City of Maple Ridge

COUNCIL WORKSHOP AGENDA
September 4, 2018
6:00 p.m.
Council Chambers, 1st Floor, City Hall

The purpose of the Council Workshop is to review and discuss policies and other items of interest to Council. Although resolutions may be passed at this meeting, the intent is to make a consensus decision to send an item to Council for debate and vote or refer the item back to staff for more information or clarification. The meeting is live streamed and recorded by the City of Maple Ridge.

1. *APPROVAL OF THE AGENDA*

2. *ADOPTION OF MINUTES*

2.1 Minutes of the July 17, 2018 Council Workshop Meeting

3. *PRESENTATIONS AT THE REQUEST OF COUNCIL*

4. *UNFINISHED AND NEW BUSINESS*

4.1 Lougheed Transit Corridor Study Scoping Report

Staff report dated September 4, 2018 recommending that the process and engagement strategy for the Lougheed Corridor Study and the study area boundaries be endorsed.

4.2 Cannabis Retail Amendment Options

Staff report dated September 4, 2018 providing options to introduce zoning bylaw amendments directing the sale of cannabis within the community.

4.3 Amendment to 2018 Council Meeting Calendar

Staff report dated September 4, 2018 recommending that Council Workshop Meetings scheduled for October 2018 be cancelled and that the remaining Council Meetings be advanced.

5. *CORRESPONDENCE*

The following correspondence has been received and requires a response. Staff is seeking direction from Council on each item. Options that Council may consider include:

a) Acknowledge receipt of correspondence and advise that no further action will be taken.
b) Direct staff to prepare a report and recommendation regarding the subject matter.
c) Forward the correspondence to a regular Council meeting for further discussion.
d) Other.

Once direction is given the appropriate response will be sent.

5.1 Metro Vancouver Board – Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request – Township of Langley – Williams Neighbourhood Plan

Letter dated July 26, 2016 from Greg Moore, Chair, Metro Vancouver Board providing notification to affected local governments and other agencies of a proposed amendment to Metro 2040 by the Township of Langley and requesting written comment on the proposed amendment.

Recommendation: Receive for information

5.2 Port of Vancouver – Federal Funding for Key Goods-Movement Infrastructure Projects

Letter from Peter Xotta, Vice President, Planning and Operations, Vancouver Fraser Port Authority providing an update on federal funding commitments for projects within the Greater Vancouver Area.

Recommendation: Receive for information and forward to Engineering Department for follow up

5.3 Upcoming Events

September 8, 2018 9:30 a.m. to 11:00 a.m.	Parkinson SuperWalk, Spirit Square, Pitt Meadows, BC Organizer: Parkinson Society British Columbia
September 15, 2018 10:00 a.m. to 2:00 p.m.	GETI Fest, Memorial Peace Park, Maple Ridge, BC Organizer: Golden Ears Transition Initiative
September 15, 2018 8:00 p.m.	Hammond Movie Night, Hammond Stadium, Maple Ridge, BC Organizer: Maple Ridge Parks, Recreation & Culture

6. *BRIEFING ON OTHER ITEMS OF INTEREST/QUESTIONS FROM COUNCIL*

7. *MATTERS DEEMED EXPEDIENT*

8. *MAYOR AND COUNCILLORS' REPORTS*

9. *ADJOURNMENT*

Checked by: _____
Date: _____

City of Maple Ridge

COUNCIL WORKSHOP MINUTES

July 17, 2018

The Minutes of the City Council Workshop held on July 17, 2018 at 5:30 p.m. in the Council Chambers of City Hall, 11995 Haney Place, Maple Ridge, British Columbia for the purpose of transacting regular City business.

PRESENT

Elected Officials	*Appointed Staff*
Mayor N. Read	P. Gill, Chief Administrative Officer
Councillor C. Bell	K. Swift, General Manager of Parks, Recreation & Culture
Councillor K. Duncan	F. Quinn, General Manager Public Works and Development Services
Councillor B. Masse	L. Benson, Director of Corporate Administration
Councillor G Robson	T. Thompson, Chief Financial Officer
Councillor C. Speirs	A. Gaunt, Confidential Secretary
ABSENT	*Other Staff as Required*
Councillor T. Shymkiw	C. Carter, Director of Planning
	B. Elliott, Manager of Community Planning
	D. Pollock, Municipal Engineer
	A. Bowden, Planner 1
	A. Grochowich, Planner 1
	B. Livingstone, Business Retention & Expansion Officer
	L. Siracusa, Director of Economic Development & Civic Properties

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Note: These Minutes are posted on the City Web Site at www.mapleridge.ca

Note: Councillor Duncan, Councillor Robson and Councillor Shymkiw were not in attendance at the start of the meeting. Councillor Robson joined the meeting at 5:32 p.m.

1. *APPROVAL OF THE AGENDA*

R/2018-416
It was moved and seconded

That the agenda of the July 17, 2018 Council Workshop Meeting be amended with the addition of Item 8.1 Single Use Plastics and that the agenda as amended be approved.

CARRIED

2. *MINUTES*

2.1 Minutes of the July 3, 2018 Council Workshop Meeting

R/2018-417
It was moved and seconded

That the minutes of the Council Workshop Meeting of July 3, 2018 be adopted as circulated.

CARRIED

Note: The Municipal Engineer introduced the new Manager of Transportation and the new Manager of Infrastructure Development

3. *PRESENTATIONS AT THE REQUEST OF COUNCIL* – Nil

4. *UNFINISHED AND NEW BUSINESS*

4.1 Density Bonus Program Allocations to Affordable Housing

Staff report dated July 17, 2018 recommending that the draft framework of density bonus regulations to encourage greater delivery of affordable rental and special needs housing options through development be included in the new Maple Ridge Zoning Bylaw.

The Manager of Community Development reviewed the staff report. He gave a PowerPoint presentation providing the following information:

- Background on the development of the density bonus program framework and draft regulations
- Details on the density bonus framework
- Work done with the Development Liaison Committee
- Next steps in the process

Note: Councillor Duncan joined the meeting at 5:52 p.m.

R/2018-418
It was moved and seconded

That a density bonus framework to encourage greater delivery of affordable, rental and special needs housing through development as recommended in the staff report entitled, "Density Bonus Program Allocations to Affordable Housing", dated July 17, 2018, be included in the new Zoning Bylaw.

CARRIED

4.2 Neighbourhood Residential Infill Policy Change

Staff report dated July 17, 2018 recommending amendments to the Official Community Plan and Zoning Bylaw to create a new single family infill zone in conjunction with rezoning application 2016-411-RZ.

A. Bowden, Planner gave a PowerPoint presentation providing the following information:

- Definition of infill development
- Current situation of infill development
- Background on review of the policy
- Analysis used to review the policy
- Results of the analysis
- Policies around neighbourhood fit and context

R/2018-419
It was moved and seconded

That staff be directed to prepare amendments to the Official Community Plan and Zoning Bylaw to create a new single family infill zone with a minimum lot area of 450 m2 and a minimum lot width of 12 m, in conjunction with rezoning application 2016-411-RZ.

CARRIED

4.3 Proposed Maple Ridge Zoning Bylaw and Business Licencing Bylaw Amendments for Auto Wrecking Services

Staff report dated July 17, 2018 recommending that amendments to the City's Zoning Bylaw and Business Licencing Bylaw to prohibit auto wrecking services from operating in the M2 (General Industrial) zone be prepared.

The Business Retention & Expansion Officer gave a PowerPoint presentation providing the following information:

- Background context on auto wreckers located within Maple Ridge and applications for additional sites
- Commercial and industrial strategy
- Current auto wrecker locations in the M2 zone
- Desired outcomes for use of the M2 zone

R/2018-420
It was moved and seconded

That staff prepare amendments to the City's Zoning Bylaw and Business Licencing Bylaw to prohibit auto wrecker use in the M2 General Industrial Zone.

CARRIED

4.4 Electric Vehicle Charging Infrastructure Options for New Development

Staff report dated July 17, 2018 recommending that bylaw amendments required for the integration of electric vehicle charging stations into new developments be considered following a consultation process to engage the development community.

A. Grochowich, Planner gave a PowerPoint presentation providing the following information:

- Background on electric vehicle ("EV") charging infrastructure
- Types of EV Charging Technology
- EV Charging Infrastructure Spectrum
- EV Requirements in Metro Vancouver
- Proposed EV Requirements for development applications
- Proposed Consultation Program
- Next steps

R/2018-421
It was moved and seconded

That the bylaw amendments required for the integration of electric vehicle charging stations into new developments be brought forward to Council for consideration following the consultation process outlined in this report titled "Electric Vehicle Charging Infrastructure: Options for New Development", dated July 17, 2018.

CARRIED

4.5 Recruitment and Retention of Family Physicians

Staff report dated July 17, 2018 recommending that a request from the Ridge Meadows Division of Family Practice for a financial contribution toward physician recruitment efforts be declined and that physician recruitment and retention efforts continue to be supported through City marketing channels, development of a welcome program for new physicians and engagement with community groups to support ongoing advocacy to senior governments for increased financial and program support.

The Director of Economic Development & Civic Properties reviewed the staff report.

Note: The motion was moved and seconded prior to the meeting being recessed. The meeting was recessed at 6:56 p.m. The motion remained on the floor.

Note: The meeting was reconvened at 7:35 p.m. Discussion on the motion continued.

MAIN MOTION
4.5.1
R/2018-422
It was moved and seconded

That the request from Ridge Meadows Division of Family Practice for a financial contribution toward physician recruitment efforts be declined; and further

That physician recruitment and retention efforts continue to be supported through City marketing channels, the development of a welcome program for new physicians, and engagement with community groups to support ongoing advocacy to senior governments for increased financial and program support.

AMENDMENT TO MAIN MOTION
R/2018-423
It was moved and seconded

That the following text be added to the main motion "That a letter from the Mayor be sent to the local MLA's indicating that the City of Maple Ridge wishes to work with them to create change at the senior level of government to aid in the recruitment and retention of family physicians and defining local government's frustration on the issue."

CARRIED

Councillor Duncan - OPPOSED

MOTION AS AMENDED

That the request from Ridge Meadows Division of Family Practice for a financial contribution toward physician recruitment efforts be declined; and further

That physician recruitment and retention efforts continue to be supported through City marketing channels, the development of a welcome program for new physicians, and engagement with community groups to support ongoing advocacy to senior governments for increased financial and program support.

That the following text be added to the main motion "That a letter from the Mayor be sent to the local MLA's indicating that the City of Maple Ridge wishes to work with them to create change at the senior level of government to aid in the recruitment and retention of family physicians and defining local government's frustration on the issue."

MAIN MOTION
CARRIED AS AMENDED

Councillor Duncan, Councillor Masse – OPPOSED

Note: Councillor Duncan indicated that she is not opposed to the amendment to the motion as previously voted on. She is opposed to the main motion as amended only.

4.5.2
R/2018-424
It was moved and seconded

That a financial contribution of $75,000 to the Ridge Meadows Division of Family Practice for physician retention and recruitment efforts be approved.

DEFEATED

Mayor Read, Councillor Bell, Councillor Robson, Councillor Speirs - OPPOSED

5. *CORRESPONDENCE*

5.1 Upcoming Events

July 21, 2018 4:00 p.m. to 7:00 p.m.	Lapidary Club 60th Anniversary BBQ, Maple Ridge Park, Fern Crescent, Maple Ridge, BC Organizer: Lapidary Club
July 24, 2018 2:00 p.m. – 4:00 p.m.	SKY Helicopters Tour and Flight Over Maple Ridge, Pitt Meadows Airport, SKY Helicopters Hangar, 18799 Airport Way, Pitt Meadows Way, BC Organizer: SKY Helicopters
July 26, 27 and 28, 2018 6:00 p.m. to 11:00 p.m.	Bard on the Bandstand: The Merry Wives of Windsor, Memorial Peace Park, Maple Ridge, BC Organizer: Emerald Pig Theatrical Society
July 27 and 28, 2018 9:00 a.m. to 12:00 p.m.	Cemetery Preservation & Clean Up, 21440 Dewdney Trunk Road, Maple Ridge, BC Organizer: Maple Ridge Museum

July 28 and 29, 2018 10:00 a.m. to 6:00 p.m.	Country Fest, Albion Fairgrounds, 23448 Jim Robson Way, Maple Ridge, BC Organizer: Maple Ridge/Pitt Meadows Agricultural Association
July 29, 2018 12:00 p.m. to 3:00 p.m.	Pride Picnic Party in the Park, Memorial Peace Park, Maple Ridge BC Organizer: The Coquitlam Centre Street Team
July 30, 2018 7:30 p.m. to 9:00 p.m.	Music on the Wharf, Port Haney Wharf, Maple Ridge, BC Organizer: Ridge Meadows Historical Society

6. *MAYOR'S AND COUNCILLORS' REPORTS*

Councillor Robson

Councillor Robson gave notice of a motion he will bring forward at the July 24, 2018 Council Meeting requesting that the Provincial Government consider providing funding to the City of Maple Ridge to purchase the Davison Farm as a first agricultural land trust property and that the Provincial Government cover the cost of the interest.

Councillor Masse

Councillor Masse commented on the achievements of local Maple Ridge athletes.

7. *BRIEFING ON OTHER ITEMS OF INTEREST/QUESTIONS FROM COUNCIL* – Nil

8. *MATTERS DEEMED EXPEDIENT*

8.1 Single Use Plastics

Councillor Masse advised on discussion held at a meeting of the Environmental Advisory Committee pertaining to single use plastics. He gave notice of a motion he will bring forward at the July 24, 2018 Council Meeting requesting that the Ridge Meadows Recycling Society's position paper on single use plastics be supported and further that staff be directed to investigate on methods to effectively reduce single use plastics in the community.

9. *ADJOURNMENT* - 8:00 p.m.

N. Read, Mayor

Certified Correct

L. Benson, Corporate Officer

MAPLE RIDGE
British Columbia
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City of Maple Ridge

TO:	Her Worship Mayor Nicole Read and Members of Council	**MEETING DATE:**	September 4, 2018
FROM:	Chief Administrative Officer	**MEETING:**	Workshop

SUBJECT: Lougheed Transit Corridor Study Scoping Report

EXECUTIVE SUMMARY:

Translink has identified the Lougheed Highway corridor west of the Town Centre as the location for a new B-Line bus service route, which will connect the Haney Transit Exchange to Coquitlam Central Station and the Evergreen Line skytrain. This new service is anticipated to begin in September 2019, with Maple Ridge bus stops along Lougheed Highway at Laity Street and 203 Street. A future bus stop at 222 Street may be added in the future.

Coinciding with the 2019 launch of the B-Line bus service, Metro Vancouver is beginning a regional-scale Lougheed Corridor Land Use and Monitoring Study in partnership with Translink, First Nations, and the municipalities of Coquitlam, Port Coquitlam, Pitt Meadows and Maple Ridge. Metro Vancouver's study will inform and facilitate the creation of draft land use concept options along the Lougheed Highway west of the Town Centre, towards the potential establishment of regional Frequent Transit Development Areas as secondary growth areas.

In conjunction with Translink's B-Line awareness campaign, Translink is also in the process of reviewing and updating the Maple Ridge-Pitt Meadows Area Transport Plan. The Plan will identify funding priorities to improve walking and cycling connectivity to public transportation in Maple Ridge.

The announcement of the Lougheed B-Line bus service, along with the supporting work of Translink's Maple Ridge-Pitt Meadows Area Transport Plan and Metro Vancouver's Lougheed Corridor Land Use and Monitoring Study signal a timely opportunity to review the City's OCP land use designations along the Lougheed Highway west of the Town Centre. The rationale for such a land use review is further supported by the recommendations stemming from the City's Commercial and Industrial Strategy to accommodate additional employment opportunities in West Maple Ridge by 2042, and to better utilize existing commercial land for long-term commercial demand.

It is the purpose of this report to outline a phased land use designation review for the Lougheed Transit Corridor study area (see Appendix C) with a specific focus on Phase 1, which includes the two proposed bus stops outside of the Town Centre at 203 Street and Laity Street. It is recommended that the Lougheed Transit Corridor Study process, study area and engagement strategy outlined in this report be endorsed by Council.

RECOMMENDATIONS:

1. **In respect of Section 475 of the *Local Government Act,* requirement for consultation during the development or amendment of an Official Community Plan, Council must consider whether consultation is required with specifically:**

    i. **The Board of the Regional District in which the area covered by the plan is located, in the case of a Municipal Official Community Plan;**
    ii. **The Board of any Regional District that is adjacent to the area covered by the plan;**

iii. The Council of any municipality that is adjacent to the area covered by the plan;
iv. First Nations;
v. Boards of Education, Greater Boards and Improvements District Boards; and
vi. The Provincial and Federal Governments and their agencies.

and in that regard, it is recommended that the only additional consultation to be required in respect of this matter beyond the engagement strategy and timeline process outlined in the report titled "Lougheed Transit Corridor Study Scoping Report", dated September 4, 2018 is the early posting of the proposed Official Community Plan amendments on the City's website, together with an invitation to the public to comment, and;

2. That the process and engagement strategy for the Lougheed Transit Corridor Study outlined in the report titled "Lougheed Transit Corridor Study Scoping Report", dated September 4, 2018 be endorsed; and

3. That the study area boundaries outlined in Appendix C of the report titled "Lougheed Transit Corridor Study Scoping Report", dated September 4, 2018 be endorsed.

BACKGROUND:

a) Lougheed Highway B-Line Bus Service:

Translink has announced that a new B-Line bus service along the Lougheed Highway between Maple Ridge's Haney Place Transit Exchange and Coquitlam Central Station will begin service in September 2019. The new public transportation service will connect Maple Ridge to Coquitlam and the Evergreen Skytrain line in approximately 40 minutes; improving regional access to employment, shopping, and other services.

While the current primary east-west bus routes are aligned on Dewdney Trunk Road, Translink recently confirmed in their July 2018 presentation to Council that the B-line bus route will be situated along Lougheed Highway. The Lougheed Highway B-Line bus route aligns with existing OCP policy, which identifies the corridor for a major inter-regional bus lane link in the community. Similarly, the Lougheed Highway is also identified in the Strategic Transportation Plan as the desired location for a rapid bus service. Consistent with this vision, the OCP classifies Lougheed Highway as a Major Corridor and outlines policies that encourage multi-family development along the corridor.

The future Lougheed B-Line route is based on the existing Frequent Transit Network between Maple Ridge and Coquitlam. Translink's Frequent Transit Network is defined as "a network of corridors where transit comes along at least every 15 minutes in both directions, throughout the day and into the evening, every day of the week." In the case of the Lougheed B-Line bus, the level of service provided will be at least every 10 minutes in peak times and at least every 15 minutes at other times, seven days per week between the hours of 6:00 am and 12:00 am. Additionally, the proposed B-Line buses will feature all-door boarding, digital signage at bus stops, and a different look for buses and bus stops.

b) Metro Vancouver's Lougheed Corridor Land Use and Monitoring Study:

In light of the new Lougheed B-Line bus service beginning in September 2019, Metro Vancouver is in the early stages of undertaking a land use and monitoring study for the Lougheed Highway along the future bus route. Metro Vancouver's study is in partnership with Translink, First Nations and the four municipalities along the Lougheed B-Line bus service: Maple Ridge, Pitt Meadows, Port Coquitlam, and Coquitlam. Although Metro Vancouver's study is still in the early stages of development, it is

anticipated that over the course of this fall, Metro Vancouver staff in partnership with a consultant team will be conducting in-depth demographic, economic, housing, and commercial real estate research. The work undertaken by Metro Vancouver is at no cost to the City, and the study outcomes are non-binding for the City. Metro Vancouver's Lougheed Corridor Land Use and Monitoring Study could provide complimentary analysis and useful background research to any land use designation review conducted by the City. The B-Line bus corridor outside of the Town Centre could also be eligible to be identified as a Frequent Transit Development Area, or as a regional sub-group area.

c) Translink's Maple Ridge-Pitt Meadows Area Transport Plan:

Translink is currently in the process of updating the Maple Ridge-Pitt Meadows Area Transport Plan, and Phase 1 was completed in the spring of 2018. The revised Maple Ridge-Pitt Meadows Area Transport Plan will identify regional transportation priorities for transit, walking, and cycling as they relate to Maple Ridge and Pitt Meadows. Public engagement and plan preparation is occurring in conjunction with Translink's public outreach for the new Lougheed B-Line bus service. The updated Area Transport Plan is complimentary to the future B-Line bus service, as it identifies transportation improvements that address connectivity with current and in-stream transportation infrastructure.

d) Existing OCP Policies:

The OCP classifies Lougheed Highway, Dewdney Trunk, as well as six north-south streets along Lougheed Highway west of the Town Centre as Major Corridors. Residential development fronting these roads is therefore subject to the Major Corridor Residential Infill policies. A range of residential forms focused on multi-family development, including apartments and townhouses, is supported in these locations. The maximum height permitted for residential development ranges between two and a half storeys for ground-oriented units and four storeys for apartments. In terms of commercial development, the OCP identifies principles and policies supporting the creation of integrated centres that are compact and neighbourhood serving. Existing commercial areas along Lougheed Highway and Dewdney Trunk Road west of the Town Centre are classified as *Commercial - General Commercial*, with the exception of a Community Commercial node at Dewdney Trunk Road and 216 Street (see Appendix A).

e) Commercial and Industrial Strategy:

The Commercial and Industrial Strategy was endorsed by Council in 2014, and includes detailed employment analysis as well as land demand forecasting for industrial and commercial uses. The Strategy reinforces the Town Centre as the central focus for business, culture and entertainment in Maple Ridge. The largest share of commercial and office development is slated to be directed to the Town Centre, maintaining this area as Maple Ridge's primary commercial district.

Secondary to the Town Centre, a network of mixed-use commercial centres serving the surrounding neighbourhoods is envisioned in both the Commercial and Industrial Strategy and the OCP. West Maple Ridge, identified in the Commercial and Industrial Strategy as the area west of the Town Centre, represents the second largest commercial floor space area in the City. The Strategy projects that by 2042, approximately 443,000 square feet of new commercial floor space demand will be directed to West Maple Ridge. This amount of commercial space translates to 23 to 38 acres (9 to 15 hectares) of land. The anticipated breakdown of commercial demand leading up to 2042 in West Maple Ridge is provided in the table below:

Table 1: West Maple Ridge Commercial Demand

West Maple Ridge Commercial Demand: 2022, 2032, 2042			
Categories	2022	2032	2042
Convenience Goods & Services	25,133	66,897	109,051
Comparison Goods	36,996	131,341	226,587
Food & Beverage	6,418	26,576	46,927
Entertainment & Leisure	3,403	8,916	14,480
Auto Goods & Services	18,584	32,387	46,321
Total	90,534	266,117	443,366

The Strategy concludes that while there is sufficient commercially designated land to accommodate future floor space demand in West Maple Ridge, it is either under-developed or currently vacant. Long-term demand could be achieved through the intensification of development on existing commercial properties and the rezoning of properties currently designated but not zoned for commercial uses. In addition to new retail and service commercial floor space, there will also be a city-wide demand over the next 25 years for employment-based office space in West Maple Ridge.

Similar to the employment lands re-designation process undertaken in 2017 in the 256 Street north of 128 Avenue area, and on Lougheed Highway east of 240 Street, conducting a land use assessment along the B-Line bus route west of the Town Centre could potentially support future employment land needs.

DISCUSSION:

The introduction of B-Line bus service next year and the increased study focus by Translink and Metro Vancouver along the Lougheed Highway west of the Town Centre, present a timely opportunity to initiate a process now that will review the land use designations in light of current market conditions, housing projections, and desired forms of development. The following sections outline the process for a high-level land use assessment surrounding the proposed B-Line bus stops, its proposed study area, and a timeline and engagement strategy for the Lougheed Highway west of the Town Centre.

a) Process Timeline and Engagement Strategy:

The City's Lougheed Transit Corridor Study is proposed to begin in September 2018 and is anticipated to complete within 12 months to coincide with the start of the B-Line service in September 2019. The process timeline and engagement strategy is outlined below.

Phase 1: Background:
The first phase of our Lougheed Transit Corridor Study will begin with Council endorsement of the process, study area and engagement strategy outlined in this report. The timing of Phase 1 will capitalize on the timing of Metro Vancouver's Lougheed Corridor Land Use and Monitoring Study. City staff will work closely with Metro Vancouver to provide input into the scope, timeline, and overall regional study area boundaries. With the opportunity to use the data and findings of Metro Vancouver's corridor study anticipated in December 2018, City staff will report back to Council to summarize the regional study and present possible land use concept options for later public consultation. The outcomes of Metro Vancouver's corridor study are non-binding on the City, although it is anticipated that there will be a synergy between both studies. External referrals to agencies and organizations outlined in this report will be circulated as part of early and on-going consultation, but many such groups may also partner on the pending Metro study. Key local stakeholder groups including residents and businesses will be identified for Phase 2 consultation.

Phase 2: Community Consultation
In Phase 2, and with Council's direction, information and draft corridor land use concepts prepared in Phase 1 will be presented to stakeholders in a workshop format, and to the general public in an open house format. Feedback regarding possible land use options will be received through the workshop, open house and a community-wide survey, with comments reflected in an updated version. Staff will summarize the Phase 2 process and consultation outcomes in a report to Council prior to beginning the final phase of the study.

Phase 3: OCP Amendments:
The final stage includes finalizing any land use changes and preparing OCP amendments for Council consideration and Public Hearing.

b) Study Area And Phasing:

The Lougheed B-Line bus service will run between the Haney Transit Exchange and Coquitlam Central Station along Lougheed Highway. Bus stops will be located at Laity and 203 Streets, with the potential to add a third stop at 222 Street in the future. In determining the study area, a five and ten minute walk distance catchment area was mapped surrounding both proposed B-Line bus stops (see Appendix B). Noting how broadly such walksheds reach, the proposed study area was more narrowly defined to focus on the lands between Dewdney Trunk Road and Lougheed Highway, as well as the lands fronting Lougheed Highway on the south side between the City's western boundary at 200 Street and the western Town Centre Area Plan boundary at 221 Street (see Appendix C). Commercially designated land along Maple Meadows Way is also included in the study area.

Lougheed Highway and 203 Street:
The Lougheed Highway and 203 Street intersection is centrally located within the second largest shopping and service area in Maple Ridge after the Town Centre. From this intersection, additional retail and service destinations in neighbouring Langley and Pitt Meadows are directly linked via Lougheed Highway and the Golden Ears Bridge. The future B-Line bus stop at this intersection will increase access to an important commercial district in the City. Opportunities to expand uses at this node by examining new residential housing forms and densities; and new employment generating land uses, will support non-vehicular transportation options such as walking and cycling.

Lougheed Highway and Laity Street:
The intersection of Lougheed Highway and Laity Street is a key health and service destination for Maple Ridge, which brings both residents and non-residents into the area on a daily basis for employment, health service appointments and visits. Ridge Meadows Hospital and Maple Ridge Cemetery are situated within walking distance of the intersection, with other health and related

services including McKenney Creek Hospice, two churches and a private hospital located nearby. A land use assessment surrounding this proposed bus stop is anticipated to compliment ongoing residential infill opportunities in surrounding residential neighbourhoods and help guide the types of uses and form of development along Lougheed Highway that is expected to follow the B-Line rapid bus service.

Phasing:
The study area is further delineated into two phases. Phase 1 encompasses the study area west of, and including, the Ridge Meadows Hospital and Maple Ridge Cemetery. Phase 2 covers land between the Town Centre Area Plan and the Ridge Meadows Hospital and Maple Ridge Cemetery. The land use assessment process outlined in this report will focus on Phase 1, as the two new bus stops are located in the Phase 1 area. Land fronting Lougheed Highway east of Phase 1 and west of the Town Centre Area Plan boundary are identified as Phase 2. As Phase 2 does not include any future B-Line bus stops, a land use designation assessment is less time sensitive than Phase 1. Current OCP policies inform land decision-making in Phase 2; however, the Phase 2 study area may benefit from the outcomes of the Phase 1 land use study.

OTHER CONSIDERATIONS:

a) Council Policy 6.30 - Area Planning Assessment:

Council Policy 6.30 - Area Planning Assessment outlines Council's criteria for assigning priority to future area plans. The Council policy also states that generally only one area plan process should be undertaken at a time. Staff identify this policy in light of the opportunity to undertake a land use review along the Lougheed Highway, noting that staff are currently working on the Albion Flats Area Planning Process. However, staff also acknowledges that the Albion Flats planning process is anticipated to have a longer process timeline given the possible Agricultural Land Commission block exclusion application requirements.

Discussion of a land use review along the Lougheed Highway west of the Town Centre dates back to June 2014, when the Hammond Area Plan boundaries were being determined. At that time, Translink indicated that they were exploring the feasibility of a B-Line bus service route between the future Evergreen skytrain line and downtown Maple Ridge. For this reason, commercially designated land south of Lougheed Highway was purposefully excluded from the Hammond Area Plan study boundary, and was anticipated to be reviewed in a separate process at a later stage. Concurrent with this discussion, the Commercial and Industrial Strategy and Strategic Transportation Plan were in the final stages of preparation.

The opportunity to review the land use designations along the Lougheed Highway west of the Town Centre is timely, as both Translink and Metro Vancouver are focusing investment and planning initiatives in the same area. Capitalizing on this momentum will provide cost savings to the City, and will build on existing engagement and promotion conducted by Translink to-date. Additionally, the outcomes of a City land use assessment will provide greater direction for future re-development along the corridor, as development interest may increase once the B-Line bus service begins.

b) Ongoing Infill and Affordable Housing Initiatives:

Staff are currently exploring a variety of residential infill options. On June 26, 2018, Council granted first and second reading to three bylaws to facilitate a Detached Garden Suite (DGS) and Secondary Suite (SS) Pilot Project, which will test both a larger DGS size than currently permitted; as well as the accommodation of an SS and DGS on the same property. Once these pilot projects are completed in 2019, such DGS regulations could be expanded City-wide. In July 2018, Council also gave staff

direction to create a new infill residential zone, which could be applied in neighbourhoods north and south of the Lougheed Highway. Additionally, work is underway in the preparation of a new triplex, fourplex and courtyard housing infill zone (RT-2 Ground-Oriented Residential Infill). This zone received second reading in July 2018, and is proceeding to Public Hearing in September. Staff acknowledge these concurrent efforts as they might further inform the housing choices discussions inherent to the proposed City land use designation review.

Furthermore, recent changes to the *Local Government Act* provide local governments with the authority to require residential rental units where a multi-family residential use is permitted, and to ensure existing residential rental units are preserved. The application of new residential rental tenure zoning could be explored further in the context of a Lougheed Transit Corridor Study surrounding future B-Line bus stops.

c) Lougheed Highway Rezoning Application 2018-180-RZ:

On July 24, 2018, Council considered and deferred a redevelopment application for the properties located at 22057 and 22083 Lougheed Highway to facilitate development of a five storey apartment building. Noting that the proposed development is located in the proposed Phase 2 of our land use designation review, staff believe that the application will not limit development options along that portion of Lougheed Highway. Further, staff note that the current application is consistent with the multi-family Major Corridor policies outlined in the OCP, which will form the starting point for the Phase 2 discussions once they are initiated. As such, staff will bring back application 2018-180-RZ at an upcoming Council meeting for its further consideration.

INTERDEPARTMENTAL INPUTS:

a) Engineering Assessment:

<u>Access, Transportation and Active Transportation</u>:
The Lougheed Highway is under the jurisdiction of the Ministry of Transportation and Infrastructure, and requests for new access points must be reviewed and approved at the Provincial level. 203 Street is classified as an arterial road, whereas Laity Street is classified as a collector road.

Additionally, 203 and Laity Streets are identified as City bike routes. A separated bike lane along 203 Street was recently constructed. Both B-Line bus stop locations are identified in the City's Strategic Transportation Plan as two of the six key pedestrian areas. The Strategic Transportation Plan explains that the identified pedestrian areas are 'city-servicing pedestrian areas that represent major community facilities that have the potential for generating significant pedestrian traffic from a broader area of the city.'

<u>Municipal Water:</u>
Both nodes are currently serviced by municipal water with an intricate system of water supply. Although there appears to be ample supply, supply studies may be recommended based on anticipated increases in density. Specifically, if the addition of wood framed apartments is considered, additional fire flow capacity may be required. The Engineering Department has suggested monitoring the uptake of future re-developments that may stem from the introduction of B-Line services to determine if future studies are necessary.

<u>Sanitary Service:</u>
Similarly to municipal water, the study area is currently serviced by a combination of city sanitary service and regional sanitary service. Regional sanitary system upgrades have been scheduled over

the next ten year period. As land use changes are proposed and implemented, future population projections will assist the Engineering Department in determining additional capacity required.

CONCLUSION:

The announcement of the Lougheed B-Line bus service, along with the supporting work of Metro Vancouver's Lougheed Corridor Land Use and Monitoring Study and Translink's Maple Ridge-Pitt Meadows Area Transport Plan signal a timely opportunity for City staff to review the land use designations along the Lougheed Highway west of the Town Centre. The rationale for such a land use review is further aligned with recommendations stemming from the Commercial and Industrial Strategy to accommodate additional employment opportunities needed by 2042 in Maple Ridge, and to better utilize existing commercial land for long term commercial demand.

This report has outlined the current regional land use and transportation planning initiatives taking place for the Lougheed Highway west of the Town Centre, and has identified supporting City policies that align with regional goals. Furthermore, this report outlined a proposed land use assessment process for the Lougheed Highway corridor, along with a study area, which include the two proposed bus stops outside of the Town Centre at 203 Street and Laity Street as the first phase of the process. It is recommended that consideration be given to early and on-going consultation for any ensuing OCP amendments; and that the Lougheed Transit Corridor process, study area and engagement strategy outlined in the staff report titled 'Lougheed Transit Corridor Study Scoping Report', dated September 4, 2018 be endorsed by Council.

'Original signed by Amelia Bowden'

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

'Original signed by Brent Elliott'

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

'Original signed by Frank Quinn'

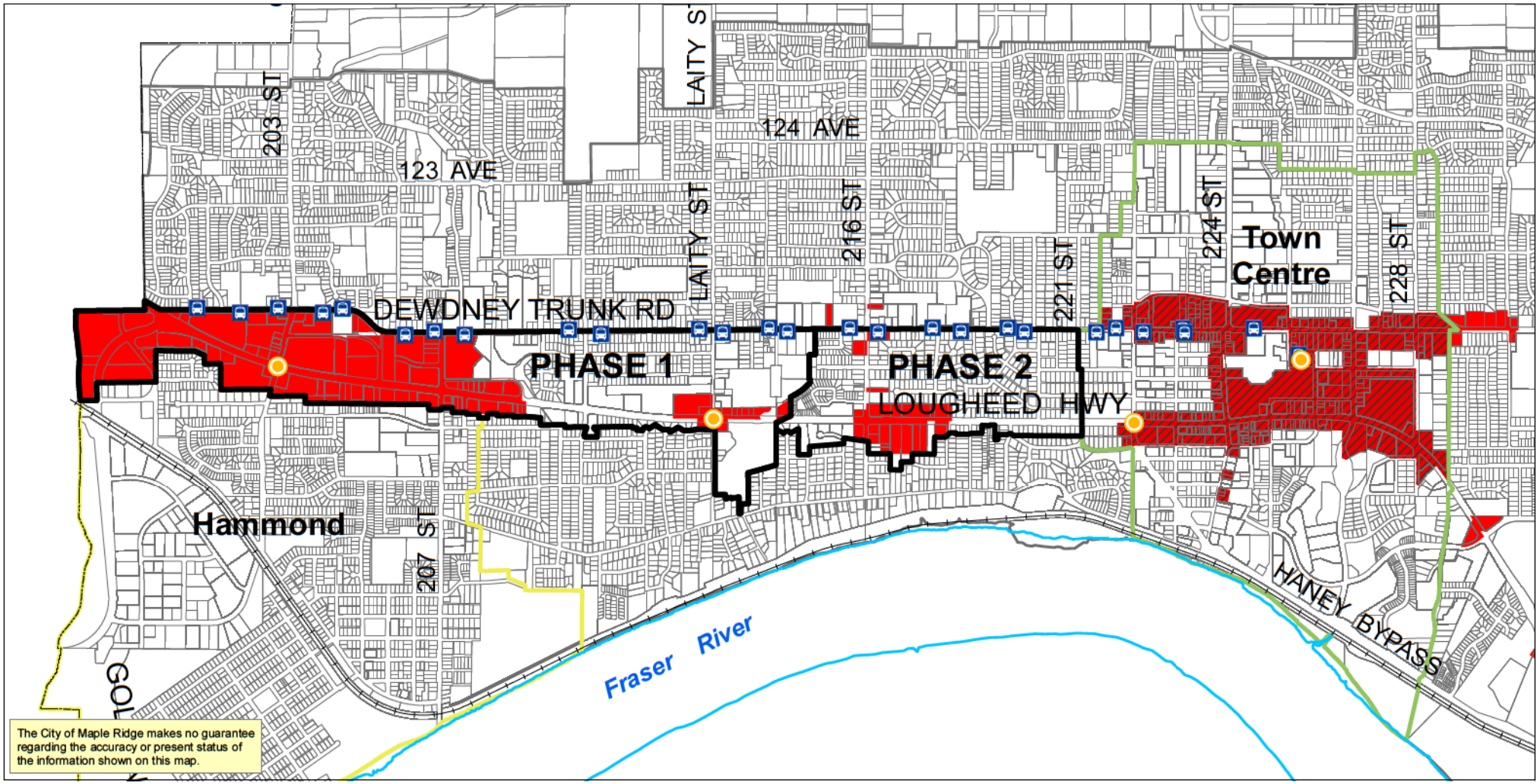
Approved by: Frank Quinn, MBA, P. Eng
GM: Public Works & Development Services

'Original signed by Paul Gill'

Concurrence: Paul Gill, CPA, CGA
Chief Administrative Office

Appendix A –West Maple Ridge Corridor Inventory Map
Appendix B - Bus Stop Walkshed Map
Appendix C – Study Area Boundaries and Phasing

APPENDIX A

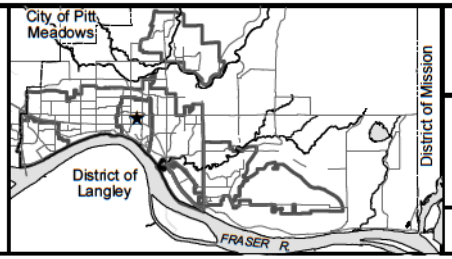


N

Scale: 1:16,000

Legend

- Railway (Generalized)
- Major Rivers & Lakes
- City Boundary
- Urban Growth Area
- Hammond Area Plan
- Town Centre Area Plan
- Study Area Boundary
- Proposed Transit Stop
- Existing Transit Stop
- Town Centre Commercial
- Commercial



Lougheed Corridor Transit Inventory

PLANNING DEPARTMENT

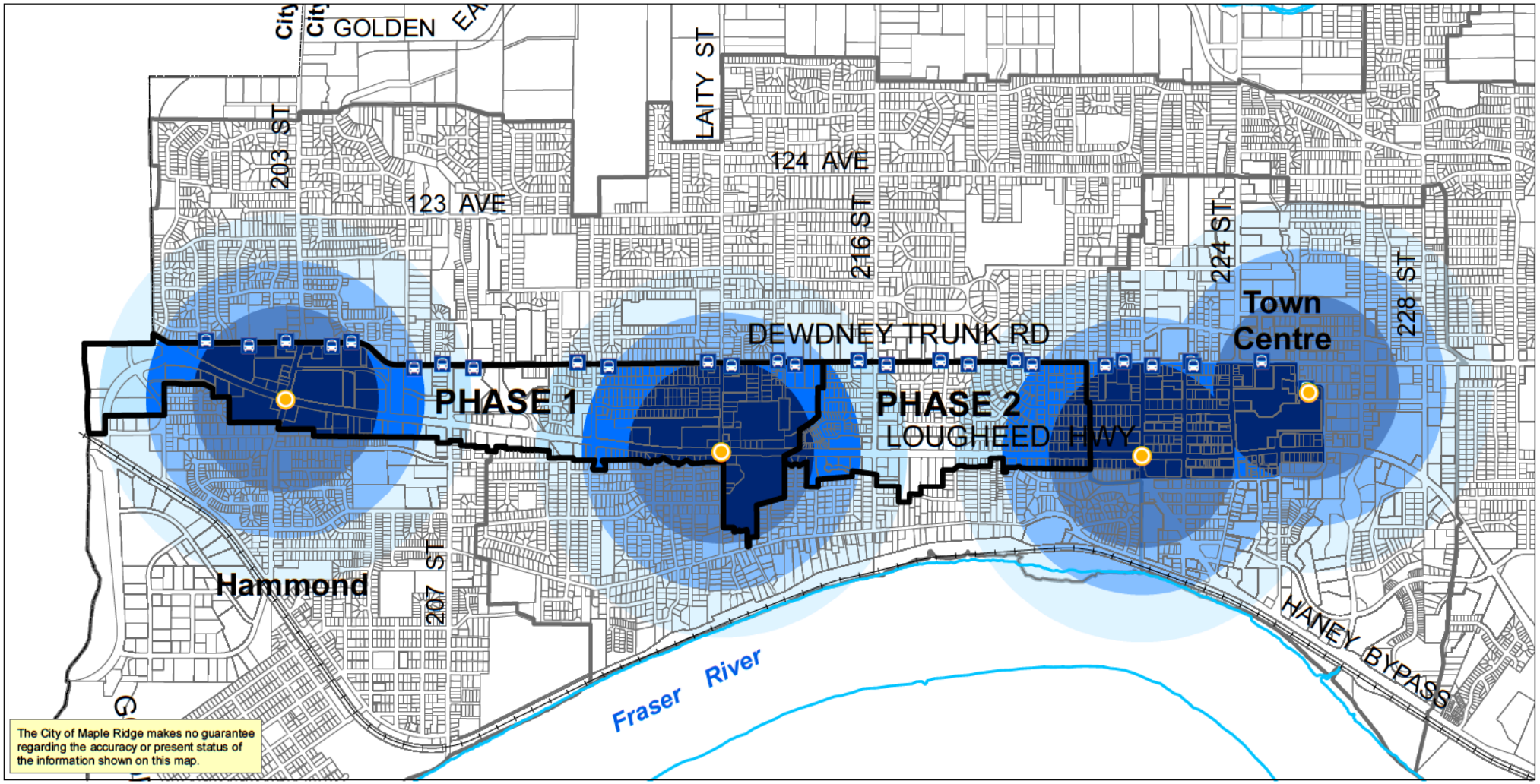
MAPLE RIDGE British Columbia

mapleridge.ca

FILE: Lougheed_Corridor_Transit_Locations

DATE: Aug 23, 2018 BY: AC

APPENDIX B



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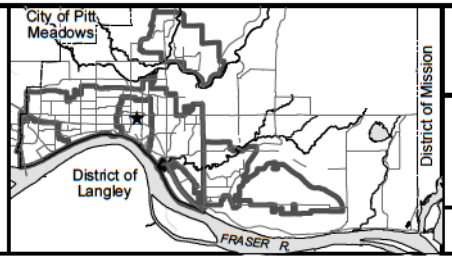
Legend

- Railway (Generalized)
- Major Rivers & Lakes
- City Boundary
- Urban Growth Area
- Study Area Boundary
- Proposed Transit Stop
- Existing Transit Stop
- 400 Metres (5-6 minutes)
- 600 Metres (7-8 minutes)
- 800 Metres (10-12 minutes)



Lougheed Corridor Walkshed Map

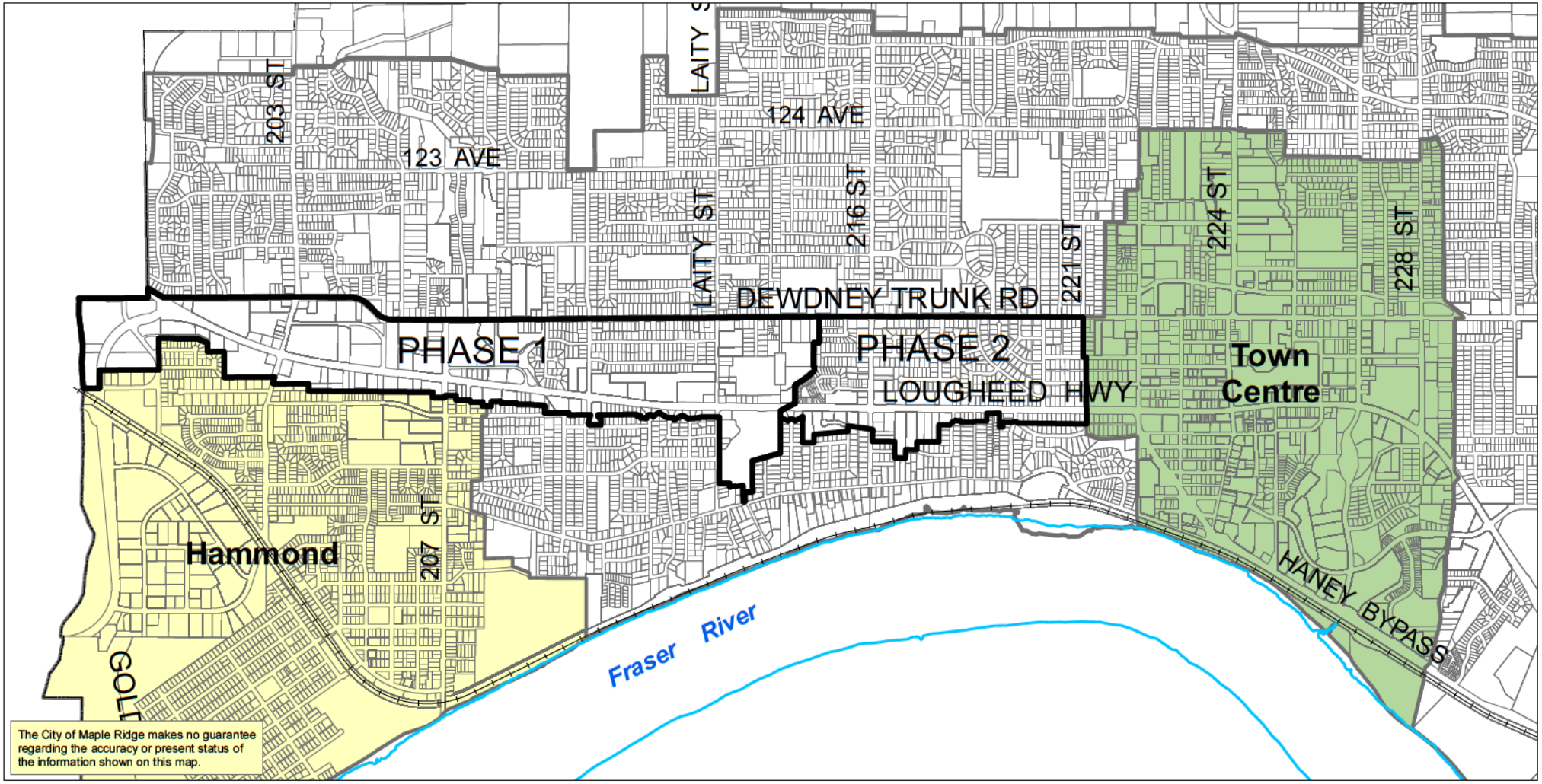
PLANNING DEPARTMENT

MAPLE RIDGE
British Columbia

mapleridge.ca

FILE: Lougheed_Corridor_Walkshed_Boundaries
DATE: Aug 22, 2018 BY: AC

APPENDIX C



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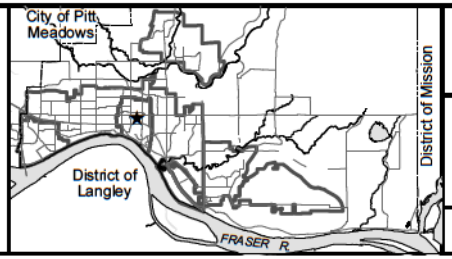
Scale: 1:16,000

Legend

- City Boundary
- Railway (Generalized)
- Major Rivers & Lakes
- Study Area Boundary
- Urban Growth Area
- Hammond Area Plan
- Town Centre Area Plan



Lougheed Corridor
Study Area & Phasing

PLANNING DEPARTMENT
MAPLE RIDGE
British Columbia
mapleridge.ca

FILE: Lougheed_Corridor_StudyArea
DATE: Aug 22, 2018
BY: AC

MAPLE RIDGE
British Columbia
mapleridge.ca

City of Maple Ridge

TO:	Her Worship Mayor Nicole Read and Members of Council	**MEETING DATE:**	September 4, 2018
		FILE NO:	2018-320-RZ
FROM:	Chief Administrative Officer	**MEETING:**	Workshop

SUBJECT: **Cannabis Retail Amendment Options**

EXECUTIVE SUMMARY:

Cannabis will become a legal controlled substance on October 17, 2018, when applicable Federal laws come into full effect. Similar to most Lower Mainland municipalities, Maple Ridge has taken a measured approach to date. On March 27, 2018, Council adopted Bylaw No. 7428-2018 to prohibit the retail sale of cannabis in all zones in Maple Ridge (under application # 2018-022-RZ). This measure was considered to be prudent and an interim step prior to eventual legalization of recreational cannabis. It effectively prevented illegal dispensaries from becoming legally non-conforming upon legalization. The intention was to later consider bylaw amendments once the use was legal, and Federal and Provincial regulations were in place.

The Provincial role with legalization will be as a central distributor and licence administrator. Fortunately, municipalities have some control over where retail outlets may set up. In addition, the Agricultural Land Commission has recently released regulations requiring that all new construction in the ALR for cannabis production be soil based. It is understood that this measure has been taken to avoid excessive permanent landscape alterations for cannabis production in the Agricultural Land Reserve. The provincial control over supply and distribution will assist in maintaining a balance between the supply and demand of cannabis.

This report recommends zoning bylaw amendments directing the sale of cannabis within the community. A draft bylaw has been prepared based on recommendations in this report. It is recommended that this bylaw be forwarded to the September 18, 2018 Council Meeting for first and second reading. A second report will be before Council with information and appropriate bylaw recommendations in response to the revised regulations of the Agricultural Land Commission as it relates to cannabis production.

RECOMMENDATION:

1) **That the proposed Maple Ridge Zone Amending Bylaw No. 7487-2018 attached to this report be brought forward at the September 18, 2018 Council Meeting for First and Second Readings and forwarded to Public Hearing; and**

2) **That staff be directed to bring forward bylaw amendments to the Business Licencing and Regulation Bylaw to establish business licencing fees and conditions for cannabis retail use; and further**

3) **That staff be directed to bring forward bylaw amendments to the Zoning Bylaw to regulate the commercial production of cannabis on lands within the Agricultural Land Reserve.**

BACKGROUND:

a) Federal, Provincial and Municipal Jurisdiction

Cannabis will become a legal controlled substance in October 2018. A summary of responsibilities as they involve Federal, Provincial and Local governments is provided below.

i. Government of Canada

Under the new legislation, the Federal government is responsible for establishing and maintaining a comprehensive and consistent national framework for regulating production, setting standards for health and safety, and establishing criminal prohibitions.

ii. Province of British Columbia: Application Process for Cannabis Retail

Through the Liquor and Cannabis Regulation Branch (LCRB), the province will be issuing licences for non-medical cannabis retail stores. Licence applications for retail stores are first submitted to the LCRB, who will then notify the local government of the area where the proposed store will be located. From the outset, the proposed retail store must be a stand alone business. The issuance of any Provincial licence will require the input and a positive recommendation from the affected local government.

If the local government chooses to make comments and recommendations on a licensee's application to the LCRB, it must gather the views of residents. (The City of Maple Ridge has an established practice in place for the issuance of liquor licence retail stores). If the local government makes a positive recommendation, the LCRB has discretion whether or not to issue the licence, but must consider the local government's recommendation. The local government has the ability to charge an application fee for cost recovery for the purpose of assessing applications.

iii. Local Governments:

Within their geographical limits, British Columbia municipalities have regulatory powers in permitting cannabis retail stores. These powers include: zoning bylaw restrictions regarding the location and siting of cannabis retail stores, business licensing bylaws, that can limit the hours of operation, or sign bylaws to specify signage requirements.

CANNABIS REGULATION OVERVIEW:

a) Municipal Scan

A table outlining the steps taken by other BC municipalities for cannabis retail is attached as Appendix A. This information shows that many municipalities have prohibited cannabis retail outright. The City and the Township of Langley indicates that their prohibition may continue after legalization occurs. Some municipalities are now in the process of drafting bylaw amendments in support of this use. A summary of these other BC municipalities follows:

i. Site Specific Rezoning Required

This requirement is being established in Port Moody, Port Coquitlam, Richmond, and West Vancouver.

ii. Permit Government Retail Stores Only

The City of Burnaby and the District of Mission have specified that only government retail outlets would be supported. Other municipalities have been less specific, indicating that a combination of government and private retail outlets would be supported. (The LCRB has indicated that employees of government stores will receive wages above "Living Wage" salaries, and therefore will be bringing quality employment into the communities with government stores.)

iii. **Place Caps on Number of Outlets**

The City of Burnaby is initially limiting one retail outlet per town centre area, which would amount to about 4 retail outlets in total in the city. New Westminster has established a cap of 5 outlets. The City of White Rock places a cap on one retail use in their town centre, to be permitted as a temporary use only.

iv. **Separation Requirements**

Separation requirements have been specified from schools, parks, and other retail outlets in Vancouver, District of North Vancouver, Whiterock, Port Coquitlam, New Westminster, and Kamloops. For schools, community centres, and youth facilities, these requirements range from 100 metres to 300 meters across this municipal scan. The required separation between cannabis retail outlets ranged from 150 metres (Kamloops) to 1000 metres (Port Coquitlam).

v. **Business Licence Bylaws**

Revised fee schedules for business licencing and cannabis retail is being proposed in the City of Richmond, Vancouver, and New Westminster. New Westminster has an annual licence fee of $2698.00, with an initial licence assessment fee of $5,400.00. Richmond has a $4,000.00 base fee with increments based on retail area. Vancouver has an business licence fee of $30,000.00 per year. (It should be noted that the business licence fee must be an accurate reflection of the cost of service for the municipality.)

b) **Cannabis Production**

In a bulletin issued on August 15, 2018, the Agricultural Land Commission has directed that all new structures built for the purpose of commercial cannabis production be soil based. This measure will effectively prevent permanent and potentially excessive landscape alterations such as concrete bunkers for cannabis cultivation. These new regulations along with proposed bylaw amendments will be discussed further in a follow-up report.

BYLAW AMENDMENT OPTIONS FOR MAPLE RIDGE:

This report assesses three options, as follows:

Option 1. Continued prohibition.

This approach is being pursued in both the City and the Township of Langley.

- **Advantages:** allows Council to take a principled stand, and to avoid problems that could arise from this new use.
- **Disadvantages**: Loss of retail dollars as consumers seek other municipality to meet this demand.

Option 2. Limiting the number of retail outlets.

This approach is being pursued in Burnaby, New Westminster, and White Rock.

- **Advantages:** allows some capture of retail dollars that would otherwise be spent outside of Maple Ridge, and to increase the number of retail outlets should demand warrant the increase.
- **Disadvantages**: may compromise values of Council, and might not initially capture all the local retail market.

Option 3. Minimal restrictions on cannabis retail outlets.

This approach appears to have been taken in the City of Vancouver, although certain conditions of use and siting restrictions have been established.

- **Advantages:** will satisfy specific business interests, capture greatest market share.
- **Disadvantages:** Risk of over-investment, leading to proliferation of retail outlets, possible store closures, and displacement of other neighbourhood serving businesses.

This report recommends Option 2. Given the degree of control held in provincial requirements, there seems little need for site specific Zoning Bylaw amendments, given the extent of local control, as municipalities will need to review, gather community input, and positively recommend each retail outlet to the Provincial Government before approval can occur. The centralization of control for production and distribution of cannabis at federal and provincial levels will help to mitigate the potential for excessive retail floor space being allocated to this use.

For this reason, likely the most appropriate approach for addressing this use in Maple Ridge will follow a similar position to liquor stores. The recommendation is that Cannabis Retail be located in commercial zones that serve the broader community and also allow licensed retail stores. These zones are typically located in larger commercial areas with a range of commercial opportunities. The recommended zones are CS-1, C-2, and C-3 Commercial zones.

Separation requirements are recommended, as follows: 200 metres of separation from schools, and 1000 metres of separation between cannabis retail outlets.

A scan of available commercial areas indicates that with these separation requirements the number of outlets that could be located in Maple Ridge would be consistent with the caps placed in Burnaby (4) and New Westminster (5).

To consider an application in other commercial zones, a text amendment permitting cannabis retail could be made to the smaller scale commercial zones that also allow Licensee Retail Stores. These zones could include C-5 Village Centre Commercial, CRM Commercial/Residential, H-1 Heritage Commercial, and H-2 Hammond Village Commercial.

a) **Proposed Zoning Bylaw Amendments**

Recommended Zoning Bylaw amendments include the following:

- Definitions: Introduction of the term “Cannabis” and “Cannabis Retail Store” in the zoning bylaw
- General Regulations: Separation requirements for Cannabis Retail Stores will be outlined in the General Regulations.
- Specific Zones: CS-1, C-2, and C-3 Zones will be amended to allow this use.

The proposed bylaw amendment is attached as Appendix B.

INTERGOVERNMENTAL ISSUES:

The introduction of this new use will involve coordination with the province through the Liquor and Cannabis Regulations Branch.

CITIZEN/CUSTOMER IMPLICATIONS:

All zoning bylaw amendments must first proceed through a Public Hearing. As identified in the provincial process, community input will be required prior to locating any retail outlet within the community.

INTERDEPARTMENTAL IMPLICATIONS:

It is recommended that a review of Business Licence fees as it applies to this new use be undertaken for Councils consideration.

ALTERNATIVES:

This report identifies three options for Council's consideration, ranging from continuing the existing prohibition, allowing a restricted number of outlets in specified zones, to opening up the option further with more outlets and fewer restrictions. The recommended approach is Option 2, to allow this retail use but effectively restrict the number of outlets through separation requirements. However, Council may wish to direct that a different approach be taken.

CONCLUSION:

The eventual legalization of cannabis, and its introduction into retail outlets is prompting Canadian municipalities to amend their bylaws in response to this new use. Initially, prohibition was advised, but now bylaw amendments are being proposed in support of this new use. It is recognized that the extent of market uptake is not clear at this point. For this reason, the recommended approach is to proceed cautiously, with bylaw amendments and separation requirements that will limit the number of outlets that can be located within Maple Ridge. Council may direct that further work be carried out to assess the optimum number of cannabis retail outlets in the municipality. As a result of this work, further bylaw amendments could be warranted.

"Original Signed by Diana Hall"

Prepared by: Diana Hall, MA, MCIP, RPP
Planner 2

"Original Signed by Frank Quinn" *for*

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

"Original Signed by Frank Quinn"

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

"Original Signed by Paul Gill"

Concurrence: Paul Gill, CPA, CGA
Chief Administrative Officer

The following appendices are attached hereto:
Appendix A - Municipal Scan for Cannabis Retail
Appendix B - Zone Amending Bylaw No. 7487-2018

APPENDIX A

Municipality	Current Stage	Retail Sales Regulatory Measures	Minimum Siting Distances/ Requirements	Other Regulations/ Bylaw Amendments
City of Abbotsford	**In Progress** - Public Consultation (online survey), develop regulatory framework for fall 2018	• Interim Zoning Bylaw Amendments to prohibit all non-medical cannabis uses	N/A	N/A
City of Burnaby	**In Progress** - Report to Council July 28, 2018 Public Hearing Scheduled for August 28, 2018	• Will allow government cannabis retail stores only (private stores subject to further review in the future) • Initial role out of stores in the four town centres only, limit of one store per town centre. Permitted in Commercial Zone (C2, C3) • Will prepare development guidelines similar to liquor store Rezoning applications	N/A	N/A
City of Coquitlam	**Waiting** - Develop final "Cannabis Legalization Framework" & Community and stakeholder feedback once additional information on the provincial legislation for non-medical cannabis is available.	• Interim Zoning Bylaw Amendments to prohibit all non-medical cannabis uses	N/A	N/A
City of Delta	**Waiting** - Additional Zoning By-law amendments will be forthcoming once and an internal group of staff are currently reviewing the information	• Cannabis dispensary, cannabis production and cannabis research and development prohibited in all zones	N/A	• Council gave three readings to a new Delta Smoking Regulation Bylaw and associated amendments to the Bylaw Notice Enforcement Bylaw and the Municipal Ticketing Information Bylaw

City of Kamloops	**In Progress** - Zoning Bylaw amended to allow for retail and procedure for Council Resolution and Business License process	• Currently Public Retail permitted only (The City will not accept applications for private non-medical cannabis retail stores until the federal and provincial regulations have been fully implemented) • Retails sale of cannabis will be managed similarly to retail sale of liquor and within the same zones	• 150 metres buffer from P-3 zones (Schools) and other cannabis retail stores	• Procedure to obtain Council Resolution and Business License Process are forthcoming
City of Langley	**Waiting** - no current indication that they will be moving forward with a regulatory framework	• Retail sales of cannabis currently prohibited (Zoning Bylaw)	N/A	N/A
City of New Westminster	**In Progress** - Public Hearing scheduled for early Fall 2018	• Number of initial application be limited to 5 (1 per core commercial areas) • Both private and public retail stores permitted • Site specific Rezoning Application in areas zoned or designated for commercial retail uses • Cannabis Retail Rezoning Policy - outlines guidelines for evaluation of rezoning applications	• 200 metres between cannabis retail uses • 150 metres from Schools, Community Facilities, Public Playgrounds (measured from the centre point of the main entrance of the proposed retail cannabis location to nearest property line of a school or playground and centre point of the public entrance for schools and community centres)	• Business License Bylaw amended to include the following requirements for retail cannabis locations which have been delegated to municipal authority • Smoking Control Bylaw consistent with current tobacco smoking regulations • Staff recommends that a non-fundable application fee to operate a cannabis retail store be set at $5400.00 and that an annual licensing fee to operate a cannabis retail store be set at $2698.67
City of North Vancouver	**In Progress** - Public Consultation - Survey currently in progress until August 10, 2018 Draft policy in progress to guide Rezoning & Business licensing applications	• Currently cannabis retail is prohibited • No applications requesting cannabis retail sales and production be processed until policies and/or Bylaws are adopted to regulate such activities	N/A	N/A

City of Pitt Meadows	**Waiting** - Currently on the Strategic Priorities for Q3 2018 (July 1 - Sep 30)	• Distribution of cannabis is currently prohibited	N/A	N/A
City of Port Coquitlam	**In Progress** – Public Hearing will be held in November after public consultation	• Marihuana dispensaries are currently prohibited • Site specific Rezoning application similar to how liquor establishments are regulated • Propose that a Council Policy be developed to detail criteria for evaluation of the application	• 1 km separation between other cannabis retail • 200-metre distance requirement from schools, playgrounds, community centers and sports fields • Not located within the downtown core	• Amendment of the Development Procedures Bylaw to set out the process for consideration of Branch referrals, including application requirements • Amendment of the Fees and Charges bylaw to set fees for applications • Amendment of enforcement bylaws to set penalties for infractions • Amendment of the Business License bylaw to permit issuance of a business license for a cannabis retail sales use.
City of Port Moody	**In Progress** - On June 12, Council passed a motion to prepare an amendment to the Zoning Bylaw	• Currently retail cannabis sales are prohibited. • Site specific Rezoning application required for cannabis retail (private or public) considered case-by-case	N/A	• Smoking Regulation Bylaw amended to prohibit smoking of cannabis indoors (eg. hooka lounge) • Fees Bylaw should be amended to include cannabis similarly to the Licenses Liquor Primary
City of Richmond	**In Progress** - Retail sales of cannabis products would only be permitted through a site specific rezoning application.	• Zoning Bylaw Amendments to prohibit all non-medical cannabis uses • Site specific Rezoning application required for cannabis retail (private or public)	N/A	• Fee Bylaw amended for cannabis-related activities: $4,000 base fee plus an incremental fee ($28.25 per 100 m2 for the first 1,000 m2 of floor area; $17.50 per 100m2 of floor area for all building area in excess of 1,000 m2)
City of Surrey	**Waiting** - Additional Zoning By-law amendments will be forthcoming once recreational cannabis becomes legal later in 2018	• Interim Zoning Bylaw Amendments to prohibit non-medical (recreational) cannabis production and distribution	N/A	N/A

City of Vancouver	**Completed** - New regulations to operate were passed by City Council on June 24, 2015	• A new conditional land use (Zoning and Development By-law) and business category (License By-law) will be created • Development Permit (time limited and renewable annually), Building Permit and Business License required	• 300 metres from school, community centre or youth facility • 300 metres from another cannabis retailer • Not permitted on the DTES, Granville Entertainment District, or minor street	• Business License which will require: a. standard application information (i.e. names, contact information) b. annual Police Information Check for the applicant and all employees c. a fee of $30,000 per year (based on cost recovery for regulation) d. a Good Neighbour Agreement
City of White Rock	**Waiting** - Development of a application package and procedures for retail store to be brought forward after legalization occurs	• Single cannabis store permitted in the Town Centre area under a Temporary Use Permit (pilot store) • A new Type of TUP is proposed with specific regulations in accordance with general conditions consistent with the parameters proposed	• Limited within Town Centre land use 200 metres away from school site • 1000 metres away from any other cannabis store • 100 metres away from a child care facility • 30 metres away from parkland in the Town Centre	• Smoking Protection Bylaw was updated to reflect the use of cannabis and define where it cannot be smoked
Township of Langley	**Waiting** - no current indication that they will be moving forward with a regulatory framework	• Retail sales of cannabis currently prohibited (Zoning Bylaw)	N/A	N/A
District of Mission	**In Progress** - Once Provincial regulations are made public and municipal authority is clear Mission will bring forward bylaw amendments for consideration	• Currently the sale of cannabis, medical cannabis and cannabis products, and includes the sale of drug paraphernalia such as bongs, hookah pipes, glass pipes, and other smoking aids are prohibited within all zones • Will only consider Government operated stores in identified established shopping malls (number of stores will not be regulated). A new zone will be created in addition to commercial uses - rezoning of a specific commercial retail unit will be required	N/A	• Amend the Smoking Regulation Bylaw to treat vaping and smoking of cannabis in the same way as smoking tobacco in the future

District of North Vancouver	**In Progress** - Public Consultation - Survey currently in progress until September	• Staff recommend amending our existing Zoning Bylaw to allow non-medical cannabis retail stores in zones that allow liquor stores • The District would accept applications from any site with the appropriate zoning, permission would not be guaranteed, but subject to public input	• 200 or 300 metres buffer from schools	• Recommended that the Business License Bylaw amended to include retail cannabis stores as a new business class • Recommend amending the Fees and Charges Bylaw by adding "Non-medical Cannabis Retail Store" to the list of business types • Recommend amending the Bylaw Notice Enforcement Bylaw by adding fines for any contraventions regarding cannabis • Recommend amending the Smoking Regulation Bylaw to add cannabis and vaping under the 'Smoking' definition
District of West Vancouver	**In Progress** - working on a regulatory framework that will not be presented until after legalization	• Interim Zoning Bylaw Amendments to prohibit all non-medical cannabis uses • Site specific Rezoning application will be considered on a case-by-case basis and allow the District to determine specific conditions	N/A	• Future amendments for Smoking Regulation Bylaw, Bylaw Notice Enforcement Bylaw & Municipal Ticket Information Bylaw forthcoming

APPENDIX B

CITY OF MAPLE RIDGE

BYLAW NO. 7487-2018

A Bylaw to amend the text of Maple Ridge Zoning Bylaw No. 3510-1985 as amended

---

WHEREAS, it is deemed expedient to amend the Maple Ridge Zoning Bylaw No. 3510-1985 as amended:

NOW THEREFORE, the Municipal Council of the City of Maple Ridge, enacts as follows:

1. This bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7487-2018".

2. Maple Ridge Zoning Bylaw No. 3510-1985 is hereby amended as follows:

a) PART 2, INTERPRETATION, is amended by the addition of the following definition in correct alphabetical order:

"Cannabis" means dried flowers, leaves, stems and seeds of the cannabis Cannabis sativa plant, cultivated for the purpose of inhaling or ingesting.

"Cannabis Retail" means a retail use devoted to sales of non-medical cannabis products in accordance with Federal and Provincial Regulations.

b) PART 4, GENERAL REGULATIONS, Section 401, USES OF LAND, BUILDINGS AND STRUCTURES is amended by deleting prohibited use (3)(h) in its entirety and replacing it with the following:

The retail sale of cannabis products if located within the following distance, measured in a straight line from the property lines, to one of the following uses:

i. 200 meters from an elementary or secondary school,
ii. 1000 metres from a cannabis retail use.

c) PART 7, COMMERCIAL ZONES, SECTION 702, COMMUNITY COMMERCIAL, C-2, is amended by the addition of the following new principal use 1)p) as follows:

Cannabis Retail

d) PART 7, COMMERCIAL ZONES, SECTION 703, TOWN CENTRE COMMERCIAL, C-3, is amended by the addition of the following new principal use 1)t) as follows:

Cannabis Retail

e) PART 7, COMMERCIAL ZONES, SECTION 708, SERVICE COMMERCIAL, CS-1, is amended by the addition of the following new principal use 1)v) as follows:

Cannabis Retail

3. Maple Ridge Zoning Bylaw No. 3510-1985 as amended is hereby amended accordingly.

READ a first time the day of , 20

READ a second time the day of , 20

READ a third time the day of , 20

ADOPTED the day of , 20

PRESIDING MEMBER	CORPORATE OFFICER

City of Maple Ridge

TO:	Her Worship Mayor Nicole Read and Members of Council	**MEETING DATE:**	September 4, 2018
		DOC ID:	2009107
FROM:	Chief Administrative Officer	**MEETING:**	Workshop

SUBJECT: Amendment to 2018 Council Meeting Calendar

EXECUTIVE SUMMARY:
In consideration of the election on October 20, 2018, it is recommended that October workshops be cancelled and the remainder of the meetings be advanced.

RECOMMENDATION:

That the 2018 Council Meeting Calendar be amended as follows:

- **Cancellation of Council Workshops on October 2 and October 16;**
- **Move the Regular Council Meeting and Closed Meeting on October 9 to October 2;**
- **Move the Public Hearing on October 16 to October 9;**
- **Move the Regular Council Meeting and Closed Meeting on October 23 to October 16;**
- **No meetings scheduled on October 23.**

DISCUSSION:
Council Workshop meetings are the venue for preliminary discussion of policy-related items. Considering the election on October 20, 2018, staff recommend that the two workshops in October be cancelled, and the remaining Regular and Closed meetings and Public Hearing all be advanced by one week from their currently scheduled dates.

" Original signed by Laura Benson"

Prepared by: Laura Benson, CPA, CMA
Director of Corporate Administration

"Original signed by Paul Gill"

Concurrence: Paul Gill, CPA, CGA
Chief Administrative Officer

Attachment:

- Appendix 1 – 2018 Council Meeting Calendar – Current and Proposed

2018 COUNCIL MEETING CALENDAR

Regular Council Meeting	Council Chambers – **7:00 pm**
Council Workshop	Blaney Room – **6:00 pm**
Closed Meetings	Blaney Room – **6:00 pm**
Public Hearing	Council Chambers - **7:00 pm**
Early Public Hearing	Council Chambers – **6:00 pm**

Note: This schedule is subject to change

Special Dates: Public Holiday (Stat), UBCM Convention, LMLGA Convention, FCM Convention, School Spring Break, Inaugural Meeting

CURRENT SCHEDULE:

October						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

PROPOSED SCHEDULE:

October						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

M&C ✓ CAO ✓ GM ✓
Other
Action: Office of the Chair

Tel. 604 432-6215 Fax 604 451-6614

RECEIVED
JUL 30 2018
MAYOR

File: CR-12-01
Ref: RD 2018 Jun 22

JUL 26 2018

Mayor Nicole Read and Council
City of Maple Ridge
11995 Haney Place
Maple Ridge, BC V2X 6A9
VIA EMAIL: nread@mapleridge.ca

Dear Mayor Read and Council:

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

The Township of Langley submitted a request to Metro Vancouver to amend *Metro Vancouver 2040: Shaping our Future* (*Metro 2040*), the regional growth strategy, by changing the regional land use designation on portions of the site from "Mixed Employment" to "General Urban", and from "General Urban" to "Mixed Employment". The amendment bylaw would enable implementation of the Williams Neighbourhood Plan, recently completed by the Township of Langley.

At its June 22, 2018 regular meeting, the Board of Directors of Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the MVRD Board:

a) initiate the Metro 2040 minor amendment process and in response to the Township of Langley's request to amend the regional land use designations for the Williams Neighbourhood Plan area, amending 4 hectares of lands designated Mixed Employment to General Urban and 2 hectares of lands designated General Urban to Mixed Employment;

b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018; and

c) direct staff to notify affected local governments as per Metro Vancouver 2040: Shaping our Future section 6.4.2.

This letter provides notification to affected local governments and other agencies of the proposed amendment to *Metro 2040*.

This is a *Metro 2040* Type 3 minor amendment requiring an amendment bylaw that receives an affirmative 50%+1 weighted vote of the Board at each reading, and no regional public hearing. For more information on regional growth strategy amendment procedures, please see *Metro 2040* Section 6.4.

25763087

5.1

A Metro Vancouver staff report providing background information and an assessment of the proposed amendment regarding consistency with *Metro 2040* is enclosed.

You are invited to provide written comments on this proposed amendment to *Metro 2040*. **Please provide your comments via a Council or Board resolution by Friday September 14, 2018. Comments can be submitted to Chris Plagnol, Corporate Officer by mail to 4730 Kingsway, Burnaby BC, V5H 0C6 or by email at Chris.Plagnol@metrovancouver.org.**

If you have any questions with respect to the proposed amendment, please contact James Stiver, Manager, Growth Management and Transportation, Parks Planning and Environment by phone at 778-452-4698 or by email at James.Stiver@metrovancouver.org.

Yours sincerely,

Greg Moore
Chair, Metro Vancouver Board

GM/NC/HM/js

cc: Christine Carter, Direct of Planning, City of Maple Ridge
Neal Carley, General Manager, Parks, Planning and Environment, Metro Vancouver

Attachments
1. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018 *(Doc# 25359277)*
2. Report dated May 29, 2018, titled "Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the Township of Langley — Williams Neighbourhood Plan". *(Doc# 25366805)*

25763087

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

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

Township of Langley - Williams

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

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

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:

   a) Re-designating the subject Township of Langley Williams site from Mixed Employment to General Urban, as shown in Schedule "A" attached to and forming part of this Bylaw;

   b) Re-designating the subject Township of Langley Williams site from General Urban to Mixed Employment, as shown in Schedule "A" attached to and forming part of this Bylaw; and

   c) Maps 2, 3, 4, 6, 11, and 12 contained in *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* are deleted and replaced with Maps 2, 3, 4, 6, 11 and 12 as contained in Schedule "B" attached to and forming part of this Bylaw.

2. The official citation for this bylaw is *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018.* This bylaw may be cited as *Regional Growth Strategy Amendment Bylaw No. 1266, 2018.*

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

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

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

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

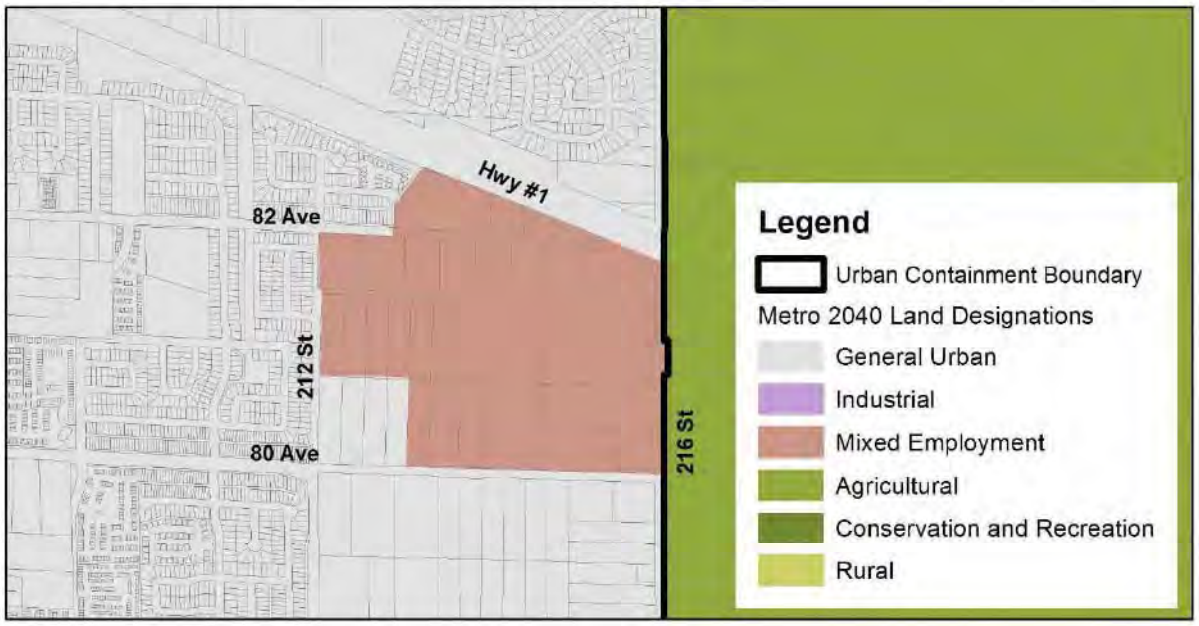
_____ _____

Chris Plagnol, Corporate Officer Greg Moore, Chair

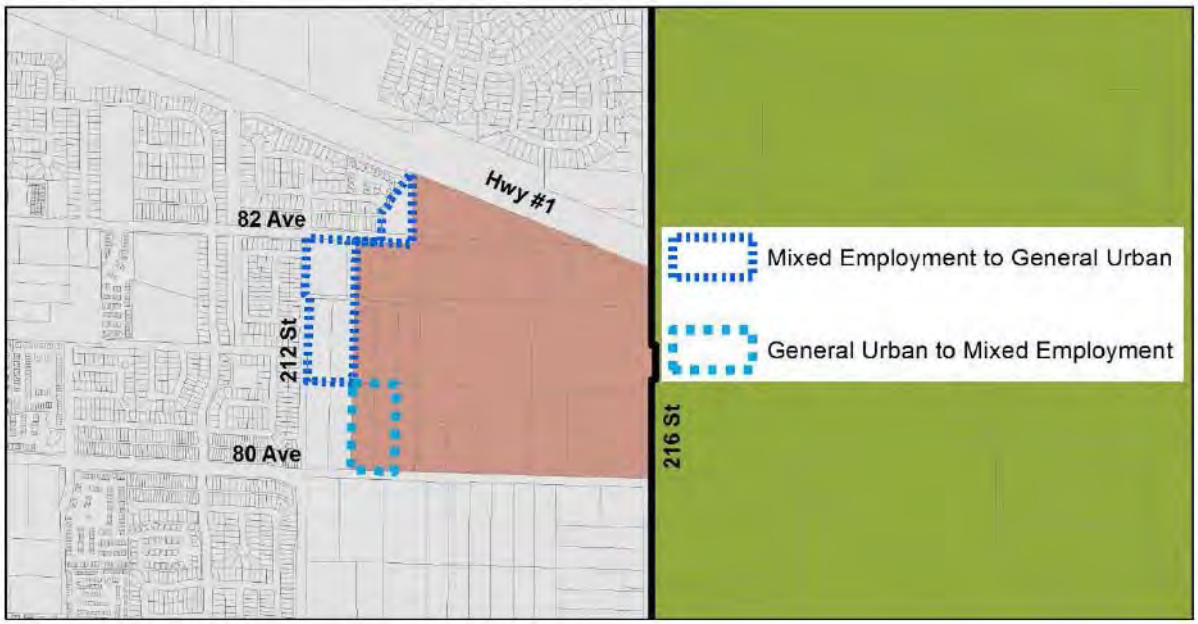
SCHEDULE A

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

Prior to Amendment

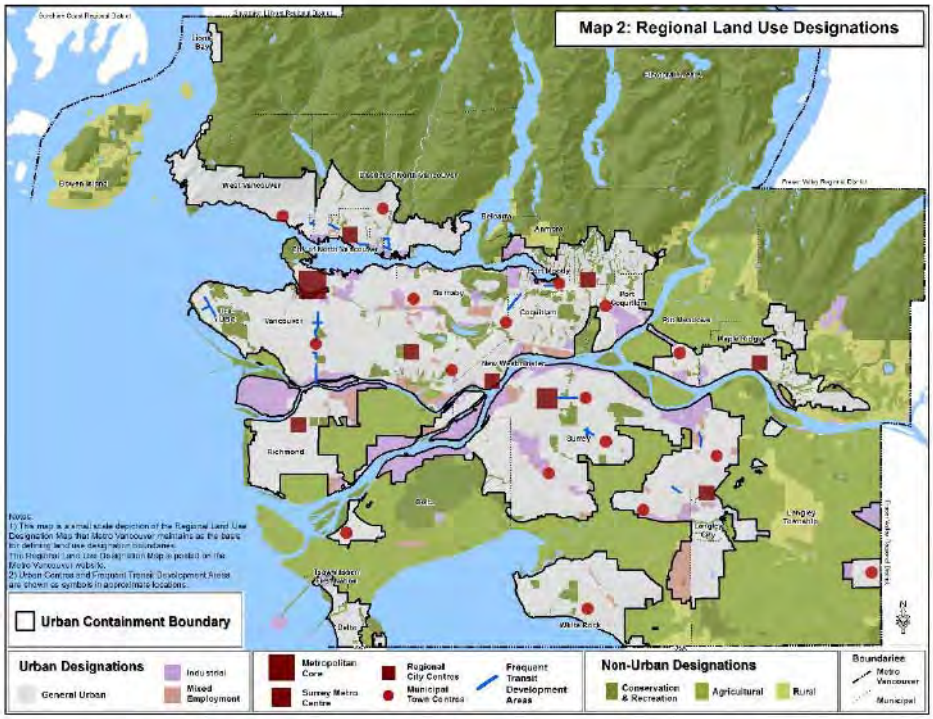


Post Amendment

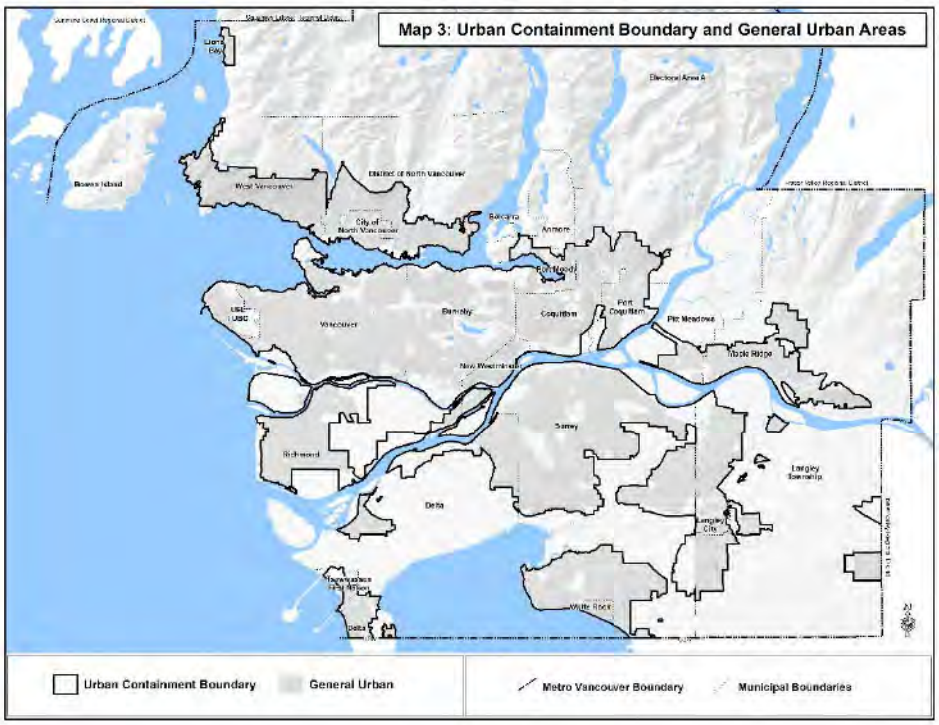


SCHEDULE B

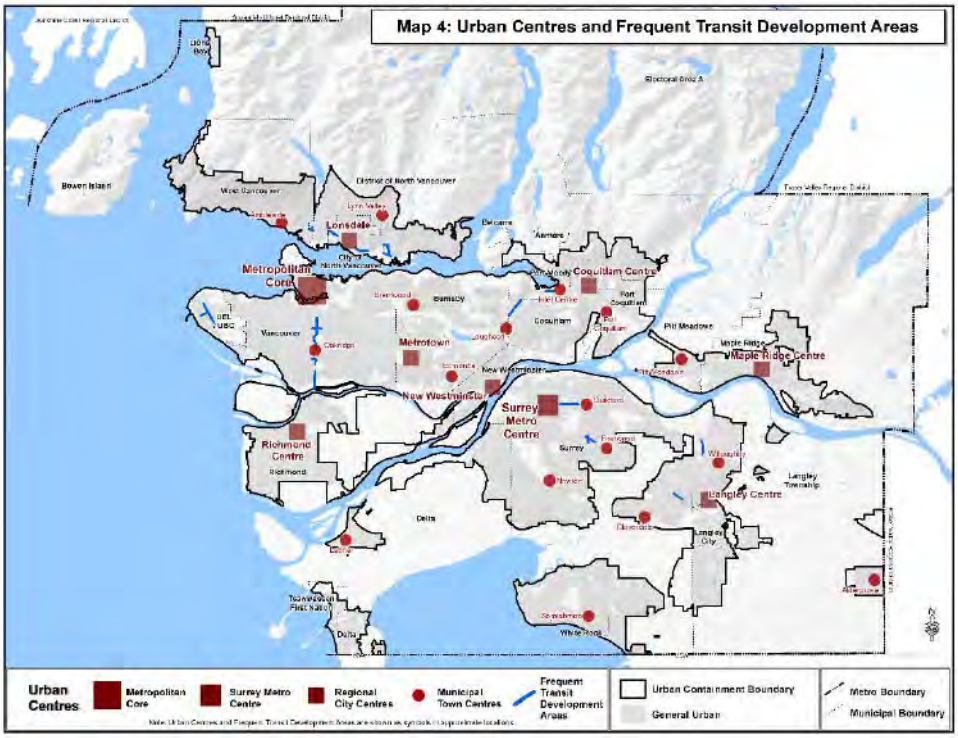
Map 2 Regional Land Use Designations



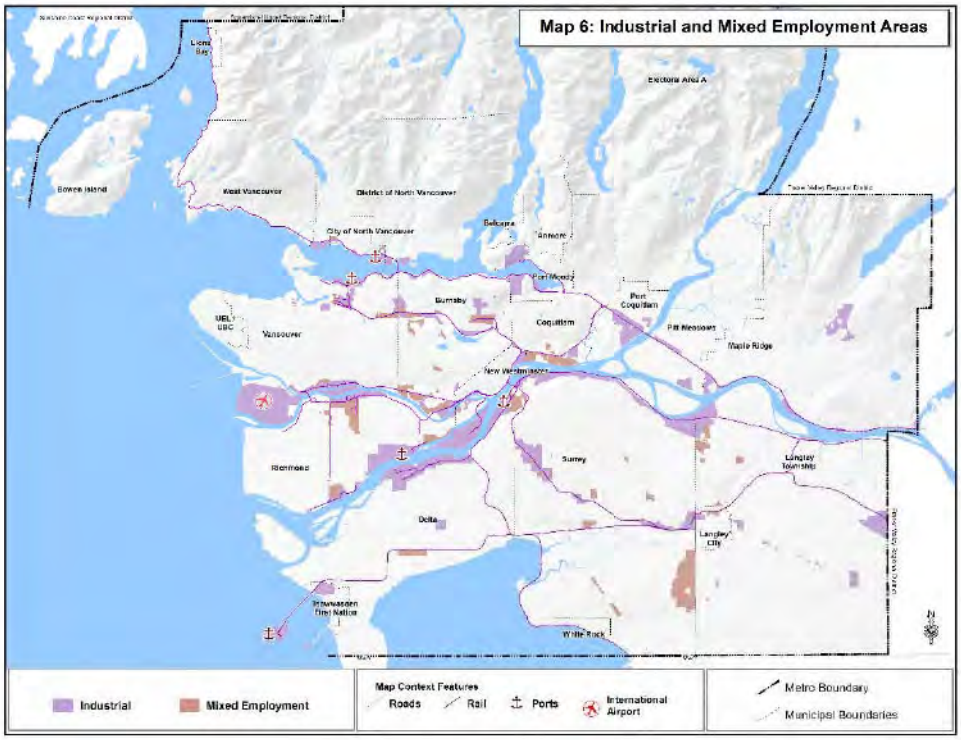
Map 3 Urban Containment Boundary and General Urban Areas



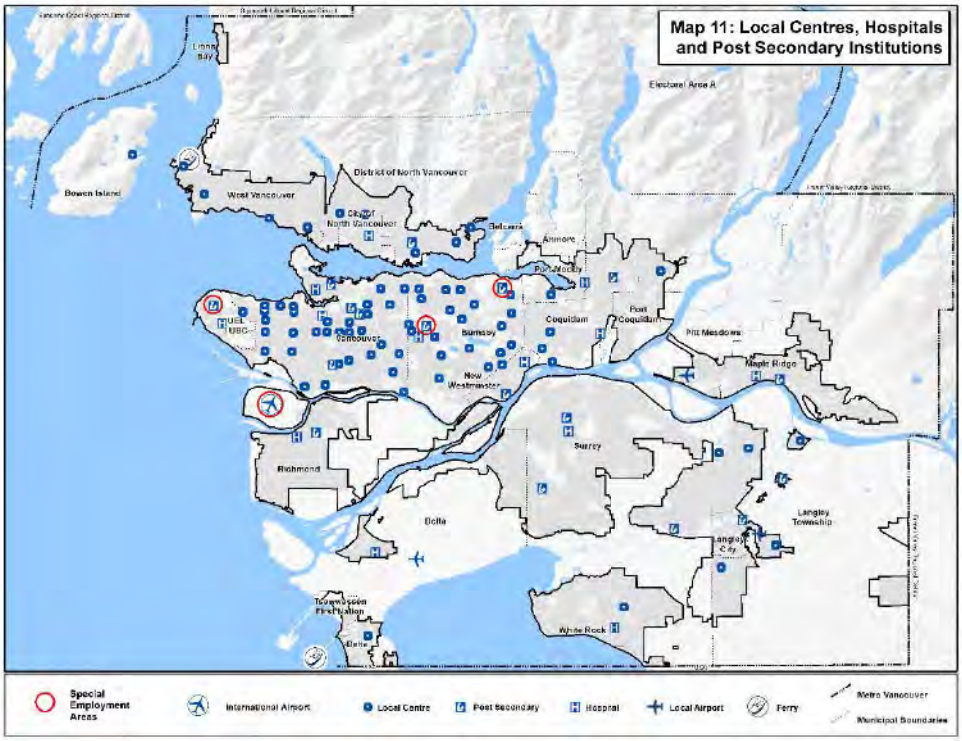
Map 4 Urban Centres and Frequent Transit Development Areas



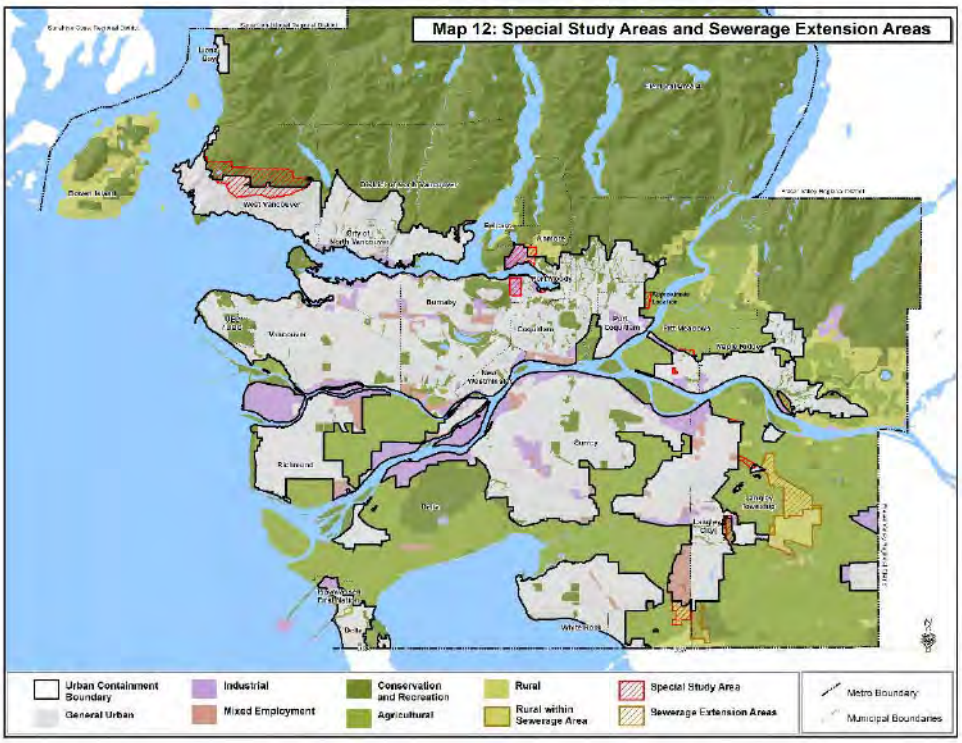
Map 6 Industrial and Mixed Employment Areas



Map 11 Local Centres, Hospitals and Post-Secondary Institutions



Map 12 Special Study Areas and Sewerage Extension Areas



To: Regional Planning Committee

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

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

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

RECOMMENDATION

That the MVRD Board:

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

PURPOSE

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

BACKGROUND

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

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

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

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

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

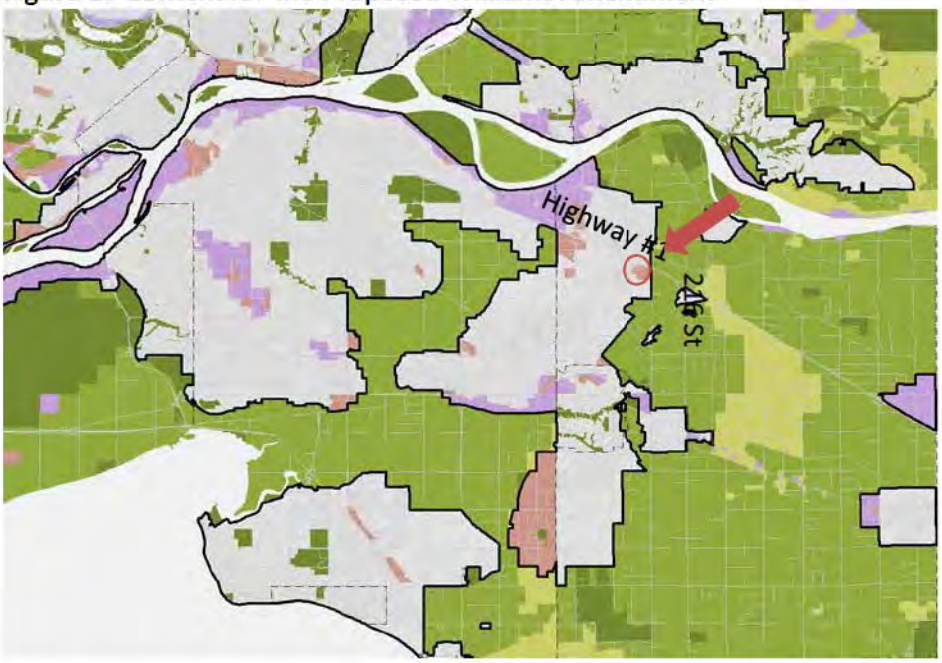
PROPOSED *METRO 2040* LAND USE DESIGNATION AMENDMENT

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

DETAILS OF THE PROPOSED AMENDMENT

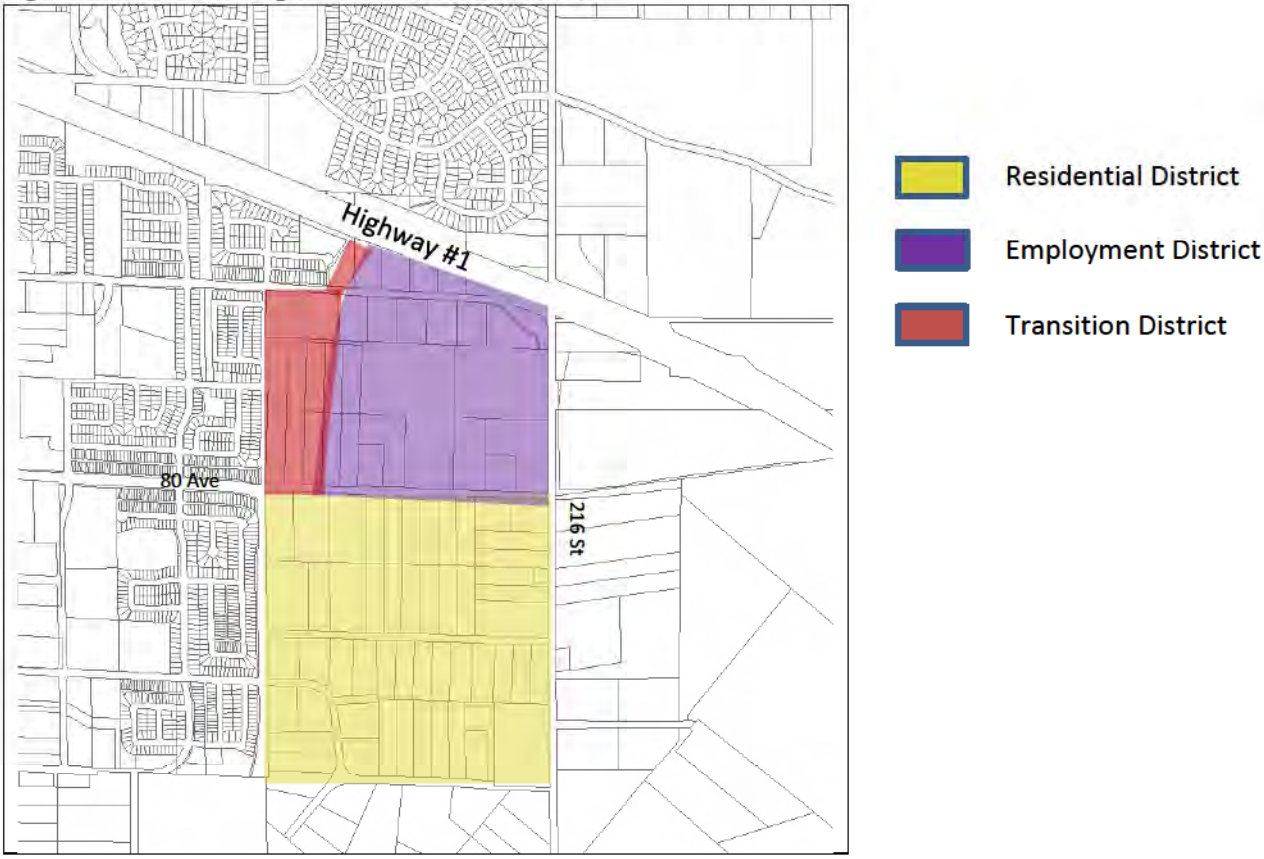
The Williams area is one of a number of areas within the Township's Willoughby Plan area where semi-rural land uses within the *Metro 2040* Urban Containment Boundary are planned for future urban development (See Figure 1). The current *Metro 2040* land use designations in the Williams area were submitted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

Figure 1. Context for the Proposed Williams Amendment



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

Figure 2. Williams Neighbourhood Plan Districts



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

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

Figure 3. Existing and Proposed Metro 2040 Designations

Application Review

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

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

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

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

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

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

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

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

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

ALTERNATIVES

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

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

FINANCIAL IMPLICATIONS

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

SUMMARY / CONCLUSION

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

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

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

Attachments

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

25366805

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

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

Township of Langley - Williams

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

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

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:

   a) Re-designating the subject Township of Langley Williams site from Mixed Employment to General Urban, as shown in Schedule "A" attached to and forming part of this Bylaw;

   b) Re-designating the subject Township of Langley Williams site from General Urban to Mixed Employment, as shown in Schedule "A" attached to and forming part of this Bylaw; and

   c) Maps 2, 3, 4, 6, 11, and 12 contained in *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* are deleted and replaced with Maps 2, 3, 4, 6, 11 and 12 as contained in Schedule "B" attached to and forming part of this Bylaw.

2. The official citation for this bylaw is *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018.* This bylaw may be cited as *Regional Growth Strategy Amendment Bylaw No. 1266, 2018.*

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

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

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

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

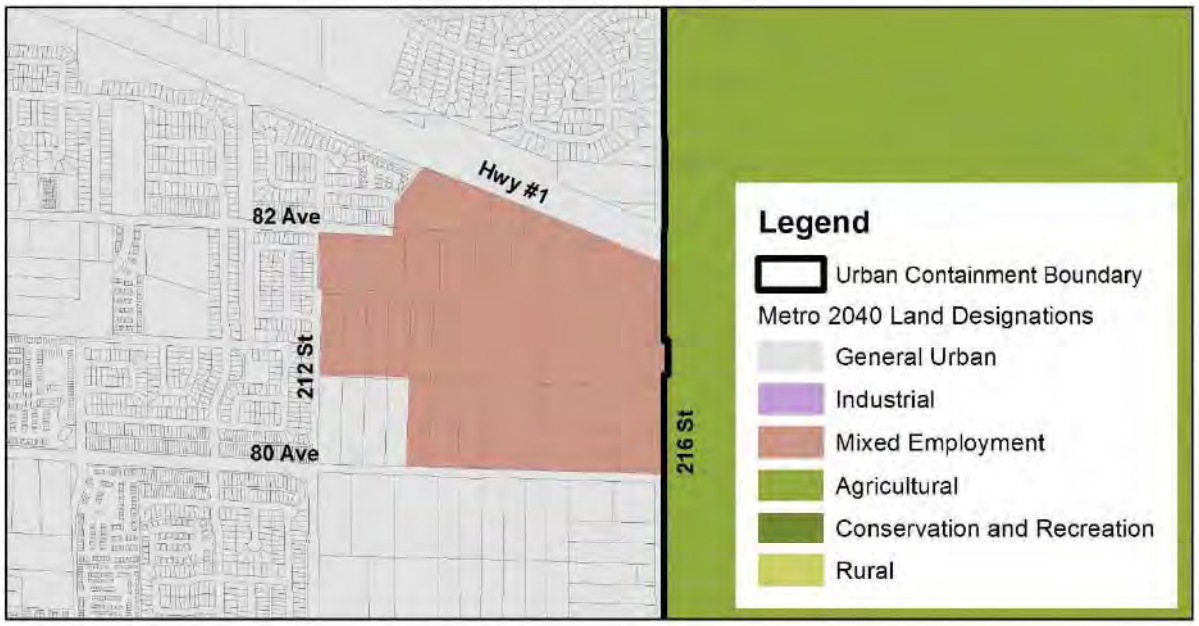
_____ _____

Chris Plagnol, Corporate Officer Greg Moore, Chair

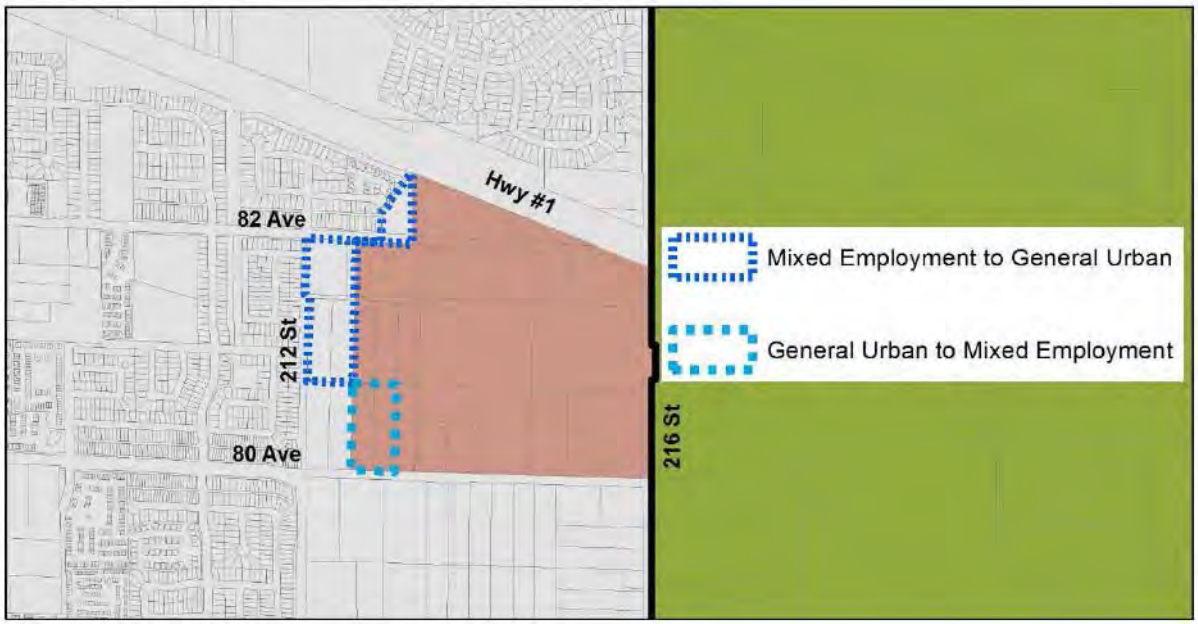
SCHEDULE A

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

Prior to Amendment

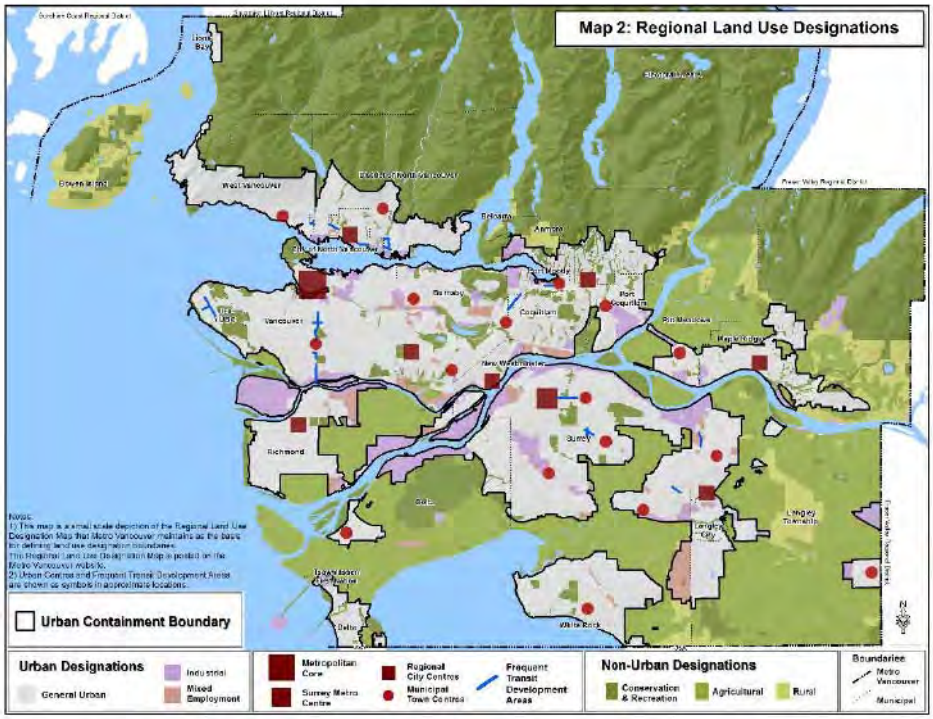


Post Amendment

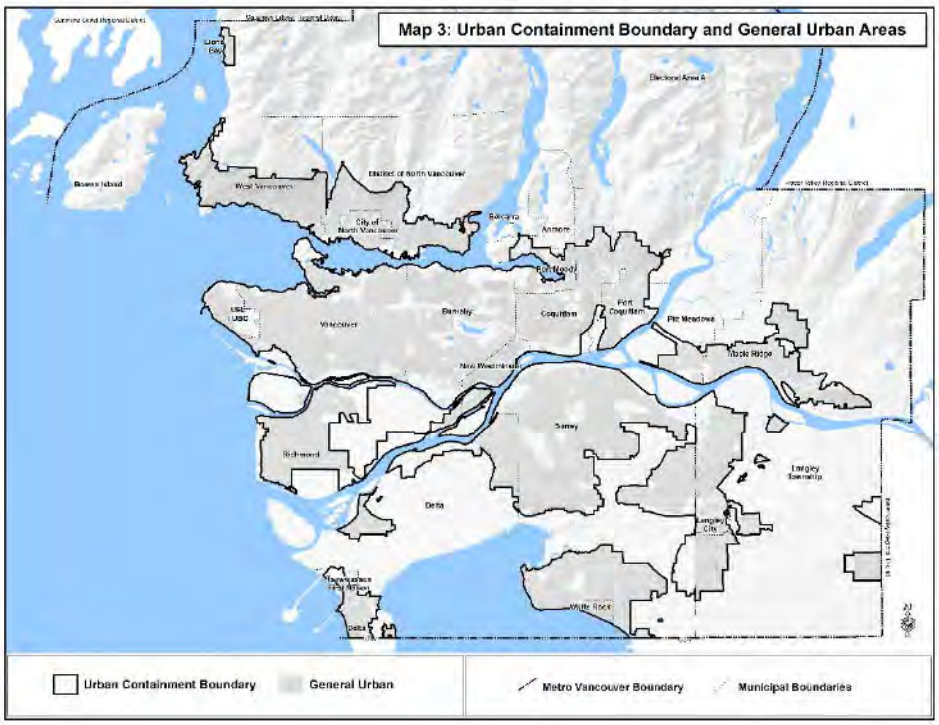


SCHEDULE B

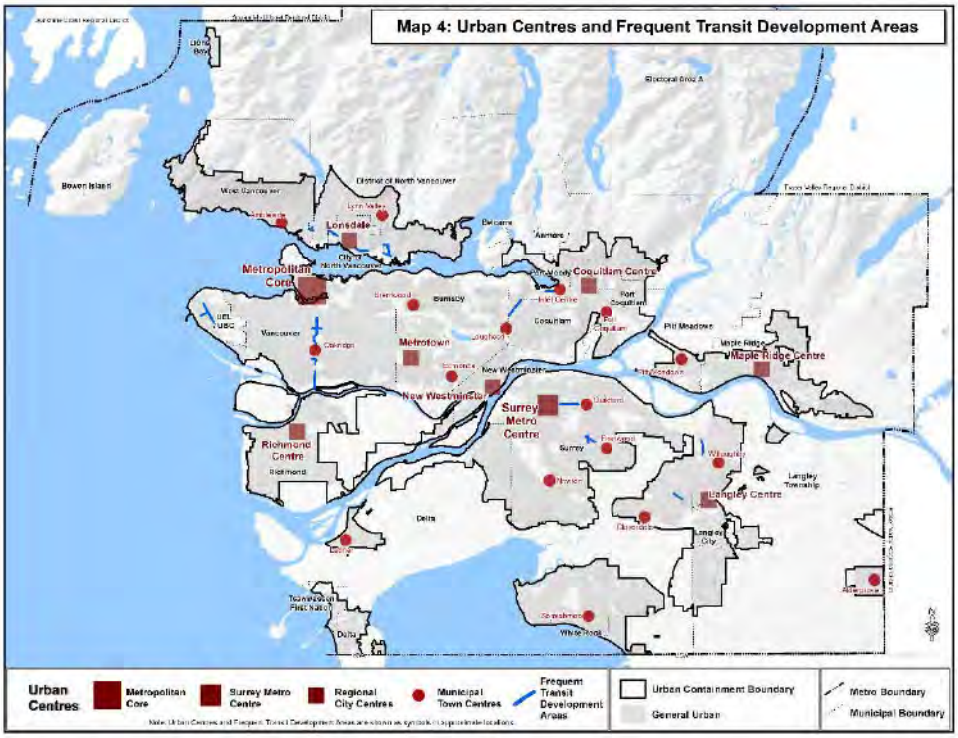
Map 2 Regional Land Use Designations



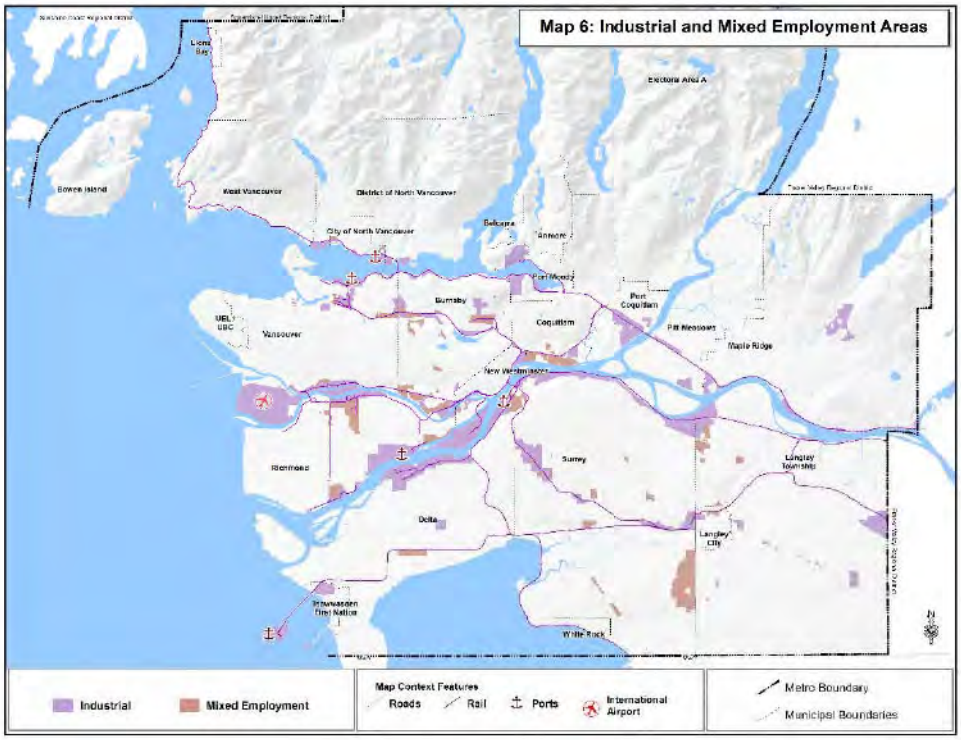
Map 3 Urban Containment Boundary and General Urban Areas



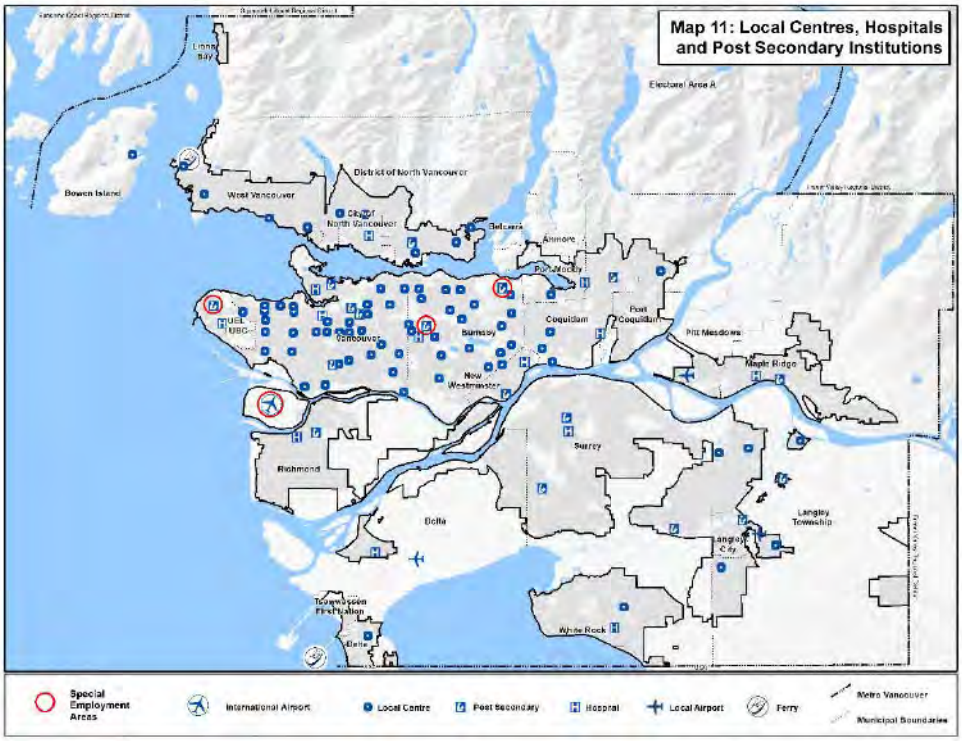
Map 4 Urban Centres and Frequent Transit Development Areas



Map 6 Industrial and Mixed Employment Areas



Map 11 Local Centres, Hospitals and Post-Secondary Institutions



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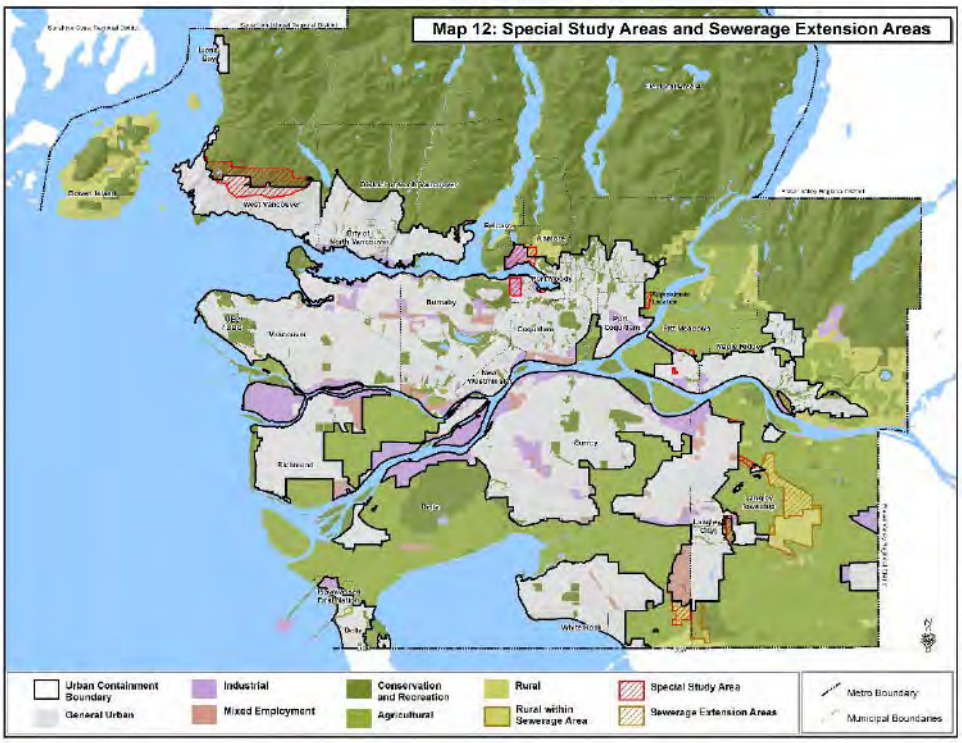


ATTACHMENT 2

Township of Langley

Est. 1873

May 8, 2018

Bylaw No 5334 and 5335

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

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

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

Dear James Stiver, Heather McNell and Terry Hoff:

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

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

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

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

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

20338 - 65 Avenue | Langley | British Columbia | Canada | V2Y 3J1 | 604.534.3211 | tol.ca

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

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

Yours truly,

Wendy Bauer, CMC
TOWNSHIP CLERK

Attachments

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

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

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

EXPLANATORY NOTE

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

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

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

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

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

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Amendment) Bylaw 2018 No. 5334".

2. The Langley Official Community Plan Bylaw 1979 No. 1842 as amended is further amended by amending 'Map 1 – Land Use' to change the designation of lands from Urban to Mixed Employment and from Mixed Employment to Urban for areas as shown on Schedule 'A' attached to and forming part of this bylaw.

3. The Langley Official Community Plan Bylaw 1979 No. 1842 as amended is further amended by amending 'Map A-1 – RGS Land Use' in Schedule 1 Regional Context Statement to change the designation of lands from General Urban to Mixed Employment and from Mixed Employment to General Urban for areas as shown on Schedule 'B' attached to and forming part of this bylaw.

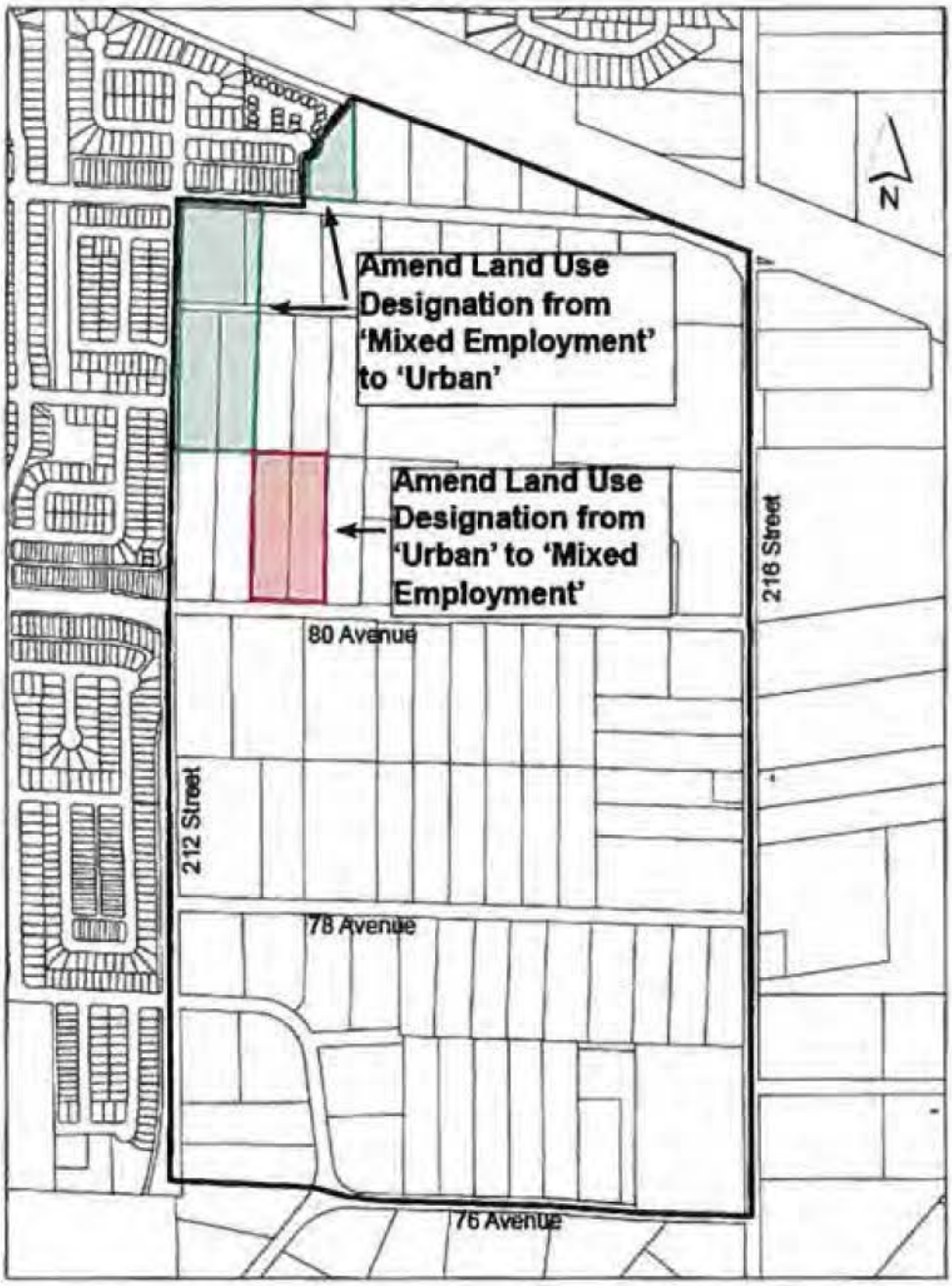
READ A FIRST TIME the	09	day of	April	, 2018
READ A SECOND TIME the	09	day of	April	, 2018
PUBLIC HEARING HELD the	23	day of	April	, 2018
READ A THIRD TIME the	07	day of	May	, 2018
RECONSIDERED AND ADOPTED the		day of		, 2018

_____ Mayor _____ Township Clerk

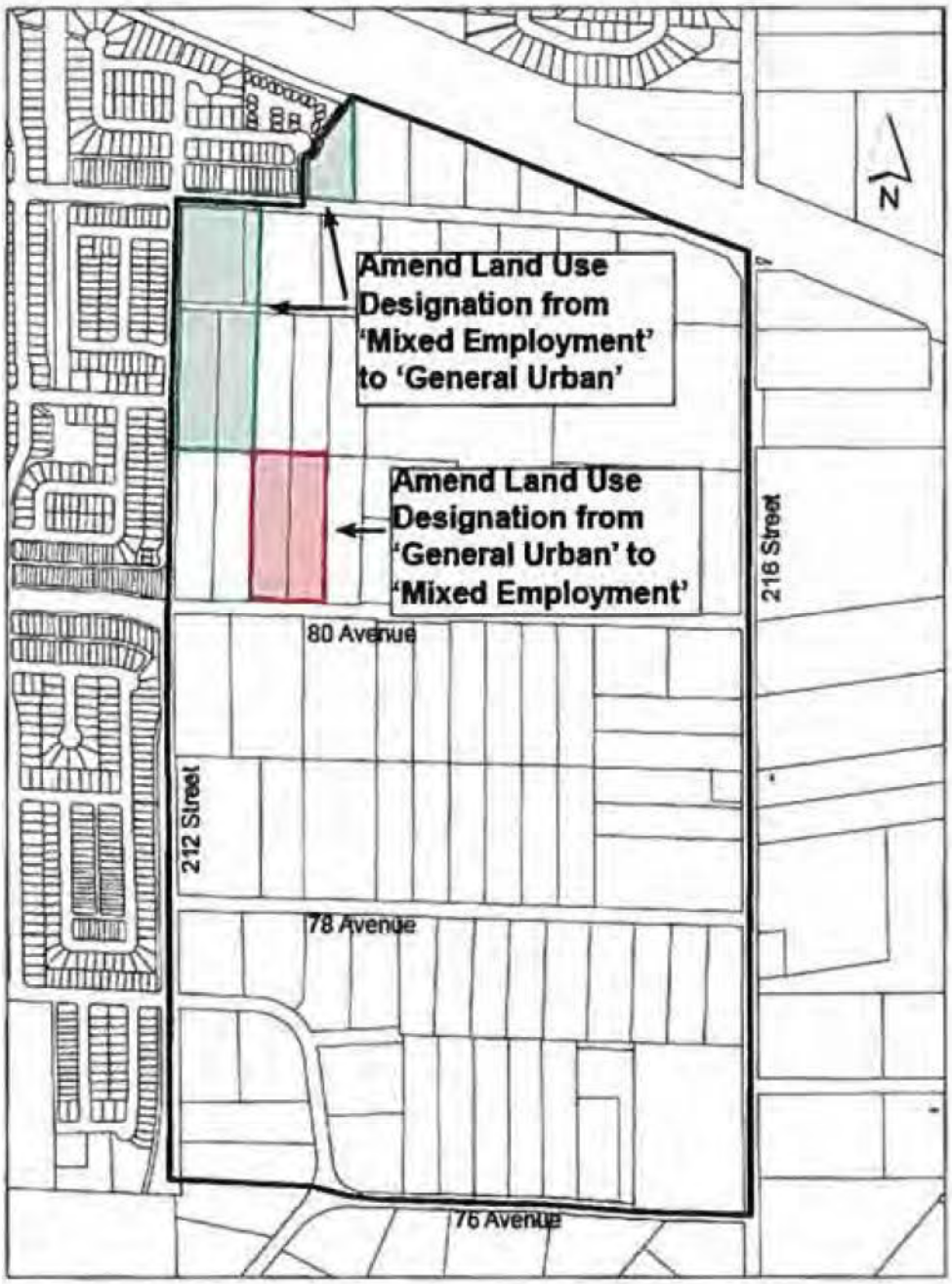
CERTIFIED CORRECT AT THIRD READING

WENDY BAUER
Township Clerk

SCHEDULE 'A'
BYLAW NO. 5334



SCHEDULE 'B'
BYLAW NO. 5334



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335

EXPLANATORY NOTE

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

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335

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

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

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335".

2. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended is further amended by:

   a) Replacing bullet point "10.", of Section 2.1 Design Principles, with the following:

      "10. Areas adjacent to extensive agricultural lands can accommodate a range of land uses, including industrial, commercial, institutional, recreational and residential. Residential uses should be generally and relatively lower density compared to more central Willoughby neighbourhoods (along 200 and 208 Street corridors) in order to contribute to transitions along the urban / rural edge."

   b) Deleting the second sentence for bullet point "A.", of Sub-Section 3.1.1 Suburban Residential;

   c) Adding the phrase "and at the 216 Street Interchange in the Williams area" at the end of the first sentence of the paragraph, the phrase "in Carvolth, and more modest scale, yet distinctive buildings in Williams" at the end of the third sentence of the paragraph, and the phrase "and the Williams Plan" at the end of the last sentence of the paragraph, of Sub-Section 3.3.1 Gateway;

   d) Replacing bullet point "C.", of Section 3.4 Places To Work (Business Park), with the following:

      "C. The Business Park area at 80 Avenue near 216 Street is predicated on the Highway #1 interchange at 216 Street. This location has close proximity to provincial highways and provides employment close to home."

   e) Adding the word 'Williams' in the 'Neighbourhood Plan' column and in the 'Development Permit Area' rows of Areas 'B', 'C', 'G', 'I' and 'O' to the summary matrix in Section 4.0 'Development Permit Areas';

f) Adding the following development permit guidelines to subsection 4.3.3 'Development Permit Area "G" – Business/Office Park', under the category heading of '*Site Design*':

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

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

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

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

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

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

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

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

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

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

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

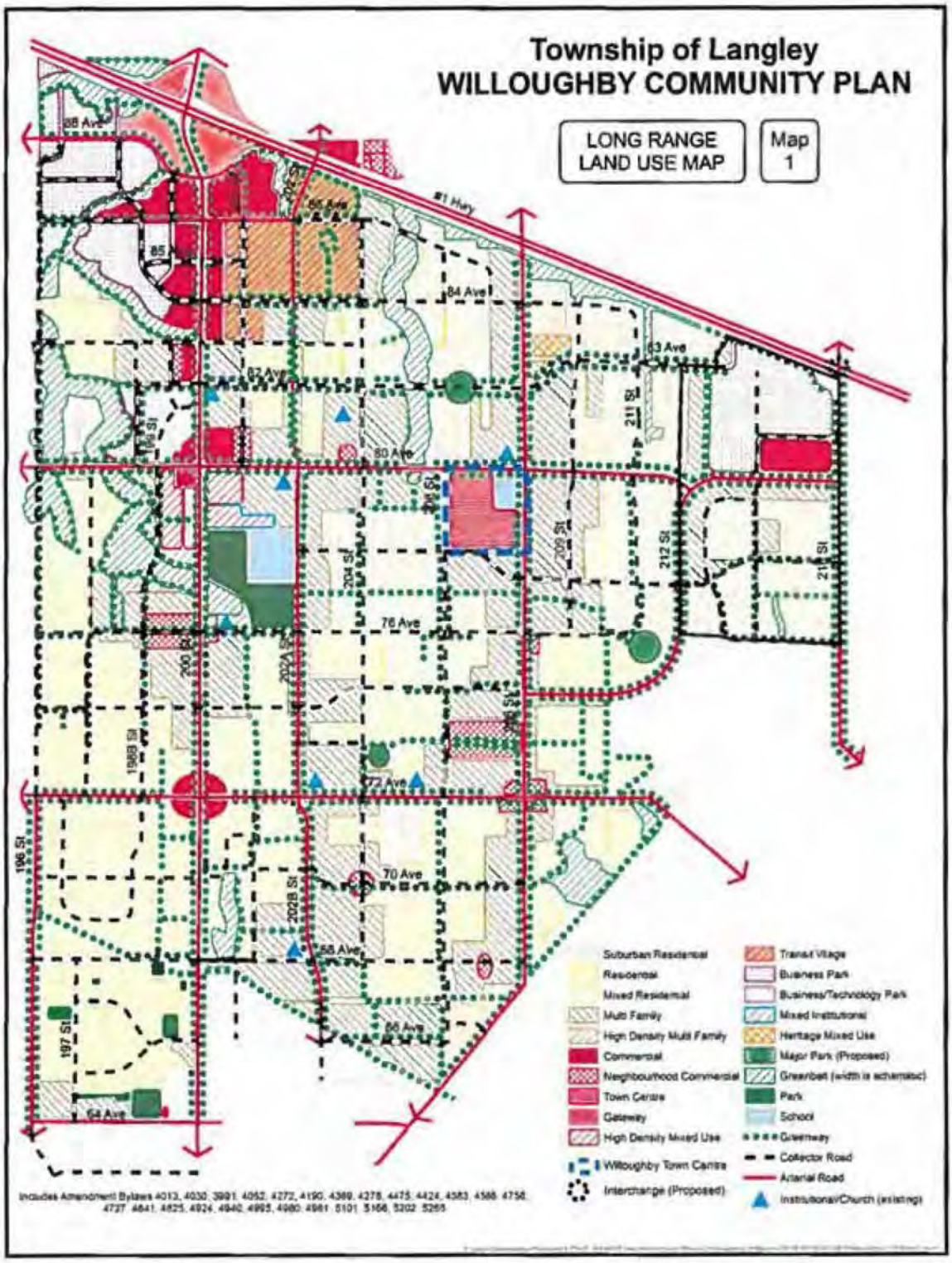
n) amending Map 4A, "Energy Conservation and GHG Emission Reduction Development Permit Area" to reflect the Development Permit Area amendments in the Williams Plan Area as shown on Schedule 'D' attached to and forming part of this bylaw; and

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

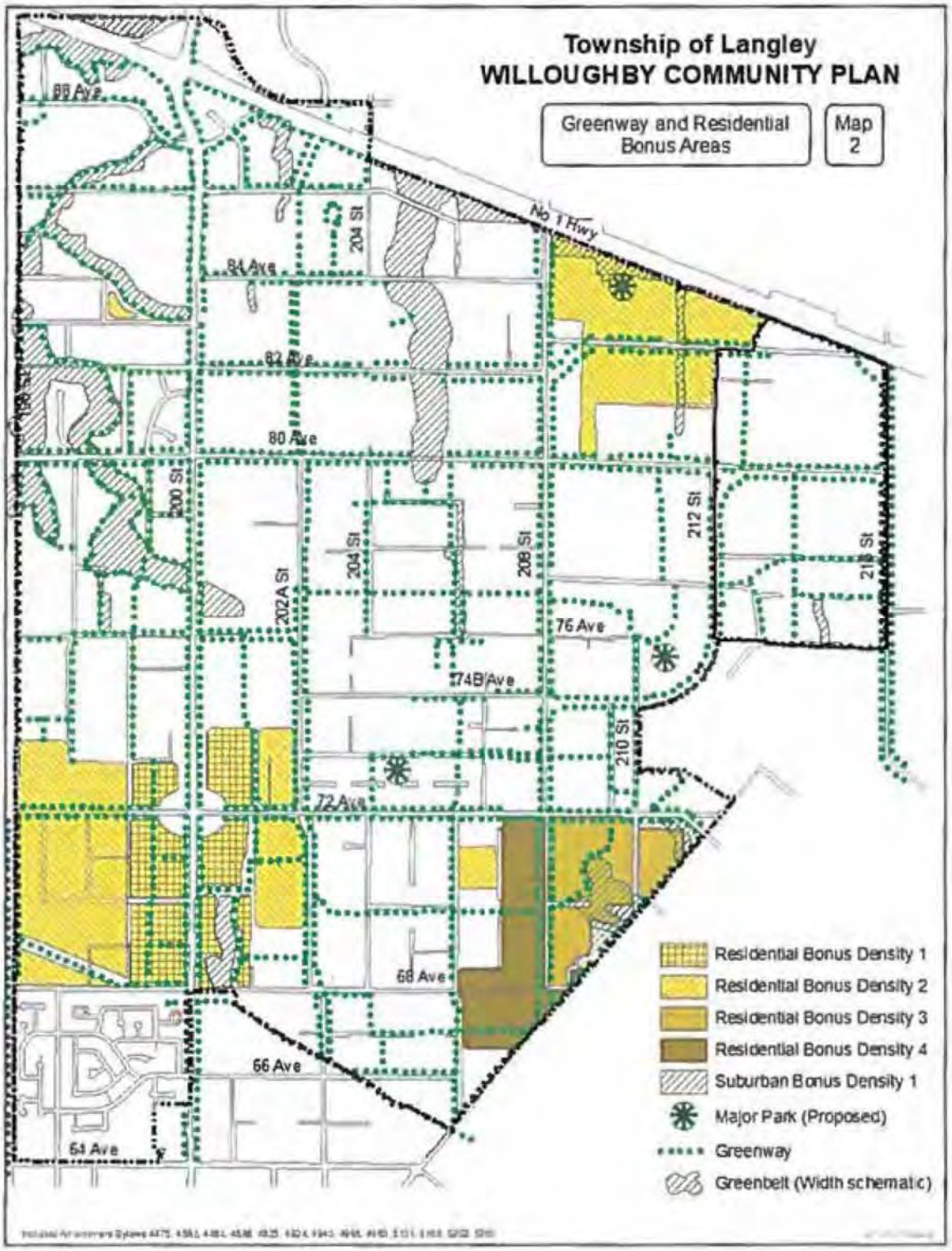
READ A FIRST TIME the	09	day of	April	, 2018
READ A SECOND TIME the	09	day of	April	, 2018
PUBLIC HEARING HELD the	23	day of	April	, 2018
READ A THIRD TIME the	07	day of	May	, 2018
RECONSIDERED AND ADOPTED the		day of		, 2018

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5335



SCHEDULE 'B'
BYLAW NO. 5335



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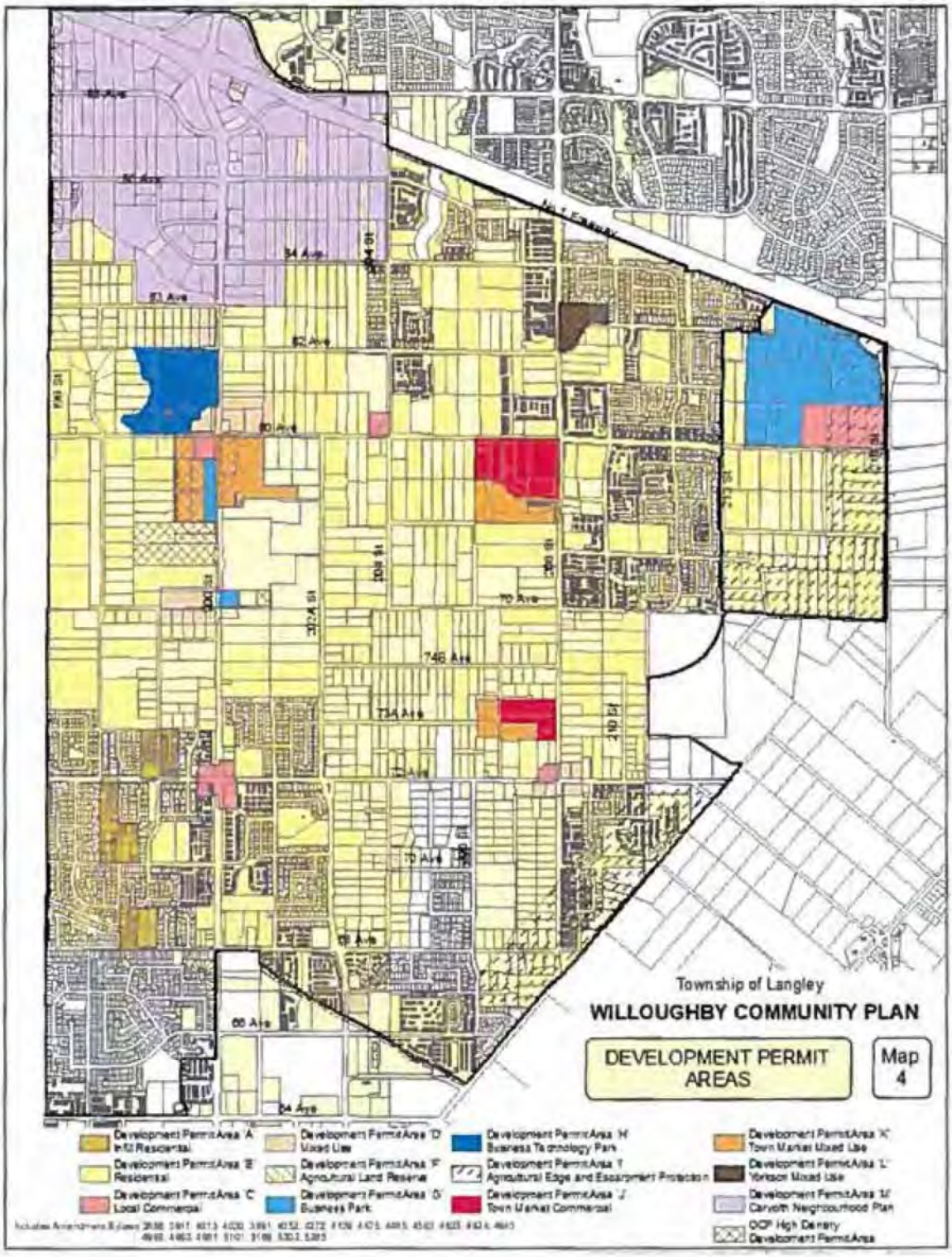
BYLAW NO. 5335



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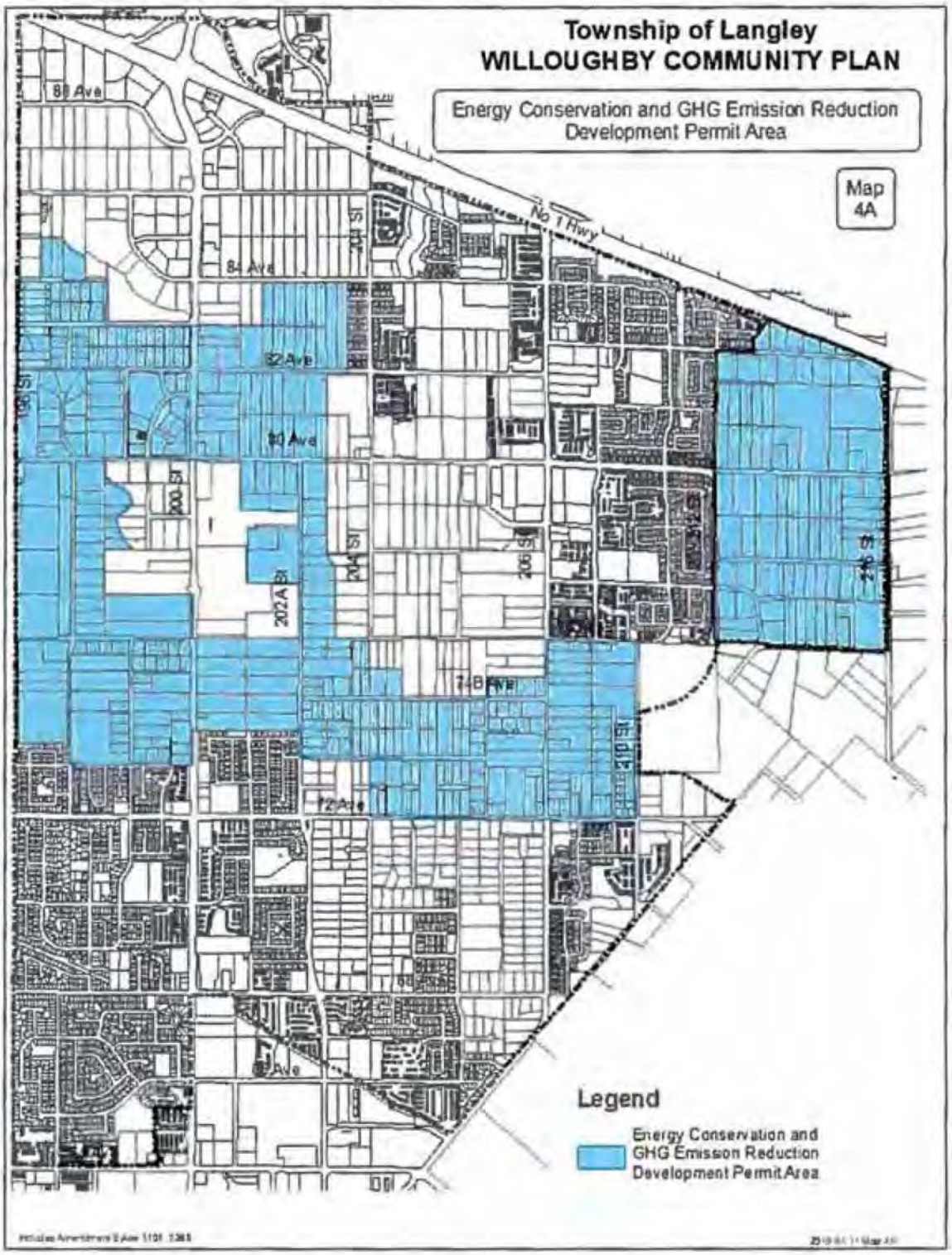
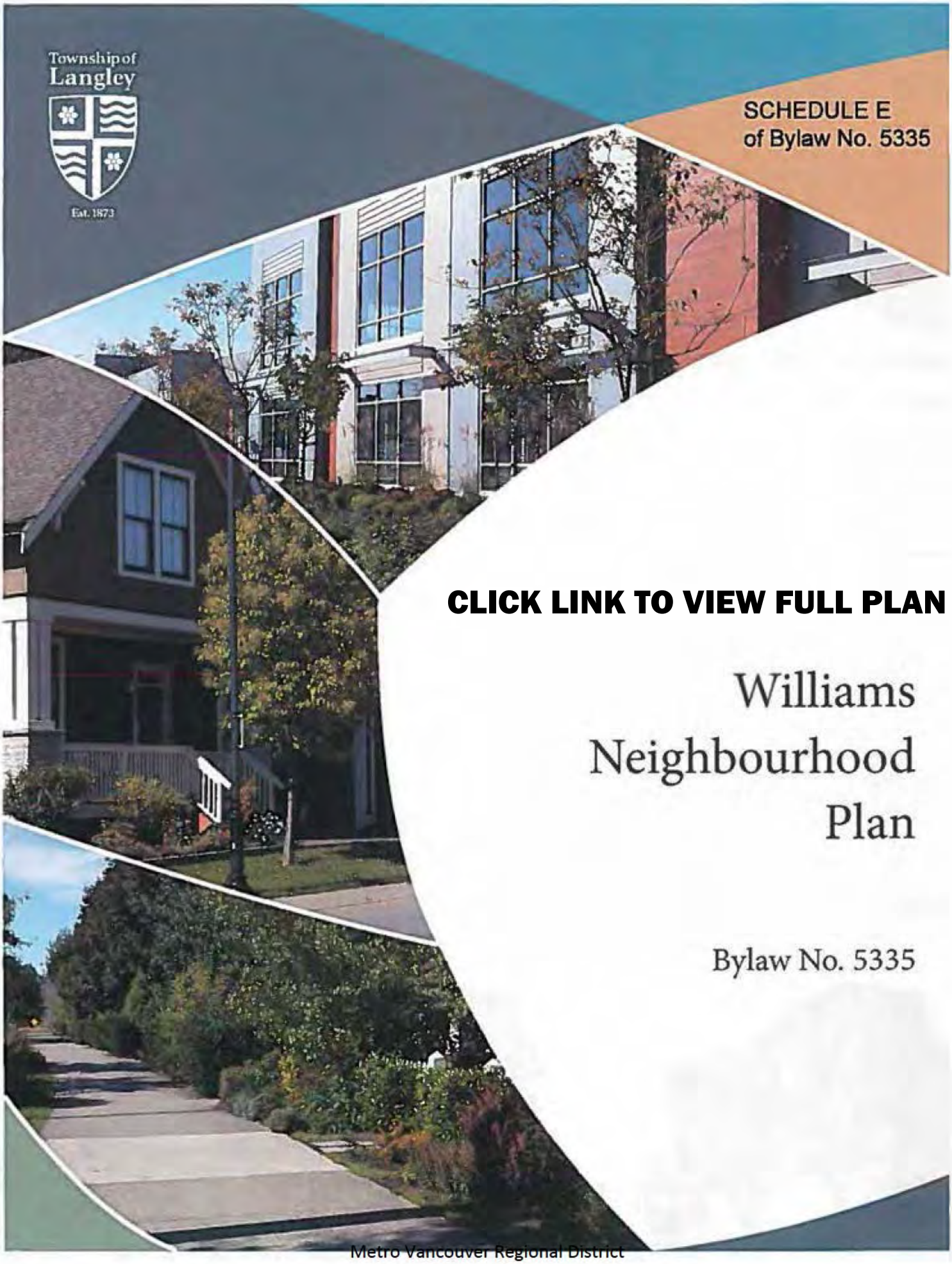
BYLAW NO. 5335



Township of Langley

Est. 1873

SCHEDULE E
of Bylaw No. 5335



CLICK LINK TO VIEW FULL PLAN

Williams Neighbourhood Plan

Bylaw No. 5335

Metro Vancouver Regional District

PORT of vancouver

Vancouver Fraser Port Authority
100 The Pointe, 999 Canada Place
Vancouver, B.C. Canada V6C 3T4
portvancouver.com

Via email

July 30, 2018

Mayor Read and Council
City of Maple Ridge
11995 Haney Place
Maple Ridge, BC
V2X 6A9

Mayor Read and Council:

RE: Update regarding federal funding announcements – Greater Vancouver Gateway 2030

I'm writing to you with an update regarding federal funding commitments for projects within the Greater Vancouver area. As you may know, in November 2017, the Vancouver Fraser Port Authority submitted nine funding applications to the federal government National Trade Corridors Fund for projects that are needed to address existing and emerging transportation bottlenecks in the Vancouver gateway, and to manage the effects of growing trade on communities.

In May and June 2018, Minister of Transport Marc Garneau announced federal funding commitments of more than $200 million for the following projects:

- Harris Road Underpass and Kennedy Road Overpass Project (Pitt Meadows)
- Mountain Highway Underpass Project (District of North Vancouver)
- Westwood Street and Kingsway Avenue Grade-Separations Project (Coquitlam and Port Coquitlam)
- Pitt River Road and Colony Farm Road Rail Overpasses Project (Coquitlam and Port Coquitlam)
- Burrard Inlet Road and Rail Improvements Project – Centennial Road Overpass, Waterfront Road Access Improvements, Commissioner Street Road and Rail Expansion, and rail improvements along CP Cascade Subdivision (Vancouver and Burnaby)
- North Shore Corridor Capacity Improvements Project – Thornton Rail Tunnel Ventilation Upgrades, Rail Corridor Improvements, planning for grade separation of Douglas Road (Burnaby)

The investment in infrastructure announced by the federal government over the past two months means that a group of projects will move forward that will provide national, provincial, regional, and local benefits. Key among these benefits is the alleviation of transportation bottlenecks, which will greatly increase the efficiency of moving commodities, such as grain, through the Port of Vancouver. These improvements will enable Canadian companies to get their products to market faster, while also reducing effects on local communities.

While the Whistle Cessation and Rail Crossing Information System did not receive federal funding during this intake, it remains a priority for the gateway. We will explore

Canada

opportunities to get these projects built, including looking at future phases of federal funding intakes. We anticipate that the next call for funding applications from the National Trade Corridors Fund will be in late 2019 or 2020.

I would like to acknowledge and thank your staff for their engagement with us during the funding application phase. We appreciate the time and effort that went into strengthening the case for the project, and we look forward to continuing to work with you as we determine next steps.

Should you have any questions, please do not hesitate to contact me.

Yours truly,

VANCOUVER FRASER PORT AUTHORITY

Peter Xotta
Vice President, Planning and Operations

Cc:
Paul Gill, Acting Chief Administrative Officer, City of Maple Ridge
Brad Glazer, Director, Trade Corridor and Infrastructure Development, Ministry of Transportation and Infrastructure

Attachments:
Vancouver Fraser Port Authority News Release – June 22, 2018

Media release

Vancouver to benefit from more than $200 million in federal funding for key goods-movement infrastructure projects

June 22, 2018

Port authority applauds the federal government's significant investment in projects that will reduce traffic congestion, improve goods movement, and enable more efficient transportation corridors

Today, the federal government announced $167 million in funding for three projects that will improve the movement of goods to and from the Port of Vancouver and support Canada's competitive position in international trade.

This, combined with $55.8 million announced last month for four other critical infrastructure projects in the region brings the total funding amount through Transport Canada's National Trade Corridors Fund to more than $200 million.

"Today, it's my great pleasure to thank Minister Garneau and his government for the significant investment in critical road and rail projects that will both support Canada's growing Trans-Pacific trade and protect the livability of local communities," said Robin Silvester, president and chief executive officer at the Vancouver Fraser Port Authority. The National Trade Corridors Fund is part of Transport Canada's Transportation 2030, a strategic vision to support a safe, secure, green, innovative and integrated transportation system that better moves products to markets and grows Canada's trade.

After extensive study, nearly 40 priority infrastructure projects were identified for the Lower Mainland region and close to half were submitted for funding through the National Trade Corridors Fund. The list was compiled through the collaborative efforts of the port authority, Transport Canada, B.C.'s Ministry of Transportation and Infrastructure, TransLink and the Greater Vancouver Gateway Council, culminating in an infrastructure strategy called Greater Vancouver Gateway 2030 designed to ensure the roads and railways that lead to the Port of Vancouver are ready to manage Canada's growing trade.

The investment in infrastructure announced by the federal government over the last month means that a key group of these projects will be moved forward and will provide national, provincial, regional, and local benefits. Key among these benefits is the alleviation of transportation bottlenecks, which will greatly increase the efficiency of moving commodities, such as grain, through the Port of Vancouver. These improvements will enable Canadian companies to get their products to market faster, while also reducing congestion on the roads for local communities.

"Together with our local members of Parliament, municipalities, Indigenous groups, and our industry stakeholders, we look forward to continuing to work on these and future projects that prepare our region and the Port of Vancouver for Canada's expanding trade opportunities," continued Silvester.

More information:

- Gateway Transportation Collaboration Forum
- Transportation 2030
- Transport Canada National Trade Corridors Fund
- June 22, 2018: The Government of Canada invests in road and rail infrastructure for the Port of Vancouver and Canadian National
- May 17, 2018: The Government of Canada invests in transportation infrastructure for the Port of Vancouver in British Columbia

About Vancouver Fraser Port Authority

The Vancouver Fraser Port Authority is responsible for the stewardship of the federal port lands in and around Vancouver, British Columbia. It is financially self-sufficient and accountable to the federal minister of transport and operates pursuant to the Canada Marine Act. The Port of Vancouver is Canada's largest, and the third largest in North America by tonnes of cargo, facilitating trade between Canada and more than 170 world economies. Located in a naturally beautiful setting on Canada's west coast, the port authority and port terminals and tenants are responsible for the efficient and reliable movement of goods and passengers, integrating environmental, social and economic sustainability initiatives into all areas of port operations. Enabling the trade of approximately $200 billion in goods, port activities sustain 115,300 jobs, $7 billion in wages, and $11.9 billion in GDP across Canada.

Media contact:
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Media Relations Advisor
604.340.8617
Danielle.Jang@portvancouver.com