

ITEM 5
MANAGER'S REPORT NO. 43
COUNCIL MEETING 1981 09 21

RE: LETTER FROM MAYOR J. L. TONN, CHAIRMAN OF THE GVRD PLANNING COMMITTEE,
WHICH WAS ON THE 1981 AUGUST 24 COUNCIL AGENDA (SEE ATTACHMENT)
PROPOSED AMENDMENTS TO THE OFFICIAL REGIONAL PLAN

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director of Planning be adopted.

* * * * *

TO: MUNICIPAL MANAGER 1981 September 15
FROM: DIRECTOR OF PLANNING Our File: 01.226
SUBJECT: PROPOSED AMENDMENTS TO THE OFFICIAL REGIONAL PLAN

RECOMMENDATION

1. THAT a copy of this report be sent to Mayor J.L. Tonn, Chairman of the GVRD Planning Committee.

R E P O R T

A. BACKGROUND

Appearing on the agenda of the 1981 August 24 Council meeting was a letter from Mayor J.L. Tonn, Chairman, GVRD Planning Committee, concerning proposed amendments to the Official Regional Plan.

The Planning Department was requested to examine the amendment proposals (copy attached) and to submit a report on the matter to the Council.

ITEM 5
MANAGER'S REPORT NO. 43
COUNCIL MEETING 1981 09 21

B. REVIEW OF PROPOSED AMENDMENTS

1. Extension of Urban 2 Areas - provides for minor extensions of this area designation.

This would apply only to Surrey and would overcome the need for site specific text amendments.

2. Agricultural Area Policies - spells out the use and subdivision policies for designated Agricultural Areas.

The intent of this proposed change is to show clearly that parcels under two acres in area, which are exempt from the Land Commission regulations, are subject to the Agricultural use and subdivision policies of the Official Regional Plan.

3. Transportation Network Policies - provides a revised approach to the Official Regional Plan Network map.

Under the proposed amendments, regionally significant transportation rights-of-way would be designated on a consultative basis with member municipalities. The map and plan text would not specify a minimum corridor width but the text would make clear that the intention of identifying these rights-of-way is to ensure that rights-of-way sufficient to accommodate travel demands are reserved for regional transportation network development. It is noted that the transportation network map has not yet been adopted by the GVRD Board, but will be circulated for Council review in the near future.

4. Effect of Regional Plan - relates to item 1 (Extension of Urban 2 Areas)

This would provide the same flexibility for rezoning and infill developments in Urban 2 areas that apply to Urban Areas without services.

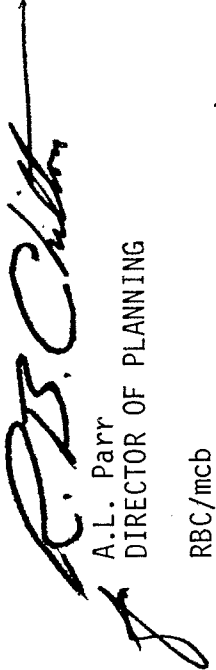
5. "Forestry" Use Definition - The purpose of this amendment is to correct a typographical error by replacing the word "cutting" with "grading".

C. CONCLUSIONS

It is concluded, from our review, that no action is considered necessary by the Council with respect to the proposed amendments to the Official Regional Plan. These have been discussed and reviewed by the Technical Planning Committee, the Lower Mainland Review panel and the GVRD Planning Committee, all of which have recommended their adoption.

All of the proposed changes, except those dealing with transportation network policies, are of a minor nature and intended to more precisely reflect existing conditions and improve the general workability of the regulations. The transportation corridor amendments are designed to facilitate more readily the implementation of regional transportation policies and, as noted earlier in the report, the transportation network map will be circulated for Council review in the near future.

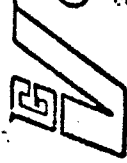
This is for the information of Council.


A.L. Parr
DIRECTOR OF PLANNING

RBC/mcb
Attach: (Amendment Proposals)

cc: Assistant Director - Long Range
Planning and Research

ITEM	5
MANAGER'S REPORT NO.	43
COUNCIL MEETING	1981 09 21



Greater Vancouver Regional District

2294 WEST TENTH AVENUE VANCOUVER, BRITISH COLUMBIA V6K 2H9 TELEPHONE 731-1155

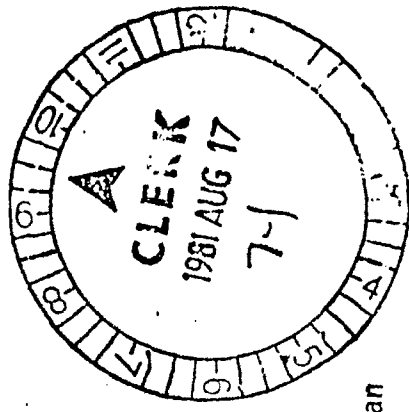
Please refer to our file number:

TO: Mayors and Members of Council
GVRD Member Municipalities

FROM: J.L. Tonn
Chairman, GVRD Planning Committee

DATE: August 10, 1981

RE: Proposed Amendments to the Official Regional Plan



In October of last year the GVRD Board adopted an updated Official Regional Plan. Copies of the plan will be printed and distributed shortly to all members of council. We also intend to hold a workshop to acquaint interested municipal staff who were not involved through the Technical Planning Committee in the preparation of the updated ORP with the new provisions. Printing of the plan has been delayed because of the labour dispute and because we wanted to make some changes to the text before printing. The enclosed draft by-law outlines these changes.

The major area of change is to the transportation network provisions contained in the updated plan. The net result of this change would be to remove the detailed specification of road widths for roads shown on the ORP network map. The ORP would simply indicate the agreed upon network of regionally significant roads and would not indicate the width or number of lanes of these roads.

This change and similar changes to the terminology used on the network map were originally suggested at a meeting between municipal and regional staff in December of last year. The revised text has been discussed over the past six months by the municipal staff at several Technical Planning Committee meetings, reviewed by the Technical Liaison Committee and Review Panel representatives of all four Lower Mainland regional districts and considered by the GVRD Planning Committee. All groups consider the proposed changes an improvement over the existing provisions in the plan and have recommended their adoption.

At the request of the GVRD Board these changes are also being referred to each municipal council for their reactions. In considering these changes you should be aware that the transportation network map itself has not yet been adopted by the Board and it is intended to circulate it for council review in the next month.

AGENDA 1981 AUGUST 24

COPY - MANAGER

- PLANNER

ITEM	5
MANAGER'S REPORT NO.	43
COUNCIL MEETING	1981 09 21

-2-

Briefly, the other substantive changes proposed in the by-law are to:

- provide for extension of URBAN-2 areas (this provision applies only to Surrey and will overcome the need for site specific text amendments.
- provide use and subdivision policies for parcels of less than 2 acres that are within the Agriculture Land Reserve (these parcels are not subject to Land Commission regulations)
- provide the same flexibility for rezoning and infill development in URBAN-2 areas that are given to URBAN areas without services.

The Planning Committee would like to receive your comments, if any, in time for consideration of this matter at our October 7th, 1981 Planning Committee Meeting. Any questions or clarifications on the proposed changes should be referred to Mr. Richard Taylor of the GVRD Planning Department.

A By-Law to amend the Official Regional Plan of the
Greater Vancouver Regional District.

BY-LAW NO. 412

WHEREAS an application to amend the Official Regional Plan of the Greater Vancouver Regional District (the "Regional District") has been received and has been submitted to the Lower Mainland Planning Review Panel in accordance with the requirements of the Letters Patent as amended, and the said Review Panel has reviewed, evaluated and reported upon the effects of the proposed amendment to the Regional Board of the Regional District.

NOW THEREFORE, pursuant to provisions of the Municipal Act, R.S.B.C. 1979, Chapter 290 as amended and the Municipalities Enabling and Validating Act, R.S.B.C. 1960, Chapter 261 as amended the Regional Board of the Regional District in open meeting assembled enacts as follows:

1. (a) Section 2 of the DESIGNATION POLICY OF PART III CITIES AND TOWNS URBAN-2 DEVELOPING URBAN AND SUBURBAN AREAS of the Official Regional Plan of the Regional District as amended by Section 1(a) of By-law No. 394 be deleted, and the following be substituted therefor:
 2. URBAN-2 areas shall not be created and shall only be extended through plan amendment to include an area which has been shown in detailed studies to be inappropriately designated, is free from flooding and unsuitable for productive agriculture and is considered suitable for future urban or suburban development.
 - (b) The explanatory text in respect of DESIGNATION POLICY OF PART III CITIES AND TOWNS URBAN-2 DEVELOPING URBAN AND SUBURBAN AREAS of the Official Regional Plan of the Regional District be amended by deleting the words "not to be extended, nor are new areas to be created" where they appear in the second paragraph and substituting the following words therefor "only to be extended in exceptional circumstances and new areas are not to be created."
2. The USE POLICY and SUBDIVISION POLICY under PART III COUNTRYSIDE AND FARMS AGRICULTURAL AREA POLICIES of the Official Regional Plan of the Regional District be deleted and the following be substituted therefor:

USE POLICY

1. Except as hereinafter provided AGRICULTURAL areas within the Agricultural Land Reserve shall be used in accordance with the Agricultural Land Commission Act, regulations thereto and orders of the Commission. New non-farm uses on land within the Agricultural Land Reserve which is not exempted under s. 19 from the provisions of the Agricultural Land Commission Act or on land to which Order 168/74 of the Agricultural Land Commission applies.
 - must be approved by the Provincial Agricultural Land Commission; and
 - shall be in accordance with the standards of the responsible authority except that AGRICULTURAL areas may be only used for: industrial, storage, processing or repair uses related to agriculture; storage and sorting operations related to forestry; or country residential, recreation, commercial outdoor recreation, utilities, local transportation and local public uses.

ITEM	5
MANAGER'S REPORT NO.	43
COUNCIL MEETING	1981 09 21

142

2. AGRICULTURAL areas not within the Agricultural Land Reserve or land within the Agricultural Land Reserve that is exempted under s. 19 from the provisions of the Agricultural Land Commission Act or exempted pursuant to Order 168/74 of the Agricultural Land Commission may be used only for farming, including industrial, storage, processing or repair uses incidental or ancillary to farming, fishing, forestry, recreation, country residential, commercial outdoor recreation, utilities, local transportation, local commercial, local public and local semi-public uses.

SUBDIVISION POLICY

1. Land in AGRICULTURAL areas within the Agricultural Land Reserve shall only be subdivided in accordance with the provisions of the Agricultural Land Commission Act, regulations thereto and orders of the Commission.
2. Land in AGRICULTURAL areas outside of the Agricultural Land Reserve or land within the Agricultural Land Reserve that is exempted under s. 19 from the provisions of the Agricultural Land Commission Act, shall only be subdivided in accordance with the standards of the responsible authority, except that the parcel size shall be not less than 8 hectares (20 acres) in floodplain areas and 4 hectares (10 acres) outside floodplain areas.

3. (a) The TRANSPORTATION NETWORK POLICIES PART III TRANSPORTATION AND UTILITIES of the Official Regional Plan of the Regional District be deleted and the following be substituted therefor:

GENERAL POLICIES

RESERVE

- a continuous network of transportation routes.

ENSURE

- interim uses of future transportation routes do not preclude eventual development of a transportation facility.

SUPPORT

- the acquisition of transportation rights-of-way.

APPLICATION POLICY

The Transportation network policies apply to all regionally significant rights-of-way including the following:

- provincial highway rights-of-way as defined by the Highways Act;
- major municipal highway rights-of-way as defined by the eligibility guidelines of the Revenue Sharing Act;
- municipal road rights-of-way determined by responsible authorities to be of regional significance;
- rapid transit rights-of-way; and/or
- rail rights-of-way.

Regionally significant transportation rights-of-way are shown as RESERVED RIGHTS-OF-WAY on the transportation network map. Where the location of a new right-of-way or the designation of an existing right-of-way as regionally significant is being considered, it may be shown as a CORRIDOR UNDER STUDY. If the need for a new route providing additional transportation capacity is agreed but a general location cannot yet be identified and agreed on, it may be shown on the transportation network map as ADDITIONAL CAPACITY REQUIRED.

ITEM	5
MANAGER'S REPORT NO.	43
COUNCIL MEETING	1981 09 21

THROUGH THE ACTIONS OF THE PROVINCIAL GOVERNMENT

8. The acquisition of regionally significant rights-of-way where required should be supported.
9. Provincial arbitration of inter-regional disagreements over rights-of-way locations may be supported.
10. Approved network plans prepared under the eligibility guidelines of the Revenue Sharing Act should reflect the transportation network policies and the RESERVED RIGHTS-OF-WAY shown on the transportation network map.

3. (b) The explanatory text in respect of TRANSPORTATION NETWORK POLICIES of the Official Regional Plan of the Regional District be deleted and the following be substituted therefor:

TRANSPORTATION NETWORK

The realization of the development concept requires the support of an economical and efficient transportation network. In turn the network is dependent on the reservation of a continuous system of regional transportation rights-of-way for road, transit, rail passenger and goods movements. The transportation network policies and the transportation network map fulfill this requirement by identifying and preserving rights-of-way of regional significance. The location of possible new transportation routes where the need for additional capacity is identified are also shown and work should continue to reach agreement on the corridors under study and in turn to redesignate them where appropriate as reserved rights-of-way by plan amendment.

The rights-of-way on the network map constitute a transportation network component of the Official Regional Plan as defined in the Municipal Act and under the eligibility guidelines for the Revenue Sharing Act. The right-of-way widths to be protected for roads and for rapid transit must be sufficient to accommodate regional transportation demands. The agencies responsible for developing the transportation facilities are also responsible to ensure sufficient right-of-way has been or will be reserved. Travel demand projections should be used as a guide for the number of lanes and minimum right-of-way widths required in each reserved right-of-way. A list of the right-of-way widths that have been agreed to be reserved will be maintained. Priority will be given to securing agreement on right-of-way widths where such agreement has not yet been reached.

Local transportation facilities are a permitted use in all land-area designations in this plan, but regional transportation facilities are to be located only in the corridors shown on the network map. The transportation network policies therefore supersede the use and subdivision policies of all land-area designations as they apply to land within developed and agreed corridors. Reserved rights-of-way cannot be used or subdivided in any manner that would preempt existing or potential regional transportation use of the right-of-way.

4. Section 1 of the EFFECT OF THE OFFICIAL REGIONAL PLAN ON THE REGIONAL DISTRICT, MEMBER MUNICIPALITIES AND OTHER LEVELS OF GOVERNMENT under PART V EFFECT AND INTERPRETATION of the Official Regional Plan of the Regional District be deleted and the following be substituted therefor:

RESERVED RIGHTS-OF-WAY or CORRIDORS UNDER STUDY may be added, deleted or modified or ADDITIONAL CAPACITY REQUIRED may be indicated on the transportation network map through the process of plan amendment provided that:

- the proposal is consistent with the above criteria for determining regional significance;
- the proposal is consistent with the policies of this plan and minimizes the disruption to existing communities, the consumption of agricultural land, the impact on the natural environment, and provides for the safe movement of farm vehicles in agricultural areas; and
- the proposal is consistent with travel demand projections.

IMPLEMENTATION POLICY

THROUGH THE PROVISIONS OF THIS PLAN

1. Notwithstanding the use policies of any land-area designation of this plan, areas within RESERVED RIGHTS-OF-WAY shall only be used for regional transportation uses except that in rights-of-way where a transportation facility has not been developed, interim uses that are consistent with the use policy of the land-area designation and that do not impair the future transportation use of the corridor may be permitted by the responsible authority.

2. Notwithstanding the subdivision policies of any land-area designation of this plan, areas within a RESERVED RIGHT-OF-WAY shall only be subdivided if an appropriately located right-of-way sufficient to maintain the regional transportation use is reserved.

3. Applications for a land-area redesignation of any area containing a RESERVED RIGHT-OF-WAY shall be approved only if an appropriately located right-of-way sufficient to maintain the regional transportation use is preserved.

4. The use, subdivision or redesignation of lands within a CORRIDOR UNDER STUDY should be consistent with the possible future regional transportation use of those lands.

5. A consultative process shall be maintained among responsible authorities to establish agreed RESERVED RIGHTS-OF-WAY widths and to ensure that the use and subdivision of land adjacent to CORRIDORS UNDER STUDY and in areas of ADDITIONAL CAPACITY REQUIRED is consistent with the possible future regional transportation use of those lands.

THROUGH THE ACTIONS OF LOCAL GOVERNMENT

6. The transportation policies and the RESERVED RIGHT-OF-WAY shown on the transportation network map shall be reflected in Official Community Plans and Official Settlement Plans and other development by-laws.

7. The subdivision and use of lands adjacent to RESERVED RIGHTS-OF-WAY, including siting of buildings, should permit the convenient acquisition of additional right-of-way as required to secure the agreed right-of-way widths.

1. In accordance with the provisions of the Municipal Act, the regional board, member municipalities and their agencies shall comply with the policies of the Official Regional Plan as follows:
- (a) A development by-law (including an Official Community Plan, Official Settlement Plan or zoning by-law) enacted prior to the effective dates of this plan is not altered by this plan.
 - (b) Where a development by-law enacted prior to the effective dates of this plan is amended, the amending by-law shall conform to the provisions of the Municipal Act in relation to Official Regional Plans.
 - (c) Where a portion of an URBAN area or an URBAN-2 area is already developed without a community water supply system and/or community sanitary sewer system as of the effective date of this plan, a responsible authority may establish such subdivision standards as are required to allow for similar development and rezonings in such areas provided;
 - this provision is not applied to more than 40 hectares (100 acres) in the affected municipality or electoral area that is designated either URBAN or URBAN-2;
 - the approval of the Medical Health Officer has been obtained with respect to water supply and sewage disposal;
 - there is an undertaking to prepare an Official Community Plan or Official Settlement Plan within three years of adoption of this plan which establishes the method and timing of the provision of water and sewer services to the subject area;
 - this provision is not applied after December 31, 1983; and
 - this provision is not applied to URBAN or URBAN-2 areas created or extended after the date of adoption of this plan.
 - (d) A development by-law adopted after the effective dates of this plan shall conform to the provisions of the Municipal Act in relation to Official Regional Plans.
 - (e) Notwithstanding the above, a non-conforming use may be rezoned to render it a conforming use even though the new zoning is not in conformity with the use policy for the land-area designation in which it is located, provided that:
 - the use was legally established on the site prior to the effective dates of this plan;
 - no extension of the non-conforming use is provided for by rezoning that would contravene the use policy for the land-area designation;
 - the rezoning applied only to that portion of the parcel in which the nonconforming use is situated that is a part of and necessary to that use; and
 - the use is not in a floodplain.

5. The words "preliminary cutting" where they appear in the definition of "Forestry Use" under INTERPRETATION IN PART V EFFECT AND INTERPRETATION of the Official Regional Plan of the Regional District be deleted and the words "preliminary grading" be substituted therefor.

6. This By-law may be cited for all purposes as the "Greater Vancouver Regional District Official Regional Plan Amending By-law No. 412, 1981."

READ A FIRST TIME this day of 1981.

READ A SECOND TIME this day of 1981.

READ A THIRD TIME this day of 1981.

Approved by the Minister of Municipal Affairs pursuant to Section 187 of the Municipalities Enabling and Validating Act on this day of 1981.

RECONSIDERED, FINALLY PASSED AND ADOPTED by the Regional Board this day of 1981.

Chairman

Secretary-Treasurer