

**METRO VANCOUVER REGIONAL DISTRICT (MVRD)  
BOARD OF DIRECTORS**

**REGULAR BOARD MEETING**

**Friday, October 4, 2019**

**9:00 A.M.**

**28<sup>th</sup> Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia**

[Membership and Votes](#)

**REVISED AGENDA<sup>1</sup>**

**A. ADOPTION OF THE AGENDA**

**1. October 4, 2019 Regular Meeting Agenda**

That the MVRD Board adopt the agenda for its regular meeting scheduled for October 4, 2019 as circulated.

**B. ADOPTION OF THE MINUTES**

**1. July 26, 2019 Regular Meeting Minutes**

That the MVRD Board adopt the minutes for its regular meeting held July 26, 2019 as circulated.

**C. DELEGATIONS**

- Added** 1. **Roderick Louis**  
Subject: Metro 2050 Scope and Status Update

**D. INVITED PRESENTATIONS**

**1. Cynthia Lulham, Project Manager, Federation of Canadian Municipalities/Railway Association of Canada**

Subject: FCM-RAC Proximity Guidelines

**E. CONSENT AGENDA**

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

<sup>1</sup> Note: Recommendation is shown under each item, where applicable. All Directors vote unless otherwise noted.

## 1. HOUSING COMMITTEE REPORTS

### 1.1 Affordable Housing Proposed Partnership Funding Model

That the MVRD Board direct staff to include in the 2020 Affordable Housing budget a \$4.0M tax requisition for the purpose of dedicated funding for new MVHC affordable housing development projects on lands owned by MVRD member jurisdictions.

## 2. REGIONAL PLANNING COMMITTEE REPORTS

### 2.1 Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1562-2018

That the MVRD Board accept Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1562-2018 and notify the Squamish-Lillooet Regional District Board of its acceptance.

### 2.2 Metro 2050 Engagement Plan

That the MVRD Board:

- a) approve the updated *Metro 2050* Engagement Plan as outlined in the report dated August 15, 2019, titled "*Metro 2050* Engagement Plan";
- b) in alignment with the requirements of Subsection 434(3) of the *Local Government Act*, direct staff to include a Regional Public Hearing as part of the engagement process for *Metro 2050*;
- c) as per Subsection 433(4) of the *Local Government Act*, notify affected local governments and the Minister of Municipal Affairs and Housing of the initiated update to *Metro 2040*; and
- d) direct staff to offer each member jurisdiction the opportunity to co-host a public information meeting on *Metro 2050* aligned with respective Council presentations.

### 2.3 Metro 2050 Scope and Status Update

That the MVRD Board receive for information the report titled "*Metro 2050* Scope and Status Update" dated August 15, 2019.



**2.4 Establishment of an Intergovernmental Advisory Committee for the Update to the Regional Growth Strategy**

That the MVRD Board:

- a) establish an Intergovernmental Advisory Committee to advise on the development and implementation of the update of the regional growth strategy, as required by Section 450 of the *Local Government Act*;
- b) appoint the Director of Regional Planning and Electoral Area Services and the Division Manager of Growth Management and Transportation of Metro Vancouver to the Intergovernmental Advisory Committee;
- c) invite the following authorities and organizations to make appointments to the Intergovernmental Advisory Committee:
  - i) Metro Vancouver member jurisdictions;
  - ii) South Coast British Columbia Transportation Authority;
  - iii) Provincial Government;
  - iv) Fraser Valley Regional District and the Squamish-Lillooet Regional District;
  - v) Port of Vancouver;
  - vi) Vancouver Airport Authority;
  - vii) Agricultural Land Commission;
  - viii) Fraser Health and Vancouver Coastal Health; and
  - ix) the University of British Columbia.

**2.5 City of Vancouver's Regional Context Statement – 5 Year Review**

That the MVRD Board accept the City of Vancouver's Regional Context Statement as submitted to Metro Vancouver on July 26, 2019.

**3. REGIONAL PARKS COMMITTEE REPORTS**

**3.1 Regional Parks Land Acquisition and Development Funding**

That the MVRD Board:

- a) direct staff to include in the Regional Parks 2020 budget an additional contribution of \$4 million to advance the Regional Parkland Acquisition Reserve Fund and include an additional \$4 million increase annually until 2024; and
- b) prepare an amendment to the *Greater Vancouver Regional District Bylaw 735*, the bylaw that established a Regional Parkland Acquisition Reserve Fund, to enable capital funding provisions for both land acquisition and park development for Board approval.

**3.2 Campbell Valley Regional Park – Proposed Campbell Valley Nature Centre Location**

That the MVRD Board approve the South Valley Activity Area in Campbell Valley Regional Park as the future location for the Campbell Valley Nature Centre.

#### **4. CLIMATE ACTION COMMITTEE REPORTS**

##### **4.1 Integrated Public Engagement Process for the Metro Vancouver Clean Air Plan and Climate 2050**

That the MVRD Board, based on the report dated August 27, 2019, titled “Integrated Public Engagement Process for the Metro Vancouver *Clean Air Plan* and *Climate 2050*”:

- a) approve the scope of the proposed *Clean Air Plan* as presented in the *Clean Air Plan Backgrounder*;
- b) authorize staff to proceed with the engagement process on the *Clean Air Plan*; and
- c) direct staff to integrate the *Clean Air Plan* engagement process with the *Climate 2050* engagement process.

#### **5. CHIEF ADMINISTRATIVE OFFICER REPORTS**

##### **5.1 2020 Schedule of Regular Board Meetings**

That the MVRD Board receive for information the schedule of regular board meetings, as follows:

- a) Meeting Dates
  - Friday, January 31, 2020
  - Friday, February 28, 2020
  - Friday, March 27, 2020
  - Friday, April 24, 2020
  - Friday, May 29, 2020
  - Friday, July 3, 2020
  - Friday, July 31, 2020
  - Friday, October 2, 2020
  - Wednesday, October 21, 2020 (Budget Workshop)
  - Friday, October 30, 2020
  - Friday, November 27, 2020 (Inaugural Meeting)
  - Friday, December 11, 2020
- b) Meeting Place and Time  
Metro Vancouver Boardroom, 28<sup>th</sup> Floor, 4730 Kingsway, Burnaby BC, at 9:00 a.m., unless otherwise specified on the Metro Vancouver public notice board, the Metro Vancouver website, and the respective agenda.

#### **F. ITEMS REMOVED FROM THE CONSENT AGENDA**

#### **G. REPORTS NOT INCLUDED IN CONSENT AGENDA**

## **1. CHIEF ADMINISTRATIVE OFFICER REPORTS**

### **1.1 Amending Metro Vancouver 2040: Shaping our Future to Reflect Accepted Regional Context Statements – Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019**

*[Recommendation a) and b): simple weighted majority vote]*

That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated August 20, 2019, titled “Amending Metro Vancouver 2040: Shaping our Future to Reflect Accepted Regional Context Statements – Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019”; and
- b) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019*.

### **1.2 Regional Growth Strategy Amendment Bylaw No. 1283 – MK Delta Lands, City of Delta**

*[Recommendation a), b) and d): simple weighted majority vote]*

*[Recommendation c): 2/3 weighted majority vote.]*

That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated September 17, 2019 titled “Regional Growth Strategy Amendment Bylaw No. 1283 – MK Delta Lands, City of Delta”;
- b) give 3<sup>rd</sup> reading to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019*;
- c) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019* and notify the City of Delta; and,
- d) accept the City of Delta’s amended Regional Context Statement showing, for the MK Delta Lands site, a regional Industrial land use designation, and alteration of the Urban Containment Boundary.

## **H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN**

## **I. OTHER BUSINESS**

### **1. MVRD Board Committee Information Items and Delegation Summaries**

## **J. BUSINESS ARISING FROM DELEGATIONS**

## **K. RESOLUTION TO CLOSE MEETING**

*Note: The Board must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.*

That the MVRD Board close its regular meeting scheduled for October 4, 2019 pursuant to the *Community Charter* provisions, Section 90 (1) (a), (c) and (e) as follows:

- “90 (1) A part of a board meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:
- (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the regional district or another position appointed by the regional district;
  - (c) labour relations or other employee relations; and
  - (e) the acquisition, disposition or expropriation of land or improvements, if the board or committee considers that disclosure could reasonably be expected to harm the interests of the regional district.”

**L. RISE AND REPORT (Items Released from Closed Meeting)**

**M. ADJOURNMENT/CONCLUSION**

That the MVRD Board adjourn/conclude its regular meeting of October 4, 2019.

**METRO VANCOUVER REGIONAL DISTRICT  
BOARD OF DIRECTORS**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Board of Directors held at 9:05 a.m. on Friday, July 26, 2019 in the 28<sup>th</sup> Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia.

**MEMBERS PRESENT:**

Burnaby, Chair, Director Sav Dhaliwal  
 North Vancouver City, Vice Chair Director  
     Linda Buchanan  
 Anmore, Director John McEwen  
 Belcarra, Director Neil Belenkie  
 Bowen Island, Director David Hocking  
 Burnaby, Director Pietro Calendino  
 Burnaby, Director Mike Hurley  
 Coquitlam, Director Craig Hodge  
 Coquitlam, Director Richard Stewart  
 Delta, Director George Harvie  
 Delta, Director Lois Jackson  
 Electoral Area A, Jen McCutcheon  
 Langley City, Director Val van den Broek  
 Langley Township, Director Jack Froese  
 Langley Township, Director Kim Richter  
 Lions Bay, Director Ron McLaughlin  
 Maple Ridge, Director Mike Morden  
 New Westminster, Director Jonathan Coté  
 North Vancouver District, Director Lisa Muri  
 Pitt Meadows, Director Bill Dingwall  
 Port Coquitlam, Alternate Director Darrell Penner  
     for Brad West

Port Moody, Alternate Director Hunter Madsen for  
     Rob Vagramov (arrived at 9:08 a.m.)  
 Richmond, Director Malcolm Brodie  
 Richmond, Director Harold Steves  
 Surrey, Director Doug Elford  
 Surrey, Director Laurie Guerra  
 Surrey, Director Brenda Locke  
 Surrey, Director Doug McCallum  
 Surrey, Alternate Director Allison Patton for Jack  
     Singh Hundial  
 Surrey, Director Steven Pettigrew  
 Tsawwassen, Director Ken Baird  
 Vancouver, Director Christine Boyle  
 Vancouver, Director Adriane Carr  
 Vancouver, Director Melissa De Genova  
 Vancouver, Director Lisa Dominato  
 Vancouver, Alternate Director Pete Fry for  
     Kennedy Stewart  
 Vancouver, Director Colleen Hardwick  
 Vancouver, Director Michael Wiebe  
 West Vancouver, Director Mary-Ann Booth  
 White Rock, Director Darryl Walker

**MEMBERS ABSENT:**

None

**STAFF PRESENT:**

Carol Mason, Chief Administrative Officer  
 Janis Knaupp, Legislative Services Coordinator, Board and Information Services  
 Chris Plagnol, Corporate Officer

**A. ADOPTION OF THE AGENDA**

**1. July 26, 2019 Regular Meeting Agenda**

**It was MOVED and SECONDED**

That the MVRD Board:

- a) amend the agenda for its regular meeting scheduled for July 26, 2019 by adding:
  - i) Item C.1 Roderick Louis;
  - ii) Item C.2 Skye Noh, Sustainabiliteens; and
- b) adopt the agenda as amended.

**CARRIED**

**B. ADOPTION OF THE MINUTES**

**1. June 28, 2019 Regular Meeting Minutes**

**It was MOVED and SECONDED**

That the MVRD Board adopt the minutes for its regular meeting held June 28, 2019 as circulated.

**CARRIED**

**C. DELEGATIONS**

**C.1 Roderick Louis**

Roderick Louis spoke to the Board in relation to the *Metro 2050 Engagement Plan* presented as Item E3.2 in the agenda.

9:08 a.m. Alternate Director Madsen arrived at the meeting.

Mr. Louis commented on the developed rapid-transit network North-of-the-Fraser and suggested focus be placed on enhancing and expanding transit South-of-the-Fraser. Mr. Louis requested that the Board amend the *Metro 2050 Engagement Plan* to include three public hearings, with at least one focused on and located in a South-of-the-Fraser community.

On-table executive summary was distributed to members and is retained with the July 26, 2019 MVRD Board agenda.

**C.2 Skye Noh, Sustainabiliteens**

Skye Noh expressed concerns to the Board about climate change and spoke about her experience living near a forest fire and about the link between climate change and natural disasters. Ms. Noh requested that the Board adopt the recommendations presented in Item E6.1 in the agenda to align *Climate 2050* with the Intergovernmental Panel on Climate Change (IPCC) Special Report on Global Warming of 1.5°C.

On-table executive summary was distributed to members and is retained with the July 26, 2019 MVRD Board agenda.

**D. INVITED PRESENTATIONS**

No items presented.

**E. CONSENT AGENDA**

At the request of Directors, the following items were removed from the Consent Agenda, in the following order, for consideration under Section F. Items Removed from the Consent Agenda:

- 3.2 Metro 2050 Engagement Plan
- 6.1 Aligning Climate 2050 with the IPCC Special Report on Global Warming of 1.5°C
- 7.1 2019-2022 Board Strategic Plan

**It was MOVED and SECONDED**

That the MVRD Board adopt the recommendations contained in the following items presented in the July 26, 2019 MVRD Board Consent Agenda:

- 1.1 Electoral Area A Zoning Bylaw Review – Scope of Work and Engagement Process
- 1.2 Barnston Island Agricultural Viability Study – Action Plan
- 2.1 Appointment of External Auditors
- 3.1 Where Matters: Health and Economic Impacts of Where We Live Final Report
- 3.3 Housing Needs Reports – A Regional Approach
- 3.4 2019 Agriculture Awareness Grant Recommendations
- 4.1 Collaborative Regional Flood Management Strategy
- 5.1 Boundary Bay Park Association Contribution Agreement
- 5.2 Burnaby Lake Park Association Contribution Agreement
- 5.3 Colony Farm Park Association Contribution Agreement
- 5.4 Derby Reach Brae Island Parks Association Contribution Agreement
- 5.5 Minnehada Park Association Contribution Agreement
- 8.1 Metro Vancouver 2019 Appointments to External Agencies – Amendment for Lower Mainland Local Government Association

**CARRIED**

The items and recommendations referred to above are as follows:

- 1.1 *Electoral Area A Zoning Bylaw Review – Scope of Work and Engagement Process***  
Report dated June 17, 2019 from Marcin Pachcinski, Division Manager, Electoral Area and Environment, Regional Planning and Electoral Area Services, seeking MVRD Board approval of the scope of the *Electoral Area A Zoning Bylaw Review*, and authorization to begin engagement on the Bylaw Review.

*Recommendation:*

That the MVRD Board approve the scope of the proposed *Electoral Area A Zoning Bylaw Review* and authorize staff to proceed with the engagement process as presented in the report titled “*Electoral Area A Zoning Bylaw Review – Scope of Work and Engagement Process*”, dated June 17, 2019.

*Adopted on Consent*

**1.2 Barnston Island Agricultural Viability Study – Action Plan**

Report dated June 14, 2019 from Tom Pearce, Planner, Regional Planning and Electoral Area Services, seeking MVRD Board endorsement of the actions presented in the report related to recommendations contained in the *Barnston Island Agricultural Viability Study*.

*Recommendation:*

That the MVRD Board endorse the actions as presented in the report dated June 14, 2019, titled “Barnston Island Agricultural Viability Study – Action Plan” in response to the recommendations in the Barnston Island Agricultural Viability Study.

*Adopted on Consent*

**2.1 Appointment of External Auditors**

Report dated June 25, 2019 from Dean Rear, Director, Financial Planning and Operations, advising the MVRD Board of the results of Request for Proposal No. 19-096: External Audit Services, and seeking the Board appointment of the highest ranked proponent, BDO Canada LLP for the term 2019 to 2023.

*Recommendation:*

That the MVRD Board appoint BDO Canada LLP as external auditors for the fiscal years 2019 to 2023.

*Adopted on Consent*

**3.1 Where Matters: Health and Economic Impacts of Where We Live Final Report**

Report dated June 11, 2019 from Erin Rennie, Senior Planner, Regional Planning, reporting out on the results of the *Where Matters: Health and Economic Impacts of Where We Live* Final Report, and seeking MVRD Board direction to forward the Report to member jurisdictions for information.

*Recommendation:*

That the MVRD Board:

- a) receive for information the report dated June 11, 2019, titled “*Where Matters: Health and Economic Impacts of Where We Live* Final Report”; and
- b) forward the “*Where Matters: Health and Economic Impacts of Where We Live* Final Report” and its attachment to member jurisdiction Mayors and Councils for information.

*Adopted on Consent*

**3.3 Housing Needs Reports – A Regional Approach**

Report dated June 24, 2019 from Jessica Hayes, Planner, Regional Planning, providing the MVRD Board with information about how the Regional Planning Division intends to support member jurisdictions in their completion of Housing Needs Reports, as required by recent updates to provincial legislation.



*Recommendation:*

That the MVRD Board receive for information the report dated June 24, 2019, titled "Housing Needs Reports – A Regional Approach".

*Adopted on Consent*

**3.4 2019 Agriculture Awareness Grant Recommendations**

Report dated June 21, 2019 from Theresa Duynstee, Senior Planner, Regional Planning, seeking the MVRD Board to award a total of \$45,000 in Agriculture Awareness Grants to thirteen non-profit organizations in 2019.

*Recommendation:*

That the MVRD Board award the 2019 Agriculture Awareness Grants to the following thirteen non-profit organizations:

- i. BC Agriculture in the Classroom Foundation, for the "Take a Bite of BC" project in the amount of \$6,000;
- ii. BC Chicken Grower's Association, for the "Poultry in Motion Educational Mini Barn" project in the amount of \$4,000;
- iii. Delta Farmland & Wildlife Trust, for the "Day at the Farm" event in the amount of \$2,000;
- iv. DRS Earthwise Society, for the "Tomato Festival" in the amount of \$2,000;
- v. FarmFolk CityFolk, for "Climate and Food Story Series" in the amount of \$4,500;
- vi. Growing Chefs Society, for "Classroom Gardening and Cooking Program" in the amount of \$5,000;
- vii. Haney Farmers Market Society, for "The Market Goes to the Farm" event in the amount of \$500;
- viii. Langley Environmental Partners Society, for the "Langley Eats Local" project in the amount of \$4,000;
- ix. Maple Ridge Agricultural Advisory Committee, for the "Booth-in-a-Box" display at in the amount of \$2,250;
- x. North Shore Neighbourhood House, for the "Edible Garden Seed Saving Project" in the amount of \$5,750;
- xi. Public Health Association of BC, for the "Farm to School BC Learning Circles: Growers to Sowers" in the amount of \$3,000;
- xii. The Sharing Farm, for the "10th Annual Garlic Festival" in the amount of \$3,000; and
- xiii. Vancouver Urban Farming Society, for the "8th Annual Urban Farming Forum" in the amount of \$3,000.

*Adopted on Consent*

**4.1 Collaborative Regional Flood Management Strategy**

Report dated July 5, 2019 from the Mayors Committee, seeking MVRD Board endorsement of a collaborative approach for the Fraser Basin Council's (FBC) Lower Mainland Flood Management Strategy between all levels of government, requesting the FBC to share the Strategy with the Integrated Partnership for

Regional Emergency Management, and directing staff to review Metro Vancouver's potential role under the Strategy.

*Recommendation:*

That the MVRD Board:

- a) endorse a collaborative approach for the Fraser Basin Council's Lower Mainland Flood Management Strategy between all levels of government in the lower mainland and request that the Fraser Basin Council share the Flood Management Strategy with the Integrated Partnership for Regional Emergency Management (IPREM); and
- b) refer the strategy to Metro Vancouver staff to review Metro Vancouver's potential role under the Lower Mainland Flood Management Strategy.

*Adopted on Consent*

**5.1 Boundary Bay Park Association Contribution Agreement**

Report dated June 3, 2019 from David Leavers, Division Manager, Visitor and Operations Services, Regional Parks, seeking MVRD Board approval to enter into a one-year contribution agreement with the Boundary Bay Park Association in the amount of \$7,000 for the term January 1, 2020 to December 31, 2020.

*Recommendation:*

That the MVRD Board approve the Contribution Agreement between the Metro Vancouver Regional District and the Boundary Bay Park Association for a one-year term in the amount of \$7,000, commencing January 1, 2020 and ending December 31, 2020.

*Adopted on Consent*

**5.2 Burnaby Lake Park Association Contribution Agreement**

Report dated June 3, 2019 from David Leavers, Division Manager, Visitor and Operations Services, Regional Parks, seeking MVRD Board approval to enter into a one-year contribution agreement with the Burnaby Lake Park Association, in the amount of \$13,000, for the term January 1, 2020 to December 31, 2020.

*Recommendation:*

That the MVRD Board approve the Contribution Agreement between the Metro Vancouver Regional District and the Burnaby Lake Park Association for a one-year term in the amount of \$13,000, commencing January 1, 2020 and ending December 31, 2020.

*Adopted on Consent*

**5.3 Colony Farm Park Association Contribution Agreement**

Report dated June 3, 2019 from David Leavers, Division Manager, Visitor and Operations Services, Regional Parks, seeking MVRD Board approval to enter into a one-year contribution agreement with the Colony Farm Park Association, in the amount of \$5,000, for the term January 1, 2020 to December 31, 2020.

*Recommendation:*

That the MVRD Board approve the Contribution Agreement between the Metro Vancouver Regional District and the Colony Farm Park Association for one-year term in the amount of \$5,000, commencing January 1, 2020 and ending December 31, 2020.

*Adopted on Consent*

**5.4 Derby Reach Brae Island Parks Association Contribution Agreement**

Report dated June 3, 2019 from David Leavers, Division Manager, Visitor and Operations Services, Regional Parks, seeking MVRD Board approval to enter into a one-year contribution agreement with the Derby Reach Brae Island Parks Association, in the amount of \$15,000, for the term January 1, 2020 to December 31, 2020.

*Recommendation:*

That the MVRD Board approve the Contribution Agreement between the Metro Vancouver Regional District and the Derby Reach Brae Island Parks Association for a one-year term in the amount of \$15,000, commencing January 1, 2020 and ending December 31, 2020.

*Adopted on Consent*

**5.5 Minnehada Park Association Contribution Agreement**

Report dated June 3, 2019 from David Leavers, Division Manager, Visitor and Operations Services, Regional Parks, seeking MVRD Board approval to enter into a one-year contribution agreement with the Minnehada Parks Association, in the amount of \$13,000, for the term January 1, 2020 to December 31, 2020.

*Recommendation:*

That the MVRD Board approve the Contribution Agreement between the Metro Vancouver Regional District and the Minnehada Park Association for a one-year term in the amount of \$13,000, commencing January 1, 2020 and ending December 31, 2020.

*Adopted on Consent*

**8.1 Metro Vancouver 2019 Appointments to External Agencies – Amendment for Lower Mainland Local Government Association**

Report dated July 8, 2019 from Sav Dhaliwal, Chair, MVRD Board, seeking MVRD Board appointment of a Director to represent Metro Vancouver on the Lower Mainland Local Government Association to fill a vacancy for the remainder of the 2019 term.

*Recommendation:*

That the MVRD Board appoint Director Neil Belenkie, as the 2019 Metro Vancouver representative to the *Lower Mainland Local Government Association* for the remainder of 2019 term.

*Adopted on Consent*

## F. ITEMS REMOVED FROM THE CONSENT AGENDA

The items removed from the Consent Agenda were considered in numerical order.

### 3.2 Metro 2050 Engagement Plan

Report dated June 14, 2019 from Sean Tynan, Acting Senior Planner, Regional Planning and Lucy Duso, Policy Coordinator, External Relations, seeking MVRD Board adoption of the *Metro 2050 Engagement Plan*, and direction to staff to include a regional public hearing in the engagement process, and to notify affected local governments and the Province of BC as required under the *Local Government Act*.

#### **Main Motion**

##### **It was MOVED and SECONDED**

That the MVRD Board:

- a) adopt the Metro 2050 Engagement Plan as outlined in the report dated June 14, 2019, titled “Metro 2050 Engagement Plan”;
- b) in alignment with the requirements of Section 434 (3) of the *Local Government Act*, direct staff to include a Regional Public Hearing as part of the engagement process for *Metro 2050*; and
- c) as per Section 433 (4) of the *Local Government Act*, notify affected local governments and the Minister of Municipal Affairs and Housing of the initiated update to *Metro 2040*.

Members suggested that consideration be given to:

- engaging individual local jurisdictions on the Plan through workshops
- developing a strategy to engage marginalized and vulnerable populations including youth
- holding three regional public hearings with at least one located South-of-the-Fraser

#### **Amendment to the Main Motion**

##### **It was MOVED and SECONDED**

That the MVRD Board amend the Main Motion, in part b), by replacing the phrase “include a regional public hearing”, with the phrase “include up to three Regional Public Hearings with at least one located South-of-the-Fraser”.

In response to comments and questions, staff advised they could report back on the implications of holding more than one public hearing.

#### **Referral Motion**

##### **It was MOVED and SECONDED**

That the MVRD Board refer to staff the following Amendment to the Main Motion to report back on the feasibility and implications of including more than one regional public hearing:

“That the MVRD Board amend the Main Motion, in part b), by replacing the phrase “include a Regional Public Hearing”, with the phrase “include up to three Regional Public Hearings with at least one located South of the Fraser”.”

**CARRIED**

In response to questions, members were updated on the timing of proposed engagement with the public, staff and councils, and external stakeholders.

Discussion ensued about referring the Main Motion to staff to report back with more information on engagement activities.

### **Referral Motion**

#### **It was MOVED and SECONDED**

That the MVRD Board refer to staff the following recommendation as presented in the June 14, 2019 report titled “Metro 2050 Engagement Plan”, and direct staff to report back to the Board through the Regional Planning Committee with consideration given to the Board’s comments provided at its July 26, 2019 meeting:

“That the MVRD Board:

- a) adopt the Metro 2050 Engagement Plan as outlined in the report dated June 14, 2019, titled “Metro 2050 Engagement Plan”;
- b) in alignment with the requirements of Section 434 (3) of the *Local Government Act*, direct staff to include a Regional Public Hearing as part of the engagement process for *Metro 2050*; and
- c) as per Section 433 (4) of the *Local Government Act*, notify affected local governments and the Minister of Municipal Affairs and Housing of the initiated update to *Metro 2040*.”

**CARRIED**

- 6.1 Aligning *Climate 2050* with the IPCC Special Report on Global Warming of 1.5°C** Report dated June 17, 2019 from Roger Quan, Director, Air Quality and Climate Change, Jason Emmert, Senior Planner, and Conor Reynolds, Division Manager, Air Quality and Climate Change Policy, Planning and Environment, seeking MVRD Board endorsement of amendments to the *Climate 2050 Strategic Framework* to align Metro Vancouver’s greenhouse gas (GHG) emissions reductions targets and actions with the latest science in the Intergovernmental Panel on Climate Change Special Report on Global Warming of 1.5°C, and directing staff to bring forward a proposed amendment to *Metro 2040*, the regional growth strategy, to incorporate revised GHG emissions reduction targets as a result of these changes.

In response to questions, the Board was informed about the timing of the amendments, and about costs being identified through development of a 30-year budget framework.

**It was MOVED and SECONDED**

That the MVRD Board:

- a) endorse the proposed amendments to the *Climate 2050 Strategic Framework* to reflect a commitment to a carbon neutral region by 2050, and an interim target of reducing greenhouse gas emissions by 45% from 2010 levels by 2030;
- b) direct staff to bring forward a proposed amendment to *Metro 2040*, the regional growth strategy, to the Metro Vancouver Board for consideration, to incorporate revised greenhouse gas reduction targets (including interim targets).

**CARRIED**

**7.1 2019-2022 Board Strategic Plan**

Report dated July 12, 2019 from Carol Mason, Commissioner/Chief Administrative Officer, providing the MVRD Board with comments from its various standing committees on the *2019-2022 Board Strategic Plan*, and seeking Board approval of the *Plan*.

On-table colour copy of the *2019-2022 Board Strategic Plan* is retained with the July 26, 2019 MVRD Board agenda.

**Main Motion**

**It was MOVED and SECONDED**

That the MVRD Board approve the *2019-2022 Board Strategic Plan* as presented in the report dated June 26, 2019, titled "2019-2022 Board Strategic Plan".

Concern was expressed about the Plan proposing the evaluation of implications of moving to a single sewerage area as presented on page 7 of the report.

**Deferral Motion**

**It was MOVED and SECONDED**

That the MVRD Board defer consideration of Item 3.1 in the *Board Strategic Plan 2019-2022* (to evaluate the implications of moving to a single sewerage area over the long term), as presented under *Liquid Waste Services* on page 7 of the report, to a separate Board discussion on historical frameworks, costs and political implications.

**DEFEATED**

**Question on the Main Motion**

Question was then called on the Main Motion and it was

**CARRIED**

**G. REPORTS NOT INCLUDED IN CONSENT AGENDA**

**1.1 City of New Westminster – Metro Vancouver Regional District Security Issuing Bylaw No. 1288, 2019**

Report dated June 25, 2019 from Dean Rear, Director, Financial Planning and Operations, Financial Services, seeking MVRD Board adoption of a Security Issuing Bylaw authorizing a borrowing request from the City of New Westminster, in the amount of \$22,145,000, for construction and improvements to civic infrastructure, fibre optic technology, and to purchase land for inclusion in the Fall 2019 MFA long term debt issue.

**It was MOVED and SECONDED**

That the MVRD Board:

- a) pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*, give consent to the request for financing from the City of New Westminster in the amount of \$22,145,000; and
- b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1288, 2019* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia.

**CARRIED**

**It was MOVED and SECONDED**

That the MVRD Board:

- a) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1288, 2019*; and
- b) forward *Metro Vancouver Regional District Security Issuing Bylaw No. 1288, 2019* to the Inspector of Municipalities for Certificate of Approval.

**CARRIED**

**1.2 City of Port Coquitlam – Metro Vancouver Regional District Security Issuing Bylaw No. 1289, 2019**

Report dated June 25, 2019 from Dean Rear, Director, Financial Planning and Operations, Financial Services, seeking MVRD Board adoption of a Security Issuing Bylaw authorizing a borrowing request from the City of Port Coquitlam, in the amount of \$52,000,000, for construction of the Port Coquitlam Community Recreation Complex, for inclusion in the Fall 2019 MFA long term debt issue.

**It was MOVED and SECONDED**

That the MVRD Board:

- a) pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*, give consent to the request for financing from the City of Port Coquitlam in the amount of \$52,000,000; and
- b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1289, 2019* being a bylaw to authorize the entering

into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia.

**CARRIED**

**It was MOVED and SECONDED**

That the MVRD Board:

- a) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1289, 2019*; and
- b) forward *Metro Vancouver Regional District Security Issuing Bylaw No. 1289, 2019* to the Inspector of Municipalities for Certificate of Approval.

**CARRIED**

**1.3 Township of Langley – Metro Vancouver Regional District Security Issuing Bylaw No. 1287, 2019**

Report dated June 25, 2019 from Dean Rear, Director, Financial Planning and Operations, Financial Services, seeking MVRD Board adoption of a Security Issuing Bylaw authorizing a borrowing request from the Township of Langley, in the amount of \$19,950,000, for construction of various facility and transportation capital works, for inclusion in the Fall 2019 MFA long term debt issue.

**It was MOVED and SECONDED**

That the MVRD Board:

- a) pursuant to Sections 182(1)(b) and 182(2)(a) of the Community Charter, give consent to the request for financing from the Township of Langley in the amount of \$19,950,000; and
- b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1287, 2019* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia.

**CARRIED**

**It was MOVED and SECONDED**

That the MVRD Board:

- a) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1287, 2019*; and
- b) forward *Metro Vancouver Regional District Security Issuing Bylaw No. 1287, 2019* to the Inspector of Municipalities for Certificate of Approval.

**CARRIED**

**H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN**

**1. Procedure Bylaw Amendment**

Director Kim Richter provided notice of the following motion, on July 9, 2019, for consideration by the Board:



**It was MOVED and SECONDED**

“Whereas Section 9.1 of the MVRD Procedure Bylaw Number 1205, 2014 (the “Bylaw”) states that any Director desiring to bring before the Board any new matter, other than a point of order or privilege, shall do so by way of motion;

“And whereas Part 10 of the Bylaw sets out the procedure for reconsidering “a matter”;

“And whereas section 9.1 may be interpreted or used to prevent directors from bringing forward motions regarding matters that are related to but separate from “a matter” that has been before the Board;

“And whereas Directors should be free to bring forward to the Board matters that are not subject to Part 10 of the Bylaw;

Therefore Be It Resolved that the MVRD Board request staff to bring forward an amendment to the MVRD Procedure Bylaw Number 1205, 2014 to delete the word “new” in Section 9.1.”

**DEFEATED**

Director Richter voted in the affirmative.

Director Boyle absent at the vote.

**I. OTHER BUSINESS**

**1. MVRD Board Committee Information Items and Delegation Summaries**

**It was MOVED and SECONDED**

That the MVRD Board receive for information the Board Committee Information Items and Delegation Summaries, dated July 26, 2019.

**CARRIED**

**J. BUSINESS ARISING FROM DELEGATIONS**

No items presented.

**K. RESOLUTION TO CLOSE MEETING**

**It was MOVED and SECONDED**

That the MVRD Board close its regular meeting scheduled for July 26, 2019 pursuant to the *Community Charter* provisions, Section 90 (1) (a), (d), (j) and (k) as follows:

“90 (1) A part of a board meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

- (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the regional district or another position appointed by the regional district;
- (d) the security of the property of the regional district;

- (j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the *Freedom of Information and Protection of Privacy Act*; and
- (k) negotiations and related discussions respecting the proposed provision of a regional district service that are at their preliminary stages and that, in the view of the board or committee, could reasonably be expected to harm the interests of the regional district if they were held in public.”

**CARRIED**

**L. RISE AND REPORT (Items Released from Closed Meeting)**

No items presented.

**M. ADJOURNMENT/CONCLUSION**

**It was MOVED and SECONDED**

That the MVRD Board adjourn its regular meeting of July 26, 2019.

**CARRIED**

(Time: 10:22 a.m.)

CERTIFIED CORRECT

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Chris Plagnol, Corporate Officer

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Sav Dhaliwal, Chair

<b>To: Metro Vancouver Regional District Board of Directors,</b> C/O Board and Information Services, #4730 Kingsway, Burnaby, BC, Canada, V5H 0C6, delegations@metrovancover.org gvrldsec@metrovancover.org 604-432-6250, 604.432.6284	<b>From: Mr Roderick V. Louis,</b> ████████████████████ White Rock, BC, Canada, ██████████ ████████████████████ ████████████████████
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September 30-2019

2-pages;

Pls regard this as a request to appear before the MV RD Board at its October 04-2019 meeting:

<http://www.metrovancover.org/boards/search/Pages/default.aspx>

[http://www.metrovancover.org/boards/GVRD/RD\\_2019-Oct-4\\_AGE.pdf](http://www.metrovancover.org/boards/GVRD/RD_2019-Oct-4_AGE.pdf) (35 Mb, 266 pages);

The Item I would like to speak to is **E 2.3 “Metro 2050 Scope and Status Update”** (pages 63 to 67 of agenda package)

I own property and pay taxes in the City of White Rock, and as such am financially affected by whatever decisions are made regarding long term planning for the region. The MV RD Board’s long term planning decisions will be affected by public engagement methods, and flaws/ deficiencies in public engagement methods that are used in the development of Metro 2050....

Mr Stiver’s (E 2.3) report states that:

*“At its meeting of April 5, 2019 the MVRD Board adopted the following resolutions:*

*That the MVRD Board:*

- a) initiate a comprehensive update to Metro Vancouver 2040: Shaping our Future*
- b) direct staff to prepare a Stakeholder Engagement Plan for the update to Metro Vancouver 2040: Shaping our Future for Board consideration; and*
- c) authorize staff to **partner with TransLink** in its May to September 2019 ‘Vision and Values’ public engagement process for the future of the region.”*

And

*“Regional public survey on future of the region (**partnership with TransLink**) ...*

*” The results will inform Metro 2050 work associated with updating the regional vision and potentially adding guiding principles to Metro 2050....*

*“Metro Vancouver **and TransLink** are partnered on several engagement opportunities...”*

As part of my submissions I would like to request the MV GVRD Board passes a motion:

**1)** that requires MV staff to, as part of their public engagement “partnership with Translink”

- plan for and facilitate at least 6, preferably 10, **public forums** , where members of the public are provided opportunities to make open-ended comments and requests, and ask questions to senior MV and Translink officials- regarding existing and potential (new) public transit services, transportation infrastructure (such as bridges and tunnels), frequent transit networks, and existing and potential densification of developments in MV’s Urban Centres, Municipal Town Centres, and Regional City Centres...

**2)** that requires at least 6, preferably 10, of these public forums to occur in different Metro Vancouver locations; and

**3)** that requires these public forums to occur on days, at times of day that are convenient for potential attendees (after 05:30 PM M- F), and in afternoons on weekends); and

**4)** that requires at least 2 of these public forums to be convened at a prominent, well known South Surrey/ White Rock location...

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Pls consider this a 2-page executive summary (printable PDF attached)....

I will bring a PowerPoint presentation file to the October 04-2019 meeting...

Sincerely,

Roderick V. Louis,

[Redacted signature block]

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To: Housing Committee

From: Ravi Chhina, General Manager, Parks and Housing Services

Date: August 21, 2019 Meeting Date: September 11, 2019

Subject: **Affordable Housing Proposed Partnership Funding Model**

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### **RECOMMENDATION**

That the MVRD Board direct staff to include in the 2020 Affordable Housing budget a \$4.0M tax requisition for the purpose of dedicated funding for new MVHC affordable housing development projects on lands owned by MVRD member jurisdictions.

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### **PURPOSE**

To seek MVRD Board approval to establish annual funding through a property tax requisition to facilitate new MVHC housing development projects in partnership with MVRD members on lands owned by member jurisdictions.

### **BACKGROUND**

On July 26, 2019, the MVRD approved the *2019 – 2022 Board Strategic Plan*, outlining strategic directions for each of the organization's functions. Key directions for Housing Services include; developing a Metro Vancouver Housing 10-Year Plan to support MVHC's role in providing affordable housing in the region, fostering collaboration, and ensuring financial sustainability through evaluating opportunities for increasing MVHC's portfolio and considering a tax requisition to support partnerships with member jurisdictions in the development of new housing supply.

To advance the Strategic Plan directions, the Affordable Housing function is developing a Metro Vancouver Housing 10-Year Plan. On July 3, 2019, the Housing Committee took part in a workshop to explore key issues and opportunities for the creation of this Plan. Among the topics discussed was consideration of a tax requisition to support new development of affordable housing on member owned lands. The Committee requested that staff prepare additional information on the options and implications of implementing a new program to support partnerships with members for the development of MVHC housing projects.

This report brings forward funding options and implications to be considered by the Housing Committee, the MVHC Board and the MVRD Board in conjunction with the 2020 annual budget and five-year financial plan deliberations.

### **AFFORDABLE HOUSING FUNCTION AND AUTHORITY**

In 1971 the MVRD (formally GVRD) requested the function of public housing and was granted that authority under Supplementary Letters Patent (SLP). The function was established to include all members as participants in the service with the purpose to undertake affordable housing pursuant to the provisions of the *Housing Act* and the *Housing Construction (Elderly Citizens) Act*. With that function came the authority to raise funds to deliver this service.

In 1974 the Board was also granted the authority to establish a Housing Corporation as a separate legal entity. The powers under this Supplementary Letters Patent included being:

*... empowered to take or cause to be taken all such actions as it shall deem necessary to cause the incorporation of one or more of such corporations and to invest in, expend on and lend to one or more of such corporations such moneys as it shall deem necessary.*

The majority of Metro Vancouver's housing stock was developed in the 1970s and 1980s through Federal funding programs (Section 27 and Section 95) while the remainder was developed through subsequent housing programs including federal/provincial Homelessness At Risk (HAR) and Provincial (Homes BC) program, or purchased directly by MVHC. The Metro Vancouver Housing portfolio currently includes 49 sites spread throughout 11 municipalities.

Limited government funding over the past 20 years has meant that little affordable rental housing has been built, by Metro Vancouver Housing or other housing providers. This, combined with steady regional growth and rising house prices, has led to a significant demand for affordable rental housing across the region. Beginning in 2016, both the provincial and federal governments made major commitments to affordable housing. While new funding programs are stimulating the development of new housing, years of backlog will require a significant amount of new affordable rental housing to meet demand.

As one of the largest affordable housing providers in the region, Metro Vancouver Housing recognizes both the need and opportunity to increase its housing portfolio to support regional housing need. At the same time, our buildings are aging and in need of ongoing capital maintenance and renewal. Much of our existing funds will need to be invested in renewing and maintaining existing housing rather than creating new housing.

This report explores the option of using the MVRD Affordable Housing function to assist in funding new MVHC affordable housing development projects on member owned land.

### **MVHC HOUSING REDEVELOPMENT FUNDING MODEL**

Metro Vancouver's financial model relies on tenant revenues, grant funding and a dedicated MVRD property tax requisition to both support the operation and maintenance of the MVHC housing stock and to support the redevelopment of this housing stock as it depreciates over time.

MVHC rental revenues support operations and maintenance. The revenue potential is restricted by the subsidy model where approximately 30% of the portfolio is geared to tenant incomes (30% of the tenant's gross household income) while the remainder are rented at low end of market. This model is only sufficient to meet the direct operating, maintenance and debt service requirements associated with the existing 49 housing complexes and does not allow for any significant funding of the capital costs of construction. While Metro Vancouver Housing has a comprehensive asset management program to maintain existing housing, the housing stock is aging, and the need for redevelopment is inevitable.

### **MVRD Affordable Housing Function**

To support redevelopment of priority properties within the MVHC portfolio, in 2017 the MVRD Board approved the introduction of a \$1.0M annual tax requisition to the Affordable Housing budget that could be used to leverage existing MVHC development funds and to attract provincial and federal funding to support redevelopment.

After many years without any redevelopment activity in Metro Vancouver's housing program, the implementation of the MVRD's Affordable Housing function resulted in a new focus on the redevelopment of aging MVHC housing stock. The first infusion of funding was realized in 2018 and this annual allocation of additional funding has been a catalyst for redeveloping MVHC sites including Heather Place Building A in Vancouver, Kingston Gardens in Surrey, and Welcher Avenue in Port Coquitlam.

While the program has been highly successful, the MVRD Affordable Housing function is limited in scope and is restricted to the existing MVHC housing portfolio. Consequently, there are insufficient funds in the existing Affordable Housing function to both redevelop existing MVHC housing stock and to add new housing stock on vacant land owned by member jurisdictions.

### **POTENTIAL PARTNERSHIPS WITH MEMBER JURISDICTIONS**

All MVRD members are participants in Metro Vancouver Regional District's Affordable Housing function and all Board members also sit as Directors on the MVHC Board. As a result, all jurisdictions within the region have a voice in defining Metro Vancouver's role in the future development of affordable housing within the region.

Due to its governance structure and long-standing track-record, MVHC is seen as a stable non-profit housing provider and there is a strong desire for partnerships to increase MVHC's existing portfolio. Given this track record, a number of member jurisdictions have expressed interest in partnering with MVHC to develop on municipal land. However, based on the current cost of development, new affordable housing requires a capital contribution to be financially viable, even if land is donated or leased at a nominal cost.

In order to take advantage of these potential opportunities, Metro Vancouver will require the pursuit of new funding mechanisms and innovative partnerships. The Metro Vancouver Housing 10-Year Plan will begin to set the path forward for pursuing these ventures and within this framework will be an opportunity to work directly with MVRD members to establish new partnerships to increase the housing stock.

### **Proposed Partnership Funding Model**

To support the necessary MVHC equity contribution towards new development projects on member jurisdiction lands, one proposed option is to use the MVRD authority to raise money through the Affordable Housing function.

A new annual requisition of \$4.0M is anticipated to provide sufficient equity to develop a minimum of 50 new units of affordable housing on bare municipal land, using MVHC's current affordability mix of 70% at the low end of market and 30% rent geared to income. This estimate assumes current

construction costs with standard site servicing requirements, interest rates of 4.5% and 50-year amortization.

With an additional \$4.0M in annual revenue, raised through the MVRD tax requisition dedicated to the construction of MVHC housing on member owned land leased to MVHC at a nominal cost, it is estimated that Metro Vancouver Housing can develop 500 new units of affordable housing on municipal lands over the next ten years. There is also the potential to leverage the \$4.0M annual equity and partner with other levels of government to construct more than 500 new units. An annual requisition of \$4.0M would have a regional impact of approximately \$4.00 per household.

If this approach was supported by the Board, it would enable Metro Vancouver to immediately take advantage of opportunities to partner with member jurisdictions in the development of new affordable housing across the region. As noted earlier in the report, currently Metro Vancouver Housing has complexes in 11 municipalities in the region. A request for proposals (RFP) would be prepared for release in early 2020 inviting MVRD members to submit expressions of interest. Metro Vancouver would then evaluate proposals and begin the process of short-listing preferred sites as the first step in implementing the Board's strategy of expanding affordable housing within the region.

#### **ALTERNATIVES**

1. That the MVRD Board direct staff to include in the 2020 Affordable Housing budget a \$4.0M tax requisition for the purpose of dedicated funding for new MVHC affordable housing development projects on lands owned by MVRD member jurisdictions.
2. That the MVRD Board direct staff to include in the 2020 Affordable Housing budget a \$2.0M tax requisition for the purpose of dedicated funding for new MVHC affordable housing development projects on lands owned by MVRD member jurisdictions, increasing to \$3.0M in 2021, and \$4.0M in 2022.
3. That the MVRD/MVHC Board receive for information the report dated August 21, 2019, titled "Affordable Housing Proposed Partnership Funding Model" and provide alternate direction.

#### **FINANCIAL IMPLICATIONS**

If the Board approves alternative one, staff will include in the 2020 annual budget an amount of \$4.0M under the Affordable Housing function that will be used as a dedicated funding source for new affordable housing projects on member jurisdiction lands. This funding can be combined with federal and provincial affordable housing grant programs to leverage MVHC's financial inputs. A \$4.0M tax requisition through MVRD's Affordable Housing function will have an average impact of \$4.00 per regional household.

Under alternative two, the Board may wish to phase in a budget amount over three years beginning with \$2.0M in 2020 and reaching \$4.0M by 2022. For each \$1.0M raised, it translates into approximately \$1.00 per household across the region. This approach will bring on new affordable housing at a more gradual pace.



Under either alternative, it is anticipated that the full implementation of the affordable housing partnership strategy will be determined by the timeline of the RFP issuance, selection of candidate sites, negotiation of property agreements, preparation of detailed designs and timeline for obtaining municipal development approvals.

Under alternative three, the Board may wish to provide direction to seek alternative funding models to pursue member jurisdiction partnerships.

### **SUMMARY / CONCLUSION**

As identified in the Board Strategic Plan, the Affordable Housing function is developing a Metro Vancouver Housing 10-Year Plan that will establish a path forward to define Metro Vancouver's role in providing new affordable housing across the region. On July 3, 2019, the Housing Committee took part in a workshop to explore key issues and opportunities for the creation of this Plan. The Committee requested that staff prepare additional information on the options and implications of implementing a tax requisition to support new development of MVHC housing on member owned lands.

All MVRD members are participants in Metro Vancouver Regional District's Affordable Housing function and members of the MVHC Board and have a voice in defining Metro Vancouver's role in the future development of affordable housing within the region. A number of member jurisdictions have expressed interest in partnering with MVHC to develop on municipal land. However, based on the current cost of development, new affordable housing requires a capital contribution to be financially viable, even if land is donated or leased at a nominal cost.

In order to take advantage of these potential opportunities, Metro Vancouver will require the pursuit of new funding mechanisms and innovative partnerships. The Metro Vancouver Housing 10-Year Plan will begin to set the path forward for pursuing these ventures and within this framework will be an opportunity to work directly with MVRD members to establish new partnerships to increase the housing stock.

One proposed option is to use the MVRD authority to raise money through the Affordable Housing function. A new annual requisition of \$4.0M would provide sufficient equity to develop a minimum of 50 new units of affordable housing on bare municipal land using MVHC's current affordability mix of 70% at the low end of market and 30% rent geared to income. This estimate assumes current construction costs with standard site servicing requirements, interest rates of 4.5% and 50-year amortization and a long-term lease at a nominal cost.

With an additional \$4.0M in annual revenue (representing approximately \$4.00 per household), it is estimated that Metro Vancouver Housing can develop 500 new units of affordable housing on member owned lands over the next ten years. There is also the potential to leverage Metro Vancouver's equity and partner with other levels of government to construct more than 500 new units.

If this approach is supported by the Board, it would enable Metro Vancouver to immediately take advantage of opportunities to partner with member jurisdictions in the development of new

affordable housing across the region. Currently Metro Vancouver has housing complexes in 11 municipalities in the region, however under the proposed model, over time all member jurisdictions could come forward with vacant land as potential opportunities for new development. This approach would also provide a very strong position for discussions with the provincial and federal governments on opportunities to partner on projects that would increase the supply of affordable housing.

Staff recommend that the Board support the recommendation as presented under alternative one which will provide the greatest opportunity to expand the MVHC housing stock to provide more affordable homes to residents within the region.

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To: MVRD Board of Directors

From: Erin Rennie, Senior Planner, Regional Planning

Date: August 13, 2019 Meeting Date: September 13, 2019

Subject: **Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1562-2018**

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**RECOMMENDATION**

That the MVRD Board accept Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1562-2018 and notify the Squamish-Lillooet Regional District Board of its acceptance.

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**PURPOSE**

To provide the MVRD Board with the opportunity to consider acceptance of the Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1562-2018.

**BACKGROUND**

On August 6, 2019 the Squamish-Lillooet Regional District (SLRD) Board Chair sent a letter titled “Acceptance by affected local governments – 60-day Referral – Squamish-Lillooet Regional District Regional Growth Strategy Review (RGS Amendment Bylaw 1562-2018)” (Attachment 1) and requested that the MVRD Board respond to the amendment bylaw by Board resolution within 60 days.

Section 436 of the *Local Government Act* states:

*Before it is adopted, a regional growth strategy must be accepted by the affected local governments or, failing acceptance, become binding on the affected local governments under section 440 (6) [settlement of regional growth strategy in acceptance not otherwise reached].*

As an adjacent regional district, Metro Vancouver is considered an affected local government, and as per the *Local Government Act*, as an affected local government, the MVRD Board is being given the opportunity to:

- a) *review the regional growth strategy in the context of any official community plans and regional growth strategies for its jurisdiction, both those that are current and those that are in preparation, and in the context of any other matters that affect its jurisdiction, and*
- b) *subject to an extension by the facilitator, within 60 days of receipt either*
  - i. *accept the regional growth strategy, or*
  - ii. *respond, by resolution, to the proposing board indicating that the local government refuses to accept the regional growth strategy.*

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If an affected local government fails to act within the period for acceptance or refusal, the local government is deemed to have accepted the regional growth strategy.

This report provides a summary of the SLRD Regional Growth Strategy proposed amendments contained in SLRD Regional Growth Strategy Amendment Bylaw No. 1562-2018 for consideration by the MVRD Board.

### **SLRD REGIONAL GROWTH STRATEGY REVIEW**

The SLRD regional growth strategy was adopted in 2008. Since adoption, it has been amended three times. The SLRD Regional Growth Strategy Review process began in 2015. The purpose of the review is as follows:

1. Meet *Local Government Act* Requirements to review regional growth strategies at least once every five years;
2. Improve implementation of the Regional Growth Strategy Bylaw, including the Minor Amendment Criteria and Process;
3. Evolve policy and processes to reflect the current and future context; and
4. Continue collaboration between SLRD members.

### **SLRD Regional Growth Strategy Amendment Summary**

The SLRD initiated a major amendment of the Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008 to address specific housekeeping amendments, clarify implementation processes, and address specific identified content gaps (namely food / agriculture and climate change). Initiation of the amendment followed consideration of a review, as per the five-year review requirements set out in Subsection 452(2) of the *Local Government Act*.

The SLRD's Regional Growth Strategy Amendment Bylaw 1562-2018 is a major amendment, which is subject to the same approval process as adopting a new regional growth strategy. It should be noted that any updates to minor amendment criteria trigger a major amendment process, as per the *Local Government Act*. The amendment bylaw includes the following updates to the SLRD regional growth strategy:

- revisions to the minor amendment criteria;
- updated population, employment, and dwelling unit projections;
- updated monitoring indicators;
- updated terminology and references;
- expanded affordable housing policies;
- addition of dwelling unit projections to Regional Context Statement requirements;
- addition of Goal 10 "Protect and Enhance Food Systems";
- addition of Goal 11 "Take Action on Climate Change"; and
- updates to mapping including the re-designation of some "non-settlement" areas to "urban" designation, consistent with updated and proposed Official Community Plans.

In April 2018, the SLRD passed the following resolutions:

*THAT Bylaw No. 1562-2018, cited as "Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008, Amendment Bylaw No. 1562-2018", be given first reading.*

*THAT Bylaw No. 1562-2018, cited as "Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008, Amendment Bylaw No. 1562-2018", be referred to each member municipality and First Nations, for comments.*

*THAT the Board direct staff to hold a community open house/information session in each member municipality to share information and receive input on Bylaw No.1562-2018, cited as "Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008, Amendment Bylaw No. 1562-2018".*

As a result of community open houses held in June 2018, along with referral comments from member jurisdictions and subsequent meetings of the RGS Steering Committee, text amendments and mapping changes to reflect updated and proposed OCPs were supported. These changes were reflected in the amendment bylaw at 2nd reading and were described in an October 24, 2018 report to the SLRD Board.

The following resolutions were made by the SLRD Board at its October 24, 2018 meeting:

*THAT Bylaw No. 1562-2018, cited as "Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008, Amendment Bylaw No. 1562-2018", be given second reading, as amended.*

*THAT Bylaw No. 1562-2018, cited as "Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008, Amendment Bylaw No. 1562-2018", be referred to each member municipality for comments.*

While correspondence received from member municipalities after a second courtesy referral indicated that no additional changes were being requested by members, at its meeting on February 27, 2019 the SLRD Board passed the following resolution:

*THAT the Squamish-Lillooet Regional District consider not initiating the official referrals to affected local governments and applicable ministries (i.e. official 60-day referral for acceptance) until the May 22, 2019 Board meeting so as to provide an opportunity for member municipalities to undertake further review.*

This was to allow the District of Squamish to further review its settlement map, which resulted in two minor changes.

At the July 25, 2019 SLRD Board meeting, the Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1562-2018 was amended and given 2<sup>nd</sup> reading (Reference 3).

Before 3<sup>rd</sup> reading, the SLRD Board must submit the regional growth strategy to affected local governments for acceptance, thus the referral letter to Metro Vancouver at this time.

### **ASSESSMENT OF PROPOSED AMENDMENT'S CONSISTENCY WITH METRO 2040**

The majority of the proposed amendments to the SLRD regional growth strategy are minor changes that are consistent with *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. The new Goal 10 "Protect and Enhance Food Systems" emphasizes the protection and enhancement of agricultural lands for the purpose of agricultural production and is consistent with *Metro 2040* Strategy 2.3 "Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production."

The new Goal 11 "Take Action on Climate Change" is a strong, multi-faceted approach to addressing climate change both through adaptation as well as mitigation strategies. Goal 11 includes emission reduction targets, policies to support "compact, complete, efficient land use patterns," and policies to enhance regional resiliency to the impacts of climate change. Goal 11 is consistent with and supportive of *Metro 2040* Goal 3 "Protect the Environment and Respond to Climate Change Impacts."

### **Proposed Expansion of Settlement Areas**

The SLRD regional growth strategy has strong policies to manage the location of future growth under *Goal 1: Focus Development into Compact, Complete, Sustainable Communities*. Under this goal, future growth is to be directed to existing urban centres of Squamish, Whistler, Pemberton and Lillooet, along with potential build-out of existing Master Planned Communities. New urban communities will not be considered outside of the established settlement areas and future growth in Master Planned communities is not supported beyond what is currently contemplated under existing OCPs and zoning.

The SLRD regional growth strategy does not have an "Urban Containment Boundary;" instead, urban containment is achieved through a principal goal, the application of regional land use designations (i.e. "Non-Settlement Area", "Urban", "Rural Community", "Master Planned Community", "Rural Residential" and "Serviced Residential"), and is reinforced by urban containment areas/boundaries specified within member jurisdiction OCPs. The Regional Growth Strategy Amendment Bylaw 1562-2018 includes proposed amendments to the regional growth strategy maps that re-designate 886.3 hectares of land that are currently designated "Non-Settlement Area" to "Urban". Table 1 shows the location, size, and details related to the proposed re-designation of lands to "Urban". It is through the use of these land use designations that the Strategy defines the limits of the SLRD's settlement areas.

The proposed expansion of settlement areas into previously designated non-settlement lands by over 886 hectares is a significant amendment and may be of concern to adjacent regional districts like Metro Vancouver. It is being proposed for a variety of reasons including to:

- correct mapping errors;
- recognize existing serviced neighbourhoods;
- expand industrial and employment lands;

- incorporate lands owned by First Nations, Indian Reserve lands, or lands within which First Nations have partnership interests; and
- facilitate a variety of government and private planning opportunities including Whistler Blackcomb Option Sites (maps and details provided in Attachment 2 and 4 and Reference 3).

Table 1: Location of Proposed Urban Areas

Community	Proposed Re-Designation from “Non-Settlement”	Purpose
District of Squamish	682 ha to “Urban” (Attachment 4)	<p>Three sites intended primarily for future industrial and employment use (Areas 1, 7, and 8); no residential use is contemplated at this time. This change aligns with <i>Metro 2040’s</i> objectives to build job capacity close to where people live.</p> <p>One site, owned primarily by Squamish Nation, is intended for future member and non-member housing (Area 3). No land use plan has been prepared at this time.</p> <p>Three sites are considered existing areas of the urban community (Areas 4, 5, and 6). This is map clean-up to reflect existing conditions.</p>
Resort Municipality of Whistler	199.1 ha to “Urban” (Attachment 3)	Seven Whistler Blackcomb Option Sites which have been identified in the 2013 provincially-approved Whistler Mountain Master Plan Update that have potential for base area developments. Base area developments are primarily oriented to the addition of lift staging capacity and new skiing terrain and may include parking facilities, day skier and commercial facilities, and accommodation. Any such developments are subject to local OCP amendment and rezoning.
Village of Pemberton	3.84 ha to “Urban”	Intended to facilitate future planning opportunities. No additional information available at this time.
District of Lillooet	0 ha	n/a
SLRD	1.09 ha to “Urban”	Corrects a mapping error.
<b>TOTAL</b>	<b>886.3 ha</b>	

The potential expansion of the urban footprint, in principle, is inconsistent with *Metro 2040’s* growth framework and policies that emphasize urban containment, a compact urban region, focusing growth in centres, and protecting important lands from urban expansion. The re-designation of non-settlement lands to urban, primarily associated with the District of Squamish, does have the potential

to impact Metro Vancouver in terms of a growing commuter shed (i.e. people living in the SLRD but commuting into Metro Vancouver). However, any impacts are likely to be relatively minor given that the majority of lands being proposed for inclusion as “Urban” lands reflect existing conditions or are intended for employment uses, which will not generate significant population increases over what is already permitted, and generally supports similar objectives to that of *Metro 2040*. No changes to The District of Squamish’s Growth Management Boundary or The District of Whistler’s Urban Development Containment Area are contemplated at this time. The proposed additions reflect municipal Official Community Plan or First Nation plans / processes either completed or underway, and are being incorporated into the SLRD’s Regional Growth Strategy.

### **ALTERNATIVES**

1. That the MVRD Board accept Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1562-2018 and notify the SLRD Board of its acceptance.
2. That the MVRD Board reject Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1562-2018 and notify the SLRD Board with the reasons for its rejection.

### **FINANCIAL IMPLICATIONS**

If the MVRD Board chooses Alternative 1, the SLRD Board will be notified of the MVRD Board’s acceptance of Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1562-2018. There are no financial implications associated with this alternative.

If the MVRD Board chooses Alternative 2, the SLRD Board will be notified of the MVRD Board’s decision. If a regional district board has an objection to a regional growth strategy amendment of a neighbouring regional district they may object by rejecting the proposed amendment and noting the reasons for objection. This initiates a non-binding arbitration process as per the *Local Government Act*.

### **SUMMARY / CONCLUSION**

On August 6, 2019 SLRD Board Chair sent a letter to the MVRD Board requesting the acceptance of Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw 1562-2018 within 60 days.

RGS Amendment Bylaw 1562-2018 includes a variety of minor updates to the SLRD Regional Growth Strategy including revisions to the minor amendment criteria, updated growth projections, updated monitoring indicators, updated terminology and references, expanded affordable housing policies, addition of dwelling unit projections to Regional Context Statement requirements, and the addition of two new goals: “Protect and Enhance Food Systems” and “Take Action on Climate Change”.

While the majority of the proposed amendments to the SLRD Regional Growth Strategy are minor and consistent with *Metro 2040*, RGS Amendment Bylaw 1562-2018 also includes the regional land use re-designation of 886.3 hectares from “Non-Settlement” to “Urban”. While the introduction of new urban areas in the SLRD could potentially have negative impacts on the Metro Vancouver region, the impacts are not anticipated to be significant given the reasons for the proposed re-designations including recognizing existing serviced neighbourhoods, expanding industrial and employment lands,



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incorporating lands owned by First Nations or Indian Reserve lands into the settlement area, and facilitating a variety of government and private planning opportunities including Whistler Blackcomb Option Sites. Staff therefore recommend Alternative 1, to accept the SLRD RGS Amendment Bylaw 1562-2018.

**Attachments** (*Orbit Doc # 31519240*)

1. Correspondence re: Acceptance by affected local governments – 60-day Referral – Squamish-Lillooet Regional District Regional Growth Strategy Review (RGS Amendment Bylaw 1562-2018) dated August 6, 2019
2. Correspondence re: RGS Additions to Settlement Planning Urban Areas dated August 14, 2019
3. Schedule A: Whistler Land Use Map and Designations
4. District of Squamish OCP Schedule C Growth Management

**References**

1. [Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1562-2018](#)
2. [Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1562-2018 Maps](#)
3. [REQUEST FOR DECISION Regional Growth Strategy Amendment Bylaw No. 1562-2018 \(RGS Review\) – Mapping Updates and 60-Day Review July 24, 2019 Staff Report](#)

31290288



Box 219, 1350 Aster Street,  
Pemberton, BC V0N 2L0  
Ph. 604-894-6371, 800-298-7753  
F: 604-894-6526  
info@slrd.bc.ca | www.slrd.bc.ca

August 6, 2019

Metro Vancouver Regional District  
4730 Kingsway  
Burnaby, B.C. V5H 0C6  
By email: [carol.mason@metrovancover.org](mailto:carol.mason@metrovancover.org)

Dear Chair and Board:

**RE: Acceptance by affected local governments – 60-day Referral –  
Squamish-Lillooet Regional District Regional Growth Strategy Review  
(RGS Amendment Bylaw 1562-2018)**

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The Squamish-Lillooet Regional District (SLRD) initiated a major amendment of the Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008 to address specific housekeeping amendments, clarify implementation processes (including updates to the Minor Amendment Criteria), address specific content gaps (namely food/agriculture and climate change) and amend mapping. Initiation of the amendment followed consideration of a review, as per the *Local Government Act (LGA)* section 452(2) five year review requirements. It should be noted that any updates to a minor amendment criteria trigger a major amendment process, as per the *LGA*.

“Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008, Amendment Bylaw No. 1562-2018” (RGS Amendment Bylaw 1562-2018), was given second reading, as amended at the July 25, 2019 SLRD Board meeting. Before third reading the SLRD Board must submit the regional growth strategy to affected local governments for acceptance.

## **BACKGROUND:**

### **Purpose of the RGS Review:**

#### Meet LGA Requirements

The LGA requires a regular review of regional growth strategies, with a review to be considered at least once every five years.

#### Improve implementation

Through implementation of the RGS Bylaw (over the past 8 years - RGS has been in place since June 2010), SLRD staff and the RGS Steering Committee have identified some issues with the RGS, including the Minor Amendment Criteria and Process. Amendments are proposed to add clarity and support decision-making.

#### Evolve Policy and Processes

The SLRD has experienced considerable change since the RGS was initiated in 2003. There have also been changes at the provincial and federal level that have impacted regional district planning. As well, member municipalities, through the RGS Steering Committee, identified a number of areas requiring updates. The RGS Review has provided the opportunity to evolve policy and processes to reflect the current and future context.

#### Continue Collaboration:

The RGS Review process – guided by the RGS Steering Committee with direction provided through three elected officials' forums and input provided by the Intergovernmental Advisory Committee – has continued the collaborative efforts as noted in the RGS Bylaw by continuing to assist all parties with an interest in the region to:

1. Work together to address matters of common regional concern;
2. Demonstrate respect for each other's jurisdictions and processes;
3. Maintain good communications and coordination with respect to land use and other decisions of a regional and sub-regional nature;
4. Create a long term vision informed by the key principles of sustainability and embark on a path to our future in a manner that finds a responsible balance between the environmental, economic, and social needs of our communities.

### **Content**

The RGS Review is intended to be an update not an overhaul of the current RGS. Some content revisions and additions are proposed (i.e. the development of a Food Systems Goal and Climate Change Goal, preferred modes of transportation policy and priorities, and expanded affordable housing policies), but the focus is really toward implementation of the RGS and developing criteria and processes to support collective agreement and responsibility. The RGS Review was initiated as a major amendment, as revisions to the minor amendment criteria are proposed. The RGS Review also provides

an opportunity to address various housekeeping amendments (i.e. updating population, employment and dwelling unit projects; updating monitoring indicators; and updating terminology and references, etc.) reflecting the “living” nature of strategies, and to improve the function and relevance of the document.

Some mapping updates are also proposed, reflecting member municipality OCP updates (comprehensive community processes, not stand-alone amendments) and housekeeping amendments.

Please find enclosed RGS Amendment Bylaw 1562-2018 (RGS Review). Additionally, a Timeline of Events and Consultation Schedule are enclosed for information.

### **ACCEPTANCE BY AFFECTED LOCAL GOVERNMENTS**

As per section 436 of the *LGA*, “*Before it is adopted, a regional growth strategy must be accepted by the affected local governments or, failing acceptance, become binding on the affected local governments under section 440 (6) [settlement of regional growth strategy in acceptance not otherwise reached]*”. The subject referral seeks affected local government acceptance of RGS Amendment Bylaw 1562-2018 (SLRD RGS Review) by resolution. Accordingly, each local government must:

- (a) review the regional growth strategy in the context of any official community plans and regional growth strategies for its jurisdiction, both those that are current and those that are in preparation, and in the context of any other matters that affect its jurisdiction, and*
- (b) subject to an extension by the facilitator, within 60 days of receipt either*
  - (i) accept the regional growth strategy, or*
  - (ii) respond, by resolution, to the proposing board indicating that the local government refuses to accept the regional growth strategy.*

Note, if an affected local government fails to act within the period for acceptance or refusal, the local government is deemed to have accepted the regional growth strategy.

**As required by section 436 of the *LGA*, please indicate by local government resolution either acceptance or refusal of RGS Amendment Bylaw 1562-2018 by October 6, 2019.** Note a failure to accept will result in a non-binding resolution or arbitration process.

Should you have any questions, please contact Kim Needham, Director of Planning and Development Services at [kneedham@slrd.bc.ca](mailto:kneedham@slrd.bc.ca).

Sincerely,

A handwritten signature in black ink that reads "Tony Rainbow". The signature is written in a cursive style with a long horizontal stroke at the bottom.

Tony Rainbow,  
Board Chair  
Squamish-Lillooet Regional District

cc: Lynda Flynn, CAO, SLRD  
Kim Needham, Director of Planning and Development Services, SLRD

enclosures: Timeline of Events:  
[https://www.slrld.bc.ca/sites/default/files/pdfs/planning/Regional-Growth-Strategy/TIMELINE%20OF%20EVENTS%20TO%20DATE\\_updatedAug2019.pdf](https://www.slrld.bc.ca/sites/default/files/pdfs/planning/Regional-Growth-Strategy/TIMELINE%20OF%20EVENTS%20TO%20DATE_updatedAug2019.pdf)

Consultation Schedule:  
[https://www.slrld.bc.ca/sites/default/files/pdfs/planning/Regional-Growth-Strategy/RGSReviewConsultationSchedule2016\\_FINAL\\_Aug2019\\_1.pdf](https://www.slrld.bc.ca/sites/default/files/pdfs/planning/Regional-Growth-Strategy/RGSReviewConsultationSchedule2016_FINAL_Aug2019_1.pdf)

RGS Review Project Page (for full project details including staff reports and RGS Amendment Bylaw 1562-2018 and mapping):  
<https://www.slrld.bc.ca/inside-slrld/current-projects-initiatives/regional-growth-strategy-rgs-review>



August 14, 2019

Kimberly Needham  
 Director of Planning and Development Services  
 Squamish Lillooet Regional District

RE: RGS Additions to Settlement Planning Urban Areas

Kimberly,

As requested, please find details below about the 8 areas proposed for addition to Settlement Planning Urban Areas in the RGS update, as identified in the attached map titled "Settlement Planning Urban Areas 2nd Reading Changes".

<b>Area</b>	1
<b>Ownership</b>	Squamish Nation, Crown and Private
<b>Description</b>	Area 1 is a predominantly marine water surface area immediately adjacent to the Squamish Oceanfront Development project. Area 1 also includes a portion of waterfront industrial land owned by the Squamish Nation. This area is an existing area of the urban community that should have been included in the original RGS urban area mapping but was likely excluded because of the marine aspect.
<b>Intended Use</b>	Intended for increased marine activities and industrial land use
<b>First Nations Interest</b>	Squamish Nation is an owner of significant portions of this area. There are long standing intentions and agreements with the municipality (with DFO approval) to use these areas as employment lands

<b>Area</b>	3
<b>Ownership</b>	Predominantly Squamish Nation, Private
<b>Description</b>	Area 3 is currently undeveloped land. The vast majority of this area was acquired by Squamish Nation from the Crown through accommodation agreements.
<b>Intended Use</b>	Squamish Nation has indicated these areas are intended for future economic development and member housing.
<b>First Nations Interest</b>	First Nations have interest in future development opportunity in this area.

<b>Area</b>	4
<b>Ownership</b>	India Reserve, Charitable Society and Private
<b>Description</b>	Area 4 includes Indian Reserve, Agricultural Land Reserve and private residences. This area is an existing area of the urban community that should have been included in the original RGS urban area mapping.
<b>Intended Use</b>	Intended uses are to remain consistent with existing uses.

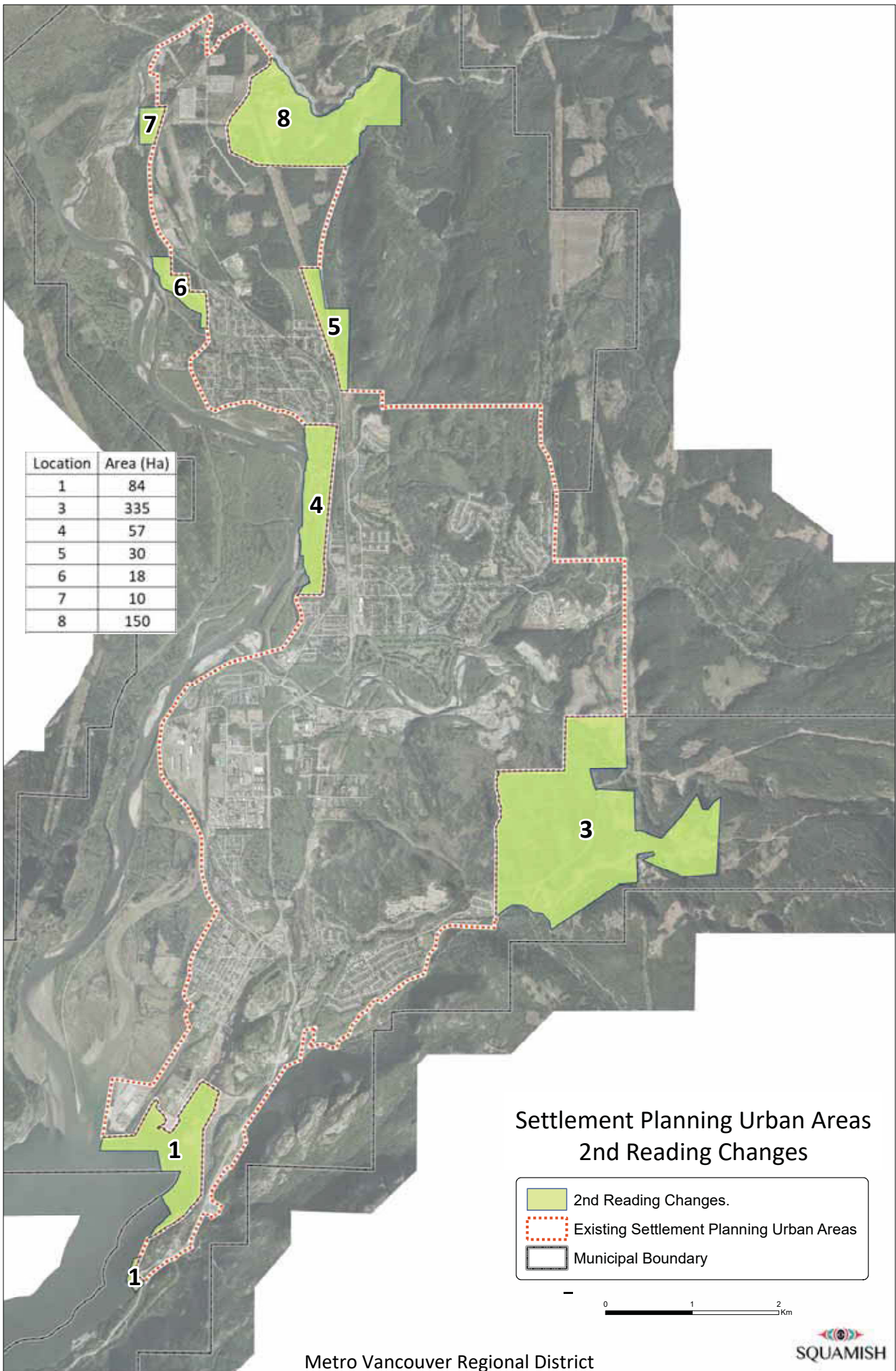
<b>First Nations Interest</b>	As an Indian Reserve, portions of this area are of high interest to First Nations
<b>Area</b>	5
<b>Ownership</b>	Private and Crown
<b>Description</b>	Area 5 includes a large BC Hydro right of way, a campground and private residences. This area is an existing area of the urban community that should have been included in the original RGS urban area mapping.
<b>Intended Use</b>	Intended uses are to remain consistent with existing uses
<b>First Nations Interest</b>	No known First Nations interests

<b>Area</b>	6
<b>Ownership</b>	Indian Reserve
<b>Description</b>	Area 6 is an existing Indian Reserve with First Nation residences.
<b>Intended Use</b>	Indian Reserve with First Nation residences
<b>First Nations Interest</b>	As an Indian Reserve it is an area of high interest to First Nations

<b>Area</b>	7
<b>Ownership</b>	Crown
<b>Description</b>	Area 7 is the location of former forestry activities located on Crown Lease.
<b>Intended Use</b>	Intended uses are industrial activities in line with Crown Lease
<b>First Nations Interest</b>	No known First Nations interests

<b>Area</b>	8
<b>Ownership</b>	Predominantly Crown. Some Squamish Nation, Municipal and Private
<b>Description</b>	Area 8 includes the municipal landfill but is otherwise largely undeveloped due to exposure to debris flow hazard risk.
<b>Intended Use</b>	A significant debris flow hazard risk mitigation structure is being considered for an adjacent residential development. If constructed Area 8 will become a critical source of employment land for the community. A sub area planning process will be required. This area has long been considered a key expansion area for the community in the event that the debris flow hazard can be appropriately addressed.
<b>First Nations Interest</b>	It is assumed that First Nations have interest in future development opportunity in this area following construction of a risk mitigation structure.

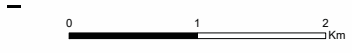




Location	Area (Ha)
1	84
3	335
4	57
5	30
6	18
7	10
8	150

### Settlement Planning Urban Areas 2nd Reading Changes

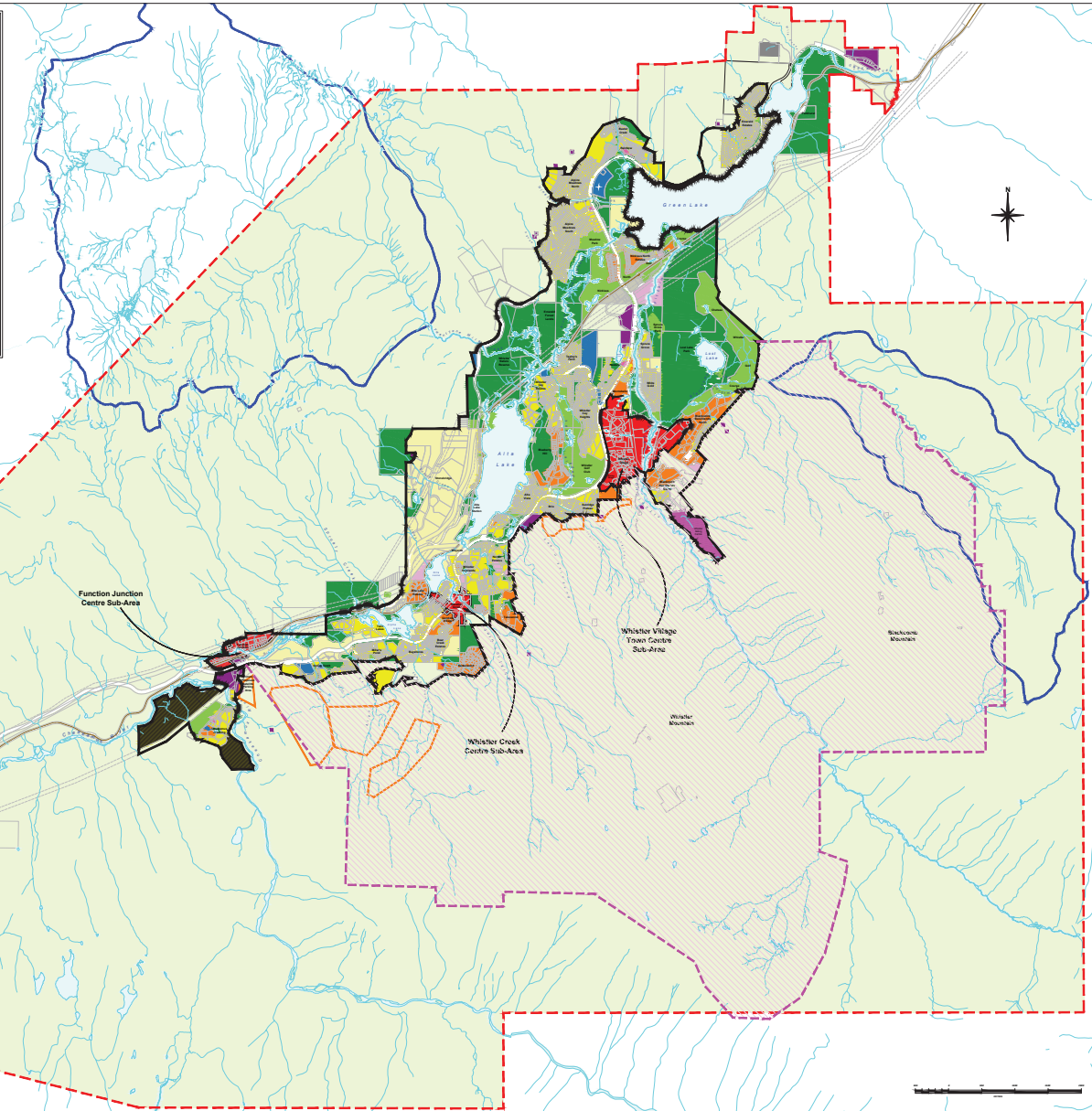
- 2nd Reading Changes.
- Existing Settlement Planning Urban Areas
- Municipal Boundary





**OFFICIAL COMMUNITY PLAN  
SCHEDULE A  
WHISTLER LAND USE MAP and DESIGNATIONS  
LEGEND**

- NON-URBAN LANDS
- PROTECTED NATURAL AREA
- PARKS & RECREATION
- RESIDENTIAL - VERY LOW (DETACHED)
- RESIDENTIAL - LOW TO MEDIUM (DETACHED/MULTIPLE)
- RESIDENTIAL - RESERVE
- RESIDENTIAL - VISITOR ACCOMMODATION
- CORE COMMERCIAL
- VISITOR ACCOMMODATION
- CONVENIENCE COMMERCIAL
- INSTITUTIONAL
- INDUSTRIAL SERVICE COMMERCIAL - FUNCTION JUNCTION
- INDUSTRIAL - MONS
- RESOURCE EXTRACTION
- TRANSPORTATION, WORKS, UTILITIES and COMMUNITY FACILITIES
- WHISTLER/BLACKCOMB CONTROLLED RECREATION AREA (CRA)
- WHISTLER SLIDING CENTRE CROWN LAND LEASE
- WHISTLER BLACKCOMB OPTION SITES
- WATERSHED PROTECTION AREA
- WHISTLER URBAN DEVELOPMENT
- CONTAINMENT AREA (WUDCA)



This map shows the proposed type, general location and intensity of land use in both developed and undeveloped parts of the municipality. Land use designations are categorized according to dominant use, but may allow and support a mix of uses and other auxiliary uses. Land use designation boundaries are general and do not necessarily conform to property lines.

- Land Use Designations:**
- **NON-URBAN LANDS:** The undeveloped lands that generally fall outside the WUDCA. These lands provide the natural setting and form the visual backdrop integral to Whistler's mountain character, as well as providing the physical setting for many of the year-round activities that draw visitors to Whistler. Supported uses include public open space, non-urban very low density residential, low impact recreation and carefully managed resource uses. Environmentally sensitive lands, hazardous areas and aesthetic values should be protected.
  - **PROTECTED NATURAL AREA:** Lands that have high environmental sensitivity or importance and are protected by zoning, development permit area conditions, covenants, provincial regulations or other means. Supported land uses include nature conservation, passive open space uses, conservation buffers and low impact recreation with limited development including trails, interpretive signage and viewing platforms.
  - **PARKS & RECREATION:** Lands designated for public enjoyment and active recreation as well as private recreational facilities such as golf courses. Parks and recreation areas generally support indoor and outdoor recreation, outdoor gathering and assembly use, sports fields, and may allow institutional uses and facilities. These lands may contain pedestrian or cycling trails, auxiliary buildings, playgrounds and other structures or recreational facilities, and may also provide water access for recreation use.
  - **RESIDENTIAL - VERY LOW (DETACHED):** Very low density residential lands consisting of detached housing on large parcels.
  - **RESIDENTIAL - LOW TO MEDIUM (DETACHED/MULTIPLE):** Lands for detached and duplex dwellings characterized by low to medium density lot sizes, and lands for medium density multiple residential development, the latter of which is generally located close to commercial, recreational, institutional, transit and trail connectors.
  - **RESIDENTIAL - RESERVE:** Lands available for employee housing with a variety of housing forms and densities. These lands may be developed as needed to meet the municipality's housing needs. Limited market residential and convenience commercial uses primarily oriented to meet the needs of the surrounding neighbourhood are included.
  - **RESIDENTIAL - VISITOR ACCOMMODATION:** Lands permitting residential and visitor accommodation use in various dwelling types.
  - **CORE COMMERCIAL:** Whistler Village and Whistler Creek are the resort community's multi-use commercial centres. Whistler Village is the town centre serving visitors and residents with a diverse mix of retail, business, office, service, food and beverage, entertainment, institutional and accommodation uses and associated parking areas as well as parks and leisure space. Whistler Creek is anchored by the Whistler Mountain Creekside ski base with visitor accommodation, restaurants, retail, entertainment, leisure and convenience goods and services primarily serving adjacent visitor accommodation and residential neighbourhoods.
  - **VISITOR ACCOMMODATION:** These lands provide visitor accommodation outside of the Core Commercial areas and may include limited auxiliary commercial uses and employee housing.
  - **CONVENIENCE COMMERCIAL:** Lands designated for neighbourhood-oriented convenience commercial development at a scale with uses that meet the day-to-day convenience oriented goods and services needs of the neighbourhood. Uses include retail, restaurant, office and personal service functions. Convenience commercial centres at Nefters Square and Rainbow are scaled for an expanded market area beyond the immediate neighbourhood. Conveniently located neighbourhood convenience commercial at Cheakamus Crossing and Alpine Market serve their respective neighbourhoods. Convenience Commercial may also allow for residential uses.
  - **INSTITUTIONAL:** These lands are designated for institutional uses located outside of the Core Commercial areas. These uses include civic, education, cultural, religious and recreation uses.
  - **INDUSTRIAL SERVICE COMMERCIAL - FUNCTION JUNCTION:** Function Junction is the general purpose business district for the resort community and is the primary location for business, service commercial, light industrial and manufacturing, wholesale, warehousing and storage uses. Function Junction also provides for retail, office and service and indoor recreation uses that do not fit the form, character and function of the Core Commercial areas and is designed to support the extended day-to-day needs of the Cheakamus Crossing neighbourhood. This designation also allows for auxiliary residential uses and employee housing.
  - **INDUSTRIAL - MONS:** Centrally located industrial area for community and transportation infrastructure, distribution, maintenance, storage and rental of equipment along with related activities for a variety of uses requiring significant yard space, circulation and other storage requirements. This area also supports limited service commercial and limited indoor and outdoor recreation uses that have a larger site area and space requirements. This designation also allows for auxiliary residential uses.
  - **RESOURCE EXTRACTION:** Lands that are designated for aggregate (rock, gravel and sand) extraction.
  - **TRANSPORTATION, WORKS, UTILITIES and COMMUNITY FACILITIES:** Lands that are designated for transportation, municipal works, utility and community facility uses. This designation includes the BC Transit facility, municipal heliport and Whistler Health Care Centre heliport, parking areas, the municipal waste transfer station and community waste and recycling facilities, reservoirs, BC Hydro substations, community animal shelter and telecommunication facilities.
  - **WHISTLER/BLACKCOMB CRA:** Crown land leased to Whistler Blackcomb for recreation and related indoor and outdoor uses and amenities including ski lifts, alpine skiing runs and terrain, hiking and mountain biking trails, tube park and auxiliary uses such as parking, restaurant, retail, skier-service facilities, mountain operations facilities, mountain lodges and accommodation.
  - **WHISTLER SLIDING CENTRE CROWN LAND LEASE:** Crown land leased to the Whistler 2010 Sport Legacies Society for a high-performance sport training and competition facility consisting of the sliding track for bobsleigh, luge and skeleton and public sport/leisure rides, operations facilities (track operations and control buildings, refrigeration plant) as well as associated outdoor recreation, assembly, entertainment, auxiliary retail, office and parking uses.
  - **WHISTLER BLACKCOMB OPTION SITES:** Lands identified in the Whistler Mountain Master Plan Update that have potential for base area developments. Base area developments are primarily oriented to the addition of lift staging capacity and new skiing terrain and may include parking facilities, day skier and commercial facilities, and accommodation. Any such developments are subject to OCP amendment and rezoning.
  - **WATERSHED PROTECTION AREA:** Non-urban lands to be kept in pristine condition as they are a source of Whistler's drinking water. Supported uses should be limited to low impact recreation uses.
  - **WUDCA:** The area within the municipal boundary within which all urban land uses and development including residential, commercial, industrial, institutional and recreational are contained. This area also includes lands designated as protected area, open space and park that are not designated nor intended for urban development but are recognized as part of the resort community activity area.

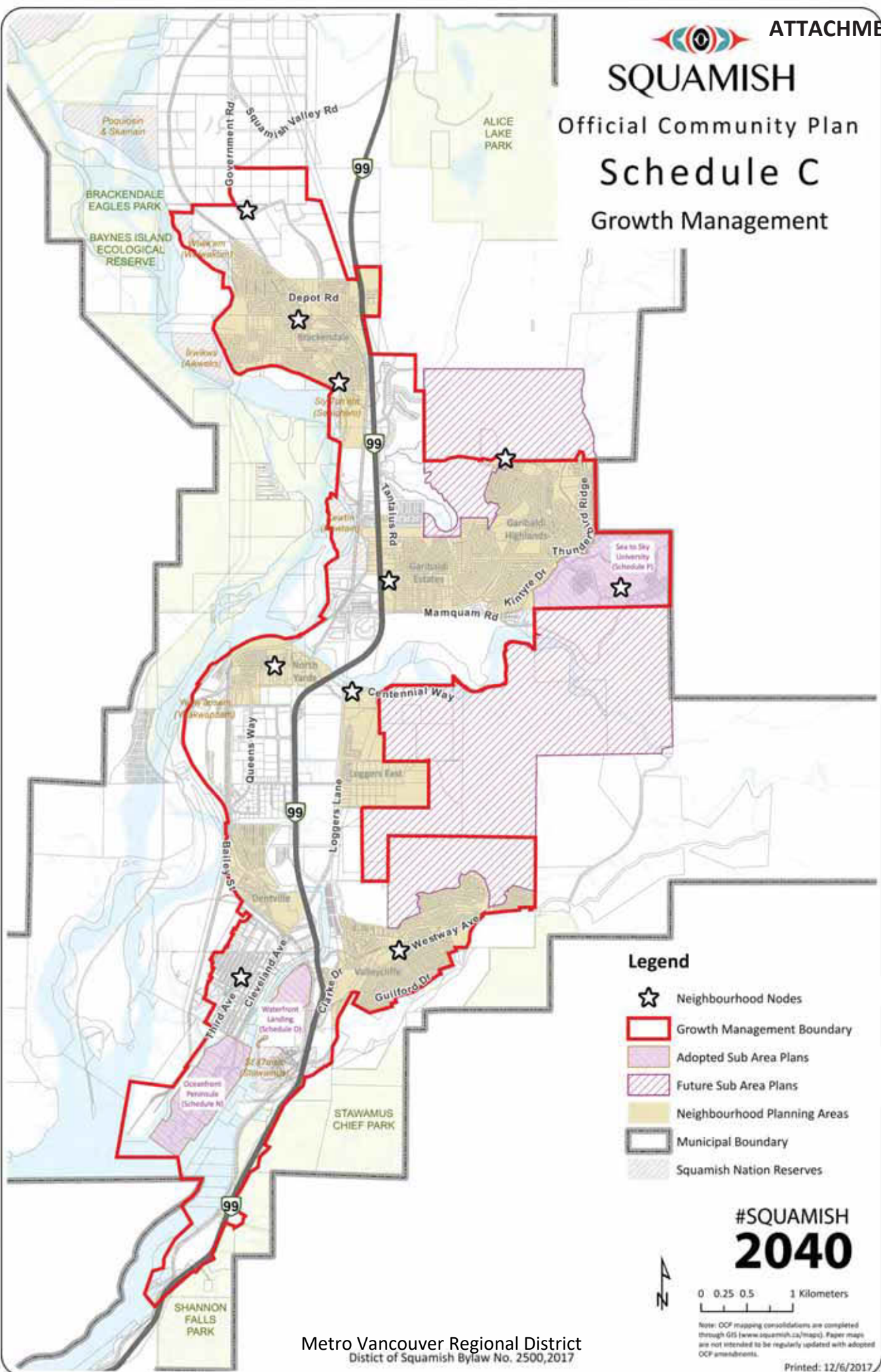


# SQUAMISH

Official Community Plan

## Schedule C

Growth Management



### Legend

- Neighbourhood Nodes
- Growth Management Boundary
- Adopted Sub Area Plans
- Future Sub Area Plans
- Neighbourhood Planning Areas
- Municipal Boundary
- Squamish Nation Reserves

# #SQUAMISH 2040

0 0.25 0.5 1 Kilometers



Note: OCP mapping consolidations are completed through GIS ([www.squamish.ca/maps](http://www.squamish.ca/maps)). Paper maps are not intended to be regularly updated with adopted OCP amendments.

Printed: 12/6/2017

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To: Regional Planning Committee

From: Sean Tynan, Acting Senior Planner, Regional Planning  
Lucy Duso, Policy Coordinator, External Relations

Date: August 15, 2019 Meeting Date: September 13, 2019

Subject: **Metro 2050 Engagement Plan**

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### RECOMMENDATION

That the MVRD Board:

- a) approve the updated *Metro 2050* Engagement Plan as outlined in the report dated August 15, 2019, titled “*Metro 2050* Engagement Plan”;
  - b) in alignment with the requirements of Subsection 434(3) of the *Local Government Act*, direct staff to include a Regional Public Hearing as part of the engagement process for *Metro 2050*;
  - c) as per Subsection 433(4) of the *Local Government Act*, notify affected local governments and the Minister of Municipal Affairs and Housing of the initiated update to *Metro 2040*; and
  - d) direct staff to offer each member jurisdiction the opportunity to co-host a public information meeting on *Metro 2050* aligned with respective Council presentations.
- 

### PURPOSE

The purpose of this report is to seek MVRD Board approval of the updated *Metro 2050* Engagement Plan, to seek MVRD Board direction on the inclusion of a Regional Public Hearing in the engagement process, and to address a *Local Government Act* requirement to notify affected local governments of the process to update *Metro 2040*.

### BACKGROUND

At its meeting of April 5, 2019 the MVRD Board adopted the following resolutions:

*That the MVRD Board:*

- a) *initiate a comprehensive update to Metro Vancouver 2040: Shaping our Future;*
- b) *direct staff to prepare a Stakeholder Engagement Plan for the update to Metro Vancouver 2040: Shaping our Future for Board consideration; and*
- c) *authorize staff to partner with TransLink in its May to September 2019 ‘Vision and Values’ public engagement process for the future of the region.*

On July 26, 2019, a report titled *Metro 2050* Engagement Plan dated June 14, 2019 was provided to the MVRD Board. The report sought to respond to resolutions b) and c) above by providing the *Metro 2050* Engagement Plan for Board consideration. At its July 26 meeting, the MVRD Board passed the following resolutions:

*That the MVRD Board refer to staff the following Amendment to the Main Motion to report back on the feasibility and implications of including more than one Regional Public Hearing:*

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*"That the MVRD Board amend the Main Motion, in part b), by replacing the phrase "include a Regional Public Hearing", with the phrase "include three Regional Public Hearings with at least one located South of the Fraser"*

*Consider all three recommendations a) through c) in light of the discussion at the Board, including requests to clarify and potentially expand public engagement.*

This report is intended to address the July 26, 2019 MVRD Board resolutions and associated comments by providing additional opportunities for public input through the *Metro 2050* Engagement Plan and by identifying the feasibility and implications of additional Regional Public Hearings as part of the *Metro 2050* process.

## **METRO 2050 ENGAGEMENT PLAN**

### **Scope of Metro 2050**

The comprehensive update to *Metro 2040* will build on its strengths, extend the strategy's time horizon to the year 2050, integrate with the update to the Regional Transportation Strategy, improve current policy actions and address policy gaps.

Through implementation of the regional growth strategy, significant effort has gone into assessing performance, progress made, and implementation successes and challenges with the strategy's policies. Over 2019, Metro Vancouver is completing several policy reviews, each intended to take stock of *Metro 2040's* policy framework, identify gaps and policy options in response, and help shape the development of *Metro 2050*. These Policy Reviews include: Urban Centres and Frequent Transit Development Areas, Agriculture, Environment, Industrial and Mixed Employment Lands, Climate Change, Housing, Transportation, and Complete Communities.

Two additional policy areas have been identified as significant gaps in *Metro 2040*: climate action and equity. Staff will explore climate action and equity as lenses through which to view all regional growth strategy policies. In addition, the *Long-Range Growth and Transportation Scenarios*, completed in May 2019, provide an opportunity to test the resilience of *Metro 2040* policies to multiple futures. These scenarios also begin to address uncertainties such as global economic shifts and the impacts of technology and automation on population growth, employment and other areas. Other areas identified for updates were noted in the March 28, 2019 report to the Regional Planning Committee titled "Towards *Metro 2050*: Updating Metro Vancouver 2040: Shaping our Future" (see Reference 1).

Staff also intend to update the *Metro 2040* vision statement and include guiding principles in the update. This content will in part be informed through the joint engagement process with TransLink, which focuses on public input on 'vision and values' to inform planning for the future of the region.

While the update is comprehensive, the intent is to refine *Metro 2040* rather than to create a new regional growth strategy. Staff anticipate few changes to the overall goals and strategies of *Metro 2040*.



**Timeline and Phasing of Metro 2050**

It will require approximately three years to develop *Metro 2050*. A description of phases and timing are included in the table below.

<b>Phase 1: Review &amp; New Ideas</b>	<b>Phase 2: Plan Development</b>	<b>Phase 3: Approvals</b>
Q2 2019 to Q2 2020	Q3 2020 to Q2 2021	Q3 2021 to Q3 2022
Review <i>Metro 2040</i> to identify opportunities for improvement, develop an updated vision statement, and create guiding principles.	Refine and add detail to recommended policies and write draft <i>Metro 2050</i> content.	Communicate, refine, and seek approvals for <i>Metro 2050</i> .

**Requirements for Engagement**

Updating *Metro 2040* requires a Type 1 Major Amendment, requiring acceptance from all affected local governments and triggering consultation requirements identified through Sections 434 and 450 of the *Local Government Act*. Section 434 specifies:

- (1) *During the development of a regional growth strategy,*
  - (a) *the proposing board must provide opportunity for consultation with persons, organizations and authorities that the board considers will be affected by the regional growth strategy, and*
  - (b) *the board and the affected local governments must make all reasonable efforts to reach agreement on a proposed regional growth strategy.*
  
- (2) *For the purposes of subsection (1) (a), as soon as practicable after the initiation of a regional growth strategy, the board must adopt a consultation plan that, in the opinion of the board, provides opportunities for early and ongoing consultation with, at a minimum, the following:*
  - (a) *its citizens;*
  - (b) *affected local governments;*
  - (c) *first nations;*
  - (d) *boards of education, greater boards and improvement district boards;*
  - (e) *the Provincial and federal governments and their agencies.*
  
- (3) *In adopting a consultation plan under subsection (2), the board must consider whether the plan should include the holding of a public hearing to provide an opportunity for persons, organizations and authorities to make their views known before the regional growth strategy is submitted for acceptance under section 436 [acceptance by affected local governments].*

In addition, Section 450 of the *Act* includes a requirement to establish an intergovernmental advisory committee.

The *Metro 2050* Engagement Plan describes a range of engagement opportunities for the audiences identified in the *Local Government Act*, and includes timing and methods for engagement with each. It also meets the requirement to establish an intergovernmental advisory committee and includes a Regional Public Hearing to provide a formal opportunity for input from the broader public.

The *Metro 2050* Engagement Plan also meets the requirements of Metro Vancouver's *Public Engagement Policy* in addition to the requirements of the *Local Government Act*.

### **Requirement for Notification to Affected Local Governments**

Under Subsection 433(4) of the *Local Government Act*, as part of initiating a process to amend a regional growth strategy, the MVRD Board is required to give written notice to affected local governments and to the Minister of Municipal Affairs and Housing.

### **RESPONSE TO BOARD DIRECTION TO EXPLORE ADDITIONAL PUBLIC ENGAGEMENT OPPORTUNITIES**

At its July 26, 2019 meeting, the MVRD Board directed staff to report back on the feasibility of holding three Regional Public Hearings with at least one hearing to be held south of the Fraser River.

#### **Multiple Public Hearings**

Staff have explored the feasibility of holding more than one Regional Public Hearing and have identified the following:

- The regional growth strategy bylaw adoption process can only include one Regional Public Hearing.
- It is feasible to adjourn a Regional Public Hearing and reconvene in a separate location on a different date. Five such sessions were held in 2010 as part of the public hearing for *Metro 2040*.
- A Regional Public Hearing requires quorum from the MVRD Board for each session. However, the MVRD Board can pass a resolution to lower quorum for a Regional Public Hearing. This could address potential scheduling challenges as well as reduce the costs associated with the Regional Public Hearing.
- In addition to reducing quorum, the MVRD Board can pass a resolution to delegate the responsibility to attend the Regional Public Hearing to a limited number of MVRD Board Directors.
- The Regional Public Hearing must occur after a complete draft of proposed changes to the regional growth strategy has been developed. This is anticipated to occur in Spring 2021.
- The timing of the Regional Public Hearing may not be ideal for receiving input as it occurs late in the planning process, when the regional growth strategy amendment has already been drafted. The Engagement Plan therefore includes other engagement opportunities for the public earlier in the process.

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### Additional Public Engagement Opportunities

In July 2019, the Board directed staff to explore additional public engagement opportunities. Staff have updated the *Metro 2050 Engagement Plan* with the following public input opportunities all of which occur earlier in the planning process and would take place in 2020/ early 2021.

- **Metro 2050 Community Dialogues:** Staff propose to increase the number of public meetings in Phase 1, with at least one to be held south of the Fraser River. These meetings, titled “*Metro 2050 Community Dialogues*”, will be coordinated through the established Metro Vancouver Sustainability Breakfast Program. Additional public meetings can be considered for Phase 2 based on the level of public interest.

These dialogues would be run by staff, and provide an opportunity for elected officials from each sub-region to attend and participate.

- **Online Open Houses:** An additional online meeting is proposed for Phase 2 in early 2021. This is an opportunity for any interested Metro Vancouver resident to learn about and provide input into *Metro 2050* in a webinar format, one that has proven successful in previous engagement processes. Promotion of the webinar increases awareness of *Metro 2050*, and should also drive interest in the online feedback forms. These online open houses would be run by staff, with results reported to the Regional Planning Committee and Board.
- **Co-Hosted Public Information Meetings in Member Jurisdiction City Halls:** Metro Vancouver will invite each member jurisdiction to co-host a public information meeting (open house format) coinciding with the *Metro 2050* Council presentations or workshops offered to each member jurisdiction Council. This presents an opportunity for member jurisdictions to provide local context to participants and align with other local engagement activities, such as an Official Community Plan update. If the municipality co-hosts and helps to advertise the meeting, it is more likely that members of the public will attend. The timing of these meetings would coincide with the referral of the draft of *Metro 2050*, updated regional growth strategy for comment, anticipated for early 2021.

Staff would represent Metro Vancouver at these information meetings, and elected officials would be welcome, but not required, to attend.

### Engagement on Equity in Regional Growth Management

The Equity in Regional Growth Management Study is an initiative to explore how dimensions of equity intersect with regional growth management. Through a combination of research and engagement opportunities, the project is intended to identify equity considerations that are important and meaningful to Metro Vancouver residents. Engagement on the project will seek input from a diversity of equity-seeking groups as well as organizations representing equity-seeking populations. Staff intend to apply learnings from this initiative to *Metro 2050*.

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**ALTERNATIVES**

1. That the MVRD Board:
  - a) approve the updated *Metro 2050* Engagement Plan as outlined in the report dated August 15, 2019, titled "*Metro 2050* Engagement Plan";
  - b) in alignment with the requirements of Subsection 434(3) of the *Local Government Act*, direct staff to include a Regional Public Hearing as part of the engagement process for *Metro 2050*;
  - c) as per Subsection 433(4) of the *Local Government Act*, notify affected local governments and the Minister of Municipal Affairs and Housing of the initiated update to *Metro 2040*; and
  - d) direct staff to offer each member jurisdiction the opportunity to co-host a public information meeting on *Metro 2050* aligned with respective Council presentations.
  
2. That the MVRD Board:
  - a) approve the updated *Metro 2050* Engagement Plan as outlined in the report dated August 15, 2019, titled "*Metro 2050* Engagement Plan";
  - b) in alignment with the requirements of Subsection 434(3) of the *Local Government Act*, direct staff to include a Regional Public Hearing as part of the engagement process for *Metro 2050* and provide direction that the Regional Public Hearing should be reconvened in three locations with at least one location south of the Fraser River;
  - c) as per Subsection 433(4) of the *Local Government Act*, notify affected local governments and the Minister of Municipal Affairs and Housing of the initiated update to *Metro 2040*; and
  - d) direct staff to offer each municipality the opportunity to co-host a public information meeting on *Metro 2050* aligned with respective Council presentations.
  
3. That the MVRD Board:
  - a) as per Subsection 433(4) of the *Local Government Act*, notify affected local governments and the Minister of Municipal Affairs and Housing of the initiated update to *Metro 2040*; and
  - b) provide alternate direction to staff regarding the *Metro 2050* Engagement Plan.

**FINANCIAL IMPLICATIONS**

If the MVRD Board chooses Alternative 1, most financial implications are in the form of Metro Vancouver staff time, with substantive work to be undertaken by staff from Regional Planning and External Relations.

In 2019, the engagement activities identified in the *Metro 2050* Engagement Plan can be accommodated within the Board-approved 2019 Regional Planning budget.

In 2020, staff anticipate that the engagement activities will cost approximately \$40,000, including venue rental and catering, advertising, communications materials. This includes an estimate of \$15,000 for five Community Dialogues.

In 2021, the cost associated with public engagement may vary substantially based on the number of public meetings and the format of the Regional Public Hearing. The public information meetings would need to be added into the five-year financial plan for 2021 Regional Planning budget, and will cost in the range of \$3,000 to \$6,000 per meeting depending on venue rental, newspaper advertising costs, and anticipated scale. The cost of a single Regional Public Hearing is in the range of \$45,000 to



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\$60,000, including MVRD Board remuneration, catering, advertising and other associated costs. The total costs will need to be confirmed through the 2021 budget.

If the MVRD Board chooses Alternative 2, there would be a cost of approximately \$40,000 for 2020 as identified in Alternative 1. In addition, there would be a cost of between \$110,000 and \$160,000 associated with three sessions of the Regional Public Hearing that would need to be considered in the 2021 budget. As with Alternative 1, the 2021 budget would also need to include any public information meetings with a potential cost between \$3,000 and \$10,000 per meeting depending on venue rental, newspaper advertising, and anticipated scale.

Under Alternative 3, staff would need to identify financial implications associated with additional direction from the MVRD Board.

Under both Alternative 1 and Alternative 2, the cost of the Regional Public Hearing could be higher or lower depending on the length of the public hearing and size of quorum.

### **SUMMARY / CONCLUSION**

The comprehensive update to *Metro 2040* will build on its strengths, extending the strategy's time horizon to the year 2050, integrating with *Transport 2050*, and strengthening current policies to address policy gaps.

Pursuant to Section 434 of the *Local Government Act*, the MVRD Board is required to adopt a consultation plan that provides early and ongoing opportunities for engagement. Section 434 also defines several audiences that must be included in the process and requires the MVRD Board to consider whether holding a Regional Public Hearing will or will not be incorporated into the engagement process. These requirements are complemented by Subsection 433(4) which also requires the MVRD Board to give written notice to affected local governments and to the Minister of Municipal Affairs and Housing as part of initiating a major amendment to the regional growth strategy.

The *Metro 2050* Engagement Plan provides opportunities for plan signatories, non-signatory stakeholders, First Nations and the public to provide input into the comprehensive update to *Metro 2040*. The engagement plan is intended to meet the requirements of the *Local Government Act* and to align with Metro Vancouver's *Public Engagement Policy*.

Based on comments provided by the MVRD Board to consider additional opportunities for public input, several updates were made to the *Metro 2050* Engagement Plan. These include: additional sub-regional public meetings (*Metro 2050* Community Dialogues), an additional online opportunity for input (Online Open House), and providing an opportunity for each member jurisdiction to co-host a public information meeting on *Metro 2050*.

In addition, the Equity in Regional Growth Management project is intended to provide opportunities for organizations representing, or working for, more vulnerable populations to identify and define equity considerations that are important and meaningful to Metro Vancouver residents. This work will directly influence the development of *Metro 2050*.

As the Metro 2050 Engagement Plan provides early and meaningful opportunities for the public to provide input into *Metro 2050*, staff recommend Alternative 1.

**Attachment**

*Metro 2050 Engagement Plan* dated August 15, 2019. (Doc # 31520013)

**References**

1. [Towards Metro 2050: Updating Metro Vancouver 2040: Shaping our Future](#) dated March 28, 2019  
(See agenda item E2.4)
2. [Local Government Act \[RSBC 1996\] Chapter 323 \(Part 13\)](#)

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## Metro 2050 Engagement Plan

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### Executive Summary

Metro Vancouver and its member jurisdictions have had a regional growth strategy since the 1990s. The current regional growth strategy, *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, was adopted in July 2011.

*Metro 2040* is the region's collective vision for how anticipated growth will be managed to support the creation of complete, connected and resilient communities, protect important lands and support the efficient provision of urban infrastructure like transit and utilities.

Metro Vancouver is updating *Metro 2040*, with a focus on building on its strengths. The update is being undertaken to consider new drivers of change, integrate with the new Regional Transportation Strategy being prepared by TransLink, and ensure policy improvements. The updated regional growth strategy will be referred to as *Metro 2050*.

Metro Vancouver is committed to working in close collaboration with member jurisdictions, TransLink, the Province, adjacent regional districts, and other regional agencies throughout the update to *Metro 2040*. Metro Vancouver is also committed to providing the public with meaningful and early opportunities to engage on *Metro 2050* in a variety of accessible formats, leveraging web-based platforms and in-house engagement expertise. A summary of *Metro 2050* engagement activities is provided in Appendix A. Legislative requirements for engagement are provided in Appendix B.

Through the collaborative process of updating the regional growth strategy, Metro Vancouver hopes to achieve:

- a renewed commitment to the regional vision and how that vision integrates with municipal planning;
- better integration between land use and transportation planning;
- better preparation for future uncertainties; and
- a series of more robust and updated policies to achieve the regional vision.

### Objective: Why Update *Metro 2040*?

*Metro 2040* is the region's collective vision for how anticipated growth will be managed to support the creation of complete, connected and resilient communities, protect important lands and support the efficient provision of urban infrastructure like transit and utilities. Updating *Metro 2040* requires close collaboration with member jurisdictions, the public, First Nations and others. The *Metro 2050* Engagement Plan describes the approach Metro Vancouver will take to provide the opportunity for consultation with persons, organizations and authorities considered to be affected by the regional growth strategy. The consultation will meet the engagement requirements of a Type 1 Major Amendment in accordance with *Metro 2040* as well as the provisions of Sections 434 and 450 of the *Local Government Act*, and will align with the Metro Vancouver Board's *Public Engagement policy*.

In addition to providing a proactive and transparent approach to consultation, this plan provides a structure to track feedback that can inform decisions on updates to the regional growth strategy. The consultation process will contribute to building support with signatories, strengthening relationships with other governments, and reaffirming the purpose of the regional growth strategy and benefits of regional planning.

## **Timing**

The Metro Vancouver Board initiated the process for a comprehensive update to *Metro 2040* in April 2019 and directed staff to prepare an Engagement Plan. Some early consultation is occurring through the summer of 2019 through a shared public process undertaken with TransLink to inform *Transport 2050* and *Metro 2050*. In addition, staff have initiated discussions with stakeholders, largely member jurisdictions, on specific policies within *Metro 2040* through a series of Policy Reviews.

The update to *Metro 2040* will be called *Metro 2050*. The approach to engagement aligns with the three phases of *Metro 2050* development outlined in the table below. The table also includes ‘pre-consultation’ activities to reflect the Policy Review and visioning work already underway.

It is anticipated that the bylaw updating *Metro 2040* will be adopted in mid-2022. Each phase of development will last approximately one year. Phase 1 is intended to include broad engagement to review currently policies, identify new ideas for actions, and to develop an updated vision statement and guiding principles. Phase 2 includes approximately one year for drafting *Metro 2050* and circulating for formal comment from municipal councils as well as additional public engagement opportunities, with anticipated completion in mid-2021. Phase 3 provides approximately one year for approvals (acceptance) from plan signatories.

## Metro 2050 Development and Engagement Timeline

	<b>Pre-consultation</b> 2018 – Q2 2019	<b>Phase 1: Review &amp; New Ideas</b> Q2 2019-Q2 2020	<b>Phase 2: Plan Development</b> Q3 2020 to Q2 2021	<b>Phase 3: Approvals</b> Q3 2021 to Q3 2022
<b>Project Phase</b>	Early consultation in anticipation of an update to <i>Metro 2040</i>	Review <i>Metro 2040</i> to identify opportunities for improvement, develop an updated vision and guiding principles.	Refine and add detail to recommended policies and write draft <i>Metro 2050</i> content.	Communicate, refine, and conduct approvals for <i>Metro 2050</i> .
<b>Engagement</b>	Ongoing discussion with stakeholders regarding the application and effectiveness of the regional policies in <i>Metro 2040</i>	Consultation activities differ with different audiences. Technical and municipal staff are engaged at a policy-specific level, and regional agencies and governments on the fuller strategy.	Engagement largely with signatories through reviewing and incorporating feedback and writing content.  Refer <i>Metro 2050</i> for formal comment from affected local governments.	Engagement largely with elected councils, public hearing and MVRD Committees and Board.

### Audiences

Section 434 of the *Local Government Act* specifies that the Metro Vancouver Board must adopt a consultation plan that provides early and ongoing opportunities for consultation with: citizens; affected local governments; First Nations; Boards of Education, Greater Boards and Improvement District Boards; and, the Provincial and Federal Governments and their agencies. The Province may specify which Ministries and agencies are to be consulted. These requirements complement Metro Vancouver’s Board’s *Public Engagement Policy*, ensuring public involvement in decision making where Board decisions may impact their lives. For the update to *Metro 2040*, Table 1 identifies audiences for engagement in alignment with the *Local Government Act* requirements.

**Table 1. Metro 2050 Engagement Audiences**

<b>Metro 2050 Engagement Audience</b>	<b>Description</b>
<b>Metro 2040 Signatories and Metro Vancouver Boards and Committees</b>	<p><b>Signatories:</b> Member jurisdictions*, Fraser Valley and Squamish-Lillooet Regional Districts, and the South Coast British Columbia Transportation Authority (TransLink)</p> <p><b>Metro Vancouver Boards and Committees</b> including the Regional Planning Committee and MVRD Board; Staff advisory committees including the Regional Planning Advisory Committee and its subcommittees and the Regional Administrators Advisory Committee; Metro Vancouver Departments through policy development including Parks, Housing, Air Quality and Climate Change, Liquid Waste, and Water Services.</p> <p><b>The Province of BC</b> (Ministry of Municipal Affairs and Housing, Ministry of Transportation and Infrastructure, Ministry of Jobs, Technology and Trade, to be confirmed by the Province.)</p> <p>* Bowen Island and Electoral Area A (specifically UEL/ UBC) are member jurisdictions but are not plan signatories.</p>
<b>Non-signatory regional interests</b>	<p><b>Interested or Affected Regional Agencies:</b> Agricultural Land Commission, Vancouver Fraser Port Authority, School Districts, BC Housing, Health Authorities, Vancouver International Airport Authority, etc.</p> <p><b>Subject matter experts:</b> Such as academics, researchers, and non-government organizations.</p>
<b>First Nations</b>	<b>First Nations with an identified interest</b> in any lands located in Metro Vancouver as per the BC Government’s First Nations Consultative Areas Data Base including local First Nations without in-region territories.
<b>General Public</b>	<b>General Public</b> including Metro Vancouver residents, community groups, businesses, and media organizations.

**Scope of the Engagement Plan**

The *Metro 2050* Engagement Plan describes broad inter-governmental and community-level engagement activities, including those required by the *Local Government Act*. It does not include details on the specifics of the engagement that will be required for each *Metro 2040* Policy Review (e.g. Agriculture Policy Review, Environment Policy Review) as these reviews will come forward to the Regional Planning Committee and Metro Vancouver Board independently. A list of the Policy Reviews is found item 5.5 in the Regional Planning Committee Agenda for April 5, 2019.

## Consultation Approach by Audience

The *Local Government Act* requires establishment and identified membership for an Intergovernmental Advisory Committee (IAC) to advise on the update, and facilitate coordination of relevant regional and Provincial regulations. Relevant sections of the *Local Government Act*, including the required membership of the IAC, are included in Appendix B. Metro Vancouver will use the Regional Planning Advisory Committee, including both member jurisdictions and associate members, as the foundation for the IAC, and will add additional representatives, including those identified by the Province to meet the legislated membership requirements.

In addition to the role of the IAC, the Regional Planning Committee and Metro Vancouver Board will guide the development of *Metro 2050*. Where possible, Metro Vancouver will leverage other existing committees of staff and elected officials for engagement.

Section 434 of the *Local Government Act* states that the relevant Regional District Board must consider whether the engagement plan will include a public hearing before the regional growth strategy is submitted for acceptance. The hearing would need to occur before third reading of *Metro 2050*.

Table 2 lists the proposed engagement by audience.

**Table 2. Metro 2050 Engagement Approaches by Audience**

Audience	Engagement Approaches
<b>Metro 2040 Signatories and Metro Vancouver Boards and Committees</b>	
Member Jurisdictions (20 municipalities and one Treaty First Nation)	<ul style="list-style-type: none"> <li>• Notification letter as per LGA</li> <li>• Inviting staff to meetings, events and forums through Policy Reviews</li> <li>• Regional Planning Advisory Committee / Intergovernmental Advisory Committee</li> <li>• Regional Transportation Advisory Committee</li> <li>• Regional Administrators Advisory Committee</li> <li>• Potential inclusion on Council of Councils agenda(s)</li> <li>• Presentations / workshops with member jurisdiction Councils</li> <li>• Formal referral of <i>Metro 2050</i> to signatory member jurisdictions for comment and for acceptance</li> <li>• Option to co-host Public Meeting with each member jurisdiction</li> </ul>
Fraser Valley Regional District and Squamish-Lillooet Regional District	<ul style="list-style-type: none"> <li>• Notification letter as per LGA</li> <li>• Inviting staff to meetings, events and forums through Policy Reviews</li> <li>• Regional Planning Advisory Committee / Intergovernmental Advisory Committee</li> <li>• Presentations / workshops with Boards</li> <li>• Formal referral of <i>Metro 2050</i> to Boards for comment and for acceptance</li> </ul>

<p>South Coast British Columbia Transportation Authority (TransLink)</p>	<ul style="list-style-type: none"> <li>• Notification letter as per LGA</li> <li>• Targeted meetings, events and forums through Policy Reviews and <i>Metro 2040</i> implementation</li> <li>• Regional Planning Advisory Committee / Intergovernmental Advisory Committee</li> <li>• Joint / coordinated approach to <i>Transport 2050</i> development with Metro Vancouver participation in all levels of project governance</li> <li>• Formal referral of <i>Metro 2050</i> comment and for acceptance</li> </ul>
<p>Metro Vancouver Boards and Committees</p>	<ul style="list-style-type: none"> <li>• Regional Planning Committee</li> <li>• MVRD Board (for plan adoption)</li> <li>• GVS&amp;DD and GVWD (for information)</li> <li>• Industrial Lands Strategy Task Force, Housing Committee, Parks Committee and Climate Action Committee (for information)</li> <li>• Meetings and Workshops</li> <li>• Board Strategic Plan will be used to inform <i>Metro 2050</i></li> </ul>
<p>Metro Vancouver staff</p>	<ul style="list-style-type: none"> <li>• Targeted meetings, events and forums through Policy Reviews and <i>Metro 2040</i> implementation</li> <li>• Corporate Planning Committee</li> <li>• Additional meetings or workshops as required for</li> </ul>
<p>Province of British Columbia</p>	<ul style="list-style-type: none"> <li>• Targeted meetings, events and forums through Policy Reviews and <i>Metro 2040</i> implementation</li> <li>• Regional Planning Advisory Committee / Intergovernmental Advisory Committee</li> <li>• Potential for a cross-departmental meeting in Victoria</li> <li>• Correspondence and referrals as per LGA</li> </ul>
<p><b>First Nations</b></p>	
<p>First Nation governments as per the BC Government's First Nations Consultative Areas Data Base</p>	<ul style="list-style-type: none"> <li>• Offer to meet individually with each First Nation to seek input on <i>Metro 2050</i></li> <li>• Utilize existing meetings between Metro Vancouver and First Nations to provide updates and discuss regional growth strategy issues of interest</li> <li>• Consider using Community to Community events as a forum for input</li> <li>• Correspondence and referral of <i>Metro 2050</i> for comment</li> </ul>



<b>Non-signatory Stakeholders</b>	
Federal Government (especially Natural Resources Canada and CMHC)	<ul style="list-style-type: none"> <li>• Targeted meetings, events and forums through Policy Reviews and <i>Metro 2040</i> implementation</li> <li>• Regional Planning Advisory Committee / Intergovernmental Advisory Committee</li> <li>• Correspondence and referrals as needed</li> </ul>
Non-signatory but affected local governments (Bowen Island, Electoral Area A, specifically UEL/ UBC)	<ul style="list-style-type: none"> <li>• Targeted meetings, events and forums through Policy Reviews and <i>Metro 2040</i> implementation</li> <li>• Regional Planning Advisory Committee / Intergovernmental Advisory Committee</li> <li>• Correspondence and referrals as per LGA</li> </ul>
Regional interests and organizations including: Agricultural Land Commission, Vancouver Coastal Health, Fraser Health, Port of Vancouver, YVR, BC Housing,	<ul style="list-style-type: none"> <li>• Targeted meetings, events and forums through Policy Reviews and <i>Metro 2040</i> implementation</li> <li>• Regional Planning Advisory Committee Associates meetings (for Associate members)</li> <li>• Additional meetings or workshops as required for policy development / review</li> </ul>
School Districts	<ul style="list-style-type: none"> <li>• Correspondence and referrals as per LGA</li> </ul>
Other subject matter experts (e.g. Planning professionals, (consultants, academics, NGOs)	<ul style="list-style-type: none"> <li>• Targeted engagement through key informant interviews and Policy Reviews</li> <li>• Offer for presentations and workshops with post-secondary institutions with a planning program / interest</li> </ul>

<b>General Public</b>	
Residents, businesses, community organizations, media	<ul style="list-style-type: none"> <li>• Public input to inform updating the regional vision statement and adding guiding principles through an online public survey on the vision and values of residents for the future of the region in partnership with TransLink</li> <li>• Web-based information and feedback form</li> <li>• Social media to promote feedback options</li> <li>• <i>Metro 2050</i> Online Open Houses (webinar format) in Phase 1 and 2.</li> <li>• <i>Metro 2050</i> Community Dialogue Series (typically five locations across the region, including one south of the Fraser).</li> <li>• Optional Public Information Meetings co-hosted by member jurisdictions at city halls in coordination with Council presentations.</li> <li>• Presentations and meetings in response to requests</li> <li>• Content in Metro Vancouver email newsletters</li> <li>• A Regional Public Hearing</li> </ul>

## **Opportunities for Public Input on *Metro 2050***

There are opportunities for the public to provide input in each phase of the *Metro 2050* process. Early engagement is prioritized because later in the process, especially once *Metro 2050* has been referred to signatories for comment, it becomes more challenging to incorporate public input. Staff will therefore seek to encourage feedback in the earlier phases of development as there is greater opportunity to incorporate new ideas early in the process.

Public feedback is encouraged through the online feedback form at any time during the process. Staff will also ensure that organizations representing a range of demographics across this region, including marginalized communities, are invited to engagement activities and encouraged to provide comment. Public engagement activities are described by phase below.

**Phase 1** includes opportunity for new policy ideas to be considered (through the comment form) as well as an opportunity for the public to help shape an updated regional vision and principles (through the joint TransLink survey). During this phase the public can provide input online, through the survey on the vision and values (open to fall 2019), several *Metro 2050* Community Dialogue events (locations across the region, including south of the Fraser River), and through an Online Open House (webinar).

In 2020, there is the potential to engage stakeholders about the topic of equity in regional growth management policy. This dialogue would support the *Metro 2050* process to determine if an equity lens or content can be incorporated into the regional growth strategy. Details will be brought to the Metro Vancouver Board for consideration in advance of undertaking this work.

**Phase 2** includes the opportunity to comment on draft policy ideas through an online comment card and a second Online Open House. If there is significant public interest in the Phase 1 *Metro 2050* Community Dialogue events, an additional dialogue series can be considered for Phase 2. Metro Vancouver will offer member jurisdictions the option to co-host a Public Information Meeting in conjunction with presentations at Council meetings during the formal referral for comment stage of the planning process. In accordance with the *Local Government Act*, one Regional Public Hearing will be offered at the end of Phase 2; this is an opportunity for the public to provide feedback to the Metro Vancouver Board on *Metro 2050*.

**Phase 3** will focus on keeping the public informed about the *Metro 2050* process. Updates will be made through the website, social media, and the Regional Planning E-Bulletin typically published quarterly. The public can continue to provide input through the online feedback form, through municipal council meetings as part of *Metro 2050* acceptance, or as a delegation to the Regional Planning Committee or Metro Vancouver Board.

## **Leveraging Complementary Engagement Opportunities for *Metro 2050***

In addition to the partnership with TransLink, *Metro 2050* will leverage other recent or ongoing engagement processes and surveys. These complementary engagement processes include:

- Engagement on Metro Vancouver's *Climate 2050* "roadmap" development and the *Clean Air Plan*;
- Engagement with industry and related sectors through the Regional Industrial Lands Strategy; and
- Recent surveys including the two Shaping our Communities Engagement Initiative Surveys.

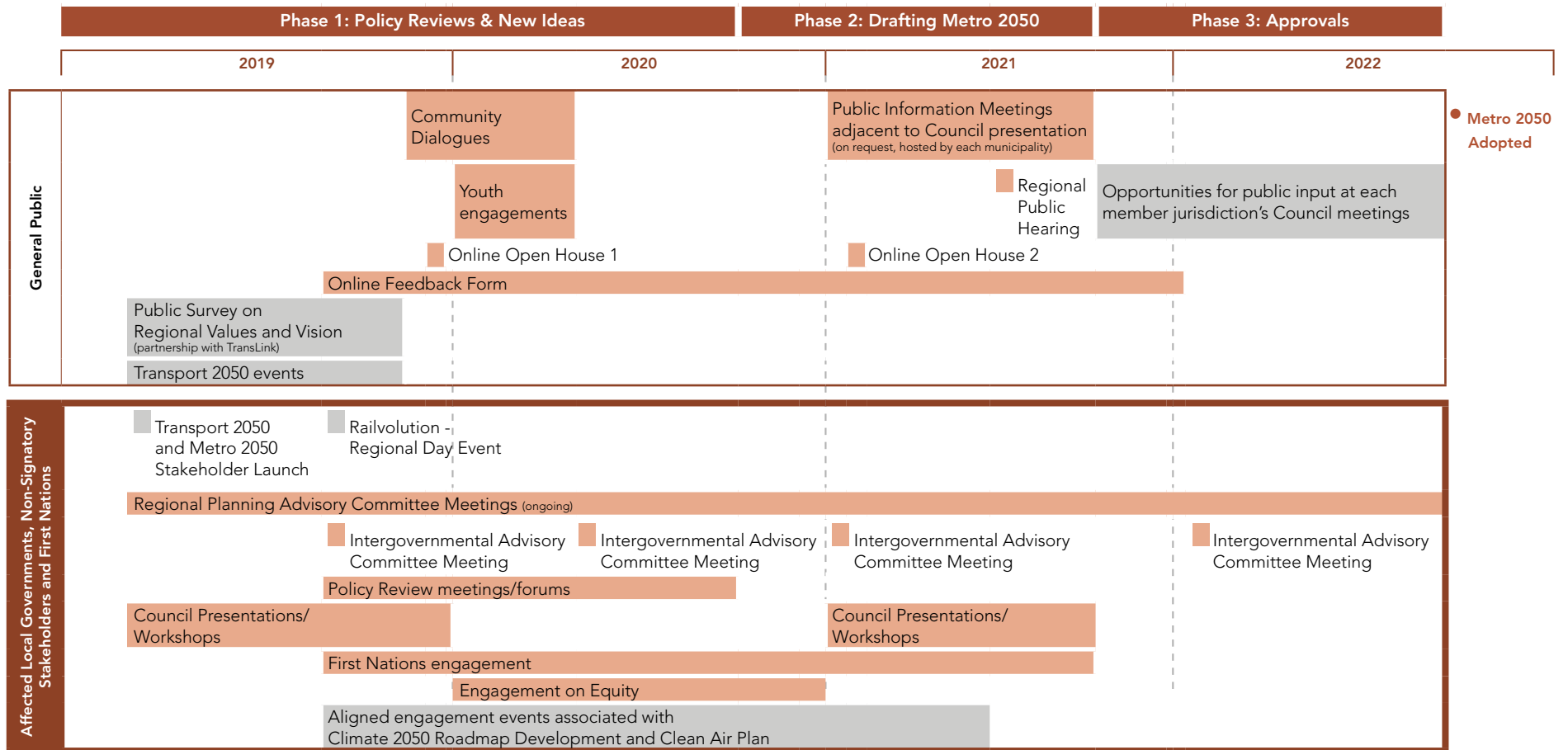
### ***Metro 2050* Engagement Notification**

To formally initiate the engagement process, written notification will be provided on behalf of the Metro Vancouver Board to all affected local governments. Notification letters will be sent in parallel to First Nations.

### **Reporting and Evaluation**

The Intergovernmental Advisory Committee, Committees and Metro Vancouver Board will receive updates on engagement throughout the *Metro 2050* development process. In addition to these updates, feedback gathered in this engagement process will be summarized and shared to the Intergovernmental Advisory Committee, Regional Planning Committee and Metro Vancouver Board in the form of an Engagement Summary Report at the conclusion of the *Metro 2050* process.

## Metro 2050 Engagement Timeline \*



- Metro 2050 event
- Other processes and events providing input into Metro 2050

\* The development of Metro 2050 will be informed by other recent engagement activities led by Metro Vancouver, such as engagement with industry on the Regional Industrial Lands Strategy (ongoing) and the Shaping our Communities Public Surveys (2016-2017).

## **Appendix B: Local Government Act Requirements for Consultation**

Based on a review of the *Local Government Act*, a major amendment to *Metro 2040* triggers the same consultation requirements as a new regional growth strategy. The requirements are outlined in Sections 434 and 450 of the *Local Government Act*. These sections outline requirements for consultation during the development of a regional growth strategy and for establishing an intergovernmental advisory committee. Excerpts are included below.

### ***Consultation during development of regional growth strategy***

*434 (1) During the development of a regional growth strategy,*

- a) the proposing board must provide opportunity for consultation with persons, organizations and authorities that the board considers will be affected by the regional growth strategy, and*
- b) the board and the affected local governments must make all reasonable efforts to reach agreement on a proposed regional growth strategy.*

*(2) For the purposes of subsection (1) (a), as soon as practicable after the initiation of a regional growth strategy, the board must adopt a consultation plan that, in the opinion of the board, provides opportunities for early and ongoing consultation with, at a minimum, the following:*

- a) its citizens;*
- b) affected local governments;*
- c) first nations;*
- d) boards of education, greater boards and improvement district boards;*
- e) the Provincial and federal governments and their agencies.*

*(3) In adopting a consultation plan under subsection (2), the board must consider whether the plan should include the holding of a public hearing to provide an opportunity for persons, organizations and authorities to make their views known before the regional growth strategy is submitted for acceptance under section 436 [acceptance by affected local governments].*

*(3.1) The minister may make regulations respecting the procedure to be used for hearings under subsection (3).*

*(4) A failure to comply with a consultation plan under subsection (2) does not invalidate the regional growth strategy as long as reasonable consultation has been conducted.*

*(5) For certainty, at any time during the development of a regional growth strategy, additional regional matters may be included under section 429 (3).*

### ***Intergovernmental advisory committees***

#### ***450 (1) A board***

- a) may establish an intergovernmental advisory committee for its regional district,*
- b) must establish an intergovernmental advisory committee for its regional district when a regional growth strategy is initiated, and*
- c) must establish an intergovernmental advisory committee for its regional district if*
  - i. there is a proposed amendment to the regional growth strategy, except in relation to an amendment under section 437 [minor amendments to regional growth strategies], and*
  - ii. the committee established under paragraph (a) or (b) of this subsection no longer exists.*

#### ***(2) The role of an intergovernmental advisory committee is***

- a) to advise the applicable local governments on the development and implementation of the regional growth strategy, and*
- b) to facilitate coordination of Provincial and local government actions, policies and programs as they relate to the development and implementation of the regional growth strategy.*

#### ***(3) The membership of an intergovernmental advisory committee is to include the following:***

- a) the planning director of the regional district, or another official appointed by the board;*
- b) the planning director, or another official appointed by the applicable council, of each municipality all or part of which is covered by the regional growth strategy;*
- c) for the purposes of an intergovernmental advisory committee established in the Metro Vancouver Regional District, the planning director of the South Coast British Columbia Transportation Authority or another official appointed by the board of directors of that authority;*
- d) senior representatives of the Provincial government and Provincial government agencies and corporations, determined by the minister after consultation with the board;*
- e) representatives of other authorities and organizations if invited to participate by the board.*

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To: Regional Planning Committee

From: Sean Tynan, Acting Senior Planner, Regional Planning

Date: August 15, 2019 Meeting Date: September 13, 2019

Subject: ***Metro 2050 Scope and Status Update***

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**RECOMMENDATION**

That the MVRD Board receive for information the report titled “*Metro 2050 Scope and Status Update*” dated August 15, 2019.

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**PURPOSE**

The purpose of this report is to provide the Regional Planning Committee and MVRD Board with a status update on progress towards developing *Metro 2050*, including an update on engagement collaboration with TransLink, as well as provide an opportunity for Committee members to comment on scoping decisions that will inform the *Metro 2050* process.

**BACKGROUND**

*Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, was accepted by all member jurisdictions, TransLink and adjacent regional districts and adopted by the MVRD Board in July 2011. Since its adoption, *Metro 2040* has been a strong and effective tool representing the regional federation’s collective vision for how to sustainably manage anticipated growth to support the creation of complete, connected and resilient communities, protect important lands and support the efficient provision of urban infrastructure like transit and utilities.

At its meeting of April 5, 2019 the MVRD Board adopted the following resolutions:

*That the MVRD Board:*

- a) initiate a comprehensive update to Metro Vancouver 2040: Shaping our Future;*
- b) direct staff to prepare a Stakeholder Engagement Plan for the update to Metro Vancouver 2040: Shaping our Future for Board consideration; and*
- c) authorize staff to partner with TransLink in its May to September 2019 ‘Vision and Values’ public engagement process for the future of the region.*

This report is intended to provide an update on progress towards resolutions a) and c) above. Staff will provide an update quarterly to the Committee and Board.

**METRO 2050 SCOPE AND STATUS UPDATE**

The table below provides a high-level summary of recently completed tasks and deliverables associated with the development of *Metro 2050*.

**Table 1. Status of Metro 2050 Tasks and Deliverables**

<b>TASK</b>	<b>STATUS</b>	<b>PROGRESS NOTES</b>
Extension of Sewerage Services Policy Review	Complete	
Performance Monitoring	Complete	Additional changes may be considered within each policy review.
Long Range Growth and Transportation Scenarios	Complete	The scenarios will be used to qualitatively evaluate the resilience of <i>Metro 2040</i> policies.
Update Housing Demand Estimates	In progress	The housing demand estimates will be updated by 2021, including a revised methodology.
Urban Centre and Frequent Transit Development Area Policy Review	In progress	Policy options under development. See report under separate cover in the September 13, 2019 agenda package titled “Urban Centres & FTDA Policy Review - Policy Directions,” dated August 14, 2019.
Update Projections for Population, Housing and Jobs to 2050	In progress	Draft updated projections to 2050 were provided in Q1 of 2018 to the Regional Planning Committee. Additional updates to methodology will be undertaken in Q4 2019 – Q2 2020.
Agriculture Policy Review	In progress	A Staff Advisory Group has been formed to enable municipal planners and provincial agencies to provide direct input on any agriculture policy updates.
Regional public survey on future of the region (partnership with TransLink)	In progress	The survey, hosted on a TransLink website, has received 19,000 responses so far. The results will inform <i>Metro 2050</i> work associated with updating the regional vision and potentially adding guiding principles to <i>Metro 2050</i> .
Environment Policy Review	In progress	Regional Planning hosted a forum and undertook a review of other regional agencies’ approach to environmental policy. For more information, see report under separate cover in the September 13, 2019 agenda package titled “Update on <i>Metro 2040</i> Environment Policy Review – Forum Results and Policies from Other Jurisdictions,” dated August 12, 2019.
Transportation Policy Review	In progress	Being undertaken in coordination with <i>Transport 2050</i> plan development.
Climate Change and Natural Hazards Policy Review	In progress	A proposed amendment to update <i>Metro 2040</i> ’s GHG targets to align with IPCC targets will be brought to Regional Planning Committee in October 2019.
Equity in Regional Growth Management Study	In progress	Phase 1 consultant work is underway. Staff are scoping Phase 2 to begin in 2020.
Housing Policy Review	Upcoming	Engagement with RPAC and RPAC Housing Subcommittee will be undertaken in Q4 2019.
Rural Lands Policy Review	Upcoming	



Industrial and Mixed Employment Policy Review	Upcoming	Current focus is on the Regional Industrial Lands Strategy, which will identify actions for this policy review.
Complete Communities Policy Review	Upcoming	Work will be undertaken in coordination with Housing Policy Review and Transportation Policy Review.
Implementation Policy Review	Upcoming	Staff are considering proposals regarding voting thresholds for minor amendments, updating content regarding First Nations, and other potential updates.

**Metro 2050 Scope**

Staff have identified several important scoping considerations that influence the feasibility of completing *Metro 2050* within the planned three-year timeline.

*Site-specific Changes to the Urban Containment Boundary or Regional Land-Use Designations*

The intent of the existing minor amendment process (*Metro 2040*, Sections 6.3 and 6.4) is to identify types of minor amendments and procedures for site-specific changes to the Urban Containment Boundary and regional land-use designations. Through *Metro 2040*, member jurisdictions have agreed on a process for approving such amendments.

Given the existing minor amendment process, it is proposed that no parcel or site-specific changes to the Urban Containment Boundary or regional land-use designations be considered as part of the amendment bylaw to *Metro 2040*. If a member jurisdiction wishes to submit a proposed minor amendment (Type 2 or Type 3) for a specific parcel or site, it can do so as per the existing policy in *Metro 2040* Section 6.3 and 6.4.

In addition, the approvals process for the update to *Metro 2040* may create a delay in Metro Vancouver’s ability to process minor amendments. Once the amendment bylaw is referred out for acceptance to affected local governments (anticipated to occur in Summer 2021) minor amendments to *Metro 2040* will need to be deferred until *Metro 2050* is adopted. Member jurisdictions are therefore requested to bring forward any minor amendments to the Urban Containment Boundary or regional land use designation by October 2020 so that they can be processed prior to the amendment bylaw being developed. Alternatively, member jurisdictions may bring forward proposed minor amendments after *Metro 2050* has been adopted by the MVRD Board.

As part of referring the amendment bylaw for acceptance from affected local governments, staff will seek support from the MVRD Board to request that member jurisdictions defer site-specific minor amendment requests until *Metro 2050* is adopted.

*General Changes to Regional Land-Use Designations and Overlays*

Changes to the definitions and criteria for regional land-use designations and overlays may be updated as part of the comprehensive update to *Metro 2040*. For example, through the Industrial and Mixed Employment Policy Review, updated definitions of the industrial and employment land use designations may influence which parcels throughout the region fit into each category. Staff will work with member jurisdictions through the Regional Planning Advisory Committee (RPAC) and its subcommittees, as well as through staff to staff meetings to review any proposed definition changes and the resulting mapping changes. All proposed changes would be considered by the Regional

Planning Committee and MVRD Board through consideration of the amendment bylaw updating *Metro 2040*. Land use designation and overlay amendments triggered by updates to definitions and criteria are the only parcel-based changes that will be considered through the update process.

#### *Engagement with Metro Vancouver Committees and Boards*

The Housing Committee, Regional Parks Committee, and Climate Action Committee will be provided with information reports specific to the relevant Policy Reviews for Housing, Parks, Environment and Climate Change and Natural Hazards respectively. Otherwise, any input from Metro Vancouver Board directors will be provided through the Regional Planning Committee and the MVRD Board.

#### *Revision of Regional Context Statements*

Because this is a major amendment to the regional growth strategy, after the amendment bylaw to *Metro 2040* has been adopted by all affected local governments, member jurisdictions are required to submit new Regional Context Statements (RCSs) demonstrating how their respective Official Community Plan is consistent with the updated regional growth strategy or how it will become consistent over time. Member jurisdictions will have two years following the adoption of the amendment bylaw to complete and submit new RCSs.

#### **Update on Alignment with the Regional Transportation Strategy**

Regional Planning is working closely with TransLink to ensure integration and alignment between *Metro 2050* and *Transport 2050*, the Regional Transportation Strategy. This integration began in mid-2018 through the co-development of Long-Range Growth and Transportation Scenarios intended to help both agencies consider and better integrate the possible impacts of a range of drivers and external forces that are influencing the future of the region, including climate change, technological innovation and automation and global economic shifts. The joint scenarios will be utilized by both agencies in testing the resilience of policies in both current and future plans.

In addition, Metro Vancouver and TransLink are partnered on several engagement opportunities, including:

- As described in the report dated March 28, 2019 titled "*Towards Metro 2050: Updating Metro Vancouver 2040: Shaping our Future*" (see Reference), Metro Vancouver has partnered with TransLink on a process to gather input on public values regarding the future of the region with the aim of informing the development of a regional vision and principles. The outputs are meant to inform both *Transport 2050* and *Metro 2050*. The engagement was launched in May 2019 through an online survey. To date, more than 19,000 responses have been received.
- In June 2019, TransLink and Metro Vancouver co-hosted an event to launch stakeholder engagement on *Transport 2050* and to begin to gather policy ideas related to the future of transportation in the region. The outcomes can be used to inform *Transport 2050*, *Metro 2050* and the *Climate 2050* roadmap focused on transportation.
- In September 2019, Metro Vancouver and TransLink will be hosting a half-day event at the closing of the Rail~Volution conference in Metro Vancouver called Rail~Volution Regional Forum. The Regional Forum, which Metro Vancouver is sponsoring, will bring together practitioners from around the region to focus on pressing challenges facing the region

including affordability, climate change, new mobility, and equity and consider new responses. It is focused on a local audience, but conference attendees are welcome to attend. Metro Vancouver and TransLink staff see this half day session as an important opportunity to highlight, and provide valuable input into, the development of both *Metro 2050* and *Transport 2050*.

The integration of regional growth management and land use considerations into *Transport 2050* are also built into the project governance, through the Executive Project Steering Committee and Project Management Committee both having representation from TransLink, the Province and Metro Vancouver. The Regional Planning Committee will receive updates throughout *Transport 2050* and *Metro 2050* development.

### **ALTERNATIVES**

This is an information report. No alternatives are presented.

### **FINANCIAL IMPLICATIONS**

There are no financial implications to this report.

### **SUMMARY / CONCLUSION**

The comprehensive update to *Metro 2040* will build on its strengths, extending the strategy's time horizon to the year 2050, integrating with *Transport 2050*, and strengthening current policy actions to address policy gaps.

This information report summarizes progress towards the comprehensive update to *Metro 2040*, identifies key scoping assumptions and provides an opportunity for comments from the Regional Planning Committee and MVRD Board. In summary, parcel or site-specific changes to the Urban Containment Boundary or regional land-use designations will continue to be undertaken through the *Metro 2040* minor amendment process rather than through the comprehensive update to *Metro 2040*; such site-specific changes will need to be deferred during the acceptance phase of the amendment bylaw (i.e. Phase 3); some targeted changes to regional land-use designations and overlays will likely be considered through the comprehensive update; and the Regional Planning Committee and the MVRD Board are the primary means through which comment will be received from MVRD Board Directors.

Staff will continue to bring forward regular updates. Staff intend to provide an overview of progress quarterly, supplemented by more detailed staff reports for policy reviews, key engagement events and deliverables.

### **Reference**

Report titled [Towards Metro 2050: Updating Metro Vancouver 2040: Shaping our Future](#) dated March 28, 2019 (See agenda item E2.4)

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To: Regional Planning Committee

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

Date: August 19, 2019 Meeting Date: September 13, 2019

Subject: **Establishment of an Intergovernmental Advisory Committee for the Update to the Regional Growth Strategy**

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**RECOMMENDATION**

That the MVRD Board:

- a) establish an Intergovernmental Advisory Committee to advise on the development and implementation of the update of the regional growth strategy, as required by Section 450 of the *Local Government Act*;
- b) appoint the Director of Regional Planning and Electoral Area Services and the Division Manager of Growth Management and Transportation of Metro Vancouver to the Intergovernmental Advisory Committee;
- c) invite the following authorities and organizations to make appointments to the Intergovernmental Advisory Committee:
  - i) Metro Vancouver member jurisdictions;
  - ii) South Coast British Columbia Transportation Authority;
  - iii) Provincial Government;
  - iv) Fraser Valley Regional District and the Squamish-Lillooet Regional District;
  - v) Port of Vancouver;
  - vi) Vancouver Airport Authority;
  - vii) Agricultural Land Commission;
  - viii) Fraser Health and Vancouver Coastal Health; and
  - ix) the University of British Columbia.

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**PURPOSE**

This report seeks MVRD Board direction on the establishment and membership of an Intergovernmental Advisory Committee for the update to the regional growth strategy (*Metro 2050*).

**BACKGROUND**

At its April 26, 2019 meeting, the MVRD Board directed that a comprehensive update to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, be undertaken. The *Local Government Act* requires that, once the preparation of a new growth strategy has been initiated, the respective regional district board must establish an Intergovernmental Advisory Committee (IAC). While the *Act* specifies the minimum member composition of an IAC, it also allows for the respective regional district board to invite additional members it deems appropriate. This report recommends and seeks direction from the MVRD Board on initiating the committee and the IAC membership.

### **REQUIREMENTS OF THE LOCAL GOVERNMENT ACT**

Now that the MVRD Board has initiated an update to *Metro 2040*, Subsection 450(2) of the *Local Government Act* requires that an IAC be established to:

- (a) *advise the applicable local governments on the development and implementation of the regional growth strategy; and*
- (b) *facilitate coordination of provincial and local government actions, policies and programs as they relate to the development and implementation of the regional growth strategy.*

The purpose of an IAC is to provide a forum for senior local government staff, senior Provincial government staff and representatives of other authorities and agencies to advise a regional district board on the development of a regional growth strategy and to help coordinate the actions, consultation and policy development during its development.

As work by Regional Planning to develop *Metro 2050* is underway, it is appropriate to now establish the IAC. The IAC will be convened for the purposes specified in the *Act* noted above. Subject to the MVRD Board's direction, it is anticipated that the committee can be established in the late fall of 2019. Once the committee has convened, a chair will be appointed and a meeting schedule established. Meetings of the IAC will be scheduled until such time as *Metro 2050* is adopted by the MVRD Board.

### **Membership of the Intergovernmental Advisory Committee**

Subsection 450(3) of the *Act* requires that the membership of an intergovernmental advisory committee include the following:

- (a) *the planning director of the regional district, or another official appointed by the board;*
- (b) *the planning director, or another official appointed by the applicable council, of each municipality all or part of which is covered by the regional growth strategy;*
- (c) *for the purposes of an intergovernmental advisory committee established in the Metro Vancouver Regional District, the planning director of the South Coast British Columbia Transportation Authority or another official appointed by the board of directors of that authority;*
- (d) *senior representatives of the Provincial government and Provincial government agencies and corporations, determined by the minister after consultation with the board;*
- (e) *representatives of other authorities and organizations if invited to participate by the board.*

The adjoining regional districts of Squamish-Lillooet and Fraser Valley are considered "affected local governments" under the *Local Government Act* and as such, must accept or refuse to accept an updated regional growth strategy. Therefore, it is recommended that the planning directors of those regional districts be invited to participate on the IAC.

In addition to the membership set out in Section 450(3) of the *Act*, the Port of Vancouver, the Vancouver Airport Authority (YVR), the Agricultural Land Commission (ALC), Fraser Health, Vancouver Coastal Health, the University of British Columbia (UBC), and the local First Nations communities are all organizations which have involvement and interest in Metro Vancouver's regional growth and transportation issues and, as such, are also being recommended for inclusion on the IAC.

Upon receipt of an invitation from the MVRD Board, the Minister of Municipal Affairs and Housing (MAH) is to determine which provincial agencies and staff representatives will participate on the IAC. Regional Planning staff have had early discussions with MAH staff about involvement in an IAC and are now considering the appropriate ministries and departments that should be involved to better advise the Minister once she receives the formal invitation from Metro Vancouver.

### **Consultation on the Update to the Regional Growth Strategy**

To date, the *Metro 2040* policy reviews that are underway have involved consultation with member jurisdictions and representatives of other levels of government and government agencies generally as associate members of the Regional Planning Advisory Committee (RPAC). RPAC membership comprises the planning directors of Metro Vancouver, member jurisdictions and TransLink, as well as associate members including representatives from the MAH, UBC, Port of Vancouver, Vancouver Coastal Health, Fraser Health, BC Housing, Fraser Valley Regional District, ALC and YVR among others. In addition to the conversations with RPAC, there have been numerous and ongoing dialogues at the staff level with various government agencies based on the themes of the policy reviews and several workshops held to date. The creation of an IAC will supplement and formalize the intergovernmental consultation that has been ongoing and will continue as part of the development of *Metro 2050*.

### **ALTERNATIVES**

1. That the MVRD Board:
  - a) establish an Intergovernmental Advisory Committee to advise on the development and implementation of the update of the regional growth strategy, as required by Section 450 of the *Local Government Act*;
  - b) appoint the Director of Regional Planning and Electoral Area Services and the Division Manager of Growth Management and Transportation to the Intergovernmental Advisory Committee;
  - c) invite the following authorities and organizations to make appointments to the Intergovernmental Advisory Committee:
    - i. Metro Vancouver member jurisdictions;
    - ii. South Coast British Columbia Transportation Authority;
    - iii. Provincial Government;
    - iv. Fraser Valley Regional District and the Squamish-Lillooet Regional District;
    - v. Port of Vancouver;
    - vi. Vancouver Airport Authority;
    - vii. Agricultural Land Commission;
    - viii. Fraser Health and Vancouver Coastal Health; and
    - ix. the University of British Columbia.
2. That the MVRD Board provide alternate direction on the membership the Intergovernmental Advisory Committee.

### **FINANCIAL IMPLICATIONS**

There are no financial implications to the establishment of an Intergovernmental Advisory Committee to support the update to the regional growth strategy. The Board-approved 2019 Regional Planning budget includes funding to support the update.

### **SUMMARY / CONCLUSION**

The MVRD Board has directed that a comprehensive update to *Metro Vancouver 2040: Shaping our Future* be undertaken. Now that the preparation of a new growth strategy has been initiated, the *Local Government Act* requires that the MVRD Board establish an Intergovernmental Advisory Committee. The purpose of the IAC is to provide a forum for senior local government staff, senior Provincial government staff and representatives of other authorities and agencies to advise the MVRD Board on the development of a regional growth strategy and to help coordinate actions, consultation and policy development during its development. This report outlines the rationale for Metro Vancouver to establish an Intergovernmental Advisory Committee at this time and recommends a membership that meets the requirements of the *Act* and represents the varied interests that intersect with the regional growth strategy. Staff are recommending Alternative 1.

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To: Regional Planning Committee

From: Sean Tynan, Acting Senior Planner, Regional Planning

Date: August 14, 2019 Meeting Date: September 13, 2019

Subject: **City of Vancouver's Regional Context Statement – 5 Year Review**

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### **RECOMMENDATION**

That the MVRD Board accept the City of Vancouver's Regional Context Statement as submitted to Metro Vancouver on July 26, 2019.

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### **PURPOSE**

To seek the MVRD Board's continued acceptance of the City of Vancouver's 2013 Regional Context Statement as requested in the City of Vancouver's letter dated July 25, 2019.

### **BACKGROUND**

On June 20, 2018, the City of Vancouver passed the following resolution:

*That Council request that the Metro Vancouver (MV) Board reaffirm its continued acceptance of the City of Vancouver's Regional Context Statement Official Development Plan (RCS ODP) and that the MV Board be advised that the RCS ODP will be revised following implementation of key Housing Vancouver action items and in coordination with the MV update of the Regional Growth Strategy.*

Metro Vancouver received this resolution via a letter from the City of Vancouver dated July 25, 2019 (Attachment). Subsection 448(2) of the *Local Government Act* states that the MVRD Board must respond by resolution within 120 days of receipt indicating whether or not it accepts a regional context statement. If the Board fails to respond within this period of time, the Regional Context Statement is deemed to have been accepted.

This report brings forward the City of Vancouver's request for continued acceptance of its 2013 Regional Context Statement for consideration by the Regional Planning Committee and MVRD Board.

### **REGIONAL CONTEXT STATEMENT REQUIREMENTS UNDER THE LOCAL GOVERNMENT ACT**

Section 446 of the *Local Government Act* requires that each member jurisdiction of a regional district submit a Regional Context Statement that identifies the relationship between the municipality's Official Community Plan (OCP) and the relevant regional growth strategy, and how the OCP is, or will be made, consistent with the regional growth strategy over time. When the MVRD Board considers acceptance of a regional context statement, it is expected that it be "generally consistent" with the goals, strategies, actions, and parcel-based regional land use designations in *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy.



Subsection 448(1)(c) of the *Local Government Act* requires that municipalities review their Regional Context Statement at least once every five years after its latest acceptance by the MVRD Board and, if no amendment is proposed, to submit the Regional Context Statement to the Board for its continued acceptance. The five-year review provides an opportunity for member jurisdictions to consider if any changes have occurred to its OCP that would trigger an amendment to the Regional Context Statement.

### **VANCOUVER REGIONAL CONTEXT STATEMENT AND METRO 2040 ALIGNMENT**

In 2013, the City of Vancouver submitted its Regional Context Statement to Metro Vancouver, and it was accepted by the MVRD Board on July 12, 2013 (Reference 1). The Regional Context Statement identifies two policy areas that the City of Vancouver had committed to work towards through future policy work:

1. To review the policies and / or land use designations for the Southlands Agricultural area to address the objectives of the RGS; and
2. To include a clear definition and policies to exclude non-residential major trip generating uses from General Urban areas outside of Urban Centres and Frequent Transit Development Areas.

Neither of these policy areas have been addressed to date or updated in the Regional Context Statement. Metro Vancouver looks forward to continue working with the City of Vancouver to address these items and to incorporate them into the City's Regional Context Statement at the next opportunity. Additional detail on the 2013 Regional Context Statement and comments provided by Metro Vancouver staff at that time are included in Reference 2.

Additional opportunities to update the Regional Context Statement to reflect changes in City plans and policies since 2013 could include:

- Currently planned / anticipated growth in population, jobs and housing across the City;
- Recently approved neighbourhood plans, such as planning for the Cambie Corridor and False Creek Flats areas; and
- Updated policy documents, such as Housing Vancouver.

The request for continued acceptance of the 2013 Regional Context Statement is based on a City of Vancouver staff assessment noting that several initiatives that are currently underway will likely transform the City's housing, employment and transportation landscape in a significant way. These initiatives include:

- The City-wide Plan (completion anticipated in early 2021)
- An Employment Lands and Economy Review (completion anticipated in 2020)
- The Broadway Plan (completion anticipated in 2020)

The outcomes of these significant initiatives would likely necessitate an update to the City's Regional Context Statement on completion. As such, the City has indicated a preference to wait until the completion of the City-wide strategy in 2021 before initiating an update to its Regional Context Statement.

Metro Vancouver staff note that while a near-term update would improve alignment between the City of Vancouver’s Regional Context Statement and *Metro 2040*, it may be inefficient to require these updates now given the development of these significant initiatives that are anticipated to be completed in the next 12 to 18 months. In addition, Metro Vancouver will be working closely with member jurisdictions as part of the update to *Metro 2040*, occurring over a similar timeframe.

**ALTERNATIVES**

1. That the MVRD Board accept the City of Vancouver’s Regional Context Statement as submitted to Metro Vancouver on July 26, 2019.
  
2. That the MVRD Board decline to accept the City of Vancouver’s Regional Context Statement as submitted to Metro Vancouver on July 26, 2019 and request that the City of Vancouver initiate a near-term update to its Regional Context Statement, accounting for key policies or plans developed since 2013.

**FINANCIAL IMPLICATIONS**

If the Board chooses Alternative 1, there are no financial implications. The City of Vancouver will be notified of the Regional Context Statement acceptance and will update its regional context statement following the completion of its City-wide Plan in 2021.

If the Board chooses Alternative 2, to decline to accept the Regional Context Statement, a dispute resolution process may occur, as prescribed by the *Local Government Act*. The cost for this dispute resolution is prescribed based on the proportion of assessed land values; Metro Vancouver would be responsible for most of the associated costs.

**SUMMARY / CONCLUSION**

The City of Vancouver has requested the continued acceptance of its 2013 Regional Context Statement. In accordance with the provisions of the *Local Government Act*, each member jurisdiction’s regional context statement must be reviewed at least every five years, giving the local government an opportunity to consider whether any recent municipal planning studies would trigger changes to its Regional Context Statement. The City’s 2013 Regional Context Statement remains generally consistent with the goals, strategies and actions in *Metro 2040*. While there are several potential updates that would improve alignment between the City’s Regional Context Statement and *Metro 2040*, staff recognize that it may inefficient to require these changes now given the City’s timeline for developing the City-wide plan and other initiatives. Staff therefore recommend Alternative 1, continued acceptance of the City of Vancouver’s 2013 Regional Context Statement.

**Attachment** (*Orbit Doc # 30976134*)

Correspondence re: City of Vancouver Regional Context Statement Review dated July 25, 2019

**References:**

1. [2013 City of Vancouver Regional Context Statement](#)
2. Staff report titled “[Consideration of the City of Vancouver’s Regional Context Statement](#)”, dated June 19, 2013



July 25, 2019

Ms. Heather McNell  
Director of Regional Planning and Electoral Area Services  
Metro Vancouver  
4730 Kingsway  
Burnaby, BC V5H 0C6  
heather.mcnell@metrovancover.org

Dear Ms. McNell:

**RE: City of Vancouver Regional Context Statement Review**

On June 20, 2018, City of Vancouver Council unanimously approved the recommendation:

THAT Council request that the Metro Vancouver (MV) Board reaffirm its continued acceptance of the City of Vancouver's Regional Context Statement Official Development Plan (RCS ODP) and that the MV Board be advised that the RCS ODP will be revised following implementation of key Housing Vancouver action items and in coordination with the MV update of the Regional Growth Strategy.

A full copy of the report and associated appendices is available online at <https://council.vancouver.ca/20180620/documents/rr1a.pdf> and a copy of the staff report is enclosed for your information.

As per the British Columbia Local Government Act, Section 448 requires the City to review the City's Regional Context Statement Official Development Plan (RCS ODP) every five years following the acceptance of RCS ODP by the Metro Vancouver (MV) Board (July 26, 2013). Council must advise the MV Board that they have reviewed it and submit any amendment to the RCS ODP for acceptance and, if no amendment is proposed, submit the statement to the board for its continued acceptance.

In reviewing the RCS ODP, City staff have identified several city-wide initiatives currently underway that will transform the City's housing, employment, and transportation landscape – including the City-wide Plan, implementation of the Housing Vancouver strategy, the Employment Lands and Economy Review, and the Broadway Plan and the implementation of the Millennium Line extension. The Employment Lands and Economy Review and the Broadway Plan will conclude in 2020 while the City-wide Planning framework is anticipated to be complete in early 2021. In light of these major initiatives underway or set to launch, and their near-term completion horizon, City staff recommend the City reaffirm its existing RCS ODP at

this time and amend the RCS ODP following the approval of the City-wide Plan framework by City of Vancouver Council.

Yours truly,

A handwritten signature in black ink, appearing to read "Susan Haid". The signature is fluid and cursive, with the first name "Susan" being more prominent than the last name "Haid".

**Susan Haid** MCIP, CSLA, RPP  
Deputy Director of Planning - Long Range and Strategic Planning  
City of Vancouver | 515 W. 10<sup>th</sup> Avenue  
604.871.6431 | susan.haid@vancouver.ca

cc: James Stiver, Manager of Growth Management and Transportation, MV  
Gil Kelley, General Manager, Planning, Urban Design & Sustainability, CoV  
Chris Robertson, Assistant Director – City-wide and Regional Planning, CoV

To: MVRD Board of Directors

From: Regional Parks Committee

Date: September 18, 2019 Meeting Date: October 4, 2019

Subject: **Regional Parks Land Acquisition and Development Funding**

**REGIONAL PARKS COMMITTEE RECOMMENDATION**

That the MVRD Board:

- a) direct staff to include in the Regional Parks 2020 budget an additional contribution of \$4 million to advance the Regional Parkland Acquisition Reserve Fund and include an additional \$4 million increase annually until 2024; and
- b) prepare an amendment to the *Greater Vancouver Regional District Bylaw 735*, the bylaw that established a Regional Parkland Acquisition Reserve Fund, to enable capital funding provisions for both land acquisition and park development for Board approval.

At its September 18, 2019 meeting, the Regional Parks Committee considered the attached report titled “Regional Parks Land Acquisition and Development Funding”, dated September 9, 2019. The Committee amended the staff report recommendation and approved an alternative recommendation for MVRD Board consideration as presented above.

In contemplating the proposed recommendation, members expressed concern that existing park assets are reaching capacity. The Committee discussed the importance of advancing the regional park land acquisition plan and considered how the proposed increase to the Regional Parks Land Acquisition Fund could accelerate park acquisition. Members also discussed the need to develop additional regional greenways, in particular, within urban areas of the region.

As requested by the Regional Parks Committee, the table below illustrates how the proposed recommendation of increasing the regional parks acquisition fund by \$4 million per year, if approved in the 2020 annual budget and included in the 2020 - 2024 financial plan, will impact an average Metro Vancouver household.

Table: Regional Parks Land Acquisition Fund Proposed Five-year Increase

	2019 Current	2020 Proposed	2021 Proposed	2022 Proposed	2023 Proposed	2024 Proposed
Regional Park Reserve Fund Proposed Tax Requisition	\$7.57 M	\$11.57 M	\$15.57 M	\$19.57 M	\$23.57 M	\$27.57 M
Projected Cumulative Increase to Average Household*		\$4	\$8	\$12	\$16	\$20

\* Average based on \$1,255,000 assessed home value

Attachment:

“Regional Parks Land Acquisition and Development Funding”, dated September 9, 2019

32755513 FINAL

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To: Regional Parks Committee

From: Ravi Chhina, General Manager, Parks & Housing Services  
Mike Redpath, Director, Regional Parks

Date: September 9, 2019 Meeting Date: September 18, 2019

Subject: **Regional Parks Land Acquisition and Development Funding**

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### **RECOMMENDATION**

That the MVRD Board:

- a) direct staff to include in the 2020 Regional Parks budget an increase to the Regional Parks Land Acquisition Fund of \$4.0 million annually for the purpose of advancing park land acquisition and development; and
  - b) include for consideration as part of the Regional Parks Five-Year Financial Plan an increase to the Regional Parks Land Acquisition Fund of \$4.5 million annually beginning in 2021; and
  - c) prepare an amendment to the *Greater Vancouver Regional District Bylaw 735*, the bylaw that established a Regional Parkland Acquisition Reserve Fund, to enable capital funding provisions for both land acquisition and new park development for Board approval.
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### **PURPOSE**

To seek MVRD Board approval to establish annual funding through property tax requisition to advance the implementation of the *Regional Parks Land Acquisition 2050* strategy and the opening of new park land for public use.

### **BACKGROUND**

In 1993, a Regional Parks Land Acquisition Fund was established at \$3.5 million per annum or about \$2 dollars per capita at that time. This fund remained static until 2003 when it was increased to \$3.77 million. In 2017, the MVRD Board approved an increase to the land acquisition fund to bring it to \$7.57 million per annum to accelerate the implementation of the land acquisition program.

In 2018, the MVRD Board adopted the *Regional Parks Land Acquisition 2050* strategy. One of the actions identified in the strategy is to explore options for sustainable funding to support the acquisition of regional park land in the region. The Regional Parks Land Acquisition Fund is intended to fund park land acquisition. However, a funding gap exists with the cost for land acquisition and the cost for park development. To consider this shortfall, at its May 15, 2019 meeting, the Regional Parks Committee endorsed the following motion:

*That the Regional Parks Committee direct staff to bring forward a report with information on the financial implications to advance the completion of major Regional Parks planning and development connecting Metro Vancouver residents to the Regional Parks system.*

At its July 10, 2018 meeting, the Regional Parks Committee received an information report titled *Regional Parks Land Acquisition and Capital Development Funding Options* and provided direction to staff to bring forward a report for MVRD Board consideration. One topic of discussion at the meeting

was the consideration of a tax requisition to increase the annual contribution to the Regional Parks Land Acquisition Fund. Following the discussion, staff were asked to provide a recommendation for the Committee's review and endorsement.

As requested by the Regional Parks Committee, this report presents for the MVRD Board's consideration, financial options for advancing the implementation of the *Regional Parks Land Acquisition 2050* strategy and the development of new regional park land.

### **Advancing Land Acquisition and Regional Development**

Metro Vancouver raises approximately \$2.82 per person annually to use towards the acquisition of new park land. In order to determine an optimal per capita 'target' for Metro Vancouver with respect to park land acquisition and major capital development, the *Regional Parks Land Acquisition 2050* strategy can provide guidance in this regard. The strategy identifies 1,286 hectares (ha) of properties of interest for regional parks and greenways in the current plan. In the absence of specific real estate valuation appraisals for individual parcels, one of the only standardized key indicators of price for future acquisition is assessed value.

The estimated low end assessed value of identified park lands across the region is \$375,000/ha. Historically, assessed value is typically well below market value. To calculate the estimated capital required over time to acquire 1,286 ha @ \$375,000/ha, \$482,250,000 would be required today. This amount does not factor in any expected increases in land value. It also does not assume that all identified future parkland will be available or on the market during that time period. Variability in the availability of land will allow for funding to be used for both the acquisition and development of newly acquired lands.

Utilizing the existing \$7.57 million annual funding for land acquisition, it would take approximately 63.7 years from today (around the year 2083) to acquire the properties of interest as identified in the *Regional Parks Land Acquisition 2050* strategy.

To target the continued acquisition of the identified properties of interest and permit completion of existing and new park capital development by the future date of 2050 or within a 30-year timeframe, it is estimated that  $\$482,250,000/30 \text{ years} = \$16,075,000$  would be required per annum in 2019 dollars – an additional \$8,505,000 per year. This increase to the annual requisition would translate into an additional annual household impact of approximately \$8 per year for a total annual contribution of \$16 per household or \$5.95 per capita towards park land acquisition and development.

As noted above, a funding gap exists with the cost for land acquisition and the cost for park development. If the MVRD Board, through the budget process, supports increasing the annual contribution to the Regional Parks Acquisition Fund, consideration will need to be given to allocating a portion of the requisition to support new park management planning and development. Subject to MVRD Board approval of an increase to the Regional Parks Land Acquisition Fund, staff will bring forward a bylaw amendment for the Board's consideration that would enable the Regional Parks Land Acquisition Fund to include provisions for both acquisition and development costs.

An accelerated and increased new park development and land acquisition capital budget for Regional Parks service would have the following benefits:



- Leveraging opportunities to explore partnerships with member jurisdictions to join resources for major park and greenway acquisition and development;
- Accelerating park acquisition before land is redeveloped for other uses and permitting MVRD to be competitive in the real estate market when negotiating acquisitions;
- Advancing the implementation of park plans for major park development planned over the next 30 years versus the next 63 years;
- Advancing Widgeon Marsh Regional Park development beyond basic development and ensuring park construction realizes the park vision and the quality of development is resilient to the expected demand for this future regional park;
- Capital funding not spent in a given year would continue to be placed in a reserve for future opportunities or when strategic land acquisition opportunities are presented;
- More people across the region will be given opportunities to connect with the regional parks system;
- New park development and park management plan implementations at Widgeon, Codd Wetland, Blaney Bog, Pacific Spirit, Campbell Valley, Delta Nature Reserve (Burns Bog), future Langley West Creek Wetland development, and other major regional greenway implementation.

### **Other Funding Opportunities**

While tax requisition funding provides certainty with respect to the availability of capital funding, there are other funding initiatives also available for consideration that could advance land acquisition and major park development. These opportunities include:

- grant funding applications with other levels of government;
- co-funding/partnering with other non-governmental organizations interested in the provision or protection of parks and open space;
- co-funding/partnering with member jurisdictions and or other governmental organizations interested in the provision or protection of parks and open space;
- targeted fundraising campaigns for capital works with the Pacific Parklands Foundation; and
- feasibility for pursuing a new development cost charge or parcel tax program.

### **Board Strategic Plan 2019-2022**

The *2019 - 2022 Board Strategic Plan* provides direction to advance the “Protect and Connect” mission by acquiring new lands for regional parks and greenways to provide for growth and increasing demands on regional parks. The Plan also encourages fostering collaboration and partnerships particularly around greenways connections and active transportation opportunities to regional parks.

### **DRIVERS OF REGIONAL PARK LAND ACQUISITION**

There are several drivers that shaped the *Regional Parks Land Acquisition 2050* strategy and continue to drive the need for more park space in the region.

#### **Growing and Active Population**

The regional population is growing with another 1.2 million people expected to reside in the region by 2050. Visits to regional parks are growing at an average rate of 3.9% per year, twice as fast as the population. The result is that existing park facilities are often at capacity during peak times.



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### **Sensitive Ecosystems Disappearing**

The conversion of natural areas to residential, industrial, agricultural and commercial uses has accelerated over the past two decades. From 2009 - 2014, over 1,600 hectares of sensitive and modified ecosystems have been lost; the equivalent of losing areas the size of four Stanley Parks in five years.

### **Climate Change**

The impacts of climate change from rising sea level, spread of invasive species, changes to precipitation patterns, and increased drought conditions are threatening the resilience of the regional parks system.

The regional parks system provides a variety of important ecosystem services to the region and provides opportunities for residents to connect with nature close to home. Ten percent of the region consists of sensitive ecosystems that are still 'unprotected', some of which could be acquired for regional parks.

### **ALTERNATIVES**

1. That the MVRD Board:
  - a) direct staff to include in the 2020 Regional Parks budget an increase to the Regional Parks Land Acquisition Fund of \$4.0 million annually for the purpose of advancing park land acquisition and development; and
  - b) include for consideration as part of the Regional Parks Five-Year Financial Plan an increase to the Regional Parks Land Acquisition Fund of \$4.5 million annually beginning in 2021; and
  - c) prepare an amendment to the *Greater Vancouver Regional District Bylaw 735*, the bylaw that established a Regional Parkland Acquisition Reserve Fund, to enable capital funding provisions for both land acquisition and new park development for Board approval.
  
2. That the MVRD Board:
  - c) direct staff to include in the Regional Parks 2020 budget an additional contribution of \$2.5 million to advance the Regional Parks Land Acquisition Fund and include an additional \$1.5 million increase annually until 2024; and
  - d) prepare an amendment to the *Greater Vancouver Regional District Bylaw 735*, the bylaw that established a Regional Parkland Acquisition Reserve Fund, to enable capital funding provisions for both land acquisition and new park development for Board approval.
  
3. That the MVRD Board receive for information the report dated September 9, 2019, titled "Regional Parks Land Acquisition and Development Funding" and provide alternative direction to staff.

### **FINANCIAL IMPLICATIONS**

If the MVRD Board approves Alternative 1, \$4 million will be added to the 2020 Regional Parks budget. This would increase the 2020 household impact for land acquisition by \$4. An additional \$4.5 million increase to the Regional Parks Land Acquisition Fund would be brought forward for the Board's consideration as part of the 2021 budget process for a total increase of \$8.5 million.

If the MVRD Board approves Alternative 2, the 2020 Regional Parks budget will include an increase of \$2.5 million to the Regional Parks Land Acquisition Fund and an additional \$1.5 million annually would be added in the 2021 - 2024 budget years, bringing the total phased increase to \$8.5 million. If the MVRD Board approves Alternative 3, staff will report back to the Board on the financial impacts of the direction provided.

### **SUMMARY / CONCLUSION**

In 1993, a Regional Parks Land Acquisition Fund was established at \$3.5 million per annum which remained static until 2003 when it was increased to \$3.77 million. In 2017, the MVRD Board approved an increase to the land acquisition fund to bring it to \$7.57 million per annum to accelerate the implementation of the land acquisition program.

In 2018, the MVRD Board adopted the *Regional Parks Land Acquisition 2050* strategy. The Regional Parks Land Acquisition Fund is intended to fund park land acquisition. However, a funding gap exists with the cost for land acquisition and the cost for park development.

In May 2019, the Regional Parks Committee directed staff to bring forward a report with information on the financial implications to advance the completion of major regional park planning and development connecting Metro Vancouver residents to the Regional Parks system.

This report presents for the MVRD Board's consideration, the financial implications associated with funding options for advancing the implementation of the *Regional Parks Land Acquisition 2050* strategy.

The regional parks system provides a variety of important ecosystem services to the region and provides opportunities for residents to connect with nature close to home. Visitation to regional parks continues to grow twice as fast as population growth, with an estimated 12 million visits annually, but growth of the system is challenging in an increasingly competitive and expensive land market.

This report recommends Alternative 1, an annual increase of \$4.0 million in the budget year 2020, \$4.5 million in budget year 2021 and an amendment to the *Greater Vancouver Regional District Bylaw 735* to allow for the Regional Parks Land Acquisition Fund to be used for land acquisition and new park development.

### **Reference**

Regional Parks Land Acquisition 2050 Strategy:

<http://www.metrovancouver.org/services/parks/ParksPublications/RegionalParksLandAcquisition050.pdf>

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To: Regional Parks Committee

From: Doug Petersen, Division Manager (Acting), East Area, Regional Parks  
Lydia Mynott, Park Planner, East Area, Regional Parks

Date: July 17, 2019 Meeting Date: September 18, 2019

Subject: **Campbell Valley Regional Park – Proposed Campbell Valley Nature Centre Location**

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**RECOMMENDATION**

That the MVRD Board approve the South Valley Activity Area in Campbell Valley Regional Park as the future location for the Campbell Valley Nature Centre.

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**PURPOSE**

To seek MVRD Board approval for the South Valley Activity Area in Campbell Valley Regional Park to be the future location for the Campbell Valley Nature Centre.

**BACKGROUND**

At its March 29, 2019 meeting, the MVRD Board approved the following recommendation:

*That the MVRD Board authorize staff to proceed with the public engagement process as presented in the report dated March 6, 2019, titled “Campbell Valley Regional Park – Public Engagement and Management Plan Update”.*

A key issue identified in management plan process was to address planning issues associated with the Nature House Program at Campbell Valley Regional Park. Campbell Valley Regional Park is located in the Township of Langley. *Regional Growth Strategy* projections forecast that 42% of regional growth will be accommodated in the municipalities south of the Fraser in the period until 2041, adding a further 469,000 people to this part of the region.

A management plan for Campbell Valley Regional Park was approved by the GVRD Board in May 1989. The *1998 Campbell Valley Regional Park Management Plan Review* formed an addendum to this plan. Both plans identified the park as a *major centre for GVRD’s interpretive activities in the Fraser Valley sub-area*.

Staff are now seeking approval of the South Valley Activity Area as the proposed location for a new nature centre at Campbell Valley Regional Park.

**CAMPBELL VALLEY REGIONAL PARK NATURE HOUSE**

The Campbell Valley nature house was originally located at the South Valley Entrance in Campbell Valley Regional Park (Attachment 1). This is the main park activity area and visitor reception and orientation centre. The nature house is an on-site building for displays and educational programs,

events, and activities. The ponds and the areas surrounding were developed to provide both habitat enhancement and an educational landscape.

The Nature House and surrounding landscape are utilized by a number of different public programs and offers many benefits to the public and park users, this includes;

- Connects people to nature using interactive learning techniques.
- Fosters collaboration and enhances partnerships through community outreach and engagement.
- Supports public programming through office space, indoor classrooms and program storage areas.
- Enhances visitor experience, service and safety through on-site help, shelter and directions.

Since 1998 the Campbell Valley Nature House has been operated by a volunteer host program. A team of over forty volunteer hosts and an exhibits working group are led by a volunteer coordinator. The program enables volunteers and groups with an interest in the park to increase service to the public by hosting the drop-in programs and also designing, curating and building exhibits.

The original nature house was a two room pre-fabricated building that was scheduled for demolition (Attachment 2). The White Rock and Surrey Naturalists prepared a proposal and grant to move the building and develop a wildlife demonstration garden including purpose-built ponds (Attachment 2). The nature house was opened in 1987 and remained operational at the South Valley entrance until September 2017.

In 2017 a site investigation found that the building required significant improvements, it was determined it was not cost effective to repair and the building was subsequently demolished. The interpretive ponds and garden at the South Valley Entrance remain a key programming area in the park and are subject to capacity issues with multiple school groups requiring access to the pond-dipping areas and gardens.

### **Interim Nature House Program**

In spring 2018 the Program moved to a temporary location at the Rowlatt Heritage Area, a 10-acre heritage farmstead site. The Program is currently housed in the heritage designated red barn (Attachment 3). A number of deficiencies and issues are inherent in using a heritage building without modifications as a publically accessible interpretive centre. These include but are not limited to; building comfort – poor building envelop performance, lack of heating, accessibility issues, lack of facilities such as washrooms, parking, suitability of outdoor programming space, presence of nesting barn owls and conflicts with group, event and filming bookings.

The nature house and interpretive ponds at Campbell Valley Regional Park are a significant public programming site in the Regional Parks system. Visitation at Campbell Valley Regional Park is currently estimated at over 614,000 visits annually. In 2018 over 150 school and group programs with 2,500 people in attendance were hosted at the nature house and interpretive ponds. Campbell

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Valley Regional Park remains one of the busiest locations for school, group and events programming in the entire park system.

### **Campbell Valley Regional Park - Nature Centre Feasibility Study**

During 2018 staff commenced a feasibility study to understand the preliminary program and site selection for a new purpose-built Nature Centre at Campbell Valley Regional Park. The feasibility study determined that a new nature centre would comprise of both indoor and outdoor spaces. The building would support classroom/s, multi-purpose space, exhibit rooms and ancillary facilities such as work rooms, washrooms and a kitchenette, the building would provide a base for Park Interpreters. An enhanced outdoor program, would include ponds, teaching areas, wildlife gardens, interpretive elements, habitat enhancements, shelters and seating opportunities.

A preliminary site review process concluded that the new centre should not impact the 10-acre heritage designated Annud / Rowaltt Farmstead and associated structures. It was also determined that the former footprint of the nature house does not have the capacity to support a new expanded program. A new program should also seek to utilize existing park infrastructure such as trails, parking, servicing and existing amenities and determined that a new centre should be in close proximity of existing infrastructure at the South Valley Entrance (Attachment 4).

Metro Vancouver will be seeking input on the development of a new nature centre as part of the *Campbell Valley Regional Park Management Plan Update*. The update will seek to test stakeholder, First Nations, partner, and public current values, interests, concerns and desires for the park and new nature centre. Public engagement for this will commence in fall 2019.

### **ALTERNATIVES**

1. That the MVRD Board approve the South Valley Activity Area in Campbell Valley Regional Park as the future location for the Campbell Valley Nature Centre.
2. That the MVRD Board receive for information the report dated July 17, 2019, titled “Campbell Valley Regional Park – Proposed Nature Centre Location” and provide staff with alternate direction.

### **FINANCIAL IMPLICATIONS**

There is currently no specific funding for a Nature Centre at Campbell Valley Regional Park. It is intended that staff will review revenue generating programs associated with a new facility. Additionally, staff will work closely with the Pacific Parklands Foundation to develop a capital fundraising campaign for this project.

### **SUMMARY / CONCLUSION**

Metro Vancouver is seeking input on nature house program as per the report dated March 6, 2019, titled “*Campbell Valley Regional Park – Public Engagement and Management Plan Update*”. Staff are now seeking MVRD Board approval to proceed with the South Valley Entrance in Campbell Valley Regional Park as the future location for the Campbell Valley Nature Centre.

Staff will engage with stakeholders, indigenous, partners, and the public on the proposed development as part of the *Campbell Valley Regional Park Management Plan Update*. This will test current values, interests, concerns and desires for the nature centre and ensure that the proposed program is broadly supported and reflective of regional parks user's input. Staff will report back to the MVRD Board with a summary of the feedback received from the public engagement events.

Staff recommends Alternative 1.

**Attachments** (30736762)

1. Campbell Valley Regional Park – Park Map
2. Nature House and Interpretive Ponds
3. Interim Nature House at the Rowlett Heritage Area
4. Nature Centre - Site concept

**References**

1. Campbell Valley Regional Park Management Plan – May 1989:  
<http://www.metrovancouver.org/services/parks/ParksPublications/CampbellValleyRegionalParkManagementPlanMay1989.pdf>
2. Campbell Valley Regional Park Management Plan Review – March 1988:  
<http://www.metrovancouver.org/services/parks/ParksPublications/CampbellValleyRegionalParkManagementPlanReviewMarch1998.pdf>

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# CAMPBELL VALLEY REGIONAL PARK



- Neighbourhood Access
- P** Parking
- ?** Information
- Washrooms
- Drinking Water
- Picnic Area
- Group Picnic Shelter (Reservable, call 604-432-6352)
- Group Camping
- Hiking Trail
- Hiking/Equestrian Trail
- Hiking/Cycling Trail
- National Hiking Trail
- Horse Trailer Parking
- Interpretive Exhibit
- Regional Park
- No Public Access
- Open Horseback Riding Area
- Dog Off-leash Area
- Marsh
- Creek
- Wheelchair Access:
  - Ponds and Wildlife Garden
  - Nature House at Red Barn
  - Little River Loop Trail
  - Perimeter Trail











CAMPBELL VALLEY REGIONAL PARK - PROPOSED NATURE CENTRE AT SOUTH VALLEY ENTRANCE



LEGEND:

- |  |   |
|--|---|
| 1a) EXPANDED PONDS WITH ACCESSIBLE PLATFORMS | 11) NATURE CENTRE MINIMUM BUILDING AREA         |
| 1b) POTENTIAL POND EXPANSION                 | 12) NATURE CENTRE EXPANDED BUILDING AREA        |
| 2) OUTDOOR CLASSROOM                         | 13) ENTRY PLAZA                                 |
| 3) TRAIL IMPROVEMENTS                        | 14) COVERED OUTDOOR SPACE                       |
| 4) NEW ACCESSIBLE CONNECTIONS                | 15) NATIVE PLANTING                             |
| 5) RAISED CROSSWALK                          | 16) NATURE DISCOVERY PLAY AREA                  |
| 6) NATIVE PLANTING / HABITAT GARDENS         | 17) NEW POND                                    |
| 7) INTERPRETIVE EXHIBITS                     | 18) INTERPRETIVE ELEMENTS                       |
| 8) WAYFINDING                                | 19) WAYFINDING                                  |
| 9) STORMWATER FEATURES                       | 20) POTENTIAL PICNIC AREA / SHELTER ENHANCEMENT |
| 10) TREE PLANTING                            | 21) PARKING & BUS IMPROVEMENTS                  |

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To: Climate Action Committee

From: John Lindner, Air Quality Planner  
Jason Emmert, Senior Planner  
Laura Taylor, Public Engagement Coordinator  
Planning and Environment Department

Date: August 27, 2019 Meeting Date: September 20, 2019

Subject: **Integrated Public Engagement Process for the Metro Vancouver *Clean Air Plan* and *Climate 2050***

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**RECOMMENDATION**

That the MVRD Board, based on the report dated August 27, 2019, titled “Integrated Public Engagement Process for the Metro Vancouver *Clean Air Plan* and *Climate 2050*”:

- a) approve the scope of the proposed *Clean Air Plan* as presented in the *Clean Air Plan Background*;
  - b) authorize staff to proceed with the engagement process on the *Clean Air Plan*; and
  - c) direct staff to integrate the *Clean Air Plan* engagement process with the *Climate 2050* engagement process.
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**PURPOSE**

To seek Metro Vancouver Regional District (MVRD) Board approval of the scope of the *Clean Air Plan* and seek authorization to begin the engagement process on the *Clean Air Plan* and integrate that process with *Climate 2050* engagement.

**BACKGROUND**

Metro Vancouver has developed three previous air quality and greenhouse gas management plans, in 1994, 2005 and, most recently, the *Integrated Air Quality and Greenhouse Gas Management Plan* (IAQGGMP) in 2011. The Climate Action Committee 2019 work plan includes development of a discussion paper for the next regional air quality and greenhouse gas management plan. A new plan, the *Clean Air Plan*, will build on the 2011 plan and identify opportunities for accelerated emissions reductions, including greenhouse gas emission reduction actions. These actions will help protect human health and the environment and avoid dangerous levels of climate change. The *Clean Air Plan* will be the near-term implementation plan to achieve Metro Vancouver’s 2030 greenhouse gas reduction and air quality targets.

On April 26, 2019, the MVRD Board received a report describing the proposed development and engagement process for the *Clean Air Plan*. At its meeting on June 14, 2019, the Climate Action Committee received a report seeking feedback on an initial draft discussion paper for the *Clean Air Plan*, and resolved to:

- a) endorse the draft *Clean Air Plan Discussion Paper*, as amended, in the report dated June 5, 2019, titled “Metro Vancouver Draft *Clean Air Plan Discussion Paper*”; and

- b) *direct staff to report back with a finalized Clean Air Plan Discussion Paper and associated engagement plan, for endorsement by the MVRD Board.*

Additionally, at its July 26, 2019 meeting, the MVRD Board amended the *Climate 2050 Strategic Framework* to incorporate revised greenhouse gas reduction targets, including an interim 2030 target within the timeframe of the *Clean Air Plan*.

This report responds to the Committee direction in June, and the revised greenhouse gas reduction targets adopted by the Board in July. The report presents engagement materials, including a backgrounder on the *Clean Air Plan* framework (Attachment 1), an engagement plan (Attachment 2), the first of a series of associated discussion papers (Attachment 3, pertaining to the buildings issue area), and a summary of Committee feedback from the June meeting and how it was addressed (Attachment 4).

Staff are seeking authorization from the MVRD Board to proceed with engagement on the *Clean Air Plan* and integrate the *Clean Air Plan* process with *Climate 2050* engagement.

#### **CLEAN AIR PLAN AND CLIMATE 2050**

The *Clean Air Plan* and *Climate 2050* will be the key air quality and greenhouse gas planning documents for Metro Vancouver.

*Climate 2050* is an overarching **long-term strategy** that will guide our region's policies and collective actions to transition to a carbon neutral and resilient region over the next 30 years. Metro Vancouver is implementing *Climate 2050* through ten issue area *Roadmaps*, which will describe long-term goals, targets, strategies and actions to reduce regional greenhouse gas emissions and ensure that this region is resilient to climate change impacts. Implementation of the *Roadmaps* will be driven by Metro Vancouver's management plans and other policies, including the *Clean Air Plan*.

The *Clean Air Plan* is the **near-term action plan** that will set Metro Vancouver's direction for air quality and greenhouse gas management in the region for the next ten years. The Plan will outline actions for all regional emission sources, identifying actions that can reduce emissions of air contaminants, including greenhouse gases. Where possible, these actions will seek to use the same policy or program and achieve co-benefit reductions in common air contaminants and greenhouse gases. The Plan will be organized around seven issue areas, which provide logical groupings of goals, targets and actions. Six issue areas in the *Clean Air Plan* match six of the *Climate 2050 Roadmaps* since the sources in these issue areas generate regional greenhouse gases and can also impact regional air quality.

#### **Issue Area Discussion Papers**

To address feedback received from the Committee in June, staff propose to separate the content from the draft *Clean Air Plan* discussion paper presented in June into a *Clean Air Plan Backgrounder* and seven *Climate 2050-Clean Air Plan* issue area discussion papers, as described below.

- *Clean Air Plan Backgrounder* – the backgrounder summarizes air quality issues, challenges and opportunities, and provides the proposed vision, proposed regional air quality targets, and Board-adopted greenhouse gas targets for the Plan:

- 
- vision: Metro Vancouver has healthy, clean and clear air, and is a carbon neutral region;
  - regional targets for 2030:
    - reduce regional greenhouse gas emissions by 45% from 2010 levels (as adopted by the Board in the *Climate 2050 Strategic Framework*);
    - ambient air quality in the region meets or is better than ambient air quality objectives and standards set by Metro Vancouver, and the BC and federal governments; and
    - increase the amount of time that visual air quality is classified as excellent.
  - *Climate 2050-Clean Air Plan* issue area discussion papers, which will include:
    - emissions reductions:
      - proposed long-term goal(s);
      - big Ideas: proposed actions or groups of actions that could lead to significant emission reductions within specific issue areas;
      - example targets and actions;
    - climate adaptation:
      - expected climate hazards;
      - proposed long-term goal(s); and
      - example metrics, targets and actions.

These materials will support engagement to develop both the draft *Climate 2050 Roadmaps* and draft *Clean Air Plan*. The structure and content of the engagement materials respond to Committee feedback, including comments about integrating adaptation into the engagement process (Attachment 4). Staff will also work with a consultant to characterize and quantify the expected air contaminant and greenhouse gas emission reductions of the actions identified during the engagement, which will address Committee feedback that the targets included in the draft *Clean Air Plan* and draft *Climate 2050 Roadmaps* should be informed by realistic pathways.

The joint discussion paper format is intended to facilitate a more closely coordinated engagement process for the *Clean Air Plan* and *Climate 2050*, and provide interested parties with an opportunity to provide feedback on both initiatives through a single, more efficient process.

This report presents draft versions of the *Clean Air Plan Backgrounder* (Attachment 1) and the Buildings discussion paper (Attachment 3). Feedback from the Committee is sought on any of the engagement materials presented.

Discussion papers for the remaining six issue areas are under development, following the same format as the Buildings discussion paper. These will be provided to the Committee for information as they are completed. Additional issue area discussion papers may be written to support the development of the other *Climate 2050 Roadmaps* that are not within the scope of the *Clean Air Plan*; these would be presented as part of a separate process.

## ENGAGEMENT PROCESS

Metro Vancouver is committed to engaging with the public, stakeholders and other orders of government, including First Nations, that have the potential to be impacted by the *Clean Air Plan* and *Climate 2050*, and will incorporate feedback into the two initiatives.

The engagement plan (Attachment 2) provides details about the activities, participants, and timelines for the engagement process. The engagement process would be conducted in accordance with the *Board Policy on Public Engagement* and would include targeted engagement methods to ensure that the *Clean Air Plan* and *Climate 2050 Roadmaps* reflect the varied needs and demands of the region. Engagement materials will be made available online and in hard copy. A website will be created for the engagement process, linked to the existing *Climate 2050* website, and relevant events and informational videos will be advertised on Metro Vancouver social media channels.

Metro Vancouver intends to seek input on the *Clean Air Plan* and *Climate 2050 Roadmaps* in two phases, beginning with the first phase between October 2019 and March 2020. After the first phase, staff will incorporate feedback into the development of a draft *Clean Air Plan*, and then seek authorization to engage on the draft Plan. This second phase will occur later in 2020. Feedback would be reported to the Committee following both phases. Following the second phase, staff will incorporate feedback into the development of a final *Clean Air Plan*, and then seek adoption by the Board.

## ALTERNATIVES

- 1) That the MVRD Board, based on the report dated August 27, 2019, titled “Integrated Public Engagement Process for the Metro Vancouver *Clean Air Plan* and *Climate 2050*”:
  - a) approve the scope of the proposed *Clean Air Plan* as presented in the *Clean Air Plan Backgrounder*;
  - b) authorize staff to proceed with the engagement process on the *Clean Air Plan*; and
  - c) direct staff to integrate the *Clean Air Plan* engagement process with the *Climate 2050* engagement process.
  
- 2) That the MVRD Board receive for information the report dated August 27, 2019, titled “Integrated Public Engagement Process for the Metro Vancouver *Clean Air Plan* and *Climate 2050*”, and provide alternate direction to staff.

## FINANCIAL IMPLICATIONS

Under Alternative 1, the resources required to develop and engage on the *Clean Air Plan* and *Climate 2050 Roadmaps* have been approved in program budgets for 2019, including staff time, and consulting amounts of \$160,000 to support the engagement process and evaluation of the air quality and climate impacts of actions. Integration of engagement activities for the *Clean Air Plan* with the development of the *Climate 2050 Roadmaps* is intended to make the best use of resources available, as well as minimize time commitments for interested parties providing feedback.

Under Alternative 2, the Committee and Board may wish to amend the scope of the proposed approach or provide alternate direction. While some amendments could likely be covered under the



approved program budgets, significant increases in scope may be more resource-intensive and require additional budget.

### **SUMMARY / CONCLUSION**

Metro Vancouver is developing a *Clean Air Plan* to identify actions to reduce emissions of air contaminants, including greenhouse gases, in our region over the next 10 years. Metro Vancouver is also implementing *Climate 2050*, a long-term strategy to achieve a carbon neutral and resilient region over the next 30 years. The *Clean Air Plan* is the near-term implementation plan to achieve *Climate 2050* interim greenhouse gas reduction targets (for 2030), as well as 2030 air quality targets.

If approved by the Board, Metro Vancouver intends to seek feedback on the *Clean Air Plan* and *Climate 2050 Roadmaps* in two phases during 2019 and 2020. A backgrounder and an initial discussion paper on the buildings issue area has been prepared that identify goals, targets and example actions for major sources of air contaminants and greenhouse gases in our region, as well as hazards, metrics and example actions for climate adaptation. Additional discussion papers on another six issue areas are under development. Feedback from the public, stakeholders and other orders of government, including First Nations, will support the development of the *Clean Air Plan* and the *Climate 2050 Roadmaps*.

Staff recommend Alternative 1, for the Board to approve the scope of the *Clean Air Plan*, and authorize staff to proceed with the public engagement process, integrating with the *Climate 2050* engagement process that is already underway. Engagement is intended to provide sufficient opportunity to interested parties to learn about the *Clean Air Plan* and *Climate 2050 Roadmaps* and provide feedback.

### **Attachments** (32638850)

1. *Clean Air Plan Backgrounder*, draft dated September 2019
2. Engagement Plan for the Metro Vancouver *Clean Air Plan* and *Climate 2050 Roadmaps*
3. Buildings Discussion Paper, draft dated September 2019
4. Summary of changes to discussion materials, following feedback at June 14, 2019 Climate Action Committee meeting

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# *Clean Air Plan* Backgrounder

Metro Vancouver's 10-year Action Plan for  
Air Quality and Greenhouse Gases

September 2019



**Metro Vancouver** is a federation of 21 municipalities, one Electoral Area and one Treaty First Nation that collaboratively plans for and delivers regional-scale services. Its core services are drinking water, wastewater treatment and solid waste management. Metro Vancouver also regulates air quality, plans for urban growth, manages a regional parks system and provides affordable housing. The regional district is governed by a Board of Directors of elected officials from each local authority.

Member jurisdictions of Metro Vancouver include:

- Village of Anmore
- Village of Belcarra
- Bowen Island Municipality
- City of Burnaby
- City of Coquitlam
- City of Delta
- Electoral Area A
- City of Langley
- Township of Langley
- Village of Lions Bay
- City of Maple Ridge
- City of New Westminster
- City of North Vancouver
- District of North Vancouver
- City of Pitt Meadows
- City of Port Coquitlam
- City of Port Moody
- City of Richmond
- City of Surrey
- Tsawwassen First Nation
- City of Vancouver
- District of West Vancouver
- City of White Rock

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September 2019

## Introduction

Metro Vancouver is responsible for managing and regulating air contaminants in the Metro Vancouver region. As the next in its series of Air Quality Management Plans, Metro Vancouver is now developing the *Clean Air Plan* to further reduce regional air contaminant emissions, including greenhouse gases, over the next 10 years. The *Clean Air Plan* is an **action plan** that directly supports the vision of *Climate 2050*, Metro Vancouver's long-term climate strategy, and protects public health and the environment.

Metro Vancouver, together with its member jurisdictions, has taken action on air quality and climate change for decades. As a result, residents in our region generally experience good air quality, and there have been reductions in regional greenhouse gas emissions over the past 15 to 20 years. The *Clean Air Plan* seeks to accelerate actions on regional air quality and greenhouse gas emissions to further address our local contribution to global climate change, and protect public health and the environment.





## Purpose

This *Clean Air Plan* Backgrounder outlines a framework for the *Clean Air Plan* and describes seven prioritized areas for action to be included in the Plan. It also identifies a proposed vision and targets for air quality and greenhouse gases in this region. The backgrounder is intended for the following audiences:

- the public;
- member jurisdictions;
- local First Nations, and BC and federal governments and agencies;
- other regional authorities (e.g., TransLink, Fraser Valley Regional District);
- health authorities;
- energy utilities (e.g., BC Hydro, FortisBC);
- industry and business associations;
- professional organizations and academic institutions;
- youth;
- community, environmental and other non-profit groups; and
- other interested parties.

In addition to this backgrounder, Metro Vancouver is developing discussion papers on the seven prioritized issue areas for action to support engagement on the *Clean Air Plan*.



## Defining the Problem

### Air Contaminants

The air we breathe is mostly made up of gases, with some suspended liquids and solids. By weight, air is 78% nitrogen, 21% oxygen, 1% argon, along with small amounts of other compounds, including air contaminants. While air contaminants account for only a tiny fraction of the air we breathe, their impacts can be significant.

**Air contaminants** can have a variety of impacts (see Glossary for complete list). Metro Vancouver's air quality and greenhouse gas management programs focus on regional air contaminants with direct public health impacts and air contaminants with impacts on climate change. Reducing the levels of these air contaminants can have other benefits, including improving visual air quality and reduced impacts on the environment, property and businesses.

The air contaminants with the most impact in Metro Vancouver are shown below.

- **Common air contaminants:** These air contaminants can harm public health and reduce residents' quality of life and life expectancy by causing heart and lung diseases, cancer, asthma, and other impacts. Some air contaminants have odorous characteristics. Common air contaminants include **fine** and **coarse particulate matter, diesel particulate matter, ground-level ozone, nitrogen dioxide, sulphur dioxide** and **volatile organic compounds**.
- **Greenhouse gases:** These air contaminants trap heat and are the cause of climate change. Greenhouse gases include **carbon dioxide** and **nitrous oxide**, as well as short-lived climate forcers such as **methane, fluorinated gases, black carbon** and **ozone**.

### Air Quality Trends, Impacts and Challenges

Air quality monitoring over the last decade indicates that most common air contaminant levels have been improving, even while the region's population has grown. These improvements are due in part to policies, programs and regulations that have led businesses and residents to adopt emission control technologies and change practices. But more effort is still needed.

Every five years, Metro Vancouver develops an emissions inventory, which describes the types and amounts of common air contaminants and greenhouse gases emitted in the region, and also forecasts how emissions could change in the future<sup>1</sup>. According to the most recent inventory, completed in 2017, without additional action:

- fine particulate matter emissions are expected to remain fairly constant through 2035; and
- emissions of nitrogen oxides and volatile organic compounds (which lead to the formation of ground-level ozone) are projected to start increasing after 2030.

Health Canada estimates that 1,600 British Columbians die prematurely every year due to exposure to fine particulate matter, ground-level ozone and nitrogen dioxide<sup>2</sup>. These same contaminants cause 170,000 asthma symptom days in Metro Vancouver every year<sup>3</sup>, as well as other health effects.

Monitored levels of fine particulate matter and ground-level ozone in the region exceeded ambient air quality objectives during several periods in recent years, in part due to air contaminants transported from outside this region, for example from wildfires. Health researchers from Canada and around the world have indicated there are continued benefits from reducing ambient concentrations of common

1 <http://www.metrovancouver.org/services/air-quality/emissions-monitoring/emissions/emission-inventories>

2 Health Canada, 2019. Health Impacts of Air Pollution in Canada. <http://publications.gc.ca/site/eng/9.874080/publication.html>

3 Health Canada, 2019. Data from Air Quality Benefits Assessment Tool. [http://science.gc.ca/eic/site/063.nsf/eng/h\\_97170.html](http://science.gc.ca/eic/site/063.nsf/eng/h_97170.html)

air contaminants, even when those concentrations are already low. There are no known safe levels for some common air contaminants, including fine particulate matter, ground-level ozone and nitrogen dioxide. **Additional emission reduction actions are needed to continue protecting human health and the environment.** (See the Glossary for more information on these air contaminants.)

#### Emissions, Ambient Air Quality and Health Exposure

- Emissions are the air contaminants we release into the air; they are most concentrated near the emission source and are diluted over time and distance.
- Ambient air quality is the concentration of air contaminants in the outdoor air, measured in parts per billion or micrograms per cubic metre.
- Exposure is the air contaminants you breathe where you live, study, play and work.

### Climate Change and Air Quality

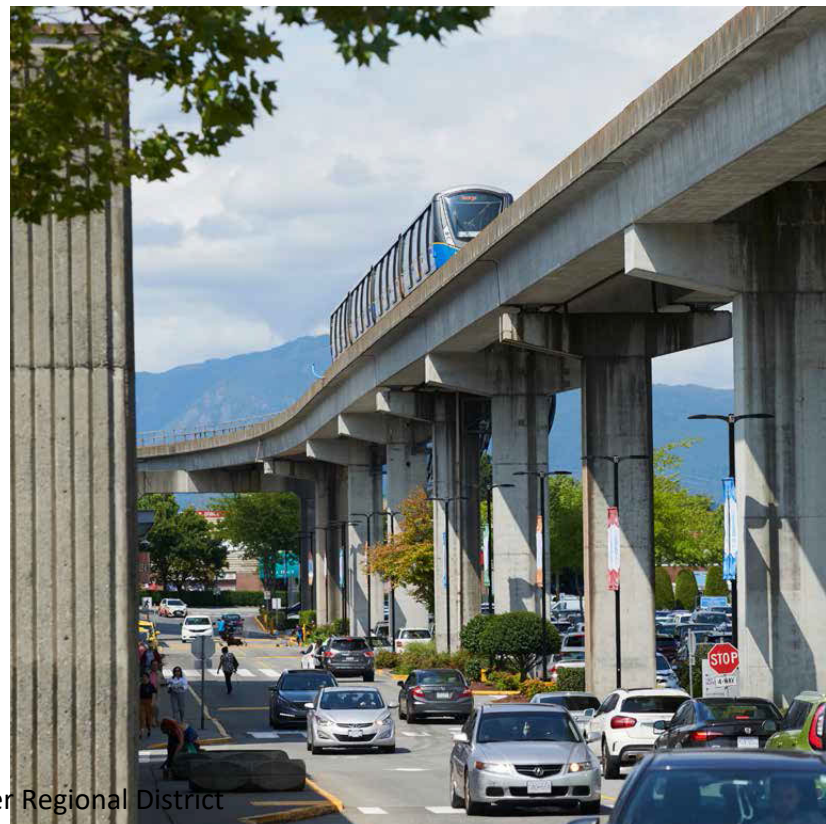
Climate change projections for this region for 2050 include longer, hotter and drier summers, warmer and wetter fall and winter seasons with decreased snowpack, and more extreme weather events. Wildfires are expected to become more intense and more frequent, impacting this region with harmful smoke.

Climate change is directly associated with greenhouse gas emissions, primarily carbon dioxide. While emissions are global, we all have a shared responsibility to take local action. The major sources of greenhouse gas emissions in this region are transportation, buildings and industry, with smaller contributions from waste and agriculture.

To align with global emissions targets and *Climate 2050*, Metro Vancouver's long-term climate strategy, we need to decrease regional emissions by nearly 100% in the next 30 years. However, the emissions inventory for the region suggests that, with population growth and without additional actions, regional greenhouse gas emissions are not expected to decrease significantly in the next 15 years.

**We need to accelerate our regional climate actions to avoid dangerous levels of climate change.** The *Clean Air Plan* is the action plan that will directly address greenhouse gas emissions from sources in this region, supporting the vision of *Climate 2050*. More information on climate change and greenhouse gases is available on the *Climate 2050* website<sup>4</sup>.

<sup>4</sup> *Climate 2050* website [www.metrovancouver.org/climate2050](http://www.metrovancouver.org/climate2050)





## Roles and Responsibilities

### Metro Vancouver's Board Strategic Plan

Metro Vancouver's *Board Strategic Plan 2019 to 2022*<sup>5</sup> identifies five themes to guide the development of Metro Vancouver's long-term plans, including environmental sustainability, system stewardship, and regulatory and legislative environment. The strategic directions for air quality and climate change for 2019 to 2022 are:

1. guide climate change policy and action for the Metro Vancouver region for the next 30 years with Metro Vancouver's *Climate 2050* strategy; and
2. improve air quality by mitigating threats to public health and the environment.

### Air Quality and Climate Change

Metro Vancouver is responsible for managing and regulating air contaminants in the region under authority delegated by the BC government in the *Environmental Management Act*. Metro Vancouver uses this authority to:

- develop **plans** and **strategies** to guide management of air contaminants;
- establish **ambient air quality objectives** to protect public health and the environment;
- **measure** and **report** on ambient air quality, air contaminant emissions and visual air quality using one of the most comprehensive air quality monitoring networks in Canada;
- issue **air quality permits** to control emissions from industrial facilities;
- adopt and enforce **air emission regulations** to control air contaminants from key emission sources; and
- develop and operate **outreach** and **incentive programs** to reduce regional emissions of common air contaminants and greenhouse gases.

Metro Vancouver has other roles in the region that impact air contaminant emissions, outlined below.

- *Metro Vancouver 2040: Shaping our Future*, the regional growth strategy, includes a goal to develop compact, complete communities that promote walking, cycling, transit and reduced trip distances, reducing emissions from transportation and buildings.
- The Regional Parks system protects and advocates for enhanced conservation of forests and green spaces, which absorb and store (i.e., sequester) carbon dioxide.
- Metro Vancouver's utilities (Water Services, Solid Waste and Liquid Waste), Regional Parks and Metro Vancouver Housing are working to reduce emissions from operations.

Air quality and greenhouse gas management requires close coordination with other orders of government, utilities, and others. The roles of key partners are described below.

- The **Federal Government** regulates new vehicle performance and fuels as well as emissions from marine vessels, rail locomotives, non-road vehicles and engines, home heating appliances, some industrial sources and toxic substances. The federal government coordinates the national Air Quality Management System to improve air quality in Canada, and regulates emissions for federal undertakings, including rail corridors, shipping lanes, the **Vancouver Fraser Port Authority**, and the **Vancouver International Airport Authority**.
- The **BC government** manages air quality in the province for areas outside of Metro Vancouver, including adjacent regional districts. The BC government sets emission standards for vehicles, fuels and other emission sources. Provincial legislation requires regional districts and municipalities in BC to set community greenhouse gas emission targets and identify reduction actions.

<sup>5</sup> <http://www.metrovancouver.org/about/aboutpublications/BoardStrategicPlan2019-2022.pdf>

- **First Nations** in the Metro Vancouver region provide services to their communities and a number of First Nations in the region have adopted sustainability and/or land use plans. The Tsawwassen First Nation is a Metro Vancouver member jurisdiction and has similar authority and powers as other member jurisdictions with respect to climate change.
- **Municipalities** are responsible for land-use policy and enforcing the BC Building Code. Many municipalities have adopted climate action and environmental plans and are taking actions to reduce their emissions. All of Metro Vancouver's municipalities have shown leadership by signing the *BC Climate Action Charter*.
- **TransLink** plans, manages and finances public transit in this region, and shares responsibility for the major road network and regional cycling network with municipalities and the BC government. The federal and BC governments also provide funding for transit and transportation network projects.
- The **Fraser Valley Regional District** shares the Canadian Lower Fraser Valley airshed with Metro Vancouver. The District has air quality planning authority and is currently developing an updated air quality management plan.
- **Health authorities** provide information on the health impacts of air contaminants to support air quality management actions.
- **Energy utilities** such as BC Hydro and FortisBC supply energy for residents and businesses, as well as provide incentives to owners to reduce emissions and energy consumption.

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## Clean Air Plan

The *Clean Air Plan* will be Metro Vancouver's fourth air quality and greenhouse gas management plan. It will build on existing Metro Vancouver air quality and greenhouse gas management programs and policies, as well as the *Board Strategic Plan* and initiatives by member jurisdictions, partner agencies and local First Nations (e.g., the provincial *CleanBC* plan and member jurisdictions' sustainability, environment, climate and energy plans).

The *Clean Air Plan* will focus on actions that Metro Vancouver can implement under its delegated authority, and will also identify actions for implementation by others. The Plan will identify actions to reduce air contaminant emissions and impacts, including greenhouse gases, in our region over the next 10 years. Actions include incentives, educational outreach campaigns and regulations. Where possible, the Plan will target common air contaminants and greenhouse gases together because many emission sources in this region emit both types of air contaminants (e.g., gasoline engines, natural gas furnaces, industrial manufacturing processes).

The *Clean Air Plan* will be organized around seven issue areas.

1. Buildings
2. Transportation
3. Industry and Commerce
4. Waste
5. Agriculture
6. Nature and Ecosystems
7. Measurement, Monitoring and Regulation

The first five issue areas focus on the largest regional sources of air contaminant emissions. The sixth issue area relates to the impacts of nature and ecosystems on air contaminants, and the final issue area describes the tools and approaches that Metro Vancouver and our partners use to reduce emissions and manage air quality in our region.

Each issue area will include:

- **long-term goal(s)** identify the desired end state for the issue area, in support of the regional vision, with expected achievement in 2050 and beyond;
- **2030 targets** as milestones to measure progress toward achieving the long-term goal(s); and
- **strategies and actions** to achieve the targets.

### Climate 2050

*Climate 2050* is an overarching **long-term strategy** that will guide our region's policies and collective actions to transition to a carbon neutral and resilient region over the next 30 years. Metro Vancouver is implementing *Climate 2050* through ten issue area *Roadmaps*, which will describe how to reduce greenhouse gas emissions and adapt to climate change impacts. *Climate 2050* includes the following greenhouse gas targets for this region.

- **Become a carbon neutral region by 2050**
- **Reduce regional greenhouse gas emissions by 45% from 2010 levels by 2030**

Metro Vancouver and its regional partners are developing the first iterations of the *Climate 2050 Roadmaps* in 2019 and 2020. Implementation of the *Roadmaps* will be driven by Metro Vancouver's management plans and other policies, including the *Clean Air Plan*.



## Links between *Clean Air Plan* and *Climate 2050*

Actions in the *Clean Air Plan* will directly support the *Climate 2050* greenhouse gas targets by addressing greenhouse gas emissions from key regional sources. *Climate 2050* broadens the discussion to address how these sources will adapt to a changing climate, and also examines additional issue areas (e.g. Infrastructure, Land-use and Growth Management, Human Health and Well-being).

*Climate 2050* will set the direction for addressing climate change in the region over the next 30 years. Any greenhouse gas targets adopted as part of *Climate 2050* will be reflected in the *Clean Air Plan*. The *Clean Air Plan* will identify the suite of actions needed to achieve 2030 greenhouse gas reduction targets, while also including 2030 air quality targets and actions.

The first six issue areas in the *Clean Air Plan* (see previous page) match six of the *Climate 2050* issue areas since many of the sources in these issue areas generate both common air contaminants and greenhouse gases (e.g., gasoline engines, natural gas furnaces, industrial manufacturing processes).

The content of *Climate 2050* and the *Clean Air Plan* is summarized in the following table.

TOPIC	CLEAN AIR PLAN	CLIMATE 2050 ROADMAPS
Greenhouse gases	Included - focuses on near-term actions under Metro Vancouver's delegated authority	Included - considers actions to achieve 2050 carbon neutral region target
Common air contaminants		Not included
Climate change adaptation	Not included	Included - considers actions to achieve a resilient region

## Discussion Papers

Metro Vancouver is developing a series of discussion papers for the issue areas in the *Clean Air Plan* (e.g., transportation, industry and commerce, buildings). The discussion papers are an engagement tool, and will support discussions with the public, stakeholders and other orders of government, including First Nations.

Each issue area discussion paper will include content on:

1. common air contaminants and related air quality issues;
2. greenhouse gas emission reductions; and
3. climate change adaptation.

Including climate change adaptation in the discussion papers will streamline the engagement processes for the *Clean Air Plan* and the *Climate 2050* Roadmaps.

## Action Evaluation Framework

To support development of the *Clean Air Plan*, Metro Vancouver is creating an evaluation framework to rank the actions included in the Plan. Actions will be ranked based on expected emissions reductions, impacts on visual air quality and equity, corporate leadership, and other criteria based on the Plan's proposed guiding principles.

More detailed impact analyses for some actions included in the final *Clean Air Plan*, such as new or amended air emission regulations with a significant scope, would be conducted following adoption of the Plan.

## Proposed Vision and Regional Targets

In alignment with Metro Vancouver's *Board Strategic Plan*, and the carbon neutral vision in *Climate 2050*, the **proposed vision** for the *Clean Air Plan* is:

**Metro Vancouver has healthy, clean and clear air, and is a carbon neutral region.**

Residents, businesses and government will all need to work together to achieve this vision, so that we have a thriving region with healthy communities and a clean environment.

The *Clean Air Plan* will identify actions for the next 10 years that advance toward this vision. To track progress, Metro Vancouver proposes the following as **2030 regional targets**:

1. reduce regional greenhouse gas emissions by 45% from 2010 levels;
2. ambient air quality in the region meets or is better than ambient air quality objectives and standards set by Metro Vancouver, and the BC and federal governments; and
3. increase the amount of time that visual air quality is classified as excellent.

The greenhouse gas target matches the 2030 greenhouse gas target adopted by the Metro Vancouver Board in July 2019 as part of the *Climate 2050* process. (See the Glossary for more information on ambient air quality objectives and visual air quality.)

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## Proposed Guiding Principles

The *Clean Air Plan* will identify actions for Metro Vancouver and its partners that can reduce the emissions and impacts of common air contaminants and greenhouse gases in this region. Decisions about which actions to include in the *Clean Air Plan* will be informed by a set of **guiding principles** which represent our regional values.

Building on the guiding principles for *Climate 2050*, the following guiding principles are proposed for the *Clean Air Plan*.

1. **Ambitious** – Demonstrate global and local leadership by ambitiously tackling our local climate and air quality challenges.
2. **Dynamic** – Evolve our approach to respond to new information, support innovation, and take advantage of emerging opportunities, with an objective of continuous improvement.
3. **Evidence-based** – Inform decision-making with the most current scientific information, traditional knowledge, and local understanding of air contaminant emissions and impacts.
4. **Relevant** – Design actions to respond to Metro Vancouver’s unique role, opportunities and challenges and deliver regional benefits.
5. **Comprehensive** – Undertake or support emission and impact reduction actions across sectors and communities that prioritize co-benefits, consider trade-offs and avoid negative consequences to the degree possible.
6. **Integrated** – Ensure actions are integrated with, and enhance, other municipal and regional policy priorities and are coordinated with local First Nations, provincial and federal initiatives.
7. **Fair** – Seek solutions that equitably address the risks from climate change and air contaminants, fairly share the costs and benefits of action, and support a livable, thriving, and affordable region, including responsibility to future generations.
8. **Actionable** – Propose actions that can realistically be implemented given Metro Vancouver’s mandate, finances and capacities; if necessary consider changes to mandate.
9. **Inclusive & Collaborative** – Involve Metro Vancouver’s member jurisdictions, local First Nations, strategic partners, residents, and businesses in the planning and implementation of the *Clean Air Plan*.
10. **Transparent & Verifiable** – Follow an open decision-making process, and set goals and targets that can be measured, reported, verified, and evaluated.
11. **Preventative** – Encourage the use of processes, practices, materials and energy in ways that avoid or minimize the creation of air contaminants at the source, rather than remedial efforts after air contaminants have been released.

### Trade-offs and Co-benefits

Assessing co-benefits and trade-offs are a key consideration when developing air quality and climate actions. There is a significant overlap between the sources of greenhouse gases and common air contaminants, so actions that target emissions reductions to protect public health can often (but not always) reduce greenhouse gases, and vice versa. For example, expanded use of electric vehicles will reduce greenhouse gases. As a co-benefit, it will also reduce fine particulate matter and nitrogen oxides.

In some cases, deciding on the most appropriate action will require trade-offs and balancing the health and climate benefits of reducing emissions against costs and other impacts. Approaches for reducing one air contaminant can increase the emissions of another. For example, encouraging the use of biomass or wood (over other fuels) as a renewable fuel source to reduce greenhouse gas emissions could increase emissions of fine particulate matter and nitrogen oxides.



## Developing a Fair and Equitable Plan

Climate change and degraded air quality impact some neighbourhoods, households and individuals more than others. Also, some households are better able to prepare for and protect themselves from climate impacts.

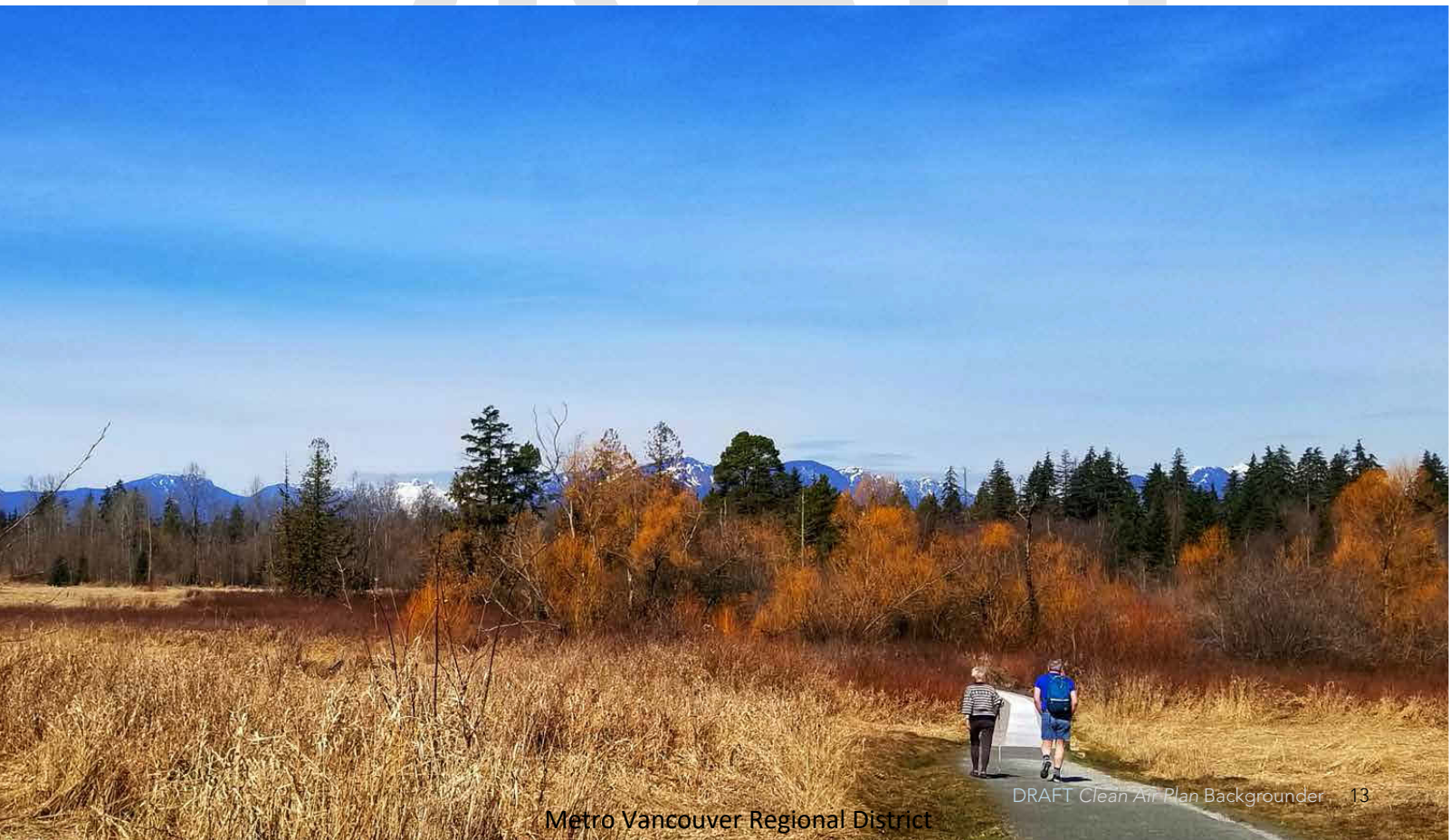
A priority of the *Clean Air Plan* is to incorporate the voices and needs of a range of views and experiences into program and policy design to ensure that fairness and equity are reflected in the *Clean Air Plan's* guiding principles, goals, targets, strategies and actions. Equity can include a range of parameters: intergenerational, gender, heritage, disability, income, location, access to information and more. Policies and programs that reduce emissions should support an

equitable distribution of benefits and costs, such as increased opportunities in a low emissions economy, affordable housing and more diverse transportation options.

Metro Vancouver will also seek opportunities to obtain perspectives and input from First Nations communities in the region.

We are seeking this feedback from diverse communities to help identify the needs, priorities, actions and opportunities for change that will lead to more fair and equitable air quality and climate policies. Diverse feedback will enhance the effectiveness of the *Clean Air Plan* to reduce emissions and improve the livelihoods of all communities.

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## Feedback and Engagement Process

### Help shape the *Clean Air Plan*

Metro Vancouver invites feedback from diverse viewpoints to help shape the *Clean Air Plan*, and will carefully consider all input. Feedback is welcome by email at [CleanAirPlan@metrovancover.org](mailto:CleanAirPlan@metrovancover.org) or by telephone at 604-432-6200.

### Participation Opportunities

Metro Vancouver will provide a variety of engagement opportunities to hear input on this backgrounder. The public, stakeholders and other order of government, including First Nations, can participate through the following:

- online public survey;
- open comments to a dedicated email account;
- public dialogue or forum;
- public webinars; and
- direct feedback to Metro Vancouver staff.

Details about events will be posted on the *Clean Air Plan* webpage.

Feedback on any part of the discussion materials is welcome anytime throughout the engagement. Initial events will focus on the proposed regional vision and targets, and initial identification of potential actions. The next area of focus will be specific to each issue area including potential emissions pathways.

To ensure your comments are considered **please provide feedback by March 31, 2020**. Comments and suggestions will be compiled into a summary report for consideration by the Metro Vancouver Board, and will be made publicly available in 2020.

With revisions from the initial engagement, the discussion materials will form the basis of the draft *Clean Air Plan*. The draft Plan will be made available for comment before it is finalized.

Metro Vancouver staff will treat personal information with confidentiality; please note that comments you submit may be provided to a third party if a freedom of information (FOI) request is made under the *Freedom of Information and Protection of Privacy Act*. If you have any questions or comments regarding the consultation process, please call 604-432-6200.

Thank you for taking the time to provide your valuable feedback. For more information, visit [www.metrovancover.org](http://www.metrovancover.org) and search “Clean Air Plan”, or call 604-432-6200.



## Glossary

**Air contaminant** is any substance that is emitted into the air that does or could a) harm public health (including material physical discomfort) and property, b) damage the environment, including the climate, c) impede normal business operations, or d) impair visual air quality.

**Ambient air quality objectives and standards** are health-based targets which define the acceptable outdoor concentration of key air contaminants. Metro Vancouver and the BC and federal governments adopt objectives and standards that become more stringent over time, to drive continuous improvement in air quality.

**Climate change adaptation** means anticipating, planning for and responding to the adverse effects of climate change and taking appropriate action to prevent or minimise the damage it can cause, or taking advantage of opportunities that may arise. It has been shown that well planned, early adaptation action saves money and lives later.

**Common air contaminants** are air contaminants that can harm public health and reduce residents' quality of life and life expectancy by causing heart and lung diseases, cancer, asthma, and other impacts. Some air contaminants have odorous characteristics. Common air contaminants include fine and coarse particulate matter, diesel particulate matter, ground-level ozone, nitrogen dioxide, sulphur dioxide and volatile organic compounds.

**Fine particulate matter** (PM<sub>2.5</sub>) is made up of tiny solid or liquid particles that float in the air and can penetrate deep into the lungs and even the bloodstream. Particulate matter can damage health by aggravating existing lung and heart diseases, increasing the risk of cancer and reducing life expectancy. **Diesel particulate matter** is a form of particulate matter from diesel engines that is classified as carcinogenic.

**Greenhouse gases** are air contaminants that trap heat and are the cause of climate change. Greenhouse gases include carbon dioxide and nitrous oxide, as well as short-lived climate forcers such as methane,

fluorinated gases, black carbon and ozone. Limiting or preventing greenhouse gas emissions and removing these gases from the atmosphere is critical to avoiding catastrophic climate change (sometimes referred to as climate change mitigation).

**Ground-level ozone** (O<sub>3</sub>) can have harmful impacts on everyone, especially children, seniors, and people with lung and heart conditions. It is primarily formed when nitrogen oxides and volatile organic compounds react in the air on hot and sunny days.

**Nitrogen dioxide** (NO<sub>2</sub>) can damage health by aggravating existing lung diseases like asthma and bronchitis, and reducing immunity to lung infections. It is formed during high-temperature fuel combustion, and can contribute to the formation of ground-level ozone and fine particulate matter.

**Sulphur dioxide** (SO<sub>2</sub>) is emitted during the combustion of sulphur-containing fuels. Exposure to high levels of sulphur dioxide can damage health by aggravating asthma and increasing respiratory symptoms. It can also react with other substances in the air to form fine particulate matter.

**Visual air quality** is how clear the air looks to the average observer. Metro Vancouver and its partners measure visual air quality on a scale from "very poor" to "excellent" at five sites in the Lower Fraser Valley.

**Volatile organic compounds** (VOC) are compounds that easily become vapours or gases; they are emitted during fuel combustion and from many consumer products. They have direct and indirect impacts on human health and contribute to the formation of ground-level ozone.



### Engagement Plan for the Metro Vancouver *Clean Air Plan* and *Climate 2050 Roadmaps*

#### 1. Background / Context

Metro Vancouver is developing the *Clean Air Plan*, which will identify how Metro Vancouver will address existing and new opportunities to reduce air contaminant and greenhouse gas emissions over the next 10 years, to protect human health and the environment, minimize the region's contribution to climate change and improve visual air quality. Metro Vancouver is also implementing the *Climate 2050 Roadmaps*, long-term strategies to achieve a carbon neutral and resilient region over the next 30 years. As a key input into the development of the *Clean Air Plan* and *Climate 2050 Roadmaps*, Metro Vancouver is seeking feedback from stakeholders and other orders of government on goals, hazards, targets, metrics and actions.

#### 2. Accessible and Inclusive Engagement

Metro Vancouver aims to implement an accessible and inclusive engagement process to ensure that fairness and equity considerations are examined while developing the *Clean Air Plan* and *Climate 2050 Roadmaps*. Metro Vancouver researches best practices and successes in other jurisdictions and will consider how to apply these to the engagement process. To support engagement, Metro Vancouver is working with a consultant to map all stakeholders and interested parties against equity criteria to focus attention on populations who may be disproportionately impacted by degraded air quality and climate change or are seldom heard in public participation and decision-making processes. A key consideration for this engagement will be on building strong, collaborative relationships so that diverse needs and perspectives are reflected in the *Clean Air Plan* and *Climate 2050 Roadmaps*.

#### 3. Desired Outcomes

The desired outcomes of this engagement process are:

- to increase understanding of the issues and trade-offs related to air quality and climate change issues in stakeholders and other orders of government;
- to include diverse and historically under-represented voices; and
- to earn buy-in from the public, stakeholders and other orders of government, including First Nations, on the *Clean Air Plan* and *Climate 2050 Roadmaps*.

#### 4. Stakeholders and Other Orders of Government

The following audiences will be engaged to provide feedback:

- the public;
- local First Nations, and provincial and federal governments and agencies;
- member jurisdictions;
- neighbouring regional districts;
- partner agencies or organizations with statutory responsibilities in air quality (e.g., TransLink);
- health authorities;
- energy utilities;
- industry and business associations;
- professional associations and academic institutions;
- youth; and



- community, environmental and non-profit groups.

A list of participants within these categories will be developed in further detail.

## 5. Engagement Plan

Engagement for the *Clean Air Plan* and the *Climate 2050 Roadmaps* is planned to be a two-phase approach.

Phase 1 will seek feedback from stakeholders and other orders of government on the *Clean Air Plan Backgrounder for Discussion* and the seven issue area discussion papers being developed as part of this engagement process. The discussion papers and the engagement activities for Phase 1 will be informed by the ideas generated during the *Climate 2050* engagement process that occurred in May to July 2018. During Phase 1, staff will seek general feedback on vision and values from the public, stakeholders and other orders of government, including First Nations, as well as more detailed feedback on specific goals, targets, and actions about emission reductions specific to the issue areas (e.g., Transportation, Buildings and Industry). Staff are also seeking feedback about adaptation issues, including potential hazards, metrics and actions. The sectoral feedback for each issue area will also be used in developing the longer term strategies in the *Climate 2050 Roadmaps*. The engagement for both the *Clean Air Plan* and *Climate 2050 Roadmaps* will happen simultaneously to ease the burden on the public, stakeholders and other orders of government, including First Nations.

Phase 1 feedback will be considered and incorporated into a draft *Clean Air Plan* and the draft *Climate 2050 Roadmaps*.

Phase 2, in 2020, will seek feedback on the draft *Clean Air Plan* and draft *Climate 2050 Roadmaps* that incorporated feedback from Phase 1. There may be additional engagement about some of the *Climate 2050 Roadmaps* outside of the Phase 1 and 2 engagement process identified below.

As with all Metro Vancouver outreach, the *Clean Air Plan* and *Climate 2050 Roadmaps* engagement will be responsive. Based on feedback received, the engagement timeline may be extended or additional engagement activities may be identified to better reach target audiences.

The preliminary timeline for the engagement process is described below.

### **PHASE 1: *Clean Air Plan* and *Climate 2050 Roadmaps* Engagement**

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#### **October 2019 – March 2020**

- **Workshops (2-6)** structured as information presentations and feedback sessions with:
  - Public and stakeholders
  - Staff from First Nations, other orders of government, member jurisdictions and neighbouring jurisdictions
  - Key sector representatives (transportation, buildings, industry, agriculture and waste)
- **Webinars (1-4)**
- **Community event information booths (2-4)**

- **Sustainability Community Breakfast (1-2)**
- **Online feedback form**

## **PHASE 2: Draft *Clean Air Plan* and *Climate 2050 Roadmap* Engagement**

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**June – September 2020**

*(Note: most activities from Phase 1 are repeated in Phase 2 to ensure that all interested parties receive the draft Clean Air Plan and a summary of how Phase 1 feedback was considered)*

- **Workshops (2-6)** with a draft *Clean Air Plan* overview presentation and feedback session with:
  - Public and stakeholders
  - Staff from First Nations, other orders of government, member jurisdictions and neighbouring jurisdictions
  - Key sector representatives (transportation, buildings, industry, agriculture and waste)
- **Webinars (1-3)**
- **Community event information booths (2-4)**
- **Sustainability Community Breakfast (1-2)**
- **Focus Group**
- **Online survey**

# Buildings

Draft Discussion Paper to support  
*Climate 2050 and Clean Air Plan*

Reducing emissions and increasing climate resilience for buildings  
in the Metro Vancouver region over the next 10 to 30 years

September 2019



**Metro Vancouver** is a federation of 21 municipalities, one Electoral Area and one Treaty First Nation that collaboratively plans for and delivers regional-scale services. Its core services are drinking water, wastewater treatment and solid waste management. Metro Vancouver also regulates air quality, plans for urban growth, manages a regional parks system and provides affordable housing. The regional district is governed by a Board of Directors of elected officials from each local authority.

Member jurisdictions of Metro Vancouver include:

- Village of Anmore
- Village of Belcarra
- Bowen Island Municipality
- City of Burnaby
- City of Coquitlam
- City of Delta
- Electoral Area A
- City of Langley
- Township of Langley
- Village of Lions Bay
- City of Maple Ridge
- City of New Westminster
- City of North Vancouver
- District of North Vancouver
- City of Pitt Meadows
- City of Port Coquitlam
- City of Port Moody
- City of Richmond
- City of Surrey
- Tsawwassen First Nation
- City of Vancouver
- District of West Vancouver
- City of White Rock

4730 Kingsway, Burnaby, BC, V5H 0C6  
[www.metrovancouver.org](http://www.metrovancouver.org)

September 2019



DRAFT

## Introduction

Metro Vancouver is developing the *Clean Air Plan* and implementing *Climate 2050*, two major initiatives for improving regional air quality and addressing climate change. *Climate 2050* is a long-term strategy to support achieving a carbon neutral and resilient region over the next 30 years. The *Clean Air Plan* is the near-term action plan to achieve regional air quality targets and reduce regional greenhouse gas emissions by 45% by 2030. The *Clean Air Plan* and *Climate 2050* are organized around a series of **issue areas**.

This discussion paper is about the *buildings* issue area, a major regional source of air contaminant emissions, including greenhouse gases. Important changes are also needed to make commercial and residential buildings more resilient to a changing climate.

## Purpose

The purpose of the buildings discussion paper is to seek feedback on the key air quality and climate change issues facing buildings in the region, as well as the potential directions to reduce emissions and adapt this region's building sector to a changing climate. Goals, hazards, targets and actions are identified to support a discussion around potential directions for this region's buildings sector. Metro Vancouver is also looking for opportunities to demonstrate climate leadership in its corporate operations.

This discussion paper is intended for the following audiences:

- the public;
- member jurisdictions;
- local First Nations, provincial and federal governments and agencies;
- other regional authorities (e.g., Fraser Valley Regional District);
- energy utilities (e.g., FortisBC, BC Hydro);
- health authorities;
- industry and business associations;
- professional organizations and academic institutions;
- youth;
- community, environmental and other non-profit groups; and
- other interested parties.

This discussion paper will also inform the development of Metro Vancouver's other management plans and policies, including *Metro 2050*, the update to the regional growth strategy.

## Global Climate Change and Regional Air Quality

Metro Vancouver, together with its member jurisdictions, has been taking action on air quality and climate change for decades. But actions must be accelerated to reduce our impact on global climate change, and to protect public health and the environment.

Climate change is directly associated with **greenhouse gas emissions**, primarily carbon dioxide. While emissions are global, we all have a shared responsibility to take local action. The major sources of greenhouse gases in this region are transportation, buildings and industry, with smaller contributions from waste and agriculture. Climate change projections for this region for 2050 include longer, hotter and drier summers, warmer and wetter fall and winter seasons with decreased snowpack, and more extreme weather.

Metro Vancouver has set climate targets for our region:

1. reduce regional greenhouse gas emissions by 45% from 2010 levels by 2030;
2. become a carbon neutral region by 2050; and
3. ensure our infrastructure, ecosystems, and communities are resilient to the impacts of climate change.

Although the region has made progress in the past 15 to 20 years, **we need to accelerate our climate actions to meet these targets and avoid dangerous impacts of climate change.**

A note on format: bold words are key concepts and are generally defined in the Glossary at the back of the discussion paper.

Health researchers have found that there are no known safe levels for some **common air contaminants**, including fine particulate matter, ground-level ozone and nitrogen dioxide. Health Canada estimates that at least 1,600 British Columbians die prematurely every year due to common air contaminants and many more live with the associated health effects<sup>1</sup>.

As part of the *Clean Air Plan*, Metro Vancouver has proposed new regional air quality targets for 2030:

1. ambient air quality in the region meets or is better than ambient air quality objectives and standards set by Metro Vancouver, the BC government and the Government of Canada; and
2. increase the amount of time that visual air quality is classified as excellent.

Residents in the region generally experience good air quality, **but additional emission reduction actions are needed to continue protecting human health and the environment.**

More information on the health and environmental impacts of air contaminants are listed in the Glossary and on the *Clean Air Plan* website<sup>2</sup>. More information on climate change in our region is available on the *Climate 2050* website<sup>3</sup>.

1 Health Canada, 2019. *Health Impacts of Air Pollution in Canada*. <http://publications.gc.ca/site/eng/9.874080/publication.html>

2 *Clean Air Plan* website. <http://www.metrovancouver.org/services/air-quality/consultation>

3 *Climate 2050* website. <http://www.metrovancouver.org/climate2050>

## Climate 2050 and Clean Air Plan

The *Clean Air Plan* and *Climate 2050* will be the key air quality and climate change planning documents for Metro Vancouver.

*Climate 2050* is an overarching **long-term strategy** that will guide our region’s policies and collective actions to transition to a carbon neutral and resilient region over the next 30 years. Metro Vancouver is implementing *Climate 2050* through ten issue area *Roadmaps*, which will describe how the region can reduce greenhouse gas emissions and adapt to climate change impacts. Implementation of the *Roadmaps* will be driven by Metro Vancouver’s management plans and other policies, including the *Clean Air Plan*.

The *Clean Air Plan* is the **near-term action plan** that will set Metro Vancouver’s direction for air quality and greenhouse gas management for the next ten years. The Plan will outline actions to reduce emissions of air contaminants, including greenhouse gases, from all regional sources. The *Clean Air Plan* will be organized around seven issue areas.

A series of **issue area discussion papers** are planned for development, to support engagement with the public, stakeholders and other orders of government, including First Nations, about the types of actions that Metro Vancouver should pursue to achieve regional climate and air quality targets. Six of these discussion papers, including this one on buildings, are joint *Climate 2050-Clean Air Plan* discussion papers focused on the key sources of emissions in the region, as well as climate change adaptation (see graphic below). Four discussion papers focus on the other four *Climate 2050* issue areas, which deal with climate change adaptation and can also enable emission reductions. The last discussion paper, specific to the *Clean Air Plan*, describes goals and actions for improving the tools and approaches Metro Vancouver and its partners use to reduce emissions and manage air quality in the region.

The issue area discussion papers build on the *Climate 2050 Strategic Framework* and the *Clean Air Plan Background*. The discussion papers will also inform the development of Metro Vancouver’s other management plans and policies, including *Metro 2050*, the update to the regional growth strategy (see *Climate 2050* and *Clean Air Plan* websites).







There is significant overlap between the sources of greenhouse gases and common air contaminants, so actions that target emissions reductions to protect public health can often (but not always) reduce greenhouse gases, and vice versa. Metro Vancouver aims to maximize co-benefits by focusing on policies and programs that reduce both common air contaminants and greenhouse gases.

Climate change and degraded air quality impact some neighbourhoods, households and individuals more than others. Also, some households are better able to prepare for and protect themselves from climate change and air quality impacts. A priority of the *Clean Air Plan* and *Climate 2050* is to incorporate the voices and needs of a full range of communities into program and policy design to ensure that fairness and equity are reflected in the actions that Metro Vancouver pursues. Policies and programs that reduce emissions should support an equitable distribution of benefits and costs, such as increased opportunities in a low-emissions economy, affordable housing and more diverse transportation options. Issues of intergenerational equity will also be considered. Metro Vancouver will also seek opportunities to obtain perspectives and input from First Nations communities in the region.

### Linkages to Other Issue Areas

There are many linkages between buildings and other issue areas. Metro Vancouver is exploring which linkages must be considered when developing policies and actions. Some of the related issue areas for buildings include:

- waste – consideration of **embodied emissions** and final disposal of building materials;
- land-use and growth management – policies that determine the form and location of buildings in the region influence emissions and resilience of buildings;
- energy – availability of clean, renewable energy for use by buildings; and
- industry and commerce – emissions produced in the construction and demolition of buildings.

# Buildings Emissions

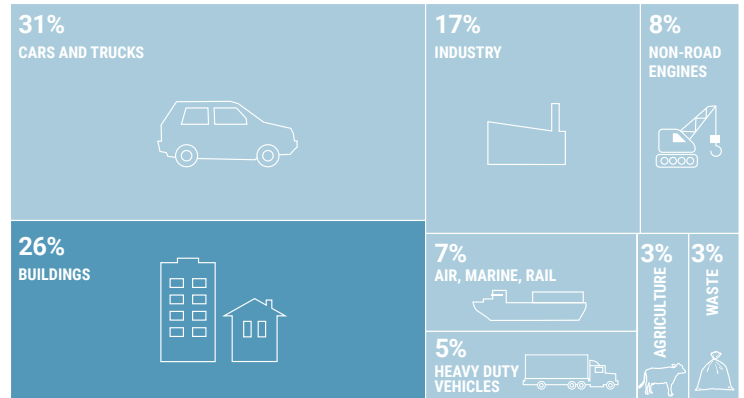
## Sources and Trends

The energy we use to heat and cool our buildings is the source of roughly one quarter of the greenhouse gas (see graphic on right) and fine particulate matter emissions and 9% of the nitrogen oxides emissions in this region<sup>4</sup>. Emissions from buildings occur when space and water heating appliances burn fuels such as natural gas, wood and fuel oil. Emissions are generally higher from older equipment, and from buildings with less insulation, older windows and no draft protection.

The main source of greenhouse gas and nitrogen oxides emissions from buildings in the region is natural gas heating (see graphic below), which is projected to increase in the future. Fine particulate matter emissions are from wood burning in homes. There are also greenhouse gas emissions associated with the generation of electricity used in buildings, which are not currently captured in Metro Vancouver's regional emissions estimates.

## Our Emissions Reduction Opportunity

Buildings can last a long time – 50 years or more – so decisions that we make now about design, construction, retrofit and operation will determine the amount of emissions they create for decades. At

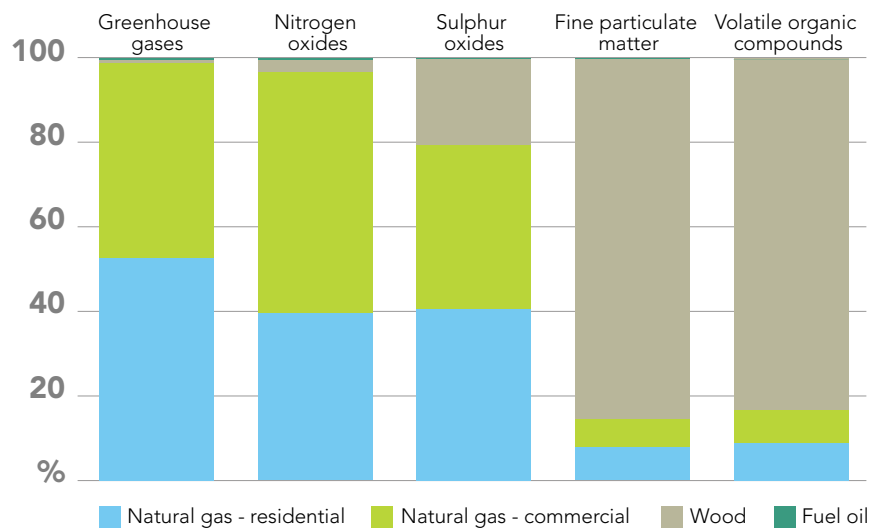


the community scale, zoning and land-use decisions that increase density can reduce buildings emissions since multi-unit buildings usually require less energy per occupant to heat and cool. However, increasing building density will occur over decades.

New building construction techniques lead to better insulated and sealed buildings, which improve comfort and health while also reducing emissions. These buildings can also provide better protection against the effects of wildfire smoke and heat waves.

Ultimately, improving energy efficiency and transitioning to clean, renewable energy sources to heat our new and existing buildings are the most effective ways to reduce our emissions and achieve regional greenhouse gas and air quality targets.

**Contribution of building and fuel types to different air contaminants**



<sup>4</sup> Emission estimates are from Metro Vancouver's 2015 regional emissions inventory, completed in 2017, which describes the types and amounts of key air contaminants, including greenhouse gases, emitted in the region. <http://www.metrovancouver.org/services/air-quality/emissions-monitoring/emissions/emission-inventories>

## Roles and Responsibilities

Metro Vancouver is responsible for managing and regulating air contaminants in the region under authority delegated by the BC government in the *Environmental Management Act*. Under its delegated authority, Metro Vancouver manages air quality and greenhouse gases in the region, including emissions from buildings.

Metro Vancouver has additional roles in the region that impact emissions from buildings.

- *Metro Vancouver 2040: Shaping our Future*, the regional growth strategy, includes a goal to create compact, complete communities that include building types (e.g., townhouses and apartments) that typically emit less greenhouse gases and common air contaminants per dwelling unit.
- Metro Vancouver Housing provides more than 3,400 safe and affordable housing units to individuals and families across the region.
- Metro Vancouver's utilities (Water Services, Solid Waste and Liquid Waste), Regional Parks and Metro Vancouver Housing work to continue reducing emissions from their buildings.

Air quality management and climate action requires close coordination between all orders of government, businesses, utilities, institutions and residents. The roles of key partners in reducing buildings emissions are outlined below.

- **Government of Canada** and **BC government** set building codes, including energy performance requirements, and emission standards for home heating appliances.
- **Local First Nations** operating under a Treaty or Land Code can set land use and buildings policies that influence the type and location of homes and buildings constructed in their communities.
- **Municipalities** set zoning requirements that influence the type and location of homes and buildings constructed in their communities, and enforce building codes.
- **Energy utilities** and all orders of government provide incentives to owners to reduce emissions and energy consumption, and training to industry to improve construction, installation and building operation practices.
- **Academic institutions, non-profits** and other organizations provide education, training and advocacy to individuals, trades and others.
- **Local businesses** develop and deliver many of the services and solutions to reduce emissions from the buildings sector.
- **Metro Vancouver residents** heat and cool their homes, and make decisions about energy upgrades and where to live, all of which impacts emissions.

## Current Actions in Our Region

Metro Vancouver, together with its member jurisdictions, has been taking action to reduce emissions from buildings for more than a decade. Some key current actions on buildings in our region are outlined below (additional information on the actions are listed in the web links shown).

- The **BC Energy Step Code** allows local governments to set increasingly stringent energy efficiency requirements for new construction, leading to "net-zero energy" ready buildings by 2032 ([BC government](#), adopted by over half of Metro Vancouver's municipalities).
- **CleanBC Better Homes** provides information and energy coaching for residents and businesses to access available incentives and rebates for energy efficient, low-emissions products and services like heat pumps, windows, insulation and home energy evaluations ([BC government](#)).
- **Boilers and Process Heaters Emission Regulation** regulates common air contaminant emissions from larger boilers used for space and water heating ([Metro Vancouver](#)).
- **RateOurHome.ca** and **Strata Energy Advisor** provide education, outreach and information to residents, realtors and builders on the value of home energy labelling and building retrofits, which reduce emissions (Metro Vancouver).

- **Wood Stove Exchange Program** offers rebates to replace older wood burning appliances with cleaner, high efficiency appliances ([Metro Vancouver](#) and partners).
- **Sustainable Infrastructure and Buildings Policy** sets stringent sustainable design and construction standards to make Metro Vancouver’s infrastructure and buildings among the most sustainable in the region ([Metro Vancouver](#)).
- **Disclosure of home energy labels** to local governments is required for new home construction in some local municipalities to help ensure that buildings are performing at or above minimum requirements (Burnaby, Richmond, [Surrey](#), New Westminster, Vancouver).
- **Passive House and BC Energy Step Code training and outreach** to the construction and renovation industries through effective partnerships with the local and BC governments, utilities, non-profits and interest-groups (local governments, industry associations, academic institutions and non-profits).
- **Restrictions on emissions from wood burning appliances** prohibit open masonry fireplaces in new construction and set emissions limits for new residential wood burning appliances, to reduce wood smoke ([Vancouver](#)).
- **Solid Fuel Burning Domestic Appliance Regulation** specifies the type of wood burning appliances that can be sold in BC, to reduce wood smoke ([BC government](#)).
- **Large scale retrofits** or retro-commissioning and optimization of building controls of major facilities ([District of North Vancouver](#), Vancouver, Surrey).
- **Energy and emissions retrofits for affordable housing** including the installation of 32 high efficiency heating and cooling systems in Metro Vancouver Housing properties since 2016, to reduce fossil fuel consumption and energy costs ([Metro Vancouver](#)).

## Key Topics for Discussion

The following sections outline the key air quality and greenhouse gas topics for buildings that Metro Vancouver would like to discuss with the public, stakeholders and other orders of government, including First Nations: proposed goals, example targets, example actions and Big Ideas.

### Proposed Long-Term Goal for Buildings

This proposed long-term goal describes a desired future state for low emission and carbon neutral buildings.

- All buildings are zero emissions from heating and cooling.

This proposed goal will help identify and prioritize new actions to achieve the deep emissions reductions required from buildings.

### Example Targets for Buildings from Other Jurisdictions

**Near-term targets** are milestones to support achievement of the long-term goal, and will be included in the *Climate 2050 Buildings Roadmap* and the *Clean Air Plan*. The timeline on the following page shows **example targets** from other jurisdictions that will support discussions to identify buildings targets for *this* region.

### Example Actions for Buildings from Other Jurisdictions

**Actions** are the policies and programs, including regulations, incentives and educational outreach campaigns, that will lead to emissions reductions. They will be included in the *Clean Air Plan* and the *Climate 2050 Buildings Roadmap*. The following list of example actions from other jurisdictions will support discussions to identify the buildings actions for *this* region (additional information on the actions are listed in the web links shown).

- **Performance requirements** for ultra-low nitrogen oxide emissions from boilers ([Texas](#), [New Jersey](#))

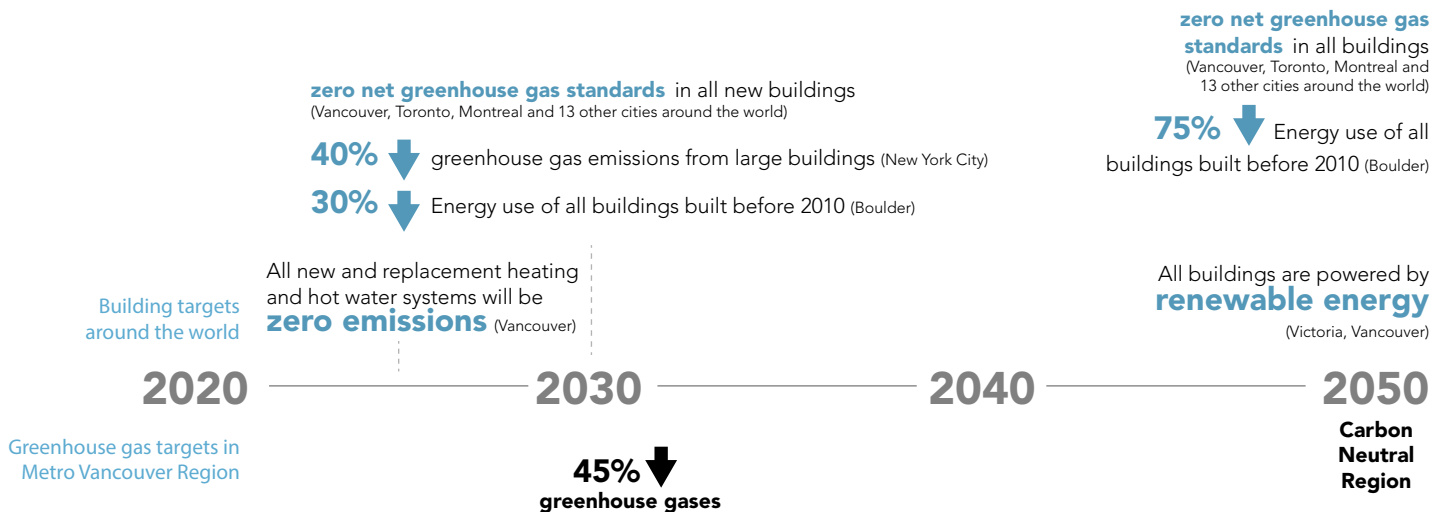
- **Winter Spare the Air Program** restricts wood burning during degraded air quality periods ([San Francisco area](#))
- **Incentives for replacing wood burning appliances** for low-income households (Washington, [Montana](#))
- **Mandatory building energy operation and maintenance “tune-ups”** to reduce energy and emissions (Seattle, New York)
- **Mandatory home energy labelling** and disclosure at point of listing or sale to protect homebuyers and drive energy retrofits ([Portland](#), [Austin](#))
- **Solar panel bulk buy** reduces renewable energy installation costs for community members ([Sunshine Coast](#))
- **Strategic financing tools** for building energy and emission retrofits accessible to households and building owners, including rental properties ([Alberta](#), California)
- **Warm Homes on Prescription** provides energy upgrades to homeowners to improve health conditions and reduce hospital and doctor visits, funded by health care providers and government ([United Kingdom](#))

- **Tokyo Cap-and-Trade Program** requires large buildings and some industrial facilities to meet greenhouse gas emission reduction targets or purchase credits from others ([Tokyo](#))

### Potential Big Ideas

**Big Ideas** are actions or groups of actions that could lead to significant reductions of air contaminant emissions from buildings. To achieve a cleaner, healthier, more equitable future, we need to think big and act quickly. In most cases, the Big Ideas are examples from other leading jurisdictions around the world. For buildings, three potential Big Ideas are included, to support a discussion with the public, stakeholders and other orders of government, including First Nations, on accelerating solutions for this region.

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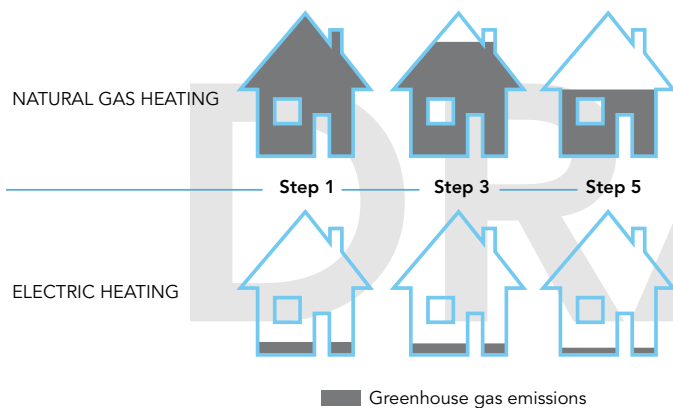


**Big Idea 1:**  
**Electrify buildings to achieve zero emissions**

The BC Energy Step Code and municipal requirements could be utilized to further limit greenhouse gas and common air contaminant emissions from heating systems by requiring electric heat instead of natural gas. BC's clean hydroelectric power produces significantly less greenhouse gases than natural gas, as shown in the graphic below.

For example, a single family home constructed to Step 5 – using natural gas for heating – would achieve a 50% reduction in greenhouse gas emissions. By using electricity for heating, even a Step 1 home would achieve at least a 90% reduction greenhouse gas emissions and completely eliminate common air contaminant emissions<sup>5</sup>.

**Greenhouse Gas Emissions by Heating Type**



Some local governments have taken steps to provide builders with optional low-carbon Step Code pathways, but zero emission new buildings must become business as usual for this region to become carbon neutral. Together with the BC government, member jurisdictions and other interested parties, Metro Vancouver will explore the best approaches to accelerate the transition to electric heating in new buildings in the region.

**Big Idea 2: Restricting residential wood burning to protect human health**

Wood burning in a fireplace may feel cozy and romantic, but indoor residential wood burning is responsible for more emissions of fine particulate matter than any other single source in the region.

Following extensive public consultation, Metro Vancouver is developing a regulation to minimize the contribution of residential wood smoke to regional fine particulate matter emissions and reduce localized exposure risks.

**Big Idea 3: Reducing emissions from buildings through benchmarking and performance requirements**

Building benchmarking and performance requirements are effective approaches to reduce emissions and are used in more than 30 jurisdictions across North America.

Through these programs, building owners report energy use and emissions information at a building level. Publicly available information on buildings allows owners, residents and businesses to make more informed decisions around buying, renting, and managing buildings based on the energy and emission costs and impacts.

Performance requirements go a step further than just reporting energy use – buildings must meet energy performance targets, which can be tightened over time. In April 2019, New York City adopted requirements for buildings over 25,000 square feet to cut greenhouse gas emissions by 40% by 2030 and more than 80% by 2050. This is the most ambitious carbon reduction requirement for buildings in North America.

Metro Vancouver will study these world-class initiatives further. With a clear market signal about benchmarking and performance objectives in this region, Metro Vancouver could work constructively with the public, stakeholders and other orders of government, including First Nations, to make our large buildings low carbon and resilient.

<sup>5</sup> BC Housing, 2018. 2018 Metrics Research. [http://energystepcode.ca/app/uploads/sites/257/2018/09/2018-Metrics\\_Research\\_Report\\_Update\\_2018-09-18.pdf](http://energystepcode.ca/app/uploads/sites/257/2018/09/2018-Metrics_Research_Report_Update_2018-09-18.pdf). Greenhouse gas emissions derived assuming medium single-family dwelling in Metro Vancouver, comparing natural gas against electric resistance heating.

# Adapting Buildings to Climate Change

## Expected Climate Hazards for Buildings

Buildings provide spaces for shelter, comfort, productivity and recreation. They are where we spend most of our time. The location and design of new homes, businesses and institutions influences exposure to the hazards associated with climate change. In 2050, low carbon and resilient buildings will be standard practice. Today, many of our buildings will require changes to adapt to the following climate hazards:

- **severe wildfire seasons** are expected to increase, leading to elevated levels of fine particulate matter (and other air contaminants) and periods of degraded air quality that contribute to negative health impacts;
- **heat waves** are expected to increase in frequency, duration and intensity that will disproportionately impact the region's most vulnerable populations, in addition to increasing cooling energy demands for buildings;
- **severe weather** such as more intense rainfall and storms, which can lead to localized flooding, power failures, and service disruption;
- **seasonal water shortages** are expected to increase in frequency due to rising temperatures and changes in precipitation and snowfall; and
- other hazards include **flooding, sea level rise** and **storm surges**.

## Our Adaptation Opportunity

By proactively adapting our buildings to climate change and incorporating climate risk into land use planning, we can significantly reduce the health and safety risks, as well as severe financial losses. When planned effectively, certain adaptation actions can also reduce greenhouse gas emissions thereby reducing the amount of future adaptation needed. Greenhouse gas reduction and adaptation can and should be planned simultaneously to fully realize co-benefits and create efficiencies. Several examples are outlined below.

- As temperatures rise, adopting passive design standards that maximize orientation and natural ventilation can help maintain thermally comfortable homes while also reducing energy costs – ultimately making residents more resilient to utility grid disruptions and rising energy prices.
- By facilitating access to local and clean, renewable energy, buildings will be less vulnerable to power disruptions from severe weather. Decentralized energy systems can also ensure that, following severe weather, essential services are not disrupted and communities receive the support they need to recover.
- By retrofitting a range of public buildings to be clean air refuge areas in neighbourhoods across the region, residents will have access to safe and healthy indoor spaces during periods of degraded air quality due to wildfires. This will be particularly important for residents who face barriers to retrofitting their own homes.

## Roles and responsibilities

Across the region, many different organizations are taking early action to understand and act upon key areas of vulnerability, but everyone has a role to play in preparing for a changing climate. Regional adaptation initiatives will require the cooperation and support of all orders of government, including First Nations, as well as residents, landlords, property managers and related businesses. As the regional government, Metro Vancouver can act as a regional forum in facilitating collaboration with local municipalities and other organizations to create efficiencies and improve alignment of adaptation strategies and actions.

Metro Vancouver owns and operates a wide variety of buildings, including administration buildings at wastewater and water treatment plants, rental housing units, nature centres and heritage buildings at regional parks, and our head office building. Metro Vancouver is actively undertaking climate adaptation projects within our utilities to ensure we maintain critical services during severe weather and other significant disruptions.

## Current Adaptation Actions in Our Region

Metro Vancouver and its member jurisdictions have been working toward reducing the region's vulnerability to climate change hazards through adaptation actions. Some current actions planned or underway for buildings in our region include:

- **extreme weather response shelters** to reduce safety and health risks of vulnerable populations due to severe weather ([Vancouver](#));
- **accounting for climate vulnerabilities and risks in capital planning and asset management** to ensure all new and retrofitted infrastructure is adapted to future climate conditions to the end of its expected lifespan ([City of North Vancouver](#), [Vancouver](#), [Metro Vancouver](#));
- **establish respite areas** equipped with portable high-efficiency particulate air (HEPA) filters for the public to access during periods of degraded air quality due to wildfires ([Vancouver](#));

- **expand district energy systems** in order to advance energy self-sufficiency within the community ([Surrey](#), [Richmond](#), [Burnaby](#), [City of North Vancouver](#));
- **education and incentive programs** to encourage more resilient choices for the design, maintenance, and renewal of buildings ([District of North Vancouver](#));
- **advocate that the BC government** ensure the BC Building Code adequately accounts for current and projected climate conditions ([Surrey](#));
- **reduce per capita water use in buildings** through water efficient fixtures, water metering, rain barrels, and other greywater use ([City of North Vancouver](#));
- **update design standards to include passive design strategies** to maintain occupant comfort and minimize energy use ([Vancouver](#));
- **update flood level standards** for buildings to reflect increasing risk in flood-prone areas (various local municipalities); and
- **support the development of the Lower Mainland Flood Management Strategy** led by the Fraser Basin Council (various local municipalities).

## Proposed adaptation goal for buildings

This proposed **long-term goal** describes a desired future state for resilient buildings.

- All buildings are resilient to high temperatures, harmful outdoor air quality, flood and drought conditions.

This proposed goal will help identify and prioritize the actions that make the region's buildings resilient to the impacts of climate change.



## Example metrics/targets

It will be important to measure progress towards a climate resilient buildings sector to support achievement of the long-term adaptation goal. Measurement of climate resiliency is an emerging field of research and our region will be learning alongside other local jurisdictions. **Adaptation metrics** will be included in the *Climate 2050 Buildings Roadmap*. The below list of example metrics from other jurisdictions will support discussion to identify the metrics used in *this* region:

- number of buildings implementing Core Flood Resiliency Measures (New York City);
- square feet of residential and non-residential buildings implementing building-level adaptation measures (New York City);
- enable the delivery of 100,000 m<sup>2</sup> of new green roofs by 2012 (from 2008/09 baseline) (London, UK);
- average distance to cooling centres from known hot spots/vulnerable population location (Vancouver); and
- proportion of buildings with green or cool roofs (Vancouver).

## Example Actions

**Actions** are the policies and programs, including regulations, incentives and educational outreach campaigns, that will lead to more climate resilient buildings. Actions will be included in the *Climate 2050 Buildings Roadmap*. The following list of example actions from other jurisdictions will support discussions to identify the actions that should be implemented in *this* region:

- **establish air quality refuge areas** in public buildings using advanced filtration systems to serve large populations during periods of degraded air quality due to wildfires ([Seattle](#));
- **mandatory cool roofs** on new and existing buildings use materials and coatings to reflect sunlight away from cities, decreasing building cooling requirements and urban heat island effect ([California](#));
- **launch a resilient housing design competition** to encourage development of new, cost-effective housing types to replace vulnerable stock ([New York City](#));
- **evaluate mobile power plants** for low-income housing properties ([Calgary](#));
- **offer subsidies for the installation of green roofs** to improve rainwater retention, increase biodiversity, and reduce extreme temperatures and urban heat island effect ([Hamburg](#));
- **mandatory wet flood-proofing** for any residential building in high risk flood areas. This technique is designed to allow floodwaters to enter and leave a structure through flood openings or vents preventing structural damage to the building ([New York City](#)); and
- **sales tax abatement program** for climate resiliency costs in buildings ([New York City](#)).

## Potential Big Ideas

**Big Ideas** are actions or groups of actions that can make a significant advancement in the climate resiliency of the building sector. To respond to the accelerating impacts of climate change, we need to think big and act quickly. Two potential Big Ideas have been identified, to support a discussion with the public, stakeholders and other orders of government, including First Nations, on accelerating solutions for this region.

### **Big Idea 1: Develop a regional vulnerability assessment and adaptation action inventory for public buildings**

Metro Vancouver and other public organizations have completed vulnerability assessments of specific buildings and infrastructure, which provide a wealth of information so property owners can take actions to reduce risks from specific hazards. However, these assessments and recommendations may not be shared across agencies. An inventory of existing vulnerability assessments for public buildings could significantly reduce the duplication of efforts across similar building types. This could save many building owners time and money and allow them to take action much faster to adapt their buildings, thereby reducing the risks posed to both the buildings and their occupants.

As a regional government, Metro Vancouver is well-positioned to coordinate and collaborate with various organizations to develop an inventory of building-level vulnerability assessments. Metro Vancouver and interested partners could map key assessment methodologies and outcomes across a broad range of building types and geographical areas, cataloguing hazard-specific adaptation actions and making them available to through accessible online search tools and guidance documents.

### **Big Idea 2: Establish a building adaptation design and retrofit support centre for common building types and connect building owners to solutions**

Property owners in vulnerable neighbourhoods are increasingly concerned with understanding how to retrofit their buildings to be prepared for future extreme weather, but it is difficult to know where to start, and how to plan for investment.

Metro Vancouver could work with the building centres of excellence, academic institutions and other expert organizations to create a program that assists property owners and the building industry in determining the right adaptation design solutions for new construction and retrofit projects, and connect them to available resources, programs and funding.



## Feedback and Engagement Process

### Help shape *Climate 2050* and the *Clean Air Plan*

Metro Vancouver invites feedback from diverse viewpoints to help shape *Climate 2050* and the *Clean Air Plan*, and will carefully consider all input. Feedback is welcome by email at [CleanAirPlan@metrovancover.org](mailto:CleanAirPlan@metrovancover.org), [Climate2050@metrovancover.org](mailto:Climate2050@metrovancover.org), or by telephone at 604-432-6200.

### Participation Opportunities

Metro Vancouver will provide a variety of engagement opportunities to hear input on this discussion paper. The public, stakeholders and other orders of government, including First Nations, can participate through the following:

- online public survey;
- open comments to a dedicated email account;
- public dialogue or forum;
- public webinars; and
- direct feedback to Metro Vancouver staff.

Details about events will be posted on the *Clean Air Plan* and *Climate 2050* webpages (see below).

Feedback on any part of this discussion paper is welcome anytime through the engagement. Initial events will focus on proposed goals and example targets, and initial identification of potential actions. Later events will include consideration of the potential emissions pathways needed to reach the greenhouse gas and air quality targets.

To ensure your comments are considered **please provide feedback by March 31, 2020**. Comments and suggestions will be compiled into a summary report for consideration by the Metro Vancouver Board, and will be made publicly available in 2020.

With revisions, this discussion paper will form the basis of the buildings section of the *Clean Air Plan* and the *Climate 2050 Buildings Roadmap*, both of which will be available for comment and feedback before they are finalized.

Metro Vancouver staff will treat personal information with confidentiality; please note that comments you submit may be provided to a third party if a freedom of information (FOI) request is made under the Freedom of Information and Protection of Privacy Act. If you have any questions or comments regarding the consultation process, please call 604-432-6200.

Thank you for taking the time to provide your valuable feedback. For more information, visit the *Clean Air Plan* and the *Climate 2050* websites (insert CAP website, [www.metrovancover.org/climate2050](http://www.metrovancover.org/climate2050)), or call 604-432-6200.

Note that actions identified in the final *Clean Air Plan* and any of the *Climate 2050 Roadmaps* that could result in significant changes to existing air emissions regulations or new regulations may require an independent public engagement process before any regulations or amendments are adopted.

## Glossary

**Air contaminant** is any substance that is emitted into the air that does or could a) harm public health (including material physical discomfort) and property, b) damage the environment, including the climate, c) impede normal business operations, or d) impair visual air quality.

**Ambient air quality objectives and standards** are health-based targets which define the acceptable outdoor concentration of key air contaminants. Metro Vancouver and the BC and federal governments adopt objectives and standards that become more stringent over time, to drive continuous improvement in air quality.

**Climate change adaptation** means anticipating, planning for and responding to the adverse effects of climate change and taking appropriate action to prevent or minimise the damage it can cause, or taking advantage of opportunities that may arise. It has been shown that well planned, early adaptation action saves money and lives later.

**Climate resilience** is the ability of ecosystems, infrastructure, and communities to absorb the impacts of climate change while retaining the same basic characteristics and capacity for self-renewal while providing the services and functions important to the sustainability, health and well-being of its human and non-human residents.

**Common air contaminants** are air contaminants that can harm public health and reduce residents' quality of life and life expectancy by causing heart and lung diseases, cancer, asthma, and other impacts. Some air contaminants have odorous characteristics. Common air contaminants include fine and coarse particulate matter, diesel particulate matter, ground-level ozone, nitrogen dioxide, sulphur dioxide and volatile organic compounds.

**Embodied emissions** are the greenhouse gas emissions associated with the construction of a building, such as building materials and the transport of building products to the work site.

**Fine particulate matter (PM<sub>2.5</sub>)** is made up of tiny solid or liquid particles that float in the air and can penetrate deep into the lungs and even into the bloodstream. Particulate matter can damage your health by aggravating existing lung and heart diseases, increasing the risk of cancer and reducing life expectancy. **Diesel particulate matter** is a form of particulate matter from diesel engines that is classified as carcinogenic.

**Greenhouse gases** are air contaminants that trap heat and are the cause of climate change. Greenhouse gases include carbon dioxide and nitrous oxide, as well as short-lived climate forcers such as methane, fluorinated gases, black carbon and ozone. Limiting or preventing greenhouse gas emissions and removing these gases from the atmosphere is critical to avoiding catastrophic climate change (sometimes referred to as climate change mitigation).

**Ground-level ozone (O<sub>3</sub>)** can have harmful impacts on everyone, especially children, seniors, and people with lung and heart conditions. It is primarily formed when nitrogen oxides and volatile organic compounds react in the air on hot and sunny days.

**Net-zero energy ready** buildings are designed and built to achieve net-zero energy performance, by producing as much energy (e.g., from renewable energy technologies such as solar panels) as they consume.

**Nitrogen dioxide (NO<sub>2</sub>)** can damage your health by aggravating existing lung diseases like asthma and bronchitis, and reducing immunity to lung infections. It is formed during high-temperature fuel combustion, and can contribute to the formation of ground-level ozone and fine particulate matter.

**Sulphur dioxide (SO<sub>2</sub>)** is emitted during the combustion of sulphur-containing fuels. Exposure to high levels of sulphur dioxide can damage your health by aggravating asthma and increasing respiratory symptoms. It can also react with other substances in the air to form particulate matter.



**Urban heat island effect** describes urban areas that are hotter than nearby rural areas, driven by changes in the land surface by urban development. Urban heat islands can affect communities by increasing air conditioning costs, air quality impacts and greenhouse gas emissions, heat-related illness and mortality, and water pollution.

**Visual air quality** is how clear the air looks to the average observer. Metro Vancouver and its partners measure visual air quality on a scale from “very poor” to “excellent” at five sites in the Lower Fraser Valley.

**Volatile organic compounds (VOC)** are compounds that easily become vapors or gases; they are emitted during fuel combustion and from many consumer products. They have direct and indirect impacts on human health and contribute to the formation of ground-level ozone.

**Vulnerability assessments** identify areas most likely to be impacted by projected changes in climate and builds an understanding of why these areas are vulnerable, including the interaction between climate change, non-climatic stressors, and cumulative impacts. Assessments evaluate the effectiveness of previous coping strategies and targets potential adaptation measures.





Summary of changes to discussion materials, following feedback at June 14, 2019 Climate Action Committee meeting

Feedback number	Feedback	Metro Vancouver Staff Response
1	Clarify how both greenhouse gas reductions and climate adaptation will be addressed in the <i>Clean Air Plan</i> .	<p>The <i>Clean Air Plan</i> is focused on emission reductions under Metro Vancouver’s delegated authority under the <i>Environmental Management Act</i>. The <i>Climate 2050 Roadmaps</i> will include both greenhouse gas reduction actions as well as climate adaptation actions. Climate adaptation actions will also be included as part of other Metro Vancouver management plans.</p> <p><b>Changes to discussion materials:</b>            The relationship between the <i>Clean Air Plan</i> and <i>Climate 2050</i> is further explained in the <i>Clean Air Plan Backgrounder</i>. The Committee will be presented with issue area discussion papers that support both the <i>Clean Air Plan</i> and <i>Climate 2050 Roadmaps</i> engagement processes. These joint <i>Clean Air Plan-Climate 2050</i> discussion papers are 1) Buildings, 2) Transportation, 3) Industry and Commerce, 4) Agriculture, 5) Waste, and 6) Nature and Ecosystems. A seventh discussion paper, specific to the <i>Clean Air Plan</i>, will also be developed for the issue area “Measurement, Monitoring, and Regulation”. Each of these discussion papers will include content in three core areas: 1) common air contaminant emissions, 2) greenhouse gas emissions, and 3) climate adaptation.</p> <p>Early in 2020, discussion papers will be presented to the Committee on the other four <i>Climate 2050 Roadmaps</i>: 1) Infrastructure, 2) Land-Use and Growth Management, 3) Human Health and Well-Being, and 4) Energy. These discussion papers will support additional engagement processes on the <i>Climate 2050 Roadmaps</i> and could also support development of other management plans, such as <i>Metro 2050</i>.</p>
2	Ensure the actions in the <i>Clean Air Plan</i> are fair and equitable for emitters, and consider all key sources.	<p>An important guiding principle in <i>Climate 2050</i> is “Fairness”, which states that Metro Vancouver “seeks solutions that equitably address the risks from climate change, fairly share the costs and benefits of action, and support a livable, thriving, and affordable region, including responsibility to future generations.” The <i>Clean Air Plan Backgrounder</i> proposes the same principle, modified to suit the air quality context.</p>



Feedback number	Feedback	Metro Vancouver Staff Response
		<p>During the development and implementation of the <i>Clean Air Plan</i> and the <i>Climate 2050 Roadmaps</i>, Metro Vancouver will evaluate actions based on expected health and climate benefits, impacts on visual air quality and equity, corporate leadership, and other criteria based on the proposed guiding principles.</p> <p><b>Changes to discussion materials:</b> The engagement plan for the <i>Clean Air Plan</i> aims to implement an accessible and inclusive engagement process. The Measurement, Monitoring, and Regulation discussion paper under development will cover cross-cutting issues, including how fairness and equity will be considered in the development and implementation of the <i>Clean Air Plan</i>, <i>Climate 2050 Roadmaps</i>, and subsequent policies and programs implemented based on these two initiatives.</p>
3	<p>Consider that natural areas do more than enable carbon sequestration, they have many benefits, including protection of biodiversity.</p>	<p>Metro Vancouver’s <i>Ecological Health Framework</i>, <i>Metro 2040</i>, <i>Climate 2050</i> and other policies consider the multiple benefits of natural areas, including their role in climate adaptation and carbon sequestration. The <i>Clean Air Plan</i> is focused on air emissions reductions, although it may include some near-term actions on Metro Vancouver’s role in minimizing loss of natural carbon sinks. The <i>Climate 2050 Nature and Ecosystems Roadmap</i> will present longer term strategies for protecting and possibly expanding carbon sinks in the region.</p> <p><b>Changes to discussion materials:</b> The Nature and Ecosystems discussion paper (under development) will include example actions on carbon sequestration, as well as content on the important role ecosystem services play in climate adaptation.</p>
4	<p>Change proposed regional air quality target from “achieve” to “achieve or exceed” for ambient air quality objectives.</p>	<p>In air quality management, “exceed” typically indicates that ambient concentrations are above an objective (i.e., the objective is not being achieved).</p> <p><b>Changes to discussion materials:</b> Changed regional target in <i>Clean Air Plan Backgrounder</i> to: “Ambient air quality in Metro Vancouver meets or is better than ambient air quality objectives and standards set by Metro Vancouver, and by the BC and federal governments.”</p>

Feedback number	Feedback	Metro Vancouver Staff Response
5	Visual air quality targets need to take into account that increased wildfire activity is out of Metro Vancouver’s control.	<p>A baseline for assessing improvements to visual air quality will consider the emission sources that Metro Vancouver has the ability to influence or manage. As part of the <i>Clean Air Plan</i> engagement, Metro Vancouver will seek feedback from the public, stakeholders and other orders of government, including First Nations, on potential methods for defining the baseline for visual air quality in the region, accounting for wildfire impacts and seasonal targets.</p> <p><b>Changes to discussion materials:</b> The <i>Clean Air Plan Backgrounder</i> includes a proposed regional visual air quality target of “Increase the amount of time visual air quality is classified as excellent” by 2030.</p> <p>The Nature and Ecosystems discussion paper under development will describe Metro Vancouver’s role in wildfire prevention, detection and suppression in our managed natural areas.</p>
6	Add clarity on the timing associated with proposed goals. Are goals to be reached by 2030?	<p>The proposed goals in the issue area discussion papers are long term goals for approximately 2050 and beyond. They describe what achieving the regional visions in <i>Climate 2050</i> and the <i>Clean Air Plan</i> means for each issue area.</p> <p>The <i>Clean Air Plan Backgrounder</i> includes proposed regional air quality targets for 2030, which apply to the region as a whole and not any specific issue area. The <i>Climate 2050 Roadmaps</i> may incorporate longer term targets, which are beyond the scope of the <i>Clean Air Plan</i>.</p> <p><b>Changes to discussion materials:</b> A section was included in the <i>Clean Air Plan Backgrounder</i> to clarify the relationship between the goals, targets and the expected timelines for their achievement.</p>
7	The meaning of “minimize” in draft Goal 2 under industry and commerce is not clear.	<p><b>Changes to discussion materials:</b> The proposed Goal 2 in the Industry and Commerce discussion paper under development will be changed to: “The industrial and commercial sector employs lowest achievable emissions rate technology to minimize air contaminant emissions to protect public health and the environment.”</p>

Feedback number	Feedback	Metro Vancouver Staff Response
8	<p>How will targets be aligned with IPCC Special Report on Global Warming of 1.5°C? How will the targets in the <i>Clean Air Plan</i> and <i>Climate 2050</i> be aligned? Targets need to be informed by realistic paths, and include targets by issue areas.</p>	<p>In July 2019, the MVRD Board approved amendments to the <i>Climate 2050 Strategic Framework</i> to reflect a commitment to pursuing a carbon neutral region by 2050 and an interim greenhouse gas reduction target of 45% from 2010 levels by 2030. These amendments align the regional greenhouse gas reduction targets with the findings in the IPCC Special Report on Global Warming of 1.5°C.</p> <p>Greenhouse gas targets will be adopted as part of the <i>Climate 2050</i> process and will be reflected in the <i>Clean Air Plan</i>. Air quality targets in the <i>Clean Air Plan</i> will not be reflected in any of the <i>Climate 2050 Roadmaps</i> since air quality is outside of <i>Climate 2050's</i> scope.</p> <p>The example targets in the issue area discussion papers will support discussions during engagement to identify the actual near-term targets that will be included for each issue area in the <i>Clean Air Plan</i> and the <i>Climate 2050 Roadmaps</i>. Metro Vancouver staff will characterize the expected impacts of various actions included in the <i>Clean Air Plan</i>, so that the final issue area targets included in the draft <i>Clean Air Plan</i> and draft <i>Climate 2050 Roadmaps</i> are informed by realistic pathways.</p> <p><b>Changes to discussion materials:</b> The <i>Clean Air Plan Backgrounder</i> includes the climate targets noted above, and describes the alignment of the targets.</p>
9	<p>Replace “low emissions” with “zero emissions” in Goal 1 and Goal 2 for transportation, recognizing that this includes ensuring upstream emissions are also decreased to zero.</p>	<p>Upstream emissions are generally outside Metro Vancouver’s jurisdiction, unless they occur within the region. However, as part of implementing <i>Climate 2050</i>, Metro Vancouver staff will explore options for developing a consumption-based emissions inventory which can help evaluate how actions in the region could influence upstream (or downstream) emissions. An example action on consumption-based inventories will be included in the Waste discussion paper under development.</p> <p><b>Changes to discussion materials:</b> The proposed transportation goals will be updated in the Transportation discussion paper under development to reflect that zero emission technologies are available or in development for light and heavy-duty cars and trucks, rail locomotives and marine</p>

Feedback number	Feedback	Metro Vancouver Staff Response
		vessels. For airplanes, a “low emissions technologies” goal will be included instead, because Metro Vancouver staff are currently unaware of a clear pathway to reach zero emissions for this source. Renewable jet fuel could be substituted for jet fuel refined from fossil fuels though it would still produce common air contaminants with direct health impacts.
11	Change Goal 1 in waste to “The waste sector has minimized air contaminant emissions and eliminated greenhouse gas emissions to protect public health and the environment and maximize the upgrading of organic waste into fuels and/or products that support further regional GHG emissions reductions and local economic development.”	<p>Metro Vancouver staff are working to revise the waste goals considering this feedback.</p> <p>Final waste goals will be included in the Waste discussion paper under development.</p>
12	Change Goal 1 in Measurement, Monitoring, and Regulation to “Metro Vancouver residents have a high awareness and accurate understanding of climate change and air quality issues, and can identify opportunities to take action through behavior change, purchasing decisions and citizen advocacy.”	<p>Metro Vancouver staff are working to revise the goals for this issue area considering this feedback.</p> <p>Final goals will be included in the Measurement, Monitoring, and Regulation discussion paper under development.</p>
13	Add a goal to Buildings issue area: “All buildings are designed to ensure the long-term health and safety of occupants because they have been designed and constructed to be resilient to future temperature increases and harmful air quality events.”	<p>A proposed goal was included in the adaptation section of the Buildings discussion paper. It is anticipated that adaptation goals would eventually be developed for all ten <i>Climate 2050 Roadmaps</i>, though proposed adaptation goals may not be included in the issue area discussion papers or in the first iterations of the <i>Roadmaps</i>. For some issue areas, more research and engagement may be needed to identify appropriate regionally-specific adaptation goals.</p> <p><b>Changes to discussion materials:</b></p> <p>A proposed adaptation goal was included in the Buildings discussion paper:</p>

Feedback number	Feedback	Metro Vancouver Staff Response
		<ol style="list-style-type: none"> <li>All buildings are resilient to high temperatures, harmful outdoor air quality, flood and drought conditions.</li> </ol>
14	Consider clean air zones for marine shipping.	Canada is a signatory to the International Maritime Organization emission control area for marine shipping, requiring lower sulphur fuel and cleaner marine engines within Canadian waters. These requirements have reduced sulphur dioxide emissions significantly. Metro Vancouver will engage the Vancouver Fraser Port Authority, the public, stakeholders and other orders of government, including First Nations, in the development of the <i>Clean Air Plan</i> and <i>Climate 2050</i> , on potential future actions to reduce emissions from the marine sector.
15	Consider adopting sector-specific industry emission standards, for example, for cement.	<p>The federal government has set emission standards for some industrial sectors and Metro Vancouver sets limits through permits and regulations. Metro Vancouver will engage the public, stakeholders and other orders of government, including First Nations, about future actions to further reduce industrial emissions.</p> <p><b>Changes to discussion materials:</b>  The proposed goals in the Industry and Commerce discussion paper under development will be revised to reference Lowest Achievable Emission Rate (LAER), the most stringent current technology standard:</p> <ol style="list-style-type: none"> <li>All industrial and commercial operations are carbon neutral.</li> <li>The industrial and commercial sector employs lowest achievable emissions rate technology to minimize air contaminant emissions to protect public health and the environment.</li> </ol>
16	Consider designating certain areas in the region as “clean air zones”.	<p><b>Changes to discussion materials:</b>  Big Idea 1 in the Transportation discussion paper under development will include examples of “low emission zones” from other jurisdictions.</p>
17	In response to climate risks, consider building new reservoirs to store additional rainwater to use for drinking water and wildfire prevention.	<p>Wildfire prevention will be considered as part of the <i>Climate 2050 Roadmaps</i>.</p> <p><b>Changes to discussion materials:</b>  References to Metro Vancouver’s role in wildfire prevention, detection, and suppression for its managed natural areas will be added to the Nature and Ecosystems discussion paper under development.</p>

Feedback number	Feedback	Metro Vancouver Staff Response
18	Consider organic regenerative agriculture as a big idea for agriculture, as it would sequester more carbon.	<p><b>Changes to discussion materials:</b>  Advancing regenerative agriculture as a strategy for carbon sequestration in agriculture soils will be included in the Agriculture discussion paper under development.</p> <p>The Agriculture discussion paper will also include a reference to the various research farms in the region that are showcasing diversified, sustainable, regenerative, and organic production practices.</p>
19	Enhance enforcement of industrial and transportation emission sources.	<p>Metro Vancouver enforces air emission permits and emissions bylaws enacted by the Board.</p> <p><b>Changes to discussion materials:</b>  Additional explanation of Metro Vancouver’s role in enforcement and compliance for emission sources in the region will be included in the Measurement, Monitoring and Regulation discussion paper under development.</p>
21	Add more clear language on the difference between technologies used to control emissions.	<p><b>Changes to discussion materials:</b>  Definitions of Lowest Achievable Emissions Rate and other common technology standards will be added to the Industry and Commerce discussion paper under development.</p>
22	Should consider chemical tracking, including baseline information on pollutants.	<p>Metro Vancouver’s air quality monitoring network continuously monitors ambient (i.e., outdoor) air quality across the region. The network monitors a broad range of air contaminants to compare air quality to regional objectives. In some cases, specialized monitoring studies seek to identify air contaminants from specific types of sources (e.g., wood smoke, diesel engines). However, there are limits to these types of studies, and it can be difficult to attribute emissions to specific emission sources. Metro Vancouver will be conducting a review of its monitoring network to review best practices and consider potential improvements.</p>
23	Require monitoring of pollution using new software and monitoring technologies, putting greater responsibility on the facility operator.	<p>Metro Vancouver requires continuous emissions monitoring at some permitted facilities, through authorization requirements in an air emissions permit.</p> <p><b>Changes to discussion materials:</b></p>

Feedback number	Feedback	Metro Vancouver Staff Response
		Additional text describing air permitting processes will be included in the Measurement, Monitoring and Regulation discussion paper under development.
24	In sensitive ecosystems, mandatory environmental assessments should be done for air permits, and bioaccumulation should be considered.	Metro Vancouver does not have the authority to require an environmental assessment, but the District Director does consider the impact of air contaminants when issuing air permits.
25	Ensure Metro Vancouver is integrated with national air zone management framework.	<p>Metro Vancouver participates in the air zone management framework through the Air Quality Management System coordinated by the Canadian Council of Ministers of the Environment.</p> <p><b>Changes to discussion materials:</b> A reference was added to the <i>Clean Air Plan Backgrounder</i> about the Air Quality Management System.</p>
26	Do our objectives for fine particulate matter account for existing sources of air contaminants?	The regional ambient air quality monitoring network measures concentrations of common air contaminants in the air. The measured concentrations of these contaminants depend on emissions from existing regional sources, as well as air contaminants transported from other jurisdictions. Achievement of ambient air quality objectives relies on reducing emissions from multiple sources.
27	How can Metro Vancouver support member jurisdictions in adopting higher steps of the BC Energy Step Code?	<p>As Metro Vancouver engages member jurisdictions, the public and other interested parties on the <i>Clean Air Plan</i> and <i>Climate 2050 Roadmaps</i>, staff will seek feedback on Metro Vancouver's role and actions to advance the BC Energy Step Code in the region.</p> <p><b>Changes to discussion materials:</b> Big Idea 1 in the Buildings discussion paper proposes including a greenhouse gas intensity requirement for new buildings. This enhancement to the BC Energy Step Code would help ensure a path to zero emission buildings.</p>
28	Building retrofits are a huge issue, many of these buildings will still be around in 2050.	<p>Metro Vancouver staff recognize this as a big challenge, and have included example actions and targets in the Buildings discussion paper to stimulate discussion on the best policies to accelerate retrofits.</p> <p><b>Changes to discussion materials:</b></p>



Feedback number	Feedback	Metro Vancouver Staff Response
		The Buildings discussion paper includes example targets and actions from other jurisdictions on policies and programs to accelerate retrofits.
29	Air source heat pumps can be combined with solar panels to reduce operating costs. Some regional districts have coordinated bulk purchases solar panels.	<p><b>Changes to discussion materials:</b> The Buildings discussion paper includes an example of a bulk buy program that supported residents to retrofit their homes with solar panels and heat pumps.</p>
31	Consider examples of banning internal combustion or diesel engines.	<p><b>Changes to discussion materials:</b> The Transportation discussion paper under development will include an example of recent policy directions to ban diesel engines.</p>
32	Does an AirCare-style program have any potential application to heavy trucks?	<p><b>Changes to discussion materials:</b> The Transportation discussion paper under development will include examples of vehicle inspection programs in other jurisdictions, including specific programs for heavy-duty vehicles.</p>
33	Potential Big Idea: Ecosystem protection and restoration can do a lot to reduce pollution and sequester greenhouse gases.	<p>The Regional Carbon Storage Dataset was presented at the Climate Action Committee meeting in June 2019. This tool estimates the stored carbon in the forest and agricultural soils in the region and can be used to understand the climate impact of ecosystem protection and restoration in the region.</p> <p><b>Changes to discussion materials:</b> The Nature and Ecosystems and Agriculture discussion papers under development will include goals and example actions for protecting and restoring natural carbon sinks in the region.</p>

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To: MVRD Board of Directors

From: Chris Plagnol, Corporate Officer

Date: August 21, 2019 Meeting Date: October 4, 2019

Subject: **2020 Schedule of Regular Board Meetings**

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### RECOMMENDATION

That the MVRD Board receive for information the schedule of regular board meetings, as follows:

a) Meeting Dates

- Friday, January 31, 2020
- Friday, February 28, 2020
- Friday, March 27, 2020
- Friday, April 24, 2020
- Friday, May 29, 2020
- Friday, July 3, 2020
- Friday, July 31, 2020
- Friday, October 2, 2020
- Wednesday, October 21, 2020 (Budget Workshop)
- Friday, October 30, 2020
- Friday, November 27, 2020 (Inaugural Meeting)
- Friday, December 11, 2020

b) Meeting Place and Time

Metro Vancouver Boardroom, 28<sup>th</sup> Floor, 4730 Kingsway, Burnaby BC, at 9:00 a.m., unless otherwise specified on the Metro Vancouver public notice board, the Metro Vancouver website, and the respective agenda.

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### PURPOSE

To provide the Board with its 2020 schedule of regular board meetings.

### BACKGROUND

The Board *Procedure Bylaw* requires the Corporate Officer to provide the Board with an annual schedule of regular board meetings for the upcoming year, including the date, time and place of the meetings.

Board meetings are to be held according to this schedule unless otherwise determined by Board resolution. In addition to the *regular* meetings on this schedule, *special* board meetings may be added, as necessary. This report is being provided to the Board for information.

This report brings forward the meeting schedule for 2020.

## **BOARD MEETING SCHEDULE**

To accommodate the business of the Board, regular board meetings have been scheduled on a Friday at the end of each month (with some exceptions). Scheduling the Board meetings on Friday avoids meeting conflicts with municipal council meetings, and holding such meetings at the end of the month accommodates standing committee meetings which are generally scheduled during the first two weeks of the month.

Furthermore, the meeting schedule avoids conflicts with statutory holidays, with conferences and conventions for elected officials (FCM, UBCM and LMLGA), and accommodates other regional events and meetings where possible.

## **Public Notice**

For the purposes of public notice, this schedule will be made available on the Metro Vancouver website and the public notice board.

## **ALTERNATIVES**

This is an information report. No alternatives are presented.

## **FINANCIAL IMPLICATIONS**

Board meeting expenses and remuneration have been allocated in the annual budget.

## **SUMMARY / CONCLUSION**

Pursuant to the Board *Procedure Bylaw*, an annual schedule of regular board meetings for 2020 has been prepared. The schedule establishes regular meetings on a monthly basis, usually on Fridays, in order to support the Boards' business, and accommodate committee meetings and other events. Notwithstanding the regular schedule, additional special meetings may be scheduled, if needed.

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To: MVRD Board of Directors

From: Heather McNell, Director of Regional Planning and Electoral Area Services  
Chris Plagnol, Corporate Officer

Date: September 18, 2019 Meeting Date: October 4, 2019

Subject: **Amending *Metro Vancouver 2040: Shaping our Future* to Reflect Accepted Regional Context Statements – *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019***

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### RECOMMENDATION

That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated August 20, 2019, titled “*Amending Metro Vancouver 2040: Shaping our Future* to Reflect Accepted Regional Context Statements – *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019*”; and
  - b) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019*.
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### PURPOSE

To provide the MVRD Board with a summary of comments received as a result of the notification to local governments and agencies and to provide an opportunity to pass and adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019*, a proposed Type 3 Minor Amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)* (Attachment 1).

### BACKGROUND

At its meeting on May 24, 2019, the MVRD Board passed the following resolution:

*That the MVRD Board:*

- a) initiate the Metro Vancouver 2040: Shaping our Future amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas stemming from accepted regional context statements;*
- b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019”; and*
- c) direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of Metro Vancouver 2040: Shaping our Future.*

The staff report describing the proposed amendment is available in Reference 1.

Metro Vancouver gave notice to affected local governments and appropriate agencies through a letter dated June 21, 2019, and requested written comments by August 2, 2019. The amendment

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notice was also posted on the Metro Vancouver website. This report provides a summary of comments received and presents the bylaw for final reading and adoption.

### **MVRD REGIONAL GROWTH STRATEGY AMENDMENT BYLAW 1285, 2019**

On June 23, 2017 the MVRD Board adopted *Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1246, 2017*, which incorporated amendments to *Metro 2040* associated with the acceptance of three Regional Context Statements (RCSs). Since then, the MVRD Board has accepted updated RCSs from the City of New Westminster, and the Village of Anmore. A Type 3 minor amendment to *Metro 2040* is required to incorporate those updates into *Metro 2040*.

The proposed *Regional Growth Strategy Amendment Bylaw No. 1285, 2019* will amend *Metro 2040* to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas (FTDAs) stemming from previously accepted RCSs, as well as mapping updates initiated by municipalities under the provisions of Section 6.2.7 of *Metro 2040* (known as the “flexibility clause”).

### **COMMENTS FROM AFFECTED LOCAL GOVERNMENTS AND OTHER AGENCIES**

Metro Vancouver received four comment letters from affected local governments and agencies in response to the notification of *Bylaw No. 1285, 2019* within the specified notification period (Attachment 2). The letters came from the Cities of Coquitlam, Port Moody and Richmond, as well as the Vancouver Fraser Port Authority (VFPA).

The Cities of Richmond and Port Moody both passed resolutions stating that Council had no objections to the proposed bylaw. Staff from the City of Coquitlam sent a letter stating that staff had no comments related to the proposed amendment and indicated that Coquitlam City Council would receive notification of the Bylaw.

Correspondence from the VFPA expressed concern about the conversion of 4.37 hectares (10.80 acres) of regionally-designated “Industrial” lands to “Conservation Recreation” and “General Urban” designations; as noted above, these land use designation changes are a reflection of previously accepted RCSs and mapping updates initiated by municipalities under the provisions of Section 6.2.7 of *Metro 2040*. The VFPA expressed concern over the rate of industrial land conversion, the overall regional loss in recent years, and the negative economic impact this loss has on the region’s economy. The VFPA encouraged Metro Vancouver to maintain its commitment to protect remaining industrial land supply by preventing conversions to other uses.

### **ALTERNATIVES**

1. That the MVRD Board:
  - a) receive for information the comments from the affected local governments and affected agencies as presented in the report dated August 20, 2019, titled “Amending *Metro Vancouver 2040: Shaping our Future* to Reflect Accepted Regional Context Statements – *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019*”; and

b) *pass and finally adopt Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019*

2. That the MVRD Board decline the proposed amendment to *Metro 2040* and not proceed with *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019*.

### **FINANCIAL IMPLICATIONS**

If the MVRD Board chooses Alternative 1, the proposed amendment bylaw will be adopted, and revised mapping and growth projections reflecting the amendment will be incorporated into an updated and consolidated version of *Metro 2040*.

If the MVRD Board chooses Alternative 2, the proposed amendment to update *Metro 2040* to reflect accepted Regional Context Statements will not proceed. The result is that accepted Regional Context Statements and *Metro 2040* will be inconsistent, which has no material effect as the accepted Regional Context Statements are legally binding. However, *Metro 2040*, as the publicly accessible and consolidated record of accepted RCSs, would not accurately reflect the Board's recent decisions.

### **SUMMARY / CONCLUSION**

On May 24, 2019 the MVRD Board gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019*, and directed staff to provide written notice of the proposed amendment to affected local governments and agencies. Metro Vancouver gave notice to affected local governments and agencies by letter and requested written comment. Proposed Bylaw 1285, 2019 is a Type 3 minor amendment that will amend *Metro 2040* to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas stemming from previously accepted RCSs, as well as mapping updates initiated by municipalities under the provisions of Section 6.2.7 of *Metro 2040*. The Cities of Port Moody, Richmond, and Coquitlam and the Vancouver Fraser Port Authority all provided written comments; the Cities of Port Moody, Richmond, and Coquitlam had no comments or objections, while the Vancouver Fraser Port Authority expressed concerns about the loss of industrially-designated lands. Staff recommend Alternative 1.

### **Attachments**

1. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019*.
2. Correspondence received from affected local governments and agencies (*Orbit doc #32450183*)

### **Reference**

Report titled "[Amending Metro Vancouver 2040: Shaping our Future to Reflect Accepted Regional Context Statements](#)", dated April 13, 2019 (*see agenda item G1.1*)

**METRO VANCOUVER REGIONAL DISTRICT  
BYLAW NO. 1285, 2019**

A Bylaw to Amend “Greater Vancouver Regional District Regional Growth Strategy  
Bylaw Number 1136, 2010”

**WHEREAS:**

- A. Metro Vancouver Regional District Board (the “Board”) has adopted the “Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010” on July 29, 2011;
- B. The Board has accepted a number of member municipality regional context statements that contain maps that differ from the official regional land use designation maps contained in the Regional Growth Strategy, as maintained by Metro Vancouver Regional District;
- C. The Board wishes to amend the Regional Growth Strategy official regional land use designation maps so that such maps reflect the maps included in the accepted municipal regional context statements;
- D. In accordance with Regional Growth Strategy Section 6.3.4(i), any amendment to the Regional Growth Strategy mapping that incorporates maps included in an accepted regional context statement is considered a Type 3 amendment; and
- E. Metro Vancouver Regional District wishes to amend “Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010”;

**NOW THEREFORE**, the Board of the Metro Vancouver Regional District Board enacts as follows:

- 1. “Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010” is hereby amended as follows:
  - a) the official land use designation maps numbered 2, 3, 4, 5, 11 and 12 be revised to record the changes in regional land use designations and extension of the Urban Containment Boundary within the Village of Anmore that are set out in the following table and shown in the maps contained in Schedule “A” attached to and forming part of this Bylaw;

REF#	AREA	FROM REGIONAL LAND USE DESIGNATION	TO REGIONAL LAND USE DESIGNATION	AFFECTED LAND AREA	REGIONAL CONTEXT ACCEPTANCE DATE
1	Anmore Green Estates	Rural	General Urban	5.67 ha	Mar 29, 2019



- b) the official land use designation maps numbered 2, 4, 5, 6, 8, 9, 11 and 12 be revised to record the changes in regional land use designations within the City of New Westminster that are set out in the following table and shown in the maps contained in Schedule “B” attached to and forming part of this Bylaw;

REF#	AREA	FROM REGIONAL LAND USE DESIGNATION	TO REGIONAL LAND USE DESIGNATION	AFFECTED LAND AREA	REGIONAL CONTEXT ACCEPTANCE DATE
2	Two-piece parcel south and west of Spruce St.	Industrial	Conservation and Recreation	0.35 ha	Sept 22, 2017
3	Parcel north of Canfor Ave.	Industrial	Conservation and Recreation	1.32 ha	Sept 22, 2017
4	Parcel east of Canfor Ave.	Industrial	Conservation and Recreation	0.53 ha	Sept 22, 2017
5	Parcel immediately south of Canfor Ave.	Industrial	Conservation and Recreation	0.74 ha	Sept 22, 2017
6	Parcel to the far south of Canfor Ave.	Industrial	Conservation and Recreation	0.25 ha	Sept 22, 2017

- c) the official regional growth strategy map numbered 4 be revised to record the addition of Frequent Transit Development Areas in the City of New Westminster that are set out in the following table and shown in the map contained in Schedule “C” attached to and forming part of this Bylaw;

MUNICIPALITY	REF#	MAP ADDITIONS	REGIONAL CONTEXT ACCEPTANCE DATE
City of New Westminster	7	Addition of 22 <sup>nd</sup> Street Station FTDA	Sept 22, 2017
	8	Addition of Braid Street Skytrain FTDA	Sept 22, 2017
	9	Addition of Sapperton Skytrain FTDA	Sept 22, 2017

- d) the official land use designation maps numbered 2, 3, 4, 6, 11 and 12 be revised to record the changes in regional land use designations within the City of Vancouver that are set out in the following table and shown in the maps contained in Schedule “D” attached to and forming part of this Bylaw;

REF#	AREA	FROM REGIONAL LAND USE DESIGNATION	TO REGIONAL LAND USE DESIGNATION	AFFECTED LAND AREA	NOTIFICATION DATE
10	False Creek Flats southeast of Main St.	Mixed Employment	General Urban	0.54 ha	August 10, 2017
11	False Creek Flats south of Prior St.	Industrial	General Urban	1.0 ha	August 10, 2017
12	1115, 1131, 1141 Franklin St.	Industrial	General Urban	0.18 ha	April 5, 2018
13	Arbutus Corridor parcels south of West 1 <sup>st</sup> Ave and north of	Conservation and Recreation	General Urban	0.43 ha	March 27, 2019

	West 4 <sup>th</sup> Ave on east side of Fir St.				
14	Arbutus Corridor parcels south of West 2 <sup>nd</sup> Ave and north of West 5 <sup>th</sup> Ave, on the east side of Fir St.	Conservation and Recreation	Mixed Employment	0.21 ha	March 27, 2019

2. This bylaw shall be cited as “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019”. This bylaw may be cited as “Regional Growth Strategy Amendment Bylaw No. 1285, 2019”.

Read a first time this 24 day of May, 2019

Read a second time this 24 day of May, 2019

Read a third time this 24 day of May, 2019

Passed and finally adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

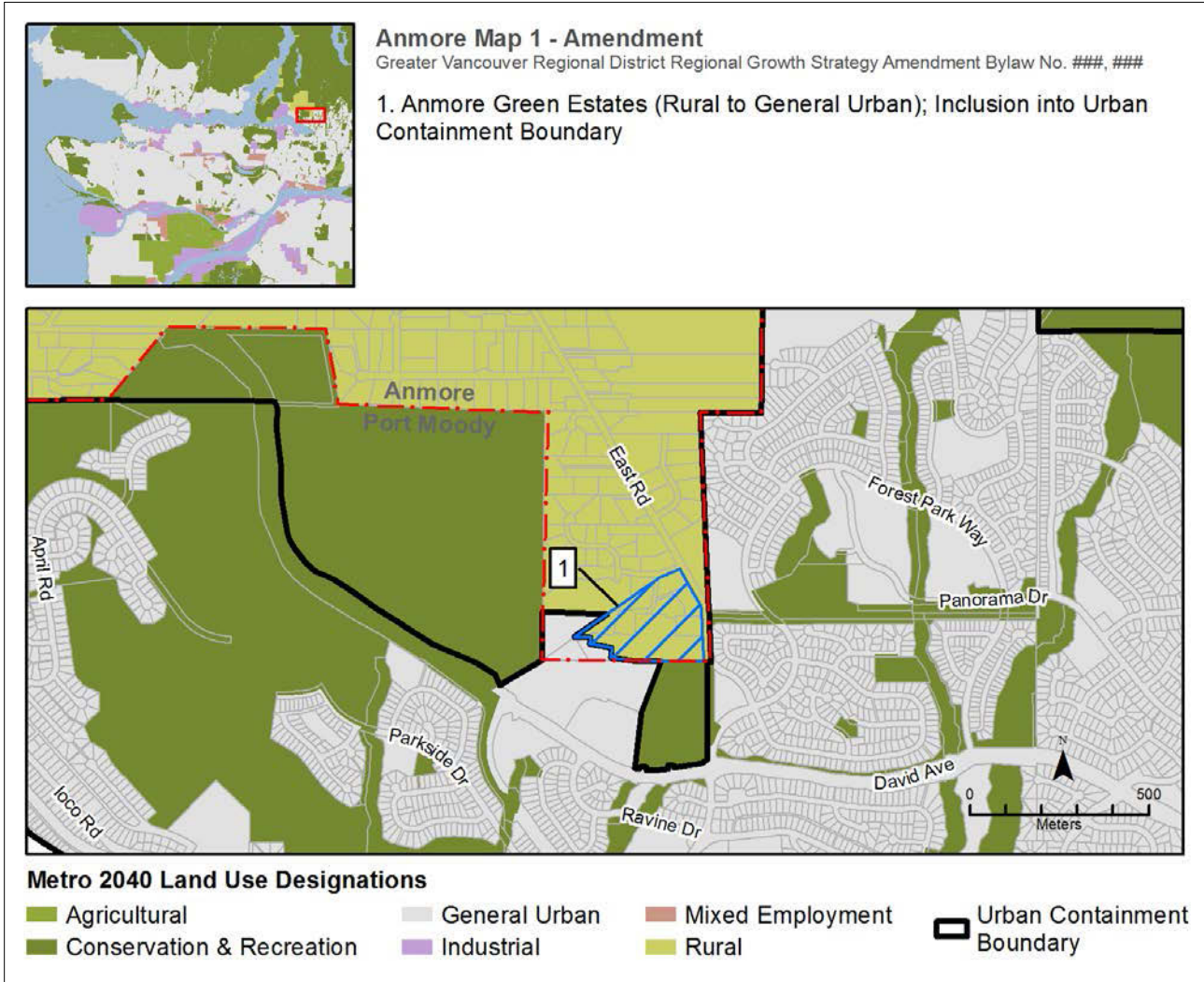
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Sav Dhaliwal, Chair

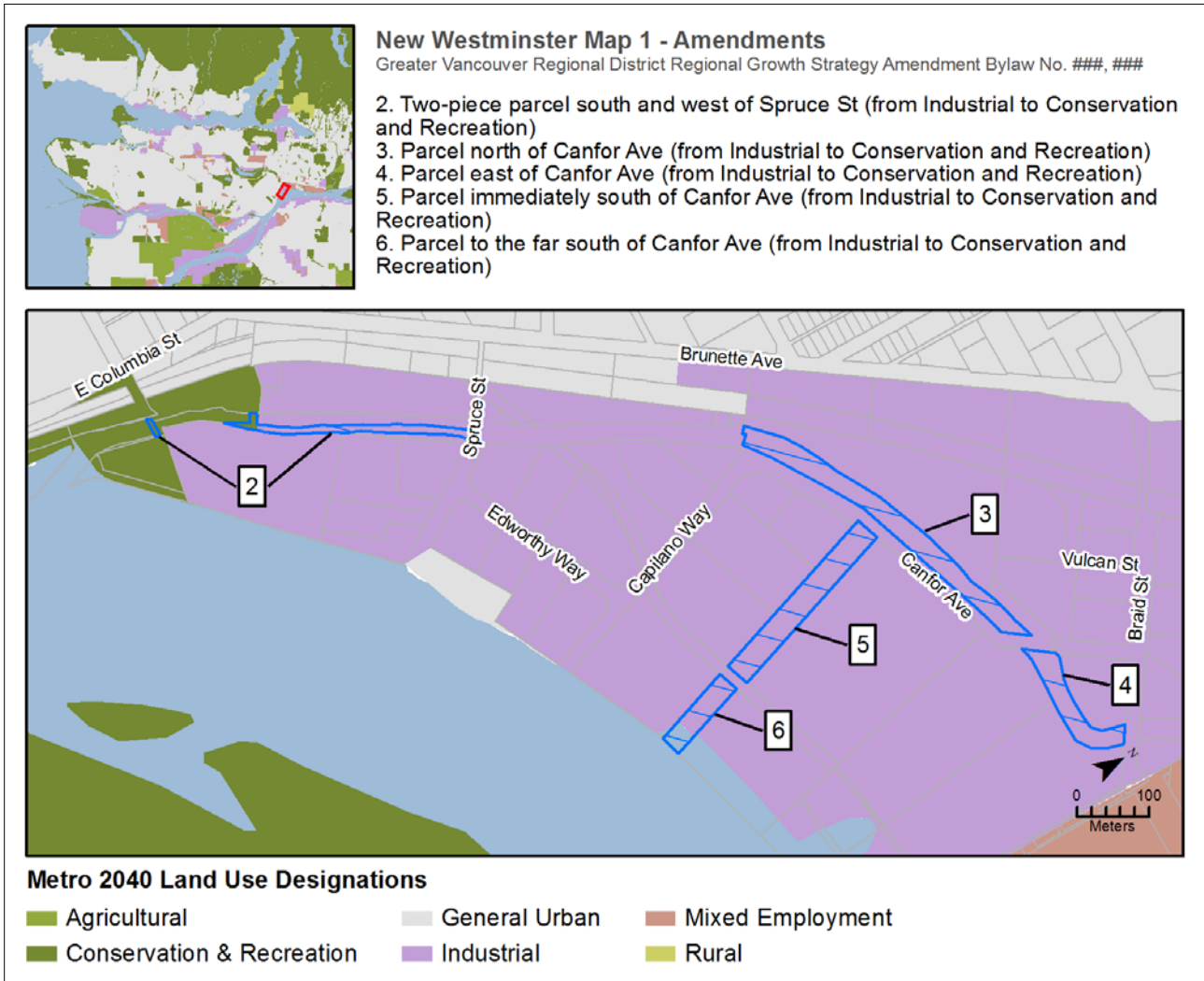
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Chris Plagnol, Corporate Officer

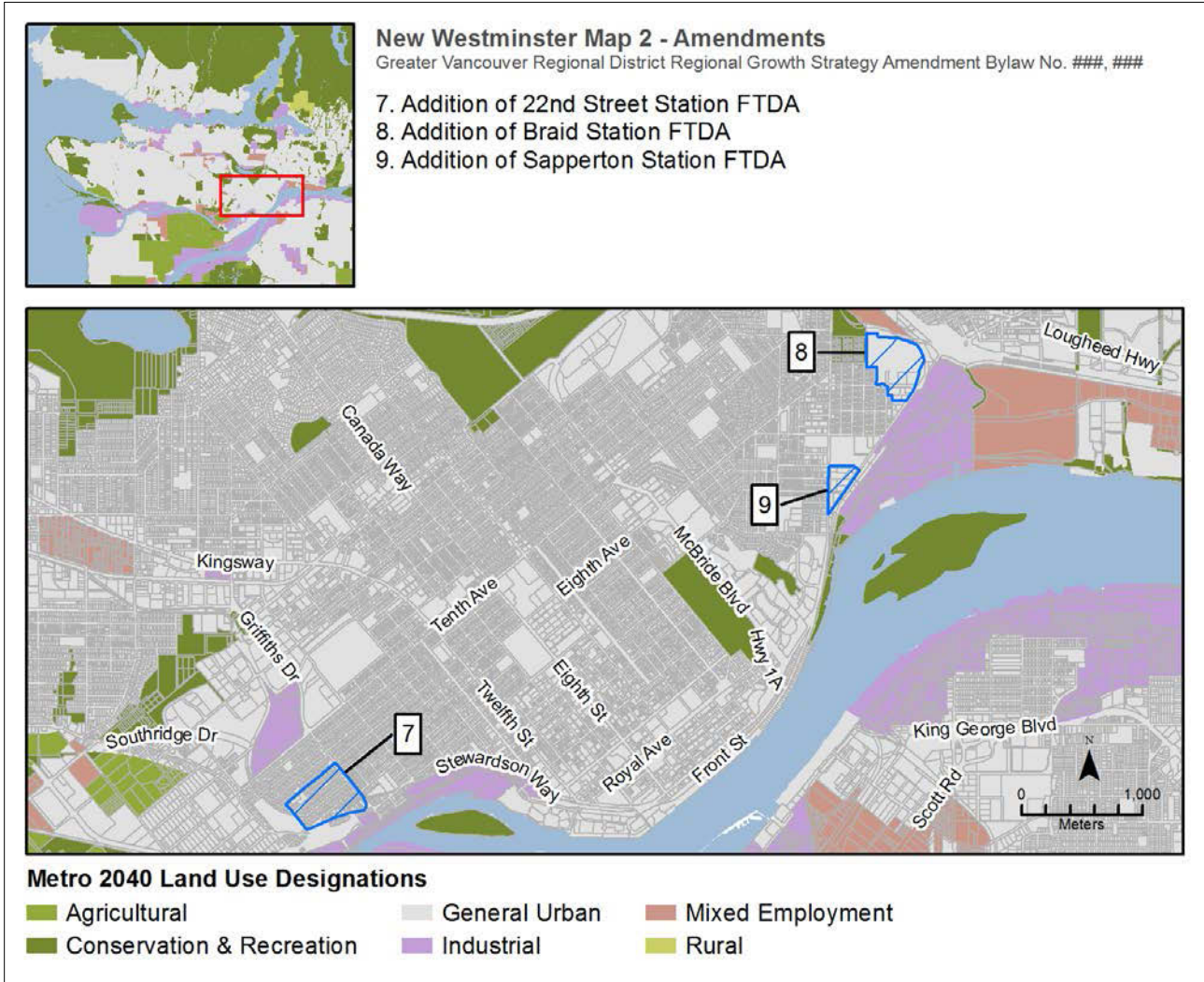
**SCHEDULE A  
VILLAGE OF ANMORE AMENDMENT**



**SCHEDULE B**  
**CITY OF NEW WESTMINSTER REGIONAL LAND USE DESIGNATION AMENDMENTS**

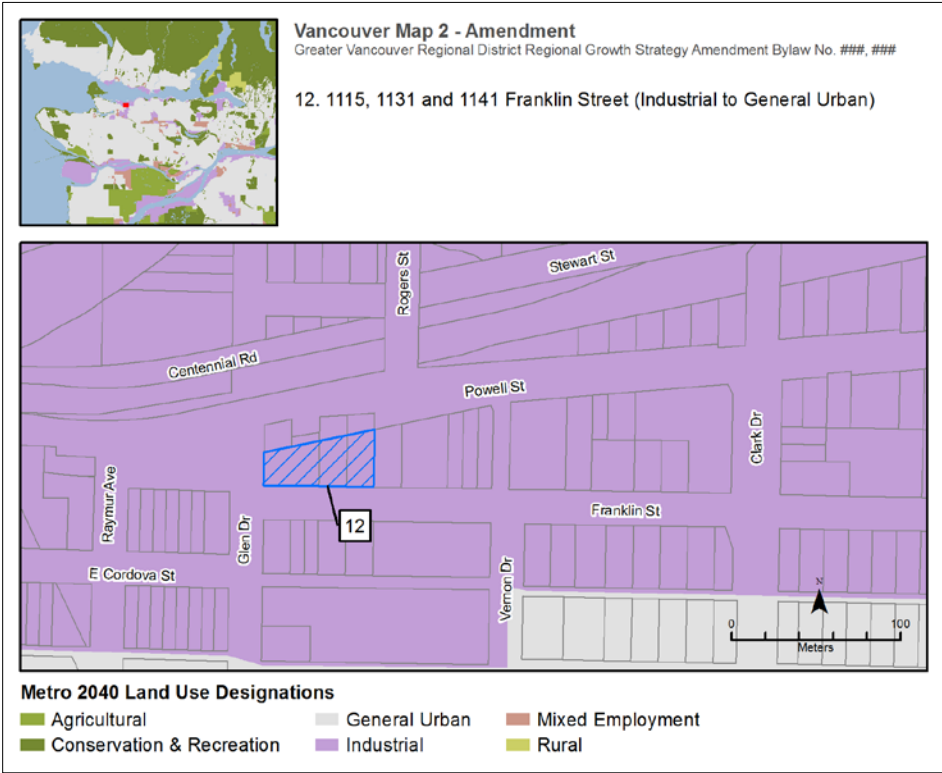
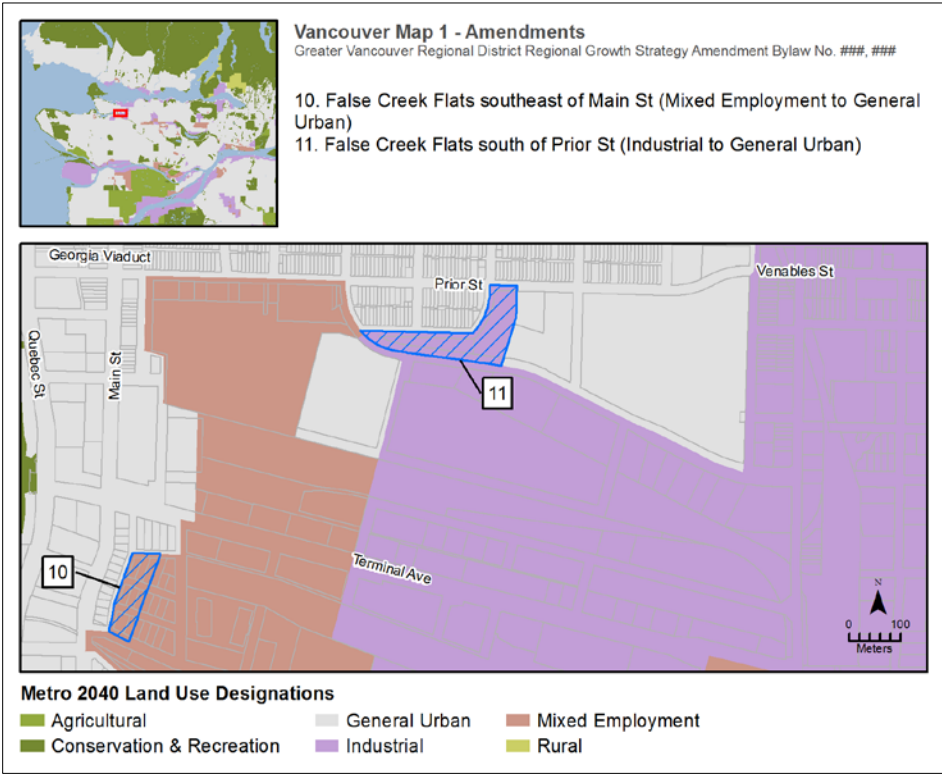


**SCHEDULE C**  
**CITY OF NEW WESTMINSTER ADDITION OF FREQUENT TRANSIT DEVELOPMENT AREAS**

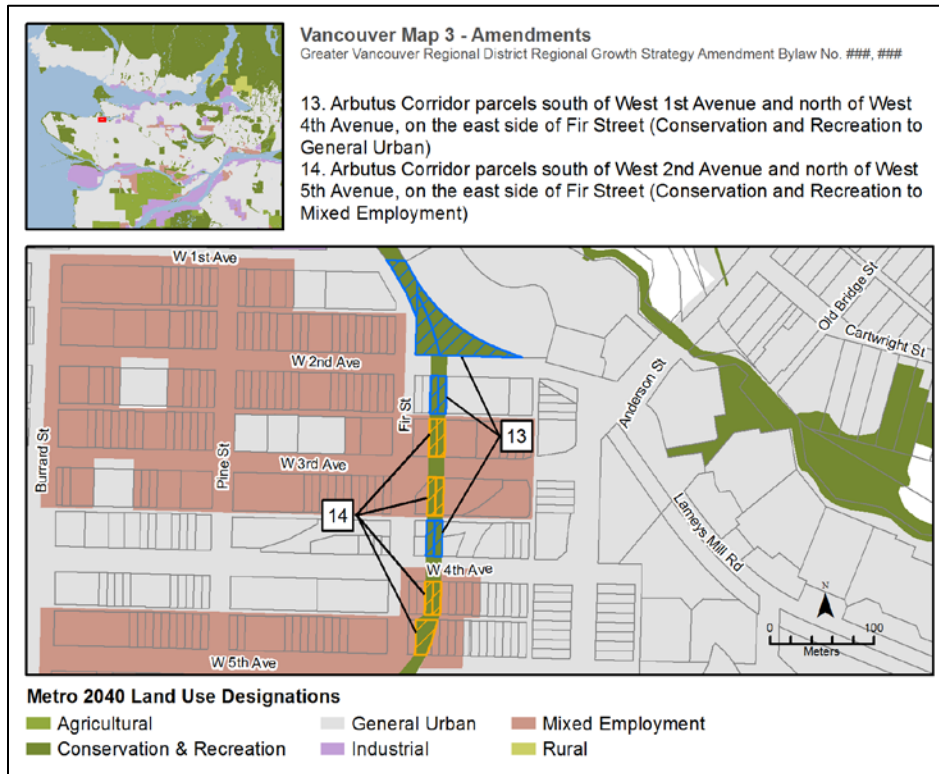




**SCHEDULE D**  
**CITY OF VANCOUVER REGIONAL LAND USE DESIGNATION AMENDMENTS**



**SCHEDULE D (Cont'd)**  
**CITY OF VANCOUVER REGIONAL LAND USE DESIGNATION AMENDMENTS**







July 30, 2019

Our File: 01-0480-20/RD13-01/2019-1

Doc #: 3405037.v1

Chris Plagnol, Corporate Officer  
Metro Vancouver  
4330 Kingsway  
Burnaby BC V5H 4G8

By e-mail: [chris.plagnol@metrovancover.org](mailto:chris.plagnol@metrovancover.org)

**RE: Metro 2040 Amendment Bylaw No. 1285, 2019 to Reflect Accepted Regional context Statements**

Thank you for the opportunity to review and comment on the proposed Regional Growth Strategy (RGS) Amendment Bylaw No. 1285, 2019 to reflect accepted Regional Context Statements (RCS).

After reviewing the attached Metro Vancouver staff report, Coquitlam staff does not have any comments regarding the proposed Type 3 amendment to the RGS, to incorporate regional land use designation changes, the expansion of the Urban Containment boundary and the addition of Frequent Transit Development Areas to reflect accepted RCS's.

Please note that these are only staff comments, and Coquitlam Council has not received / considered a staff report on this proposed RGS amendment. However, Coquitlam Council will be made aware of this proposed RGS amendment and associated staff comments and the City's Metro Vancouver Board representatives will be considering the proposed RGS amendment bylaw at a future Metro Vancouver Board meeting.

Should you have any questions, or require any further information, please feel free to contact me by e-mail at [amerrill@coquitlam.ca](mailto:amerrill@coquitlam.ca) or by phone at 604-927-3416.

Best regards,

A handwritten signature in black ink that reads "Andrew Merrill". The signature is written in a cursive style and is contained within a rectangular box.

Andrew Merrill, MCIP RPP  
Manager Community Planning

c- Mayor and Council, City of Coquitlam  
Jim McIntyre, General Manager, Planning and Development, City of Coquitlam

July 24, 2019

File: 01-0480-20-03

Via email: [Chris.Plagnol@metrovancover.org](mailto:Chris.Plagnol@metrovancover.org)

Chris Plagnol, Director/Corporate Officer, Board and Information Services  
Metro Vancouver  
4730 Kingsway  
Burnaby, BC V5H 0C6

Dear Mr. Plagnol:

**Re: Metro Vancouver 2040: Shaping our Future – Amendment to Reflect Accepted Regional Context Statements – Bylaw No. 1285, 2019**

At the Regular Council meeting held on July 23, 2019, Council considered the attached report dated July 9, 2019 from the Planning and Development Department – Policy Planning Division regarding Metro Vancouver 2040: Shaping our Future – Amendment to Reflect Accepted Regional Context Statements – Bylaw No. 1285, 2019 and passed the following resolution:

RC19/360

THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019 as recommended in the report dated July 9, 2019 from the Planning and Development Department – Policy Planning Division regarding Metro Vancouver 2040: Shaping our Future – Amendment to Reflect Accepted Regional Context Statements – Bylaw No. 1285, 2019.

Sincerely,



Dorothy Shermer  
Corporate Officer



# City of Port Moody

## Report/Recommendation to Council

Date: July 9, 2019 File No. 01-0480-20-03

Submitted by: Planning and Development Department – Policy Planning Division

Subject: Metro Vancouver 2040: Shaping our Future – Amendment to Reflect Accepted Regional Context Statements – Bylaw No. 1285, 2019

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### Purpose / Introduction

To present a notification for a proposed minor amendment to *Metro Vancouver 2040* from Metro Vancouver to incorporate revisions to regional land use designations in the accepted Regional Context Statements pertaining to the Village of Anmore and the City of New Westminster; and regional land use designation revisions made under Section 6.2.7 of *Metro 2040* in the City of Vancouver to enable the provision of affordable housing and the Arbutus Greenway.

### Recommended Resolutions

**THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019 as recommended in the report dated July 9, 2019 from the Planning and Development Department – Policy Planning Division regarding Metro Vancouver 2040: Shaping our Future – Amendment to Reflect Accepted Regional Context Statements – Bylaw No. 1285, 2019.**

### Background

At its May 24, 2019 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD Board) adopted the following resolution:

That the MVRD Board:

- a) initiate the Metro Vancouver 2040: Shaping our Future amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas stemming from accepted regional context statements;
- b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019”; and
- c) direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of Metro Vancouver 2040: Shaping our Future.

**Report/Recommendation to Council**

Metro Vancouver 2040: Shaping our Future – Amendment to Reflect Accepted Regional Context Statements – Bylaw No. 1285, 2019  
July 9, 2019

The notification letter from Metro Vancouver and associated report to the Regional Planning Committee is included as **Attachment 1**. The deadline to provide written comments is August 2, 2019.

One of the revised Regional Context Statements included in this amendment pertains to the Village of Anmore. At the February 13, 2019 Regular Council meeting, Council considered a request for comments on the proposed Village of Anmore Official Community Plan Bylaw No. 590-2019 to allow for membership in the Greater Vancouver Sewerage & Drainage District (GVS&DD). Staff recommended that it was in the City's interest to support this request to help facilitate the connection of 51 existing dwelling units at Anmore Green Estates (AGE) to the GVS&DD in order to prevent further sewage leakage onto adjacent lands, including those within Port Moody. The following resolution was passed:

RC19/071

THAT proposed Village of Anmore Official Community Plan Amendment Bylaw No. 590-2019 be supported as recommended in the report dated February 13, 2019 from the Planning and Development Department – Policy Planning Division regarding Request for Comments – Village of Anmore Official Community Plan Amendment Bylaw No. 590-2019.

One of the next steps in the process for the Village of Anmore to obtain membership in the GVS&DD includes Metro Vancouver Board acceptance of the proposed amended Regional Context Statement included in this recent notification from Metro Vancouver.

**Discussion**

*Metro Vancouver 2040: Shaping our Future (Metro 2040)* section 6.2.6 allows the MVRD Board to accept Regional Context Statements (RCS) that include revisions to *Metro 2040* that the MVRD Board deems to be 'generally consistent' with *Metro 2040*. *Metro 2040* section 6.3.4 i) provides that these revisions can be incorporated into the regional growth strategy through a Type 3 amendment. Adoption of a Type 3 amendment requires adoption of an amendment bylaw by an affirmative 50%+1 weighted vote of the Board, and does not require a regional Public Hearing.

The proposed *Metro 2040* amendment would incorporate regional land use designation and overlay map revisions contained within the Regional Context Statements accepted by the MVRD Board for the Village of Anmore, the City of New Westminster, and the City of Vancouver. This amendment would revise *Metro 2040* Maps 2, 4, 5, 6, 8, 9, 11, and 12.

Proposed Amendment Bylaw No. 1285, 2019

Each part of the proposed amendment was previously considered and accepted by the Metro Vancouver Board. These include the following:

- revisions to regional land use designations for the Village of Anmore and City of New Westminster;

**Report/Recommendation to Council**

Metro Vancouver 2040: Shaping our Future – Amendment to Reflect Accepted Regional Context Statements – Bylaw No. 1285, 2019  
 July 9, 2019

- an adjustment to the Urban Containment Boundary for the Village of Anmore;
- three new Frequent Transit Development Areas (FTDAs) in the City of New Westminster; and
- minor regional land use designation changes for the City of Vancouver to facilitate affordable housing and the Arbutus Greenway without updating its RCS, by invoking the flexibility provisions of section 6.2.7 of *Metro 2040*.

Additional details are provided below in Table 1.

<b>Municipality</b>	<b><i>Metro 2040</i> Amendments</b>
Village of Anmore	<ul style="list-style-type: none"> <li>• Urban Containment Boundary Change to include Anmore Green Estates (AGE); and</li> <li>• Regional land use designation change (Rural to General Urban)</li> </ul>
City of New Westminster	<ul style="list-style-type: none"> <li>• Three New FTDAs (located at 22<sup>nd</sup> Street Station, Sapperton Station, and Braid Station); and</li> <li>• Six minor regional land use designation changes (all regional “Industrial” to “Conservation and Recreation”)</li> </ul>
City of Vancouver	<ul style="list-style-type: none"> <li>• Two locations in the False Creek Flats and three parcels on Franklin Street amended from regional “Mixed Employment” or “Industrial” to “General Urban” to facilitate temporary modular housing; and</li> <li>• Locations along the Arbutus Corridor amended from regional “Conservation and Recreation” to “General Urban” and “Mixed Employment” to facilitate the Arbutus Greenway.</li> </ul>

Table 1: Summary of *Metro 2040* Bylaw No. 1285, 2019.

Council previously supported the proposed amendments related to the Village of Anmore which facilitate membership into the GVS&DD and new sewer connections from AGE to adjacent sewer infrastructure through Port Moody. Staff do not have any concerns with the amendments pertaining to the City of New Westminster and the City of Vancouver.

**Other Options**

THAT specific comments be provided to the MVRD Board regarding Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019.

**Financial Implications**

There are no financial implications associated with this report. As discussed in the report dated February 13, 2019 from the Planning and Development Department – Policy Planning Division related to the Village of Anmore proposed OCP amendment, it is anticipated that the Village of Anmore will be responsible for any costs associated with enabling new sewer connections from Anmore Green Estates (AGE) to adjacent sewer infrastructure through Port Moody if successful in obtaining membership into the GVS&DD.

**Report/Recommendation to Council**

Metro Vancouver 2040: Shaping our Future – Amendment to Reflect Accepted Regional Context Statements – Bylaw No. 1285, 2019  
July 9, 2019

**Communications / Civic Engagement**

Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No.1285, 2019 was referred to affected local governments for comment on the proposed amendment in accordance with section 437 of the *Local Government Act* and section 6.4.2 of *Metro 2040*.

**Council Strategic Plan Objectives**

Supporting amendment Bylaw No.1285, 2019 is consistent with the strategic priority areas of Community Evolution in the 2019-2022 Council Strategic Plan.

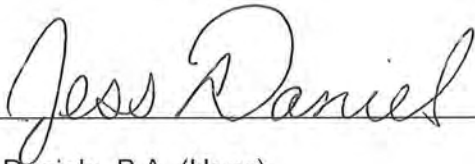


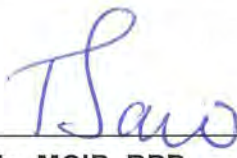
**Attachments:**

1. Notification letter from Metro Vancouver dated June 21, 2019 and Report to the Regional Planning Committee dated May 3, 2019.

**Report/Recommendation to Council**

Metro Vancouver 2040: Shaping our Future – Amendment to Reflect Accepted Regional Context Statements – Bylaw No. 1285, 2019

July 9, 2019

<b>Prepared by:</b>	<b>Reviewed by:</b>
 _____ Jess Daniels, B.A. (Hons) Policy Planner	 _____ Mary De Paoli, MCIP, RPP Manager of Planning  _____ André Boel, MCIP, RPP General Manager of Planning and Development
<b>Reviewed for Form and Content / Approved for Submission to Council:</b>	
<i>City Manager's Comments</i>  _____ Tim Savoie, MCIP, RPP City Manager	
<b>Corporate Review</b>	<b>Initials</b>



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Office of the Chair  
Tel. 604 432-6215 Fax 604 451-6614

JUN 21 2019

File: CR-12-01  
Ref: RD 2019 May 24

Mayor Rob Vagramov and Council  
City of Port Moody  
100 Newport Drive  
Port Moody, BC V3H 3E1

Dear Mayor Vagramov and Council:

**Re: Amending *Metro Vancouver 2040: Shaping our Future* to Reflect Accepted Regional Context Statements**

This letter is to inform you of a proposed amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy and to invite you to provide written comments on the proposed amendments.

At its May 24, 2019 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD Board) adopted the following resolution:

*That the MVRD Board:*

- a) *initiate the Metro Vancouver 2040: Shaping our Future amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas stemming from accepted regional context statements;*
- b) *give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019"; and*
- c) *direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of Metro Vancouver 2040: Shaping our Future.*

In accordance with Section 437 of the *Local Government Act*, and Section 6.4.2 of *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, this letter provides the opportunity for affected local governments to comment on the proposed amendment.

The proposed *Regional Growth Strategy Amendment Bylaw No. 1285, 2019* would incorporate a number of minor *Metro 2040* regional land use designation and overlay map revisions that have previously received MVRD Board approval, including the addition of new Frequent Transit Development Areas, contained within the MVRD-Board accepted Regional Context Statements for the City of New Westminster and Village of Anmore. It would also incorporate three regional land use designation revisions made under Section 6.2.7 of *Metro 2040* (i.e. the "flexibility clause") in the City

29783620

of Vancouver; these revisions were made to enable the provision of affordable housing and the Arbutus Greenway.

The proposed amendment is a Type 3 minor amendment that requires the adoption of an amendment bylaw with an affirmative 50%+1 weighted vote of the MVRD Board.

Please note that each part of the proposed amendment was previously considered and accepted by Metro Vancouver. A Metro Vancouver staff analysis for all of the map revisions was considered and accepted by the Metro Vancouver Board as part of each of the respective Regional Context Statement acceptance processes. Enclosed is a copy of the staff report that summarizes the proposed changes to *Metro 2040* that will result from *Regional Growth Strategy Amendment Bylaw No. 1285, 2019*.

You are invited to provide written comments on the proposed amendment to *Metro 2040*. Please provide comments in the form of a Council or Board resolution, as applicable, and submit to [Chris.Plagnol@metrovancover.org](mailto:Chris.Plagnol@metrovancover.org) by Friday, August 2, 2019.

If you have any questions with respect to the proposed amendment please contact Erin Rennie, Senior Planner, Regional Planning by phone at 778-452-2690 or by email at [Erin.Rennie@metrovancover.org](mailto:Erin.Rennie@metrovancover.org).

Yours sincerely,



Sav Dhaliwal  
Chair, Metro Vancouver Board

SD/HM/er

Encl: Report dated April 13, 2019, titled "Amending Metro Vancouver 2040: Shaping our Future to Reflect Accepted Regional Context Statements" (Doc# 29335206)



## Section G 1.1

---

To: Regional Planning Committee

From: Erin Rennie, Senior Planner, Regional Planning

Date: April 13, 2019 Meeting Date: May 3, 2019

Subject: **Amending *Metro Vancouver 2040: Shaping our Future* to Reflect Accepted Regional Context Statements**

---

**RECOMMENDATION**

That the MVRD Board:

- a) initiate the *Metro Vancouver 2040: Shaping our Future* amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas stemming from accepted regional context statements;
  - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019”; and
  - c) direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.
- 

**PURPOSE**

This report proposes a Type 3 minor amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)* for consideration by the Regional Planning Committee and MVRD Board.

**BACKGROUND**

On June 23, 2017 the MVRD Board adopted *Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1246, 2017*, which incorporated amendments to *Metro 2040* associated with the acceptance of three Regional Context Statements (RCSs). Since then, the MVRD Board has accepted updated RCSs from the City of New Westminster, and the Village of Anmore that trigger a required Type 3 minor amendment to *Metro 2040*.

This report proposes a minor amendment that will amend *Metro 2040* to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas (FTDAs) stemming from accepted RCSs, as well as mapping updates initiated by municipalities under *Metro 2040* Section 6.2.7 (known as the “flexibility clause”).

**THE PROPOSED AMENDMENT**

Type 3 minor amendments have been used in the past as a means to amend the regional growth strategy to reflect mapping changes made through accepted regional context statements. While the amendments that are included have been approved by the MVRD Board through the RCS acceptance process over the past 2 years, the amendment bylaw is required to amend *Metro 2040* to reflect those changes.

This proposed amendment resulting from accepted regional context statements is a required administrative step, but presents no new information. All changes have already been considered by the MVRD Board through the RCS acceptance process or have been made under *Metro 2040* Section 6.2.7.

#### **Policy Context**

Section 6.2.6 of *Metro 2040* allows the MVRD Board to consider and accept RCSs that include regional land use designation revisions that the Board deems to be “generally consistent” with the *Metro 2040*. Section 6.2.7 of *Metro 2040* allows municipalities to include language in their respective RCS that permits (with limitations) amendments to the municipality’s Official Community Plan that adjust the boundaries of regional land use designations. Section 6.3.4(i) of *Metro 2040* provides that these revisions can be incorporated into the regional growth strategy by way of a Type 3 Minor Amendment. A Type 3 amendment requires the adoption of an amendment bylaw passed by an affirmative 50%+1 weighted vote of the MVRD Board, and does not require a public hearing.

#### **Accepted Regional Context Statements 2017-2019**

The updated RCSs from the Village of Anmore and City of New Westminster include revisions to regional land use designation maps, an adjustment to the Urban Containment Boundary, and the introduction of three new FTDAs.

The City of Vancouver has made minor regional land use designation changes to facilitate the provision of affordable housing and the Arbutus Greenway without updating its RCS, by invoking the flexibility provisions of Section 6.2.7 of *Metro 2040* and has advised Metro Vancouver, in writing, as set out in *Metro 2040* Section 6.2.9.

Metro Vancouver staff provided specific analysis for all of these changes as part of the respective RCSs submitted to the MVRD Board for acceptance (Table 1).

#### **Mapping Updates to *Metro 2040***

The proposed *Metro 2040* bylaw amendment (Attachment 1) proposes: 12 regional land use designation changes (i.e. one in Village of Anmore, 6 in the City of New Westminster, and 5 in the City of Vancouver); 3 new FTDAs added in the City of New Westminster; and an Urban Containment Boundary expansion in the Village of Anmore. These changes, while already being approved by the MVRD Board, require updates to *Metro 2040* Maps 2, 4, 5, 6, 8, 9, 11, and 12. These are summarized in Table 1 below.

**Table 1: Summary of Bylaw No. 1285, 2019 Metro 2040 Amendments**

Municipality	Metro 2040 Amendments	MVRD Board Report Date
Village of Anmore	<ul style="list-style-type: none"> <li>Urban Containment Boundary change</li> <li>Regional land use designation change (Rural to General Urban)</li> </ul>	Feb 13, 2019 (item 5.1)
City of New Westminster	<ul style="list-style-type: none"> <li>3 New FTDA's (22<sup>nd</sup> St. Stn., Sapperton Stn., Braid Stn.)</li> <li>6 minor regional land use designation changes (all regional "Industrial" to "Conservation / Recreation")</li> </ul>	Aug 31, 2017
Municipality	Metro 2040 Amendments	Sec. 6.2.7. Notification Date
City of Vancouver	<ul style="list-style-type: none"> <li>Two locations in the False Creek Flats and three parcels on Franklin Street amended from regional "Mixed Employment" or "Industrial" to "General Urban" to facilitate temporary modular housing</li> <li>Locations along the Arbutus Corridor amended from regional "Conservation and Recreation" to "General Urban" and "Mixed Employment" to facilitate the Arbutus Greenway.</li> </ul>	<p>False Creek Flats Letter to Metro Vancouver – Aug 10, 2017</p> <p>Franklin St Letter to Metro Vancouver - April 5, 2018</p> <p>Arbutus Corridor Letter to Metro Vancouver – March 27, 2019</p>

**Processing the Type 3 Minor Amendment**

The proposed amendment bylaw, along with a draft version of the staff report, was provided to the Regional Planning Advisory Committee on April 12, 2019, for information and comment as required by *GVRD Regional Growth Strategy Procedures Bylaw No. 1148, 2011*. No comments on the proposed amendment were provided.

**ALTERNATIVES**

1. That the MVRD Board:
  - a) Initiate the *Metro Vancouver 2040: Shaping our Future* amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas stemming from accepted regional context statements;
  - b) Give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019"; and
  - c) Direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.
  
2. That the MVRD Board receive for information the report dated March 22, 2019, titled "*Amending Metro Vancouver 2040: Shaping our Future to Reflect Accepted Regional Context Statements*" and provide alternative direction.

**FINANCIAL IMPLICATIONS**

There are no financial implications associated with this report. If the MVRD Board chooses Alternative 1, the proposed bylaw amendment will be initiated and given first, second, and third readings, and staff will notify affected local governments and agencies to provide an opportunity to offer comment. Staff will note in the correspondence to member jurisdictions that this amendment to *Metro 2040* is an administrative step, and that all proposed amendments within the bylaw have previously been considered by the MVRD Board through the acceptance of regional context statements or have been made under the provisions Section 6.2.7 of *Metro 2040* (the “flexibility clause”).

The proposed amendment bylaw would then be brought back to the MVRD Board with any comments from the notification period for consideration of final reading. The notification period will be approximately 45 days. The amendment notice will be posted on the Metro Vancouver website.

If the MVRD Board chooses Alternative 2, the process for updating *Metro 2040* to reflect Regional Context Statements will not be initiated. The result is that accepted RCSs and *Metro 2040* will be inconsistent, which has no material effect as the accepted RCSs are legally binding. However, *Metro 2040*, as the publicly accessible and consolidated record of the accepted RCSs, would not reflect the Board’s recent decisions.

**SUMMARY / CONCLUSION**

Since the adoption in July 2011 of *Metro 2040*, 21 Regional Context Statements have been accepted by the MVRD Board. Since the last such amendment in July 2017, 4 updated RCSs have been accepted by the MVRD Board and 3 RCSs have been submitted for reacceptance without amendment and subsequently accepted by the MVRD Board.

The recent RCSs include revisions to the *Metro 2040*’s land use designations, the addition of three FTDA’s, and the expansion of the Urban Containment Boundary. In addition, the City of Vancouver has used the flexibility provisions of Section 6.2.7 to make minor regional land use designation changes in three areas to facilitate the provision of affordable housing and the Arbutus Greenway.

Staff recommend Alternative 1.

**Attachment**

Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019

**References:**

1. *Metro Vancouver 2040: Shaping our Future Amendment to Reflect Accepted Regional Context Statements (Bylaw No. 1246, 2017, dated May 30, 2017)*
2. *Metro Vancouver 2040: Shaping our Future Amendment to Reflect Accepted Regional Context Statements (Bylaw No. 1223, 2015), dated June 11, 2015*

29335206



**ATTACHMENT**

**METRO VANCOUVER REGIONAL DISTRICT  
BYLAW NO. 1285, 2019**

A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy  
Bylaw Number 1136, 2010"

**WHEREAS:**

- A. Metro Vancouver Regional District Board (the "Board") has adopted the "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" on July 29, 2011;
- B. The Board has accepted a number of member municipality regional context statements that contain maps that differ from the official regional land use designation maps contained in the Regional Growth Strategy, as maintained by Metro Vancouver Regional District;
- C. The Board wishes to amend the Regional Growth Strategy official regional land use designation maps so that such maps reflect the maps included in the accepted municipal regional context statements;
- D. In accordance with Regional Growth Strategy Section 6.3.4(i), any amendment to the Regional Growth Strategy mapping that incorporates maps included in an accepted regional context statement is considered a Type 3 amendment; and
- E. Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010";

**NOW THEREFORE**, the Board of the Metro Vancouver Regional District Board enacts as follows:

- 1. "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" is hereby amended as follows:
  - a) the official land use designation maps numbered 2, 3, 4, 5, 11 and 12 be revised to record the changes in regional land use designations and extension of the Urban Containment Boundary within the Village of Anmore that are set out in the following table and shown in the maps contained in Schedule "A" attached to and forming part of this Bylaw;

REF#	AREA	FROM REGIONAL LAND USE DESIGNATION	TO REGIONAL LAND USE DESIGNATION	AFFECTED LAND AREA	REGIONAL CONTEXT ACCEPTANCE DATE
1	Anmore Green Estates	Rural	General Urban	5.67 ha	Mar 29, 2019

- b) the official land use designation maps numbered 2, 4, 5, 6, 8, 9, 11 and 12 be revised to record the changes in regional land use designations within the City of New Westminster that are set out in the following table and shown in the maps contained in Schedule "B" attached to and forming part of this Bylaw;

REF#	AREA	FROM REGIONAL LAND USE DESIGNATION	TO REGIONAL LAND USE DESIGNATION	AFFECTED LAND AREA	REGIONAL CONTEXT ACCEPTANCE DATE
2	Two-piece parcel south and west of Spruce St.	Industrial	Conservation and Recreation	0.35 ha	Sept 22, 2017
3	Parcel north of Canfor Ave.	Industrial	Conservation and Recreation	1.32 ha	Sept 22, 2017
4	Parcel east of Canfor Ave.	Industrial	Conservation and Recreation	0.53 ha	Sept 22, 2017
5	Parcel immediately south of Canfor Ave.	Industrial	Conservation and Recreation	0.74 ha	Sept 22, 2017
6	Parcel to the far south of Canfor Ave.	Industrial	Conservation and Recreation	0.25 ha	Sept 22, 2017

- c) the official regional growth strategy map numbered 4 be revised to record the addition of Frequent Transit Development Areas in the City of New Westminster that are set out in the following table and shown in the map contained in Schedule "C" attached to and forming part of this Bylaw;

MUNICIPALITY	REF#	MAP ADDITIONS	REGIONAL CONTEXT ACCEPTANCE DATE
City of New Westminster	7	Addition of 22 <sup>nd</sup> Street Station FTDA	Sept 22, 2017
	8	Addition of Braid Street Skytrain FTDA	Sept 22, 2017
	9	Addition of Sapperton Skytrain FTDA	Sept 22, 2017

- d) the official land use designation maps numbered 2, 3, 4, 6, 11 and 12 be revised to record the changes in regional land use designations within the City of Vancouver that are set out in the following table and shown in the maps contained in Schedule "D" attached to and forming part of this Bylaw;

REF#	AREA	FROM REGIONAL LAND USE DESIGNATION	TO REGIONAL LAND USE DESIGNATION	AFFECTED LAND AREA	NOTIFICATION DATE
10	False Creek Flats southeast of Main St.	Mixed Employment	General Urban	0.54 ha	August 10, 2017
11	False Creek Flats south of Prior St.	Industrial	General Urban	1.0 ha	August 10, 2017
12	1115, 1131, 1141 Franklin St.	Industrial	General Urban	0.18 ha	April 5, 2018
13	Arbutus Corridor parcels south of West 1 <sup>st</sup> Ave and north of	Conservation and Recreation	General Urban	0.43 ha	March 27, 2019

14	West 4 <sup>th</sup> Ave on east side of Fir St. Arbutus Corridor parcels south of West 2 <sup>nd</sup> Ave and north of West 5 <sup>th</sup> Ave, on the east side of Fir St.	Conservation and Recreation	Mixed Employment	0.21 ha	March 27, 2019
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2. This bylaw shall be cited as “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019”. This bylaw may be cited as “Regional Growth Strategy Amendment Bylaw No. 1285, 2019”.

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

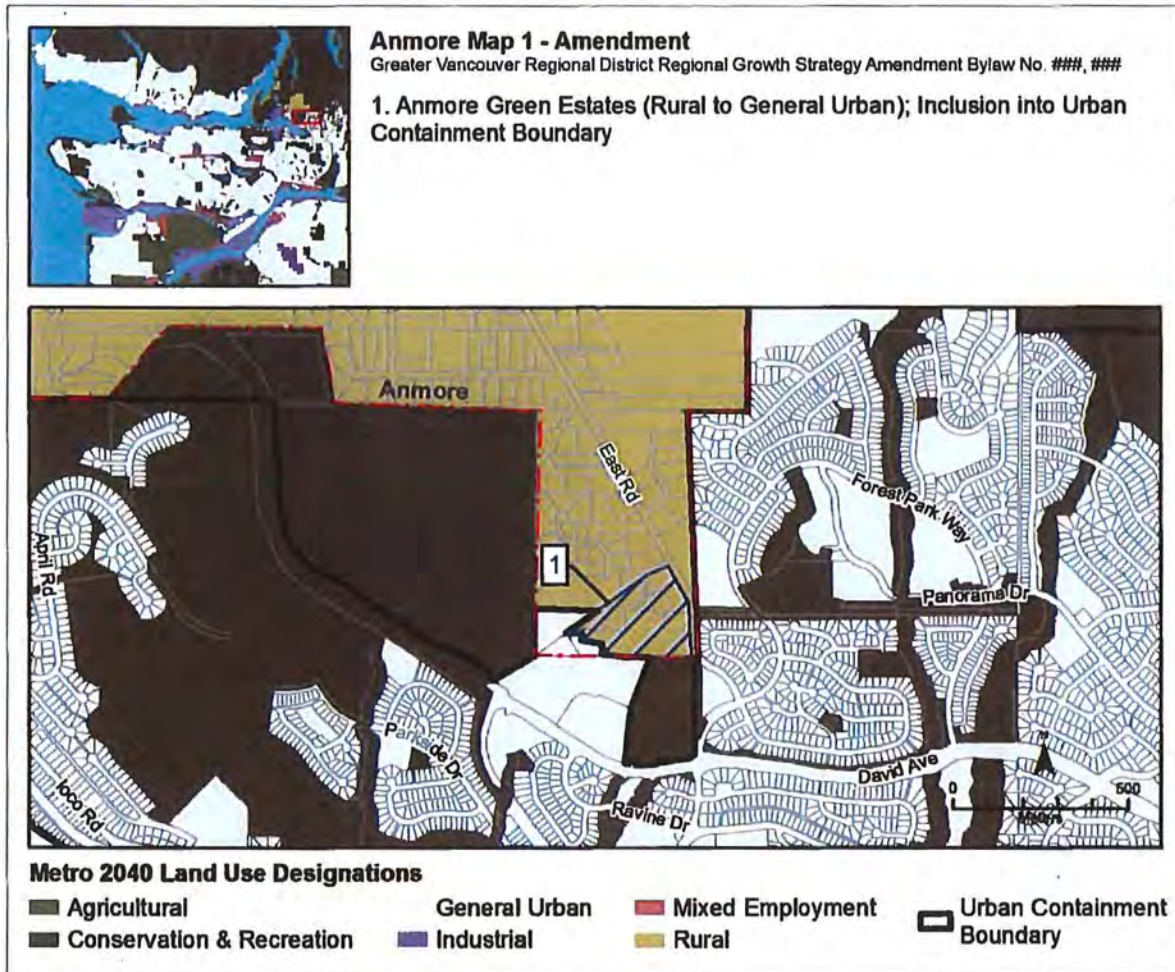
Read a third time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Passed and finally adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

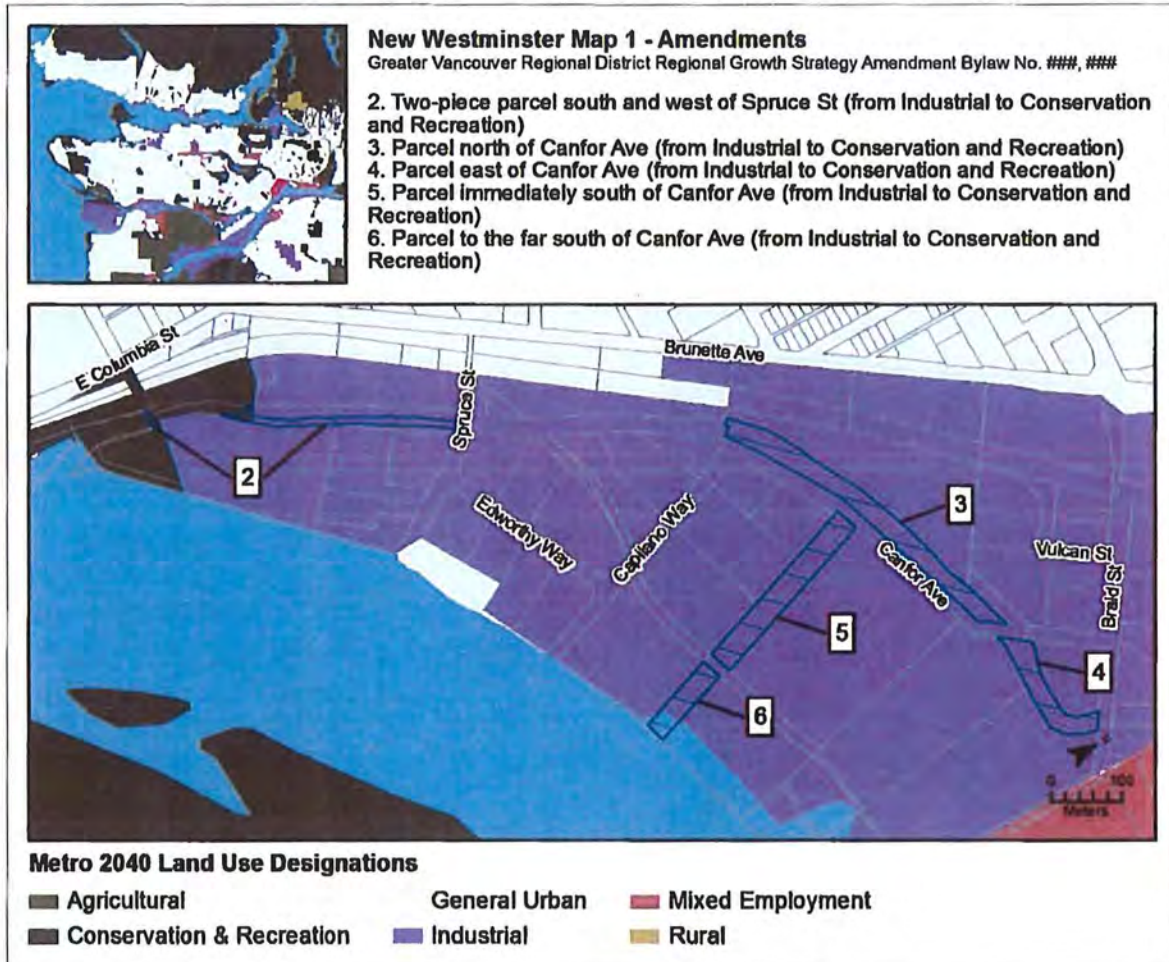
\_\_\_\_\_  
Sav Dhaliwal, Chair

\_\_\_\_\_  
Chris Plagnol, Corporate Officer

**SCHEDULE A**  
**VILLAGE OF ANMORE AMENDMENT**

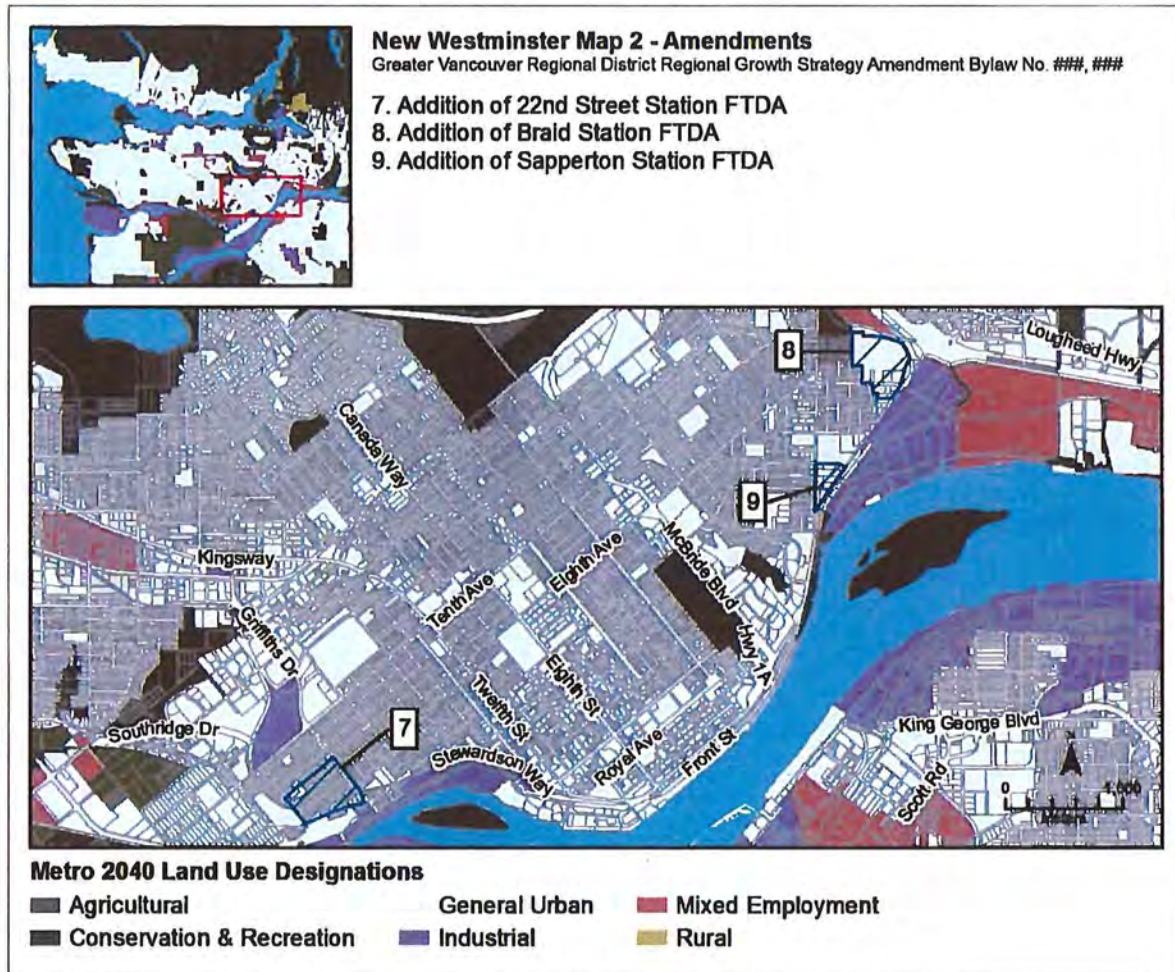


**SCHEDULE B**  
**CITY OF NEW WESTMINSTER REGIONAL LAND USE DESIGNATION AMENDMENTS**

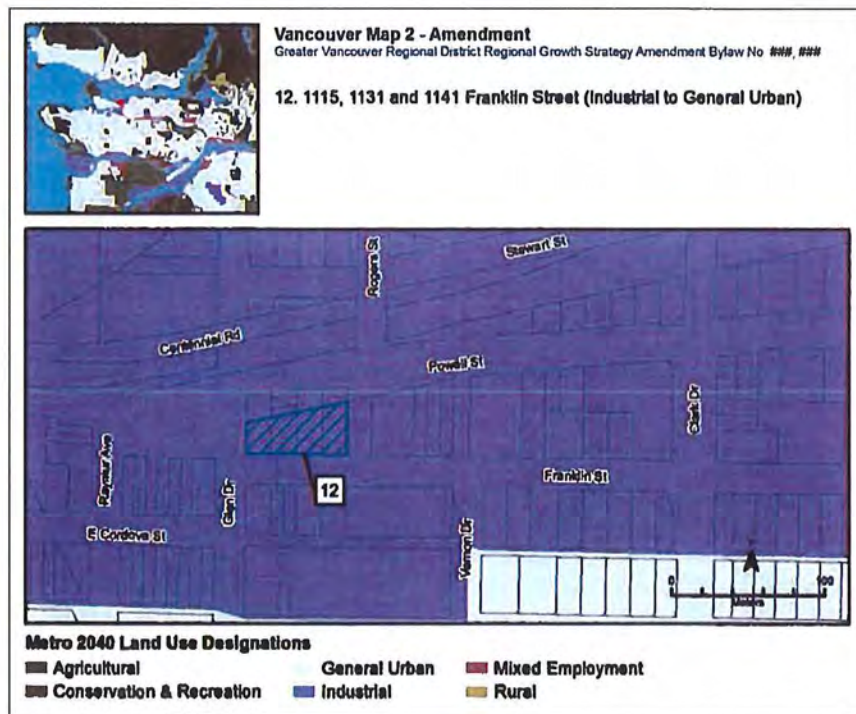
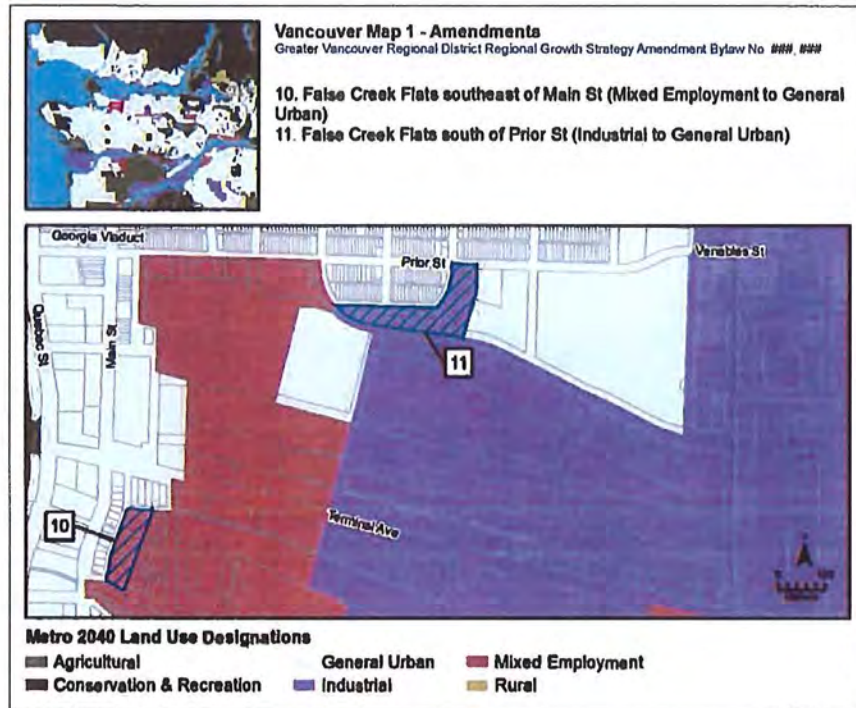




**SCHEDULE C**  
**CITY OF NEW WESTMINSTER ADDITION OF FREQUENT TRANSIT DEVELOPMENT AREAS**

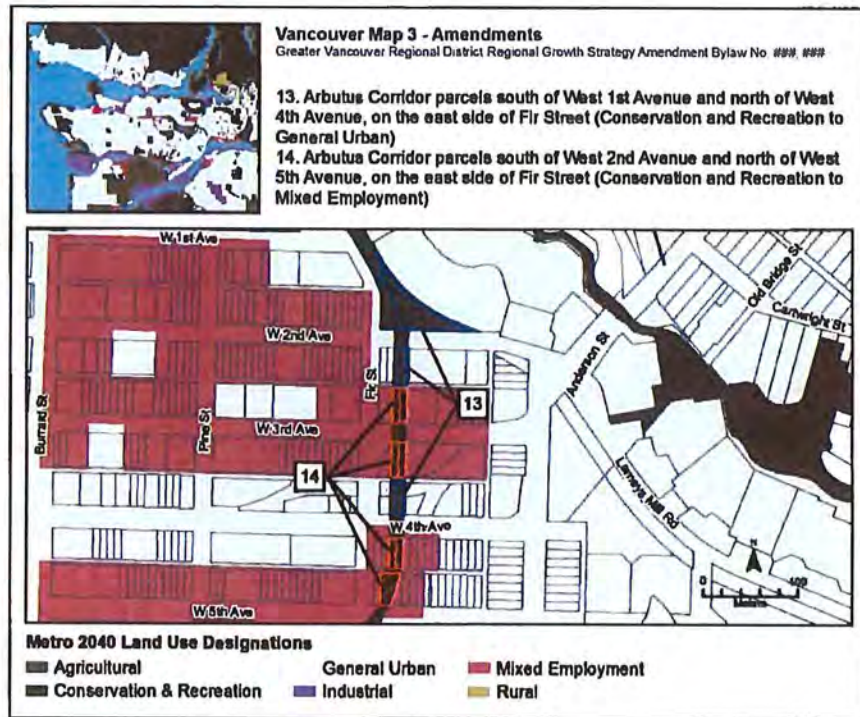


**SCHEDULE D**  
**CITY OF VANCOUVER REGIONAL LAND USE DESIGNATION AMENDMENTS**





**SCHEDULE D (Cont'd)**  
**CITY OF VANCOUVER REGIONAL LAND USE DESIGNATION AMENDMENTS**



August 1, 2019

Chris Plagnol, Corporate Officer  
Metrotower III  
4730 Kingsway  
Burnaby, BC V5H 0C6

Dear Mr. Plagnol,

Re: **Type 3 Minor Amendments to *Metro Vancouver 2040: Shaping our Future* to Reflect Accepted Regional Context Statements**

Thank you for the opportunity to provide comments on the proposed Type 3 Minor Amendments to the *Metro Vancouver 2040: Shaping our Future* Regional Growth Strategy (RGS).

As noted in the May 24, 2019 staff report, seven of the fourteen proposed amendments would see a total of 10.80 ac (4.37 ha) of land currently designated "Industrial" converted to "Conservation and Recreation" in New Westminster and "General Urban" in Vancouver. Even though the parcels being amended are small, it is a serious concern to the Vancouver Fraser Port Authority (VFPA) that industrial lands in Metro Vancouver are being converted to other uses at an alarming rate. Despite Metro Vancouver's stated commitment to protecting the region's supply of industrial land and promoting its efficient use, data shows that over 870 acres of industrial land has been lost to municipal rezoning between 2010 and 2015. This has a significant impact on the region's economy, as every 100 acres of industrial land lost, results in a corresponding \$1.9 billion loss of economic benefit. Therefore, any reduction to the region's supply of industrial land has a significant effect on the region's ability to meet the current and future needs of its employment and trade industries.

The VFPA would like to encourage Metro Vancouver to maintain its commitment to protecting the remaining industrial land supply by preventing conversions to other uses. We look forward to continuing to work closely with Metro Vancouver on the protection of the industrial land supply.

Sincerely,

VANCOUVER FRASER PORT AUTHORITY



Greg Yeomans  
Director, Planning & Development

cc Theresa Rawle, Manager Development, Vancouver Fraser Port Authority  
Chris Bishop, Manager Planning, Vancouver Fraser Port Authority



# City of Richmond

6911 No. 3 Road,  
Richmond, BC V6Y 2C1  
[www.richmond.ca](http://www.richmond.ca)

July 23, 2019  
File: 08-4045-00/Vol 01

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

Metro Vancouver  
4330 Kingsway  
Burnaby, BC V5H 4G8  
via email: [Chris.Plagnol@metrovancover.org](mailto:Chris.Plagnol@metrovancover.org)

**Attention: Chris Plagnol, Corporate Officer**

Dear Mr. Plagnol:

**Re: Metro Vancouver Regional Plan: Amending Metro Vancouver 2040**

This is to advise that Richmond City Council at its Regular Council meeting held on Monday, July 22, 2019 considered the above matter and adopted the following resolution:

*That staff be directed as detailed in the report titled "Metro Vancouver Regional Plan Amendments" dated July 4, 2019 from the Manager, Policy Planning, to advise the Greater Vancouver Regional District Board that the City of Richmond has no objections to the minor amendments outlined in the Metro Vancouver request dated May 24, 2019.*

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

Yours truly,

David Weber  
Director, City Clerk's Office

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To: MVRD Board of Directors

From: Heather McNell, Director of Regional Planning and Electoral Area Services  
Chris Plagnol, Director of Board and Information Services

Date: September 17, 2019 Meeting Date: October 4, 2019

Subject: **Regional Growth Strategy Amendment Bylaw No. 1283 – MK Delta Lands, City of Delta**

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### **RECOMMENDATION**

That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated September 17, 2019 titled “Regional Growth Strategy Amendment Bylaw No. 1283 – MK Delta Lands, City of Delta”;
- b) give 3<sup>rd</sup> reading to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019*;
- c) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019* and notify the City of Delta; and,
- d) accept the City of Delta’s amended Regional Context Statement showing, for the MK Delta Lands site, a regional Industrial land use designation, and alteration of the Urban Containment Boundary.

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### **PURPOSE**

The purpose of this report is to provide the MVRD Board with: a summary of comments received as a result of the notification to local governments and agencies; the opportunity to give 3<sup>rd</sup> and final readings and adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019* to amend the regional land use designation and Urban Containment Boundary for the MK Delta lands (Attachment 1); and subsequently the opportunity to consider acceptance of the City of Delta’s amended Regional Context Statement.

### **BACKGROUND**

At its May 24, 2019 meeting, the MVRD Board passed the following resolution:

*That the MVRD Board:*

- a) *initiate the regional growth strategy amendment process for the City of Delta’s proposed regional growth strategy amendment for the property located at 7969 Highway 91 Connector;*
- b) *give first and second readings to “Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019”;*
- c) *direct staff to notify affected governments as per Metro Vancouver 2040: Shaping Our Future Section 6.4.2; and,*

- d) *direct staff to request additional information from City of Delta staff as laid out in the report dated March 15, 2019, entitled “Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands”.*

Metro Vancouver gave notice to affected local governments and appropriate agencies through a letter dated June 10, 2019, and requested written comments by September 6, 2019. The amendment notice was also posted on the Metro Vancouver website. This report provides a summary of comments received, the amendment bylaw for 3<sup>rd</sup> and final reading and adoption, and the City of Delta’s amended Regional Context Statement for acceptance.

#### **PROPOSED METRO 2040 LAND USE DESIGNATION AMENDMENT**

On February 12, 2019, the City of Delta submitted a request to Metro Vancouver for a Type 3 minor amendment to *Metro 2040* for the 62.7 ha (155 ac) property located at 7969 Highway 91 Connector in Delta. The proposed amendment is to change the regional land use designation of the subject property from Agricultural to Industrial, and to include the subject property within the Urban Containment Boundary. A staff assessment of the application was provided to the Regional Planning Committee and Board in April 2019 (Reference 1).

In reviewing the amendment request, Metro Vancouver staff noted a need for additional information regarding mitigation measures proposed for the industrial development on the lands to be re-designated. At its May 24, 2019, meeting, the MVRD Board directed staff to request the additional information from City of Delta staff. This supplemental information has been received and is attached to this report (Attachment 4). Staff are satisfied that the submission addresses the concerns set out in the report dated March 15, 2019, entitled “Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands”.

#### **COMMENTS FROM AFFECTED LOCAL GOVERNMENTS, EXTERNAL AGENCIES, AND THE PUBLIC**

Metro Vancouver received correspondence in response to the notification of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019* from the following municipalities (Attachment 2):

- City of Burnaby – (from staff) stated they had no comment on the proposed amendment;
- City of Coquitlam – (from staff) stated they had no comment on the proposed amendment, on the condition that the additional information being sought by Metro Vancouver being deemed acceptable by the MVRD Board and conditional exclusion supported by ALC;
- City of Port Moody – (from Council) passed a resolution stating no objections to the proposed amendment;
- City of Richmond – (from Council) passed a resolution objecting to the proposed amendment; and
- City of White Rock – (from staff) indicated that Council objected to the proposed amendment, however, no Council resolution was passed.

Metro Vancouver also received correspondence from the following agencies:

- Agricultural Land Commission – (from staff) confirmed completion of conditions of Lot 4 exclusion from the Agricultural Land Reserve (ALR), amendment of the ALR maps, and no objection to the bylaw adoption.

- TransLink – (from staff) indicated the benefits of the project, but also noted concern over the current lack of transit infrastructure to service the site, and encouraged the City and developer to consider various transportation demand management measures.

**PROPOSED AMENDMENT TO THE CITY OF DELTA’S REGIONAL CONTEXT STATEMENT**

The proposed *Metro 2040* amendment request triggers consequential amendments to the City of Delta’s Regional Context Statement to ensure consistency between *Metro 2040* and the City of Delta’s Official Community Plan. The City has amended its Regional Context Statement to include an updated regional land use designation map showing a regional land use designation change from Agricultural to Industrial on the MK Delta site, and an amended Urban Containment Boundary to include the lands. These changes are consistent with the proposed amendment. An amended Regional Context Statement and Delta City Council request for acceptance by the MVRD Board was received by Metro Vancouver on July 25, 2019 (Attachment 3).

Section 448 of the *Local Government Act* requires that any amendments to a municipality’s regional context statement must be submitted for acceptance by the regional district board, and the board must respond by resolution within 120 days after receipt indicating whether or not it accepts the regional context statement or amendment. If the board fails to act within this period for acceptance or refusal, the regional context statement will be deemed to have been accepted.

**ALTERNATIVES**

1. That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated September 17, 2019 titled “Regional Growth Strategy Amendment Bylaw No. 1283 – MK Delta Lands, City of Delta”;
- b) give 3<sup>rd</sup> reading to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019*;
- c) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019* and notify the City of Delta; and,
- d) accept the City of Delta’s amended Regional Context Statement showing, for the MK Delta Lands site, a regional Industrial land use designation, and alteration of the Urban Containment Boundary.

2. That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated September 17, 2019 titled “Regional Growth Strategy Amendment Bylaw No. 1283 – MK Delta Lands, City of Delta”;
- b) decline the City of Delta requested amendment to *Metro 2040* for the MK Delta Lands and not proceed with *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019*;
- c) decline to accept the City of Delta’s amended Regional Context Statement showing for the MK Delta Lands site, an industrial land use designation, and alteration of the urban containment boundary; and
- d) notify the City of Delta of the MVRD Board’s decision.



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## FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, the proposed amendment bylaw will be adopted and the City of Delta's amended Regional Context Statement will be accepted. The City of Delta will be notified of the decision and that its Council can proceed with final reading of the City's associated Official Community Plan amendment bylaw.

Regarding the City's request for the extension of sewerage services, Section 6.8.2 of *Metro 2040* states: "sites within the Urban Containment Boundary, which are designated General Urban, Industrial or Mixed Employment, would be eligible for sewerage services, subject to normal GVS&DD technical considerations, provided that the proposed development complies with the applicable policies under those designations...". The City of Delta could apply to GVS&DD Board for a connection to regional sewerage services for the MK Delta Lands site in alignment with this policy.

If the MVRD Board chooses Alternative 2, the *Metro 2040* amendment will not proceed. The City of Delta may challenge the decision a dispute resolution process may take place as set out by the *Local Government Act*. The cost of this dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

## SUMMARY / CONCLUSION

The City of Delta submitted a request to Metro Vancouver for a Type 3 minor amendment to *Metro 2040* for a property located at 7969 Highway 91 Connector. The proposed amendment is to change the regional land use designation of the subject property from Agricultural to Industrial, and to include the subject property within the Urban Containment Boundary.

In May 2019, the MVRD Board initiated the amendment process, gave first and second reading to *Regional Growth Strategy Amendment Bylaw No. 1283, 2019*. Five comments were received from local governments and two comments were received from other agencies.

As a result, staff recommend Alternative 1, that the MVRD Board receive the comments from affected local governments, regional agencies and public, and adopt *Regional Growth Strategy Amendment Bylaw No. 1283, 2019* and accept the consequential amended City of Delta Regional Context Statement.

## Attachments:

1. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019 (#28660636)
2. Comments from Affected Local Governments and Other Agencies (#32560979)
3. City of Delta Amended Regional Context Statement (#32303906)
4. Requested Additional Information from the City of Delta (#32604532)

## References:

1. [Report titled, "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands", dated March 15, 2019](#) (#29622457)

32538383



**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1283, 2019**

A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy  
Bylaw Number 1136, 2010"

**WHEREAS** the Metro Vancouver Regional District (the "MVRD) Board (the "Board") has adopted the "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" on July 29, 2011;

**WHEREAS** the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010";

**NOW THEREFORE** the Metro Vancouver Regional District Board of Directors enacts as follows:

1. "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" is hereby amended as follows:
  - a) Re-designating the subject property at 7969 Highway 91 Connector (Lot 4 Plan NWP1180 District Lot 437 Land District 2 Land District 36 Except Plan EPP375) from Agricultural to Industrial, as shown in the maps contained in Schedule "A" attached to and forming part of this Bylaw;
  - b) Extending the Urban Containment Boundary to encompass the subject property at 7969 Highway 91 Connector (Lot 4 Plan NWP1180 District Lot 437 Land District 2 Land District 36 Except Plan EPP375), as shown in the maps contained in Schedule "A" attached to and forming part of this Bylaw; and
  - c) Maps 2, 3, 4, 6, 7, 11, and 12, contained in Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010 are deleted and replaced with Maps 2, 3, 4, 6, 7, 11, and 12 as contained in Schedule "B" attached to and forming part of this Bylaw.
2. This bylaw shall be cited as "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019". This bylaw may be cited as "Regional Growth Strategy Amendment Bylaw No. 1283, 2019".

READ A FIRST TIME this 24 day of May, 2019.

READ A SECOND TIME this 24 day of May, 2019.

READ A THIRD TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

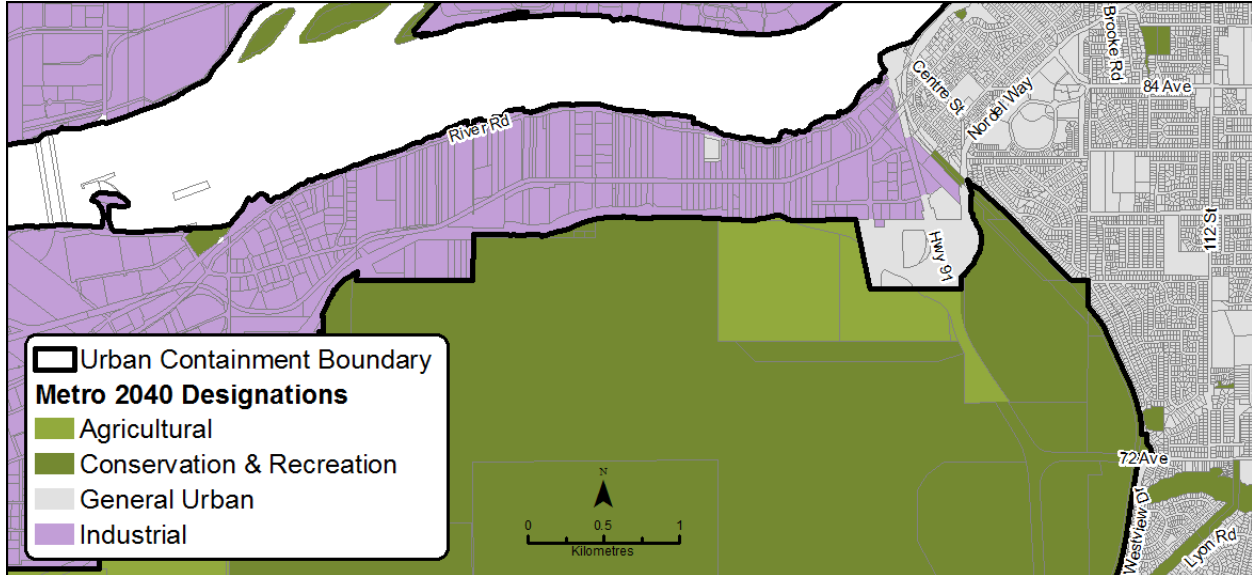
\_\_\_\_\_  
Sav Dhaliwal, Chair

\_\_\_\_\_  
Chris Plagnol, Corporate Officer

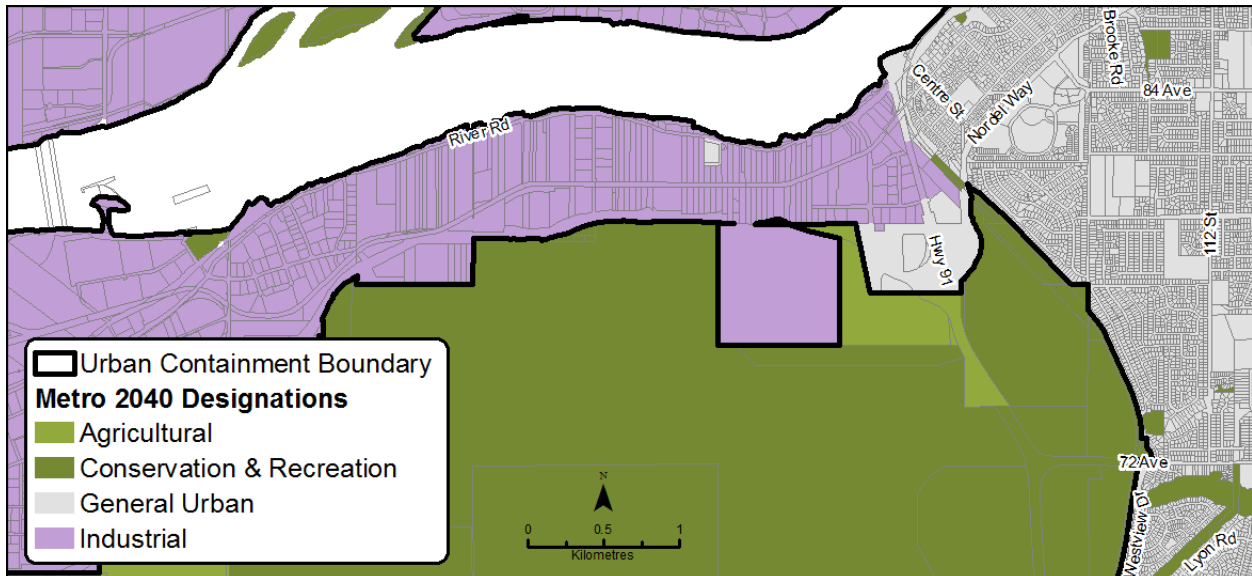
## SCHEDULE A

The subject property at 7969 Highway 91 Connector includes lands redesignated from Agricultural to Industrial.

### PRIOR TO AMENDMENT

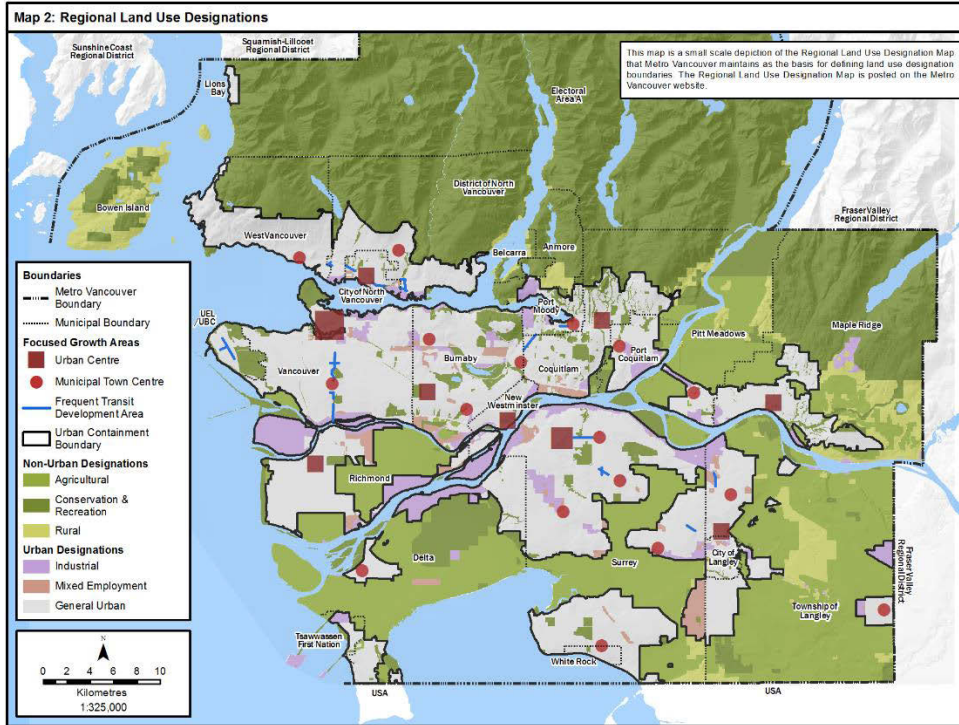


### POST AMENDMENT

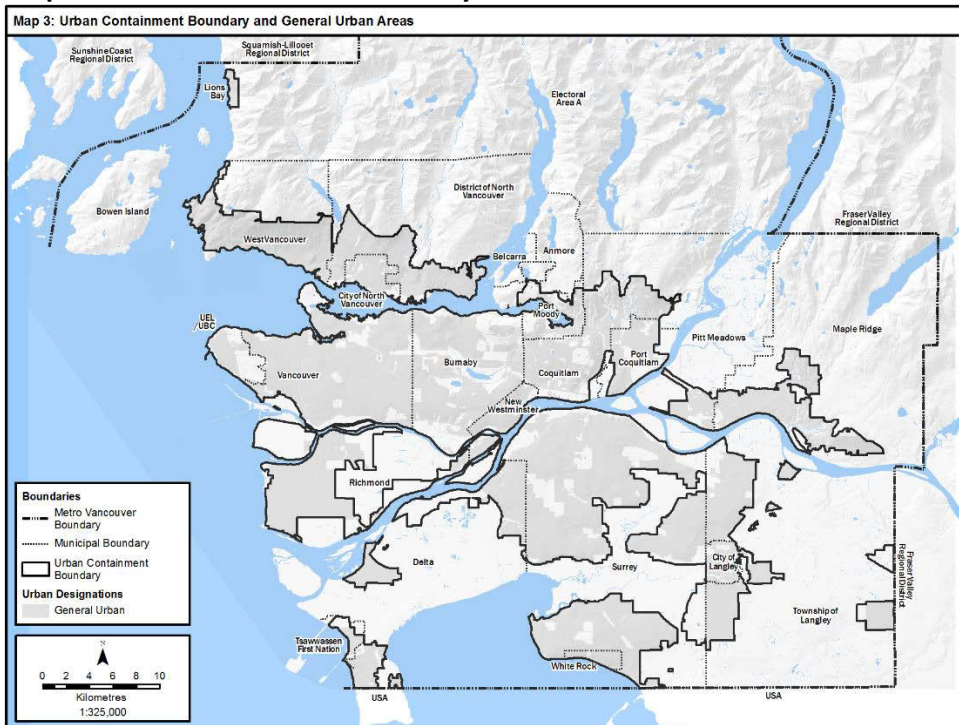


## SCHEDULE B

### Map 2 Regional Land Use Designations



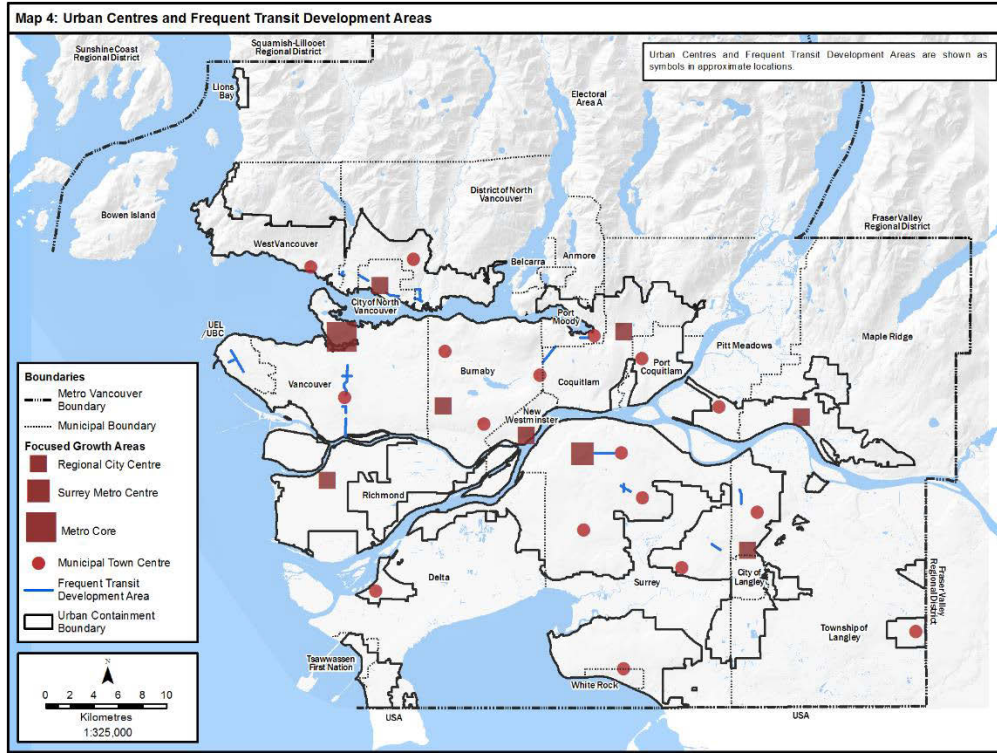
### Map 3 Urban Containment Boundary and General Urban Areas



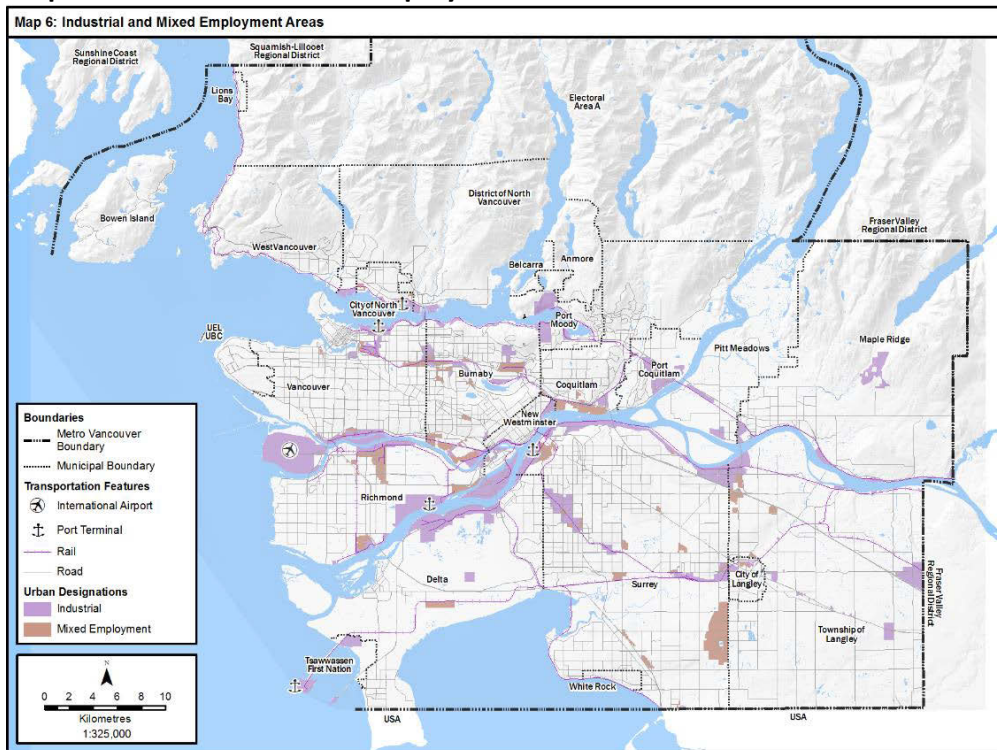


## SCHEDULE B (continued)

### Map 4 Urban Centres and Frequent Transit Development Areas

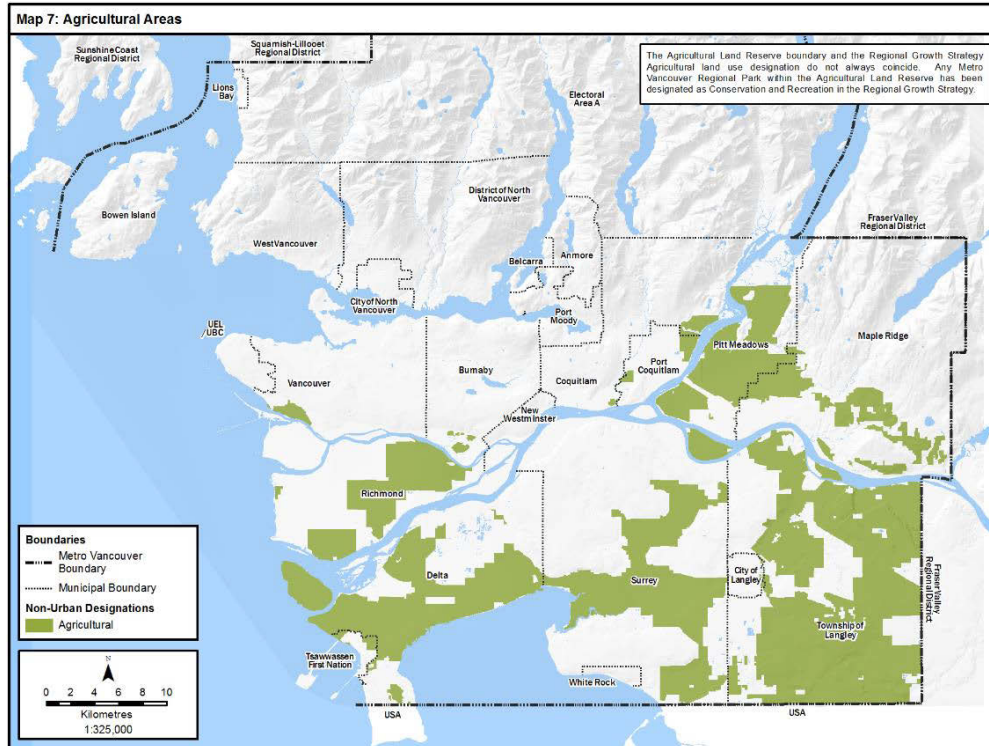


### Map 6 Industrial and Mixed Employment Areas

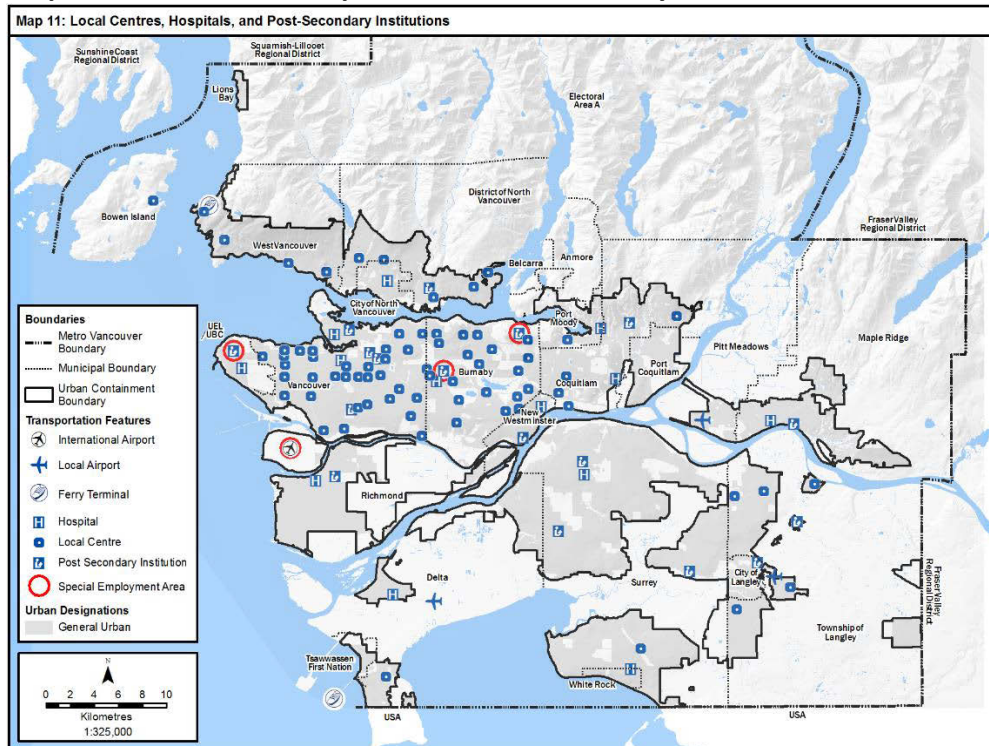


## SCHEDULE B (continued)

### Map 7 Agricultural Areas



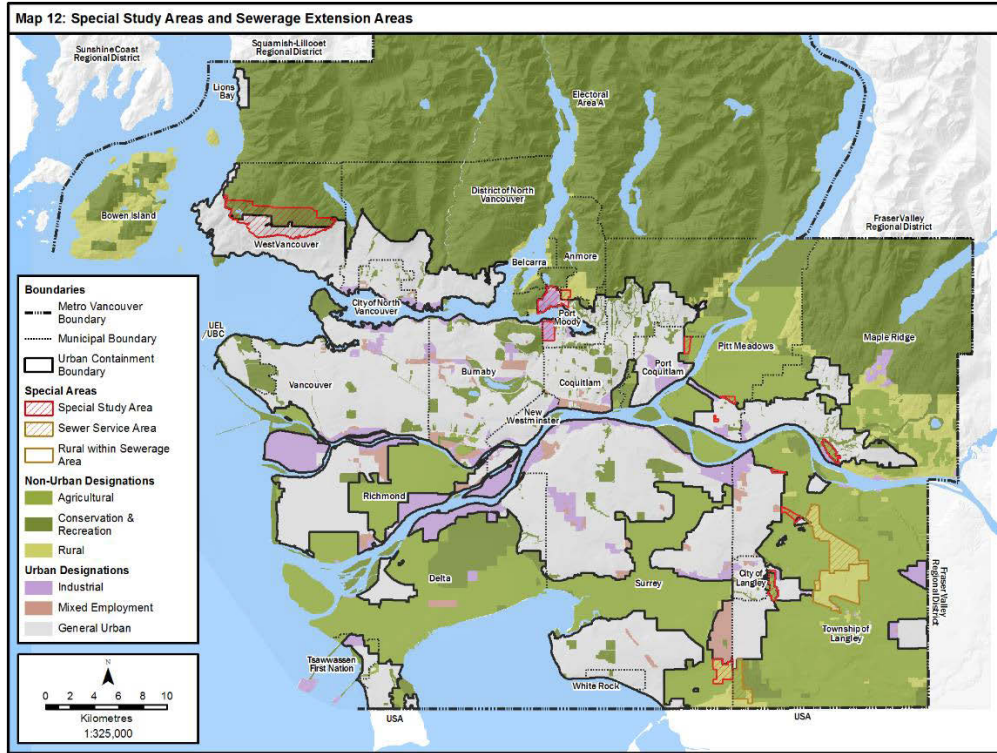
### Map 11 Local Centres, Hospitals and Post-Secondary Institutions





SCHEDULE B (continued)

Map 12 Special Study Areas and Sewerage Extension Areas



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**From:** James Stiver  
**Sent:** Friday, June 28, 2019 11:18 AM  
**To:** Gord Tycho  
**Subject:** FW: Amending MV 2040 to Reflect Accepted Regional Context Statements - Bylaw 1285 - 2019 Jun 21 - City of Burnaby

fyi

---

**From:** Garnett, Lee-Ann [mailto:Lee-Ann.Garnett@burnaby.ca]  
**Sent:** Friday, June 28, 2019 10:53 AM  
**To:** James Stiver  
**Cc:** Marcy Sangret  
**Subject:** RE: Amending MV 2040 to Reflect Accepted Regional Context Statements - Bylaw 1285 - 2019 Jun 21 - City of Burnaby

Hi James,

Burnaby Council received the Metro Van correspondence on the MK Delta lands amendment, and referred it to the Planning and Development Committee, which held their meeting on Tuesday night (June 26, 2019). The committee discussed the correspondence, but did not have any comments for Metro on this amendment. I'm emailing to advise, as the Clerk does not formally write to Metro Van to acknowledge this.

For your information, the PDC committee members who sit on Metro Van Committees said they were familiar with the amendment, had received presentations, and knew the MV staff position on the amendment – all of your efforts to present to various committees were successful in explaining the amendment.

Lee-Ann

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**Lee-Ann Garnett** | Assistant Director, Long Range Planning  
[lee-ann.garnett@burnaby.ca](mailto:lee-ann.garnett@burnaby.ca)  
Office 604-294-7408

---

**From:** RegionalPlanning <[RegionalPlanning@metrovancover.org](mailto:RegionalPlanning@metrovancover.org)>  
**Sent:** June-28-19 10:27 AM  
**To:** Garnett, Lee-Ann <[Lee-Ann.Garnett@burnaby.ca](mailto:Lee-Ann.Garnett@burnaby.ca)>  
**Subject:** Amending MV 2040 to Reflect Accepted Regional Context Statements - Bylaw 1285 - 2019 Jun 21 - City of Burnaby

Hello,

Please find attached correspondence that was sent to local governments and appropriate agencies to inform of a proposed amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy and to invite written comments on the proposed amendment.

Kristi



Kristi Galovich

Program Assistant, Regional Planning and Electoral Area Services

Planning and Environment

t. 604.432.6384



*This communication may contain information and advice that is confidential and/or privileged. If you are not the intended recipient, you may not disseminate, distribute or copy this communication. You are asked to delete it and contact the sender as soon as possible.*



June 20, 2019

Our File: 01-0480-20/RD13-01/2019-1  
Doc #: 3367896.v2

Gord Tycho, Senior Planner  
Metro Vancouver  
4330 Kingsway  
Burnaby BC V5H 4G8

By e-mail: [gordon.tycho@metrovancover.org](mailto:gordon.tycho@metrovancover.org)

**RE: Metro 2040: Land Use Designation Amendment request from the City of Delta – MK Delta Lands – Bylaw 1283, 2019**

Thank you for the opportunity to review and comment on the proposed Regional Growth Strategy (RGS) Amendment Bylaw No. 1283, 2018 regarding the MK Delta Lands.

After reviewing the attached Metro Vancouver staff report, Coquitlam staff does not have any comments regarding the proposed Type 3 amendment to the RGS, to change regional land use designations and amend the Urban Containment Boundary in the City of Delta provided that, the additional information requested by Metro Vancouver is acceptable to Metro staff and the conditional exclusion from the ALR is ultimately supported by the ALC.

Please note that these are only staff comments, and Coquitlam Council has not received / considered a staff report on this proposed RGS amendment. However, Coquitlam Council will be made aware of this proposed RGS amendment and associated staff comments and the City's Metro Vancouver Board representatives will be considering the proposed RGS amendment bylaw at a future Metro Vancouver Board meeting.

Should you have any questions or require any further information with respect to this matter, please feel free to contact me by e-mail at [amerrill@coquitlam.ca](mailto:amerrill@coquitlam.ca) or by phone at 604-927-3416.

Best regards,

A handwritten signature in black ink that reads "Andrew Merrill".

Andrew Merrill, MCIP RPP  
Manager Community Planning

c- Mayor and Council, City of Coquitlam  
Jim McIntyre, General Manager, Planning and Development, City of Coquitlam

**City of Coquitlam**  
3000 Guildford Way, Coquitlam, BC V3B 7N2  
Office: 604.927.3000  
[www.coquitlam.ca](http://www.coquitlam.ca)

File #: 01-0480-20/RD13-01/2019-1 Doc #: 3367896.v2

Metro Vancouver Regional District

July 24, 2019

File: 01-0480-20-03

Via email: [Chris.Plagnol@metrovancover.org](mailto:Chris.Plagnol@metrovancover.org)

Chris Plagnol, Director/Corporate Officer, Board and Information Services  
Metro Vancouver  
4730 Kingsway  
Burnaby, BC V5H 0C6

Dear Mr. Plagnol:

**Re: Notification of Proposed Amendments to Metro Vancouver 2040: Shaping Our Future – City of Delta – Regional Land Use Designation Amendment for MK Delta Lands**

At the Regular Council meeting held on July 23, 2019, Council considered the attached report dated July 9, 2019 from the Planning and Development Department – Policy Planning Division regarding Notification of Proposed Amendments to Metro Vancouver 2040: Shaping Our Future – City of Delta – Regional Land Use Designation Amendment for MK Delta Lands and passed the following resolution:

RC19/361

THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019 as recommended in the report dated June 26, 2019 from the Planning and Development Department – Policy Planning Division regarding Notification of Proposed Amendments to Metro Vancouver 2040: Shaping our Future – City of Delta – Regional Land Use Designation Amendment for MK Delta Lands.

Sincerely,



Dorothy Shermer  
Corporate Officer



# City of Port Moody

## Report/Recommendation to Council

Date: June 26, 2019 File No. 01-0480-20-03

Submitted by: Planning and Development Department – Policy Planning Division

Subject: Notification of Proposed Amendments to Metro Vancouver 2040: Shaping our Future – City of Delta – Regional Land Use Designation Amendment for MK Delta Lands

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### Purpose / Introduction

To present a notification and invitation for comments from Metro Vancouver regarding a proposed amendment to *Metro 2040: Shaping our Future* (Metro 2040) requested by the City of Delta in relation to the MK Delta Lands.

### Recommended Resolution

**THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019 as recommended in the report dated June 26, 2019 from the Planning and Development Department – Policy Planning Division regarding Notification of Proposed Amendments to Metro Vancouver 2040: Shaping our Future – City of Delta – Regional Land Use Designation Amendment for MK Delta Lands.**

### Background

At its May 24, 2019 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolutions:

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Delta's proposed regional growth strategy amendment for the property located at 7969 Highway 91 Connector;
- b) give first and second readings to "Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019";
- c) direct staff to notify affected governments as per Metro Vancouver 2040: Shaping Our Future Section 6.4.2; and,
- d) direct staff to request additional information from City of Delta staff as laid out in the report dated March 15, 2019, entitled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands".

**Report/Recommendation to Council**

Notification of Proposed Amendments to Metro Vancouver 2040: Shaping our Future – City of Delta – Regional Land Use Designation Amendment for MK Delta Lands

June 26, 2019

The notification letter from Metro Vancouver and associated report to MVRD Board of Directors is included as **Attachment 1**. The deadline to provide written comments is September 6, 2019.

**Discussion**

The subject property is located at 7969 Highway 91 Connector just south of Highway 17 (South Fraser Perimeter Road) (Lot 4) and adjacent to the Burns Bog Ecological Conservancy Area (BBECA). The property is a 62.7 ha (155 ac) undeveloped site located within the Agricultural Land Reserve (ALR). The property is owned by MK Delta Lands Group which owns three additional properties (Lots A, B, and C) in the vicinity.

The proposed *Metro 2040* amendment is to change the regional land use designation of the subject property from “Agricultural” to “Industrial”, and to include the lands within the Urban Containment Boundary. This is a Type 3 minor amendment to *Metro 2040* (i.e. an amendment bylaw passed by a majority weighted vote and no regional public hearing).

The application also involves:

- conditional exclusion of the subject property (Lot 4) from the Agricultural Land Reserve (ALR);
- inclusion of Lot B (one of the three other lots owned by MK Delta Lands Group to the south) into the ALR;
- the transfer of Lots A, B, and C owned by MK Delta to the City of Delta to place additional bog lands in public ownership for protection from future development; and
- a proposal for a \$6 million contribution towards irrigation and drainage improvements that would benefit approximately 3,700 acres of agricultural lands in Delta.

The proposed amendment is considered to have a net benefit to the municipality and region by:

- increasing the supply of industrial lands in the region;
- increasing land in the ALR;
- providing funds to improve the productivity of other agricultural lands; and
- increasing the protection of ecologically important lands contiguous with Burns Bog by eliminating the potential for permitted industrial extraction activities on three additional parcels by transferring them to public ownership.

As such, staff have no concerns with the *Metro 2040* amendment request.

**Other Options**

THAT specific comments be provided to the MVRD Board regarding Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019.

**Report/Recommendation to Council**

Notification of Proposed Amendments to Metro Vancouver 2040: Shaping our Future – City of Delta – Regional Land Use Designation Amendment for MK Delta Lands  
June 26, 2019

**Financial Implications**

There is no budgetary impact associated with the City of Port Moody reviewing the proposed *Metro 2040* amendment for the MK Delta Lands.

**Communications / Civic Engagement**

Notification by Metro Vancouver of the *Metro 2040* amendment request is consistent with the requirements of section 437(2) of the *Local Government Act* and sections 6.4.2 and 6.4.5 of *Metro 2040*.

**Council Strategic Plan Objectives**

This is an initiative that affects the City of Delta and as such is not relevant to the Port Moody Council Strategic Plan (2019-2022).

**Attachments:**

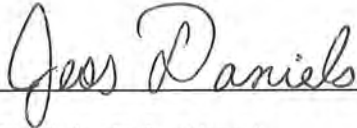



1. Notification letter from Metro Vancouver dated June 10, 2019 and report to MVRD Board of Directors dated May 15, 2019.



**Report/Recommendation to Council**

Notification of Proposed Amendments to Metro Vancouver 2040: Shaping our Future – City of Delta – Regional Land Use Designation Amendment for MK Delta Lands

June 26, 2019

Prepared by:	Reviewed by:
 <hr/> <p>Jess Daniels, B.A. (Hons) Policy Planner</p>	 <hr/> <p>Mary De Paoli, MCIP, RPP Manager of Policy Planning </p> <hr/> <p>André Boel, MCIP, RPP General Manager of Planning and Development</p>
<b>Reviewed for Form and Content / Approved for Submission to Council:</b>	
<p><i>City Manager's Comments</i></p>  <hr/> <p>Tim Savoie, MCIP, RPP City Manager</p>	



Office of the Chair  
Tel. 604 432-6215 Fax 604 451-6614

JUN 10 2019

File: CR-12-01  
Ref: RD 2019 May 24

Mayor Rob Vagramov and Council  
City of Port Moody  
100 Newport Drive  
Port Moody, BC V3H 3E1

Dear Mayor Vagramov and Council:

**Re: Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands Regional Growth Strategy Amendment Bylaw No. 1283, 2019**

On February 12, 2019, the City of Delta submitted a request to Metro Vancouver to amend *Metro 2040: Shaping Our Future (Metro 2040)* for a 62.7 ha (155 ac) property located at 7969 Highway 91 Connector, by changing the regional land use designation from “Agricultural” to “Industrial” and to include the lands within the Urban Containment Boundary.

At its May 24, 2019 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolutions:

*That the MVRD Board:*

- a) initiate the regional growth strategy amendment process for the City of Delta’s proposed regional growth strategy amendment for the property located at 7969 Highway 91 Connector;*
- b) give first and second readings to “Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019”;*
- c) direct staff to notify affected governments as per Metro Vancouver 2040: Shaping Our Future Section 6.4.2; and,*
- d) direct staff to request additional information from City of Delta staff as laid out in the report dated March 15, 2019, entitled “Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands”.*

As required in both the *Local Government Act* and *Metro 2040*, amendment processes include a notification period to allow all affected local governments to provide comment on the proposed amendment. Following the comment period, Metro Vancouver will review all comments received, and consider third and final reading of the amendment bylaw.

The proposed amendment is a Type 3 minor amendment to *Metro 2040*, which requires an amendment bylaw be passed by Metro Vancouver by a 50%+1 weighted vote. No regional public hearing is required. For more information on regional growth strategy amendment procedures,

29776477

4730 Kingsway, Burnaby, BC, Canada V5H 0C6 | 604-432-6200 | metrovancover.org

Metro Vancouver Regional District | Greater Vancouver Water District | Greater Vancouver Sewerage and Drainage District | Metro Vancouver Housing Corporation

Mayor Rob Vagramov and Council, City of Port Moody  
Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands  
Page 2 of 2

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please refer to Sections 6.3 and 6.4 in *Metro 2040*. 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 the proposed amendment. Please provide your comments by Friday, September 6, 2019. Comments can be provided via Council resolution.

As per MVRD Board resolution (d), Metro Vancouver staff will be in contact with City of Delta staff to request additional information, as laid out in the report dated March 15, 2019.

If you have any questions with respect to the proposed amendment, please contact Gord Tycho, Senior Planner, Regional Planning by email at [Gordon.Tycho@metrovancover.org](mailto:Gordon.Tycho@metrovancover.org) or by phone at 604-456-8805.

Yours sincerely,



Sav Dhaliwal  
Chair, Metro Vancouver Board

SD/CM/NC/gt

Encl: Report dated May 15, 2019, titled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands" (Doc #29622457)



## Section G 1.2

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To: MVRD Board of Directors

From: Neal Carley, General Manager, Planning and Environment

Date: May 15, 2019 Meeting Date: May 24, 2019

Subject: **Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands**

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At its April 5, 2019 meeting, the Regional Planning Committee considered the attached report, supported the staff recommendation, and advanced the report to the Board. At its April 26, 2019 meeting, the MVRD Board withdrew the attached report from its agenda at the request of the applicant. The City of Delta expressed interest in bringing the application to two additional Standing Committees for information, and as a result appeared as a delegation at the May 2, 2019 Industrial Lands Strategy Task Force meeting and the May 15, 2019 Regional Parks Committee meeting.

Regional Planning staff provided a presentation to describe the Metro 2040 amendment process, and considerations in evaluating the proposed amendment's impacts on the regional growth strategy's goals and policy actions. Staff noted to Committee members that if any comments were provided, they would be conveyed to the Board with the attached report.

At the Industrial Lands Strategy Task Force meeting, members articulated:

- that if approved, the type of industrial development should be consistent with the parcel's location on the goods movement network and support trade-enabling uses;
- concern about potential impact on bog hydrology;
- the uniqueness of the proposal in having multiple parcels with which to meet a broad range of regional and local objectives; and
- the inclusion of land into the Agricultural Land Reserve seems challenging as a regional benefit given there is no intent to farm the land.

At the Regional Parks Committee meeting, members articulated:

- concern about the potential impacts of the proposed development on the bog, particularly regarding fill, settlement on the site and water management;
- desire for ongoing monitoring post construction;
- continued involvement of the Burns Bog Scientific Advisory Panel at the design, construction and monitoring phases;
- that if approved, lots A, B and C be included in the Burns Bog Ecological Conservancy Area;
- recognition that with the current zoning, lots A, B and C are at risk;
- concern about speculation and an anticipated proposal for the lot to the east;
- the challenges with these types of complex applications and the inherent trade-offs; and
- that if approved, the type of industrial development be limited to activities that will minimize potential impacts on the bog.

**Attachment:**

“Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands”,  
dated March 15, 2019

29622457



## ATTACHMENT

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To: Regional Planning Committee

From: James Stiver, Division Manager, Growth Management and Transportation  
Gord Tycho, Senior Planner, Regional Planning

Date: March 15, 2019 Meeting Date: April 5, 2019

Subject: **Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands**

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**RECOMMENDATION**

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Delta's proposed regional growth strategy amendment for the property located at 7969 Highway 91 Connector;
  - b) give first and second readings to "Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019";
  - c) direct staff to notify affected governments as per *Metro Vancouver 2040: Shaping Our Future* Section 6.4.2; and,
  - d) direct staff to request additional information from City of Delta staff as laid out in the report dated March 15, 2019, entitled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands".
- 

**PURPOSE**

To provide, for Regional Planning Committee and MVRD Board consideration, Metro Vancouver staff's analysis and recommendations regarding the City of Delta's proposed Type 3 Land Use Designation amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, for the MK Delta Lands (Attachment 1).

**BACKGROUND**

On February 12, 2019, the City of Delta submitted a proposed *Metro 2040* amendment to Metro Vancouver for the property located at 7969 Highway 91 Connector (Attachment 2). The proposed amendment is to change the regional land use designation of the subject property from "Agricultural" to "Industrial", and to include the lands within the Urban Containment Boundary.

On June 10, 2016, Delta Council gave 1<sup>st</sup> reading to Official Community Plan Amendment Bylaw No. 7505, and 2<sup>nd</sup> reading was given on July 5, 2016. A local public hearing was held on July 26, 2016 and the Bylaw was subsequently given 3<sup>rd</sup> reading. The application was then referred to the Agricultural Land Commission, seeking exclusion of the subject property from the Agricultural Land Reserve (ALR), complemented by a proposal to add a second parcel to the ALR. In September of 2018, the Agricultural Land Commission conditionally approved the exclusion of the subject property and inclusion of the second parcel.



**SITE DESCRIPTION**

The subject property is a 62.7 ha (155 ac) undeveloped site located at 7969 Highway 91 Connector, just south of Highway 17 (South Fraser Perimeter Road) and adjacent to the Burns Bog Ecological Conservancy Area (BBECA) (Figure 1). The subject property is owned by MK Delta Lands Group. It is located in the ALR, but the owner is currently satisfying exclusion conditions with the Agricultural Land Commission. To the east are privately-owned undeveloped lands located in the ALR, a provincial highway maintenance area and Highway 91. Industrial uses are located to the north and east in the Sunbury industrial business area across the Highway 91 Connector and Highway 17 along Nordel Way and River Road. To the south are Lots A, B, and C (also owned by MK Delta Lands Group), and the BBECA to the south and west.

**Figure 1: Subject Property Map**



In addition to the proposed regional land use redesignation of Lot 4, the three additional parcels noted are part of the overall proposal. The property owner has committed to transfer Lots A, B, and C to the City of Delta for protection from future development, and include Lot B in the ALR. Lots A, B, and C are located adjacent to the BBECA and Lots B and C are wooded.



**Burns Bog Ecological Conservancy Area**

Burns Bog is a raised bog ecosystem covering approximately 3,000 ha (7,413 ac) of the Fraser River delta between the south arm of the Fraser River and Boundary Bay. The largest undeveloped urban landmass in North America, Burns Bog is globally unique because of its chemistry, form, flora and size. The BBECA consists of approximately 2,000 ha (5,000 ac) of land that was purchased in 2004 in an agreement between senior levels of government, Metro Vancouver and the City of Delta. As part of this agreement, a conservation covenant was registered on title of these lands that ensures the ecological integrity of the lands is protected. The BBECA is jointly operated by Metro Vancouver and the City of Delta.

**Table 1: Subject Property (Lot 4) - Summary**

Parcel Location	7969 Highway 91 Connector, City of Delta	
Parcel Size	62.7 ha (155 ac)	
Proposed Development	Development of a 9-lot industrial subdivision over a developable area of 43.79 ha (108.2 ac). Remainder of area to occupied by internal roads and utilities, future highway access, and protection (buffer) / enhancement areas.	
	<b>Current</b>	<b>Proposed</b>
Urban Containment Boundary (UCB)	Outside of the UCB	Include the parcel within the UCB
Metro 2040 Designation	Agricultural	Industrial
City of Delta OCP Designation	Agricultural (A)	Industrial (I)
Municipal Zoning	I3 Extraction Industrial*	CD Comprehensive Development (site-specific)**
ALR	Exclusion granted by ALC subject to conditions (agriculture / environment buffers). History of peat extraction.	
<p>* Extraction activities are subject to non-farm use approval by ALC.</p> <p>** Proposed CD Zone allows light industrial uses on the majority of the site with environmental buffers along the perimeter. Allowable light industrial uses include warehousing, wholesaling and distribution, transportation, communication, equipment sales, repair and servicing, etc., but restrict container storage and uses with higher potential for emissions of air contaminants and spills of hazardous materials.</p>		

**APPLICATION HISTORY**

The subject property owner (MK Delta Lands Group) owns approximately 202 hectares (500 acres) of land in or near Burns Bog. In 2015, the owner submitted applications to the City of Delta to amend the City’s Official Community Plan (OCP), the zoning bylaw, the sanitary sewer area, and for a development permit, to allow for the development of an industrial business park on the subject property.

The application also included requests to:

- exclude the subject property (Lot 4) from the ALR;
- amend the regional land use designation of Lot 4 in *Metro 2040* from Agricultural to Industrial, and include the lands within the Urban Containment Boundary;
- amend the Fraser Sewerage Area to include the subject property;
- include Lot B (one of three other lots owned by MK Delta Lands Group to the south) into the ALR (Figure 1); and
- transfer three other parcels of land owned by the property owner (i.e. Lots A, B and C) into public ownership.

In July 2016, City of Delta Council gave the OCP Amendment Bylaw 3<sup>rd</sup> reading, and referred the application to the Agricultural Land Commission for consideration to exclude the subject property from the ALR and to include Lot B into the ALR. In August 2017, the Agricultural Land Commission conditionally approved the application. In September 2018, the Agricultural Land Commission Executive Committee upheld the South Coast Panel's August 2017 decision.

*Metro 2040* sets out that an ALR exclusion must be granted before Metro Vancouver can consider an application for amendment from the *Metro 2040's* Agricultural designation (Section 2.3.4). The City of Delta and the owner are working with Agricultural Land Commission staff to finalize the conditions of approval.

#### **Proposed *Metro 2040* Amendment**

As per Section 6.3.4(f) of *Metro 2040*, for sites that are contiguous with the Urban Containment Boundary and are not within the ALR, a land use amendment from Agricultural to Industrial, and the associated Urban Containment Boundary adjustment, requires a Type 3 minor amendment to *Metro 2040* (i.e. an amendment bylaw passed by a majority weighted vote and no regional public hearing).

The proposed *Metro 2040* amendment also triggers the need for a revised Regional Context Statement from the City of Delta so that the mapping in the City's OCP, the RCS and *Metro 2040* will be consistent. The City's amended RCS request will be forwarded to the MVRD Board for consideration should direction be given to initiate the regional growth strategy amendment, consistent with *Regional Growth Strategy Implementation Guideline #1: Regional Context Statements*.

#### **ANALYSIS OF ALIGNMENT WITH *METRO 2040***

*Metro 2040* provides a framework for assessing the proposed amendments. Consideration has been given to each of the five *Metro 2040* goals and applicable strategies, which are summarized below.

#### **GOAL 1 – CREATE A COMPACT URBAN AREA**

##### ***Strategy 1.1: Contain Urban Development within the Urban Containment Boundary***

Given the location and site context of the subject property, an extension of the Urban Containment Boundary will likely not lead to a proliferation of applications. It is noted that there is one large property to the east that is currently in the ALR. If the redesignation application for the subject

property is successful, this large remaining parcel will be additionally isolated, and one can anticipate an increased likelihood of a future application for a *Metro 2040* amendment for that property.

#### **GOAL 2 – SUPPORT A SUSTAINABLE ECONOMY**

##### ***Strategy 2.2: Protect the supply of industrial land***

The addition of the subject property to the regional industrial lands inventory would provide an additional 43.8 ha (108.2 ac) of industrial land, which would be of local and regional benefit from an industrial-activity, goods movement, and employment generating perspective. Locally, the subject property is in an area contiguous with other industrial lands along the Fraser River, and is in close proximity to Sunbury, Tilbury, and other River Road industrial activities. Regionally, the subject property has direct access to the South Fraser Perimeter Road, a key transportation connector for moving people and goods in and through the region.

It is beyond the scope of the assessment of the proposed regional land use redesignation to consider the type and tenure of industrial activity planned for the subject property. That said, the specifics associated with type and tenure of activity do have regional implications. For example, if the site is developed as a strata development, having a large number of owners on site likely increases the impact risk to the adjacent Burns Bog. Conversely, with a shortage of large, flat, accessible distribution-oriented parcels available in the regional industrial land inventory, this site would serve well for a trade-enabling supportive use given its proximity to the Port and goods movement network.

##### ***Strategy 2.3: Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production***

The subject property has a regional Agricultural land use designation as it was within the ALR at the time *Metro 2040* was adopted. As part of the application process, the owner sought to have the subject property excluded from the ALR. It had never been farmed. The Agricultural Land Commission has granted conditional approval to the exclusion subject to the addition of a buffer to the adjacent property to the east to support agriculture. In addition, \$6 million will be put toward drainage and irrigation improvements for Westham Island and East Delta, and, Lot B (approximately 78 ha) has been included in the ALR. There is a resulting net gain of approximately 15 ha (37 ac) of agricultural land in the proposal, and the Agricultural Land Commission states that Lot B is more agriculturally viable than Lot 4.

#### **GOAL 3 – PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS**

##### ***Strategy 3.1: Protect Conservation and Recreation lands***

The owner is proposing to transfer its remaining holdings in the area to the City of Delta, which has committed to manage these lands consistent in the BBECA. Lots A, B, and C, total 132.7 ha in size. All three parcels currently have a regional Conservation and Recreation land use designation, however these privately-owned lands are currently zoned Extraction-industrial (I3) in the City's zoning bylaw. This zoning permits a range of industrial extraction activities for sand, gravel, and peat, as well as related processing, such as crushing, screening, and stockpiling. The City of Delta application states that the transfer of these lands into public ownership protects additional bog lands from future development and resolves the remaining MK Delta Lands Group holdings adjacent to the bog.

An Environmental Effects Assessment for the subject property was prepared by Environmental Dynamics as part of the proposal. The study concludes that the proposed industrial development, in

conjunction with the transfer of approximately 132 ha (326 ac) of Lots A, B, and C to public ownership results in a net gain in ecologically-sensitive lands, vegetation, and wildlife habitat protection. The study also finds a net gain for all broad ecosystem types, save for herb dominated habitat. Metro Vancouver staff note that Lots 4, A, B, and C are entirely comprised of sensitive ecosystems in the Metro Vancouver Sensitive Ecosystem Inventory. Lots 4, A, and B are wetland bog, and exhibit evidence of past peat harvesting, but recovery is in progress for all three sites. Lot 4 is in moderately better condition than Lot B, and Lot C is a mix of wetland bog and wetland swamp.

***Strategy 3.2: Protect and enhance natural features and their connectivity***

Looking at the overall trade-offs for the environment given the four properties at play is one aspect to consider, but the potential impacts for the subject property of the amendment from Agricultural to Industrial and the potential impacts on the adjacent bog is of critical importance to consider. To mitigate and monitor the proposal, environmental buffers are proposed around the perimeter of the development area, with the objective of separating bog waters and any run-off from the proposed industrial development. The proposed protection and enhancement areas on the subject property total approximately 12 ha (30 ac). Water quality and water level monitoring will be undertaken as part of stormwater management activities before, during, and after construction to ensure effective protection of adjacent bog lands. The owner has committed to 50 m buffers along the southern and western property border at the request of the Burns Bog Ecological Conservancy Area Scientific Advisory Panel.

The proposed development of the subject property will require up to 6 m (20 ft) of fill to raise the elevation and offset an anticipated 3 m of ground settlement. Potential impacts to the bog from surcharge loading and other construction activities are being addressed through water quality and water level monitoring. The introduction of fill to the site and the resulting sub-surface effects could have wide-ranging impacts including peat damage / fissures, a lowered water table, the intrusion of nutrient water, and an increased risk of fire and invasive species on the bog.

Metro Vancouver staff recommend that further information be sought from the City of Delta about the potential impacts and planned mitigation efforts for the addition of fill. Staff also recommend that the City of Delta consult with the Burns Bog Scientific Advisory Panel on these potential impacts.

**GOAL 5 – SUPPORT SUSTAINABLE TRANSPORTATION CHOICES**

***Strategy 5.2: Coordinating land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services***

The subject property is well positioned to support regional goods movement due to its proximity to the U.S. border, Roberts Bank Container terminal, and other industrial docks and facilities along the Fraser River (i.e. Sunbury, River Road, Tilbury). Immediate adjacency to Hwy 17 allows direct access to an important regional goods movement corridor, thereby minimizing impact on residential areas and improving safety.

**REQUEST FOR ADDITIONAL INFORMATION**

As part of the review of the proposed amendment submission, Metro Vancouver staff identified a number of areas that would benefit from further information from the City of Delta. Two of these areas deal with the width of the proposed environmental buffers for the subject property and clarity

on the potential impacts of site surcharge loading. In addition, Water and Liquid Waste staff are also seeking further information.

Delta's application noted that environmental buffers will be provided and that water quality and water level monitoring will be undertaken as part of stormwater management activities before, during, and after construction to ensure effective protection of adjacent bog lands. In June 2016, the Burns Bog Scientific Advisory Panel recommended increasing the environmental buffers from 30 to 50 metres along both the west and south sides of the subject property. City of Delta staff have confirmed that, in response to the Scientific Advisory Panel's June 2016 comments, the property owner committed to increase the west perimeter buffer on the subject property from 30 m to 50 m.

City staff also stated that the plans, reports and detailed engineering servicing drawings will be revised to reflect the adjusted buffers should this application receive approval from Metro Vancouver. It has also been confirmed with the City of Delta the intent to have the Burns Bog Scientific Advisory Panel comment on any mitigation, maintenance and monitoring plans to be prepared for the environmental buffer as this application progresses.

Should the MVRD Board initiate the proposed amendment, staff will follow up with City staff regarding the following:

- 1) the rationale for maintaining the southern perimeter buffer width at 30 m and not 50 m.
- 2) Clarity on the information regarding the potential impacts of site surcharge loading, both over the short and long term and a rationale as to why the proposed surcharge loading of fill on Lot 4 is not expected to have an impact on the Bog's integrity.
- 3) Additional information on the anticipated impacts of the proposed amendment on the City's estimated water purchases from Metro Vancouver as a result of the proposed industrial development.
- 4) A request that, for consideration of the requested extension of the Fraser Sewerage Area, general design features be provided for the proposed sanitary system including projected flows.

Staff will provide any new information related to responses obtained to the above questions at the time it receives the comments from affected local governments and the MVRD Board considers subsequent readings of the amendment bylaw.

#### **REGIONAL PLANNING ADVISORY COMMITTEE REVIEW**

As per *Regional Growth Strategy Procedures Bylaw No. 1148, 2011* (amended in 2014) and *Regional Growth Strategy Implementation Guideline #2 Amendments to the Regional Growth Strategy*, the City of Delta application for the MK Delta Lands and staff assessment presented in this report was presented to the Regional Planning Advisory Committee at its meeting on March 15, 2019. No comments were made.

**NEXT STEPS**

Should the process for considering the *Metro 2040* amendment be initiated by the MVRD Board and the draft bylaw be given 1<sup>st</sup> and 2<sup>nd</sup> readings, staff will notify affected governments as per *Metro 2040* Section 6.4.2., and provide a comment period of approximately 45 days. The proposed amendment also triggers the need for a revised Regional Context Statement from the City of Delta so that mapping in the City's OCP, RCS and *Metro 2040* will be consistent. The City of Delta will forward its Regional Context Statement to Metro Vancouver for consideration by the MVRD Board.

Should the initial readings of the amendment bylaw be given, staff anticipate reporting back to the MVRD Board at its July 2019 meeting with a summary of comments on the proposed amendment, the updated Regional Context Statement, and the draft amendment bylaw for consideration of 3<sup>rd</sup> and final reading. If approval is given, consideration of the City's requested extension of the Fraser Sewerage Area could then be considered by the Liquid Waste Committee and Greater Vancouver Sewerage & Drainage District Board.

**ALTERNATIVES**

1. That the MVRD Board:
  - a) initiate the regional growth strategy amendment process for the City of Delta's proposed regional growth strategy amendment for the property located at 7969 Highway 91 Connector;
  - b) give first and second readings to "Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019";
  - c) direct staff to notify affected governments as per *Metro Vancouver 2040: Shaping Our Future* Section 6.4.2; and,
  - d) direct staff to request additional information from City of Delta staff as laid out in the report dated March 15, 2019, entitled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands".
2. That the MVRD Board decline the proposed amendment for the MK Delta Lands and notify the City of Delta of the decision.

**FINANCIAL IMPLICATIONS**

If the MVRD Board chooses Alternative 1, notification will be given to all affected local governments as laid out in the *Local Government Act* and *Regional Growth Strategy Implementation Guideline #2: Amendments to the Regional Growth Strategy*.

If the MVRD Board chooses Alternative 2, the City of Delta will be notified of the Board's decision. A dispute resolution process may take place as described in the *Local Government Act*. The cost of this dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

**SUMMARY / CONCLUSION**

On February 12, 2019, the City of Delta submitted a request to Metro Vancouver to amend the regional land use designation for a property located at 7969 Highway 91 Connector in Delta. The City is requesting an amendment to the regional land use designation for the subject property from

Agricultural to Industrial, and to include the subject property within the Urban Containment Boundary.

Should the amendment be approved, the property owner has committed to transfer three other lots that it owns, totalling 132 ha (328 ac), that are located adjacent to the Burns Bog Ecological Conservancy Area, to the City of Delta for protection from future development. In addition, one of those properties will also be included in the ALR, and funds will be provided by the owner to improve drainage and irrigation on agricultural lands elsewhere in the municipality.

Staff conclude that the proposed amendment will result in a net benefit to the municipality and region by: increasing the supply of industrial lands in the region; increasing land in the ALR and providing funds to improve the productivity of other agricultural lands; and increasing the protection of ecologically important lands contiguous with Burns Bog by eliminating the potential for permitted industrial extraction activities on three additional parcels by transferring them to public ownership.

Staff note a concern with the mitigation measures proposed for the industrial development on lands to be redesignated (Lot 4). There is likely a significant environmental impact to converting these lands to industrial uses, and an increased risk to the BBECA. Given that the parcel to the east of Lot 4 would be further isolated as a result of the proposal, the likelihood of a future application for its redesignation also increases.

As a result of the complete analysis, staff recommend Alternative 1, to initiate the proposed amendment and request further information from the City of Delta regarding proposed environmental mitigation measures for the subject property.

**Attachments:**

1. Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019.
2. City of Delta Referral to Metro Vancouver for the MK Delta Lands Group Industrial Development Application at 7969 Highway 91 Connector, Delta (569244 BC Ltd.) (*orbit doc #28905443*)

28905446



**ATTACHMENT 1**

**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1283, 2019**  
A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy  
Bylaw Number 1136, 2010"

**WHEREAS** the Metro Vancouver Regional District (the "MVRD) Board (the "Board") has adopted the "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" on July 29, 2011;

**WHEREAS** the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010";

**NOW THEREFORE** the Metro Vancouver Regional District Board of Directors enacts as follows:

1. "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" is hereby amended as follows:
  - a) Re-designating the subject property at 7969 Highway 91 Connector (Lot 4 Plan NWP1180 District Lot 437 Land District 2 Land District 36 Except Plan EPP375) from Agricultural to Industrial, as shown in the maps contained in Schedule "A" attached to and forming part of this Bylaw;
  - b) Extending the Urban Containment Boundary to encompass the subject property at 7969 Highway 91 Connector (Lot 4 Plan NWP1180 District Lot 437 Land District 2 Land District 36 Except Plan EPP375), as shown in the maps contained in Schedule "A" attached to and forming part of this Bylaw; and
  - c) Maps 2, 3, 4, 6, 7, 11, and 12, contained in Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010 are deleted and replaced with Maps 2, 3, 4, 6, 7, 11, and 12 as contained in Schedule "B" attached to and forming part of this Bylaw.
2. This bylaw shall be cited as "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019". This bylaw may be cited as "Regional Growth Strategy Amendment Bylaw No. 1283, 2019".

READ A FIRST TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

READ A SECOND TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

READ A THIRD TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

PASSED AND FINALLY ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

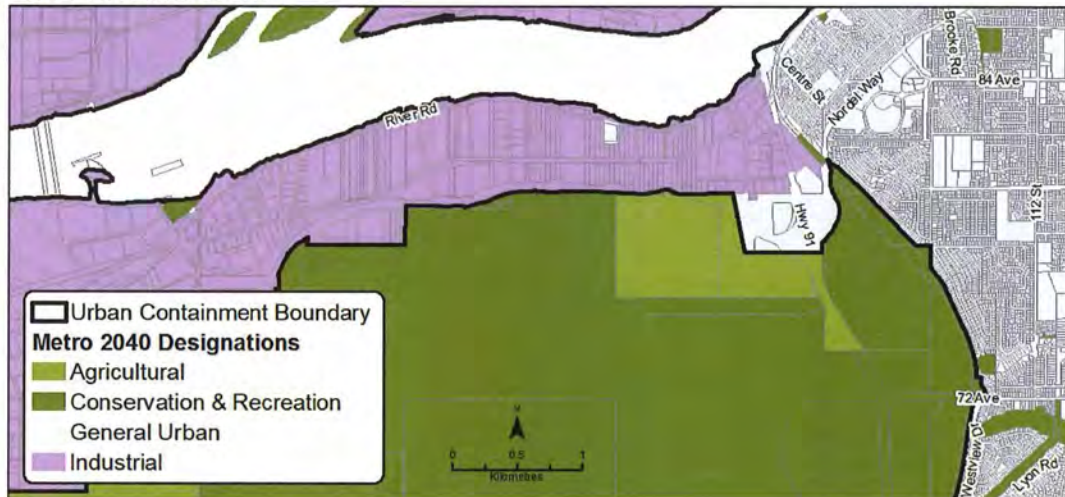
\_\_\_\_\_  
Sav Dhaliwal, Chair

\_\_\_\_\_  
Chris Plagnol, Corporate Officer

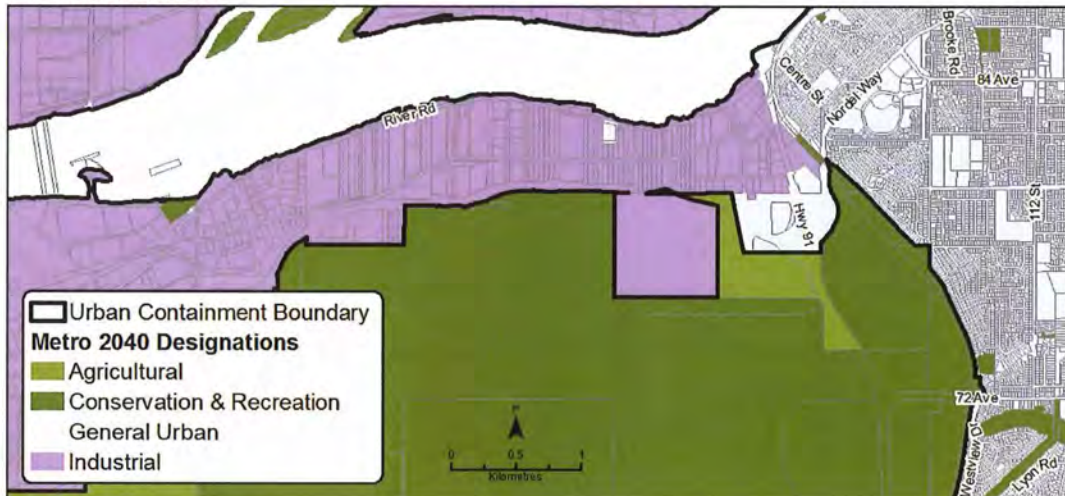
SCHEDULE A

The subject property at 7969 Highway 91 Connector includes lands redesignated from Agricultural to Industrial.

PRIOR TO AMENDMENT

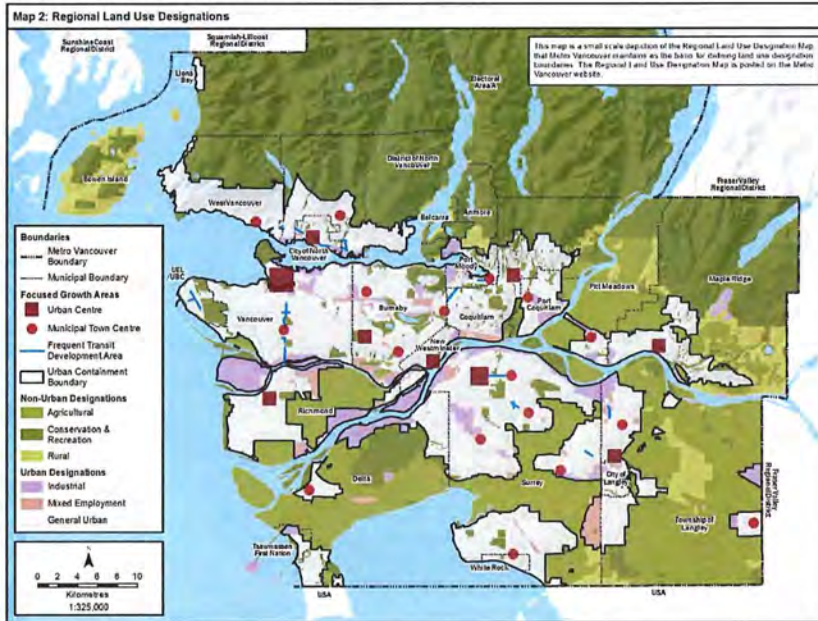


POST AMENDMENT

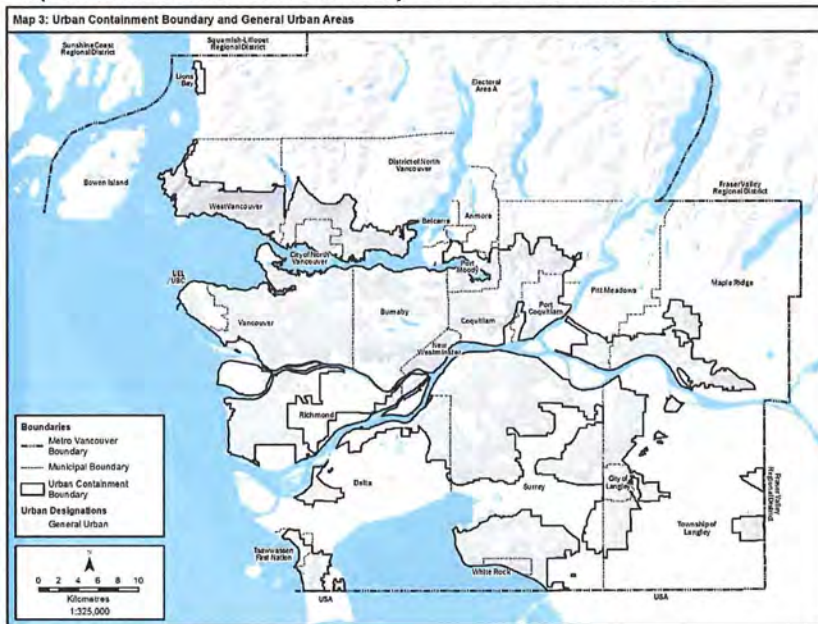


SCHEDULE B

Map 2 Regional Land Use Designations



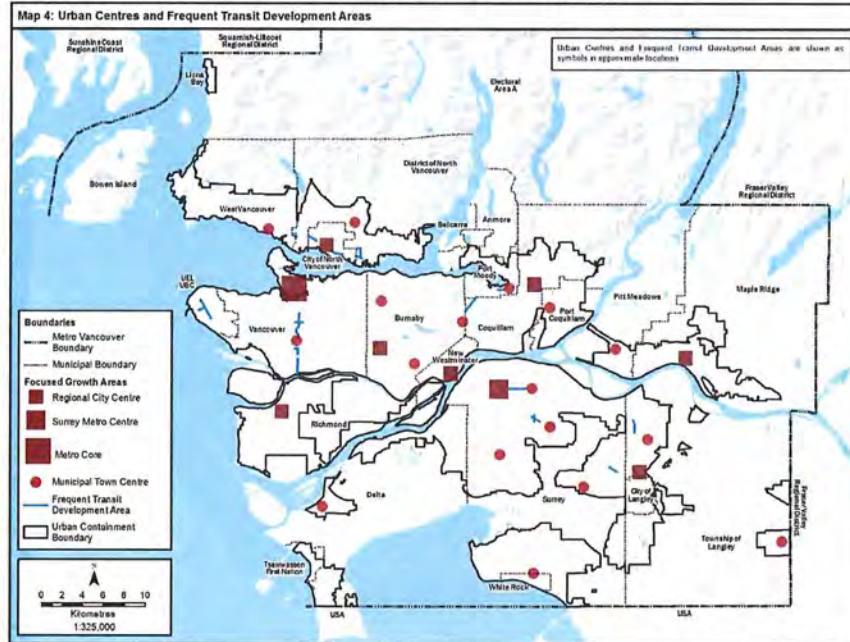
Map 3 Urban Containment Boundary and General Urban Areas



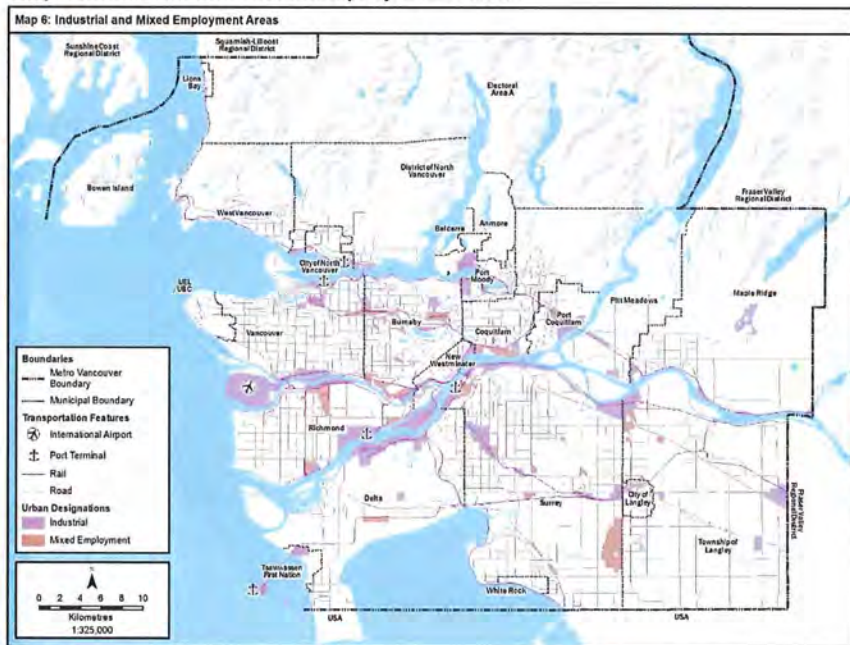


SCHEDULE B (continued)

Map 4 Urban Centres and Frequent Transit Development Areas

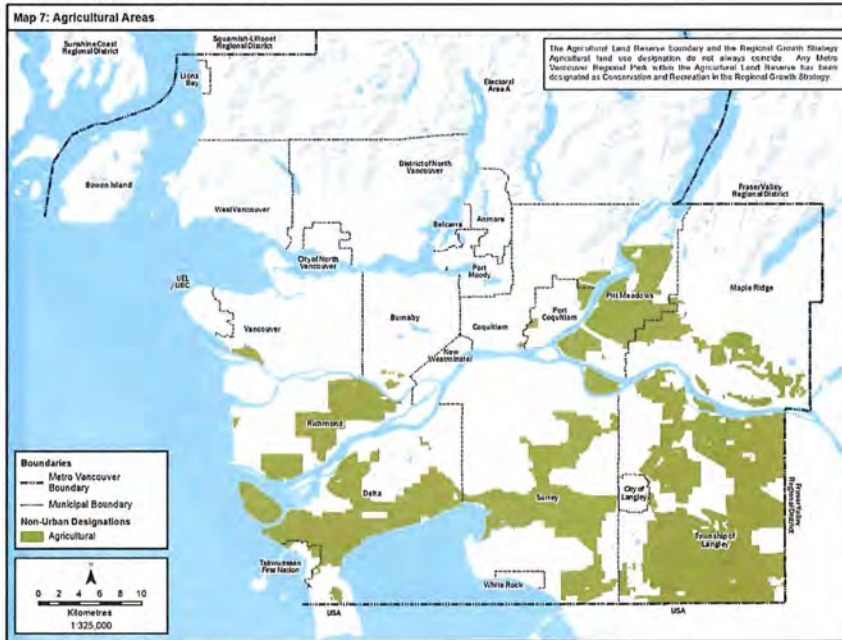


Map 6 Industrial and Mixed Employment Areas

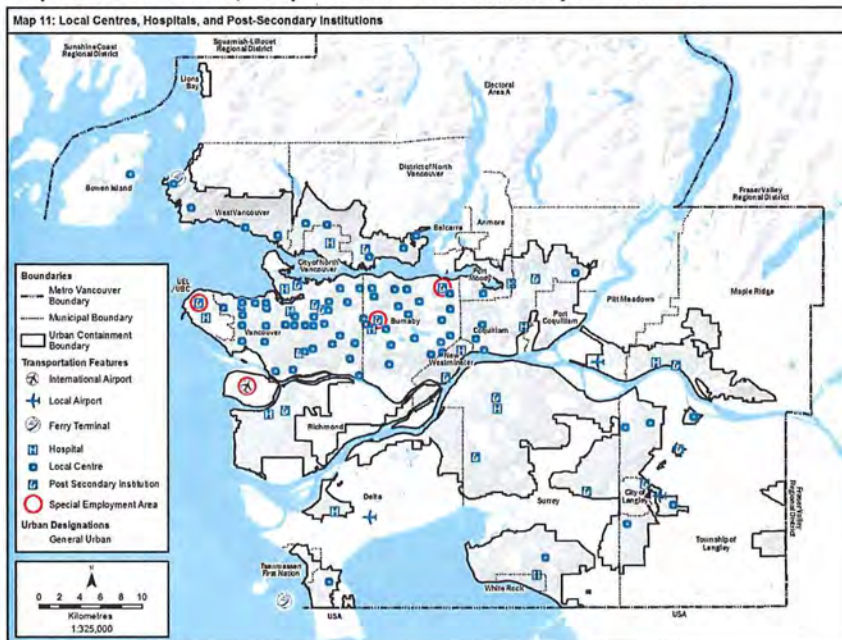


SCHEDULE B (continued)

Map 7 Agricultural Areas



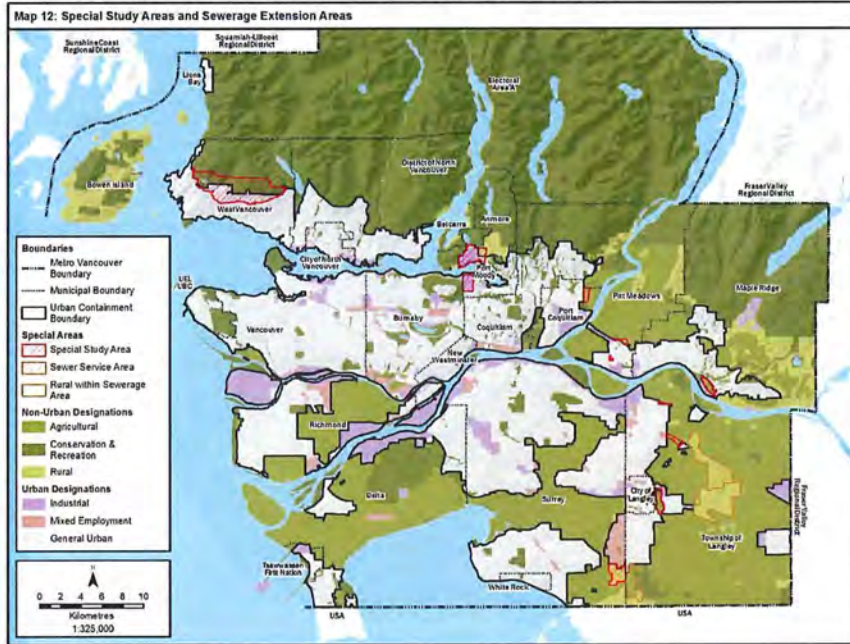
Map 11 Local Centres, Hospitals and Post-Secondary Institutions





SCHEDULE B (continued)

Map 12 Special Study Areas and Sewerage Extension Areas



ATTACHMENT 2



CITY OF DELTA  
*Office of The Mayor, George V. Harvie*



February 19, 2019

Sav Dhaliwal, Chair  
Metro Vancouver Board of Directors  
4730 Kingsway, MetroTower III  
Burnaby, BC V5H 0C6

Dear Chair Dhaliwal,

**Re: Referral to Metro Vancouver for the MK Delta Lands Group Industrial Development Application at 7969 Highway 91 Connector, Delta (569244 BC Ltd.)**

The purpose of this letter is to refer the industrial development application for the MK Delta Lands Group to Metro Vancouver, and to seek approval of amendments to the Regional Growth Strategy and Fraser Sewerage Area.

**Proposal**

The MK Delta Lands Group application involves a master-planned industrial subdivision with environmental and agricultural buffers on the 62.7 ha (155 ac) site at 7969 Highway 91 Connector as shown on the Location Map on the following page. The site is located just south of Highway 17 (South Fraser Perimeter Road) and the existing Sunbury industrial business area and it is adjacent to the Burns Bog Ecological Conservancy Area (BBECA). The subject property is located within the Agricultural Land Reserve (ALR), but has received conditional approval for exclusion. The subject property is currently designated Agricultural (A) in Delta's Official Community Plan and zoned Extraction Industrial (I3) in Delta's Zoning Bylaw. The following is a summary of the proposed land use components which are illustrated on the development concept plan in Attachment A:

<b>Proposed Land Use</b>	<b>Area</b>
Industrial (developable area)	43.79 ha (108.2 ac)
Internal Roads and Utilities	3.38 ha (8.4 ac)
Future Highway Access	3.08 ha (7.6 ac)
Protection/Enhancement Areas:	
West and South Perimeter Buffer, Fill Slope and Maintenance Access	5.92 ha (14.6 ac)
North Undisturbed Area and Fill Slope	6.23 ha (15.4 ac)
East Perimeter Ditch and Fill Slope	0.3 ha (0.74 ac)
<b>Total:</b>	<b>62.7 ha (155 ac)</b>



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**Location Map**



© Current Development\LU FILES\LU007445\Drawings\LU007445 - aask\son - Inclusion.dwg, 1/24/2019 2:28:11 PM, sendfor

**Environmental and Agricultural Benefits and Community Amenities**

Given the location of the site, the applicant is proposing buffers around the perimeter of the development area to protect the adjacent BBECA by keeping development run-off and bog waters separate (refer to the BBECA mitigation buffer in Attachment A). The buffer areas to the west and south would be owned and managed by Delta; however, the applicant would be responsible for the installation of the berm and fill slope and interim maintenance and monitoring prior to Delta assuming responsibility for the buffer area. The north and east buffers would be on privately owned lands. Water quality and water level monitoring would be done before, during and after construction to ensure effective protection of the BBECA.

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Access to the site is proposed from an improved connection to the Highway 91 Connector. The existing Highway 17 (SFPR) and Highway 91 Connector junction is a signalized at-grade intersection and is currently operating at capacity during the peak periods. To support the continual traffic growth on the SFPR and the Highway 91 Connector, the Province is undertaking improvements to the Sunbury Interchange involving grade separation of the intersection of Highway 91 Connector and SFPR, upgrade of the Highway 91 and Nordel Way interchange, and access improvements at River Road and SFPR. The proposed industrial development on the subject property would be contingent upon or phased to coincide with the completion of the Sunbury Interchange project.

Should the industrial development application be approved, the applicant has committed to providing land dedication and \$11 million towards the following:

- Transferring the following lands to Delta:
  - 132.7 ha (328 ac) of land (Lots A, B and C) as shown on the Location Map. This would place additional bog lands in public ownership. These privately owned lands are currently located outside of the ALR and the BBECA. As part of this application, Lot B (7007 Highway 91) would be included in the ALR. Lots A, B and C are zoned Extraction Industrial (I3) which permits a range of industrial extraction activities including peat extraction. Dedication to Delta would protect these lands from future development or disturbance.
  - 5.92 ha (14.6 ac) as shown as the BBECA mitigation buffer on Attachment A. This lot would contain an environmental buffer area along the west and south property lines and maintenance access.
- \$6 million towards agricultural drainage and irrigation improvements. The applicant commissioned a study to identify opportunities to improve agricultural capability and suitability on Westham Island that found that unless sufficient suitable irrigation water and improved drainage can be supplied to Westham Island, crop production is anticipated to decrease and the effects of salinity on soils may increase. Improving components of Delta's existing irrigation and drainage system would increase the availability of non-saline irrigation water to Westham Island. Part of the financial contribution would also be set aside for East Delta drainage and irrigation improvements.
- \$5 million towards transportation improvements and community amenities as determined by Council.

### **Process**

The proposal requires amendments to Delta's Official Community Plan and Zoning Bylaw, a sanitary sewer area extension and a development permit in order to allow for an industrial subdivision. The application also included a request to exclude the subject property from the ALR, a request to amend the Metro Vancouver Regional Growth Strategy to permit industrial uses on the subject property, and a request to include Lot B (7007 Highway 91) into the ALR. The

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Provincial Agricultural Land Commission (ALC) has conditionally approved the exclusion and inclusion applications (refer to the ALC Decision section below).

This application has been under consideration since April 2015. Delta has, throughout that period, undertaken extensive analysis of the project and has consulted with the community. The consultation process included:

- Public Information Meeting hosted by the MK Delta Lands Group on February 25, 2016
- Public Information Meeting hosted by Delta on May 25, 2016
- Public Hearing on July 26, 2016

Throughout the application process, a number of technical studies have been completed. The application analysis is provided in the staff report dated June 10, 2016 which was considered by Council at their June 20, 2016 Regular Meeting. The studies and other documents are available through Delta's website at [www.delta.ca/mkindustrial](http://www.delta.ca/mkindustrial).

On June 20, 2016, Council gave first and second readings to Bylaws No. 7505, 7506 and 7507, and first, second and third readings to Bylaw No. 7508. On July 11, 2016, Council rescinded second reading of Bylaw No. 7505, and gave second reading to an amended bylaw that corrected an error in the regional land use designation. These bylaws would:

- amend the regional land use designation in the Regional Context Statement in Schedule A of the Official Community Plan from Agriculture to Industrial and extend the Urban Containment Boundary to include the subject property (Bylaw No. 7505);
- amend the land use designation for the subject property in the Future Land Use Plan in Schedule A of the Official Community Plan from Agricultural (A) to Industrial (I) (Bylaw No. 7506);
- rezone from I3 Extraction Industrial to Comprehensive Development Zone No. 474 (C.D. 474) to permit industrial uses on a majority of the site with environmental buffers along the perimeter (Bylaw No. 7507); and
- extend the Sewer Area boundary to include the subject property in Delta's Sewer Area and Metro Vancouver's Fraser Sewerage Area (Bylaw No. 7508).

On June 20, 2016, Council also received Development Permit LU007445 which would address environmental setbacks within the Streamside Protection and Enhancement (SPEA) Development Permit Area.

Bylaws No. 7505, 7506 and 7507 and Development Permit LU007445 were referred to the July 26, 2016 Public Hearing. At the Public Hearing there were:

- 25 speakers: 11 in support, 10 in objection, 3 with concerns, and 1 comment;
- 89 letters: 36 in support, 45 in objection and 8 with concerns; and

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- 5 petitions in objection with a total of 1,416 hard copy signatures and 944 online.

At the Meeting Following the Public Hearing on July 26, 2016, Council gave third reading to Bylaws No. 7505, 7506 and 7507. On July 24, 2017, Council extended third reading of Bylaws No. 7505, 7506, 7507 and 7508 to December 31, 2018.

On July 26, 2016, Council also endorsed the following motions:

- THAT the Metro Vancouver Board be requested to amend "Greater Vancouver Regional Growth Strategy Bylaw No. 1136, 2010" by changing the regional land use designation of the property at 7969 Highway 91 Connector from Agriculture to Industrial and to include the subject property in the Urban Containment Boundary; and
- THAT the Metro Vancouver Board be required to approve "Delta Sewer Area Extension and Enlargement (MK Delta Lands Group – LU007445) Bylaw No. 7508, 2016" to extend the sewer area to include the property at 7969 Highway 91 Connector.

Referrals for the amendments to the Regional Growth Strategy and the Fraser Sewerage Area are now being undertaken following the ALC's recent conditional approvals (see below).

#### **Provincial Agricultural Land Commission Decision**

The applications to exclude the 62.7 ha (155 ac) property at 7969 Highway 91 Connector from the ALR and to include the 78.1 ha (193 ac) property at 7007 Highway 91 (Lot B) into the ALR were conditionally approved by the ALC on September 11, 2018. The majority of the ALC Executive Committee upheld an August 2017 conditional approval decision of the South Coast Panel. The key points of the decision include:

1. The proposed industrial property at 7969 Highway 91 Connector (subject property) has a history of peat extraction and has been disturbed to a greater extent than the property proposed for inclusion at 7007 Highway 91 (Lot B). The Panel found that both properties exhibit a bog ecosystem and that a cranberry operation would be the most suitable agricultural use; however, establishing a cranberry operation on the subject property would be unreasonably difficult due to the degree of disturbance exhibited. As such, the property at 7969 Highway 91 Connector is suitable for exclusion from the ALR.
2. Due to the lesser degree of disturbance and the greater probability of future agricultural remediation, 7007 Highway 91 (Lot B) is suitable for inclusion into the ALR.
3. A covenant that restricts agricultural uses on 7007 Highway 91 (Lot B) is not appropriate for a parcel within the ALR as it would preclude any future remediation and use of the property for agriculture. The Panel is opposed to a restrictive covenant or any future Official Community Plan and rezoning amendment that would prohibit agricultural uses on Lot B.

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The ALR exclusion and inclusion approval are subject to the following conditions:

- Submission of a vegetative buffering plan, prepared by a qualified professional, for all boundaries of 7969 Highway 91 Connector that abut ALR lands consistent with section 3.8b in the Ministry of Agriculture and Lands' Guide to Edge Planning. The plan must be reviewed and approved by the ALC;
- Installation of the required vegetative buffering plan;
- Agriculture cannot be restricted on 7007 Highway 91 (Lot B) by covenant or otherwise; and
- Any future Official Community Plan or rezoning amendments for 7007 Highway 91 (Lot B) Connector must include agricultural uses and be subject to ALC review and approval.

ALC staff have advised that the exclusion conditions would be satisfied by the submission and approval of the vegetative buffering plan, registration of a covenant on the property at 7969 Highway 91 Connector between the applicant, Delta and the ALC for the installation and maintenance of the agricultural buffer and provision of a letter of credit for the cost of agricultural buffer to be held by the ALC. The applicant prepared a vegetative buffering plan that was accepted by ALC staff on January 24, 2019. Delta staff are in the process of preparing the terms of the covenant for the three parties to sign. Prior to registration of the covenant, the applicant would deposit the letter of credit, based on an accepted cost estimate, with the ALC. Delta staff will update Metro Vancouver on the status of the exclusion process when final confirmation is received from the ALC.

With respect to the ALC's conditions for 7007 Highway 91 (Lot B), Delta agreed to not restrict agriculture on the property by covenant or otherwise, and to include agricultural uses in any future Official Community Plan or zoning amendments for the property subject to ALC's review and approval. Having satisfied the conditions for inclusion, ALC staff advised in December 2018 that the property at 7007 Highway 91 (Lot B) would be added to the ALR.

#### **Local and Regional Context**

The Regional Growth Strategy Amendments Map provided in Attachment B illustrates the proposed regional land use designation amendment from Agriculture to Industrial and amendment to the Urban Containment Boundary to include the subject property. Metro Vancouver staff provided comments on the MK Delta Lands Group application on May 27, 2016. The comments identified regional factors, which should be considered should Council submit a request for a Regional Growth Strategy amendment and sanitary sewer area extension. Further discussion on the regional factors and technical information identified by Metro Vancouver and Delta staff response are provided in Attachments C and D to this letter, and were also included in the staff report dated June 10, 2016 to Council. Also attached is a certified copy of Bylaw No. 7508 to extend the sanitary sewer area (Attachment E).



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In Delta's view, some of the significant regional benefits that would be generated by this proposal include the following:

- Dedication to Delta of 132.7 ha (328 ac) of land adjacent to the BBECA would protect these lands from future development and would place additional bog lands in public ownership.
- Environmental and agricultural buffer areas are proposed on the subject property around the perimeter of the development. The buffers would protect the adjacent BBECA by keeping development run-off and bog waters separate, and would mitigate potential conflicts between industrial and agricultural uses should the adjacent lands to the east within the ALR be farmed.
- This proposal would create an additional 43.79 ha (108.2 ac) of industrial lands for development which would contribute to Delta's and the region's supply of industrial lands.
- The loss of ALR lands is proposed to be offset by:
  - The inclusion of a 78.1 ha (193 ac) parcel (7007 Highway 91) with similar agricultural capability into the ALR.
  - The applicant's proposal to contribute a minimum \$6 million for irrigation and drainage improvements for Westham Island and East Delta would assist in increasing the agricultural productivity of valuable cultivated lands in Delta.

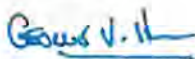
### Conclusion

In forwarding this application to Metro Vancouver, we have prepared a comprehensive package that contains all of the information noted in Attachment F, including staff reports, minutes of Council meetings and the Public Hearing, applicable technical reports and the vegetative buffering plan for 7969 Highway 91 Connector.

Delta's request for an amendment to the Regional Context Statement will be forwarded to Metro Vancouver for consideration should the amendments to the Regional Growth Strategy and Fraser Sewerage Area be approved.

Should you require any further information, please contact Marcy Sangret, Director of Community Planning & Development, by phone at 604.946.3219 or email at [msangret@delta.ca](mailto:msangret@delta.ca).

Yours truly,



George V. Harvie  
Mayor



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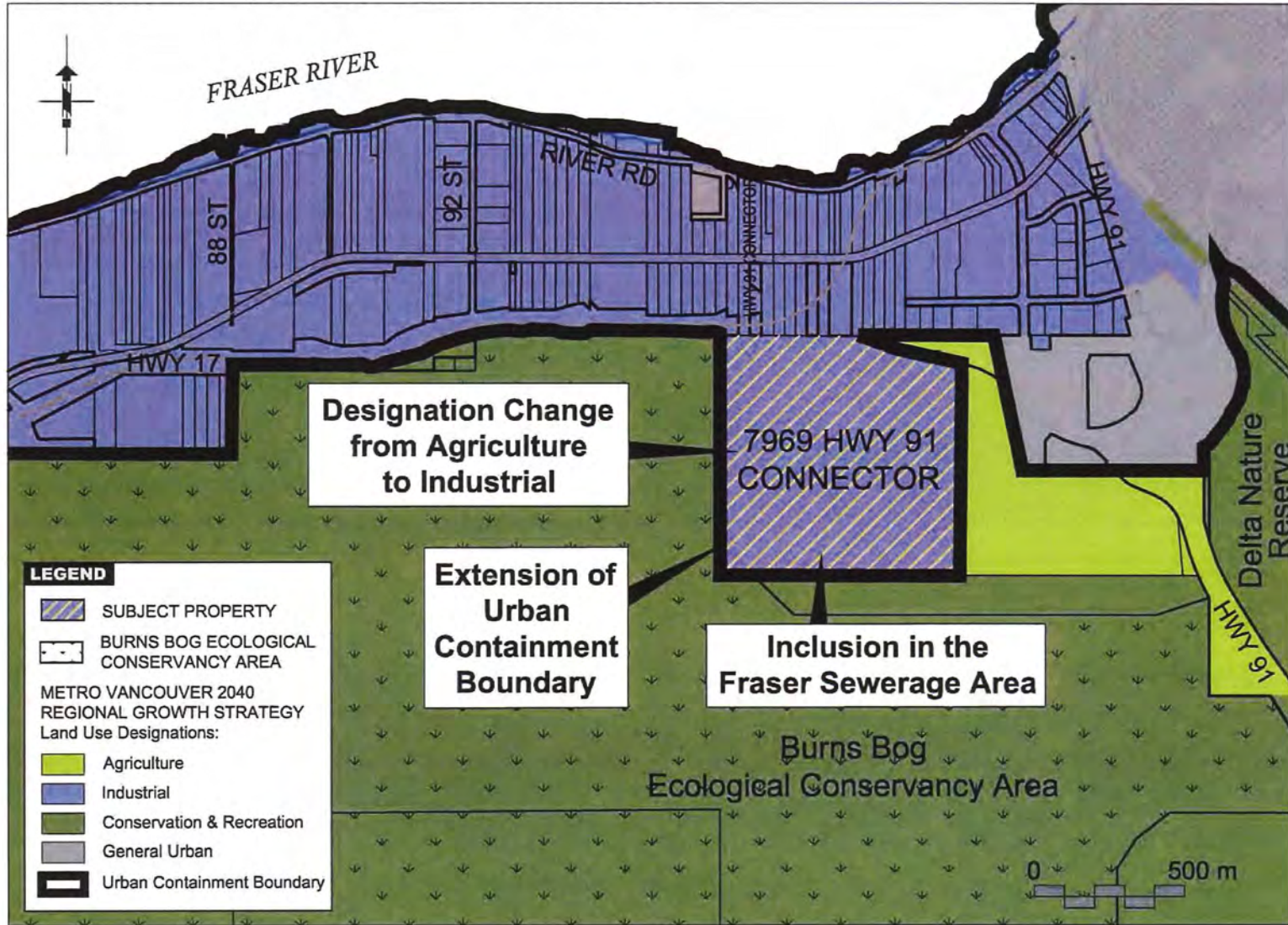
Enclosures:

- A. Development Concept Plan
- B. Proposed Regional Growth Strategy Amendments Map
- C. Regional Factors to Consider for the Proposed Regional Growth Strategy Amendments
- D. Sewer Area Extension Evaluation Summary and Sanitary Sewer Area Map
- E. Sanitary Sewer Area Extension Bylaw No. 7508 Certified Correct
- F. List of Information Included in Referral Package to Metro Vancouver

cc: Delta Council  
Metro Vancouver Board of Directors  
Carol Mason, Commissioner/Chief Administrative Office, Metro Vancouver  
Heather McNell, Director of Regional Planning & Electoral Area Services, Metro Vancouver  
Mark Wellman, Senior Project Engineer, Liquid Waste Services, Metro Vancouver  
Sean McGill, City Manager, City of Delta  
Steven Lan, Director of Engineering, City of Delta  
Marcy Sangret, Director of Community Planning & Development, City of Delta



**Amendments Requiring Metro Vancouver Approval**



**Regional Factors to Consider for the Proposed Regional Growth Strategy  
Amendments for the MK Delta Lands Group Application**

The subject property at 7969 Highway 91 Connector is currently designated Agriculture in the Metro Vancouver Regional Growth Strategy, and is located outside of the regional Urban Containment Boundary. The following section responds to comments received by Metro Vancouver based on the preliminary application circulation for the proposed industrial business park application which would require amendments to the Regional Growth Strategy to change the regional land use designation of the subject property to Industrial and to include the property within the Urban Containment Boundary.

1) Support a Sustainable Economy (Goal 2)

***2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live.***

The property is situated directly south of the Sunbury industrial business park area and is located in close proximity to both Highway 17 and Highway 91. The proposed industrial development would create an employment area that is located in close proximity to the North Delta community.

***2.2 Protect the supply of industrial land.***

Metro Vancouver studies show the demand for industrial land is increasing and the region will face a shortage in the next 10 to 15 years. The applicant has provided an Industrial Development, Market and Impact Study prepared by Site Economics Ltd., dated November 2015, which also provides an analysis of the industrial land supply with similar conclusions. This proposal would create an additional 43.79 ha (108.2 ac) of developable industrial lands which would contribute to Delta's and the region's supply of industrial lands.

***2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.***

The property has a regional Agriculture land use designation and is located with the Agricultural Land Reserve; however, the Provincial Agricultural Land Commission has conditionally approved the subject property for exclusion. The applicant has provided an Agricultural Capability Assessment for the subject property prepared by PGL Environmental Consultants, dated March 2016. The assessment found that drainage improvements would be required to improve the agricultural capability of the lands to organic Class 4 soils with excess water. Given the property's proximity to the much larger Burns Bog Ecological Conservancy Area, surface drainage for any crops other than cranberries would be a significant undertaking.



The applicant proposes to offset the requested Agricultural Land Reserve exclusion for the subject property by:

- providing Delta with a \$6 million contribution towards drainage and irrigation improvements for Westham Island and East Delta. This proposal is based on the conclusions of the Agricultural Benefit for Westham Island Salinity Analysis by PGL Environmental Consultants, dated March 2016, that identified opportunities to improve agricultural capability and suitability on Westham Island. The study found that unless sufficient suitable irrigation water can be supplied to Westham Island, crop production is anticipated to decrease and the effects of salinity on soils may increase. Improving components of Delta's existing irrigation system would increase the availability of non-saline irrigation water to Westham Island. Part of the contribution would also be set aside for East Delta drainage. Improvement options in the vicinity of Lorne Ditch would be reviewed. The applicant's proposal to contribute \$6 million for irrigation and drainage improvements for Westham Island and East Delta would assist in increasing the agricultural productivity of valuable cultivated lands in Delta; and
- including the property at 7007 Highway 91 (Lot B) as shown on the Location Map below, totaling 78.1 ha (193 ac) into the Agricultural Land Reserve.

Location Map



Inclusion of this property was not part of the original application as Lot B has considerable ecological values. However, it is recognized that there are existing environmentally sensitive lands located within the Burns Bog Ecological Conservancy Area that are also located within the Agricultural Land Reserve. The Provincial Agricultural Land Commission has approved inclusion of Lot B into the Agricultural Land Reserve. Should the industrial business park application be approved and the land transferred, Delta would manage Lot B consistent with the Burns Bog Ecological Conservancy Area and apply a conservation covenant.

2) Protect the Environment and Respond to Climate Change (Goal 3)

**3.1 Protect Conservation and Recreation lands.**

The applicant is proposing to transfer to Delta a total of 132.7 ha (328 ac) of land (Lots A, B and C). These lands have a regional land use designation of Conservation & Recreation. These privately-owned lands are currently located outside of the Burns Bog Ecological Conservancy Area. They are zoned Extraction Industrial (I3) which permits a range of industrial extraction activities including peat extraction. Dedication to Delta would protect these lands from future development and would place additional bog lands in public ownership.

**3.2 Protect and enhance natural features and their connectivity.**

The applicant submitted an Environmental Effects Assessment, dated April 2016, prepared by Environmental Dynamics Inc. that found that the proposed industrial development would realize a net gain in ecologically sensitive lands, vegetation and wildlife habitat protection with the proposed transfer of 132.7 ha (328 ac) of land (Lots A, B and C as shown on the Location Map) to Delta for protection from development. Other than the change in habitat for the subject site, development impacts can be minimized through the implementation of mitigation measures for fish and fish habitat, wildlife and vegetation. A covenant would be registered on the subject property that would require implementation and monitoring of the proposed mitigation measures.

Environmental buffer areas are proposed around the perimeter of the development area on the subject property to protect the adjacent Burns Bog Ecological Conservancy Area by keeping development run-off and bog waters separate. In addition to the peat berm and perimeter ditches, the site would be surrounded by a fill slope that would transition from the development site down to the perimeter ditches. A fence would be placed at the top of the slope to prevent public access to the perimeter buffer areas and the adjacent Burns Bog Ecological Conservancy Area and to maintain continuity of the South Fraser Perimeter Road wildlife fence. The buffer areas to the west and south would be owned and managed by Delta; however, the applicant would be responsible for



the installation of the berm and fill slope and interim maintenance and monitoring prior to Delta assuming responsibility for the buffer area. The north buffer and the east perimeter ditch and fill slope would be on privately-owned lands. Water quality monitoring would be done before, during and after construction to ensure effective protection of the Burns Bog Ecological Conservancy Area.

***3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality.***

The industrial development on the subject property would be contingent upon or phased to coincide with the completion of the Sunbury Interchange Project which would reduce congestion and the associated idling thereby improving local air quality and reducing greenhouse gas emissions from transportation.

The development itself would have a 3 m (10 ft) wide multi-use pathway to encourage walking and connectivity to public transit. Links to the local and regional cycling network would provide options for employees to seek alternative modes of transportation and thereby reducing greenhouse gas emissions.

The proposed design guidelines encourage the implementation of sustainable, energy-efficient design standards in building and site design. It is noted that energy-efficient design standards utilizing natural lighting, promoting renewable energy use and adhering to LEED standards would be implemented wherever applicable. Opportunities to incorporate renewable energy systems into buildings would also be pursued.

***3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.***

The development site would be elevated significantly above existing site grades to about 5.3 m geodetic with mineral fill. This is in excess of the design flood proofing grade and current height of the Fraser River dike.

Stormwater infrastructure proposed includes increased pumping capacity with a new pump station at the Silda outfall which would provide drainage for the project site as well as improving drainage for the existing Nordel Industrial area. This would accommodate the more intense storm events predicted due to climate change.

## 3) Support Sustainable Transportation Choices (Goal 5)

***5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.***

The development would have 3 m (10 ft) wide multi-use pathways on both sides of the internal roads to encourage walking and cycling. Possible links to the local and regional cycling network such as Highway 17 would provide options for employees to seek alternative modes of transportation.

***5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.***

The proposed development is ideally positioned for supporting goods movement in the region due to its proximity to the US border, Roberts Bank Container Terminal, and other industrial docks and facilities along the Fraser River. As the site can be directly accessed from Highway 17, commercial truck traffic would be separated from residential areas thus improving community safety.

**Sewer Area Extension Evaluation Summary and Sanitary Sewer Map**

Applications to extend the Sewer Area are reviewed with consideration given to a number of factors including: consistency with local policy and land use designations; the technical, operation and financial impacts of the proposed extension; and the goals, objectives and land use designations of the Regional Growth Strategy.

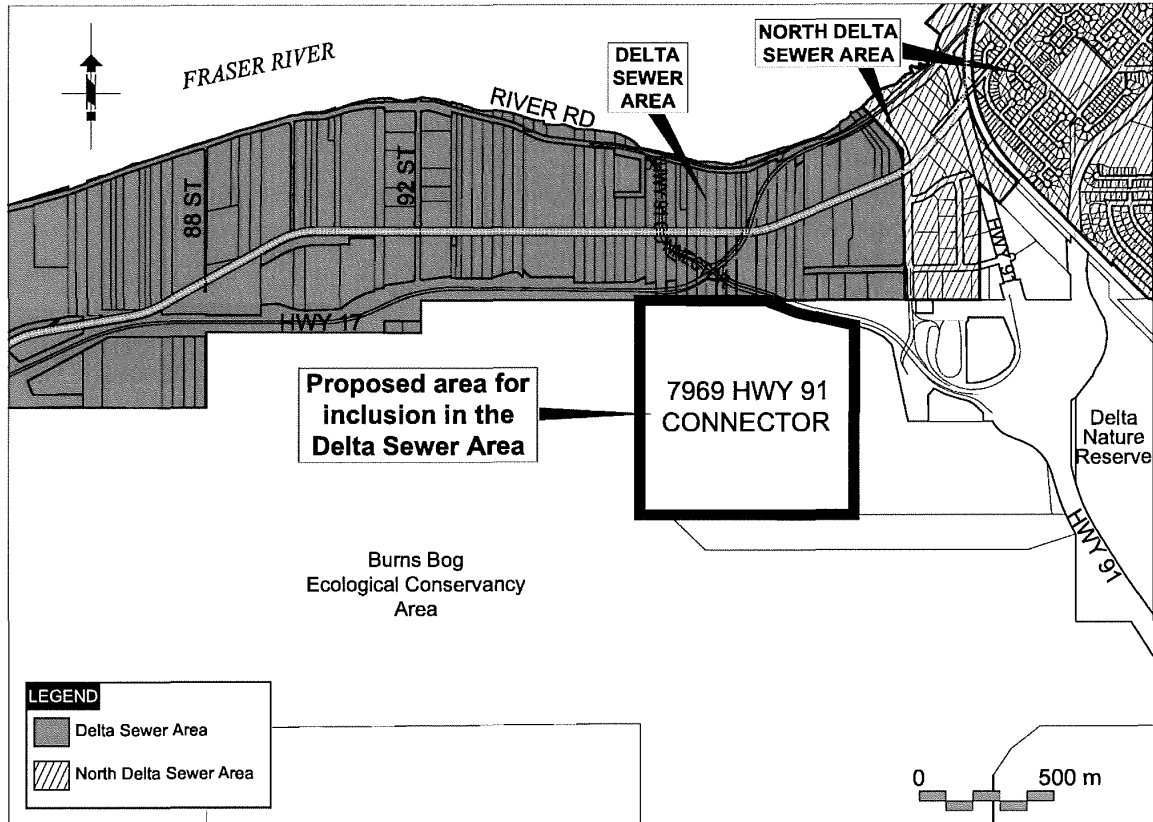
An application is in process for the property at 7969 Highway 91 Connector to permit the property to be included in the Delta Sewer Area in order to allow for an industrial development with approximately 43.79 ha (108.2 ac) of net developable land into Delta's sanitary sewer system. The property is currently designated Agricultural in Delta's Official Community Plan and Agriculture in Metro Vancouver's Regional Growth Strategy and is outside of Metro Vancouver's Urban Containment Boundary. The property is also located within the Agricultural Land Reserve. The property is located adjacent to the Urban Containment Boundary and lands designated Industrial in Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy. The applicant has submitted applications to exclude the property from the Agricultural Land Reserve, which the Provincial Agricultural Land Commission has conditionally approved, and to amend the land use designations in Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy from Agricultural and Agriculture, respectively, to Industrial. The applicant is also requesting that the lands be included within Metro Vancouver's Urban Containment Boundary.

There is an existing 1,050 mm (41 in) diameter sanitary sewer forcemain located approximately 400 m (1,312 ft) north of the property. Sanitary flows from the property would be pumped to Delta's sanitary sewer forcemain from a proposed onsite sanitary sewer pump station. The average flow rate from the development is estimated at approximately 22 litres per second, and a peak discharge rate of 79 litres per second. This additional flow can be accommodated within Delta's collection system, and will enter into Metro Vancouver's South Surrey's Interceptor at the Tilbury Meter Chamber.

Metro Vancouver approval is required in order to extend the Sewer Area. The applicant is requesting consideration of their sewer area extension request in conjunction with the applications to amend the local and regional land use designations and to include the site in the Urban Containment Boundary. Sites within the Urban Containment Boundary which are designated Industrial would be eligible for sewerage services, subject to Greater Vancouver Sewerage and Drainage District technical considerations, provided that the proposed development complies with the applicable policies under the General Urban designation. In the absence of specific criteria, Delta staff have evaluated the proposal in the same manner as has been done for previous sewer area extensions. A summary of the areas evaluated is presented in the table below.

Attachment D  
Page 2 of 3

Financial	The proposed sewer extension would be paid for by the owner at the time of connection. There would be no capital cost to Delta or Metro Vancouver. If connected, the land owner would be charged regular sewer charges offsetting financial impacts of operating Delta's overall sewer system.
Land Use Compliance	The proposed industrial use requires an amendment to Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy.
Service Levels	The applicant has indicated that the anticipated average flow rate from the proposed industrial development is 22 litres per second, and a peak flow rate of 79 litres per second.
Technical/ Operational	This incremental increase in flow can be accommodated within Delta's existing sanitary sewer collection system.
Local Community	The proposed industrial use would be compatible with the adjacent industrial uses along Nordel Way and River Way.
Regional Concepts	The applicant is requesting that the property be included in the Urban Containment Boundary in Metro Vancouver's Regional Growth Strategy



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**THE CORPORATION OF DELTA**

**BYLAW NO. 7508**

*A Bylaw to extend the boundaries and area of the "Delta Sewer Area"*

---

WHEREAS the Council of The Corporation of Delta has adopted a bylaw entitled "Delta Sewer Area Merger Bylaw No. 2551, 1976" which outlined areas specified as the "Delta Sewer Area" created for the purpose of providing a sanitary sewer system for the special benefit of the said areas;

AND WHEREAS it is deemed desirable and expedient to extend the specified area serviced by the sewer system;

NOW THEREFORE, the Municipal Council of The Corporation of Delta in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "**Delta Sewer Area Extension and Enlargement (MK Delta Lands Group– LU007445) Bylaw No. 7508, 2016**".
2. Any liabilities incurred, on behalf of the "Delta Sewer Area" as created by the "Delta Sewer Area Merger Bylaw No. 2551, 1976" shall be borne by all the owners of parcels of lands in the "Delta Sewer Area" as extended and enlarged by this bylaw.



Bylaw No. 7508

- 2 -

- 3. The "Delta Sewer Area" as created by the "Delta Sewer Area Merger Bylaw No. 2551, 1976" and as extended from time to time is hereby further extended and enlarged to include the property described as "Proposed Sewer Area Extension" as shown outlined in bold on the plan attached hereto and identified as Schedule "A".

READ A FIRST time the 20<sup>th</sup> day of June, 2016.

READ A SECOND time the 20<sup>th</sup> day of June, 2016.

READ A THIRD time the 20<sup>th</sup> day of June, 2016.

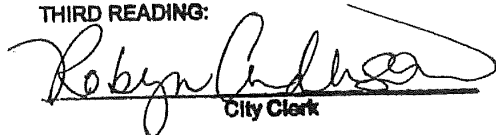
THIRD READING EXTENSION APPROVED the 24<sup>th</sup> day of July, 2017.

APPROVED BY the Greater Vancouver Sewer & Drainage District  
the day of 201 .

FINALLY CONSIDERED AND ADOPTED the day of , 20 .

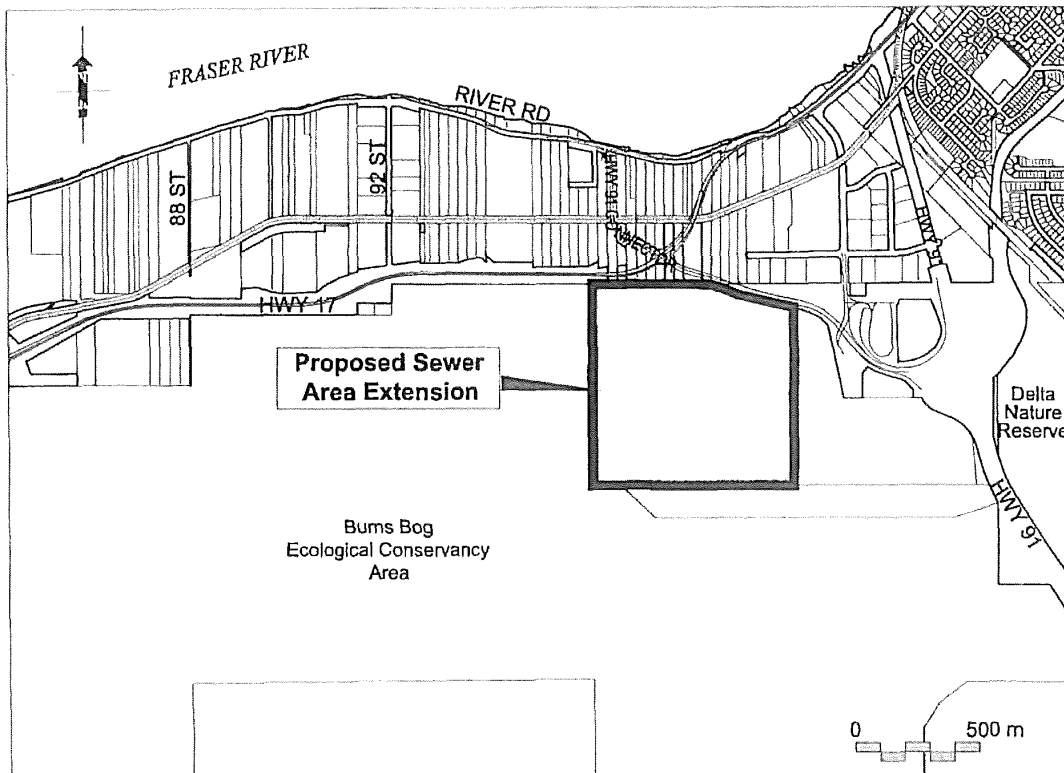
\_\_\_\_\_  
Lois E. Jackson  
Mayor

\_\_\_\_\_  
Robyn Anderson  
Municipal Clerk

**CERTIFIED CORRECT AS AT  
THIRD READING:**  
  
\_\_\_\_\_  
City Clerk

Bylaw No. 7508

- 3 -



This is Schedule "A" to  
"Delta Sewer Area Extension and Enlargement  
(MK Delta Lands Group – LU007445) Bylaw  
No. 7508, 2016"

Legal:  
P.I.D. 000-915-025  
Lot 4 District Lot 437 Group 2  
New Westminster District Plan 1180 Except Plan EPP375

**List of Information Included in Referral Package to Metro Vancouver**

1. Cover Letter to Metro Vancouver Board Chair with attachments:
  - a. Development Concept Plan
  - b. Proposed Regional Growth Strategy Amendments Map
  - c. Regional Factors to Consider for the Proposed Regional Growth Strategy Amendments
  - d. Sewer Area Extension Evaluation Summary and Sanitary Sewer Area Map
  - e. Sanitary Sewer Area Extension Bylaw No. 7508 Certified Correct
  
2. Staff Reports Dated:
  - a. June 10, 2016
  - b. July 5, 2016
  - c. January 29, 2019
  
3. Council Meeting Minutes:
  - a. Regular Council Meeting on June 20, 2016
  - b. Regular Council Meeting on July 11, 2016
  - c. Public Hearing on July 26, 2016
  - d. Meeting Following the Public Hearing on July 26, 2016
  - e. Regular Council Meeting on February 11, 2019
  
4. Provincial Agricultural Land Commission Decision dated September 11, 2018
  
5. Technical Reports:
  - a. Servicing Master Plan Design Brief dated May 6, 2016
  - b. Traffic Impact Study – Draft Report (Revision 3) dated April 14, 2016
  - c. Industrial Development, Market and Impact Study dated November 2015
  - d. Environmental Effects Assessment (Revision 3) dated April 2016
  - e. Agricultural Capability Assessment dated March 2016
  - f. Agricultural Benefit for Westham Island Salinity Analysis dated March 2016
  
6. Agricultural Buffer:
  - a. Vegetative Buffering Plan dated December 2018

Note: Additional information and documents relating to the MK Delta Lands industrial development application, including copies of presentations, can be found on Delta's website at [www.delta.ca/mkindustrial](http://www.delta.ca/mkindustrial).

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# City of Richmond

Malcolm D. Brodie  
Mayor

6911 No. 3 Road  
Richmond, BC V6Y 2C1  
Telephone: 604-276-4123  
Fax No: 604-276-4332  
www.richmond.ca

September 12, 2019

Sav Dhaliwal  
Board Chair, Metro Vancouver  
Metrotower III, 4730 Kingsway  
Burnaby, BC V5H 0C6

Dear Councillor Dhaliwal:

**Re: RICHMOND RESPONSE: METRO VANCOUVER'S REFERRAL TO AMEND THE METRO 2040 REGIONAL GROWTH STRATEGY AS REQUESTED BY THE CITY OF DELTA**

This is to advise that Richmond City Council at its Regular Council meeting held on Monday, September 9, considered the above matter and adopted the following resolution:

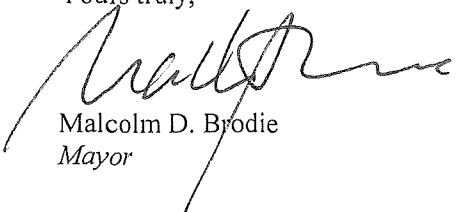
*That staff be directed to advise the Metro Vancouver Regional District Board that the City of Richmond has objections to the Metro 2040 Land Use Designation Amendment requested by the City of Delta, as outlined in the Metro Vancouver letter dated June 10, 2019.*

In their discussion regarding the proposed amendment, Richmond City Council cited concerns regarding:

1. The impacts of the proposal on Burns Bog as an important ecological resource in the region;
2. Possible eastward expansion of the industrial area over time, further impacting Burns Bog;
3. Wildlife impacts arising from industrial development adjacent to Burns Bog; and
4. The proposed land swap does not enhance local or regional agricultural activity, despite the net increase in land located in the Agricultural Land Reserve.

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

Yours truly,

  
Malcolm D. Brodie  
Mayor

July 31, 2019

Sav Dhaliwal, Chairperson  
Metro Vancouver  
4730 Kingsway  
BURNABY BC V5H 0C6

Dear Chairperson Dhaliwal:

**RE: METRO 2040 LAND USE DESIGNATION AMENDMENT REQUEST FROM THE CITY OF DELTA – MK DELTA LANDS REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1283, 2019**

On behalf of White Rock City Council, I am writing to advise a corporate report from the Director of Planning and Development Service was presented at the July 22, 2019 Regular meeting in response to your letter dated June 10, 2019.

Council received the corporate report (attached), and does not support the proposed amendment to the Regional Growth Strategy.

The discussion regarding this matter can be viewed on the City's video archives ([click here, item 6.2.2](#)).

If you have any questions regarding the corporate report, you may contact Carl Johannsen, Director of Planning and Development Services, at 604 541 2142 or at [cjohannsen@whiterockcity.ca](mailto:cjohannsen@whiterockcity.ca)

Thank you,



Tracey Arthur  
Director of Corporate Administration

Cc: Carl Johannsen, Director of Planning and Development Services

**Corporate Administration**  
P: 604.541.2212 | F: 604.541.9348

**City of White Rock**  
15322 Buena Vista Avenue, White Rock BC, Canada V4B 1Y6

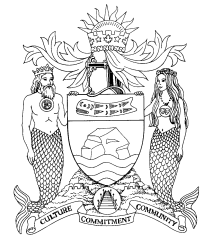
Metro Vancouver Regional District

**WHITE ROCK**  
*City by the Sea!*

[www.whiterockcity.ca](http://www.whiterockcity.ca)



THE CORPORATION OF THE  
**CITY OF WHITE ROCK**  
CORPORATE REPORT



**DATE:** July 22, 2019

**TO:** Mayor and Council

**FROM:** Carl Johannsen, Director of Planning and Development Services

**SUBJECT:** Response to *Metro Vancouver 2040: Shaping our Future* Land Use Designation Amendment Request – MK Delta Lands

---

**RECOMMENDATIONS**

THAT Council:

1. Receive for information the corporate report dated July 22, 2019 from the Director of Planning and Development Services titled “Response to *Metro Vancouver 2040: Shaping our Future* Land Use Designation Amendment Request – MK Delta Lands;” and
  2. Authorize the Director of Corporate Administration to respond to the Metro Vancouver Board stating that the City does not object to the proposed amendment to the Regional Growth Strategy, and by sending Council commentary and any applicable resolution along with this corporate report as a response to the Metro Vancouver Board request for comment.
- 

**BACKGROUND**

The purpose of this report is to notify Mayor and Council of a proposed amendment to the Regional Growth Strategy (RGS), and to provide Council with an opportunity to comment on the proposed amendment. The City of Delta, in support of a development application, has initiated an amendment to the RGS to change the regional land use designation of a 62.7 hectare (155 acre) parcel located adjacent to the Highway 99 connector from “Agricultural” to “Industrial” and to include the lands within the Urban Containment Boundary. The proposal also involves the transfer of 132.7 hectares (328 acres) of environmentally sensitive lands owned by the MK Delta Lands Group to the City of Delta, 78 hectares (193 acres) of which has received conditional approval for inclusion into the Agricultural Land Reserve (ALR).

Prior to the City of Delta approving an Official Community Plan amendment bylaw, and the Agricultural Land Commission giving final approval to the exclusion of the subject property from the ALR, the RGS would need to be amended by the Metro Vancouver Regional District (MVRD) Board to change the regional land use designation from Agricultural to Industrial, and to revise the region’s Urban Containment Boundary.

The proposed changes to the land use designation and Urban Containment Boundary are a ‘Type 3’ minor amendment to the RGS, requiring a 50%+1 weighted vote of the Metro Vancouver Board in favour of the amendment, and no regional public hearing is required. First and second readings of the MVRD amendment bylaw were given on May 24, 2019, and MVRD staff were directed to notify local governments to obtain input. Following consideration of written

comments from local governments and other agencies (up to September 6, 2019), the MVRD Board will consider third reading and final adoption of the bylaw.

To provide further detail on the proposed amendment, the letter from Metro Vancouver inviting comment from local governments, and the MVRD Board report are attached as Appendices A and B, for Council's information.

## **ANALYSIS**

### *White Rock Implications*

The proposed RGS amendment is not anticipated to have a direct impact on services provided by the City of White Rock, as the location of the subject property is fourteen (14) kilometres from the City's boundaries.

### *Regional Planning Implications*

Metro Vancouver staff assessed the proposed amendment for its alignment with the RGS and recommended that the MVRD Board approve the requested amendment, noting alignment with regional goals, including:

- increasing the supply of industrial lands in the region
- increasing land in the ALR and providing funds to improve the productivity of other agricultural lands; and
- increasing the protection of ecologically important lands contiguous with Burns Bog by eliminating the potential for permitted industrial extraction activities on three additional parcels by transferring them to public ownership.

Staff have reviewed the commentary provided in the MVRD Board report dated March 15, 2019, and concur with the regional staff's interpretation of the Regional Growth Strategy and the consistency between this proposed amendment and the goals of the RGS. The MVRD report is included as Appendix B.

### *Staff Commentary*

Staff do not anticipate direct impacts to the City of White Rock from the proposed amendment and support the MVRD staff assessment for this application; therefore staff have no objection to this proposed amendment. Staff recommend this corporate report, along with Council comments and any applicable resolution be sent to Metro Vancouver Board as a response to their request for comments.

## **BUDGET IMPLICATIONS**

There are no financial implications associated with the proposed amendment.

## **OPTIONS**

The following options are available for Council's consideration:

Option 1: Authorize the Director of Corporate Administration to respond to the Metro Vancouver Board stating the City has no objection to the proposed amendment to the RGS by sending Council commentary and any applicable resolution along with this corporate report as a response to the Metro Vancouver Board request for comment; or

Option 2: Direct staff to provide another response to Metro Vancouver.

Staff recommend Option 1, which is reflected in the recommendations of this corporate report.

## **CONCLUSION**

Metro Vancouver is seeking comment on a proposed amendment to the Regional Growth Strategy. The requested Type 3 amendment to the RGS is not expected to directly affect the City's interests and staff have reviewed the assessment by MVRD staff regarding the regional planning implications from this proposed amendment and concur with the support expressed by MVRD staff. As such, staff have no objection to the proposed RGS amendment. Staff recommend that Council authorize the Director of Corporate Administration to respond to the Metro Vancouver Board by sending Council commentary and any applicable resolution along with this corporate report as a response to the Metro Vancouver Board request for comment.

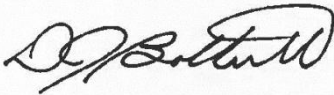
Respectfully submitted,



Carl Johannsen, MCIP, RPP  
Director of Planning and Development Services

### **Comments from the Chief Administrative Officer:**

I concur with the recommendations of this corporate report.



Dan Bottrill  
Chief Administrative Officer

Appendix A: Letter from Metro Vancouver received June 10, 2019



**Agricultural Land Commission**  
201 – 4940 Canada Way  
Burnaby, British Columbia V5G 4K6  
Tel: 604 660-7000 | Fax: 604 660-7033  
[www.alc.gov.bc.ca](http://www.alc.gov.bc.ca)

July 4, 2019

Reply to the attention of Martin Collins  
ALC Application: 55916  
Local Government File: CR-12-01

Gord Tycho  
Senior Planner  
Metrovancouver  
4730 Kingsway, Burnaby, BC  
V5H 0C6

[Gordon.Tycho@metrovancover.org](mailto:Gordon.Tycho@metrovancover.org)

**Delivered Electronically**

**Re: Metro Vancouver Regional District Regional Growth Strategy Amendment  
Bylaw No. 1283, 2019**

**Properties: PID: 000-915-025 (Property 1) PID 025-891-111 (Property 2)**

Thank you for forwarding a draft copy of Bylaw 1283, 2019 (the “Bylaw”) and the attached background materials and reports, for review and comment by the Agricultural Land Commission (ALC). The following comments are provided by ALC staff to help ensure that the Bylaw is consistent with the purposes of the Agricultural Land Commission Act (ALCA), the Agricultural Land Reserve General Regulation, (the “General Regulation”), the Agricultural Land Reserve Use Regulation (the “Use Regulation”), and any decisions of the ALC.

Bylaw 1283, 2019 proposes to:

- re-designate Property 1 (Lot 4) from agricultural to industrial;
- extends the Urban Containment Boundary in Metro Vancouver’s Regional Growth Strategy to include Property 1 (Lot 4);
- and amends maps 2,3,4,6,7,11 and 12 in Bylaw 1136 with the Bylaw’s Schedule B maps.

ALC application # 55916, conditionally allowed the exclusion of Property 1, ( ~62 ha) from the Agricultural Land Reserve (ALR) subject to the inclusion of Property 2 into the ALR, and other agricultural enhancements (as per ALC Resolutions #233 and #234). The conditions have now been completed and the ALR maps amended.

In light of the ALC’s decision to exclude Property 1 from the ALC and the completion of the conditions of approval, this is to confirm that ALC staff have no objection to the adoption of Bylaw 1283, 2019.

The ALC strives to provide a detailed response to all bylaw referrals affecting the ALR; however, you are advised that the lack of a specific response by the ALC to any draft bylaw provisions

cannot in any way be construed as confirmation regarding the consistency of the submission with the ALCA, the Regulations, or any Orders of the Commission.

If you have any questions about the above comments, please contact the undersigned at 604-660 – 2554 or by e-mail [martin.collins@gov.bc.ca](mailto:martin.collins@gov.bc.ca)

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION

A handwritten signature in cursive script that reads "Martin Collins".

Martin Collins, Director of Policy and Planning



**TransLink**  
400 - 287 Nelson's Court  
New Westminster, BC V3L 0E7  
Canada  
Tel 778.375.7500  
translink.ca

South Coast British Columbia  
Transportation Authority

August 29, 2019

Sav Dhaliwal  
Chair, Metro Vancouver Board  
Metro Vancouver  
Metrotower III, 4730 Kingsway  
Burnaby, BC V5H 0C6

Dear Chair Dhaliwal,

**Re: Notification of Proposed Amendment to *Metro Vancouver 2040: Shaping Our Future (Metro 2040)* – Type 3 Amendment (MK Delta Lands)**

Thank you for the letter dated June 10, 2019, providing TransLink with the opportunity to comment on the City of Delta's request to amend *Metro 2040: Shaping Our Future (Metro 2040)* for a 62.7-hectare (155 ac) property located at 7969 Highway 91 Connector. Our understanding is that the requested amendment is to change the regional land use designation from "Agricultural" to "Industrial" and to include the property within the Urban Containment Boundary.

TransLink's comments on this application are provided based on our legislated mandate in the [South Coast British Columbia Transportation Authority Act](#) ("SCBCTA" Act) to review proposed amendments to the regional growth strategy (RGS) and advise Metro Vancouver on the implications of such amendments to the regional transportation system. We are also legislatively mandated to provide a regional transportation system that supports the RGS, and are directed by the [Regional Transportation Strategy](#) (RTS) to work with partner agencies toward aligned transportation and land use.

The regional transportation goals in TransLink's RTS are advanced by land use plans which focus population and jobs in Urban Centres, Frequent Transit Development Areas (FTDAs), and along the Frequent Transit Network (FTN). TransLink supports developments which:

- provide sustainable transportation choices;
- support a compact urban area;
- facilitate most trips being possible by walking, cycling and transit; and
- reduce distances driven.



### **Regional Goods Movement & the Regional Transportation System**

In examining the potential regional transportation system impacts of the requested amendment, TransLink finds that the proposal could advance regional goals in the following ways:

- The designation of 43.8 hectares of industrial land would support regional industrial activity, goods movement, and the creation of employment opportunities, thereby advancing the RTS goal of enabling a sustainable economy. Given the site's location adjacent to Highway 17, the Highway 91 connector, and designated truck routes on River Road and Nordel Way, in addition to being close to the US Border, Robert Banks Container Terminal, and other industrial lands/uses, the proposed amendment would also further the [Regional Goods Movement Strategy](#) priority to protect the supply of industrial land near appropriate transportation infrastructure; and
- The transfer of 132.7 hectares to the City of Delta to be managed under the Burns Bog management agreement would prevent possible trip-generating development occurring in a location outside an Urban Centre or Frequent Transit Development Area, and away from the Frequent Transit Network, thereby avoiding any associated negative impacts to the regional transportation system.

### **Transit Access**

Those benefits noted, there are however limitations to the existing transit service proximate to the site. There are no bus stops easily accessible to/from the site, with the closest existing stop located on Nordel Way across the Highway 91 Connector (approximately 650m). Significant improvements to the pedestrian infrastructure would need to be made to provide access between the site and this stop, given gaps in the sidewalk network, and even then, the walk distance exceeds the 400-metre threshold that people will typically walk to access this level of bus service. While the Phase 2 Investment Plan includes funding to extend some trips of route 640 to the Tsawwassen Ferry Terminal, there are no additional improvements slated for transit service in the area.

The proposed "CD – Comprehensive Development" zoning for the site would permit "light industrial uses" such as warehousing, wholesaling and distribution, transportation, repair and servicing, etc. Certain uses could generate a higher rate of trips than others and could consequently have a negative impact on the regional transportation system, potentially posing a challenge to the RTS goal of providing sustainable transportation choices. Due to the limited transit service, large-format industrial would be most appropriate. However, unless it is known that the future industrial use would be a significant trip generator, then the issue of transit service is not considered a concern for this proposal at this time, also recognizing that the location of industrial lands often makes them challenging to serve by transit.

### **Transportation Demand Management**

The City of Delta's Green Growth Index outlines 13 of a total 100 points for demand-side transportation measures, including: active transportation routes, bicycle parking and trip-end amenities, electric vehicle charging stations, and carshare parking. In the rezoning and/or other development permits and approvals for the site, as well as in the development's buildout, TransLink encourages the City of Delta and the developer to consider:

- Limiting permitted uses to minimize trip-generation
- Exploring opportunities for a developer-funded shuttle, vanpool program, or Independent Transit Service
- Providing contributions and incentives for sustainable travel
- Unbundling parking costs from rent and providing priority car share parking spaces and memberships
- Exploring opportunities to encourage cycling accessibility including trip-end amenities
- Undertaking road and sidewalk-related improvements to improve the pedestrian connection to nearby bus stops

The implementation of measures to minimize trip generation and incentivize mode shift will be key to supporting the goals of the RTS and mitigating any negative impacts to the regional transportation system.

**Continued Collaboration**

Thank you again for the opportunity to comment on this proposed amendment. TransLink looks forward to continued coordination with Metro Vancouver and the City of Delta related to the MK Delta Lands proposal. If you have any questions or clarifications regarding this response, please contact Joanna Brownell, Manager, Partner Planning, at [joanna.brownell@translink.ca](mailto:joanna.brownell@translink.ca).

Sincerely,



Geoff Cross  
Vice President, Transportation Planning and Policy

cc: Marcy Sangret, Director of Community Planning and Development, City of Delta  
Chair Tony Gugliotta, TransLink Board



CITY OF DELTA

*From the office of:*

Sean McGill  
City Manager

July 24, 2019

Carol Mason, Chief Administrative Officer  
Metro Vancouver  
Metro Tower III – 4730 Kingsway  
Burnaby, BC V5H 0C6

Dear Ms. Mason,

**Re: Regional Context Statement Amendment Bylaw for the MK Delta Lands Group Industrial Property at 7969 Highway 91 Connector, Delta, BC**

I understand that the Metro Vancouver Board will be considering final reading of "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019" at their meeting on October 4, 2019. At this time I am writing to you to submit Delta's Regional Context Statement amendment bylaw for consideration by the Metro Vancouver Board.

Please find enclosed two copies of Bylaw No. 7505, certified correct at third reading. I would like to respectfully request that the Metro Vancouver Board also consider this item at their meeting on October 4, 2019. For illustration purposes, colour copies of Delta's existing and proposed Regional Context Statement map are also enclosed.

Yours truly,

Sean McGill  
City Manager

Enclosure

cc: Chris Plagnol, Corporate Officer, Metro Vancouver  
Heather McNell, Director of Regional Planning and Electoral Area Services, Metro Vancouver  
Gord Tycho, Senior Planner, Metro Vancouver  
Mayor George V. Harvie  
Delta Council  
Marcy Sangret, Director of Community Planning & Development  
James Klukas, Deputy Director of Community Planning & Development



**THE CORPORATION OF DELTA**

**BYLAW NO. 7505**

*A Bylaw to amend "The Corporation of Delta  
Official Community Plan Bylaw No. 3950, 1985"*

---

WHEREAS the Council of The Corporation of Delta has adopted an Official Community Plan pursuant to Section 472 of the *Local Government Act*:

NOW THEREFORE, the Municipal Council of The Corporation of Delta in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as **"The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985 Amendment (Regional Context Statement Amendment for MK Delta Lands Group – LU007445) Bylaw No. 7505, 2016"**.
2. Schedule A of "The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985", as amended, is hereby further amended as follows:
  - (a) by changing the designation of the lands shown in cross-hatch on Schedule 7505-1 from Agriculture to Industrial and amending the Regional Context Statement Map accordingly.
  - (b) by extending the Urban Containment Boundary as shown in bold and labeled "Urban Containment Boundary" to include the lands shown in cross-hatch on Schedule 7505-1.



READ A FIRST time the 20<sup>th</sup> day of June, 2016.

READ A SECOND time the 20<sup>th</sup> day of June, 2016.

SECOND READING RESCINDED the 11<sup>th</sup> day of July, 2016.

READ A SECOND TIME AS AMENDED the 11<sup>th</sup> day of July, 2016.

PUBLIC HEARING held the 26<sup>th</sup> day of July, 2016.

READ A THIRD time the 26<sup>th</sup> day of July, 2016.

THIRD READING EXTENSION APPROVED the 24<sup>th</sup> day of July, 2017.

THIRD READING EXTENSION APPROVED the 15<sup>th</sup> day of October, 2018.

FINALLY CONSIDERED AND ADOPTED the day of , 201 .


---

George V. Harvie  
Mayor

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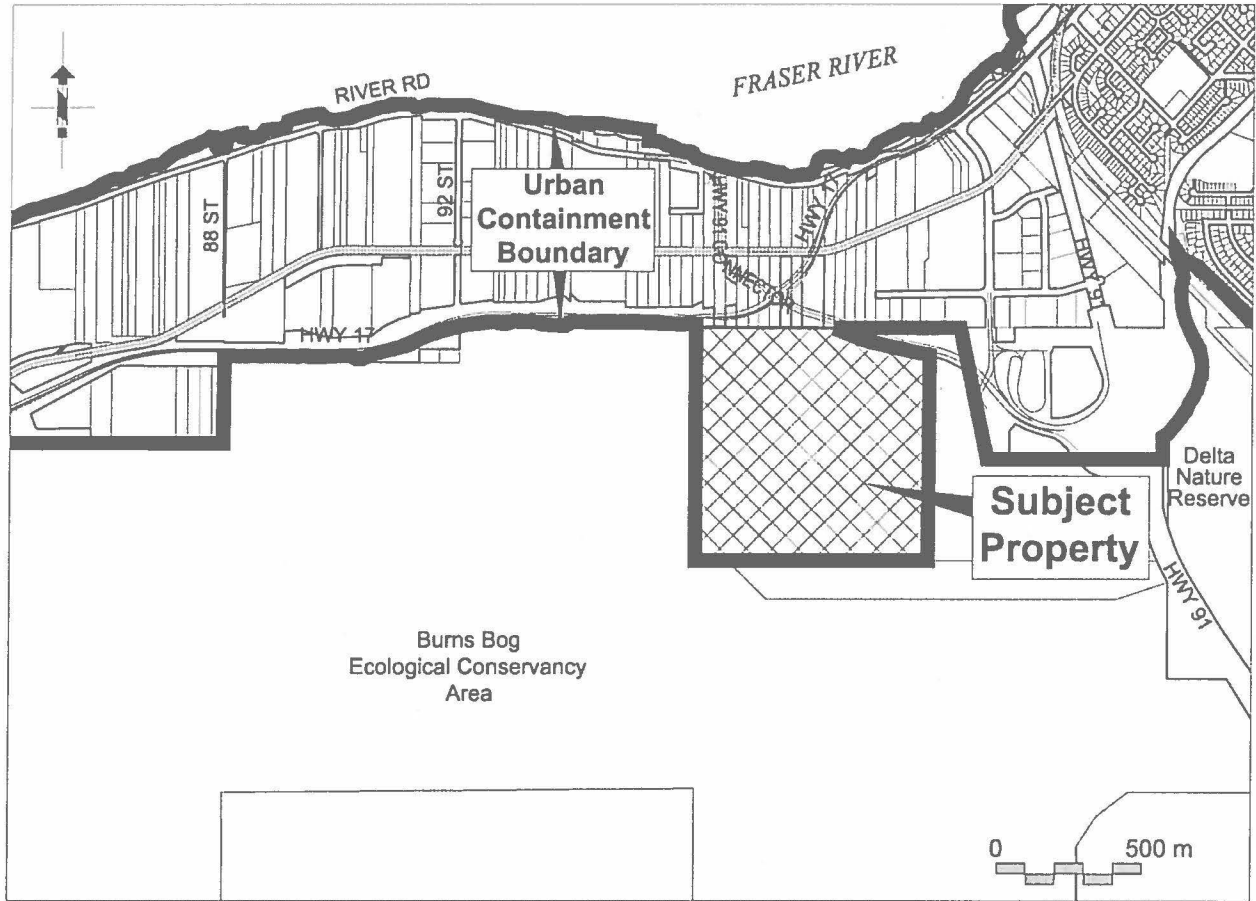
Robyn Anderson  
Municipal Clerk

**CERTIFIED CORRECT AS AT  
THIRD READING:**




---

Acting City Clerk



This is Schedule 7505-1 to  
"The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985  
Amendment (Regional Context Statement Amendment for MK Delta Lands Group –  
LU007445) Bylaw No. 7505, 2016"

Legal:  
P.I.D.: 000-915-025  
Lot 4 District Lot 437 Group 2  
New Westminister District Plan 1180 Except Plan EPP375



**THE CORPORATION OF DELTA**

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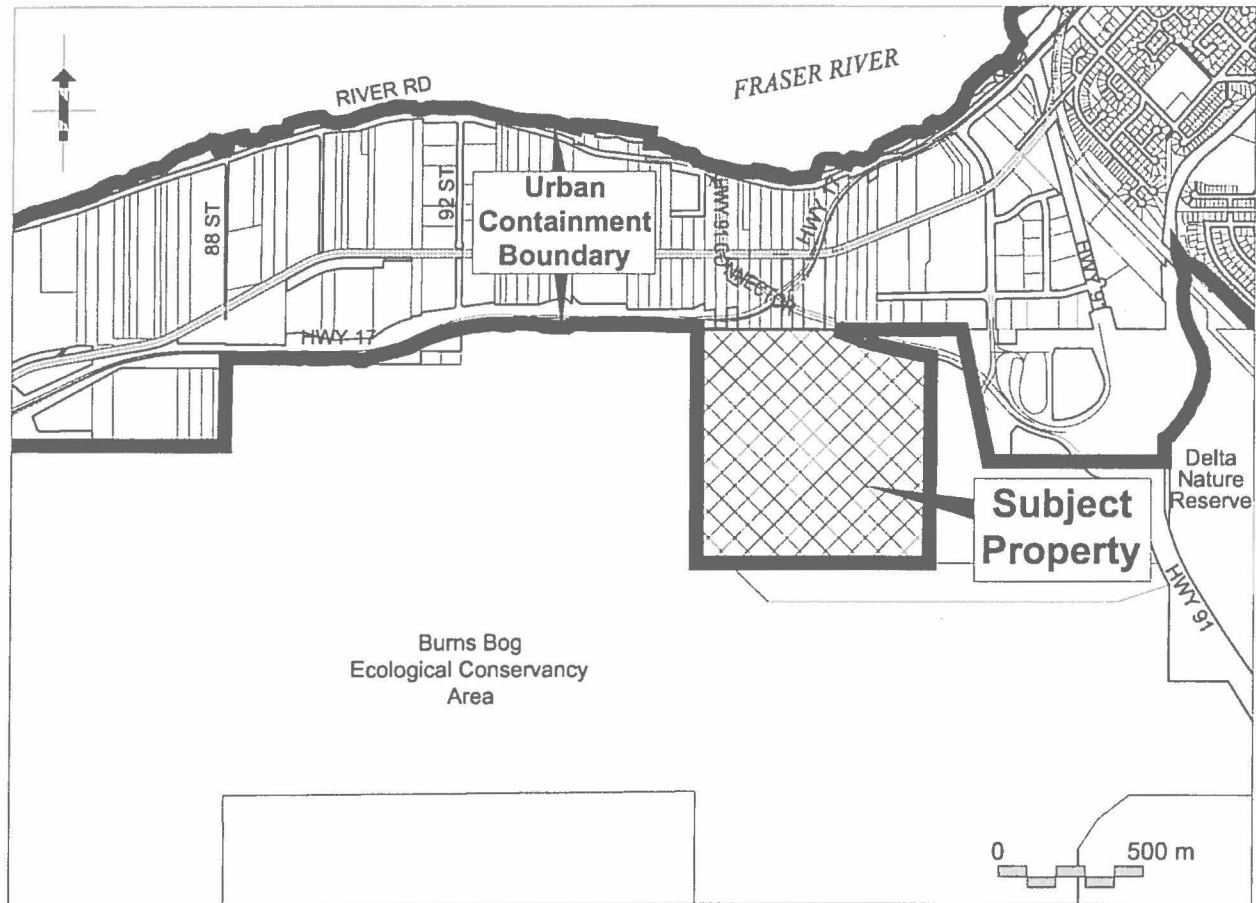
George V. Harvie  
Mayor

---

Robyn Anderson  
Municipal Clerk

**CERTIFIED CORRECT AS AT  
THIRD READING:**

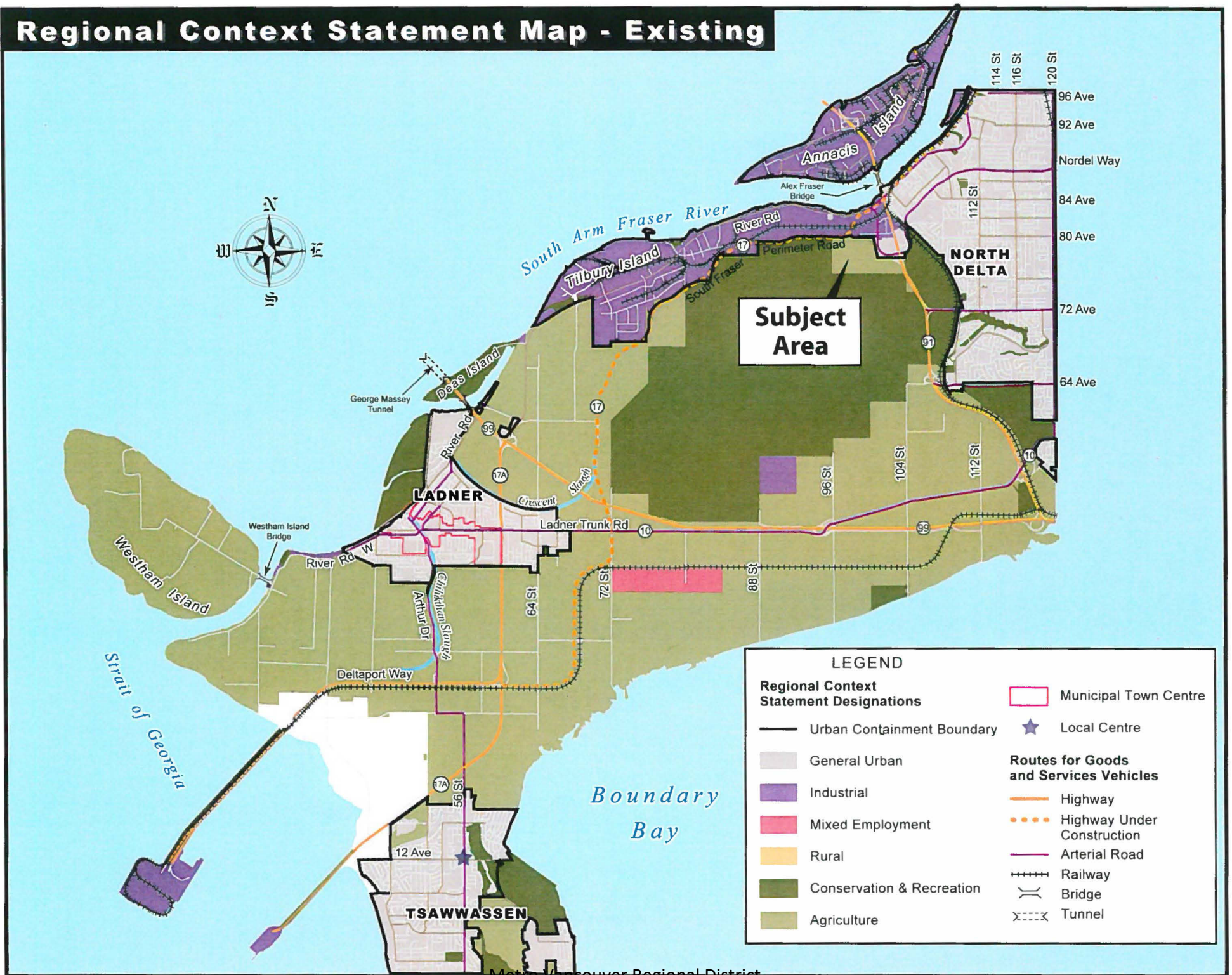
  
Acting City Clerk



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"The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985  
Amendment (Regional Context Statement Amendment for MK Delta Lands Group –  
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Legal:  
P.I.D.: 000-915-025  
Lot 4 District Lot 437 Group 2  
New Westminster District Plan 1180 Except Plan EPP375

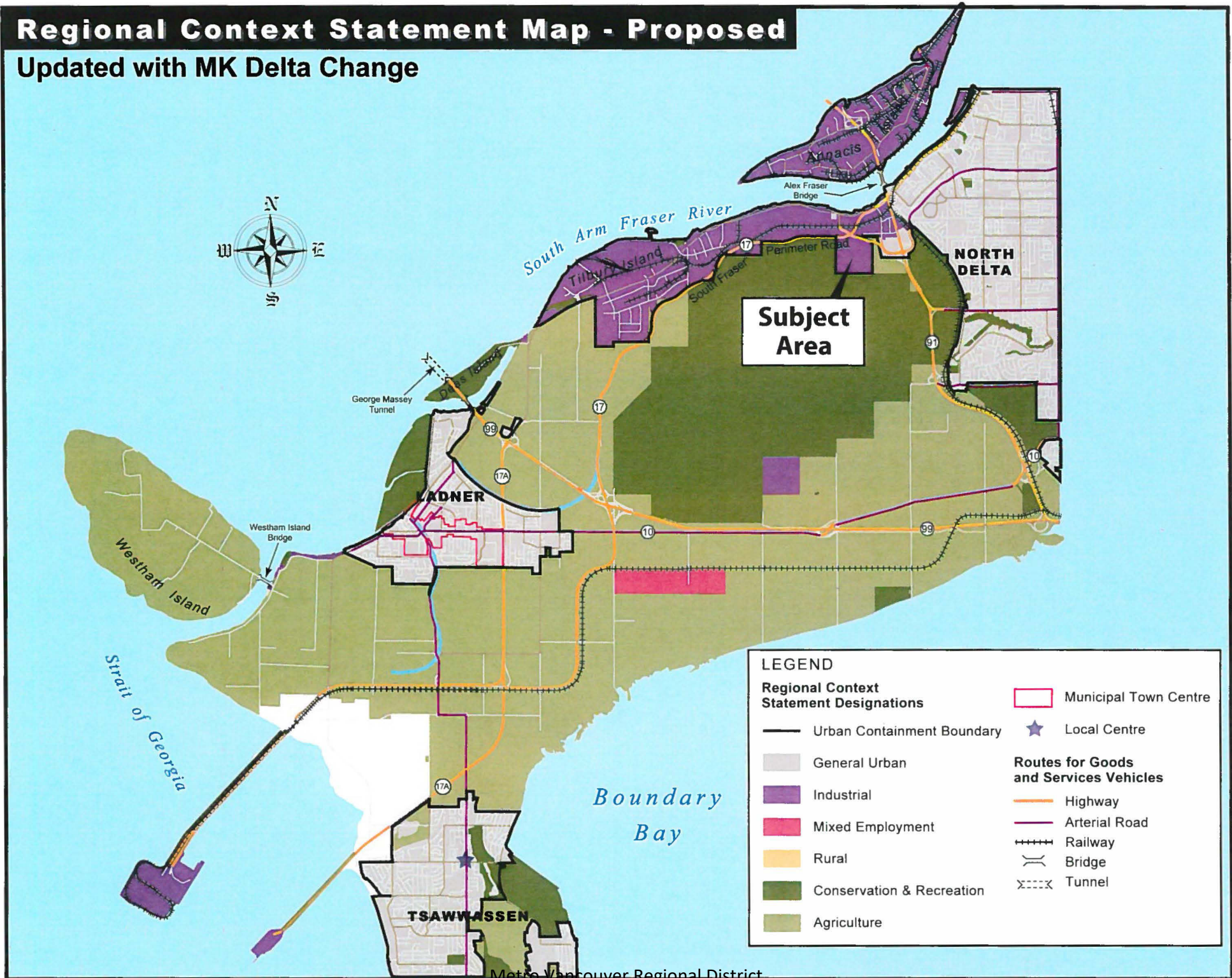
# Regional Context Statement Map - Existing





# Regional Context Statement Map - Proposed

Updated with MK Delta Change



LEGEND	
<b>Regional Context Statement Designations</b>	
	Urban Containment Boundary
	General Urban
	Industrial
	Mixed Employment
	Rural
	Conservation & Recreation
	Agriculture
	Municipal Town Centre
	Local Centre
<b>Routes for Goods and Services Vehicles</b>	
	Highway
	Arterial Road
	Railway
	Bridge
	Tunnel

---

**From:** Tanya Mitchner <TMitchner@delta.ca>  
**Sent:** Tuesday, April 9, 2019 4:15 PM  
**To:** Gord Tycho  
**Cc:** Heather McNell; Marcy Sangret; Hugh Fraser; Doreann Mayhew  
**Subject:** Delta's RGS Amendment Application (MK Delta Lands Group site)  
**Attachments:** Fill Phasing Plan.pdf; Fill Placement in Relation to Hydrology and Water Table.pdf; Sewer Area Extension Evaluation Summary\_Metro.pdf

Hi Gord,

Further to the March 15, 2019 Metro Vancouver staff report on the Metro 2040 land use designation amendment request for the MK Delta Lands, our response to the request for additional information is provided below:

**1) The rationale for maintaining the southern perimeter buffer width at 30 m and not 50 m.**

The Burns Bog Scientific Advisory Panel recommended a 50 metre wide buffer next to the property line of the existing Burns Bog Ecological Conservancy Area (BBECA) boundary. As such, the MK Delta Lands Group committed to increasing the west buffer, which is entirely contiguous to the BBECA, from 30 to 50 metres (41 m perimeter buffer and 9 m planted berm). The full width of the south buffer is 39 metres inclusive of a 30 metre perimeter buffer and 9 m planted berm (fill slope). Additionally, Lot A, which is over a 120 metres wide, is to be provided to Delta, and would provide a further buffer between the development site and the existing BBECA.

**2) Clarity on the information regarding the potential impacts of site surcharge loading, both over the short and long term and a rationale as to why the proposed surcharge loading of fill on Lot 4 is not expected to have an impact on the Bog's integrity.**

A phased fill plan for the development site was prepared by a geotechnical engineer (attached). Placement of fill on the site would be done slowly and sequentially, and as such, minimal lateral displacement is anticipated. Further, the proposed perimeter buffers are intended to reduce the impacts of the development drainage on the bog. The separation berms are the key aspect of the design; they keep stormwater runoff originating from the development slope from entering the protected bog lands. The goal of the buffer design is to ensure that the water quality in the protected bog lands remains "bog-like". Attached is a summary explanation of fill placement in relation to hydrology and water table impacts that was prepared by MK Delta Lands Group's consultants in July 2016 in advance of Delta's Public Hearing on this application.

The geotechnical report prepared by GeoPacific Engineering, the geotechnical peer review by Golder and Associates, bog water quality technical memo prepared by Richard Sims, and stormwater management concept prepared by GMV Engineering are available on Delta's website: [www.delta.bc.ca/mkindustrial](http://www.delta.bc.ca/mkindustrial).

**3) Additional information on the anticipated impacts of the proposed amendment on the City's estimated water purchases from Metro Vancouver as a result of the proposed industrial development.**

The maximum anticipated day water demand is 74 litres per second. We estimate that the water purchase amount could vary between \$25,000 to \$75,000 per year, but this would entirely depend on the type of industrial users which is not known at this point. For example, a warehousing and distribution use would have a fairly low water demand.



**4) A request that, for consideration of the requested extension of the Fraser Sewerage Area, general design features be provided for the proposed sanitary system including projected flows.**

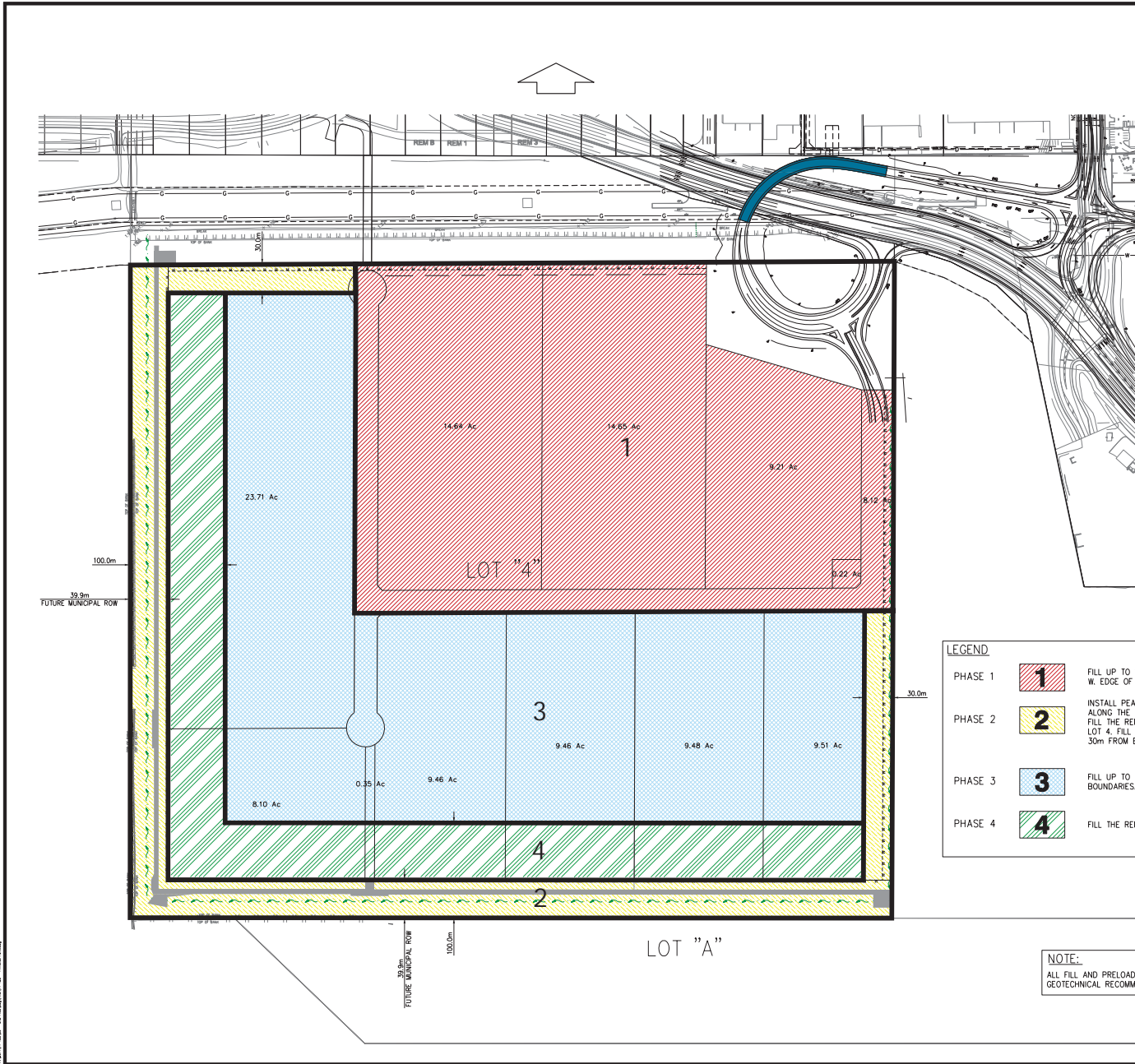
The peak design sanitary flow is 79 litres per second. The developer would be required to design and construct the sanitary system to Delta's industrial standards. Attached is Delta's sewer area extension evaluation summary.

Please let me know if you have any further questions or require additional information.

Thanks,  
Tanya



**Tanya Mitchner, MCIP, RPP**  
Senior Planner | City of Delta  
Office: 604-952-3472 | Email: [tmitchner@delta.ca](mailto:tmitchner@delta.ca)  
4500 Clarence Taylor Crescent | Delta, BC | V4K 3E2



BENCHMARK:

SURVEYED BY:

CIVIC ADDRESS:

LEGAL DESCRIPTION:

SCALE: 0 1:2000 100m

This drawing shall not be reproduced without the written permission of B.F. Binnie & Associates Ltd. This drawing is not to be used for construction unless it is stamped "ISSUED FOR CONSTRUCTION" and signed by B.F. Binnie & Associates Ltd. It is the contractor's responsibility to ensure that the drawing is the most recent of the project.

DATE	REVISION	DESCRIPTION
03/04/16	B	ISSUED FOR REVIEW
04/13/16	A	ISSUED FOR REVIEW
ISSUED: M/D/Y	REVISION	DESCRIPTION

PROJECT: LOT 4

CLIENT:

CONSULTANT:  
**B BINNIE**  
 Engineering • Project Management • Geomatics  
B.F. Binnie & Associates Ltd.  
 205 - 4940 Canby Way  
 Burnaby, BC V5G 4K1  
 P: 604-420-1711  
 F: 604-420-4743  
 www.binnie.com

DATE: 04/13/16 SEAL:

DRAWN: TJC

DESIGN: KP

CHECKED: TR

SCALE: 1:2000

SHEET TITLE: LOT 4 PHASING PLAN

DRAWING NO.: PH01 REV: B

RFB JOB No. 14-725 SHEET 1 OF 1

- LEGEND**
- PHASE 1 **1** FILL UP TO S. EDGE OF E-W INTERNAL ROAD AND W. EDGE OF N-S INTERNAL ROAD.
  - PHASE 2 **2** INSTALL PEAT BERM AND PERIMETER DITCH ALONG THE W. AND S. SITE BOUNDARIES. FILL THE REMAINING E. BOUNDARY 30m INTO LOT 4. FILL THE REMAINING N. BOUNDARY 30m FROM EX. FORTIS BC ROW INTO LOT 4.
  - PHASE 3 **3** FILL UP TO 100m FROM S. AND W. SITE BOUNDARIES.
  - PHASE 4 **4** FILL THE REMAINING AREA OF THE SITE.

**NOTE:**  
 ALL FILL AND PRELOADING WORKS PER GEOTECHNICAL RECOMMENDATIONS.

## **Sewer Area Extension Evaluation Summary**

Applications to extend the Sewer Area are reviewed with consideration given to a number of factors including: consistency with local policy and land use designations; the technical, operation and financial impacts of the proposed extension; and the goals, objectives and land use designations of the Regional Growth Strategy.

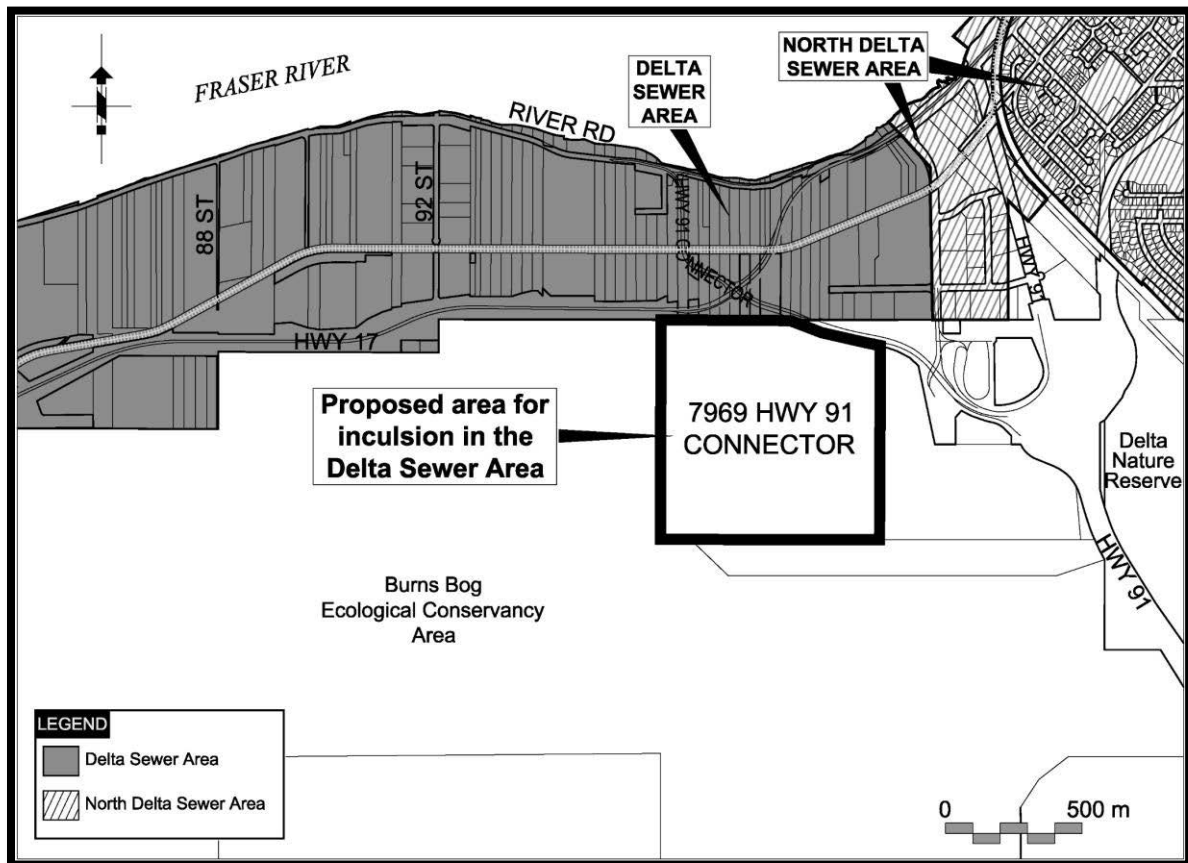
An application has been received for the property at 7969 Highway 91 Connector to permit the subject property to be included in the Delta Sewer Area in order to allow for an industrial development with approximately 43.79 hectares (108.2 acres) of net developable land into Delta's sanitary sewer system. The property is currently designated Agricultural in Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy and is outside of Metro Vancouver's Urban Containment Boundary. The lands are also located within the Agricultural Land Reserve. The subject property is located adjacent to the Urban Containment Boundary and lands designated Industrial in Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy. The applicant has submitted applications to exclude the subject property from the Agricultural Land Reserve and to amend the land use designations in Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy from Agricultural to Industrial. The applicant is also requesting that the lands be included within Metro Vancouver's Urban Containment Boundary.

There is an existing 1050mm diameter sanitary sewer forcemain located approximately 400 metres north of the subject site, shown on the Sewer Areas Map on page 2. Sanitary flows from the subject property would be pumped to Delta's sanitary sewer forcemain from a proposed onsite sanitary sewer pump station. The average flow rate from the development is estimated at approximately 22 litres per second, and a peak discharge rate of 79 litres per second. This additional flow can be accommodated within Delta's collection system, and will enter into Metro Vancouver's South Surrey's Interceptor at the Tilbury Meter Chamber.

Metro Vancouver approval is required in order to extend the Sewer Area. The applicant is requesting consideration of their sewer area extension request in conjunction with the applications to amend the local and regional land use designations and to include the site in the Urban Containment Boundary. Sites within the Urban Containment Boundary which are designated Industrial would be eligible for sewerage services, subject to Greater Vancouver Sewerage and Drainage District technical considerations, provided that the proposed development complies with the applicable policies under the General Urban designation. In the absence of specific criteria, Delta staff have evaluated the proposal in the same manner as has been done for previous sewer area extensions. A summary of the areas evaluated is presented in the table below.

Financial	The proposed sewer extension would be paid for by the owners at the time of connection. There would be no capital cost to Delta or Metro Vancouver. If connected, the land owner would be charged regular sewer charges offsetting financial impacts of operating Delta's overall sewer system.
Land Use Compliance	The proposed industrial use requires an amendment to Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy.
Service Levels	The applicant has indicated that the anticipated average flow rate from the proposed industrial development is 22 litres per second, and a peak flow rate of 79 litres per second.
Technical/Operational	This incremental increase in flow can be accommodated within Delta's existing sanitary sewer collection system.
Local Community	The proposed industrial use would be compatible with the adjacent industrial uses along Nordel and River Way.
Regional Concepts	The applicant is requesting that the property be included in the Urban Containment Boundary in Metro Vancouver's Regional Growth Strategy

**Sewer Areas Map**



Note re Fill Placement in Relation to Hydrology and Water Table  
Updated July 11, 2016

The general movements of surface and near-surface waters within 7969 Hwy 91 Connector (Lot 4) are to the north. Within the general area, the lowest elevation to which surface and near surface waters flow is the 96<sup>th</sup> Street outfall ditch, located northwest of Lot 4. As a result, Lot 4 is perhaps best described as a "receiving environment" for waters.

Within the development footprint of Lot 4, fill placement will be conducted in stages within smaller defined subareas, and within each subarea, in a series of "lifts" over time, using standard geotechnical engineering methods that have been used for soft soils and peat sites elsewhere. The key to ensuring ground surface integrity and successful preload placement is to do it slowly and sequentially, allowing each lift to settle to a prescribed point before adding the next. When done in this manner, the fills vertically compress the peat layers beneath and there is minimal lateral displacement.

The result of fill placement is that water movement under the footprint is excluded. Importantly for water quality management and the maintenance of water levels outside of Lot 4, the intact peat layers will then continue over the long term to insulate the fill placement both vertically and horizontally.

Our approach for Lot 4 accounts for this constricted subsurface water flow beneath the footprint, and as well takes into account the generally high water levels that exist in the surrounding environment. Through the design of the perimeter buffer and associated water control weirs, we anticipate and will manage the inflow surface and near-surface waters (arriving mainly from the east and south) that would arrive to Lot 4. The perimeter buffer provides a means to collect inflow waters and move them to the north.

Other waters that historically flow around and near Lot 4 will continue to move, as all waters in this general area do, towards the 96<sup>th</sup> Street outfall ditch. Regarding water levels in the surrounding environment during the drier summer months, the perimeter buffer and associated water control weirs will help to retain high water levels, which will in turn support vegetation health and reduced hazards for wildfire. Since we require that the perimeter buffer and weirs be installed prior to any fill being placed in Lot 4, these beneficial effects will be introduced prior to fill placement activities. Moreover, this approach ensures that Lot 4 fill placement has no negative impact on the hydrology within the surrounding environment.

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## COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Metro Vancouver Regional District  
Board Meeting Date – Friday, October 4, 2019

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This information item, listing recent information received by committee, is provided for the MVRD Board's information. Please access a complete PDF package [here](#).

### George Massey Crossing Task Force – July 24, 2019

*Delegation Summaries:*

3.1 Roderick V. Louis

*Information Items:*

No items presented

### Regional Planning Committee – September 13, 2019

*Delegation Summaries:*

3.1 Roderick V. Louis

*Information Items:*

- 5.5 Metro 2040 Urban Centre and Frequent Transit Development Area Policy Review – Policy Directions for Consideration
- 5.6 Update on Metro 2040 Environment Policy Review – Forum Results and Policies from Other Jurisdictions
- 5.7 Metro 2040 and Protecting Ecologically Important Areas
- 5.8 Regional Context Statements – Update on the Required 5-Year Review for Member Jurisdictions

### Regional Parks Committee – September 18, 2019

*Delegation Summaries:*

No delegations presented

*Information Items:*

- 5.3 Tynehead Regional Park - Ministry of Transportation and Infrastructure Proposal for Forest Restoration

### Climate Action – September 20, 2019

*Delegation Summaries:*

No delegations presented

*Information Items:*

- 5.2 Forth's Roadmap 12 Electric Vehicle and Smart Mobility Conference
- 5.3 Ecological Health – Tree Canopy Cover and Impervious Surfaces