as a Farm Regulation B.C. Reg. 411/95, made under the Assessment Act, enables land, upon application, to qualify for farm class for properties both within and outside the Agricultural Land Reserve.

21. Farm Tax Class Income Threshold, page 9. Also the Agricultural Land Reserve Use, Subdivision and Procedure Regulation (BC Reg. 171/2002), enables additional residences and agri-tourism activities for properties that are all, or part of a parcel, classified as farm under the Assessment Act.

22. "Property Tax Scenario Analysis for Agricultural and Industrial Lands in the Metro Vancouver Region", Colliers International, February 2013, pages 44 and 49.

23. Landowners can achieve farm classification by leasing their land to farmers that can meet the BC Assessment income threshold requirements. This policy benefits agriculture because it can increase the supply of available farmland, however, there is no requirement in the legislation for landowners to offer a lease greater than one year, thereby reducing incentives for farmers to invest in building, irrigation or drainage infrastructure that is often necessary to improve land productivity or the economic viability of the farm business.

24. The ratio of 0.00 to 1.249 means that farms were reporting 0% to 124.9% of the required threshold. For example, an income ratio of 1.0 means the farm is reporting a gross income of $2,500, while an income ratio of 124.9% means the gross farm income is $3,122. These numbers may be an under-estimation of income levels because established farms that consistently surpass the income threshold levels are monitored much less frequently than farms near the threshold level, which are required to submit annual documentation of their income.

25. Farms with an income ratio of >2 are usually required to confirm income on a 5-8 year basis, as it is assumed that income levels are consistent from year to year.

26. "The Farm Tax Class Income Threshold Investigation", Upland Consulting, December 2015, page 20. The data is from most recent reporting year, which varies due to the explanation provided in endnote #22.

27. Ibid, page 24-25.

28. Farm Assessment Review Panel 2009 Report, Ministry of Community and Rural Development (July 31, 2009) was the first public consultation on farm property tax assessment since The Classification of Land as a Farm Regulation came into effect in 1995. Many of the final recommendations were implemented except for: establishing a single threshold at a minimum of $3,500 annual gross income for all farm properties; analyze the impact and review every five years; and reporting of gross farm income as reported to the Canadian Revenue Agency.

29. BC Assessment requires a business plan and will allow up to six years for new farms to reach the appropriate farm income threshold level. The number of years depends on the crop type.

30. An Estimate of the Public Amenity Benefits and Ecological Goods Provided by Farms in Metro Vancouver, BC Ministry of Agriculture and Lands, Public Policy Program at Simon Fraser University and the Fraser Basin Council (2009).

31. Urban Farming Guidebook: Planning for the Business of Growing Food in BC's Towns and Cities, EcoDesign Resource Society (2014).

32. Outside the ALR, to be classified as a farm the leased land must: (a) make a reasonable contribution to the farm operation, and (b) be 0.8 ha or greater except if the land is in an agricultural land reserve, and the land is used for a qualifying agricultural use as per The Classification of Land as a Farm Regulation, section 7(3). BC Assessment's approach to section 7(3) is to interpret "the leased land" as referring to all the land covered under a single lease agreement (same landowner), even if it's made up of multiple parcels.

33. The City of Vancouver staff report on "Amendments to Zoning and Development By-law and Business License By-law Regarding Urban Farms" was presented to Vancouver City Council on February 23, 2016.

34. "Guide to Implementing the Urban Agriculture Incentive Zone Act" produced by the University of California, Agriculture and Natural Resources Cooperative Extension.

35. Assessment Act section 2.2 explains how agricultural land is assessed and valued.

36. BC Regulation 276/84 dictates land values for the farm land regulation. Land is rated based on soil capability classes 1 to 7 of the "Soil Capability Classification for Agriculture" as per The Land Inventory Report No. 2-1965 published by the Department of Forestry, Canada. "Property Tax Scenario Analysis for Agricultural and Industrial Lands in the Metro Vancouver region", page 21, provides an example of the taxes for a 20 acre farm with class 1 soils and class 4 soils, at $6,850 vs. $5,000 respectively.

37. Highest and best use is defined as 'reasonably probable and legal use of vacant land or improved property that is physically possible, legally permissible, appropriately supported, financially feasible, and that results in the highest and best use'. Appraisal of Real Estate, 2nd Canadian Edition, 2002. A property's highest and best use is constrained by use restrictions and local bylaws.

38. "Farm Property Tax Investigation in the Metro Vancouver Region", page 20.

39. Property inquiry available on the BC Assessment website for 22136 61 Ave and 20319 82 Ave in Langley at a 2014 residential tax rate of 3.23070.

40. "Property Tax Scenario Analysis for Agricultural and Industrial Lands in the Metro Vancouver region", page 84.

41. Buildings and other structures on agricultural land are referred to as "improvements" by BC Assessment and these improvements are classified separately from the land and assessed at market value according to their use.

42. Within the ALR, all residential buildings, including farmers' homes, are designated residential Class 1, while outbuildings are classified as either residential, industrial or commercial, depending on how they are used.

43. The only exemption on farm dwellings is under the Taxation (Rural Area) Act. Within municipalities they are fully taxable.

44. The farm buildings are eligible for property tax exemptions under the following legislation: the School Act, section 131(4)(b); Community Charter, section 220(1)(n); Vancouver Charter, section 396(1)(h); and the Taxation (Rural Area) Act, section 15(1)(f). If aggregate value is under $50,000 then the whole value is exempt.

45. A "packing house" means a facility used for the cleaning, sorting, grading, packing or storage of qualifying agricultural products [Classification of Land as a Farm Regulation, sections 1 and 9]. Land, but not improvements, used for a packing house as part of a farm operation will be classified as a farm if: (a) any authority having jurisdiction over the use of that land has regulated the use of that land to permit the growing and raising of crops, and (b) more than 50% of the qualifying agricultural products that are cleaned, sorted, graded, packed or stored in the packing house are grown or raised on that farm operation. If the land meets this definition, the packing house itself is assessed as a farm building.

46. Processing facilities will either be assessed as Light Industry (Class 5) or else default to Business and Other (Class 6), depending on what is being processed. [Prescribed Classes of Property Regulation, sections 5 and 6]. The exact nature of each processing operation determines the classification. Class 6 property shall include all land and improvements not included in Classes 1 to 5 and 7 to 9. Class 5 includes extracting, processing, manufacturing, transportation or storage of products, except the extracting, processing, manufacturing or storage of food, non-alcoholic beverages or water, which is then defaulted to Class 6.

47. Marketing is not explicitly included in the definition of "qualifying agricultural use" in The Classification of Land as a Farm Regulation, B.C. Reg. 411/95. However, in addition to being located on land classified as a farm, the improvements should be assessed as a farm building, and only if more than 90% of gross sales are farm products and more than 50% percent of the farm products are products of the subject farm. If non-farm merchandise makes up more than 10% of gross sales, the market is classed as business and other (Class 6).

48. Order in Council No 602 approved on July 29, 2016 amends the definition of Agri-tourism in the Agricultural Land Reserve Use, Subdivision and Procedure Regulation. B.C. Reg. 171/2002.

49. Currently BC Assessment has to review each application to determine if it is relevant to the building assessment. A similar process could involve sharing parcel identifier numbers that are undergoing building or land use changes.

50. Metro Vancouver farms have the highest farm cash receipts per hectare on agricultural land ($17,961) in Canada (Statistics Canada, Census of Agriculture 2011).

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

RECEIVED
OCT 18 2016
Village of Anmore

Office of the Chair
Tel. 604 432-6215 Fax 604 451-6614

OCT 12 2016

File: CR-12-01
Ref: RD 2016 Sep 23

Mayor John McEwen and Council
Village of Anmore
2697 Sunnyside Road
Anmore, BC V3H 5G9

Dear Mayor McEwen and Council:

Re: Progress Update on the Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study – Transit Ridership Effects

At its September 23, 2016 regular meeting, the Board of Directors of the Greater Vancouver Regional District ('Metro Vancouver') adopted the following resolution:

> *That the GVRD Board communicate the transit ridership findings from the Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study to the following parties emphasizing the findings' relevance and timeliness to current and upcoming regional, provincial and federal housing and transportation decisions:*
>
> - *the Federal Minister of Infrastructure and Communities and Minister of Families, Children and Social Development;*
> - *the Provincial Minister of Finance, Minister of Transportation and Infrastructure, Minister of Community, Sport and Cultural Development and Responsible for TransLink, and Minister of Natural Gas Development and Responsible for Housing;*
> - *Mayors' Council on Regional Transportation and TransLink Board of Directors,*
> - *Member local governments, and*
> - *Other housing and transportation stakeholders in the Metro Vancouver region.*

Encouraging mixed-income communities that are supported by a sustainable transportation system is a key focus of *Metro Vancouver 2040: Shaping our Future,* the regional growth strategy for the Metro Vancouver region. Metro Vancouver, in partnership with BC Housing, the BC Non-Profit Housing Association, TransLink, and Vancity, is undertaking the *Metro Vancouver Mixed Income Transit-Oriented Rental Housing* Study to advance knowledge about tools that may assist in making affordable rental housing (affordable to renter households making less than $50,000 annually) financially viable in transit-oriented locations.

Emerging results from the *Mixed Income Transit-Oriented Rental Housing* study reveal a compelling business case for accommodating affordable rental housing in transit-oriented locations:

1. **Compact areas with higher population near the Frequent Transit Network support higher transit ridership.** Transit use in higher density areas is up to three times higher than in lower density areas. These higher density areas are also well-served by the Frequent Transit Network – a network of frequent bus and rapid transit corridors.

2. **Accommodating renter households, in particular those making less than $50,000 per year, in transit-oriented locations is not only key to developing diverse, vibrant, and complete communities, but it is also to key to maximizing transit ridership and the value for money of transit and housing affordability investments.** Transit usage rates for renters consistently exceed that for owners, even after controlling for density, household income, and location. Transit usage rates are highest for renter households making less than $50,000.

Metro Vancouver believes these findings may provide a substantive contribution in support of connecting affordable rental housing and transit. We encourage all participants in the important conversations currently underway to take these emerging findings into consideration in your community and transportation planning discussions.

Yours truly,

Greg Moore
Chair, Metro Vancouver Board

CM/EC/hm

Encl: GVRD Board report titled, "Progress Update on the Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study – Transit Ridership Effects", dated September 15, 2016 *(Doc #19381705)*

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: GVRD Board of Directors

From: Regional Planning Committee

Date: September 15, 2016 Meeting Date: September 23, 2016

Subject: **Progress Update on the Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study – Transit Ridership Effects**

REGIONAL PLANNING COMMITTEE RECOMMENDATION

That the GVRD Board communicate the transit ridership findings from the *Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study* to the following parties emphasizing the findings' relevance and timeliness to current and upcoming regional, provincial and federal housing and transportation decisions:

- the Federal Minister of Infrastructure and Minister of Communities and Families, Children and Social Development;
- the Provincial Minister of Finance, Minister of Transportation and Infrastructure, Minister of Community, Sport and Cultural Development and Responsible for TransLink, and Minister of Natural Gas Development and Responsible for Housing;
- Mayors' Council on Regional Transportation and TransLink Board of Directors,
- Member local governments, and
- Other housing and transportation stakeholders in the Metro Vancouver region.

At its September 9, 2016 meeting, the Regional Planning Committee considered the attached report titled "Progress Update on the Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study – Transit Ridership Effects" dated August 22, 2016.

The Committee commented on the importance of an integrated approach to housing and transportation decisions in the region, on transit funding sources identified in the staff report, and about challenges facing local governments in addressing issues of housing and affordability in their respective communities. The Committee passed the motion as presented above, and subsequently passed the following resolution directing staff to prepare additional information for the Board:

> *That the Regional Planning Committee direct staff to prepare additional information for the September 23, 2016 Board meeting on funding sources related to transit in Metro Vancouver, as it relates to the August 22, 2016 report titled "Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study.*

Members requested more information about the source of information regarding the bullet point on page 4 of the staff report that reads "TransLink is matching the current round of federal and provincial contributions with a $125 million regional transit capital investment".

The source of this statement is a media release, dated June 16, 2016, issued by the Mayors' Council on Regional Transportation (see reference below), as well as discussion between Metro Vancouver staff and Mayors' Council staff. The media release, titled "TransLink Mayors' Council Welcomes $616 Million in Federal and Provincial Transit Funding", states:

> *TransLink will match federal and provincial contributions with a $125 million regional capital investment, towards the total $740 million of projects submitted to the federal government's 'Phase 1' Public Transit Infrastructure Fund program that will allow TransLink to begin work on a sub-set of the priorities outlined in the first 2-3 years of the capital projects in the 10-Year Vision...*

Mayors' Council staff have confirmed that the source of the $125 million through which TransLink will match federal and provincial contributions is from the sale of surplus TransLink property.

Attachment:

1. Report titled "Progress Update on the Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study – Transit Ridership Effects", dated, August 22, 2016.

Reference:

1. Media release titled "TransLink Mayors' Council Welcomes $616 Million in Federal and Provincial Transit Funding":
   http://www.translink.ca/-/media/Documents/about_translink/governance_and_board/council_minutes_and_reports/2016/june/2016_06_16_news_release_mayors_council_phase_1_funding%20_june_2016.pdf

19381705

ATTACHMENT

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Raymond Kan, Senior Regional Planner, Parks, Planning and Environment
Margaret Eberle, Senior Housing Planner, Parks, Planning and Environment

Date: August 22, 2016 Meeting Date: September 9, 2016

Subject: **Progress Update on the Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study – Transit Ridership Effects**

RECOMMENDATION

That the GVRD Board communicate the transit ridership findings from the *Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study* to the following parties emphasizing the findings' relevance and timeliness to current and upcoming regional, provincial and federal housing and transportation decisions:

- *the Federal Minister of Infrastructure and Minister of Communities and Families, Children and Social Development;*
- *the Provincial Minister of Finance, Minister of Transportation and Infrastructure, Minister of Community, Sport and Cultural Development and Responsible for TransLink, and Minister of Natural Gas Development and Responsible for Housing;*
- *Mayors' Council on Regional Transportation and TransLink Board of Directors,*
- *Member local governments, and*
- *Other housing and transportation stakeholders in the Metro Vancouver region.*

PURPOSE

This report presents the transit ridership findings from Metro Vancouver's *Mixed Income Transit-Oriented Rental Housing* study (MITORH).

BACKGROUND

At its meeting on July 15, 2016, the Regional Planning Committee received an information report on the purpose and scope of the work for the MITORH study (Reference 1). Staff committed to providing regular updates on the MITORH study to both the Regional Planning Committee and the Housing Committee.

MITORH STUDY

The purpose of the MITORH study is to advance knowledge about the context and tools that could assist in making **affordable rental housing projects** (affordable to renter households making less than $50,000 annually) financially viable in transit-oriented locations.

The MITORH Study is part of a larger Regional Planning work program that emphasizes the integration of affordable housing with transit, resulting in studies such as the 2015 *Metro Vancouver Housing and Transportation Cost Burden Study*. The new *Regional Affordable Housing Strategy* adopted by the GVRD Board in May 2016 continues this emphasis with Goal 4 being to "Increase the Rental Housing Supply Along the Frequent Transit Network". The Goal 4 actions

include advancing research with housing and transportation partners on ways to encourage affordable rental housing in transit-oriented locations.

Encouraging mixed-income communities is an important aspect of creating complete and vibrant communities – one of the goals in *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. One important way to achieve mixed-income communities is to create new affordable rental housing. In today's market conditions, however, multi-unit condominium housing projects make up the vast majority of new housing supply in transit-oriented locations. Looking ahead over the next 10 years, the annual housing demand in the region will be approximately 18,000 new units per year. Of this total, rental housing demand is estimated at 5,500 new units, of which about 3,500 new units will be needed for households making less than $50,000 annually. The *Regional Affordable Housing Strategy* demonstrates that it has not been possible to achieve this level of new affordable rental supply in recent years due to lack of senior government funding. According to the 2011 National Household Survey, nearly 1 in 2 working renter households in the region – about 106,000 households – made less than $50,000.[1]

The Metro Vancouver Housing and Transportation Cost Burden Study (Reference 1) showed that tackling housing and transportation costs concurrently is a strategic approach for addressing the region's affordability challenges. A stable workforce that can afford to live and travel regionally is critical to the economic prosperity of the region, the province, and the country.

Metro Vancouver has established a strategic partnership for the MITORH study. BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity have joined the study as partners by providing in-kind and financial contributions. Staff has also been consulting with municipal staff through the Regional Planning Advisory Committee (RPAC), RPAC Housing Subcommittee, RPAC Social Issues Subcommittee, and the Regional Transportation Advisory Committee.

The major activities for MITORH are described below; all are underway. It is anticipated that the study will be completed in early 2017.

Activity	Scope/Research Questions
Activity 1: Review of Current and Innovative Practices in Canada, United States, and Europe	How are other metropolitan areas connecting affordable rental housing in transit-oriented locations? What are the opportunities and challenges for bringing some of these tools and ideas to the region?
Activity 2: Understanding Transit Ridership Effects	Can a transit ridership value proposition be established for affordable rental housing in transit-oriented locations?
Activity 3: Mapping Inventory of Public and Non-Profit Sites in Transit-Oriented Locations	What lands in transit-oriented locations are in public and non-profit ownership? What is the scope of these lands?
Activity 4: Evaluation of Tools to Deliver More Affordable Rental Housing Units in Transit-Oriented Locations	What is the financial viability gap for a prototypical affordable rental housing project? Can the financial gap be narrowed with existing and new tools?
Activity 5: Communication of Study Findings	How can the MITORH study findings be communicated to decision makers in a meaningful way?

[1] When non-working renter households are included, about 3 in 5 renter households (178,000 households) made less than $50,000 (source: 2011 National Household Survey).

MITORH ACTIVITY 2: TRANSIT RIDERSHIP EFFECTS

The primary motivation for undertaking Activity 2 is to explore whether there is a quantifiable relationship between household income, housing tenure, and transit usage. As noted earlier, one enduring value of regional growth management is that a greater diversity of income is a desirable attribute of complete and vibrant communities. Should there exist evidence that mixed-income communities in transit-oriented locations can also lead to improved transit ridership, then affordable housing would no longer be just a housing issue, and transit would no longer be just a transportation issue. There would be an economic as well as social rationale for considering housing and transit concurrently and in an integrated manner.

Staff has made substantive progress on Activity 2. This work relies on data from the 2011 National Household Survey, which collected information on the journey to work trip for 1 out of 3 households in the region on a voluntary basis. Staff was able to corroborate the data patterns with those drawn from the mandatory 2006 Census long form survey. Workers are a major source of transit ridership.[2]

The key findings and implications are:

1. **Compact areas with higher population near the Frequent Transit Network support higher transit ridership.**
   The data indicates that transit use in higher density areas is up to three times higher than in lower density areas. These higher density areas are also well-served by the Frequent Transit Network – a network of rapid transit and frequent bus corridors (see Attachment 1).

   Implications: This finding should assure senior and local governments alike that providing new housing supply in compact areas near the Frequent Transit Network is beneficial for generating and sustaining higher levels of transit ridership. In turn, local governments can enhance the conversation with TransLink and senior governments about the opportunities for improving or expanding transit services to areas anticipated to accommodate higher amounts of population growth.

2. **Accommodating renter households, in particular those making less than $50,000 per year, in transit-oriented locations is not only key to developing diverse, vibrant, and complete communities, but it is also to key to maximizing transit ridership and the value for money of transit and housing affordability investments.**
   The data indicates that transit usage rates for renters consistently exceed that for owners, even after controlling for density, household income, and location. As shown in Attachment 1, the variance between renters and owners, depending on density, ranges from 39 percent to 71 percent. In Attachment 2, the variance between renters and owners after controlling for household income is even more pronounced, ranging from 64 percent to 100 percent.

   For renters specifically, transit usage rates generally rise as income declines, but transit usage rates remain generally flat for owners. Low ($30,000-$50,000) and very low (less than $30,000) income renters have the highest transit usage rates. The big regions in Canada all exhibit similar

[2] According to TransLink's 2011 Regional Trip Diary Survey, 44 percent of transit trips made by Metro Vancouver residents were for work purposes (to work, from work, and during work). In comparison, 34 percent of auto driver and passenger trips were for work purposes. The 2011 Regional Trip Diary Survey did not ask for household tenure information, and therefore the trip diary was not used in Activity 2.

patterns. In Metro Vancouver, select rapid transit, B-Line, and frequent bus corridors exhibit patterns consistent with the regional pattern (Attachment 3).

The variance in transit usage between renters and owners can be attributed in part to renter households being relatively younger, and the fact that younger working adults under 35 years of age generally have higher rates of transit use for the journey to work (Attachment 4).[3]

Staff also undertook a conceptual analysis of growth and transit ridership at a corridor level using the transit trip rates for owners and renters. In a hypothetical transit corridor that is projected to accommodate 10,000 new households, a shift from a scenario with 100 percent owner households to a scenario where 60 percent of households are owners and 40 percent are renter households[4] translates to an increase in annual transit commute trips in the corridor by 10-12 percent (amongst the scenarios tested). Further, if all the renter households were making under $50,000, then annual transit commute trips could increase by an additional 11-14 percentage points (i.e., a 24 percent increase relative to the first scenario) (see Attachment 5). The scenario testing, while conceptual, points to a positive effect on transit ridership as tenure and income are diversified.

Implications: The findings make evident that the creation of affordable rental housing in transit-oriented locations will create a reliable base of transit customers for the regional transit system. Secondly, these transit customers will likely benefit from improved access to jobs, schools, and other destinations. Finally, these transit customers may benefit from a resultant reduced overall housing and transportation cost burden relative to their income levels.

Achieving these benefits relies on coordination between housing and transportation decisions. With new senior government funding commitments for both affordable housing and transit on the table, there are opportunities to advance housing and transit integration. It is essential that housing and transportation decisions are integrated in the course of implementing these funding commitments to maximize the value for money:

- The provincial government has committed $355 million over five years for affordable housing projects through the Provincial Investment in Affordable Housing.
- The provincial government will present in September 2016 details of the new Housing Priority Initiatives Fund, which is seeded in part by provincial property transfer tax revenues.
- The provincial government has committed $246 million for transit capital in the region.
- The federal government has committed $2.3 billion nationally over two years for affordable housing initiatives across the country.
- The federal government is consulting on the preparation of a National Housing Strategy.
- The federal government has committed $370 million for transit capital in the region as a first phase. Details on a second phase of federal infrastructure funding are expected to be announced in 2017.
- TransLink is matching the current round of federal and provincial contributions with a $125 million regional transit capital investment.

[3] Current relationships between age and mode choice could change over time (i.e., the rate of transit use by future older adults could increase). Future census and travel surveys can track the movement of these relationships.
[4] For new apartment units constructed in the 2006-2011 period, 57 percent were occupied by owners and 43 percent by renters as of 2011. The owner/renter split is completely reversed when the entire apartment housing stock is considered – 44 percent of all apartment units were occupied by owners and 56% by renters in 2011.

ALTERNATIVES

1. That the GVRD Board communicate the transit ridership findings from the *Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study* to the following parties emphasizing the findings' relevance and timeliness to current and upcoming regional, provincial and federal housing and transportation decisions:
    - *the Federal Minister of Infrastructure and Minister of Communities and Families, Children and Social Development;*
    - *the Provincial Minister of Finance, Minister of Transportation and Infrastructure, Minister of Community, Sport and Cultural Development and Responsible for TransLink, and Minister of Natural Gas Development and Responsible for Housing;*
    - *Mayors' Council on Regional Transportation and TransLink Board of Directors,*
    - *Member local governments, and*
    - *Other housing and transportation stakeholders in the Metro Vancouver region.*
2. That the Regional Planning Committee receive for information the report titled "Progress Update on the Metro Vancouver Mixed Income Transit-Oriented Rental Housing Study – Transit Ridership Effects" dated August 22, 2016.

FINANCIAL IMPLICATIONS

The 2016 GVRD Board approved Regional Planning budget identifies $35,000 for the MITORH study. BC Housing has committed $20,000. Vancity has committed $15,000. The BC Non-Profit Housing Association was awarded a $15,000 grant from the Real Estate Foundation of BC to undertake Activity 1. TransLink has committed up to $10,000. No additional financial support is anticipated to be required to complete the study.

SUMMARY / CONCLUSION

This report presents the transit ridership findings from Metro Vancouver's *Mixed Income Transit-Oriented Rental Housing* study (MITORH).The transit ridership findings from the MITORH study indicate that focusing population growth in compact areas near the Frequent Transit Network will sustain higher rates of transit usage, and that increasing the diversity of income and tenure in transit-oriented locations will also translate to higher transit ridership and value for money of transit and housing affordability investments. For the latter, expanding the affordable rental housing supply will be one way to achieve a greater diversity of income and tenure.

The identification of the transit ridership value proposition is timely. The federal and provincial governments have committed hundreds of millions of dollars for public transit in the region. The region is also making its fair share contribution to public transit. The federal government has committed $2.3 billion nationally over two years to affordable housing, and is consulting on the preparation of a National Housing Strategy. The provincial government has committed $355 million over five years for affordable housing projects through the Provincial Investment in Affordable Housing program. The provincial government will also present a plan in September 2016 on how it intends to use provincial property transfer tax revenues to support housing affordability initiatives across the province.

By communicating the transit ridership findings from the MITORH study at this time, the affected parties and regional stakeholders will have access to new evidence to inform their dialogues and decisions about integrating affordable rental housing and transit, and maximizing transit ridership and the value for money of public investments. Staff recommends Alternative 1.

Attachments:

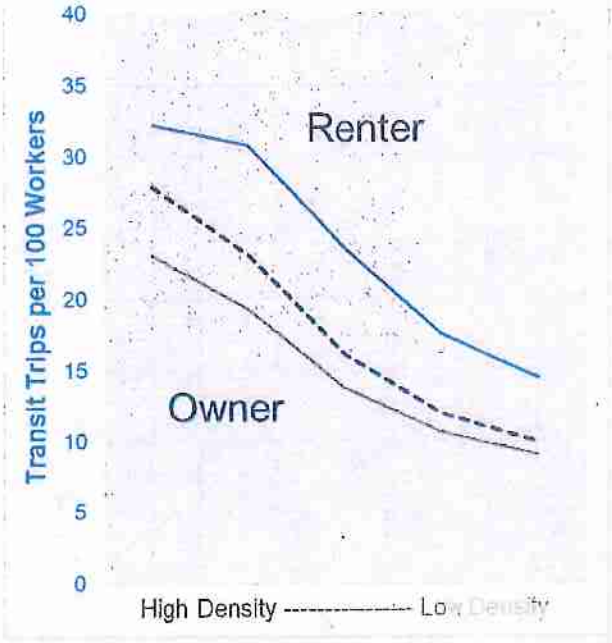
1. Transit Use for the Journey to Work by Population Density (2011)
2. Transit Use for the Journey to Work by Income in Canada's Big Metro Areas (2011, 2006)
3. Transit Use for the Journey to Work by Income in Select Transit Corridors (2011)
4. Key Differentiating Attributes Between Renters and Owners (2011)
5. Hypothetical Transit Corridor Growth and Transit Use Scenarios

References:

1. The Metro Vancouver Housing and Transportation Cost Burden Study
   Available at: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/HousingAndTransportCostBurdenReport2015.pdf

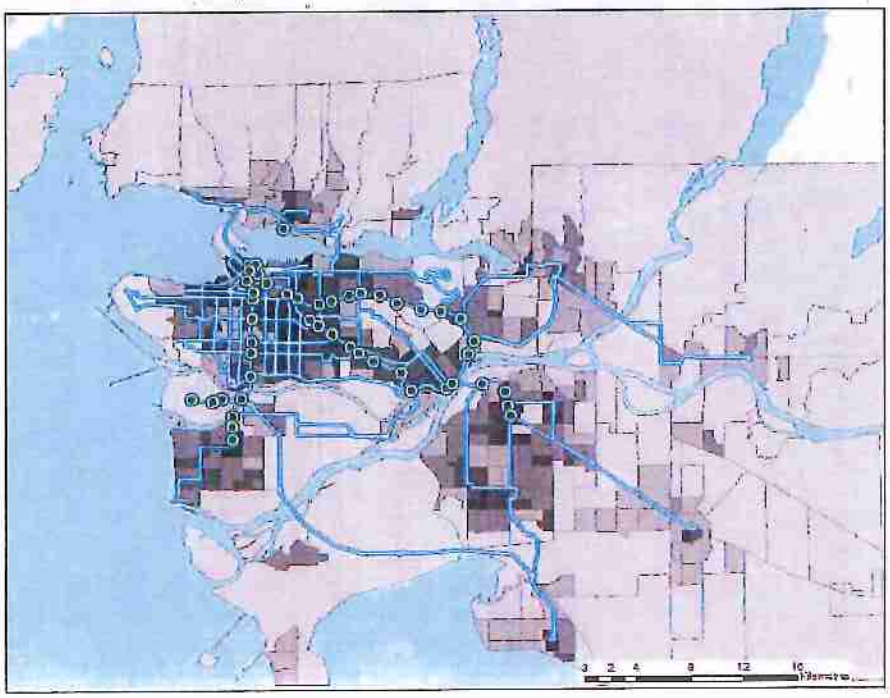
2. What Works: Municipal Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing
   Available at: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/RAHS-WhatWorksReport.PDF

Transit Usage for the Journey to Work by Population Density (2011)



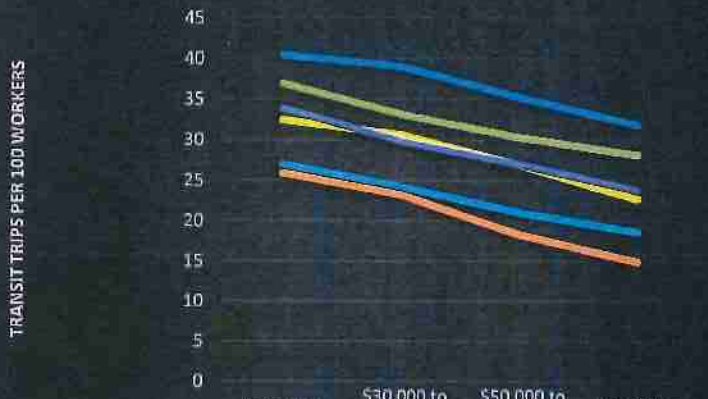
2011 NHS

Population Density Map with Current Frequent Transit Network
(darker census tracts indicate higher population densities)



Transit Use for the Journey to Work by Income in Canada's Big Metro Areas (2011, 2006)

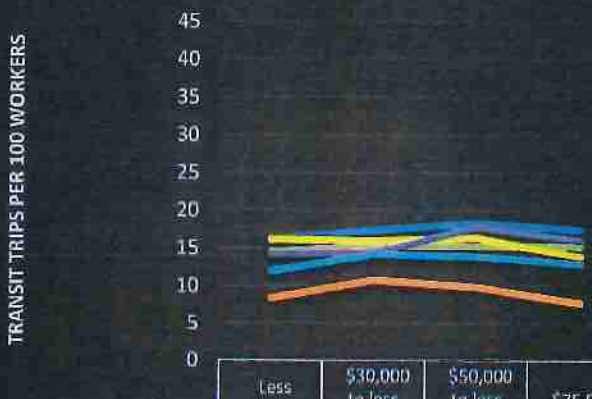
Renters – 2011



	Less than $30,000	$30,000 to less than $50,000	$50,000 to less than $75,000	$75,000 or more
Toronto	40	39	35	32
Montreal	37	33	30	28
Metro Vancouver	32	31	27	23
Ottawa-Gatineau	34	30	27	24
Calgary	27	24	21	19
Edmonton	26	23	18	15

2011 NHS

Owners – 2011



	Less than $30,000	$30,000 to less than $50,000	$50,000 to less than $75,000	$75,000 or more
Toronto	16	17	18	17
Montreal	14	15	15	15
Metro Vancouver	16	16	16	14
Ottawa-Gatineau	14	14	18	16
Calgary	12	14	14	13
Edmonton	8	11	10	8

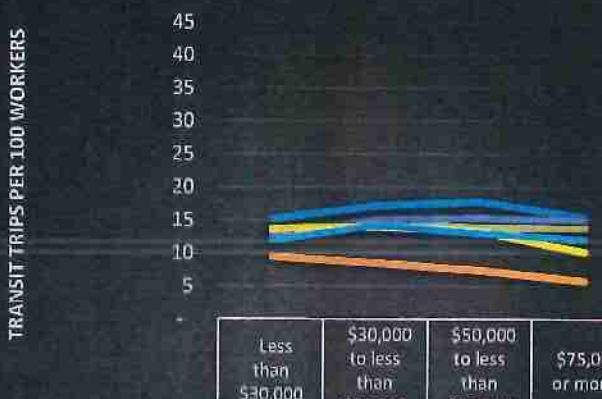
2011 NHS

Renters - 2006

	Less than $30,000	$30,000 to less than $50,000	$50,000 to less than $75,000	$75,000 or more
Toronto	41	38	34	29
Montreal	38	32	28	25
Ottawa-Gatineau	34	29	26	23
Metro Vancouver	29	27	22	18
Calgary	28	24	20	17
Edmonton	24	19	15	12

2006 Census

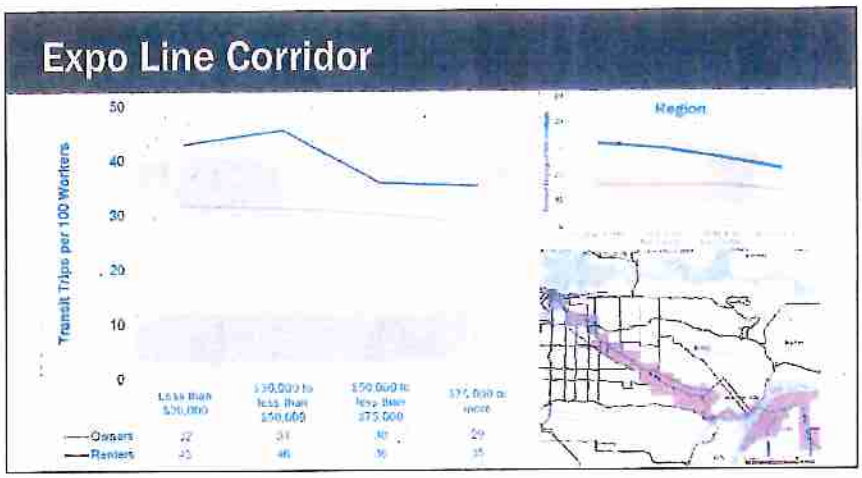
Owners - 2006

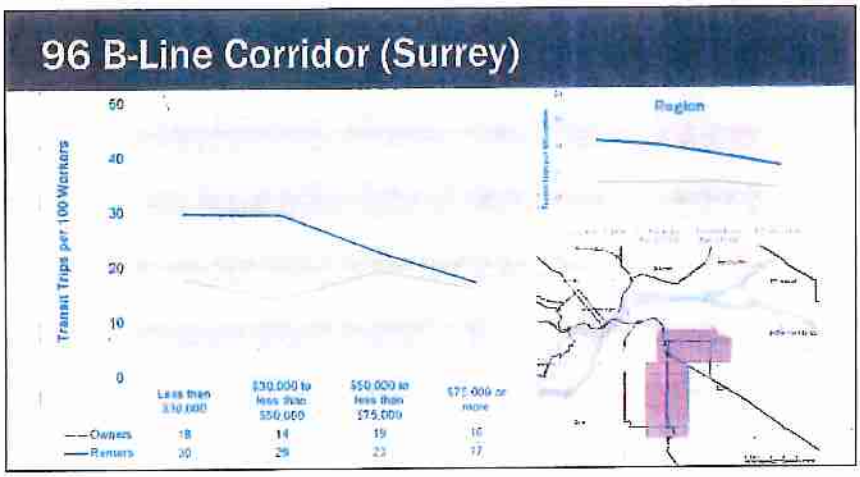


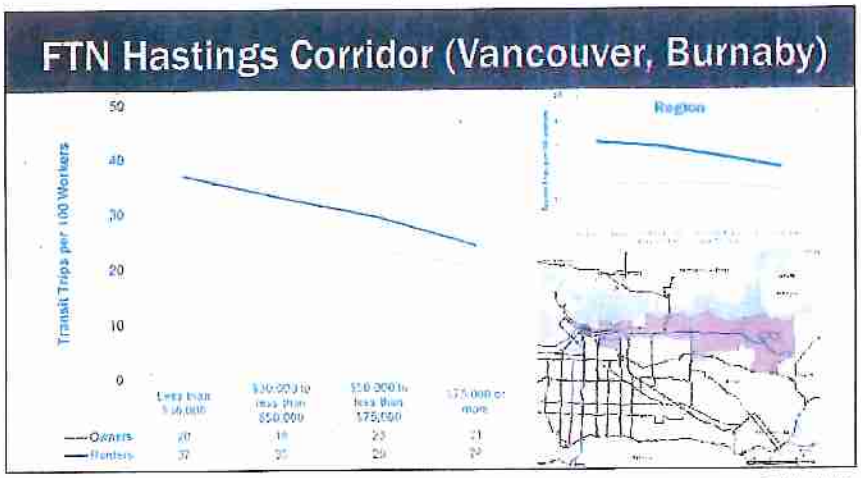
	Less than $30,000	$30,000 to less than $50,000	$50,000 to less than $75,000	$75,000 or more
Toronto	15	17	18	15
Montreal	13	15	14	14
Ottawa-Gatineau	12	15	15	15
Metro Vancouver	14	14	13	10
Calgary	12	14	13	12
Edmonton	10	9	7	6

2006 Census

Transit Use for the Journey to Work by Income in Select Transit Corridors (2011)

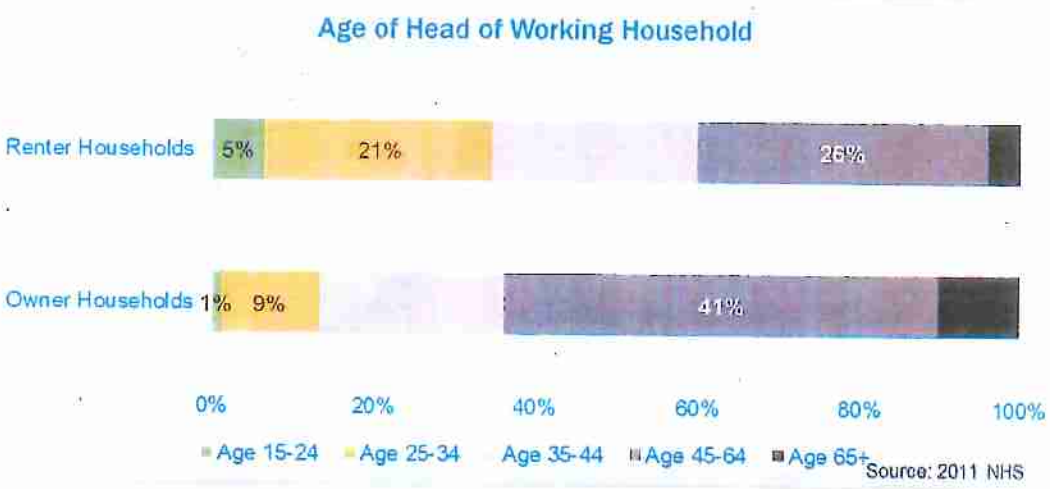


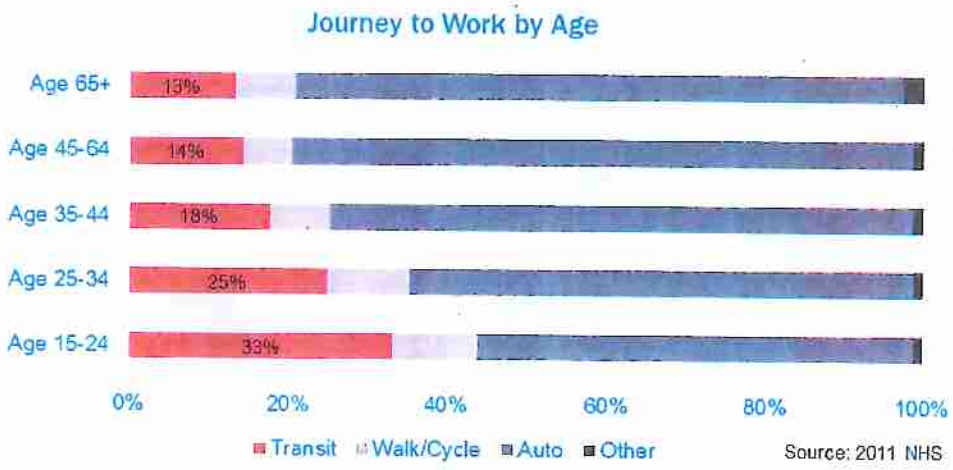




2011 NHS

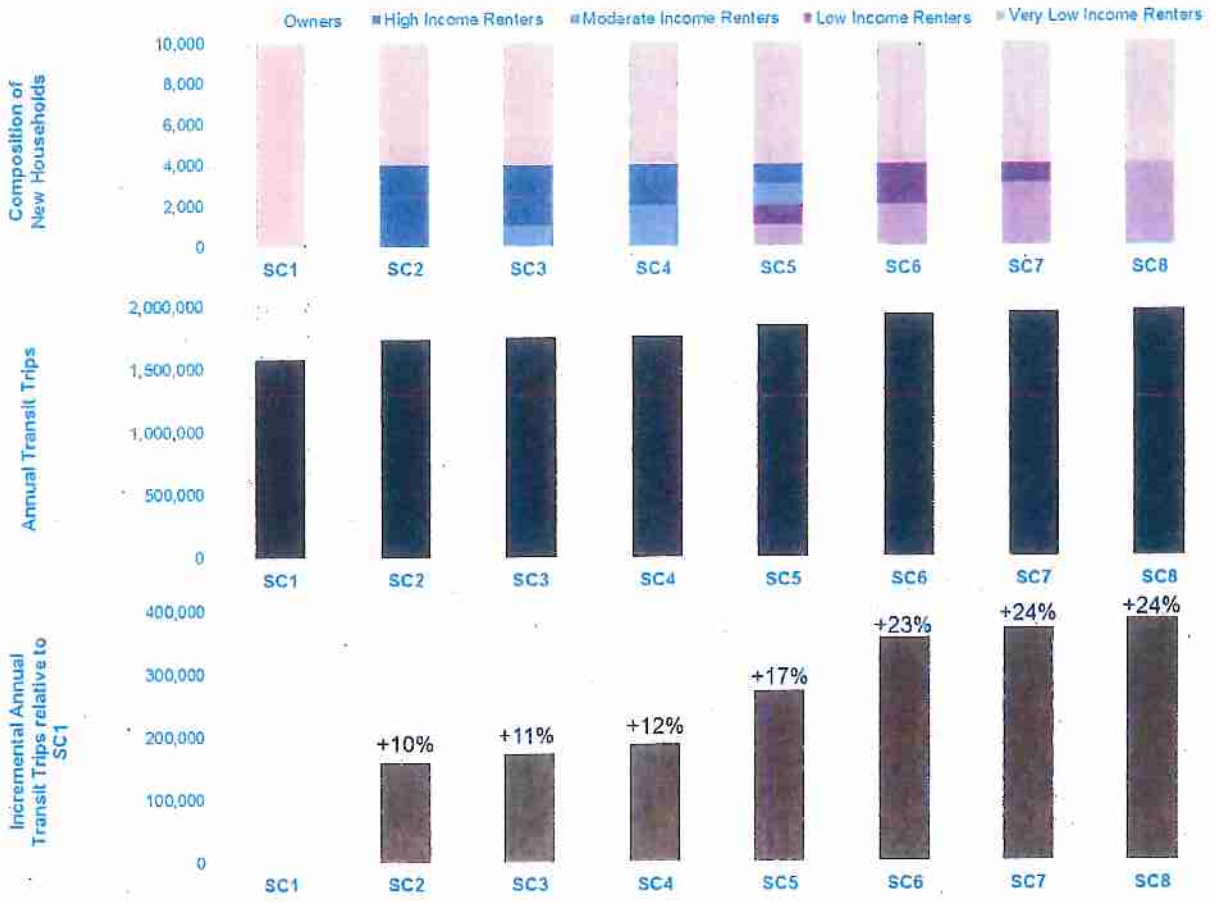
Key Differentiating Attributes Between Renters and Owners (2011)





Attachment 5

Hypothetical Transit Corridor Growth and Transit Use Scenarios



<u>Household Incomes</u>

High Income:	$75,000 or more per year
Moderate Income:	$50,000 to less than $75,000
Low Income:	$30,000 to less than $50,000
Very Low Income:	Less than $30,000

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Village of Anmore

THE CORPORATION OF DELTA

Office of The Mayor, Lois E. Jackson

September 27, 2016

MayorJohn McEwen
Village of Anmore
2697 Sunnyside Road
Anmore, BC V3H 5G9

Dear Mayor McEwen,

Re: George Massey Tunnel Replacement Project - Environmental Assessment

Please be advised that at the September 19, 2016 Regular Meeting, Delta Council considered the enclosed report by the Human Resources & Corporate Planning Department dated September 8, 2016 regarding the George Massey Tunnel Replacement Project Environmental Assessment and unanimously resolved as follows:

A. THAT this report and attached comments be provided to the BC Environmental Assessment Office.

B. THAT a copy of this report be provided to:
   a. Scott Hamilton, Member of the Legislative Assembly, Delta North
   b. Vicki Huntington, Member of the Legislative Assembly, Delta South
   c. Metro Vancouver Board of Directors
   d. Delta's Environment Advisory Committee

Accordingly, this letter and report are provided for your information.

Yours truly,

Lois E. Jackson
Mayor

Enclosure

cc: Carol Mason, Chief Administrative Officer, Metro Vancouver
Delta Council
Delta Environment Advisory Committee
George V. Harvie, Chief Administrative Officer
Sean McGill, Director of Human Resources & Corporate Planning
Mike Brotherston, Manager of Climate Action & Environment

4500 Clarence Taylor Crescent, Delta, British Columbia, Canada V4K 3E2
T 604 946-3210 | F 604 946-6055 | E mayor@delta.ca

The Corporation of Delta
COUNCIL REPORT
Regular Meeting

To: **Mayor and Council**

From: **Human Resources and Corporate Planning Department**

Date: **September 8, 2016**

George Massey Tunnel Replacement Project – Environmental Assessment

The following report has been reviewed and endorsed by the Chief Administrative Officer.

- **RECOMMENDATIONS:**

A. THAT this report and attached comments be provided to the BC Environmental Assessment Office.

B. THAT a copy of this report be provided to:

   a. Scott Hamilton, Member of the Legislative Assembly, Delta North

   b. Vicki Huntington, Member of the Legislative Assembly, Delta South

   c. Metro Vancouver Board of Directors

   d. Delta's Environment Advisory Committee

- **PURPOSE:**

To provide information on the environmental assessment process for the George Massey Tunnel Replacement Project and seek Council's endorsement of comments on the environmental assessment application.

- **BACKGROUND:**

The proposed George Massey Tunnel Replacement Project (the Project) has triggered the requirement for an environmental assessment under the *British Columbia Environmental Assessment Act*. The scope of the proposed Project does not meet the threshold for review as a "Designated Project" under the *Canadian Environmental Assessment Act*. A formal request from the City of Richmond and Metro Vancouver has been submitted to the Federal Minister of Environment and Climate Change to designate the project through a Ministerial Order. A response has not been received to this request.

An application for environmental assessment of the Project was accepted by the BC Environmental Assessment Office on July 27, 2016. The application is now within the

legislated 180 day review period which will end January 23, 2017. Delta staff are participating on the BC Environmental Assessment Office's working group which includes representatives from federal and provincial agencies, regional and municipal government staff and First Nations. The working group is the principal forum for the technical review of the proposed Project, with members providing advice to the Environmental Assessment Office and the proponent on technical issues that fall within each working group member's mandate. An upcoming meeting to review working group members' comments on the application is scheduled for September 20, 2016.

The BC Environmental Assessment Office is also seeking public and working group member comments on the environmental assessment application. The public comment period is from August 3, 2016 to October 3, 2016 and includes open houses in Delta and Richmond. These are on August 17th and September 14th, 2016 at the Delta Town and Country Inn and on September 13th, 2016 at the Sandman Signature Hotel Vancouver Airport. All three open houses are from 2 pm to 8 pm. This information has been promoted on Delta's website.

- **DISCUSSION:**

The Application for an Environmental Assessment Certificate (the Application) for the George Massey Tunnel Replacement Project is a comprehensive review of the potential environmental and socioeconomic impacts resulting from the Project. The Application identifies proposed mitigation and offsetting measures to ensure construction and operation of the Project does not result in significant adverse effects.

There are many positive effects expected through the replacement of the George Massey Tunnel with a bridge and these are quantified in the Application. This includes both improvements in air quality and reduction in noise experienced by residents currently living in proximity to the Highway 99 corridor. There are also considerable public safety benefits from the Project.

Anticipated air quality improvements by 2031 include:

- a 35% reduction in particulate matter emissions;
- a 47% reduction in volatile organic compound (VOC) emissions; and
- project-related reduction in idling due to congestion is anticipated to result in a further 5% to 6% reduction in GHG emissions from reductions expected as a result of vehicle emission technology.

With the application of mitigation, ambient noise levels during operation are expected to be lower than current levels–on average by 4 decibels (dBA) at residences and 1.5 decibels at schools and places of worship.

During operations, the Project will provide travel time savings of 25-35 minutes per day for commuters, improve safety with a forecast 35% reduction in collisions, and support provincial and regional strategies to encourage mode shift to transit and carpooling. These improvements along with the reductions in noise and emissions support the findings of the Health Impact Assessment that states health benefits are expected in the

areas of exposure to airborne contaminants, greenhouse gas emissions, active and public transportation, traffic safety, connectivity and access, emergency response and economic considerations.

Staff Comments

The Application is a comprehensive document and reflects comments previously submitted during the pre-application phase and the regular meetings between Project staff and Delta staff. Overall staff have not identified any significant issues or concerns not addressed in the Application. Attachment A includes technical comments compiled by Delta staff. **It is recommended that this report and the attached comments be submitted to the BC Environmental Assessment Office.** Key comments and issues of importance to Delta are discussed below.

Noise

It is recognized in the Application that the construction of the Project will result in temporary community noise impacts and a number of mitigation measures are provided. Staff are seeking the assurances that within the construction noise management plan for the Project there will be an effective mechanism for receiving and responding to concerns from the community related to construction noise. Specific measures to shield construction noise from residents are discussed and it is requested that further details be provided within the Noise Management Plan.

There will be a reduction from existing noise levels at a number of locations along the Highway 99 alignment through the application of noise mitigation. Staff submit that the Ministry be requested to investigate opportunities to advance noise mitigation work where possible so that residents will have the benefit of reduced noise levels prior to completion of the Project. One location where this is possible is west of the Highway 99 and Ladner Trunk Road interchange adjacent to the Delta View Life Enrichment Centre. This is an area that would benefit immediately from the construction of noise mitigation and it has been identified as requiring mitigation as a result of the Project.

Traffic Management

The improvements to Highway 99 and the construction of the bridge are expected to take approximately 5 years to complete. During this time considerable traffic management plans will be put into place along the project corridor. Specific measures identified to reduce impact to traffic flow include maintaining full access for emergency and first responders, maintaining current levels of service during the day and maintaining the same counter-flow system and transit services. A Construction Traffic Management Plan will be developed and shared with affected municipalities for review.

Staff are seeking further clarification that the proposed Highway 99 and Highway 91 Interchange concept will maintain free flow traffic and that the current flow capacity at the tunnel will be retained throughout the construction of the project.

Wildlife

Staff are supportive of the proposal to restore and enhance Green Slough as part of the project. This will restore the slough to its original alignment prior to the construction of the tunnel.

A mitigation measure identified to reduce vehicle collisions with barn owls is the installation of hedgerows in critical areas. This measure has been successfully implemented on the South Fraser Perimeter Road. Staff are seeking further details on the extent of hedgerow planting proposed.

Spill Response

The proposed bridge will have a drainage system that conveys stormwater to upland stormwater treatment ponds prior to discharge to the Fraser River. This will also allow for the interception and isolation of any hazardous material spills on the bridge. There is also the opportunity to ensure there are spill isolation structures to ensure that the Highway 99 ditch is separated from Delta's drainage and irrigation system.

Agriculture

The effects of removing the tunnel on river hydraulics including how this may affect the salt wedge in the Fraser River were assessed in the Application. This is of specific interest to the agricultural community with respect to any potential changes in the salinity of river water at irrigation intakes. The study concluded that the removal of the tunnel will not affect the salinity levels at the irrigation water intakes. Staff recommend that the construction and operational water quality monitoring conducted include sites at Delta's irrigation intakes to verify the findings from the study.

The Port of Vancouver has stated that it has no plans for deeper dredging in the Fraser River. The Delta Farmers' Institute is nearing completion of a study that looks at the potential impacts of sea level rise and hypothetical future dredging scenarios on salinity levels in the Fraser River. Staff will be reporting to Council on this subject in the near future.

Staff has also reemphasized the importance of ensuring that Delta's irrigation and drainage system is not negatively impacted during construction activities. The Application notes there are localized improvements to irrigation and drainage that will be achieved through the Project. Staff are seeking further details on these improvements and a commitment that drainage and irrigation will not be impacted during construction.

Next steps

The comments received by the Environmental Assessment Office will be responded to by the Ministry of Transportation and Infrastructure and further discussed through the working group process. These comments, responses and any additional follow-up information provided will be considered by the Environmental Assessment Office in the development of a Project Assessment Report and the conditions that must be met if

approval is provided for the Project. The 180 day legislated review period ends on January 23, 2017. At that time, an Assessment Report will be submitted to the Minister of Environment and Minister of Community Sport and Cultural Development for a decision on whether or not to issue an Environmental Certificate for the Project. The Ministers have 45 days to make a decision.

Implications:
Financial Implications – There are no financial implications.

- **CONCLUSION:**

Staff are participating on the BC Environmental Assessment Office working group for the George Massey Tunnel Replacement Project environmental assessment and will provide regular reports to Council throughout this process. The environmental assessment is currently in the application review stage. It is recommended that this report and attached staff comments be provided to the BC Environmental Assessment Office.

Sean McGill
Director of Human Resources and Corporate Planning

Department submission prepared by: Mike Brotherston, Manager of Climate Action and Environment

This report has been prepared in consultation with the following listed departments.

Concurring Departments		
Department	Name	Signature
Community Planning & Development	Jeff Day	
Engineering	Steven Lan	
Office of Climate Action & Environment	Mike Brotherston	

- **ATTACHMENT:**

A. Staff comments on Environmental Assessment Application

Ref	Section 1.0 – Overview	Page
1.1	In the drainage discussion there is no reference to MOTI Technical Circular T-06/15. It would be appropriate to add this if it will be a requirement of the storm water management design.	1.1-31
1.2	Ensure that there is flexibility in the design so that a multi-use pathway/bike linkage can be provided along the west-south edge of the Hwy 99 in the future.	1.1-35
1.3	Review of the agricultural land availability required, as adjustments may be required in the vicinity of 88th and Burns Drive.	1.1-67
1.4	"The seismic risk reduction benefit of the replacement bridge is estimated to have a PV of $192 million." Estimate seems low. Confirm if indirect benefits are included? Does the estimate only reflect direct benefits, in terms of tunnel replacement after a seismic event?	1.1-71
1.5	The report states that the project will promote mode shift, however there is no commitment outlined by Translink or the Province to provide more express services along the corridor. The Provinces 'B.C. on the Move - A 10 Year Transportation Plan' report states that the Province will work closely with the region and the federal government to secure funding for Metro Vancouver rapid transit projects which are outlined in the Mayors' Council on Regional Transportation report. One of these goals is to improve and expand all-day frequent transit services on the Frequent Transit Network which Highway 99 is part of.	1.3-62
	Section 3.0 Methodology	
3.1	Information presented on BC Hydro's relocation of the transmission lines within the George Massey Tunnel should be updated to reflect the recent selection of the preferred alternative.	3.10-21
3.2	Include Fortis BC's proposal to build a new 230 kV power line connecting Tilbury to BC Hydro's Arnott substation in Delta.	3.10-19
	Section 4.1 River Hydraulics	
4.1	The report states that there will be temporary lowering of the river bed in the vicinity of the Lulu-Ferry Rd Metro Vancouver water-main by up to 2.0m. In the past there has been a slough in this area and it is suggested that proactive steps (e.g. additional rip-rap, regular monitoring of the foreshore) be taken at the time of the tunnel removal to ensure that the main is protected.	4.1-22
	Section 4.8 Terrestrial Wildlife	
4.2	It is proposed that hedgerows be planted at high risk locations for barn owl collisions with vehicles. We understand this has been successful for SFPR and are interested in further information on the specific locations proposed.	
4.3	Information is provided related to what has been learned regarding bird interactions with the new Port Mann bridge and applied to the effects assessment of this Project. Has any work been done assessing impacts of the	

	Alex Fraser bridge with respect to birds or in other jurisdictions where the bridge is closer to the mouth of the estuary? This is particularly important in the context of migratory bird use of the Fraser River estuary.	
	Section 4.10 Atmospheric Noise	
4.5	Table 4.10-2 sets out the Average Construction Noise Levels, please also provide the anticipated noise levels during the day and during the night. The decrease in community background noise during the night can artificially increase construction noise level and this should be taken into account. Will any major construction activities be restricted to day time only?	4.10-13
4.6	Mitigation measures for the project will result in reductions in noise levels from the current levels for a number of residential locations along the Highway 99 alignment. It is requested that where possible this noise mitigation work be advanced as soon as possible so that the benefit from the noise mitigation work can be achieved as soon as possible and also provide mitigation for construction activities.	4.10-17
4.7	The average construction noise at various distances from a 200m long active construction zone for pile driving has not been shown. Please provide a table similar to Table 4.10-2 for noise from pile driving.	4.10-13
	Section 4.2 Sediment and Water Quality	
4.8	It is noted that minor temporary increases in turbidity will occur as a result of the tunnel removal. The application of mitigation will avoid or minimize the effects of changes in water quality on fish and fish habitat. To further understand the magnitude of this potential effect it would be helpful to know how this temporary increase in turbidity from the tunnel removal compares to the annual maintenance dredging program by the Vancouver Fraser Port Authority.	
	Section 5.1 Traffic	
5.1	What is the accident risk during construction? Will the average collision rate increase from 0.44 c/mvk (Collision per Million Vehicle Kilometres)?	5.1-23
5.2	Steer Davies report - The assumed growth rate in vehicle traffic seems to be low. Currently 80,000 vpd (vehicles per day) and by 2045 the prediction is 87,000 vpd. This is only 8.7% growth over 30 years which is much less than 1%. An annual vehicle growth rate of 1% would lead to an overall increase of 34% increase by 2045. The current population growth rate in Surrey and Langley and projected regional growth is greater than 1%.	
5.3	Steer Davies Report - The Highway 99 and Highway 91 interchange appears to require more capacity. The report assumes a free flow condition, and yet there is a lot of friction due to the merging of the HOV lane and the acceleration lane. It is suggested that this transition zone be extended further east to allow improved opportunity for merging onto Highway 99.	
5.4	Please clarify that large municipal developments such as the Tsawwassen First Nation development has been included in the Traffic Forecasting model.	5.1-12
5.5	What design safety measures will be taken into account to reduce traffic flow impact and enhance vehicle clearance times during an accident such as the	5.1-8

	provision of median barrier gates, traffic cameras and pull-out areas for tow-trucks both on the bridge and along Highway 99?	
5.6	Congestion at the tunnel during peak times can result currently in delays of up to 50 minutes. An expected residual effect of the project is a temporary change in travel time but this has not been quantified for any particular construction activity or project location. Current flow capacity at the tunnel must be retained throughout the construction of the project.	5.1-11 / 5.1-34
5.7	Will the assessment of traffic management during construction include the potential partial traffic shift to other Fraser River crossings in order to avoid construction delays? Will any initiative with respect to tolling and reducing congestion on all other non-tolled Fraser River crossings be implemented?	5.1-24
	Section 5.3 Land Use	
5.8	It is stated that there will be temporary restrictions on the use of the Millennium Trail during construction. Please provide further detail on the scope of the restrictions and measures to be put in place to ensure the trail or alternate crossing of Highway 99 remains open to the greatest extent possible.	
5.9	Please also see comments in Agricultural Use and Atmospheric Noise related to Land Use.	
	Section 5.4 Agricultural Use	
5.10	The report states that there will be project related improvements to irrigation. We could not find a list of proposed specific measures and their locations.	5.4-1
5.11	What improvements to drainage pump stations are proposed? Will a contribution be made to local drainage infrastructure? Figure 1u shows the land designated for agricultural use will result in tree loss/removal. Was this assessed? Figure 1v boundaries for agricultural use may need to be adjusted / relocated if an access road for utilities and to the Vancouver Landfill is required.	5.4-38
5.12	'Increased salinity of the Fraser River at the up-river extent of the salt wedge following Tunnel removal, degrading the quality of irrigation water drawn at 80 Street in Delta and thereby reducing time available for obtaining water' was identified as a potential effect and studied. The results indicate there will be no change in the quality of irrigation water. Will the level of sediment and salinity at the 80 Street Pump Station be monitored throughout the project and results shared with all necessary stakeholders to verify the predictions of the modelling?	Appendix B - 4
5.13	It is proposed that with existing Highway lands in the ALR that are not required for the Project being made available for agriculture there will be a net increase in agricultural land available for farming as a result of the project. The total areas are provided for the entire project. Please provide a breakdown of the total land area in Delta where agricultural land will be directly impacted, the land area in Delta to be made newly available for agriculture, and the balance of land impacted versus land made available for farming in Delta. Further details should be provided about how lands currently unavailable for agriculture will be returned to agriculture and the viability of those areas to be practically used for farming given their historical use, location and size.	
	Section 6.1 Heritage resources	

6.1	What about heritage resources after 1846? For example there are no comments about historic Japanese / Greek fishing communities in Deas slough area. There is also no reference to Delta's Heritage Inventory.	Section 6.1-1
	Section 8.0 Accidents & Malfunctions	
8.1	What traffic management measures will be utilised to reduce the anticipated collision rate during construction?	8.1-2
8.2	The detailed design should include provisions for emergency containment shut off valves so any spills along the corridor can be isolated and cleaned up prior to impacting any connecting municipal ditches.	8.3-6
	Section 9.0 Effects of the Environment on the Project	
9.1	Considering this project will require the bridge deck to be constructed above a fully operational tunnel and highway, particular attention should be paid to the safety of design and construction methods utilised. These should address the possibility of a natural event e.g. seismic as well as lessons learnt from previous bridge failures during construction e.g. Port Mann Bridge crane collapse in 2012. Also during operation how will the design of the bridge prevent damage from falling ice and protection to cyclists and pedestrians?	
	Section 12 Management Plans and Follow-up	
12.1	i. **Agricultural Management Plan** - The plan must confirm that irrigation water supply will be fully maintained during construction and that where possible the water supply will be enhanced. ii. **Contaminated Sites** – How will contamination found on land takings be managed? Will the Ministry or Contractor assume all the costs of soil removal? iii. **Erosion and Sediment Control** – Will the contractor submit plans to local jurisdictions for review and approval prior to commencing work? iv. **Noise Mitigation** – noise shielding measures are discussed in the noise assessment but not specifically referenced in the management plan outline. Will this plan identify specific measures be taken to shield noisy construction activities such as pile driving in areas close to homes? v. **Waste Management** – The report states appropriate disposal. It would be appropriate to try to meet the Metro Vancouver Zero Waste Target of 80% diversion, through source separation, recycling and reuse. Will there be tracking and monitoring of waste disposal from source to final disposal? vi. **Construction Traffic Management** – there should be a commitment to review Traffic Management Plans with local municipalities and the provision of weekly updates on activities and detours / diversions.	
12.2	All management plans should include a process for communication and consultation with the local municipality. Plans should be shared in a timely manner and provide a mechanism for feedback.	

	Section 13 Monitoring and Follow up	
13.1	i. There is a commitment to provide status reports of key milestones which is good. How often will these be shared? ii. There is limited post construction monitoring. Monitoring should be continued until the EAO office and adjoining jurisdictions are satisfied that specific concerns are addressed.	