

REGULAR COUNCIL MEETING – AGENDA – ADDENDUM

VILLAGE OF ANMORE



Addendum to the Agenda for the Regular Council Meeting scheduled for Tuesday, March 1, 2016 at 7:00 p.m. in the portable classroom at Anmore Elementary School, 30 Elementary Road, Anmore, BC

7. Consent Agenda

(b) Finance Committee Resolution for Ratification

Recommendation: That the following recommendation from the Finance Committee Meeting of January 25, 2016 be ratified:

“To approve the four projects identified, with funding to be determined by Council, which are the two projects on East Road: Mossom Creek and the narrowing road between Lanson and Charlotte; East Road be completely built from one end to the other; the restructure of Elementary Road; and the sidewalk between Birch Wynde and the bus stops; and that the Finance Committee deems these a priority for 2016.”

9. Legislative Reports

(d) Anmore Zoning Bylaw Amendment Bylaw No. 543 - 2015 Comprehensive Development Zone 6 (Bella Terra)

Page A1

Report dated March 1, 2016 from Brent Elliott and Kate Lambert, Planning Consultants, is attached for consideration.

Recommendation: THAT VILLAGE OF ANMORE ZONING BYLAW NO. 374 - 2004, AMENDMENT BYLAW NO. 543 - 2015 (COMPREHENSIVE DEVELOPMENT ZONE 6 (BELLA TERRA)) BE RECONSIDERED, FINALLY PASSED AND ADOPTED.

11. New Business

(e) Appointment of Approving Officer

Recommendation: That Juli Kolby, Chief Administrative Officer, be appointed as Approving Officer for the Village of Anmore.

(f) Appointment of Authorized Signatory

Recommendation: That Christine Milloy, Manager of Corporate Services, be appointed as an Authorized Signatory for the Village of Anmore.

(g) British Columbia Communities in Bloom – Program Participation Request

Page A15

Correspondence received February 18, 2016 from British Columbia Communities in Bloom is attached for consideration.

15. Information Items

(b) Correspondence for Information

- Pages A19 - A32
- Letter dated February 16, 2016 from City of Coquitlam regarding Coquitlam Council Feedback on Draft Regional Affordable Housing Strategy
 - Letter dated February 19, 2016 from BC Trucking Association regarding Lower Mainland Tolling & Mobility Pricing

C O U N C I L R E P O R T

SUBMITTED BY: Brent Elliott and Kate Lambert, Planning Consultant

DATE: March 1, 2016

RE: Final Reading to Bylaw No. 543-2015, for the Bella Terra Rezoning Application (LOT 2, SECTION 20, TOWNSHIP 39, NEW WESTMINSTER DISTRICT PLAN LMP49409 and PARCEL A, SECTION 20, TOWNSHIP 39, NEW WESTMINSTER DISTRICT PLAN BCP32330)

INTRODUCTION

The intent of this report is to bring forward the Bella Terra Rezoning Application and Anmore Bylaw No. 543-2015 (Comprehensive Development Zone #6) for Council consideration and potentially fourth and final reading (see Appendix A).

RESOLUTIONS

THAT Anmore Bylaw No. 543-2015 (Comprehensive Development Zone #6) be reconsidered, finally passed and adopted.

Other Resolution Options

THAT Council defer the application and consideration of Anmore Bylaw No. 543-2015 (Comprehensive Development Zone #6), and direct Staff to resolve any outstanding issues with the applicant before further consideration of the Bylaw is given.

BACKGROUND

Development interest in the subject property dates back to 2012. At that time, a RS-2 rezoning application was submitted and introduced to Council, but was later withdrawn by the applicant. A follow up RS-1 subdivision application was then pursued, but also withdrawn.

In January 2015, a rezoning application was submitted by Mr. James Pernu of McElhanney Consulting Services on behalf of Bella Terra Investments to rezone the properties noted above from a Single-Family Residential (RS-1) to a Comprehensive Development (CD) zone to facilitate a 34-lot residential development.

On March 24, 2015, Council received the application and referred it to the Fire Chief, the Advisory Planning Commission (APC), the Parks and Recreation Committee, and the Environmental Committee for review and comment.

On July 7, 2015, Council received a report back on the comments raised through the review process. Council directed Staff and the Planning Consultant to continue working with the applicant towards revising the application to best respond to the comments raised.

On September 8, 2015, Council provided first and second reading to Bylaw No. 543-2015 and referred the Bylaw to a Public Hearing scheduled for September 29, 2015.

On September 25, 2015, the applicant chose to withdraw their application from the referred Public Hearing and instead submitted a revised set of plans, now for a 27-lot residential development, to further address comments raised through the review process.

On October 27, 2015 a new Public Hearing was held for Council to hear comments from residents and interested parties.

On November 17, 2015, Council considered Bylaw No. 543-2015 a third time.

DISCUSSION

Bylaw No. 543-2015, as illustrated through the attached Comprehensive Development Plan (See Appendix A) would permit a mix of 1/2 and 1/3 acre lots generally located in two clusters and permit an overall residential density of 1.2 lots/acre.

In preparing for Council's consideration of the Bylaw a fourth time, and in advance of a formal subdivision application, Staff and the Village's Legal and Planning Consultants have been working with the applicant on preparing the legal framework needed to secure the various commitments made by the applicant through the process. For ease of reference, the original set of commitments or conditions needing satisfaction as presented during Council's previous consideration of Bylaw 543-2015, are outlined in Appendix B. These conditions are intended to capture requirements such as: the registering of further restrictive covenants, dedicating lands to the Village, limiting the use of the subject property, undertaking additional studies, designing and constructing certain improvements, securing amenities, etc.

In drafting the legal framework, it was acknowledged that many of the identified commitments were tied to the subdivision of the lands and will occur subsequent to Council's decision regarding the rezoning of the subject property. To that end, various agreements/covenants have been prepared, including:

- A restrictive covenant that establishes a two-phased approach, through which certain conditions are to be satisfied before any future use, building or subdivision of the subject property can occur.

- A restrictive covenant specifically for lots 3 through 6, 9 and 12 as shown on the Comprehensive Development Plan (see Schedule A) that limits the future use, building or subdivision of those lots until the Province's Riparian Area Regulations (RAR) and the Village's Watercourse Development Permit requirements have been satisfied.
- An agreement that secures the amenities that were proposed as part of the applicant's voluntary community amenity contribution. For the proposed cash amenity contribution, arrangements have been made to hold the contribution in trust prior to rezoning. For the amenities that cannot be conveyed to the Village at the time of rezoning or cannot be undertaken by the applicant until after subdivision, a letter of credit has been received.

FINANCIAL IMPLICATIONS

There are no financial implications to the proposed resolution, noting that the staff and Village consultant effort involved in processing a rezoning and/or development application is recaptured on a cost-recovered basis. As well, certain financial impacts stemming from the proposed development have been addressed through the applicant's voluntary Community Amenity Contribution.

COMMUNICATIONS/CIVIC ENGAGEMENT

The Village's Advisory Planning Commission and Council's Parks and Recreation as well as Environment Committees have been engaged in the application review process, with the wider community having participated in a Public Hearing.

CORPORATE STRATEGIC PLAN OBJECTIVES

The proposed resolution is consistent with the planning and development corporate objective to explore diversity in land use, housing, parks and recreation, and innovative infrastructure.

Attachments:

- A. *Bylaw No. 543-2015 (Comprehensive Development #6)*
- B. *Recommended Rezoning Conditions*

Prepared by:

Brent Elliott, Planning Consultant

Reviewed for Form and Content / Approved for Submission to Council:

Chief Administrative Officer's Comment/Concurrence

I am satisfied that the rezoning required conditions have been met in order to present fourth reading of the bylaw to Council.



Chief Administrative Officer

Appendix A

**VILLAGE OF ANMORE
BYLAW NO. 543, 2015**

A bylaw to amend the Village of Anmore
Zoning Bylaw No. 374, 2004

WHEREAS the *Local Government Act* authorizes the Municipal Council of the Village of Anmore to amend the Village of Anmore Zoning Bylaw 374, 2004 from time to time;

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

- 1) This Bylaw may be cited for all purposes as “Village of Anmore Zoning Bylaw No. 374, 2004, Amendment Bylaw No. 543, 2015 (Comprehensive Development Zone 6 (Bella Terra))”.
- 2) Schedule A attached hereto forms an integral part of this Bylaw.
- 3) If any division, 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.

READ a first time the	day of	, 2015
READ a second time the	day of	, 2015
PUBLIC HEARING HELD the	day of	, 2015
READ a third time the	day of	, 2015
RECONSIDERED, FINALLY PASSED AND ADOPTED the	day of	, 2015

MAYOR

MANAGER OF CORPORATE SERVICES

Certified as a true and correct copy of "Village of Anmore Zoning Bylaw No. 374, 2004, Amendment Bylaw No. 543, 2015 (Comprehensive Development Zone 6 (Bella Terra))".

DATE

MANAGER OF CORPORATE SERVICES

Appendix A

PART 314F: COMPREHENSIVE DEVELOPMENT ZONE 6 (BELLA TERRA)

1.1 Intent

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

1.2 Principal Uses

- (a) One Family Residential

1.3 Accessory Uses

- (a) Home Occupation, subject to Section 207
- (b) Bed and Breakfast, subject to Section 222

1.4 Minimum Lot Size and Dimensions For Subdivision

<i>Minimum Lot Size</i>	<i>Minimum Lot Width</i>	<i>Maximum No. of Lots</i>
2,023 m ²	24.0 m	N/A
1,349 m ²	24.0 m	21
840 m ²	29.0 m	1

1.5 Maximum Number of Lots

- (a) The maximum number of Lots created as a result of subdivision shall be 27.

1.6 Maximum Number of Buildings and Structures

<i>Buildings and Structures</i>	<i>Maximum Number per Lot</i>
Principal Building	1
Accessory Building and Structures	1

1.7 Maximum Density

- (a) The maximum Units Per Acre shall be 1.20.

1.8 Maximum Floor Area

- (b) The maximum Gross Floor Area for the Principal Building and an Accessory Building or Structure shall not exceed the following Floor Area Ratios:

<i>Minimum Lot Size</i>	<i>Maximum Floor Area Ratio</i>
2,023 m ²	0.28
1,349 m ²	0.30
840 m ²	0.32

Appendix A

(c) Notwithstanding the definition of Floor Area in Section 104, for the purpose of this zone, Floor Area or Gross Floor Area shall exclude Below Grade Floor Space.

(d) The maximum Gross Floor Area for an Accessory Building or Structure shall be 45 m².

1.9 Maximum Lot Coverage

(a) The maximum Lot Coverage shall be 25%.

1.10 Maximum Height

<i>Buildings and Structures</i>	<i>Maximum Height</i>
Principal Building	10 metres
Accessory Building and Structures	7 metres, except a fence, which shall be subject to Section 217 of this Bylaw.

1.11 Minimum Building Setbacks

<i>Buildings and Structures</i>	<i>Front Lot Line Setback</i>	<i>Rear Lot Line Setback</i>	<i>Exterior Lot Line Setback</i>	<i>Interior Lot Line Setback</i>
Principal Building on Lots 1 to 18, and 23 and 26 as shown on the attached Comprehensive Development Plan	7.6 m	7.6 m	5.0 m	5.0 m
Principal Building on Lots 19 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 Building on Lots 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 Lot 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

1.12 Off Street Parking

(a) Off street parking shall be provided on the same Lot as the Use being served in accordance with the following requirements:

(i) 2 spaces per One Family Residential.

(ii) 1 space per employee for Home Occupation.

(iii) 1 space per bedroom intended for use by a Bed and Breakfast guest.

1.13 Open Space Amenity

- (a) An Open Space Amenity shall be provided generally in accordance with the attached Comprehensive Development Plan.

1.14 Parcel Shape

- (a) Notwithstanding Section 406, for the purposes of this Zone, no panhandle lot shall be created where the access strip is narrower than 6.0 m.

1.15 Comprehensive Development Plan

- (a) The Comprehensive Development Plan contained within this Bylaw forms an integral component of this Zone.

1.16 Other Regulations

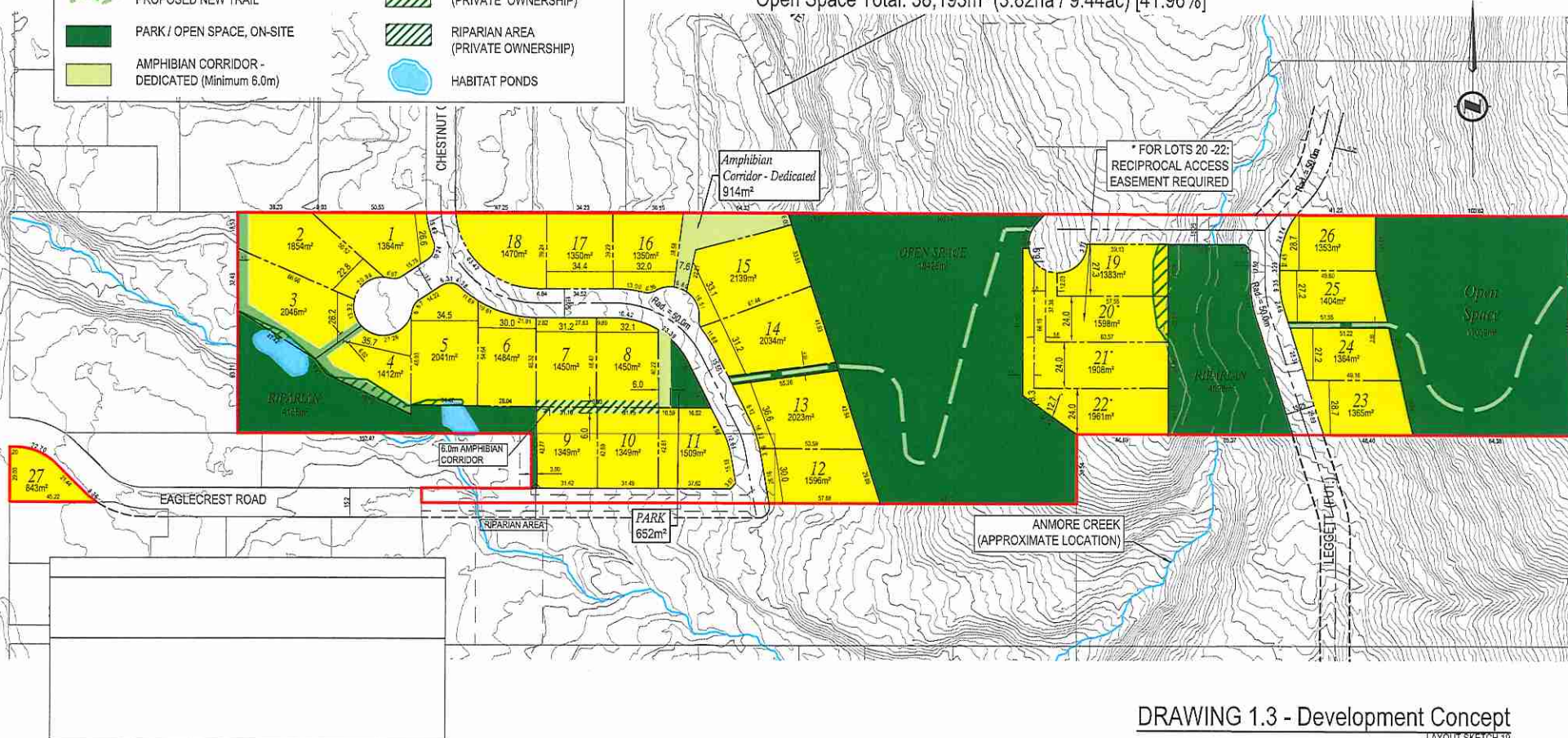
- (a) All permitted uses shall be connected to community services in accordance with the Anmore Works and Services Bylaw.

Schedule A

THIS DRAWING AND DESIGN IS THE PROPERTY OF McELHANNEY CONSULTING SERVICES LTD. AND SHALL NOT BE USED, REUSED OR REPRODUCED WITHOUT THE CONSENT OF THE SAID COMPANY. McELHANNEY CONSULTING SERVICES LTD. WILL NOT BE HELD RESPONSIBLE FOR THE IMPROPER OR UNAUTHORIZED USE OF THIS DRAWING AND DESIGN.

Overall Site Area: 91,012.8m² (9.1ha / 22.49ac)
Open Space Total: 38,193m² (3.82ha / 9.44ac) [41.96%]

- LEGEND**
- SUBJECT SITE
 - EXISTING TRAIL
 - PROPOSED NEW TRAIL
 - PARK / OPEN SPACE, ON-SITE
 - AMPHIBIAN CORRIDOR - DEDICATED (Minimum 6.0m)
 - SUPPLEMENTARY TREE RETENTION AREA
 - AMPHIBIAN CORRIDOR (PRIVATE OWNERSHIP)
 - RIPARIAN AREA (PRIVATE OWNERSHIP)
 - HABITAT PONDS



DRAWING 1.3 - Development Concept
LAYOUT SKETCH 19

McElhanney
McElhanney Consulting Services Ltd.
SUITE 2300 - CENTRAL CITY TOWER
13450 102 AVENUE, SURREY, BC
V3T 5X3
P: 604-598-0391
F: 604-584-5050

NOTES:
* THIS DRAWING IS FOR PRELIMINARY LAYOUT ONLY,
AND SUBJECT TO MUNICIPAL APPROVAL.

Scale: 1:2000
Date: September 29, 2015
Job No.: 2111-03104-0

M E M O R A N D U M

TO: Karen-Ann Cobb, Acting Chief Administrative Officer
FROM: Brent Elliott, CitySpaces Consulting
DATE: October 1, 2015
RE: Bella Terra Prior-To Conditions (DRAFT)

ITEMS TO BE INCLUDED IN A “NO BUILD” RESTRICTIVE COVENANT REGARDING THE BELLA TERRA COMPREHENSIVE DEVELOPMENT REZONING APPLICATION. SOME OF THESE PRIOR-TO CONDITIONS WILL REQUIRE ADDITIONAL LEGAL DOCUMENTATION PRIOR TO REZONING, BUILDING AND/OR SUBDIVISION APPROVALS:

1. No person shall use, build on or subdivide the subject lands unless, prior to any subdivision of the subject lands or issuance of a building permit, the foregoing have been complied with to the satisfaction of the Village of Anmore:
 - (a) Dedicate at the time of subdivision to the Village of Anmore the land generally identified on the Comprehensive Development Plan as roads;
 - (b) Dedicate at the time of subdivision to the Village of Anmore the land generally identified on the Comprehensive Development Plan as Park, Open Space, Riparian, and Amphibian Corridor - Dedicated;
 - (c) Provide and construct park amenities as generally identified on the Park Landscape Plan to standards satisfactory to the Village of Anmore, to be included in a works and services agreement, with financial security at the time of subdivision of the lands or prior to adoption of the re-zoning bylaw, to the Village’s satisfaction;
 - (d) Construct the trail network as generally identified on the Comprehensive Development Plan to standards satisfactory to the Village of Anmore, to be included in a works and services agreement, with financial security at the time of subdivision of the lands or prior to adoption of the re-zoning bylaw, to the Village’s satisfaction;
 - (e) Construct the amphibian movement corridor as generally identified on the Comprehensive Development Plan and detailed in the “Bella Terra Estates (Eastern Portion of Site) Habitat Assessment Memo” dated September 29, 2015 prepared by Aquaterra Environment Ltd., to standards satisfactory to the Village of Anmore, to be included in a works and services agreement, with financial security at the time of subdivision of the lands or prior to adoption of the re-zoning bylaw, to the Village’s satisfaction;

- (f) Construct Complete a Tree Management Plan, identifying tree and vegetation retention and replanting requirements, no-build tree and vegetation protection areas, and tree and vegetation protection requirements during construction, based upon an arborist report, all in accordance with the Village of Anmore Tree Management Bylaw, and prior to building or subdivision register a Section 219 Covenant in favour of the Village of Anmore attaching such plan and requiring compliance with it;
- (g) Adhere to the recommendations from either the Provincial or Federal Government regarding watercourse protection, watercourse crossings, breeding and habitat pond construction, species at risk protection, and any watercourse relocations, and apply for and receive approval of a Watercourse Development Permit as issued by the Village of Anmore, and prior to building or subdivision register a Section 219 Covenant in favour of the Village of Anmore incorporating all such recommendations;
- (h) Register a Section 219 restrictive Covenant in favour of the Village of Anmore prior to building or subdivision, to secure any Streamside Protection and Enhancement Areas or other recommendations referred to in condition (f) above not secured through the dedications required under condition (b), prepared to the satisfaction of the Village of Anmore.
- (i) Complete a BC Conservation Data Centre Species and Ecosystems database search for species at risk and complete a survey for protected species and a breeding bird and migratory bird nesting survey, all in accordance with the Wildlife Act and/or the Migratory Bird Act, and prior to building or subdivision register a Section 219 Covenant in favour of the Village of Anmore incorporating any recommendations contained in such surveys and requiring compliance with it;
- (j) Construct watermain improvements from Sunnyside Road to Chestnut Crescent, including Eaglecrest Road, as indicated by the Village of Anmore Water Master Plan, to the satisfaction of the Village of Anmore;
- (k) Construct road improvements from Sunnyside Road to Chestnut Crescent, including that portion of Eaglecrest Road which shall be constructed to a full road, to the satisfaction of the Village of Anmore;
- (l) Construct Leggett Drive as generally identified on the Comprehensive Development Plan to standards and an alignment satisfactory to the Village of Anmore;
- (m) Construct watermain improvements along Sunnyside Road from Anmore Creek Way and Hemlock Drive to address fire flow deficiencies as indicated by the Village of Anmore Water Master Plan, to the satisfaction of the Village of Anmore;
- (n) Provide financial security to the Village of Anmore to secure construction of all required watermain improvements and road improvements, to be included in a works and services agreement, with financial security at the time of subdivision of the lands,

except those related to condition (m) above which may be secured prior to adoption of the re-zoning bylaw;

- (o) Register a Section 219 Covenant in favour of the Village of Anmore prior to building or subdivision attaching architectural design guidelines to be completed to the satisfaction of the Village of Anmore, to address building form and size, architectural design, character, building materials, siting, grading, and landscaping;
- (p) Register a Section 219 Covenant in favour of the Village of Anmore attaching landscape guidelines to be completed to the satisfaction of the Village of Anmore prior to building or subdivision, to address landscape design features and structures, soft landscape and natural areas, hard surface treatments, and tree management.
- (q) Register an ecological Section 219 restrictive Covenant in favour of the Village of Anmore prior to building or subdivision, along a 6.0 metre wide corridor made up through portions of lots 7, 8, 9, 10, and 11 as generally identified and dimensioned on the Comprehensive Development Plan, to prohibit any public or private use, building or access and to preserve amphibian movement;
- (r) Register an ecological Section 219 restrictive Covenant in favour of the Village of Anmore prior to building or subdivision, along a 6.0 metre wide corridor made up through portions of lots 2, 3, and 4 as generally identified and dimensioned on the Comprehensive Development Plan, to prohibit any public or private use, building or access and to preserve sensitive ecological areas;
- (s) Construct, to the satisfaction of the Village of Anmore, cedar post and split rail fencing with wire mesh backing and signage identifying the ecologically sensitive area and amphibian corridors along all boundaries of the 6.0 metre wide ecological restrictive covenant areas where abutting privately held lands as well as along all watercourse protection areas as determined through Provincial and Federal watercourse protection requirements and the Village of Anmore Watercourse Development Permit and provide financial security for such fencing and include maintenance for fencing in the Section 219 Covenant referred to in conditions (f), (g), (p), and (q) above;
- (t) Register a Section 219 restrictive covenant in favour of the Village of Anmore prior to building or subdivision prohibiting an Accessory One Family Residential Use and an Accessory Suite Use, prepared to the satisfaction of the Village of Anmore;
- (u) Register a Section 219 restrictive covenant in favour of the Village of Anmore prior to building or subdivision requiring the installation of interior fire sprinklers, to address any potential water supply issues, steep road grades, and fire equipment access issues related to this development, prepared to the satisfaction of the Village of Anmore.

**ITEMS TO BE INCLUDED IN A “GIFTING” AGREEMENT REGARDING THE BELLA TERRA
COMPREHENSIVE DEVELOPMENT REZONING APPLICATION.**

1. Bella Terra Investments Inc. shall voluntarily enter into an agreement with the Village of Anmore and convey a \$100,000 contribution to the Village of Anmore towards the delivery of community amenities. This voluntary community amenity contribution must be paid or secured prior to adoption of the re-zoning bylaw.

RECEIVED

FEB 18 2013

Village of Anmore

Enhancing Green Spaces
in Communities



Mise en valeur des espaces
verts au sein des collectivités

Celebrate

Canada's 150th Anniversary

Showcase your Community
by Participating in the
Communities in Bloom Program
and Get Ready for 2017



CANADA 150
1867-2017



How does Communities in Bloom benefit your Community?

Environmental Stewardship

- Enhanced community involvement and awareness in environmental actions for local green spaces
- Continuous improvement of community green infrastructure, biodiversity and natural heritage
- Creates opportunities for citizens to be involved in sustainable green initiatives

Economic Benefits

- Creates profile for marketing and promotional opportunities
- Regional & national recognition brings tourism benefits to local businesses
- Information exchange and best practices shared between judges and participants

Social Benefits

- Creating attractive landscapes with community involvement increases civic pride
- Increased synergy among citizens, institutions, businesses and municipal government working together
- The program provides a framework that helps improve quality of life through community engagement

In a 2015 Survey on the quality of the judging evaluations, over 95% of communities indicated that the evaluation reports were practical and applicable. Comments received:

- Provides input into the direction we need to go to improve our community overall.
- We have used recommendations to direct management, operational and staffing decisions.
- We use the information to create our strategic plan at the community association level.

For more information about the British Columbia Provincial Edition, go to www.bccib.ca

Communities in Bloom is made possible by the support of Sponsors and Partners

British Columbia

Province of BC - Teck Resources Limited - Urban Systems Ltd

The Butchart Gardens - V.I.P. Soap Products Ltd. - Gardens BC

Destination British Columbia - BC Landscape & Nursery Association - BC Recreation & Parks Association - Langley Sandman Hotel

National Sponsors

Scotts - Home Hardware - CN

National Capital Commission

Beauti-Tone - Ball Horticultural Company - Natura

Miracle-Gro - Scotts EcoSense - RoundUp - Turf Builder

Municipal World - Teck - VIA Rail Canada - Canadian Nursery Landscape Association



2016 PROVINCIAL EDITION

BRITISH COLUMBIA

COMMUNITIES IN BLOOM

REGISTRATION DEADLINE:
MARCH 31, 2016

MUNICIPALITY (PLEASE PRINT)		TOTAL POPULATION	MAYOR
NAME OF MUNICIPAL CONTACT		POSITION / TITLE	
ADDRESS		CITY	POSTAL CODE
()			
PHONE		MUNICIPAL CONTACT EMAIL	
NAME OF COMMUNITY CONTACT OR LOCAL CiB CHAIR		WEBSITE ADDRESS FOR COMMUNITY	
()			
PHONE		COMMUNITY CONTACT/CHAIR E-MAIL	
PARTICIPATION CATEGORIES		REGISTRATION FEE BASED ON POPULATION SIZE:	
<input type="checkbox"/> NOVICE Audit program to introduce CiB, workshop with a pair of Judges EVALUATED PARTICIPANTS ARE ONLY ELIGIBLE FOR CRITERIA AWARDS <input type="checkbox"/> PROVINCIAL EDITION (Evaluated with Bloom Rating Award) or <input type="checkbox"/> MENTOR _____ with <input type="checkbox"/> NEW COMMUNITY _____ (Both Evaluated with Bloom Rating Award, supply form and fee for each please) NON-EVALUATED: (½ Fee) <input type="checkbox"/> WINNERS CIRCLE (Holds rating 1-yr) or <input type="checkbox"/> FRIENDS		<input type="checkbox"/> up to 1000 - \$475 <input type="checkbox"/> 10,001 to 20,000 - \$875 <input type="checkbox"/> 1001 to 2000 - \$575 <input type="checkbox"/> 20,001 to 50,000 - \$975 <input type="checkbox"/> 2001 to 5000 - \$625 <input type="checkbox"/> 50,001 to 100,000 \$1150 <input type="checkbox"/> 5001 to 10,000 - \$750 <input type="checkbox"/> 100,000+ - \$1450 (Plus 5% GST)	

PARTICIPANTS should plan to:

- Create a local 'in Bloom' action committee: citizens, business, service clubs and a municipal representative (Councillor, Public Works, Administrator, Parks/Recreation);
- Start with a simple budget to cover registration fee and to create community wide CiB awareness projects, i.e.: parades, tidy up days. Consider planning some fundraising events too;
- Prepare for Judges Evaluation to take place in mid to late July;
- Create a Community Profile Book (info provided) outlining the community's achievements in the specific evaluation criteria;
- Host a pair of judges during evaluation time (typically 3rd week in July): meals & accommodation, maximum 2 nights, separate rooms, same location (billeting is acceptable);
- Send a Delegate or two, to the BC CiB Provincial Awards at the National CiB Symposium hosted by Kamloops Sept 30 - Oct 3.

COMMUNITY RECEIVES:

- Getting Started Package of Information;
- Help from regional representatives if required;
- Evaluation by a pair of trained BC CiB judges;
- Bloom Rating Certificate (2 to 5 blooms);
- 16+ page Evaluation Report with Comments & Suggestions presented at the Provincial Awards Ceremony in the fall;
- Information about National Competition in future years.

BENEFITS to Community:

- Encourages Tidiness & Beautification
- Promotes Excellence in Environmental Initiatives
- Catalyst to Inventory Community's Assets
- Friendly Competition provides Focus & Deadline for Projects
- Cost Effective Measurement of Success

Cheque payable to: BC Communities in Bloom Mailing Address: Suite 102, 19289 Langley Bypass, Surrey, BC V3S 6K1

AMOUNT ENCLOSED \$ Population Fee + 5% GST = \$ GST # 8446 03670 RT0001

PLEASE INVOICE US AT: ☐ Above Address Fax Forms to (604) 574-7773

CANCELLATION POLICY: Before April 30th a \$50.00 fee may be charged, after that all registration fees are non-refundable.

Request more information: ☐ Membership ☐ Showcase ☐ Sponsorship

Catherine Kennedy (604) 576-6506

Participation Options

REGISTRATION CATEGORIES	COST									
<p>1. NOVICE PROGRAM – First Year Audit</p> <p>Our Judge's visit provides a face to face introduction to the CiB program criteria with your key stakeholders. No Judges Tour or Community Profile Book to organize, but be prepared to host the judges (meals with accommodation for 2-nights max.) and have 3 - 10 people ready to workshop.</p> <p>Judges will present a PowerPoint, show a sample Community Profile Book and review 3 criteria: i.e. Floral, Landscape and Tidiness. Judges will prepare some comments and suggestions. Reports are presented at the fall Awards.</p>	<p>Fee dependant upon population size - see Registration Form</p> <p>(Email a request for additional information)</p>									
<p>2. EVALUATED PROVINCIAL EDITION</p> <p>Starting an 'In Bloom' committee will help create a valuable collaboration amongst your citizens, service groups, municipal staff and business owners.</p> <p>Evaluating six criteria, the judge's report creates a benchmark score for future improvements. Participants are awarded a Bloom Rating Certificate and receive a written report at the Provincial Awards & Conference in the fall.</p> <p>This category also includes Mentoring for an experienced CiB community to help a new participant. Separate form and fee for each. Mentor Community receives special recognition throughout the year.</p>	<p>Fee dependant upon population size – see Registration Form</p> <p>ONLY CATEGORY ELIGIBLE TO WIN A CRITERIA AWARD</p>									
<p>3. NON-EVALUATED</p> <p>a) 5-BLOOM WINNER'S CIRCLE*</p> <p>For communities who want to hold their bloom rating one year.</p> <p>b) FRIENDS*</p> <p>For communities that want recognition for ongoing CiB initiatives.</p> <p>*Added BONUS: this category is encouraged to provide a Community Showcase Entry!</p>	<p>½ Fee dependant upon population size - see Registration Form</p>									
<p>4. COMMUNITY SHOWCASE* (non-evaluated)</p> <p>Profile for a specific project or geographical segment within a community. Open to everyone in British Columbia, submissions also accepted from other levels of CiB. Provide 100 words & 3 photos.</p>	<p>Entries will be featured in our BC CiB newsletter.</p> <p>Fee: \$100</p>									
<p>5. PROVINCIAL MEMBERSHIP</p> <table><tr><td>a) Individual</td><td>\$20</td><td>Voting</td></tr><tr><td>b) Showcase*</td><td>\$100</td><td>Non-Voting</td></tr><tr><td>c) Community*</td><td>\$500</td><td>Non-Voting</td></tr></table> <p>- Newsletters (10+ issues/year)</p> <p>- Invitation to AGM (voting privileges for individual membership only)</p> <p>- Invitation to fall Awards and Conference</p> <p>- Entry point for judging (upon approved application)</p>	a) Individual	\$20	Voting	b) Showcase*	\$100	Non-Voting	c) Community*	\$500	Non-Voting	<p>As per the 2016 Membership Form</p> <p>(see BC CiB website for form and additional information)</p>
a) Individual	\$20	Voting								
b) Showcase*	\$100	Non-Voting								
c) Community*	\$500	Non-Voting								
<p>All Registered Participants will receive recognition on our Map, Press Releases, Website and Fall Awards</p>										



RECEIVED
FEB 23 2016
Village of Anmore

February 16, 2016
Our File: 10-5040-20/AFFHOU/2016-1
Doc #: 2197642.v1

Chair Greg Moore
Metro Vancouver Regional District
4330 Kingsway
Burnaby, BC V5H 2A5

Dear Chair Moore:

RE: Coquitlam Council Feedback on Draft Regional Affordable Housing Strategy

Thank you for the opportunity to review and comment on the Metro Vancouver Draft Regional Affordable Housing Strategy (draft 'Regional Strategy').

Coquitlam Council and staff have compared the draft Regional Strategy with Coquitlam's Housing Affordability Strategy (HAS), which was endorsed by Council at the December 7, 2015 Regular Council meeting and sent to Metro Vancouver on December 17, 2015.

The attached Council report (with report Attachment 3), was carried unanimously by Council at the February 1, 2016 Regular Council meeting, and contains the findings of this comparison and commentary on the proposed Regional Strategy policies. The report notes there is considerable alignment between the draft Regional Strategy and Coquitlam's HAS, including concentrating density around transit, partnership-based solutions and a variety of tools to encourage new rental housing development.

However, the Regional Strategy also contains some actions that are not aligned with Coquitlam's HAS, which recognizes the reality of limited local government resources and the need to balance the City's community service priorities.

Based on this, the report concludes that the draft Regional Strategy should be revised to enable more flexibility in how local governments respond to challenging affordable issues in their respective contexts, and emphasize that senior government funding is necessary to achieve the Regional Strategy's requirements.

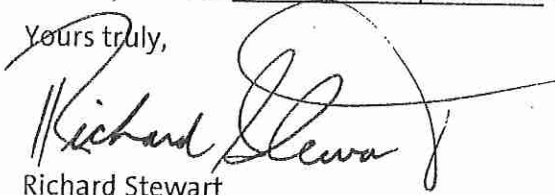
In addition to this, during the course of Council discussion on the draft Regional Strategy, the following items were noted by Council Members:



- contrary to the language included in the draft Regional Strategy, Metro Vancouver does not have the authority to require its member municipalities to take specific action or enact specific policies in relation to affordable housing, and the Regional Strategy should accordingly be amended to include more flexible policy language;
- housing affordability is a regional issue, yet affordable housing policies need to be practical and less regulatory, as municipalities have limited tools to address this challenge on their own, and lack the mandate to do so;
- rather than being a directive document that dictates how municipalities must spend their budgets and tax dollars, such as purchasing land along transit corridors for affordable housing, the draft Regional Strategy should act as a general policy resource and guide that outlines best practices and affordable housing incentives within our mandate as local governments;
- 'affordable living', in terms of accounting for housing and transportation costs together, is an important consideration;
- rental replacement policies should be incentive-based and not requirements for individual land owners, as the development of new affordable housing is something that should be shared among partners; and
- the Regional Strategy should emphasize a broader, incentive-based approach.

If you have any questions or if you would like to discuss this further, please contact me at rstewart@coquitlam.ca or 604-927-3001, or Jim McIntyre, General Manager Planning and Development at jmcintyre@coquitlam.ca or 604-927-3401.

Yours truly,



Richard Stewart
Mayor

c - Council

Pete Steblin, City Manager

John DuMont, Deputy City Manager

Jay Gilbert, City Clerk

Jim McIntyre, General Manager Planning and Development

Carl Johannsen, Manager Community Planning

Heather McNell, Manager Regional Planning

Metro Vancouver Member Municipalities ✓

Coquitlam

For Council

16.

January 27, 2016

Our File: 01-0480-20/HOUS1/2016-1

Doc #: 2178381.v2

To: City Manager

From: General Manager Planning and Development

Subject: **Draft Regional Affordable Housing Strategy**

For: **Council**

Recommendation:

That Council direct staff to send a letter that contains Council feedback on this item and attaches this report, to Metro Vancouver and its member municipalities as Coquitlam's response to the draft Regional Affordable Housing Strategy.

Report Purpose:

This report provides commentary on the Metro Vancouver Regional District ('Metro Vancouver' or 'Metro') Draft Regional Affordable Housing Strategy which has been distributed to member municipalities for review and comment.

Strategic Goal:

Coquitlam's recently-adopted Housing Affordability Strategy (HAS - see www.Coquitlam.ca/housing for the document) supports the 'Achieve Excellence in City Governance' Strategic Goal as it will guide Coquitlam's response, as a local government acting in partnership with others, to local housing affordability challenges.

Providing comments on the draft Regional Affordable Housing Strategy is an opportunity to further demonstrate Coquitlam's approach to addressing housing affordability.

Executive Summary

The Draft Regional Affordable Housing Strategy ('Regional Strategy') has been distributed to Metro Vancouver member municipalities for review and comment. According to Metro, the Regional Strategy seeks to better unify municipal efforts to address the challenge of housing affordability across the region. As drafted, the Strategy also directs municipalities to enact a wide range of policies, programs and actions. Overall there is considerable alignment between Coquitlam's HAS and the draft Regional Strategy. This alignment should help to coordinate inter-municipal actions and demonstrates that Coquitlam is at the leading edge of municipal approaches in addressing housing affordability. However, the draft Regional Strategy does identify some actions that are not aligned to our current approach. Specifically, this includes requirements for member municipalities to purchase sites for affordable housing along transit corridors, use inclusionary zoning, and deliver on specific housing targets in the absence of senior government housing programs.

PWS
A21

Background:

The Regional Strategy has been in development over the past several years, and in Fall 2015 the Metro Board approved the release of the draft Regional Strategy for consultation. Member municipalities are now being asked to comment formally on this Strategy, and Metro will also be holding invited stakeholder workshops to obtain additional feedback in the near future. Metro will also provide a summary of feedback received through the public input process, when adoption of the Regional Strategy is considered by the Metro Board later in 2016.

Staff have compared the Regional Strategy with Coquitlam's HAS, which was endorsed at Council's December 7, 2015 Regular meeting. Based on this analysis, the Regional Strategy exhibits considerable alignment with Coquitlam's HAS, yet in its current state the Regional Strategy does not reflect the balanced approach of the HAS and staff have identified several areas of concern with the Regional draft document. This report outlines these areas of alignment, as well as several areas of concern in the Regional Strategy as it is currently drafted.

Discussion/Analysis:

Areas of Alignment

Metro's Regional Strategy sets out a coordinated regional response to housing affordability and strongly identifies issues related to transportation costs, the need for appropriate density along transit corridors, and the need to reduce regulatory barriers to rental housing.

Specific policies in the draft Regional Strategy which align closely with the HAS are listed in Attachment 3 of this report, and are summarized below.

High-Priority Actions

The draft Regional Strategy calls for municipalities to deliver numerous initiatives and policies aimed at addressing the challenge of affordable housing in the region. Key actions ask municipalities to:

- establish appropriate density and housing mix along rapid transit lines;
- employ a series of tools to encourage the development of rental units;
- reduce regulatory barriers to rental development;
- establish policies to preserve existing rental stock; and
- utilize both City funds and City land in partnership with others to create new housing solutions

These actions directly align with the ten short-term, high-priority actions that Council approved as the 2016-2017 HAS work program, which are:

1. Consider concentrating higher densities and a broader variety of dwelling types and tenures near transit, through the completion of the Burquitlam Lougheed Neighbourhood Plan (Actions 1.1.1 and 1.1.2, p.20 and 2.1.1, and 2.1.2 p.24);

Discussion/Analysis cont'd/

Areas of Alignment cont'd/

High-Priority Actions cont'd/

2. Encourage the development of designated market rental units (purpose built and/or strata available for rental) through a suite of incentives as identified in the HAS (Actions 1.2.1, 1.2.2, 1.2.5, 1.2.6, 1.2.7, and 1.2.8, p.20-21);
3. Review Zoning Bylaw density, parking, amenity space, and other requirements to encourage the development of purpose-built rental housing (Action 1.2.3, p.20);
4. Consider the exemption of rental floor space from maximum density allowances in cases where maximum density has been achieved subject to servicing, traffic, parking, and urban design considerations (Action 1.2.4, p.20);
5. Employ a series of regulatory incentives to preserve existing rental and co-op housing (Actions 1.5.1, 1.5.2, 1.5.3, 1.5.4, and 1.5.5, p.22);
6. Contribute a portion of density bonusing contributions into the AHRF based on the City's zoning bylaw for the purpose of fostering housing affordability in accordance with the AHRF guidelines (Action 3.1.4, p.26, and AHRF Guidelines, Attachment 2);
7. Complete the sale of three City-owned sites in Northeast Coquitlam previously identified for affordable housing but now deemed unlikely to develop and less desirably located. Direct one-third of the sale for these three sites to "jump-start" the Affordable Housing Reserve Fund (AHRF) (Action 3.1.3, p.26). Staff note the City has offers of purchase for 2 of the 3 sites; this will provide a major contribution to jump-start the AHRF, as directed by Council;
8. Issue a press release explaining the availability of funds and the criteria for use of the AHRF, and issue a call for submissions for use of the AHRF (Actions 3.2.1 and 3.1.6, p.27);
9. Call for partners to work with Coquitlam in addressing affordability and accessibility needs (Actions 3.2.2, p.27 and 4.1.3, p.29); and
10. Issue a Request for Proposals for an affordable housing project at 1358 Coast Meridian Road (Action 3.2.3, p.27).

Continued Partnerships

The draft Regional Strategy identifies key areas where Metro Vancouver commits to partnerships. Strong alignment to the HAS exists between the Metro Vancouver tasks and the identified work plan set out in the HAS. Specifically, through this draft Metro Vancouver commits to:

- Undertaking public outreach to promote public awareness and understanding of the benefits of growth, increased density and diversity, and best practices for accommodating growth using examples and strategies from the draft Regional Strategy and elsewhere;
- Exploring new ways to monitor rents to determine vacant units through online rental or other tools or data sources;
- Advocating to other levels of government for specific measures to address funding gaps for low-to-moderate income housing (e.g., capital funding, subsidies and tax incentives or other measures);

Discussion/Analysis cont'd/

Areas of Alignment cont'd/

Continued Partnerships cont'd/

- Working with municipal partners to identify Metro Vancouver Housing Corporation sites for redevelopment at higher density to increase the supply of mixed income non-profit rental housing;
- Working with BC Non-Profit Housing Association, municipalities, the Provincial Government, Federation of Canadian Municipalities and others to address issues related to expiring non-profit and co-operative housing operating agreements, including ongoing affordability of units;
- Exploring making available rental housing from within Metro Vancouver Housing Corporation's existing portfolio of market rental units for relocating tenants of redeveloping non-profit and purpose-built market rental projects;
- Developing or cost-sharing development of an online tool that will provide users with estimates of the combined housing and transportation costs associated with any given location in the region;
- Supporting ways to help make development of new purpose-built market rental housing financially viable (e.g., parking reductions, fee waivers, increased density, and fast-tracking);
- Examining opportunities to modernize and expand current Metro Vancouver housing units, especially on sites located along the Evergreen Line;
- Updating the Metro 2040 housing demand estimates;
- Working with partners to create an accessible and adaptable housing registry to assist persons with disabilities and seniors to find appropriate housing to live independently; and
- Considering making surplus sites in suitable locations owned by Metro Vancouver and affiliated bodies available to Metro Vancouver Housing Corporation to develop additional mixed income housing.

Areas of Non-Alignment and Concern

Specific policies in the draft Regional Strategy which are not aligned with the HAS are listed in Attachment 3 of this report, and are described below.

Authority of Regional Strategy

Staff note that the Regional Strategy as drafted makes specific and seemingly unequivocal requirements of municipalities, i.e., Goal 2 Policy i, p. 25:

"Municipalities **will** through plans, policies and programs **require...**"; Goal 4 Policy h, p.30: "Municipalities **will** through plans, policies and programs purchase..."

Coquitlam believes that in keeping with the non-statutory nature of the draft Regional Strategy, such phrasing should be modified to provide member municipalities with more flexibility for achieving our shared goals. In the cases where the draft uses words such as "will" or "require" wording should be changed to better provide flexibility in approaches. This less prescribed approach would better fit the Strategy's stated intent to accommodate the fact that "local conditions vary from one municipality to another in the region and that the Strategy has to account for this reality" (page 5 of the Regional Strategy).

Discussion/Analysis cont'd/

Areas of Non-Alignment and Concerns cont'd/

Policies Requiring Further Discussion

Concern is noted over these four specific policies identified in the draft AHS:

Regional Strategy Goal 1: Policy k. (p.23 of Regional Strategy, attached)

The draft Regional Strategy directs that "Municipalities will, through plans, policies and programs... Goal 1: Policy k *"demonstrate how Housing Action plans policies and initiatives are intended to work towards achieving Metro 2040 housing demand estimates"*.

While the City has the ability through land use authority to work towards Coquitlam's overall RGS target of 16,700 dwelling units, setting targets to meet low and moderate income needs is problematic. The development of more than 4,000 subsidized units as called for by the draft Regional Strategy cannot be achieved without significant federal and provincial government involvement. While the Strategy's Sections 2.5 and 2.6 outline provincial and federal government housing programs and the existing funding gap to achieve lower cost and rental housing, this context is not linked to the targets for low and moderate income housing. A clearer link or statement about the current funding context and the challenges that municipalities would then face in meeting these targets would be helpful.

The local demand targets set out in the draft Regional Strategy (which are designed to be updated into the RGS) are impossible to achieve without senior government funding. Our efforts to work better as a region cannot be seen as excusing other needed partners from their role in addressing this crucial issue.

Given the above challenges, the draft Regional Strategy needs to be revised to provide greater clarity on how local demand projections will relate to the RGS and municipal OCPs.

Regional Strategy Goal 2: Policy i. (p.25)

The draft Metro Vancouver AHS requires that "*Municipalities will, through plans, policies and programs... Require one for one replacement policies where existing rental supply is being redeveloped.*"

Coquitlam has chosen to follow an incentive-based approach to encourage the development of new purpose-built rental housing (contained in Actions on pages 20-21 of Coquitlam's HAS) rather than following a specific quantitative replacement requirement approach. Results from a survey of best practices in various jurisdictions indicate that a regulatory driven one-to-one replacement requirement may have unintended negative consequences. Recognizing newly-built units cost more and rent for a higher rate than older units, a one-to-one replacement policy does not directly aid affordability. While replacement policies can extend the life span of older rental housing supply, a rental replacement policy does not on its own provide incentives to increase supply. Rather, policies aimed at increasing supply and equally sharing the obligation across all developers (rather than only targeting those sites with existing purpose-built rental) should be used as a key step in balancing rental supply.

Discussion/Analysis cont'd/

Areas of Non-Alignment and Concerns cont'd/

Policies Requiring Further Discussion cont'd/

Regional Strategy Goal 4: Policy g. (p.30)

The draft AHS states that *"Municipalities will, through plans, policies and programs... Establish transit-oriented inclusionary housing targets for purpose built rental and for housing affordable to low to moderate income households within 800 metres of new or existing rapid transit stations and 400 metres of frequent bus corridors that are anticipated to accommodate enhanced residential growth."*

Inclusionary zoning can lead to the construction of targeted housing units, however, in other cases studies have indicated that this approach may increase the cost of market units in development projects subjected to inclusionary zoning. Based on this, caution should be exercised in requiring all municipalities to use this specific approach. Coquitlam has taken the position that density bonusing requirements provide the greatest flexibility in addressing needs and generating new units. It is important to note that density bonus and inclusionary zoning both draw from the same development pro-forma. In the Coquitlam context, an inclusionary zoning requirement could impact density bonus contributions and would reduce flexibility; and on that basis, it is suggested that the draft Regional Strategy provide inclusionary zoning as an option rather than a directive action.

Regional Strategy Goal 4: Policy h. (p.30)

The draft AHS advocates that *"Municipalities will, through plans, policies and programs... Purchase and hold sites/air space parcels for new non-profit housing to be made available as funding becomes available, focusing on the Frequent Transit Network."*

While the rationale of 'reserving' sites along the FTN for lower-cost housing is recognized, this could be a risky and expensive action for municipalities to undertake. Again, without funding commitments from senior governments, there is no certainty that municipal funds used to acquire such sites will result in new affordable units. Further, tasking the City with purchasing or holding lands along the FTN would be a significant and potentially unrealistic investment of tax dollars, which are otherwise required to deliver municipal core services and other civic facilities.

The Need for a More Flexible, Balanced Approach

Based on the above analysis and findings, the Regional Strategy should be revised to reflect a more balanced approach and increased flexibility in how local governments pursue housing affordability in their respective contexts. The Regional Strategy's proposed requirements also need to recognize that in an overall sense the creation of new affordable units at the local government level requires Provincial and Federal Government support and funding, otherwise the ability of local governments to effectively respond to housing affordability challenges will be limited.

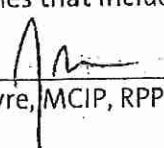
Financial Implications:

The HAS clearly identifies Coquitlam's financial commitment to address housing affordability and represents Council's decision on utilizing the City's limited resources in the context of competing demands and priorities. As the draft Regional Strategy is unclear on enforcement actions and the degree to which policies are required rather than suggested, the financial implications at this time cannot be fully identified. A more complete analysis of financial implications could be possible with the next draft of the Regional Strategy, and will be reported to Council as updates follow.

Conclusion:

Considerable alignment exists between the Metro Vancouver draft Regional Strategy and Coquitlam's new Housing Affordability Strategy. In particular, Coquitlam's HAS supports the efforts to concentrate densities near transit stations, seek partnership-based solutions, use regulatory and other incentives to encourage the development of rental units in all communities and offer tools and incentives to preserve existing rental stock. Coquitlam is well underway with actions that are designed to implement these types of solutions suggested by the draft Regional Strategy.

However, a number of other proposed requirements in the Regional Strategy do not recognize the balanced approach of the HAS, which is underpinned by solid, pragmatic funding mechanisms and the pursuit of partnership-based responses with senior government funding. In addition, Metro's requirements for inclusionary zoning, one-to-one rental replacement, the pre-purchase or holding by municipalities of land along transit corridors, as well as the potential impact of the update projection numbers suggested by the draft Regional Strategy, do not align with the HAS and Council priorities. Based on this, the Regional Strategy should be revised to enable more flexibility in how local governments pursue housing affordability in their respective contexts, and emphasize that senior government funding is required to achieve the Regional Strategy's requirements. Staff recommend that a letter be sent to Metro Vancouver and its member municipalities that includes this report and Council feedback on this item.


J.L. McIntyre, MCIP, RPP

Attachments:

1. Letter dated November 23, 2015 from Metro Vancouver entitled Draft Regional Affordable Housing Strategy (Doc# 2177455)
2. Draft Regional Affordable Housing Strategy Update August 2015 (Doc# 2177449)
3. Coquitlam's Housing Affordability Strategy and the Draft Metro Vancouver Regional Affordable Housing Strategy (Doc# 2179737)

This report was prepared by Cathy van Poorten, Social Planner and Bruce Irvine, Planning Projects Manager and reviewed by Andrew Merrill, Major Project Planner and Carl Johannsen, Manager Community Planning.

Coquitlam's Housing Affordability Strategy and the Draft Metro Vancouver Regional Affordable Housing Strategy

There is alignment in part between the draft Metro Vancouver Housing Affordability Strategy (Regional Strategy) and the Coquitlam Housing Affordability Strategy (HAS). There are also areas of disconnect between the two Strategies, as well as items of concern with the Regional Strategy that are noted and discussed in the accompanying staff report.

Areas of Alignment:

Specific policies (as listed under their respective Regional Strategy Goals) suggested by the draft Regional Strategy, that have already been enacted by the Coquitlam HAS and are being implemented, include:

GOAL 1 - EXPAND THE SUPPLY AND DIVERSITY OF HOUSING TO MEET A VARIETY OF NEEDS (p.22 of Regional Strategy)

- l) The Use of zoning and regulatory measures to expand the variety of types, tenure and built form of ground-oriented ownership and rental housing (i.e. coach houses/laneway houses, semi-detached and duplexes, micro units, townhouses including freehold townhouses, secondary rental market housing options such as accessory dwelling units in duplexes and townhouses, and other forms of infill and intensification).
- m) Encouraging a diversity of housing forms in proximity to the Frequent Transit Network including medium density ground oriented options in station shoulder areas.

GOAL 2 - PRESERVE AND EXPAND THE RENTAL HOUSING SUPPLY (p.24)

- f) Incentives designed to help make development of new purpose built market rental housing financially viable (i.e., parking reductions, fee waivers, increased density, and fast-tracking).
- g) Offering tools and incentives to preserve and sustain existing purpose built market rental housing (i.e., reduced parking, increased density for infill development, and transfer of density).
- h) Facilitating non-profit housing organizations to purchase existing rental buildings for conversion to non-profit operation.
- j) Enacting standards of maintenance bylaws to preserve the stock in good condition and prevent further erosion of existing rental stock.
- m) Providing clear expectations and mechanisms for increasing and retaining the purpose built market rental housing supply.
- n) Require tenant relocation plans as a condition of approving the redevelopment of existing rental housing (as originally established by Coquitlam's 2012 Transit-oriented Development Strategy or TDS).
- o) Ensure that developers notify tenants impacted by redevelopment of their rights under the *Residential Tenancy Act*.

Areas of Alignment cont'd/

GOAL 3 - MEET HOUSING DEMAND ESTIMATES FOR LOW TO MODERATE INCOME EARNERS (p.26)

- l) Offering incentives for proposed new mixed income housing (i.e., parking reductions, fee waivers, increased density, and fast-tracking) to assist in making these housing options financially viable.
- n) Ensuring a portion of amenity contributions or payments-in-lieu are allocated for housing affordable to low and moderate income households.
- o) Allocating housing reserve fund monies to affordable housing projects based on clearly articulated and communicated policies.
- p) Working with non-profit and cooperative housing providers to address issues related to expiring operating agreements.

GOAL 4 - INCREASE THE RENTAL HOUSING SUPPLY ALONG THE FREQUENT TRANSIT NETWORK (p.29)

- j) Providing incentives for new purpose built rental housing and mixed income housing located in transit-oriented locations to enable them to achieve economic viability

GOAL 5 - END HOMELESSNESS IN THE REGION (p.31)

- h) Ensuring that housing action plans and/or homelessness plans include specific actions to be taken to facilitate partnerships to address homelessness. (Coquitlam has advanced this issue through *Coquitlam's approved Housing Affordability Strategy and the 2007 Affordable Housing Strategy and the direct Coquitlam actions related to 3030 Gordon and Como Lake Gardens projects*).
- a. Work with non-profit housing providers and private landlords to facilitate suitable housing options for persons who are homeless.
- j) Supporting agencies that serve the needs of the homeless population in the community.

Areas of Non-Alignment and Concern:

Specific policies (as listed under their respective Regional Strategy Goals) suggested by the draft Regional Strategy, that are of concern and are not aligned with the Coquitlam HAS, include:

GOAL 1 - EXPAND THE SUPPLY AND DIVERSITY OF HOUSING TO MEET A VARIETY OF NEEDS (p.22)

Municipalities will, through plans, policies and programs:

- 'k) Demonstrate how Housing Action plans policies and initiatives are intended to work towards achieving Metro 2040 housing demand estimates.

GOAL 2 - PRESERVE AND EXPAND THE RENTAL HOUSING SUPPLY (p.24)

Municipalities will, through plans, policies and programs:

- i) Require one for one replacement policies where existing rental supply is being redeveloped.

Areas of Non-Alignment and Concern cont'd/

GOAL 4 - INCREASE THE RENTAL HOUSING SUPPLY ALONG THE FREQUENT TRANSIT NETWORK (p.29)

Municipalities will, through plans, policies and programs:

- g) Establish transit-oriented inclusionary housing targets for purpose built rental and for housing affordable to low to moderate income households within 800 metres of new or existing rapid transit stations and 400 metres of frequent bus corridors that are anticipated to accommodate enhanced residential growth.
- h) Purchase and hold sites/air space parcels for new non-profit housing to be made available as funding becomes available, focusing on the Frequent Transit Network.

Your way ahead



100 – 20111 93A Avenue
Langley, BC V1M 4A9
e bcta@bctrucking.com
t 604 888 5319 f 604 888 2941
toll free 1 800 565 2282

bctrucking.com

February 19, 2016

Mayor McEwen and Council
Village of Anmore
2697 Sunnyside Road
Anmore, BC V3H 3C8

RECEIVED

FEB 24 2016

Village of Anmore

Re: Lower Mainland Tolling & Mobility Pricing

Dear Mayor McEwen and Council:

Costs related to Metro Vancouver's transportation system, and most recently the George Massey Tunnel Replacement Project, are of growing concern for businesses and residents who rely on an efficient, cost-effective network of roads and bridges to support both work and leisure activities. As the situation stands, tolling will be required to fund the construction of a replacement bridge for the tunnel and will likely also be required for a new Pattullo Bridge.

Since an efficient road network is also vital to our industry, the BC Trucking Association has developed a policy position on funding not just a replacement bridge for the tunnel but for transportation infrastructure needs in the Lower Mainland as well. This policy includes mobility pricing and recognizes that some road users have modal choice and may need incentives to choose options other than single-occupant vehicle travel.

In summary, our position states that the provincial, regional and municipal governments, agencies affecting transportation, stakeholders, and the public need to collectively:

- Develop a regional Transportation Plan (integrated with land-use planning and based on a common set of priorities for current and projected road system and public transit needs), minimum throughput standards for traffic or passenger volumes on high-priority road and transit corridors, and actions to be taken when those standards aren't met.
- Make more productive use of the existing road system.
- Develop an appropriate annual budget for operations and maintenance of the major infrastructure network, based on a public and transparent accounting of regional road user taxes and fees.
- Integrate revenue from these sources to invest in road infrastructure and public transit when there is an appreciable benefit to users and incorporate some form of mobility pricing, to ensure everyone contributes to supporting the transportation system.
- Maintain a convenient, accessible and safe public transit system, delivered and managed in a financially sustainable manner.

Key to this position is a robust and effective mobility pricing strategy. That said, we recognize such a strategy cannot be easily or quickly introduced. As an interim measure, therefore, we

recommend that tolls be implemented on all crossings in the Lower Mainland, recognizing that all of these crossings will, at some point, need to be replaced, upgraded or otherwise improved.

There are three reasons for implementing tolls on all crossings:

- It will cause all drivers to use the most direct route to their destination because the incentive to avoid tolls will be eliminated. The Pattullo Bridge has clearly borne the brunt of toll avoidance by drivers choosing not to cross the Port Mann or Golden Ears Bridges. In the future, without a change in policy, the only non-tolled structure crossing the south arm of the Fraser River will be the Alex Fraser Bridge, which will become the bridge of choice for toll avoiders.
- It is an interim measure that would begin to acclimatize Lower Mainland road users to the concept of directly paying for access to the road system and encouraging those with options to use alternate modes of travel.
- It eliminates the perception that those living and working south and east of the Fraser River are being unfairly called on to pay a higher share for new infrastructure than other road users located elsewhere in the Lower Mainland.

BCTA recognizes that this is a complex issue and that careful consideration of implementation details is required to ensure an effective tolling system and, eventually, a mobility pricing system. We believe, however, that the public will understand, appreciate, and accept both the concept and the timing for introducing a policy such as the one we have proposed.

I would be pleased to discuss our policy and how we might begin to address our transportation and infrastructure funding needs with you or appropriate municipal staff. You can reach me at 604-888-5319.

Sincerely,



Louise Yako
President & CEO