

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

Friday, May 31, 2024

Immediately following the Special Joint Board Meeting scheduled at 9:00 am
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia
Webstream available at <https://metrovancover.org>

*Membership and Votes***A G E N D A¹****A. ADOPTION OF THE AGENDA****1. May 31, 2024 Meeting Agenda**

That the MVRD Board adopt the agenda for its meeting scheduled for May 31, 2024 as circulated.

B. ADOPTION OF THE MINUTES**1. April 17, 2024 Meeting Minutes**

That the MVRD Board adopt the minutes for its special joint meeting held April 17, 2024 as circulated. *pg. 8*

2. April 26, 2024 Meeting Minutes

That the MVRD Board adopt the minutes for its meeting held April 26, 2024 as circulated. *pg. 13*

3. May 17, 2024 Meeting Minutes

That the MVRD Board adopt the minutes for its special joint meeting held May 17, 2024 as circulated. *pg. 22*

C. DELEGATIONS**D. INVITED PRESENTATIONS**

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

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.

1. REGIONAL PARKS COMMITTEE REPORTS

- 1.1 Regional Parks 2023 Annual Report** *pg. 27*
That the MVRD Board receive for information the report dated April 16, 2024, titled “Regional Parks 2023 Annual Report”.

2. CLIMATE ACTION COMMITTEE REPORTS

- 2.1 Reducing Regional Air Contaminant Emissions from Small Non-Road Equipment** *pg. 75*
That the MVRD Board direct staff to engage with interested audiences on options for developing a supportive framework and potential requirements to reduce health-harming air contaminant emissions from small non-road equipment, as described in the report dated April 14, 2024, titled “Reducing Regional Air Contaminant Emissions from Small Non-Road Equipment”.
- 2.2 BC Utilities Commission Decisions and Local Government Interests in the Energy Transition** *pg. 96*
That the MVRD Board:
a) receive for information the report dated April 15, 2024, titled “BC Utilities Commission Decisions and Local Government Interests in the Energy Transition”;
and
b) direct staff to forward a copy of the report dated April 15, 2024, titled “BC Utilities Commission Decisions and Local Government Interests in the Energy Transition” to the Mayors and Council Members of each Metro Vancouver member jurisdiction.
- 2.3 Best Practices in Energy and Emissions Benchmarking and Reporting for Existing Large Buildings** *pg. 119*
That the MVRD Board receive for information the report dated April 16, 2024, titled “Best Practices in Energy and Emissions Benchmarking and Reporting for Existing Large Buildings”.

3. REGIONAL PLANNING COMMITTEE REPORTS

3.1 Metro 2050 Climate Policy Enhancement Study - Recommendations

pg. 128

That the MVRD Board direct staff to prepare a bylaw to amend Metro 2050 for consideration based on the following recommendations and as described in Table 2 of the report dated March 13, 2024, titled "Metro 2050 Climate Policy Enhancement Study – Recommendations" to:

- a) develop a revised definition for the regional Rural land use designation;
- d) encourage the development of local hazard and risk data that meets key requirements;
- e) add new climate-related performance monitoring metrics; and
- f) increase intersection density and permeability of the urban street grid.

3.2 2024 Agriculture Awareness Grant Recommendations

pg. 150

That the MVRD Board award the annual Agriculture Awareness Grants in the total amount of \$55,000, as presented in the report dated April 25, 2024, titled "2024 Agriculture Awareness Grant Recommendations", to the following 16 non-profit organizations:

1. BC Agriculture in the Classroom, for "Take a Bite of BC" in the amount of \$4,725;
2. BC Agriculture Council, for "Speak Up Training" in the amount of \$3,000;
3. Delta Farmland and Wildlife Trust, for "Day at the Farm" in the amount of \$2,000;
4. Earthwise Society, for "Tomato Festival" in the amount of \$2,500;
5. Environmental Youth Alliance, for "Plant Gifts for Community Project" in the amount of \$4,725;
6. Farm Folk / City Folk, for "Days on the Farm" in the amount of \$4,725;
7. Fraser North Farmers Market Society, for "The Farmers Who Feed You" in the amount of \$3,400;
8. Growing Chef's Society, for "Classroom Gardening & Cooking Program" in the amount of \$3,000;
9. Hives for Humanity, for "Knowing Our Soils" in the amount of \$5,500;
10. KPU Foundation, for "Productive Agroforestry Demonstrations Serving Metro Vancouver" in the amount of \$2,500;
11. Langley Environmental Partners Society, for "Langley Eats Local" in the amount of \$3,000;
12. BC Chicken Growers, for "Poultry in Motion School and PNE Attendance" in the amount of \$3,500;
13. Public Health Association of BC, for "Farm to School BC Celebration Farm Field Trips" in the amount of \$1,375;
14. The Sharing Farm, for "14th Annual Garlic Fest" in the amount of \$3,000;
15. Trinity Grace, for "Farm-to-Plate Marketplace" in the amount of \$5,050; and
16. UBC Centre for Sustainable Food Systems, for "Agriculture, Food Systems and Food Justice: A Leadership Program for Youth" in the amount of \$3,000.

- 3.3 Metro 2050 Implementation Guideline – Regional Liquid Waste Services Planning** *pg. 157*
That the MVRD Board endorse the *Metro 2050* Implementation Guideline – Regional Liquid Waste Services Planning as presented in the report dated April 22, 2024, titled “Metro 2050 Implementation Guideline – Regional Liquid Waste Services Planning”.

4. MAYORS COMMITTEE REPORTS

- 4.1 Alternative Funding Models for E911 and NG911** *pg. 176*
That the MVRD Board direct staff to work with the Union of British Columbia Municipalities to explore alternative funding models for E911 and NG911 services including but not limited to a cell phone levy.

5. ELECTORAL AREA COMMITTEE REPORTS

- 5.1 Electoral Area A Community Wildfire Resiliency Plan** *pg. 178*
That the MVRD Board:
- a) endorse the Electoral Area A Community Wildfire Resiliency Plan as the plan for community wildfire risk reduction for Electoral Area A (excluding UBC and the University Endowment Lands) for the purposes of *MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022*;
 - b) direct staff to apply for a FireSmart Community Funding and Support grant to help implement the Electoral Area A Community Wildfire Resiliency Plan, and to confirm Metro Vancouver will provide overall grant management; and
 - c) direct staff to prioritize the proposed recommendations and action items in the Electoral Area A Community Wildfire Resiliency Plan, and to bring an implementation plan back to the Electoral Area Committee and MVRD Board for consideration.
- 5.2 Electoral Area A Zoning Bylaw Amendment – Provincial Housing Legislation** *pg. 288*
That the MVRD Board direct staff to prepare a bylaw as described in the report titled “Electoral Area A Zoning Bylaw Amendment – Provincial Housing Legislation”, dated April 30, 2024, and give notice that a public hearing will not be held in accordance with section 464(2) of the *Local Government Act*.

6. INVEST VANCOUVER MANAGEMENT BOARD REPORTS

- 6.1 Regional Talent Accelerator: Workforce Development Needs Assessment and Opportunities** *pg. 295*
That the MVRD Board:
- a) direct staff to develop a business plan for a regional talent accelerator with the support of additional resources contingent through the budget process; and
 - b) direct staff to develop an outreach and engagement strategy to secure external support and identify a sustainable funding model for the regional talent accelerator.

- 6.2 High-tech Sector in the Metro Vancouver Region** *pg. 339*
That the MVRD Board receive for information the report dated April 22, 2024 titled “High-tech Sector in the Metro Vancouver Region”.
- 6.3 Investment Attraction Update** *pg. 385*
That the MVRD Board receive for information the report dated April 22, 2024 titled “Investment Attraction Update”.
- 6.4 Global Promotion and Regional Collaboration** *pg. 391*
That the MVRD Board receive for information the report dated April 19, 2024 titled “Global Promotion and Regional Collaboration”.

7. CHIEF ADMINISTRATIVE OFFICER REPORTS

- 7.1 Metro Vancouver External Agency Activities Status Report – May 2024** *pg. 396*
That the MVRD Board receive for information the following submissions from Metro Vancouver representatives to external organizations:
- a) Agricultural Advisory Committee;
 - b) Delta Heritage Airpark Management Committee;
 - c) Fraser Valley Regional Library Board;
 - d) Ocean Watch Action Committee;
 - e) íćăý (Katzie First Nation) Treaty Negotiation Table
 - f) Lower Mainland Local Government Association;
 - g) Municipal Finance Authority of BC;
 - h) National Zero Waste Council;
 - i) Metro Vancouver Regional Parks Foundation;
 - j) Sasamat Volunteer Fire Department Board of Trustees;
 - k) Solid Waste and Recycling Industry Advisory Committee;
 - l) Solid Waste Management Plan Public/Technical Advisory Committee;
 - m) Union of BC Municipalities – Indigenous Relations Committee;
 - n) Union of BC Municipalities;
 - o) Western Transportation Advisory Council (WESTAC); and
 - p) Zero Emissions Innovation Centre (ZEIC);
- as provided in the report dated May 31, 2024, titled “Metro Vancouver External Agency Activities Status Report – May 2024”.
- 7.2 Alternative Approval Process for MVRD Loan Authorization Bylaw No. 1381, 2024** *pg. 482*
That the MVRD Board:
- a) re-establish the deadline for receiving elector responses for the alternate approval process for *MVRD Loan Authorization Bylaw No. 1381, 2024* as 4:30pm, July 12, 2024; and
 - b) establish that the electoral response form for the alternate approval process for *MVRD Loan Authorization Bylaw No. 1381, 2024* is to be in the form set out in Attachment 2 of the report dated May 7, 2024, titled “Alternative Approval Process for MVRD Loan Authorization Bylaw No. 1381, 2024”.

F. ITEMS REMOVED FROM THE CONSENT AGENDA

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. REGIONAL PARKS COMMITTEE REPORTS

1.1 MVRD Regional Parks Regulation Amendment Bylaw No. 1384, 2024 – Amends *pg. 499*

Bylaw No. 1177, 2012

That the MVRD Board:

- a) give first, second, and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1384, 2024*; and
- b) adopt *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1384, 2024*.

1.2 MVRD Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024 *pg. 504*

That the MVRD Board:

- a) give first, second, and third reading to *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*; and
- b) adopt *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*.

2. FINANCE COMMITTEE REPORTS

2.1 Metro Vancouver Regional District Remuneration Bylaw Update *pg. 517*

That the MVRD Board:

- a) give first, second, and third reading to *Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024*; and
- b) adopt *Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024*.

3. CHIEF ADMINISTRATIVE OFFICER REPORTS

3.1 Regional Growth Strategy Amendment Bylaw No. 1376, 2024 – City of Maple Ridge (Yennadon Lands) *pg. 527*

That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated April 18, 2024, titled “Regional Growth Strategy Amendment Bylaw No. 1376, 2024 – City of Maple Ridge (Yennadon Lands)”; and
- b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024*.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

1. Director Buchanan provided the following Notice of Motion on May 17, 2024 for consideration at the May 31, 2024 MVRD Board Meeting:

That the MVRD Board direct staff to:

- a) create a substantive budget engagement process that includes:
1. newspaper ads
 2. direct mailers
 3. online submissions portal
 4. a comprehensive budget information page on Metro Vancouver's website
 5. community stakeholder and resident sessions on the budget for all areas served by Metro Vancouver, as well as
 6. community stakeholder and resident sessions explaining the budget impacts of the WWTP to those most heavily impacted, and
- b) before completion of the budget, report back to the Board with a summary of the engagement activities and feedback by sewer region, including how public engagement changed and improved the budget, Metro's workplan, and budget allocations.

I. OTHER BUSINESS

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

pg. 667

J. 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 meeting scheduled for May 31, 2024 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

- 90 (1) A part of a council 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 municipality or another position appointed by the municipality; and
 - (c) labour relations or other employee relations.

K. ADJOURNMENT

That the MVRD Board adjourn its meeting of May 31, 2024.

**SPECIAL JOINT MEETING
MVRD, MVHC, GVWD, and GVS&DD BOARDS**

Minutes of the Special Joint Meeting of the Metro Vancouver Regional District (MVRD), Metro Vancouver Housing Corporation (MVHC), the Greater Vancouver Water District (GVWD), and the Greater Vancouver Sewerage and Drainage District (GVS&DD) Boards of Directors held at 9:03 am on Wednesday, April 17, 2024, in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Delta, Chair, Director George V. Harvie
Anmore, Vice Chair, Director John McEwen
Belcarra, Director Jamie Ross (departed at 10:42 am)
Burnaby, Director Pietro Calendino
Burnaby, Director Sav Dhaliwal
Burnaby, Director Mike Hurley
Coquitlam, Alternate Director Richard Stewart for Director Craig Hodge
Coquitlam, Director Teri Towner
Delta, Director Dylan Kruger
Electoral Area A, Director Jen McCutcheon (arrived at 9:16 am)
Langley City, Director Paul Albrecht*
Langley Township, Director Steve Ferguson
Langley Township, Director Eric Woodward
Maple Ridge, Director Dan Ruimy
New Westminster, Director Patrick Johnstone (departed at 10:41 am)
North Vancouver City, Director Linda Buchanan* (departed at 11:22 am)
North Vancouver District, Alternate Director Mike Little for Director Lisa Muri
Pitt Meadows, Alternate Director Tracy Elke for Director Nicole MacDonald

Port Coquitlam, Director Brad West (arrived at 9:05 am; departed at 10:39 am)
Port Moody, Director Meghan Lahti
Richmond, Director Chak Au
Richmond, Director Malcolm Brodie
Richmond, Director Bill McNulty
Surrey, Director Harry Bains
Surrey, Director Mike Bose
Surrey, Director Gordon Hepner (arrived at 9:23 am)
Surrey, Director Pardeep Kooner
Surrey, Director Brenda Locke
Surrey, Director Rob Stutt
Vancouver, Director Rebecca Bligh
Vancouver, Director Adriane Carr
Vancouver, Director Lisa Dominato
Vancouver, Director Sarah Kirby-Yung*
Vancouver, Director Mike Klassen*
Vancouver, Director Lenny Zhou
West Vancouver, Alternate Director Sharon Thompson for Director Mark Sager (departed at 11:24 am)
White Rock, Director Megan Knight

MEMBERS ABSENT:

Bowen Island, Director Andrew Leonard
Lions Bay, Director Ken Berry
sc̓əwáθən məsteyəx^w (Tsawwassen First Nation),
Director, Laura Cassidy*

Vancouver, Director Ken Sim

* denotes electronic meeting participation as authorized by the *Procedure Bylaw*

STAFF PRESENT:

Jerry W. Dobrovolny, Chief Administrative Officer
Dorothy Shermer, Corporate Officer
Sonu Kailley, Director, Financial Planning, Financial Services
Janis Knaupp, Program Manager, Legislative Services, Board and Information Services
Heather McNell, Deputy Chief Administrative officer, Policy & Planning
Harji Varn, Chief Financial Officer/General Manager, Financial Services

A. ADOPTION OF THE AGENDA

1. April 17, 2024 Special Meeting Agenda

It was MOVED and SECONDED

That the MVRD, MVHC, GVWD, and GVS&DD Boards adopt the agenda for their special meeting scheduled for April 17, 2024 as circulated.

CARRIED

9:05 am Director West arrived at the meeting.

B. REPORTS FROM COMMITTEE OR COMMISSIONER/CHIEF ADMINISTRATIVE OFFICER

1. BOARD BUDGET WORKSHOP BACKGROUND MATERIALS

Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Harji Varn, Chief Financial Officer/General Manager, Financial Services, and Sonu Kailley, Director, Financial Planning, Financial Services provided members with an on-table presentation titled “Board Budget Workshop 2025 Budget and 5-Year Financial Plan”.

9:16 am Director McCutcheon arrived at the meeting.

9:23 am Director Hepner arrived at the meeting.

In response to questions, Jerry W. Dobrovolny, Harji Varn, and Sonu Kailley informed members that:

- staff are working with a consultant to analyze the GVS&DD and GVWD Development Cost Charges waiver framework for non-profit affordable rental housing, and the feasibility of expanding the waiver to for-profit developers building affordable and social housing that will be transferred to a non-profit or public entity;
- having a single sewerage area is not possible prior to 2026; and
- a 2025 levy to include the adjusted NSWWTP Program budget achieves \$90M savings in debt servicing costs.

Members commented on:

- risks and cost implications of deferring infrastructure projects in the 2025 budget;

- historical and current cost allocation methods;
- how a change in cost allocation for the NSSWWTP Program may affect household impacts related to future capital projects; and
- the need for more information on the cost allocation methods and approaches to phase in the NSWWT Program costs in the next five-year budget.

It was MOVED and SECONDED

That the GVWD Board direct staff to bring a report to the Finance Committee on the dissolution of the Water Supply Agreements for Phase 2 of the Jericho Reservoir between the Greater Vancouver Water District and the Township of Langley and between the Greater Vancouver Water District and the City of Surrey.

CARRIED

Main Motion

It was MOVED and SECONDED

That staff be directed to provide 1) further analysis of options for allocating the household impact of the \$2.8 billion cost required to complete the NSWWT Program; and 2) further information on Tier 1, 2, and 3 costs related to the NSWWT Program for consideration at an additional Board Budget workshop.

10:39 am Director West departed the meeting.

10:41 am Director Johnstone departed the meeting.

10:42 am Director Ross departed the meeting.

Amendment to the Main Motion

It was MOVED and SECONDED

That the foregoing Main Motion be amended by replacing “allocating” with “phasing in”, and by replacing “to complete the NSWWT Program” with “to complete the NSWWT Program using current sewerage allocation model”.

Recorded Vote

A member requested that a recorded vote be conducted.

Name	For	Against
Albrecht. P		2
Au. C	3	
Bains. H	5	
Bligh. R		5
Bose. M	4	
Brodie. M	4	
Buchanan. L		3
Calendino. P	4	
Carr. A		4

Name	For	Against
Dhaliwal. S	4	
Dominato. L		5
Elke. T		1
Ferguson. S		3
Harvie. G		3
Hepner. G	5	
Hurley. M	5	
Kirby-Yung. S		5
Klassen. M		5
Knight. M	2	
Kooner. P	5	
Kruger. D		3
Lahti. M		2
Little. M		5
Locke. B	5	
McCutcheon. J		1
McEwen. J		1
McNulty. W	4	
Ruimy. D		5
Stewart. R		4
Stutt. R	5	
Thompson. S		3
Towner. T		4
Woodward. E		4
Zhou. L		5
Total Votes	55	73

DEFEATED

11:22 am Director Buchanan departed the meeting.

Question on the Main Motion

Question was called on the Main Motion:

That staff be directed to provide 1) further analysis of options for allocating the household impact of the \$2.8 billion cost required to complete the NSWWTP Program; and 2) further information on Tier 1, 2, and 3 costs related to the NSWWTP Program for consideration at an additional Board Budget workshop.

CARRIED

11:24 am Alternate Director Thompson departed the meeting.

It was MOVED and SECONDED

That the GVS&DD Board direct staff to undertake an analysis of amending the GVS&DD's cost allocation formula to move to a single sewage area, including equity considerations with respect to current and past models, and report back to the Finance Committee.

DEFEATED

C. ADJOURNMENT

It was MOVED and SECONDED

That the MVRD, MVHC, GVWD, and GVS&DD Boards adjourn their special joint meeting of April 17, 2024.

CARRIED

(Time: 11:26 am)

CERTIFIED CORRECT

Dorothy Shermer, Corporate Officer

George V. Harvie, Chair

67444519

**METRO VANCOUVER REGIONAL DISTRICT
BOARD OF DIRECTORS**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Board of Directors held at 9:03 am on Friday, April 26, 2024, in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Delta, Chair, Director George V. Harvie
 Anmore, Vice Chair, Director John McEwen
 Belcarra, Director Jamie Ross
 Bowen Island, Director Andrew Leonard
 Burnaby, Director Pietro Calendino
 Burnaby, Director Sav Dhaliwal
 Burnaby, Director Mike Hurley*
 (arrived at 9:11 am)
 Coquitlam, Director Craig Hodge*
 Coquitlam, Director Teri Towner
 Delta, Director Dylan Kruger
 Electoral Area A, Director Jen McCutcheon
 Langley City, Director Paul Albrecht
 Langley Township, Director Steve Ferguson
 Langley Township, Director Eric Woodward
 (arrived at 9:07 am)
 Maple Ridge, Director Dan Ruimy
 New Westminster, Director Patrick Johnstone
 North Vancouver City, Director Linda Buchanan
 North Vancouver District, Director Lisa Muri
 Pitt Meadows, Alternate Director Tracy Elke for
 Director Nicole MacDonald
 Port Coquitlam, Director Brad West
 (arrived at 9:15 am)

Port Moody, Director Meghan Lahti
 Richmond, Director Chak Au
 Richmond, Director Malcolm Brodie
 Richmond, Director Bill McNulty
 Surrey, Director Harry Bains (arrived at 9:05 am)
 Surrey, Director Mike Bose
 Surrey, Director Gordon Hepner
 Surrey, Director Pardeep Kooner
 Surrey, Director Brenda Locke
 Surrey, Director Rob Stutt
 scə aθən məsteyəx^w (Tsawwassen First Nation),
 Director Laura Cassidy*
 Vancouver, Director Rebecca Bligh
 Vancouver, Director Adriane Carr
 Vancouver, Director Lisa Dominato
 Vancouver, Director Sarah Kirby-Yung*
 Vancouver, Director Mike Klassen
 Vancouver, Alternate Director Peter Meiszner
 for Director Ken Sim
 Vancouver, Director Lenny Zhou
 West Vancouver, Director Mark Sager
 White Rock, Director Megan Knight

MEMBERS ABSENT:

Lions Bay, Director Ken Berry

STAFF PRESENT:

Jerry W. Dobrovolny, Chief Administrative Officer
 Dorothy Shermer, Corporate Officer
 Catherine Grosson, Legislative Services Coordinator, Board and Information Services
 Heather McNell, Deputy Chief Administrative Officer, Policy and Planning

OTHERS PRESENT:

Tamara Vrooman, President and CEO, Vancouver Airport Authority
 Heather Deal, YVR Board Director

* denotes electronic meeting participation as authorized by the *Procedure Bylaw*

A. ADOPTION OF THE AGENDA

1. April 26, 2024 Meeting Agenda

It was MOVED and SECONDED

That the MVRD Board amend the revised agenda for its meeting scheduled for April 26, 2024 by adding the following delegation:

- C1 – Roderick V. Louis.

CARRIED

It was MOVED and SECONDED

That the MVRD Board adopt the revised agenda for its meeting schedule for April 26, 2024 as amended.

CARRIED

B. ADOPTION OF THE MINUTES

1. March 22, 2024 Meeting Minutes

It was MOVED and SECONDED

That the MVRD Board adopt the minutes for its meeting held March 22, 2024 as circulated.

CARRIED

C. DELEGATIONS

1. Roderick V. Louis

Roderick V. Louis provided a presentation titled “2023 Child Care Survey Results”, regarding Item E3.4 of the agenda. Roderick Louis requested that the Board refer the report back to staff for additions and amendments addressing future childcare needs.

9:05 am Director Bains arrived at the meeting.

9:07 am Director Woodward arrived at the meeting.

D. INVITED PRESENTATIONS

1. Tamara Vrooman, President and CEO, Vancouver Airport Authority, and Heather Deal, YVR Board Director

Tamara Vrooman, President and CEO, Vancouver Airport Authority, and Heather Deal, YVR Board Director, provided a presentation titled “YVR Update” regarding the 2023 YVR Annual Update, which outlined airport projects and initiatives for 2023, including:

- increasing the available offerings of culturally diverse food options at the airport;

- a partnership with the Pacific Autism Family Network to open the Paper Planes Café, an inclusive and accessible café offering paid employment training and work experience opportunities for neurodiverse adults; and
- working toward strengthening the relationship with xʷməθkʷəy̓əm (Musqueam Indian Band), which has resulted in:
 - opening the Musqueam Gathering Place in the domestic arrivals terminal; and
 - employing currently approximately 60 xʷməθkʷəy̓əm members at the airport and across Sea Island.

9:11 am Director Hurley arrived at the meeting.

9:15 am Director West arrived at the meeting.

In response to Directors’ questions, Tamara Vrooman and Heather Deal noted that YVR:

- has a detailed roadmap for achieving its Net Zero 2030 goals;
- is working towards increasing the efficiency of security checkpoints by replacing old technology, identifying peak times, and establishing an online booking system for travellers to pre-book security screenings to reduce wait times;
- is challenged by the lack of 24-hour transit for employees and passengers; and
- is identifying ways to facilitate alternative transportation methods for passengers and employees to get to and from the airport.

E. CONSENT AGENDA

At the request of Directors, the following items were removed from the Consent Agenda for consideration under Section F:

- 3.2 Tree Canopy Cover and Impervious Surface – 2020 Update
- 3.3 Metro Vancouver Tree Regulations Toolkit Update

It was MOVED and SECONDED

That the MVRD Board adopt the recommendations presented in the following items as presented in the April 26, 2024 MVRD Board Consent Agenda:

- 1.1 Regional Greenways 2050 Plan Implementation Update
- 1.2 Manager’s Report – Regional Parks
- 2.1 Appointment of Enforcement Officers and Assistant District Director
- 3.1 Where Matters II – Final Report
- 3.4 2023 Survey of Licensed Child Care Spaces and Policies in Metro Vancouver
- 4.1 Audited 2023 Financial Statements and Annual Financial Results
- 5.1 UBCM 2024 Community Excellence Awards Nominations
- 6.1 Proclamation of Clean Transportation Month 2024

CARRIED

The items and recommendations referred to above are as follows:

1.1 Regional Greenways 2050 Plan Implementation Update

Report dated March 13, 2024 from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, providing the MVRD Board with information on the implementation activities undertaken by Metro Vancouver staff since the adoption of *Regional Greenways 2050* by the MVRD Board in late 2020.

Recommendation:

That the MVRD Board receive for information the report dated March 13, 2024, titled "Regional Greenways 2050 Plan Implementation Update."

Adopted on Consent

1.2 Manager's Report – Regional Parks

Report dated March 14, 2024 from Mike Redpath, Director, Regional Parks, providing an update on the Parks Committee Work Plan for 2024, the Silent Trails pilot project, the review of community involvement in the regional parks system, the Critter Capers Mystery Program at Minnehada Regional Park, monthly wellness walks in regional parks, eDNA studies to inventory sensitive species in regional parks, and the status of the proposed Regional Park at Cape Roger Curtis.

Recommendation:

That the MVRD Board receive for information the report dated March 14, 2024, titled "Manager's Report – Regional Parks."

Adopted on Consent

2.1 Appointment of Enforcement Officers and Assistant District Director

Report dated March 11, 2024 from Julie Saxton, Program Manager, Enforcement and Regulation Air Quality, Environmental Regulation and Enforcement, appointing one Metro Vancouver employee as a Board-designated assistant district director and two Metro Vancouver employees as Board-designated officers, and to rescind the appointment of one former officer.

Recommendation:

That the MVRD Board:

- a) pursuant to the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008* and the *Environmental Management Act*:
 - i. appoint Metro Vancouver employee Sonny Johal as assistant district director;
 - ii. rescind the appointment of Scott Brown as an officer; and
 - iii. appoint Metro Vancouver employees Sonia Ganjehei and Nicole MacDonald as officers; and
- b) pursuant to section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008*:
 - i. rescind the appointment of Scott Brown; and

- ii. appoint Metro Vancouver employees Sonia Ganjehei and Nicole MacDonald.

Adopted on Consent

3.1 Where Matters II – Final Report

Report dated April 5, 2024, from Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, together with report dated March 13, 2024, from James Stiver, Division Manager, Regional Land Use Policy, Regional Planning and Housing Services, providing the MVRD Board with the *Where Matters II – Final Report: Walkability and Greenspace Relationships with Health and Climate Change* project report and a summary of findings for information.

Recommendation:

That the MVRD Board:

- a) receive for information the report dated March 13, 2024, titled “Where Matters II – Final Report”;
- b) forward the “Where Matters II – Final Report: Walkability and Greenspace Relationships with Health and Climate Change” report to member jurisdictions for information with an offer of presenting the report findings to councils; and
- c) direct staff to forward the “Where Matters II – Final Report: Walkability and Greenspace Relationships with Health and Climate Change” report to staff at the Ministry of Health including local Health Authorities, Ministry of Housing, Ministry and Municipal Affairs, and Ministry of Transportation and Infrastructure for information.

Adopted on Consent

3.4 2023 Survey of Licensed Child Care Spaces and Policies in Metro Vancouver

Report dated March 15, 2024, from Stefanie Ekeli, Regional Planner, Regional Planning and Housing Services, providing the MVRD Board with the results of the “2023 Survey of Licensed Child Care Spaces and Policies in Metro Vancouver” to support local government planning for child care.

Recommendation:

That the MVRD Board:

- a) receive for information the report dated March 15, 2024, titled, “2023 Survey of Licensed Child Care Spaces and Policies in Metro Vancouver”; and
- b) forward the “2023 Survey of Licensed Child Care Spaces and Policies in Metro Vancouver” and its attachment to member jurisdictions for information with an offer for Council presentations upon request.

Adopted on Consent

4.1 Audited 2023 Financial Statements and Annual Financial Results

Report dated April 3, 2024, from Linda Sabatini, Director, Financial Operations, Financial Services, seeking MVRD Board, GVS&DD Board, GVWD Board, and MVHC Board approval for the Audited 2023 Financial Statements, and providing the 2023 Annual Financial Results for information.

Recommendation:

That the MVRD Board approve the Audited 2023 Consolidated Financial Statements for the Metro Vancouver Regional District.

Adopted on Consent

5.1 UBCM 2024 Community Excellence Awards Nominations

Report dated March 25, 2024, from Jean Lawson, Program Manager, Intergovernmental Relations, seeking MVRD Board support for three Metro Vancouver projects to be considered for the Union of British Columbia's Municipalities 2024 Community Excellence Awards.

Recommendation:

That the MVRD Board support Metro Vancouver's entries for the Union of BC Municipalities (UBCM) 2024 Community Excellence Award. The nominations include:

- a) Excellence in Service Delivery: Ferguson Road Upgrades;
- b) Excellence in Asset Management: Earthquake Early Warning System and Strategic Response System; and
- c) Excellence in Sustainability: Señákw Development Sewer Heat Recovery District Energy System.

Adopted on Consent

6.1 Proclamation of Clean Transportation Month 2024

Report dated April 7, 2024 from Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, seeking MVRD Board approval to proclaim June 2024 as "Clean Transportation Month" with the objective to promote and enhance the region's clean transportation industry.

Recommendation:

That the MVRD Board proclaim June 2024 as "Clean Transportation Month" for the Metro Vancouver region.

Adopted on Consent

F. ITEMS REMOVED FROM THE CONSENT AGENDA

Items removed from the Consent Agenda were considered in numerical order.

3.2 **Tree Canopy Cover and Impervious Surface – 2020 Update**

Report dated March 15, 2024, from Laurie Bates-Frymel, Senior Planner and Agatha Czekajlo, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the MVRD Board with an update on the status of tree canopy cover and impervious surface across the urban part of the region.

In response to questions, Heather McNell, Deputy Chief Administrative Officer, Policy and Planning informed Directors that an update to the data set is expected in 2026, toolkits will continue to be updated and made available to member jurisdictions, and staff will report back with information on the impacts of the new provincial housing legislation on tree canopy cover.

It was MOVED and SECONDED

That the MVRD Board:

- a) receive for information the report dated March 15, 2024 titled “Tree Canopy Cover and Impervious Surface – 2020 Update”; and
- b) share the findings and datasets with member jurisdictions with an offer of a staff presentation to Council upon request.

CARRIED

3.3 **Metro Vancouver Tree Regulations Toolkit Update**

Report dated March 8, 2024, from Edward Nichol, Senior Planner, Regional Planning and Housing Services, providing the MVRD Board with the updated *Metro Vancouver Tree Regulations Toolkit*.

In response to questions, Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, informed Directors that the toolkit will be circulated to member jurisdictions and staff are available to present to municipal councils by request.

It was MOVED and SECONDED

That the MVRD Board:

- a) receive for information the report dated March 8, 2024, titled “Metro Vancouver Tree Regulations Toolkit Update”; and
- b) forward the “Metro Vancouver Tree Regulations Toolkit Update” to member jurisdictions for information with an offer of a presentation to Councils upon request.

CARRIED

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

- 1.1 Policy Update: Procurement and Real Property Contracting Authority Policies**
Report dated March 27, 2024, from Nick Kassam, General Manager, Procurement and Real Estate Services, seeking MVRD, MVHC, GVWD, and GVS&DD Board approval for updates to the *Procurement and Real Property Contracting Authority Policy*.

It was MOVED and SECONDED

That the MVRD Board:

- a) adopt the *Procurement and Asset Disposal Authority Policy*, as presented in the report dated March 27, 2024, titled “Policy Update: Procurement and Real Property Contracting Authority Policies”, effective June 1, 2024;
- b) adopt the *Real Estate Authority Policy*, as presented in the report dated March 27, 2024, titled “Policy Update: Procurement and Real Property Contracting Authority Policies”, effective June 1, 2024; and

That the MVRD Board:

- a) rescind the *Asset Disposal Policy* (No. FN-011), effective May 31, 2024;
- b) rescind the *Procurement and Real Property Contracting Authority Policy* (No. FN-006), effective May 31, 2024;
- c) revise the *Fleet Planning and Acquisition Policy* (No. FN-014), as presented in the report dated March 27, 2024, titled “Policy Update: Procurement and Real Property Contracting Authority Policies”, effective June 1, 2024; and
- d) give first, second and third reading to *Metro Vancouver Regional District Officers and Delegation Amendment Bylaw No. 1375, 2024*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board adopt *Metro Vancouver Regional District Officers and Delegation Amendment Bylaw No. 1375, 2024*.

CARRIED

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

No items presented.

I. OTHER BUSINESS

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

J. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED

That the MVRD Board close its meeting scheduled for April 26, 2024 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

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

(g) litigation or potential litigation affecting the municipality; and

90(2) A part of a council meeting must be closed to the public if the subject matter being considered relates to one or more of the following:

(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

CARRIED

K. ADJOURNMENT

It was MOVED and SECONDED

That the MVRD Board adjourn its meeting of April 26, 2024.

CARRIED

(Time: 9:49 am)

CERTIFIED CORRECT

Dorothy Shermer, Corporate Officer

George V. Harvie, Chair

67556977

**SPECIAL JOINT MEETING
MVRD, MVHC, GVWD, and GVS&DD BOARDS**

Minutes of the Special Joint Meeting of the Metro Vancouver Regional District (MVRD), Metro Vancouver Housing Corporation (MVHC), the Greater Vancouver Water District (GVWD), and the Greater Vancouver Sewerage and Drainage District (GVS&DD) Boards of Directors held at 9:03 am on Friday, May 17, 2024, in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Delta, Chair, Director George V. Harvie	Richmond, Director Chak Au
Anmore, Vice Chair, Director John McEwen	Richmond, Director Malcolm Brodie
Belcarra, Director Jamie Ross	Richmond, Director Bill McNulty
Bowen Island, Director Andrew Leonard	Surrey, Director Harry Bains (arrived at 9:20 am)
Burnaby, Director Pietro Calendino	Surrey, Director Mike Bose
Burnaby, Director Sav Dhaliwal	Surrey, Director Gordon Hepner (arrived at 9:10 am)
Burnaby, Director Mike Hurley	Surrey, Director Pardeep Kooner
Coquitlam, Director Craig Hodge	Surrey, Director Brenda Locke
Coquitlam, Director Teri Towner	Surrey, Director Rob Stutt
Delta, Director Dylan Kruger	Vancouver, Director Rebecca Bligh
Electoral Area A, Director Jen McCutcheon	Vancouver, Director Adriane Carr
Langley City, Director Paul Albrecht	Vancouver, Director Lisa Dominato
Langley Township, Director Steve Ferguson	Vancouver, Director Sarah Kirby-Yung
Langley Township, Director Eric Woodward	Vancouver, Director Mike Klassen (arrived at 9:07 am)
Lions Bay, Director Ken Berry	Vancouver, Alternate Director Meiszner for Director Ken Sim
Maple Ridge, Director Dan Ruimy*	Vancouver, Director Lenny Zhou
New Westminster, Director Patrick Johnstone	West Vancouver, Director Mark Sager
North Vancouver City, Director Linda Buchanan	White Rock, Director Megan Knight*
North Vancouver District, Director Lisa Muri	
Pitt Meadows, Director Nicole MacDonald	
Port Coquitlam, Director Brad West	
Port Moody, Director Meghan Lahti	

MEMBERS ABSENT:

scə aθən məsteyəx^w (Tsawwassen First Nation),
Director Laura Cassidy

STAFF PRESENT:

Jerry W. Dobrovolny, Chief Administrative Officer and Commissioner
Dorothy Shermer, Corporate Officer
Rick Gallilee, Director, Support Services & Strategic Initiatives, Liquid Waste Services
Catherine Grosson, Legislative Services Coordinator, Board and Information Services
Sonu Kailley, Director, Financial Planning, Financial Services

* denotes electronic meeting participation as authorized by the *Procedure Bylaw*

A. ADOPTION OF THE AGENDA

1. May 17, 2024 Special Meeting Agenda

It was MOVED and SECONDED

That the MVRD, MVHC, GVWD, and GVS&DD Boards adopt the agenda for their special meeting scheduled for May 17, 2024 as circulated.

CARRIED

B. REPORTS FROM COMMITTEE OR COMMISSIONER/CHIEF ADMINISTRATIVE OFFICER

1. 2025 Budget and 5-Year Financial Plan Scenarios for Consideration

Report dated May 10, 2024 from Jerry W. Dobrowolny, Chief Administrative Officer and Commissioner, providing the MVRD, MVHC, GVS&DD, and GVWD Boards with further analysis of options for allocating the household impact of the additional cost to complete the North Shore Wastewater Treatment Plant (NSWWTP) Program including providing further information on Tier I, II, and III costs as defined in the GVS&DD Cost Apportionment Bylaw, and seeking direction for the 2025 - 2029 budget process.

9:07 am Director Klassen arrived at the meeting.

9:10 am Director Hepner arrived at the meeting.

9:20 am Director Bains arrived at the meeting.

Jerry W. Dobrowolny provided members with a presentation titled "Board Budget Workshop #2: 2025 Budget and 5-Year Financial Plan".

In response to questions, Jerry W. Dobrowolny, Sonu Kailley, Director, Financial Planning, Financial Services, and Rick Gallilee, Director, Support Services & Strategic Initiatives, Liquid Waste Services, informed members that:

- the current cost allocation model was approved by the Board in 1995, staff would be seeking Board direction to make any changes;
- Metro Vancouver's existing 5-Year Plan already includes previous Board-approved budget increases for the North Shore Wastewater Treatment Plant Project;
- the project, at the request of the north shore municipalities, would be amortized over 30 years rather than the usual 15 years; and
- the details in this report are to address the accommodation of the \$2.8 billion increase to the NSWWTP budget.

Members discussed:

- unprecedented cost escalations for large capital projects and the impact on financial planning for future capital projects in the region;
- the desire to work together as one regional body to address the financial challenges associated with upgrading and replacing major infrastructure;
- the significant financial hardship that north shore residents will face if they have to fund the cost of this project alone; and
- moving towards a single sewerage area model where costs of upgrading and replacing major infrastructure are shared across the region.

It was MOVED and SECONDED

That the MVRD / MVHC / GVS&DD / GVWD Boards direct staff to prepare the 2025 Budget and 2025-2029 Financial Plan by allocating the \$2.8B required to complete the NSWWTTP Program according to Option 6 from Table 6 and phasing the levy in according to Option 4 from Table 7 in the report dated May 10, 2024, titled “2025 Budget and 5-Year Financial Plan Scenarios for Consideration”.

The Chair, in recognition of:

- 1) the general acceptance of adopting a single sewerage area model for funding sewerage infrastructure; and
 - 2) the possibility of delaying the household impact for the North Shore Sewerage Area for the NSWWTTP through adjustments to phasing options and/or amortization periods for a sufficient length of time to allow for the adoption of a single sewerage area prior to allocating the full cost of the NSWWTTP;
- proposed referring the motion to a Special Joint meeting to be held on May 31, 2024 so that staff can provide information on an option that attenuates 2025 and 2026 household impact on the North Shore sewerage area while pursuing the adoption of a single sewerage area model.

It was MOVED and SECONDED

That the foregoing motion be referred to a Special Joint Board Meeting to be held in two weeks.

Recorded Vote

Name	For	Against
Albrecht. P	2	
Au. C	3	
Bains. H		5
Berry. K	1	
Bligh. R	5	
Bose. M		4
Brodie. M	4	
Buchanan. L	3	

Calendino. P	4	
Carr. A	4	
Dhaliwal. S	4	
Dominato. L	5	
Ferguson. S		3
Harvie. G	3	
Hepner. G		5
Hodge. C		4
Hurley. M	5	
Johnstone. P		4
Kirby-Yung. S	5	
Klassen. M	5	
Knight. M	2	
Kooner. P		5
Kruger. D		3
Lahti. M		2
Leonard. A		1
Locke. B		5
MacDonald. N		1
McCutcheon. J		1
McEwen. J		1
McNulty. W	4	
Meiszner. P	5	
Muri. L	5	
Ross. J		1
Ruimy. D		5
Sager. M	3	
Stutt. R		5
Towner. T		4
West. B		4
Woodward. E		4
Zhou. L	5	
Total Votes	77	67

CARRIED

C. ADJOURNMENT

It was MOVED and SECONDED

That the MVRD, MVHC, GVWD, and GVS&DD Boards adjourn their special joint meeting of May 17, 2024.

CARRIED

(Time: 11:06 am)

CERTIFIED CORRECT

Dorothy Shermer, Corporate Officer

George V. Harvie, Chair

68109413

To: Regional Parks Committee

From: Mike Redpath, Director, Regional Parks
Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks

Date: April 16, 2024 Meeting Date: May 8, 2024

Subject: **Regional Parks 2023 Annual Report**

RECOMMENDATION

That the MVRD Board receive for information report dated April 16, 2024, titled “Regional Parks 2023 Annual Report”.

EXECUTIVE SUMMARY

In 2023, Regional Parks continued to protect natural areas and connect people to nature, progressing towards the vision of a resilient network of regional parks and greenways that continues to provide important climate, health, and other benefits to park visitors and the wider region. There were 14.5 million visits to regional parks and greenways with records set at four locations.

In 2023, 49,828 people took part in 578 programs, events, and outreach activities, while 4,747 volunteers and park partners contributed 18,022 hours to stewardship, education activities, and interpretive programs and events. Ninety-nine hectares of land were added to the regional parks system while staff advanced numerous planning, design, and asset management initiatives.

PURPOSE

To provide the *Regional Parks 2023 Annual Report* to the Metro Vancouver Regional District (MVRD) Board for information.

BACKGROUND

The preparation of the *Regional Parks 2023 Annual Report* is identified as an action in the *Regional Parks Committee 2024 Work Plan*.

REGIONAL PARKS ANNUAL REPORT SUMMARY

In 2023, Regional Parks continued to protect natural areas and connect people to nature, progressing towards the vision of a resilient network of regional parks and greenways that continues to provide important climate, health, and other benefits to park visitors and the wider region. The *Regional Parks Plan* drives this work to protect natural areas and connect people to nature. There were an estimated 14.5 million visits to Metro Vancouver’s regional parks with records set at four locations.

In 2023, relationships with Indigenous peoples were strengthened by working together towards truth and reconciliation. With k^wik^wəłəm (Kwkwetlem First Nation), Colony Farm Regional Park was renamed łéxətəm (tla-hut-um) Regional Park.

Regional Parks continued its important work of protecting the region's natural areas and connecting people to nature, adding 99 ha of parkland valued at just over \$42 million to the system. Regional Parks also progressed key development projects, including constructing and opening 3.3 kilometres of hiking and cycling trail in Campbell Valley Regional Park and completing the new full service washroom facility at Derby Reach Regional Park.

In 2023, staff worked to protect and conserve ecosystem health by creating or maintaining 37.8 ha of ecological restoration areas, completing 32 restoration projects in 17 regional parks, and through efforts such as a project to promote recovery of bog plant communities and maintain bog function in Burns Bog Ecological Conservancy Area. Staff, partners, and volunteers invested time and effort to restore the health and beauty of regional parks, removing 5,586 kilograms of invasive species and adding 10,734 native plants to parks.

In all, 578 public programs, events, and outreach activities inspired 49,828 people, including a celebration of a new interpretive art mural in Kanaka Creek Regional Park at the fish fence site. Also in 2023, volunteer participation in stewardship and interpretive programs continued surpassed participation levels from the last three years with 4,747 volunteers contributing 18,022 hours to stewardship, education, and interpretive programs.

ALTERNATIVES

This report is presented for information. No alternatives are presented.

FINANCIAL IMPLICATIONS

This is an information report. There are no financial implications associated with this report. The production of the annual report is undertaken with staff resources included annually in the MVRD Board approved Regional Parks budget.

CONCLUSION

This report presents highlights from the *Regional Parks 2023 Annual Report* including:

- 14.5 million visits to regional parks and greenways with records set at four locations
- 99 ha of land added to grow the regional parks system
- 49,828 people were able to take part in 578 programs, events, and outreach activities
- 4,747 volunteers and park partners contributed 18,022 hours to stewardship, education, and interpretive programs

The annual report will be used to support ongoing park planning by MVRD and local municipalities for capital planning, future facility development, program delivery, and resource management activities.

ATTACHMENTS

1. Regional Parks 2023 Annual Report
2. Presentation re: Regional Parks 2023 Annual Report

Regional Parks Annual Report 2023

About Metro Vancouver

Metro Vancouver is a diverse organization that plans for and delivers regional utility services, including water, sewers and wastewater treatment, and solid waste management. It also regulates air quality, plans for urban growth, manages a regional parks system, provides affordable housing, and serves as a regional federation. The organization is a federation of 21 municipalities, one electoral area, and one treaty First Nation located in the region of the same name. The organization is governed by a Board of Directors of elected officials from each member jurisdiction.

Territorial Acknowledgment

Metro Vancouver acknowledges that the region's residents live, work, and learn on the shared territories of many Indigenous peoples, including 10 local First Nations: ḱíćáý (Katzie), ḱʷá:ńłáń (Kwantlen), kʷíkʷə́łəm (Kwikwetlem), máthxwi (Matsqui), xʷməθkʷə́yəm (Musqueam), qíqéyt (Qayqayt), se'mya'me (Semiahmoo), Sḱwxw_ú7mesh Úxwumixw (Squamish), scə́waθən məsteyəxʷ (Tsawwassen), and sə́lilwə́təl (Tsleil-Waututh).

Metro Vancouver respects the diverse and distinct histories, languages and cultures of First Nations, Métis, and Inuit, which collectively enrich our lives and the region.

Regional Parks Committee Members 2023

John McEwen (Chair) – Village of Anmore

Andrew Leonard – Bowen Island Municipality

Rebecca Bligh (Vice Chair) – City of Vancouver

Barb Martens – Township of Langley

Chak Au – City of Richmond

Lisa Muri – District of North Vancouver

Pietro Calendino – City of Burnaby

Nadine Nakagawa – City of New Westminster

Diana Dilworth – City of Port Moody

Darrell Penner – City of Port Coquitlam

Tracy Elke – City of Pitt Meadows

Jamie Ross – Village of Belcarra

Craig Hodge – City of Coquitlam

Rob Stutt – City of Surrey

Patrick Johnstone – City of New Westminster

Jenny Tan – City of Maple Ridge

Dylan Kruger – City of Delta

Sharon Thompson – District of West Vancouver



A Message from the Regional Parks Committee Chair

For over 55 years, Metro Vancouver has protected regionally important natural areas in its system of regional parks, and connected people to them. Over the past year, this commitment continued. The 2023 Regional Parks Annual Report highlights Metro Vancouver’s achievements in support of the *Board Strategic Plan 2022-2026* priority actions as well as the *Regional Parks Plan* that steers our work.

Total visitation to regional parks returned to new normal levels following the boom that was experienced during then pandemic with an average 3.4 percent annual average growth in visits from 2003 to 2023. In 2023, there were an estimated 14.5 million visits to regional parks.

In 2023, relationships with Indigenous peoples were strengthened as we make the journey together along the pathway of truth and reconciliation. With kʷikʷə́łəm (Kwikwetlem First Nation), Colony Farm Regional Park was renamed to ʔéxətəm (tla-hut-um) Regional Park.

Metro Vancouver’s population growth is projected to continue, adding another one million people by the year 2050. Guided by the *Regional Parks Land Acquisition 2050* strategy, Metro Vancouver added 99 hectares of land to the regional parks system in 2023. To help ensure that the growing region remains livable for future generations, the Metro Vancouver Board of Directors approved a new Development Cost Charge to fund future growth-driven regional parkland acquisition.

Inspired by Metro Vancouver’s *Regional Greenways 2050* plan, Regional Parks hosted a Regional Greenway Network Implementation Forum to advance the completion of the regional greenways network to support sustainable transportation and access to regional parks.

During the year, 49,828 people took part in 578 programs, events and outreach activities while 4,747 volunteers contributed 18,022 hours to stewardship, education, and interpretive programs. Community involvement is recognized as an important aspect of the work we do.

This annual report provides the opportunity to look back and recognize the impact that regional parks make on the lives of those in our growing region.

A handwritten signature in black ink, appearing to read 'John McEwen', with a long, sweeping underline.

John McEwen, Committee Chair

2023 in Review

In 2023, we continued to protect natural areas and connect people to nature, progressing towards the vision of a resilient network of regional parks and greenways that continues to provide important climate, health, and other benefits to park visitors and the wider region.

The *Regional Parks Plan* drives our work. Key accomplishments in 2023 helped support the identified priority areas of work within five goals:



1. The region's important natural areas are protected in perpetuity

- Acquired 99 hectares of land
- Restored areas impacted by the 2022 wildfire in Minnekhada Regional Park



2. Everyone has the opportunity to benefit from exceptional experiences in nature

- Planning and design of major projects moved forward across the regional parks system including at the proposed park at Cape Roger Curtis on Bowen Island, Iona Beach Regional Park, Campbell Valley Regional Park, and at Crippen Regional Park
- Delivered 455 field trips and workshops and 123 public programs



3. Regional parks are sustainably managed and well-maintained for the safety of visitors and integrity of ecosystems

- Maintained, inspected, repaired, and replaced park assets across the system, keeping parks safe and accessible
- Transformed a mowed lawn to a pollinator meadow in Pacific Spirit Regional Park



4. First Nations have an active role in the planning and stewardship of regional parks

- Colony Farm Regional Park renamed to ʔéxətəm Regional Park. kʷikʷəʔəm (Kwikwetlem First Nation) and their members selected the name ʔéxətəm (pronounced tla-hut-um) which means “to be invited” in həŋqəmiñəm



5. Regional parks adapt to change and contribute to regional resilience

- Began restoration of an area in Lynn Headwaters Regional Park that was damaged by western hemlock looper moth
- Created and maintained 37.8 hectares of ecological restoration areas



Widgeon Marsh Regional Park

Our Role

Protecting Metro Vancouver’s important natural areas and connecting people with them.

Vision

Regional parks are protected and resilient, connecting people to nature, with benefits for all.

Guiding Principles

Nature-focused

Nature has inherent value and its protection for future generations is the foundation of what we do.

Interconnected

Our work nurtures the essential connection between people and nature, recognizing the vital role nature plays in human health and well-being.

Inclusive

Equity is integral to what we do, as we create an inclusive environment for all.

Reconciliation-focused

Relationships with Indigenous peoples are strengthened as we make the journey together along the pathway of truth and reconciliation.

Collaborative

By working with others, we collectively care for the land to improve the region’s livability and ecological health.

Knowledge-based

Decision-making is informed by data and science, and incorporates Indigenous Knowledge. We learn from others and share our knowledge generously.

Adaptive

We sustain a culture of adaptive management, through learning, innovation, and evaluation.



léxətəm Regional Park renaming event

Working Collaboratively with First Nations


Recognizing that advancing truth and reconciliation with Indigenous peoples is a process that starts with listening and learning together, Metro Vancouver is committed to strengthening relationships with First Nations based on trust and working collaboratively towards shared goals.



Colony Farm Regional Park Renamed to léxətəm Regional Park

On July 1, 2023, Colony Farm Regional Park was re-named at a ceremony held by kʷikʷəłəm (Kwkwetlem First Nation) and Metro Vancouver. This beautiful park is now known as léxətəm Regional Park (pronounced tla-hut-um). Changing the name from one associated with colonialism to one that reflects and honours the kʷikʷəłəm history, culture, and ties to these lands is a positive step forward in building a new relationship based on the principles of the Declaration of the Rights of Indigenous Peoples Act.

kʷikʷəłəm and their members selected the name léxətəm, which means “to be invited” in həłqəmiñəñ. The name reflects their welcome to visitors to léxətəm Regional Park, which is located on their traditional and ancestral territory and adjacent to their ancestral village of slakəyánc.

léxətəm (tla-hut-um) Pronunciation 

Listen to Nancy Joe of the kʷikʷəłəm demonstrate how to pronounce léxətəm.

metrovancover.org (search “tla-hut-um”)



səlilwətał Community Visioning Event for təmtəx^wtən/Belcarra Regional Park

səlilwətał Community Engagement at təmtəx^wtən/Belcarra Regional Park



In 2023, Metro Vancouver and səlilwətał (Tsleil-Waututh Nation) initiated a community engagement process to hear from səlilwətał members about how their cultural values, teachings, and perspectives can help inform future planning and management of təmtəx^wtən/Belcarra Regional Park. səlilwətał members came together to discuss what reclaiming Indigenous identity on ancestral lands means to them. Cultural visibility, stewardship of the land, and access to the park emerged as priorities. The installation of the səlilwətał Welcome Pole, completed in November 2023, was one such priority project that stands as a tangible symbol of the shared commitment to cultural preservation and celebration. Metro Vancouver will continue to work with səlilwətał to implement other priority projects on an ongoing basis.

Metro Vancouver Regional Parks & Greenspace



Growing the System

Regional Parks plays a crucial role in making Metro Vancouver a resilient region. **Regional Parks Land Acquisition 2050*** is a key strategy for contributing to regional livability by protecting regionally important natural areas. Metro Vancouver advances delivery of the strategy each year in collaboration with member jurisdictions, senior levels of government, and others.

* Adopted by the Metro Vancouver Regional District (MVRD) Board in 2018



Regional Parks Land Acquisition Fund
increased from \$19.6 million in 2022
to **\$23.6** million in 2023

99 hectares of regional parkland
were acquired in 2023

Totalling **\$42.2** million in value

Community Involvement

Strong community partnerships are critical in engaging diverse communities in the regional parks system. Throughout the history of the parks system, many citizens have demonstrated that they want sustained involvement beyond just being park visitors using facilities and trails. We continued our work with the community in 2023 to improve consistency across the system, to grow the Park Partner Network, and to grow the internal capacity of the system.

Park Associations

The following non-profit groups received contribution funding from Metro Vancouver and partnered with Regional Parks on projects and activities ranging from habitat restoration to nature education.

1. Burnaby Lake Park Association
2. Colony Farm Park Association
3. Derby Reach/Brae Island Parks Association
4. Kanaka Education and Environmental Partnership Society
5. Minnekhada Park Association
6. Pacific Spirit Park Society

CTS Youth Society

Connect | Teach | Sustain



Metro Vancouver continued its funding support of the CTS Youth Society, a non-profit organization that aims to connect every youth in Metro Vancouver with their natural environment, their community, and with each other through the life-changing outdoor experience of summer camp.

To find out more about the CTS Youth Society, go to ctsyouthsociety.com.



Metro Vancouver Regional Parks Foundation

Metro Vancouver Regional Parks Foundation (formerly known as Pacific Parklands Foundation) is the only charity dedicated to raising funds for Metro Vancouver Regional Parks.

The Foundation funds projects that restore the health and beauty of these special places, improve the habitats of at-risk and endangered species, and support volunteer environmental stewardship events in regional parks. By filling in the gaps of public funding and helping more people visit regional parks, the Foundation promotes the mental and physical health of people and community resilience, while ensuring regional parks remain spectacular.

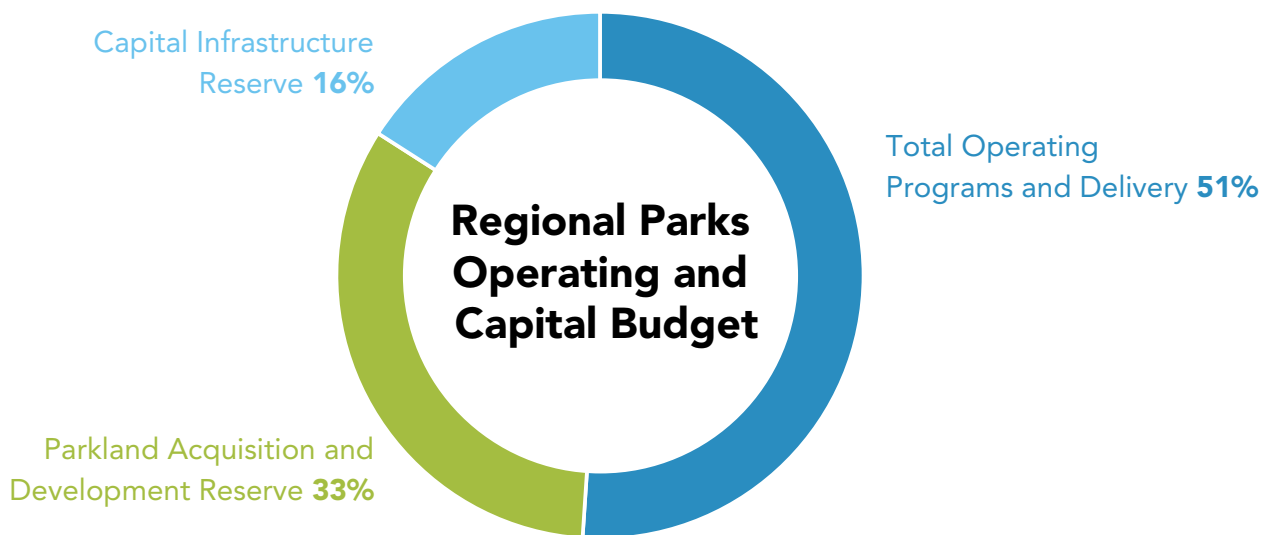
To find out more about Metro Vancouver Regional Parks Foundation, its projects, and how you can give back to regional parks, go to mvrpfoundation.ca.

To discover more about the impact the Foundation made in 2023, refer to their [2023 Annual Report](#).

Regional Parks Provide Significant Value

Regional Parks is primarily funded through the annual Metro Vancouver Regional District tax requisition. This core revenue source is supplemented by modest income from user fees, capital reserves, and occasionally sustainability reserve funds and

external revenues such as federal or provincial grants. Recognizing the importance of protecting regionally important natural areas, the Metro Vancouver Board approved increases to the Regional Parks Land Acquisition Fund annually from 2019 to 2023.



Planning for Parks Today and Into the Future

We support the long-term development and management of regional parks and greenways by conducting original research and preparing plans and policies. Regional Parks policies support day-to-day decision making while system and park level plans describe a long-term vision for the regional parks system and guide resource management, development, operations, and programming.

Regional Parks Plan

The **Regional Parks Plan** is Metro Vancouver's management plan for the regional parks system. The plan guides Metro Vancouver's work to protect natural areas and connect people to nature. The plan establishes strategic vision of a resilient network of regional parks and greenways that provides important climate, health, and other benefits to visitors and regional residents.

2023 Accomplishments

- With Regional Planning staff, completed the *Nature and Ecosystems Climate 2050 Roadmap*, part of the series of *Climate 2050* roadmaps that will guide our region's policies and collective actions to transition to a carbon-neutral, resilient region by 2050
- Undertook in-person surveying and market research on ways to support sustainable transportation access to regional parks
- The Metro Vancouver Board approved a new Development Cost Charge for regional parkland acquisition, to help ensure that the growing region can remain livable for the next generation
- With Regional Planning staff, updated the Sensitive Ecosystem Inventory, a detailed database that tracks forests, wetlands, riparian areas, and other ecologically-important areas in the region



Regional Greenways Implementation Forum

In November 2023, Metro Vancouver hosted a Regional Greenway Network Implementation Forum to facilitate the implementation of the *Regional Greenways 2050* plan. This plan is the region’s shared vision for a network of recreational multi-use paths for cycling and walking that connects residents to large parks, protected natural areas, and communities to support regional livability. Sixty representatives from First Nations, municipal jurisdictions, other government agencies, and partners along with Metro Vancouver staff participated in the forum. Participants identified high priority greenway segments for completion, ranked them in importance, described the challenges to expansion of the greenway network, and shared their ideas on ways to improve the development of the Regional Greenway Network.

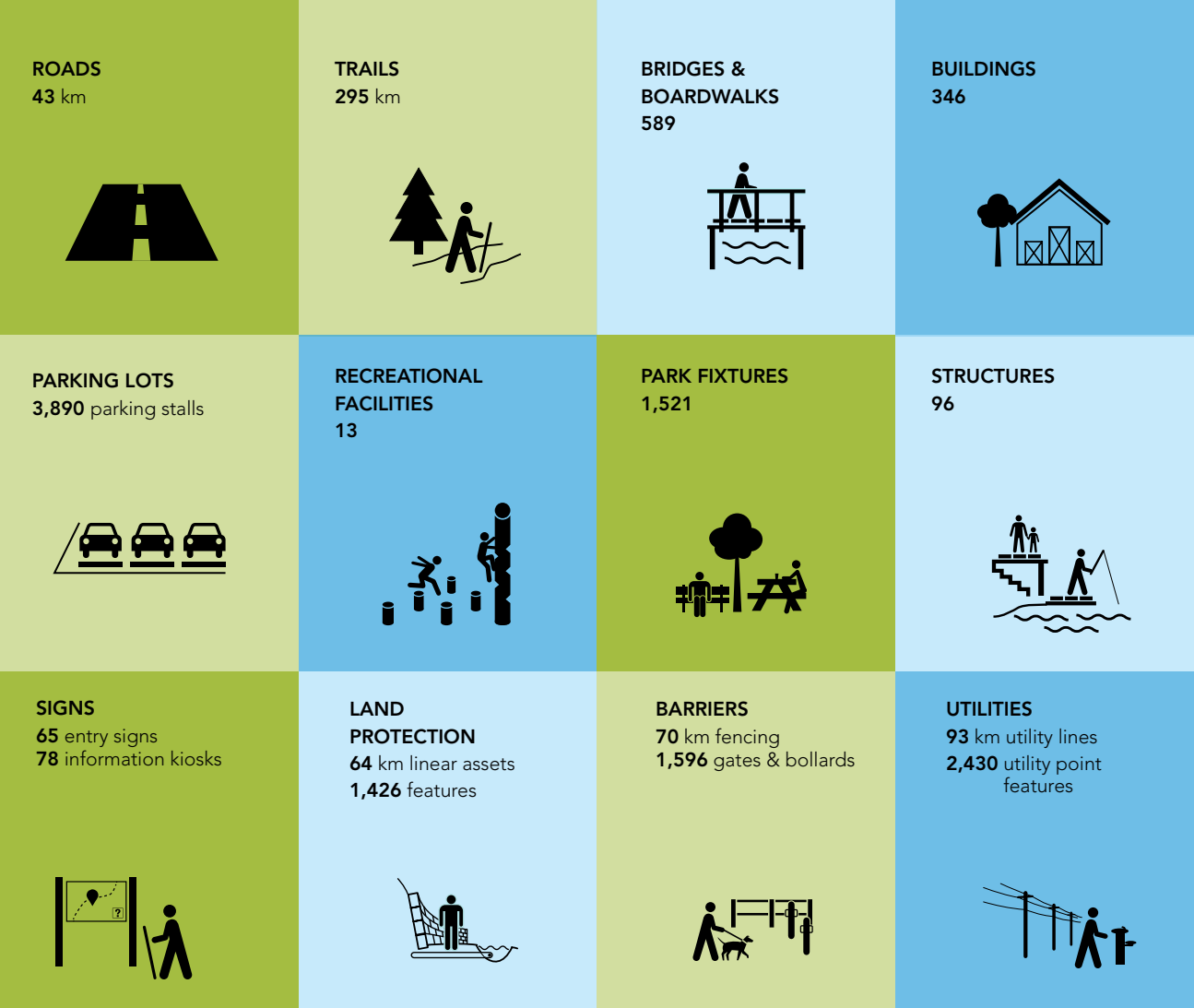
[[] and the rest of the TransLink team found it to be incredibly worthwhile, especially in terms of knowledge sharing and networking with agency staff across the region. Your team did a fabulous job organizing!

Erin O’Melinn, Senior Manager,
Transportation & Land Use Planning, TransLink



Building and Maintaining Park Assets

Each year, we manage a growing number of built assets including:





Derby Reach Regional Park

2023 Accomplishments

- Completed and opened a new full service washroom building at Edgewater Bar in Derby Reach Regional Park
- Began a revitalization project in Davies Orchard and trail development to Dorman Point in Crippen Regional Park
- Developed a pop-up park at Metro Vancouver's PNE Showcase in Vancouver
- Undertook major trail improvements to the Grouse Grind and BCMC Trail and began development of a new trailhead at Grouse Mountain Regional Park



And the Award Goes to ... Iona Island Wastewater Treatment Plant

The Iona Island Wastewater Treatment Plant and adjacent Iona Beach Regional Park are being upgraded to ensure continued protection of public health and the environment in a growing region. In 2023, the innovative conceptual plan for the upgrade, led by space2place design inc., was recognized with a Canadian Society of Landscape Architects Award of Excellence and an American Society of Landscape Architects Honour Award, both in Planning and Analysis. An integrated island-wide concept plan was developed to guide federally mandated upgrades to the plant and adjacent regional park. The resulting projects will restore estuary processes and natural systems, increase climate resilience for x̄w̄eyeyat (Iona Island), and improve Iona Beach Regional Park with expanded recreational and educational opportunities for the region.



Campbell Valley Regional Park Perimeter Trail Extension



In 2023, 3.3 kilometres of hiking and cycling trail was constructed and opened for public use in Campbell Valley Regional Park. This trail opens new areas of the park to public access, improves regional greenway connections and provides new opportunities for stewardship, education, and interpretation. Adjacent trail connections and a dog off-leash area were improved and a new pond was completed. The pond will provide habitat for frogs, toads, salamanders, and newts.





Protecting Important Natural Areas

In 2023, Regional Parks protected:

13,938 hectares – including **86%** sensitive and important modified ecosystems*

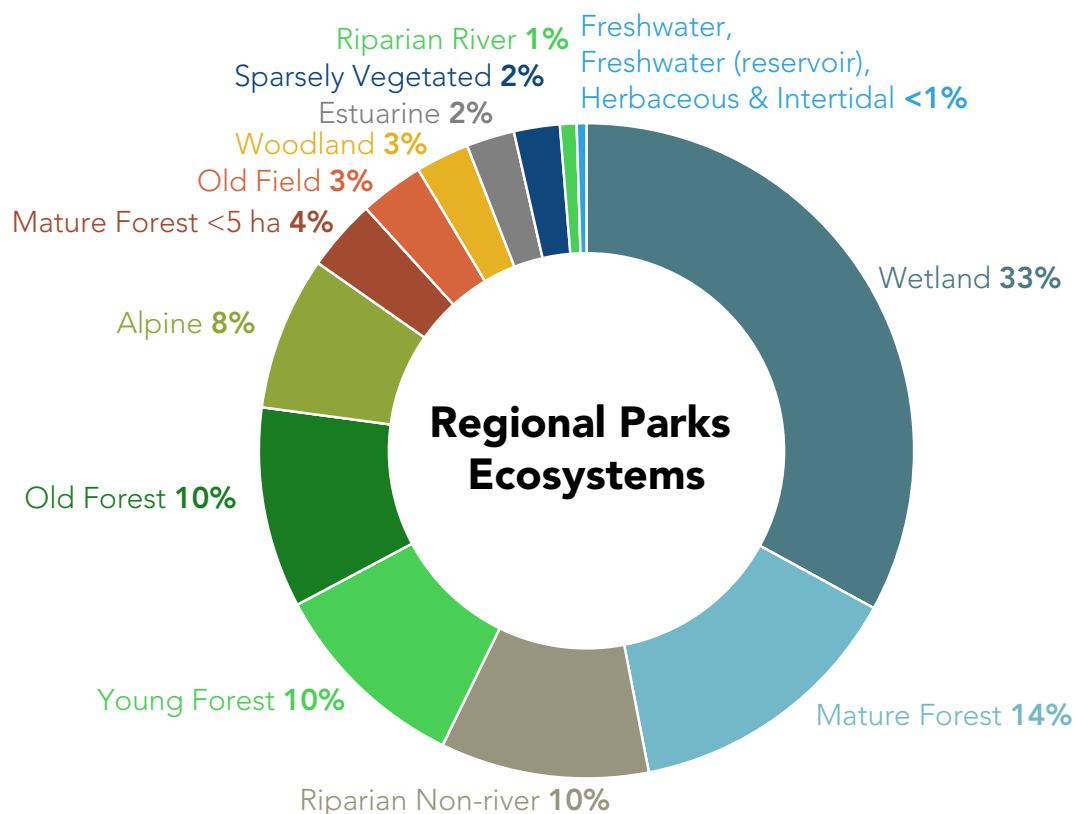
23 regional parks

2 regional park reserves

5 regional greenways

2 ecological conservancy areas

* Sensitive ecosystems are ecologically fragile, rare, or at-risk and include wetlands, older forests and woodlands. Important modified ecosystems are younger and more human modified but still have ecological value and importance to biodiversity, such as young forests (under 80 years old).



Natural Resource Management

We work throughout the year to protect and conserve ecosystem health.

Goals of the Natural Resource Management Framework:

1. Ensure ecosystem health and long-term resiliency to conserve diverse biological communities and their associated habitats
2. Provide opportunities for public to connect with natural areas while conserving the integrity and resilience of ecosystems
3. Provide opportunities for public involvement in natural resource management through partnerships and stewardship activities

2023 Accomplishments

- Created or maintained 37.8 hectares of ecological restoration areas
- Updated the Regional Parks *Integrated Pest Management Plan* and conducted invasive plant treatments in most regional parks
- Completed 32 restoration projects in 17 regional parks including:
 - Planting 3,500 trees at Pacific Spirit and Lynn Headwaters regional parks
 - Restoration of areas impacted by the 2022 wildfire at Minnehada Regional Park
 - 18 hectares of seedling removal from wildfire site at Burns Bog Ecological Conservancy Area
 - Enhanced the riparian area at Derby Reach Regional Park
 - 10 projects supported by the Metro Vancouver Regional Parks Foundation



Watch these videos showing natural resource management in action.



**Minnehada Regional Park
Fire Restoration**
(vimeo.com/835991893)

Following a wildfire that broke out at Minnehada Regional Park in October 2022, nature is starting to regenerate the affected area and staff are assisting through restorative efforts.



**Lynn Headwaters Regional Park
Forest Health**
(vimeo.com/819679427)

Human stewardship plays an important part of forest health, that's why we are restoring an area of trees that were damaged by Western hemlock looper moth near the Lynn Headwaters Regional Park entrance.



**Salmon Tracking in ʕéxətəm
Regional Park**
(vimeo.com/797846071)

Innovative new technology is behind a ʕéxətəm (tla-hut-um) Regional Park research project that could improve salmon populations in the Coquitlam River, and possibly other areas in the region.



Burns Bog Ecological Conservancy Area



Promoting Bog Recovery in Areas Affected by Wildfire

Following a wildfire that swept through part of Burns Bog Ecological Conservancy Area in 2016, a dense stand of lodgepole pine seedling has developed in the area. The development of tree cover can result in increased wildfire risk and other potential impacts such as the decline of open bog plant species.

In 2021, we initiated a project to promote recovery of bog plant communities and maintain bog function. Over the last three years, Regional Parks staff, consultants and volunteers removed as many as 250,000 seedlings/saplings from 18 hectares in the burn zone. Seedling removal, monitoring, and research projects will continue to track the progress of bog recovery.

Parks Operations and Maintenance

Keeping regional parks and park assets at the standard of care expected by visitors each year takes an incredible amount of effort. Even in the most challenging environmental conditions, we ensure regional parks are maintained for safe public enjoyment 365 days of the year.

2023 Accomplishments

- Continued preparation for wildfire response: provided higher-level training for staff and outfitted them with new flame- and high-temperature resistant uniforms
- Conducted numerous park patrols during fire season to ensure the public were following provincial fire ban and restrictions imposed by Regional Parks and local authorities
- Aligned rules and regulations from the *Regional Parks Regulation Bylaw* with permit conditions to better support Regional Parks regulations and compliance staff
- Facilitated training for 31 park patrollers on fair and consistent application of the Regional Parks Regulation Bylaw
- Hosted Go Electric Parks, a showcase event that brought together over 225 staff from across the region, highlighting innovation in alternative-powered operations and maintenance equipment



Watch this video about **Go Electric Parks!**
(vimeo.com/834885261)



Regional Parks patrollers in training



Campbell Valley Regional Park

Photography Permit



Campbell Valley Regional Park is a popular spot for photographers. In recent years, we have noticed an increasing number of concerns including photographers going off trail, blocking trails, and disturbing wildlife. Some photographers brought large groups in buses, causing parking and alcohol-related problems.

To address these issues, we implemented a pilot project in 2023. Commercial photographers now require a commercial use permit when conducting business at Campbell Valley Regional Park. This pilot program ensures bylaw compliance as commercial activity in a regional park requires a commercial use permit.

Since the start of the pilot, staff have noted a reduction in the number of related issues and increased bylaw compliance.

Safe Regional Parks and Park Visitors

We work to fairly and consistently educate members of the public on park rules and behaviour expectations as Metro Vancouver protects natural assets and provides safe and enjoyable visitor experiences.

Using good park design, education, and as a last resort, enforcement, we keep visitors safe by:

- Providing a uniformed presence in regional parks
- Educating park visitors on safe use of regional parks
- Investigating and responding to public safety concerns
- Coordinating patrols and response from emergency teams



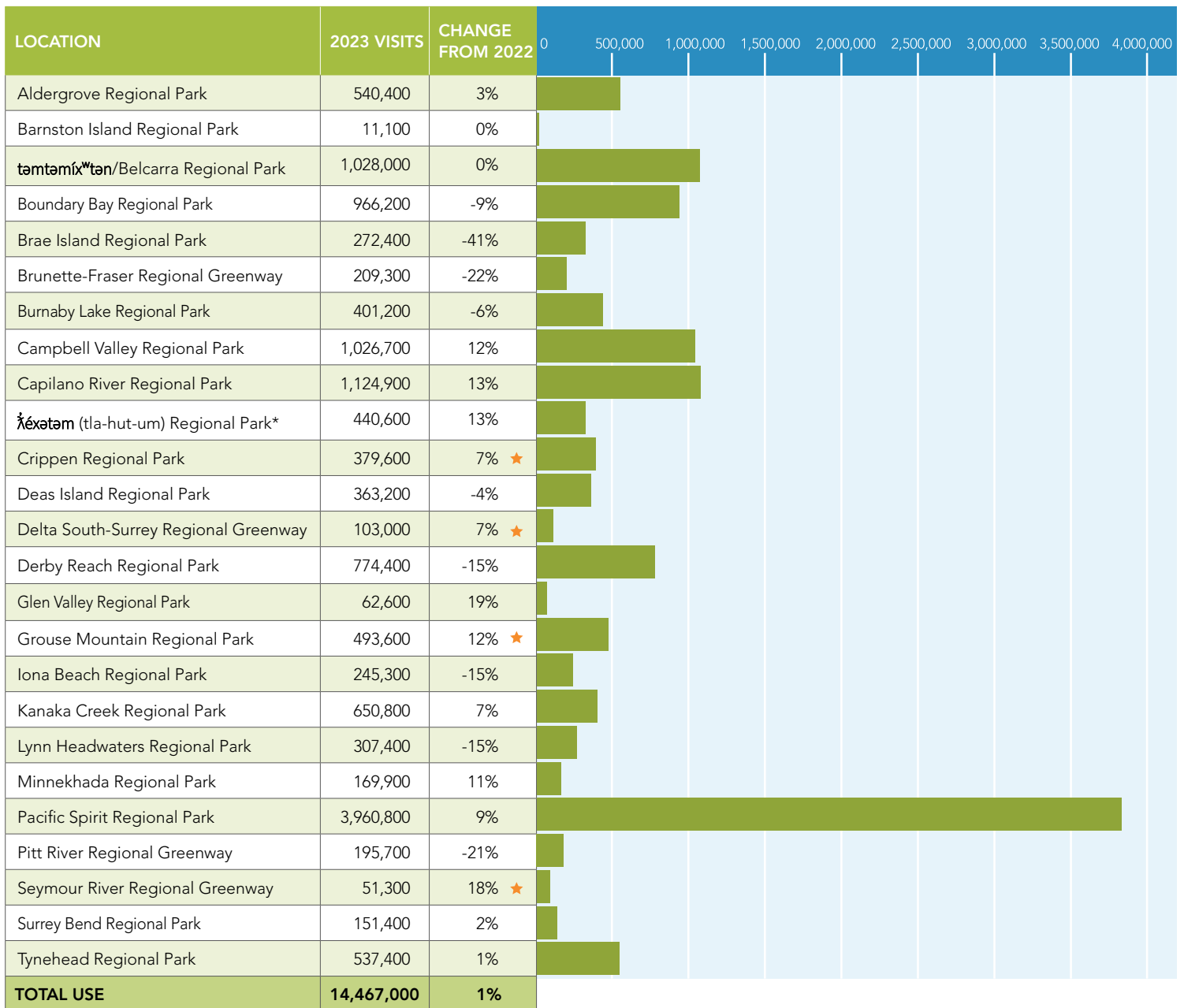


Connecting People with Nature

Visits

14.5 million estimated park visits in 2023
(3.4% average annual increase from 2003 to 2023)

2 regional parks & 2 regional greenways
received record number of visits



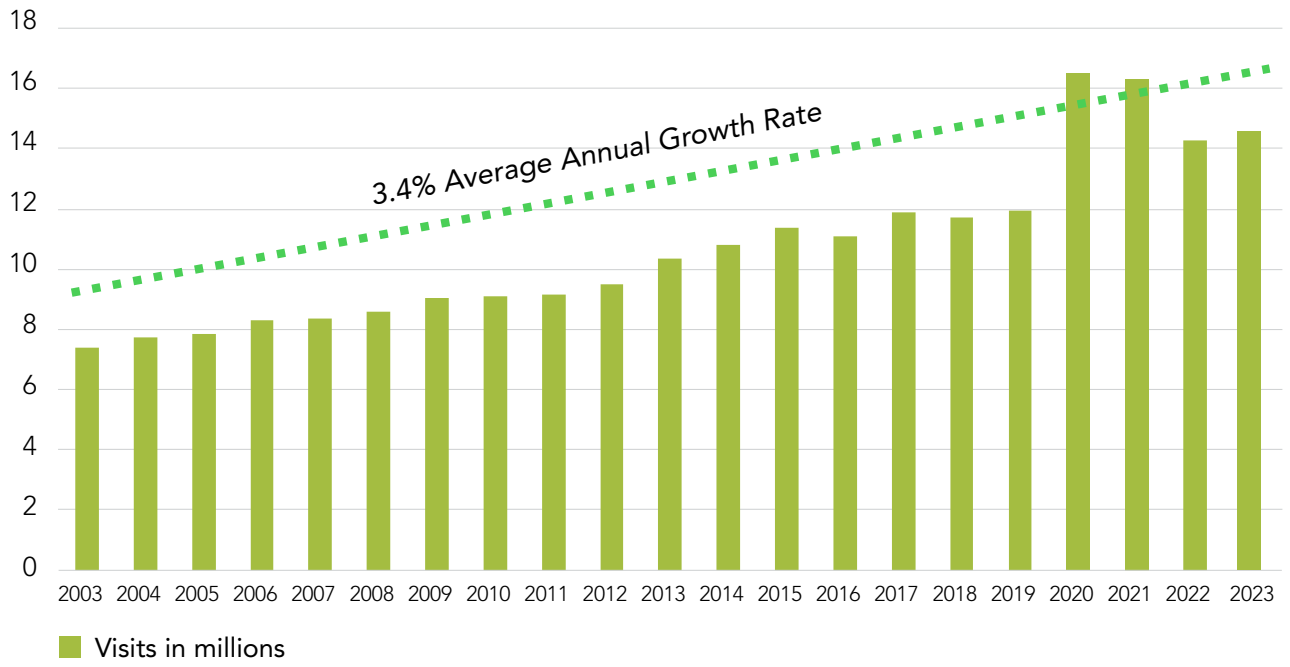
★ Record annual visitation

* Formerly known as Colony Farm Regional Park

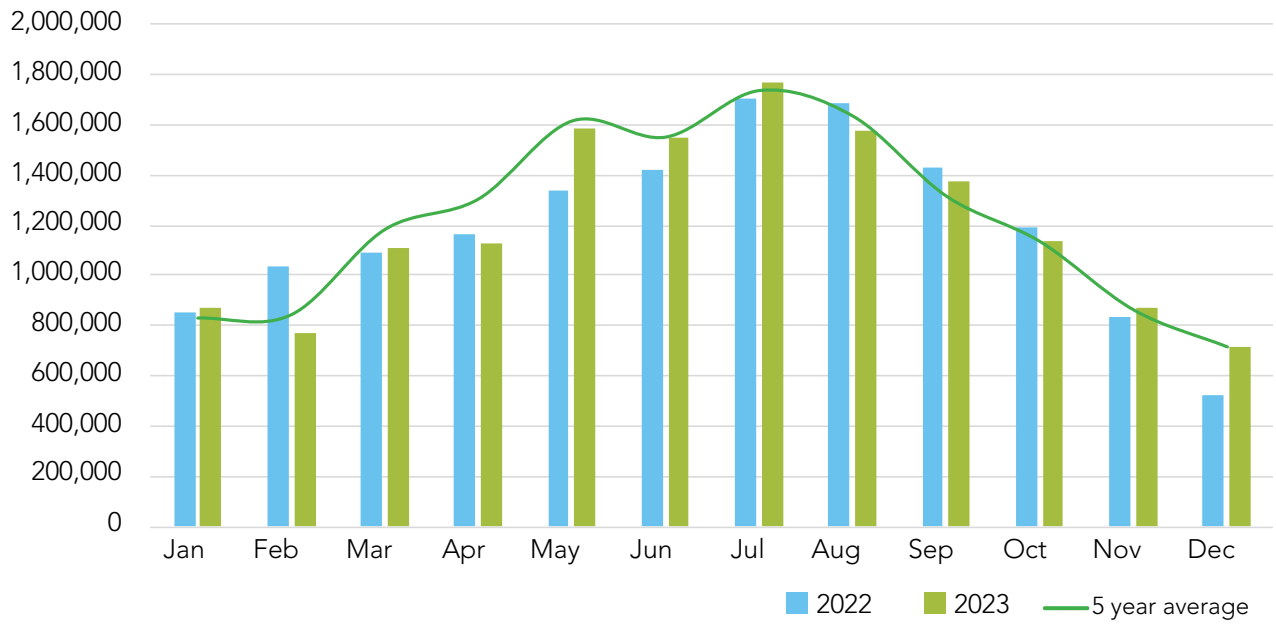
Note: Visitation estimates are rounded to the nearest hundred in this figure.

Data counters installed at park entrances (roads and trails) are used to produce annual and monthly visitation estimates for each park.

Annual Visits



Visits by Month



Public Programs and Events



49,828 total participants

11,066 group program participants

33,649 public program participants



578 total programs, events, and outreach activities

455 field trips & workshops

123 programs

Most Metro Vancouver residents live in an urban environment with less access to natural areas than previous generations. This growing urban population has increased visitation in existing parks and is placing greater pressure on local greenspaces.

Public programming in regional parks responds to these challenges by deepening audience understanding, appreciation, and protection of the natural environment. Experienced-based programs and events are designed to inspire appreciation and understanding of the environment.

2023 Accomplishments

- Developed and delivered new programs to English language learners, including outreach presentations, in-park guided walks, and how-to-lead-hikes workshops
- Collaborated with **q̓w̓a:n̓l̓əḥ** (Kwantlen First Nation) elder who delivered seven programs at various regional parks
- Grade-school students from **səlilwətaḥ** (Tsleil-Waututh Nation) **siḡárn̓θət** School participated in an interpretive program in **təmtəmíxʷtən**/Belcarra Regional Park, their ancestral winter village site
- Youth from the Fraser Health Adolescent Day Treatment program participated in the highly successful Youth Wellness Walks
- Record numbers of visitors attended Meteor Shower Watch in Aldergrove Regional Park to learn about the beauty and connection to the night sky, and Flashlight Mysteries in Deas Island Regional Park, an escape room-inspired event
- Collaborated with libraries across the region to increase programming and outreach to new audiences
- Celebrated a new interpretive art mural located in Kanaka Creek Regional Park at the fish fence site, where broodstock is collected for the nearby Bell-Irving Hatchery



Watch this video about **Kanaka Creek Interpretive Mural Celebration**
(vimeo.com/838412155)

What Regional Parks Participants Say

This event blew me out of the water. I had a fantastically magical time. It was well organized, fun-filled, and very thoughtful. The trail was beautifully set up with lights and educational entertainment. It was awesome and we will definitely join again!

Night Quest participant
(Pacific Spirit Regional Park)

All our volunteers are very engaged with ecology and conservation and love conserving their local natural spaces. I believe this workshop has helped to give them the tools and inspiration to use their passion and knowledge as a way to teach and inspire others to learn more about and care for their local natural areas.

Melanie Apps, Invasive Species Council of BC - Youth Volunteer Coordinator, Interpretation Skills Workshop participant

The kids were buzzing with all they learned about today and were sharing it with everyone they saw when we returned. Trips to the beach will not be the same from here on out for my crew!

Teacher from Smiling Creek Elementary, Seashore Sleuths field trip participant
(Boundary Bay Regional Park)



Facility Reservations

Regional parks have rentable facilities suitable to group picnicking and camping, weddings, special events, meetings, filming, and workshops. In 2023, more people than ever took advantage of our reserveable day-use facilities.



137,608 visits* at camping facilities in six regional parks

123,432 visits at individual camping facilities in Derby Reach and Brae Island regional parks

194 unique groups had **14,176** visits at outdoor and indoor camping facilities in four regional parks



827 groups had **127,885** visits at reservable day-use buildings and facilities

545 unique groups with **28,488** guests visited picnic shelters in eight regional parks

282 unique groups had **99,397** visits at buildings and other day-use booking opportunities in regional parks

* "Visits" are counted as "person days" (so one person staying for two days counts as two "visits")



We spend as much time as possible camping. We're going to be here camping here until April. We moved here in the middle of October. This is probably our seventh time here. It's lovely in the winter. I like the rather large camp spaces. Being very close to Fort Langley is excellent because it's just a 10 minute walk. I enjoy hearing the trains at night. There's a little owl that hoots and there's a lot of other nature here, which is great. There's birds and there's even deer.

Mary Roy





I'm an independent contractor working as the caretaker of Minnehada Lodge. My main job is to oversee events. Mostly weddings, parties, and other corporate events, plus security and day-to-day upkeep. There's no such thing as a typical day at the lodge. We used to visit here from England because we had family who lived about 15 minutes away. Then we moved here back in 2006. Being from Europe, we miss seeing old buildings! One of our daughters got married here a couple of years ago, and then our son's getting married here next year. I feel incredibly lucky to be up here. It just keeps me on my toes.

Simon Murtagh, Caretaker for Minnehada Lodge



2023 Accomplishments

- Replaced furniture at Camp Capilano, Cammidge House, Minnekhada Lodge, and Inverholme Schoolhouse
- Streamlined information sharing and collection of indoor facility rental agreements and registration forms to enhance customer experience and ease of booking
- Refreshed reservable facility web pages with new photographs, updated information, and current fees to enhance customers' experiences
- 213 groups submitted group visit notification forms, allowing staff to understand group needs and provide groups with key information and educational points to help address management issues

New Booking System for Designated Nature Spaces in Pacific Spirit Regional Park



Pacific Spirit Regional Park has three designated nature spaces — Salish, Lily, and Heron. These sites are one of the few places in regional parks where groups can gather off trail. Metro Vancouver's park interpreters, elementary schools, wilderness first aid companies, outdoor nature schools, and the general public use these designated nature spaces. The original first-come, first-served model for these popular spaces became a challenge for the multiple user groups.

Starting January 1, 2023, staff implemented a booking system for the designated nature spaces. The system allows commercial use and school groups to book these sites exclusively at a low cost. If not booked, they remain available at no cost on a first-come, first-served basis. In 2023, 350 groups booked these sites with 9,073 users.



Volunteering



18,022 total
volunteer hours



4,747 total
volunteer instances

A volunteer instance is when one person volunteers once at an event or program.

Regional parks protect critical wildlife habitat and provide ecosystem services such as cleaning the air and helping to control temperatures. Each year, staff, partners, and volunteers invest time and effort to restore the health and beauty of these special places. Volunteers contribute to the delivery of a range of programs and activities in regional parks including community science, educational activities, and other events in regional parks. In 2023, individuals and groups volunteered over 18,000 hours, surpassing participation levels from the last three years.



Annual Volunteer Appreciation Event Returns

In May 2023, in recognition of the valuable contributions made by our partners and volunteers, we hosted an inspirational evening of learning and networking. Approximately 150 volunteers and partners attended the Regional Parks Volunteer Appreciation evening — the first such event that we hosted in over three years.



2023 Annual Volunteer Appreciation Event



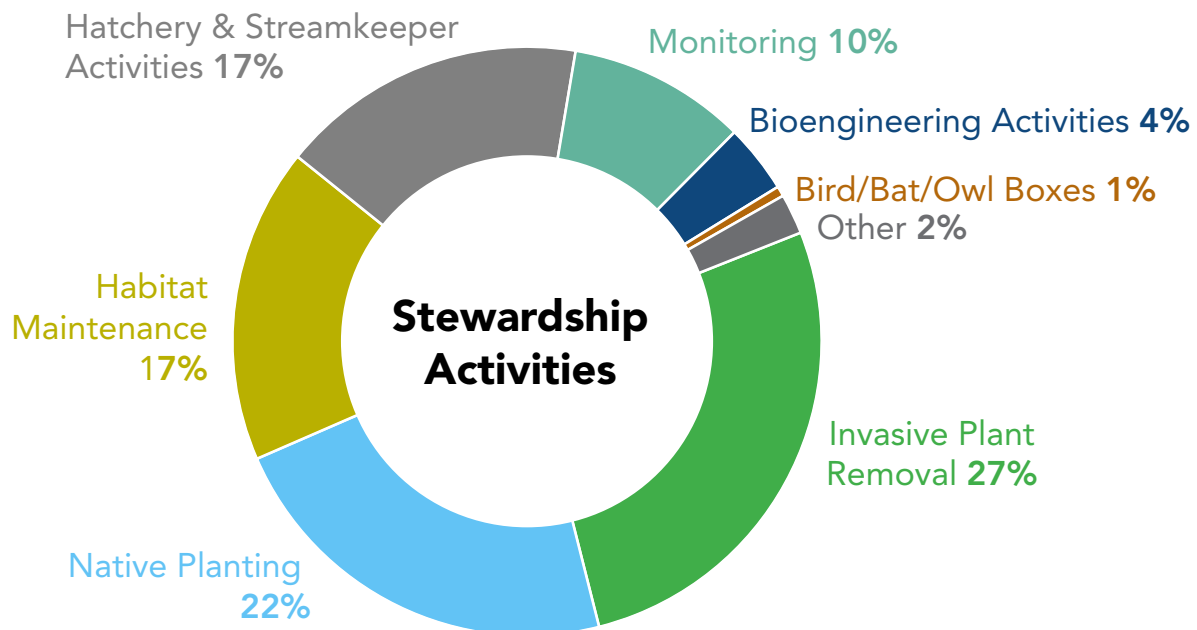


5,586 kg of invasive species removed

10,734 native plants added to regional parks

Environmental Stewardship

In 2023, 3,924 volunteer instances supported 370 environmental stewardship work parties in regional parks, which resulted in the contribution of 10,681 volunteer hours.



Park Partners and Public Programs

Volunteers support the delivery of community science, educational activities, and other events in regional parks. In addition, volunteers contribute hours to strategic and program planning, coordination, display development, fundraising, and board governance. In 2023, 823 volunteer instances resulted in the contribution of over 7,341 volunteer hours.



Watch this video about [Langley Bog Clean Up in Derby Reach Regional Park](https://vimeo.com/864204519)
(vimeo.com/864204519)

In September 2023, volunteers from Derby Reach/Brae Island Parks Association removed abandoned plastic, tires, and other debris from Langley Bog — a restricted area of Derby Reach Regional Park.

Their efforts are helping prevent greenhouse gases from being emitted into the atmosphere.

The project was funded in part by Metro Vancouver Regional Parks Foundation.

I had experienced Minnehada as a child from 1960 to 1970 when my grandmother worked here. There was a working farm here and my grandmother was the domestic manager of the farm house. Now I chair the Minnehada Park Association. I really wanted to come back (to Minnehada) and also help other people connect with it because I know how powerful nature is. We do a lot of stewardship, everything from bat monitoring to western toad monitoring. We do nature tents and we just launched an art program. And also the wildfire recovery project with two monitoring stations up near the High Knoll. People can participate by taking photos of the wildfire area. And what we want to do with that is create a time lapse that will show the forest recovery. We'll also be replanting in the wildfire area starting in the fall. We're volunteer based, so if you want to join, contact us at coordinator@minnehada.ca.

Celia DeLuca, Chair, Minnehada Park Association





What Our Volunteers Say

We are now in our 10th year of collaborative partnerships between ENVR 400 students at UBC and Metro Vancouver Regional Parks. This partnership provides a tremendous benefit to our students, who get to contribute to authentic park management projects while learning to collaboratively design and implement meaningful research from start to finish. They gain valuable field experience and grapple with real-world problems. One additional aspect I appreciate as an instructor is when new teams can build on previous research from past ENVR 400 students, now that this partnership has been running for a decade.

Sara Harris, Earth, Ocean, and Atmospheric Sciences, University of British Columbia

Getting the Word Out

Regional Parks Newsletter

This monthly e-newsletter highlights behind-the-scenes stories as well as the latest Regional Parks news and events.

6,093 subscribers
(up 6% from 2022)

Check out archived issues online [metrovancouver.org](https://www.metrovancouver.org) (search "Regional Parks newsletter")

Nature Program Guide

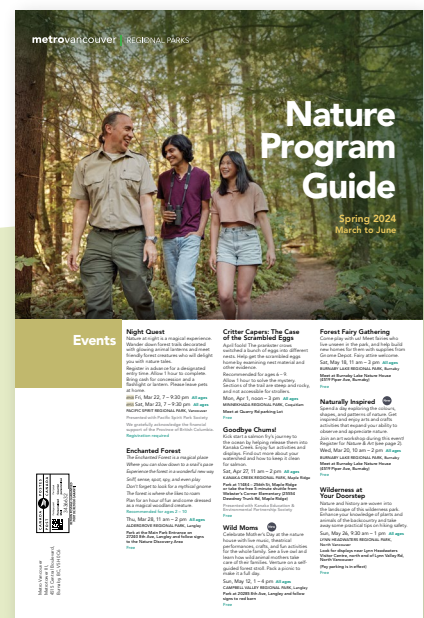
Published in the spring, summer, and fall/winter.

Promotes events and activities for all ages to learn about, connect with, and enjoy nature in regional parks.

Distribution includes household mailouts, park kiosks, community centres, libraries, and city halls.

Over **6,000** people received each seasonal nature program guide by email.

20,500 hard copies of the nature program guide were distributed per edition, on average.



Social Media and Video

Regional Parks connects with people through social media, sharing information ranging from nature activities and volunteer opportunities to safety and land acquisition announcements. Social media is also a way for people to reach out to and engage with Regional Parks.

9 Regional Parks videos produced in 2023

- Eight videos shared on social media/websites, one internal/presentation video
- 156,733 people reached through videos on Facebook (Metro Vancouver and Regional Parks)
- 27,783 Facebook engagements (includes reactions, comments, shares, and clicks)
- 35,299 video views (Metro Vancouver and Regional Parks Facebook, YouTube, and Vimeo)

3 Humans of Regional Parks productions

- Deas Island Regional Park
- Minnekhada Regional Park
- Brae Island Regional Park

A series to give a glimpse of Metro Vancouver's regional parks through the eyes of visitors. Sharing stories as diverse as our park users as they answer the question, "what makes regional parks special to you?"

metrovancover.org (search "humans regional parks")



MetroVancouverRegionalParks

44,634 Facebook engagements
(includes reactions, comments, shares)



@MetroVancouver

57,058 X (formerly Twitter)
impressions



@metrovancoverbc

Total reach of **43,770** viewers*

* Regional Parks content

In 2023, Metro Vancouver Regional Parks protected 13,938 hectares of regionally important natural areas with 14.5 million visits to its regional parks.



metrovancover
SERVICES AND SOLUTIONS FOR A LIVABLE REGION



Minnehada Regional Park

Regional Parks 2023 Annual Report

Candace Ng

Park Programs & Outreach Coordinator, Regional Parks

Regional Parks Committee – May 8, 2024
66882883

Teresa Maddison

Park Planner I, Regional Parks



WORKING COLLABORATIVELY WITH FIRST NATIONS

- Colony Farm Regional Park renamed to ʔéxətəm Regional Park
- kwikwəʔəm (Kwikwetlem First Nation) and their members selected the name ʔéxətəm
- ʔéxətəm means “to be invited” in həh̓qəmiḥəḥ̓



ʔéxətəm Regional Park

Protecting Important Natural Areas



Burns Bog Ecological Conservancy Area

LAND ACQUISITION AND STEWARDSHIP

- 99 hectares parkland acquired
- Regional Parks Land Acquisition & Development Fund increased by \$4 million
- **370** stewardship work parties
- **5,586** kg of invasive species removed
- **10,734** native plants added to parks



VOLUNTEERING

- **4,747** volunteer instances
- **18,022** hours to stewardship, education, and interpretive programs



Crippen Regional Park

Connecting People with Nature



fantamix.com / Belcarra Regional Park

VISITS

- 14.5 million park visits in 2023
- Record visits at:
 - Grouse Mountain Regional Park
 - Crippen Regional Park
 - Delta-South Surrey Regional Greenway
 - Seymour River Regional Greenway



Delta-South Surrey Regional Greenway

PUBLIC PROGRAMS AND EVENTS

- **49,828** total participants
- **578** total programs, events, and outreach activities



Deas Island Regional Park

BUILDING AND MAINTAINING PARK ASSETS

Completed:

- Washroom building at Derby Reach Regional Park
- Major trail improvements to the Grouse Grind and BC MC Trail
- 3.3 kilometres of hiking and cycling trail in Campbell Valley Regional Park



New washroom, Derby Reach Regional Park



Pollinator meadow, Pacific Spirit Regional Park

Thank you

metrovancouver
Together we make our region strong

To: Climate Action Committee

From: Marina Richter, Senior Air Quality Planner, Air Quality and Climate Action Services
Laura Taylor, Senior Engagement Specialist, External Relations

Date: April 14, 2024 Meeting Date: May 9, 2024

Subject: **Reducing Regional Air Contaminant Emissions from Small Non-Road Equipment**

RECOMMENDATION

That the MVRD Board direct staff to engage with interested audiences on options for developing a supportive framework and potential requirements to reduce health-harming air contaminant emissions from small non-road equipment, as described in the report dated April 14, 2024, titled “Reducing Regional Air Contaminant Emissions from Small Non-Road Equipment”.

EXECUTIVE SUMMARY

Small non-road equipment used in landscaping and light industrial applications, such as leaf blowers and lawn mowers, generates air contaminants that are harmful to human health and the environment. Across the region, the amount of health-harming air contaminants produced from this sector is about half as much as the nearly 1.5 million light-duty vehicles in the region. Staff have had initial conversations with industry associations, equipment manufacturers, member municipalities, and the provincial government about reducing air contaminant emissions from small non-road equipment through the transition to emission-free alternatives. By July 2023, over 1200 residents and professionals had responded to an information-gathering questionnaire from Metro Vancouver.

Electric equipment is growing in popularity, availability, and performance, and has the benefit of reducing harmful emissions and noise. A feasibility study is under way to identify types of equipment ready for the transition. Metro Vancouver’s member jurisdictions have expressed interest in a regional approach based on Metro Vancouver’s authority to manage air quality. Engagement with interested audiences would inform the development of a supportive framework for this transition, and would include a dialogue on a potential regulatory approach that could expedite the transition. After the engagement, staff will present a summary of feedback and recommendations for the Board’s consideration and further direction.

PURPOSE

To seek Metro Vancouver Regional District (MVRD) Board direction to proceed with engagement on options for a supportive framework and a potential requirements to reduce health-harming emissions from small non-road equipment used in landscaping and light industrial applications.

BACKGROUND

For over 50 years, MVRD has had delegated authority under the *Environmental Management Act* to regulate the discharge of air contaminants in the region and protect air quality. Metro Vancouver’s *Clean Air Plan* includes a strategy to reduce emissions from non-road equipment (Reference 1).

Member jurisdictions have asked Metro Vancouver to reduce the use of emission-intensive small non-road equipment in landscaping across the region (Attachments 1 and 2, Reference 2). The 2024 Work Plan for the Climate Action Committee identifies a priority to initiate engagement on an emission regulation for small non-road engines.

This report presents options for ways to enhance the transition to emission-free equipment and an engagement approach to obtain input from interested audiences.

HEALTH AND ENVIRONMENTAL IMPACTS

Each year, an estimated 400,000 to 600,000 units of small non-road equipment used in landscaping and light industry generate about half as much health-harming air contaminants as the nearly 1.5 million light-duty vehicles in the region. Much of the equipment uses emission-intensive, two-stroke engines. Emissions of concern include carbon monoxide, nitrogen oxides, fine particulate matter, and volatile organic compounds, all of which can harm human health, especially for vulnerable groups such as children, pregnant people, elderly people, and those with respiratory conditions. Equipment operators face additional risks due to close proximity to concentrated emissions.

The most common types of equipment are lawn mowers, hedge and line trimmers, leaf blowers, chain saws, and pressure washers, which account for nearly all regional air contaminants from small non-road equipment. 80% of this equipment is for personal use, and 20% is for professional use in commercial landscaping and parks. However, professional equipment is used more often. As a result, personal use and professional operations contribute almost equally to the overall emissions.

TRANSITION TO EMISSION-FREE EQUIPMENT

Metro Vancouver's approach to reducing emissions from small non-road equipment builds on the *Clean Air Plan* Strategy 3.2 "Reduce Non-Road Emissions and Support Early Adoption of Zero Emission Non-Road Equipment". Replacing emission-intensive small non-road equipment with electric alternatives can reduce health-harming air contaminants from being emitted close to where people live and work. Modern electric equipment also has additional benefits, such as avoided greenhouse gas emissions and noise reduction.

Readiness for transition

In 2022-2023, Metro Vancouver collected feedback on the adoption of emission-free equipment across the region from over 1200 personal and professional operators. A technology feasibility assessment conducted in 2023-2024 provides additional insights into technological development and market trends. Metro Vancouver has organized and participated in public events showcasing modern, battery-powered electric small non-road equipment. Metro Vancouver also received input from its member jurisdictions, industry associations, equipment manufacturers, provincial government, and other jurisdictions in Canada.

To summarize the feedback, residential users now have access to a broadening variety of electric tools, such as hedge trimmers, line trimmers, lawn mowers, and handheld leaf blowers, at price ranges comparable to emission-intensive equipment and with performance levels sufficient for personal use. However, uncertainties still exist for the professional range of equipment, including

lack of equivalent electric alternatives for highest-performance tools (e.g., backpack leaf blowers and large chainsaws), high capital costs of fleet transition, demand for charging infrastructure, and maintenance needs.

Developing a supportive framework

Metro Vancouver staff are taking steps to improve preparedness for the transition to emission-free equipment. Staff propose the following additional actions:

- **To support affordability:** Metro Vancouver would continue advocating to the provincial government for financial incentives and rebates for personal and professional users. Metro Vancouver would promote best practices, such as professional associations offering financial incentives to members and the establishment of tool lending libraries.
- **To study feasibility and remove barriers:** Metro Vancouver would continue to study the feasibility of transitioning to emission-free equipment, and would share findings about effective battery charging strategies and performance of professional-grade tools. Metro Vancouver would also work with associations and academic institutions to explore training on operations and maintenance of electric equipment.
- **To improve awareness:** Metro Vancouver would reach out to personal and professional users to deliver information about modern emission-free equipment and, more broadly, to promote sustainable landscaping.

The case for exploring a regulatory approach

For over 50 years, Metro Vancouver has had the responsibility to manage and improve air quality in the region through regional air contaminant emission regulations, site-specific permits, and support programs. A regional air contaminant emission regulation to reduce the use of emission-intensive small non-road engines, paired with a supportive framework, would help to:

- prevent emissions from extra years in service, especially due to a longer equipment lifespan for personal use;
- increase emission-free equipment availability, as manufacturers and vendors respond to the market requirements; and
- accelerate development of support systems for the transition to emission-free equipment.

Some jurisdictions in North America, such as California and New York, have adopted regulations at the state level that will ban emission-intensive small non-road equipment at the point of sale, starting in 2024 and 2025, respectively. In May 2023, the Government of BC sought feedback on a similar proposed “point-of-sale” ban. Metro Vancouver’s delegated authority enables the regulation of air contaminant emissions from equipment at the point of use, which could accelerate the transition. Several member jurisdictions have expressed their interest in reducing the use of such emission-intensive equipment through the exercise of Metro Vancouver’s authority (Attachments 1 and 2, Reference 2). The BC Landscape and Nursery Association has also expressed support for reducing emissions and collaborating with Metro Vancouver on accelerating the transition to viable emission-free equipment cost-effectively (Attachment 3).

Staff are seeking Board direction to explore options for developing a supportive framework and a potential regulatory approach to reduce regional emissions from small non-road equipment through engagement.

Those options might include:

- phasing out types of emission-intensive equipment over time as emission-free, comparably-performing alternatives become available and as financial incentives and other measures to reduce costs become more widespread;
- consideration of needs of professional operations of various sizes, compared to personal use; and
- year-round or seasonal exemptions to address operations and types of equipment for which transition to emission-free alternatives is not yet feasible.

Input and feedback from interested audiences and additional research will enable staff to present recommendations for the Board's consideration and further direction.

ENGAGEMENT APPROACH

Engagement will aim to identify the most effective approach to lowering health-harming emissions from small non-road engines, and realizing other co-benefits such as noise reduction. Engagement will focus on those likely to comment, be impacted, or have a role in implementation of a supportive framework or potential regulation, if supported by the Board. This includes all users of small non-road engines, including landscaping and irrigation companies, golf clubs, parks boards, school boards, and sports venues. Staff will also ask for input from the public, First Nations, member jurisdictions, and the regional health agencies. A list of audiences is in Attachment 4.

This engagement builds on earlier input as described above as well as conversations in 2024 with staff from member jurisdictions, the BC Landscape and Nursery Association, and academic horticulture and landscape programs. With Board direction to engage, staff can widen outreach to build awareness of this initiative, as well as invite input on the transition to emission-free equipment and the potential for an integrated approach with supportive and regulatory components. Staff can also communicate the benefits of sustainable landscaping practices.

The opportunity to provide input will be promoted to equipment owners and operators through multiple channels such as newsletters, advertising, and social media. Staff will also work with relevant associations to connect with their members. Engagement tactics will include individual meetings, webinars, municipal advisory committee sessions, sustainable landscaping events, and an always-open feedback form. There is an opportunity to combine this engagement with outreach and engagement on other related issues (e.g., related to tree canopy, outdoor water use, and Metro Vancouver's Grow Green initiatives) as a broader approach to sustainable landscaping.

Staff will present a summary of the input, and how that input is considered in any path forward for the Board's consideration and future direction.

ALTERNATIVES

1. That the MVRD Board direct staff to engage with interested audiences on options for developing a supportive framework and potential requirements to reduce health-harming air contaminant emissions from small non-road equipment, as described in the report dated April 14, 2024, titled "Reducing Regional Air Contaminant Emissions from Small Non-Road Equipment".

2. That the MVRD Board receive for information the report dated April 14, 2024, titled “Reducing Regional Air Contaminant Emissions from Small Non-Road Equipment”, and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

Under Alternative 1, the engagement approach described in this report can be completed under the approved program budget for 2024, including staff time and consulting expenditures. Staff will present the financial implications of any staff recommendations informed by the input from engagement when presenting future recommendations to the Board for consideration.

CONCLUSION

Small non-road equipment powered by emission-intensive engines generates significant air contaminant emissions that can harm human health and the environment. Transition to emission-free equipment across the region can help reduce those emissions. This report presents options to accelerate this transition by building a supportive framework, including incentives and rebates, infrastructure development, and improved awareness, and potentially using Metro Vancouver’s air quality authority to regulate the discharge of air contaminants. Development of a potential emissions-reduction approach will be informed by feasibility research and feedback received from interested groups during the public engagement. After the engagement, staff will present a summary of feedback and recommendations for the Board’s consideration and further direction.

ATTACHMENTS

1. Letter of Support from the District of West Vancouver re: Small Non-Road Engine Management
2. Letter of Support from the City of Vancouver re: Metro Vancouver’s Consideration of Regulations for Small Non-Road Engines
3. Letter of Support from the BC Landscape & Nursery Association re: Small Non-Road Engines Emissions Reduction Engagement
4. Engagement Approach: “Proposed Engagement Approach to Reduce Emissions from Small Non-Road Equipment”
5. Presentation re: Reducing Emissions from Small Non-Road Equipment

REFERENCES

1. Metro Vancouver’s [Clean Air Plan](#)
2. [6.1 Correspondence from the City of Burnaby re: Gas to Electric Powered Equipment](#), Climate Action Committee Meeting - October 15, 2021



OFFICE OF THE MUNICIPAL MANAGER
750 17th Street, West Vancouver, BC V7V 3T3
t: 604-925-7002

April 17, 2024

Jerry Dobrovolny, Commissioner/Chief Administrative Officer
Metro Vancouver Regional District
Metrotower III, 4730 Kingsway
Burnaby, B.C. V5H 0C6

Dear: Mr. Dobrovolny,

RE: Small Non-Road Engine Management

On behalf of District staff and in support of Council's Strategic Plan, I am writing to you to advocate our support for Metro Vancouver to develop emission reduction measures from small non-road engine equipment, including gas-powered landscaping equipment as well as support tools for the transition from gas to electric powered small engine equipment.

In recent years, residents of West Vancouver have expressed concerns regarding the noise and air pollution from gas-powered landscaping equipment. In response to these concerns, Council have directed staff to investigate options and measures to ban these types of equipment and look at alternatives both for residents and municipal operations to address issues related to noise, air pollution, and greenhouse gas (GHG) emissions. This direction was added to Council's 2024/25 Strategic Plan as follows:

Objective 6.9: Address the health impacts of noise and/or air pollution on livability for residents.

- *Deliverable 6.9.1: Develop a plan on a phased approach to banning DWV gas-powered leaf blowers that considers both the financial costs and environmental benefits. Additional resources required.*
- *Deliverable 6.9.2: Explore measures to limit gas powered gardening equipment for community members.*

Within municipal operations, staff continue to support the transition to electric outdoor tools as market availability advances and gas-powered equipment reaches the end of their useful life. However, staff have not begun to address the direction to determine measures to limit the use of gas-powered landscaping equipment by residents and landscaping companies in the community. Although the District can manage noise levels from landscaping equipment under the Noise Bylaw, it does not have a broader scope of authority to regulate emissions from all types of small non-road engines. Metro Vancouver has the delegated authority to regulate discharge of air contaminants in the

region and is in the best position to develop regulations to reduce emissions from small non-road engines, inclusive of landscaping equipment, at a regional scale.

The benefit of a regional approach is that it targets all emission sources from small non-road engines, reaches a broad industry and market that spans the entire region, and provides a broader engagement potential to ensure all stakeholders are included. With the benefits of a regional, collaborative approach between Metro Vancouver and its municipalities, there are far greater opportunities for efficiency and efficacy versus the model where each municipality independently develops regulatory requirements to phase out gas-powered equipment under a narrower scope of authority for local governments. In addition, the consistent regional regulations, direction, and messaging with support from both Metro Vancouver and municipal staff, will help stakeholders better prepare and navigate new requirements.

The District of West Vancouver looks forward to collaborating with Metro Vancouver and other municipalities and in developing a region-wide regulatory approach to address those emissions from small non-road engine equipment.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Findlay". The signature is fluid and cursive, with a large loop at the end.

Scott Findlay
Municipal Manager

April 25, 2024

Heather McNell
Deputy Chief Administrative Officer, Policy and Planning
Heather.McNell@metrovancover.org

RE: Metro Vancouver's Consideration of Regulations for Small Non-Road Engines

Dear Heather,

I'm writing to communicate the City of Vancouver's support for Metro Vancouver's work to explore a regional regulatory approach to reduce emissions from small non-road internal combustion engines. These engines generate health-harming contaminants and contribute to climate change.

Metro's efforts are aligned with Vancouver City Council direction. For example, in 2022 Council directed staff to develop recommendations to phase out personal and commercial use of gasoline-powered landscape maintenance equipment, giving consideration to a timeframe that is workable for residents and landscape maintenance service providers. In 2021, Council directed staff to encourage Metro Vancouver to develop stringent emission regulations for landscaping equipment.

In May 2023, the City engaged with the public to hear feedback on noise-related concerns and perceptions of current regulations through an online survey. Many respondents to the survey commented on the noise from landscaping equipment, and gas-powered leaf blowers specifically, calling for a ban on this type of equipment.

A Metro Vancouver led approach to small non-road engines offers two notable benefits:

- Metro Vancouver has clear delegated authority to regulate the discharge of air contaminants from small non-road engines.
- A region-wide approach works with a much larger market than any individual local government, which leads to bigger benefits and can set a level playing field for businesses across the region.

As you undertake your technical analysis and engagement, we expect you will find that the market readiness varies depending on the sub-sector. For example, the Vancouver Park Board has successfully converted about 35% of its landscaping equipment to electric options, while also encountering challenges with some electric equipment. Challenges have included limited battery-charge life, limitations with charging infrastructure, ergonomic issues, limits with power and torque levels, and delays in procuring equipment. We encourage you to develop a robust understanding of this variability so that any regulatory proposals can be appropriately tailored to market conditions.

Thank you for advancing this important work. We welcome opportunities to be involved in your process.

Sincerely,

A handwritten signature in black ink that reads "Doug Smith". The signature is fluid and cursive, with the first name "Doug" and the last name "Smith" clearly legible.

Doug Smith
Acting General Manager, Planning, Urban Design & Sustainability
doug.smith@vancouver.ca | 604.829.4308



April 16, 2024

Sent via email: Jerry.Dobrovolny@metrovancover.org, AQInfo@metrovancover.org

Jerry W. Dobrovolny,
Commissioner/Chief Administrative Officer
Metro Vancouver

Re: Small Non-Road Engines Emissions Reduction Engagement

Good Day Mr. Dobrovolny,

The BC Landscape & Nursery Association (BCLNA) represents over 4800 landscaping service establishments in British Columbia. These companies comprise over 20% of landscaping companies in Canada and generate annual revenues of over \$3.6 billion while providing wages for over 10,000 employees. Our Association is supportive of the intent to reduce greenhouse gases and to assist the industry in transitioning to alternate equipment with approaches that ensure companies remain viable and competitive while improving environmental performance.

BCLNA has participated in the Metro Vancouver led study “Transition to Zero-Emission for Small Non-Road Engines: Evaluation of Emission reduction Impact and Preparedness for Electrification” and has invited Metro Vancouver staff to connect with our Landscape Advisory Group and participate in a Landscape Commodity meeting. BCLNA supports the continued dialogue and engagement with Metro Vancouver on this issue to work through the challenges and identify opportunities to support the acceleration of the transition to electric equipment. Some of those challenges include:

- Supply of electric equipment
- Efficiency of electric equipment – especially in cold weather
- Charging capacity of electric equipment
- High cost of electric equipment – (3 to 4 times more costly than gas-powered equipment)
- Safety concerns of some electric equipment and further training needed for staff
- Disposal of or retrofitting current gas powered equipment and batteries

BCLNA encourages a collaboration with Metro Vancouver and others to provide incentives and BCLNA offers to a transition program for Landscapers in Metro Vancouver and potentially throughout the Province.

Sincerely,

Coreen RB

Coreen Rodger Berrisford
Chief Operating Officer
BC Landscape & Nursery Association

Reducing Regional Air Contaminant Emissions from Small Non-Road Equipment

Engagement Plan Summary

May, 2024

Overview

Metro Vancouver is committed to engaging with other governments, including member jurisdictions and First Nations, industry, and the public to identify an effective approach for lowering emissions from small non-road engines. Discussions will include the feasibility of a supportive framework and a regulation that limits the use of emission-intensive landscaping and light industrial equipment to lower the amount of health-harming air contaminants. The long term, regional goal is to transition to emission-free equipment, and Metro Vancouver will explore how it can support this transition. A potential regulation supports the emission reduction targets set in Metro Vancouver's *Clean Air Plan* (2021), and will protect human and environmental health.

The various approach options, including a potential regulation, will aim to limit the use of emission-intensive equipment such as lawnmowers, chainsaws, and leaf blowers with two-stroke engines. It will encompass both personal and professional use. Air quality impacts from health-harming air contaminants from emission-intensive equipment — such as fine particulate matter, carbon dioxide, methane, and nitrogen oxides — have significant health costs and particularly impact children, the elderly, and residents with underlying health conditions.

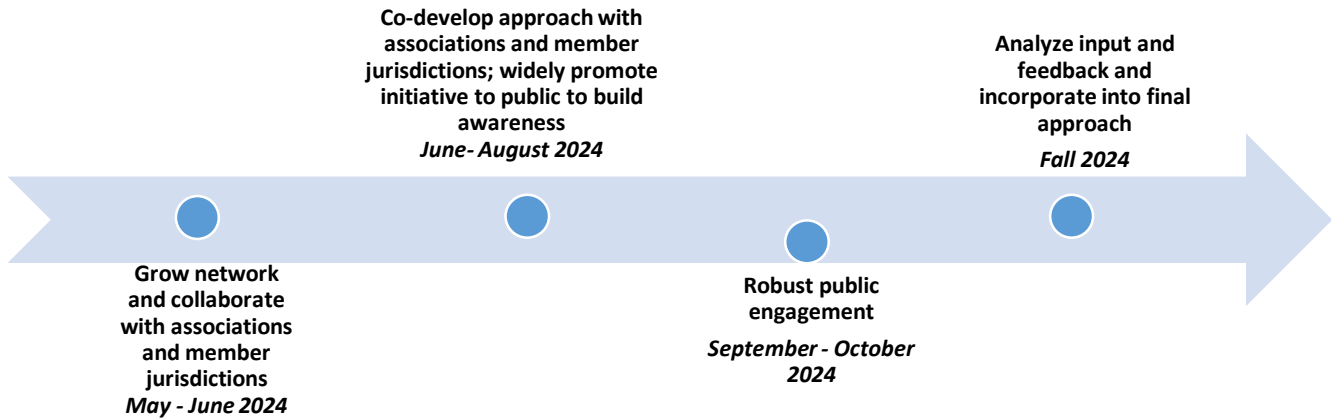
This engagement plan is designed to hear input from, and collaboratively develop an approach with, those likely to comment, be impacted, or have a role in implementation. This includes all users of small, non-road engines — including landscaping associations, irrigation companies, golf clubs, member parks departments, school boards, and sports venues. Staff will also ask for input from the public, First Nations, member jurisdictions, and the regional health agencies. The five-month engagement period accommodates building a network, communicating the need for a regional approach to reducing emissions from this type of engine as well as the co-benefits (clean air, noise reduction), collaboratively identifying a feasible approach, engaging on identified approach with the general public, and analysing feedback.

An engagement summary report issued at the end of engagement will reflect how input received has informed the proposed approach.

Engagement Objectives

1. Reach an audience that includes: other governments including member jurisdictions and First Nations, industry and other interest holders, and the public.
2. Gain insight and feedback about barriers and opportunities for a supportive framework and a potential regulation.
3. Support informed, dialogue-based engagement and use engagement outcomes to inform the proposed approach.
4. Raise awareness about Metro Vancouver's role in managing air quality in the regional air shed and protecting health and the environment, as well as the commitment to reaching ambitious emission reduction targets.

Engagement timeline



Staff plan to build momentum for this collaborative initiative by growing the network of collaborators including landscaping associations, golf courses, academia, member jurisdictions, and First Nations, to communicate the goals of the project and the need to co-develop an effective approach. Staff will work closely with this developed network to identify a feasible approach, along with opportunities and barriers to electrifying small, non-road engines. Concurrently, staff will widely promote the project through advertising and relevant tradeshow, and build on this early awareness to conduct robust public engagement on a refined approach in the fall of 2024, including an online questionnaire, webinars, and open house.

Engagement Approach

Metro Vancouver is seeking input on:

- Barriers to adoption of emission-free landscaping equipment, both for personal and professional use
- Opportunities to provide incentives or facilitate the transition to emission-free equipment
- Educational programs and parallel initiatives with aligned objectives
- Practicality of a phased-in timeline and seasonal requirements
- Health impacts from small non-road engine use
- Feasibility of promoting compliance with a potential regulation
- Unintended/unforeseen consequences of regulating this equipment

Audience and Anticipated Issues/Opportunities

Audience categories (with examples)	Anticipated Issues/Opportunities
<p>Other governments:</p> <ul style="list-style-type: none"> • Member jurisdictions • Provincial agencies • Federal agencies • Neighbouring regional districts 	<ul style="list-style-type: none"> • Aware of the purpose and benefits of regional approach • Express support, concerns or impacts such as: <ul style="list-style-type: none"> ○ Support or concern for a regulation in general ○ Support or concern for specific requirements • Identify aligned initiatives • Provide input on further alignment, implementation or collaboration • Any other feedback will be considered

<p>First Nations with interests in the region</p>	<ul style="list-style-type: none"> • Aware of the purpose and benefits of identifying regional approach • Raise awareness of potential regulation and hold meetings to discuss potential interests such as: <ul style="list-style-type: none"> ○ parallel initiatives ○ sharing best practices • Any other feedback will be considered
<p>Industry and interest holders' database. This list includes categories and examples from Metro Vancouver's small non-road equipment user database:</p> <ul style="list-style-type: none"> • Agencies/ organizations with a role in implementation: <ul style="list-style-type: none"> ○ Member jurisdictions <ul style="list-style-type: none"> ▪ Park departments, community centres ○ BC Housing ○ Regional Schoolboards ○ Sports venues • Industry and business associations: <ul style="list-style-type: none"> ○ Strata Property Agents of BC ○ BC Landscape & Nursery Association ○ BC Golf Superintendents Association ○ Irrigation Industry Association of BC • Vancouver Coastal, Fraser and First Nations health authorities and other health partners • Municipal advisory committees <ul style="list-style-type: none"> ○ Municipal agricultural advisory committees ○ Municipal environmental advisory committees • Individuals with expertise and influence <ul style="list-style-type: none"> ○ In-region academics <ul style="list-style-type: none"> ▪ For example, KPU and UBC Landscape Horticulture Systems programs 	<ul style="list-style-type: none"> • Aware of the purpose and benefits of identifying regional approach • Identify how Metro Vancouver can support a transition to emission-free equipment • Express support, concerns, or impacts such as: <ul style="list-style-type: none"> ○ Support or concern for a potential regulation, and transition to emission-free equipment in general ○ Support or concern for identified requirements (e.g., cost, feasibility, timeline, and expectations) ○ Comments on alignment or misalignment with other initiatives • Input on implementation, collaboration or innovation • Any other feedback will be considered
<p>Public:</p> <ul style="list-style-type: none"> • Existing database of residents interested in air quality activities • Representation for those impacted by emissions, particularly people with pulmonary health concerns • Homeowners who use relevant equipment • Any resident who is interested in providing comments 	<ul style="list-style-type: none"> • Aware of the purpose and benefits of identifying regional approach • Express support, concerns, or impacts such as: <ul style="list-style-type: none"> ○ Support or concern for a potential regulation, for example: <ul style="list-style-type: none"> ▪ cost, feasibility, alternate options, barriers, implementation etc. • Any other feedback will be considered

Audiences with a focus on equity, resilience, and prosperity	<ul style="list-style-type: none"> • Aware of the purpose and benefits of reduction of emissions from relevant equipment • Express support, concerns or impacts • Comments related to health equity and impact • Any other feedback will be considered
--	--

Engagement Activities

Metro Vancouver’s communications and engagement activities are provided below.

Tactic	Timing (2024)
<p>Inform audiences that Metro Vancouver is looking at options to reduce emissions from landscaping and light industrial equipment engines, including a supportive framework and a potential regulation, purpose and benefits, and options for providing input.</p> <ul style="list-style-type: none"> • Publish a web resource to house: <ul style="list-style-type: none"> ○ Information package on emissions from small non-road engines <ul style="list-style-type: none"> ▪ Need for aligned regional approach, scope of issue and potential approaches, and benefits ○ Options for providing comment • Mail out to existing database • Share information to municipalities for further disbursement to relevant departments • Correspondence to project database to include: <ul style="list-style-type: none"> ○ Link to web resource ○ Invitation to join a public or sector specific virtual forum ○ Invitation for a meeting with staff ○ Request and options for providing input ○ Specific mail out to landscape industry audience based on previous engagement • Promote information to broader audience via: <ul style="list-style-type: none"> ○ Social media ○ Newsletters ○ Request member outreach to residents ○ Paid advertising (radio, community papers) ○ Landscaping events such as: home and garden shows, landscaping conferences 	June - October
<p>Inform First Nations of regulation development and offer staff-to-staff meetings</p> <ul style="list-style-type: none"> • Initial correspondence to each affected First Nation based on previously stated preference (email, online portal etc.) • Set up direct staff-to-staff meetings based on interest in emissions source or potential regulation 	June - October

Answer questions and clarify information <ul style="list-style-type: none"> • Host webinars to introduce the issue, propose approach options, and answer questions <ul style="list-style-type: none"> ○ public (2 webinar times) ○ industry focused (2 webinar times) ○ other governments and agencies (2 webinar times) • Meetings with: <ul style="list-style-type: none"> ○ other governments ○ specific sectors and organizations ○ other relevant audiences • Respond to email queries to project email and moderate social media 	June - October Respond to queries and moderate social media – ongoing
Online questionnaire <ul style="list-style-type: none"> • Promoted during the public engagement period and at webinars 	September - October
Ensure target audience is aware, and has an opportunity to speak with staff and provide feedback <ul style="list-style-type: none"> • Narrow a prioritized audience to ensure a mix of voices in the feedback – reach out directly to individuals to solicit feedback. (e.g., health authorities, landscape associations) 	June - October
Compile input <ul style="list-style-type: none"> • Collect and review input • Create a table that can be filtered for theme and audience 	October - November
Analyze/ incorporate feedback into proposed approach	November - December
Final regulation/alternate approach submitted for adoption to MVRD Board <ul style="list-style-type: none"> • Include summary of engagement and input and how input was applied 	TBD

Communication Tools

The initial communication tools are listed below and will be updated as the project progresses.

Type	Tactic	Date
Foundational/ supporting Materials	Key Messages and FAQ	May 2024
	Webpage	June 2024
	Information package	June 2024
	Presentation deck for webinar and meeting	June 2024
	Manage and update interest holder database	May - October 2024
Correspondence	Send initial correspondence to interest holders	May - June 2024
	Relevant association correspondence (email, newsletter ads, and meeting attendance)	Ongoing



Reducing Emissions from Small Non-Road Equipment

Marina Richter

Senior Air Quality Planner, Air Quality and Climate
Action Services

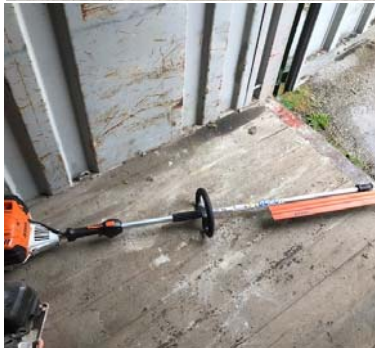
Laura Taylor

Senior Engagement Specialist, External Relations

metrovancouver

Climate Action Committee, May 9, 2024
67555872

SMALL NON-ROAD EQUIPMENT



metrovancouver

2

MVRD ROLE IN REGIONAL AIR QUALITY

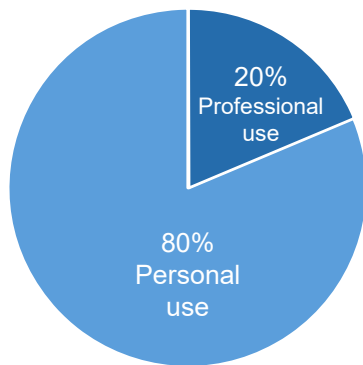
- Delegated authority under *BC Environmental Management Act*
- “*MVRD Non-Road Diesel Engine Emission Regulation*” since 2012
- *Clean Air Plan*: to further reduce non-road emissions
- CAC 2024 work plan: engagement on reducing small non-road emissions



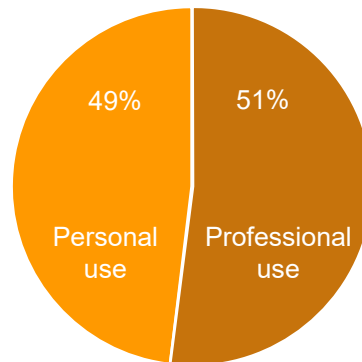
SMALL NON-ROAD EQUIPMENT USE AND EMISSIONS

Estimated 400-600K equipment units in Metro Vancouver

Equipment Ownership

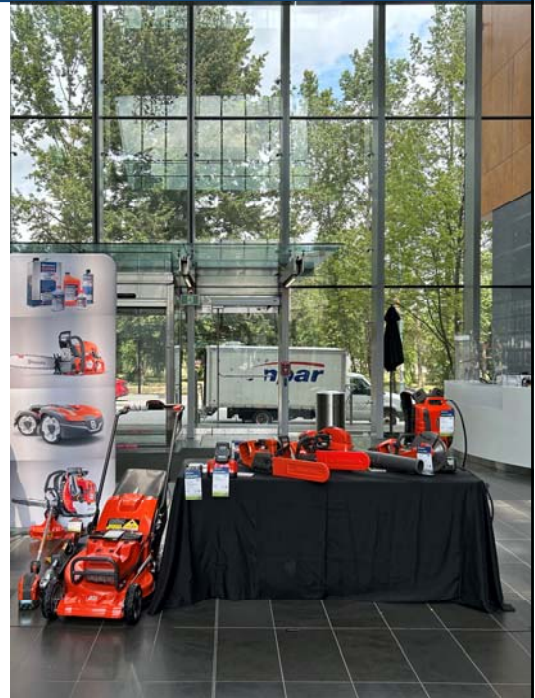


Health-harming Air Contaminants from Small Non-Road Equipment



METRO VANCOUVER INITIATIVES

- Conversations with member jurisdictions and professionals
- ‘Go Electric Parks!’ event (May 2023)
- Questionnaire for equipment users (Fall 2022 – Summer 2023)
- “Revving up the Shift 2 Zero Emission Engines” (2024 – 2026)



metrovancover

5

OTHER JURISDICTIONS

USA

- California: SORE Regulation, 2024
- New York State: Gas Lawn Equipment Ban, 2025
- Other US States and Cities

Canada

- BC: Consultation Paper, May 2023
- Local governments:
 - Corporate fleet electrification plans
 - Procurement of contracted services
 - Public policy development



metrovancover

6

SHAPING A SUPPORTIVE FRAMEWORK

- Education and outreach
- Provincial incentives
- Infrastructure development
- Professional associations
- Community resources



metrovancover

EXPLORING POTENTIAL REQUIREMENTS

- Phasing-out types of equipment based on their preparedness for transition
- Transition strategies for professional fleets
- Exemptions for equipment with no alternatives



metrovancover

8

PROPOSED ENGAGEMENT APPROACH

June – October 2024

- Continue to build a collaborative network of equipment users
- Work with network to develop a draft strategy to transition to emission-free equipment
- Take draft strategy to a wider audience for input
- Raise awareness of Metro Vancouver's role in air quality and climate action



To: Climate Action Committee

From: Lise Townsend, Division Manager, Air Quality and Climate Action Policy,
Air Quality and Climate Action Services

Date: April 15, 2024 Meeting Date: May 9, 2024

Subject: **BC Utilities Commission Decisions and Local Government Interests in the Energy Transition**

RECOMMENDATION

That the MVRD Board:

- a) Receive for information the report dated April 15, 2024, titled “BC Utilities Commission Decisions and Local Government Interests in the Energy Transition”; and
 - b) Direct staff to forward a copy of the report dated April 15, 2024, titled “BC Utilities Commission Decisions and Local Government Interests in the Energy Transition” to the Mayors and Council Members of each Metro Vancouver member jurisdiction.
-

EXECUTIVE SUMMARY

Decisions recently issued by the BC Utilities Commission (BCUC) for three proceedings in which Metro Vancouver participated were generally aligned with the positions taken by the Local Government Interveners. Metro Vancouver, together with several other local governments, participated as an Intervener in three BCUC proceedings: (1) FortisBC’s long-term resource plan; (2) BC Hydro’s long-term resource plan; and (3) FortisBC’s renewable natural gas (RNG) program. In these proceedings, the Local Government Interveners (LGI) advocated for fairness in energy rates and coordinated long-term planning. Both the utilities’ long-term plans were accepted, but the BCUC did not resolve the need for coordinated energy planning between BC Hydro and FortisBC. The BC Government has communicated, in responses to letters from the MVRD Board, that a forthcoming Climate Aligned Energy Framework for BC is expected to address this concern. In the RNG proceeding, the BCUC denied a RNG Connections Service for new construction due to an unfair rate subsidized by existing ratepayers.

Metro Vancouver’s participation in this proceeding highlighted the value of local government input to provincial energy planning. Staff will continue to seek opportunities for provincial input and advocacy to encourage alignment with regional policies.

PURPOSE

To inform the MVRD Board of the outcomes of three BC Utilities Commission Proceedings that Metro Vancouver participated in as an Intervener, and potential implications for local government policy goals and interests in the energy transition.

BACKGROUND

With approval of the MVRD Board, Metro Vancouver collaborated with several municipalities from Metro Vancouver and the Capital Regional District to participate as an intervener in three BC Utilities Commission (BCUC) proceedings.

- *FortisBC Energy Inc. ("FortisBC") 2022 Long-Term Gas Resource Plan ("LTGRP")* (Reference 1);
- *British Columbia Hydro and Power Authority ("BC Hydro") 2021 Integrated Resource Plan ("IRP")* (Reference 2); and
- *FortisBC Energy Inc. Biomethane Energy Recovery Charge Rate Methodology and Comprehensive Review of a Revised Renewable Gas Program ("RNG Rate Case")* (Reference 3).

In March 2024, the BCUC issued decisions for the above-noted proceedings. As directed by the Board, the purpose of this report is to summarize these decisions and provide high-level analysis of their implications for Metro Vancouver and related local government policy interests in the energy transition.

Metro Vancouver's board-endorsed *Climate 2050 Energy Roadmap* includes targets and key strategies to plan for the region's transition to clean, renewable, and resilient energy. Actions include working with member jurisdictions to provide input to relevant utility and regulatory processes, and advocating to the provincial government, the BCUC, and utilities for coordinated long-term planning for the energy transition.

OVERVIEW: BCUC AND INTERVENERS

Role of BCUC

The British Columbia Utilities Commission (BCUC), governed primarily by the *Utilities Commission Act*, is an independent agency of the Government of BC (the Province), charged with regulating BC's energy utilities, automobile insurance rates, common carrier pipelines, and the reliability of the electrical transmission grid. The BCUC's stated mandate is to ensure that customers have access to safe, reliable energy service rates, while allowing utilities the opportunity to earn a fair return on their investments. The Province, in addition to enacting enabling legislation governing the BCUC's mandate, can provide direction to the BCUC through an Order in Council.

The BCUC reviews applications from regulated entities through open, transparent, public proceedings, which include opportunities for the public to participate and provide feedback. Only registered interveners can file evidence, ask questions of other participants, and file final arguments in a proceeding, however other interested parties can submit letters of comment.

In October, 2023, a new Chair was appointed for the BCUC, and the Province issued a letter to the Chair emphasizing a need to prioritize GHG emissions reduction in the clean energy transition (Reference 4).

Local Government Interveners

In all three proceedings described in this report, Metro Vancouver collaborated with several other local governments. This enabled information sharing and more efficient use of resources among the parties, including procuring the services of experts. The Local Government Interveners (LGI) consisted of the following for all three proceedings: Metro Vancouver Regional District, District of North Vancouver, City of Vancouver, City of Richmond and Lulu Island Energy Company, and the District of Saanich. In addition, the City of Victoria participated in the FortisBC RNG Rates Case proceeding.

BCUC PROCEEDINGS – SUMMARY AND DECISIONS

FortisBC Long-Term Gas Resource Plan

FortisBC's Long-Term Gas Resource Plan (LTGRP) represents the utility's broad plan for transitioning to a low-carbon energy future in response to the Province's CleanBC Plan and CleanBC Roadmap to 2030. The LTGRP sets out how FortisBC expects to shift from distributing fossil natural gas to distributing various forms of renewable and low-carbon gases.

The Local Government Interveners (LGI) did not submit evidence in this proceeding, but individual members submitted information requests and the group jointly submitted a final argument. In their final argument, the LGI expressed concern that, given the lack of clarity about how the energy transition will unfold in BC, the LTGRP is narrowly focused on renewable gases, with uncertainties regarding their performance, pricing, and availability in BC. They advocated for further study to address RNG and hydrogen availability, proper accounting of the environmental benefits of RNG procured from outside the province, and how hydrogen will be deployed in FortisBC's system. The LGI stressed the importance of coordinated planning for the energy transition in BC that integrates both gas and electrical utilities' long-term plans and considers a wider array of decarbonization pathways. Recognizing the need for FortisBC to progress towards solutions, the LGI did not recommend whether the BCUC accept or reject the LTGRP; rather, they emphasized the limited contextual value of the LTGRP to inform future applications, and asked that BCUC direct FortisBC to urgently address the gaps revealed through the proceeding.

The LGI did not directly comment on the two components of the LTGRP that were rejected by the BCUC, as noted below.

The BCUC's decision included the following findings:

- The BCUC broadly accepted the LTGRP, finding that the public interest would be best served to allow FortisBC to advance its planning.
- The BCUC rejected planned investments in liquefied natural gas (LNG) for marine fueling (bunkering) and global markets due to insufficient evidence of demand for the product.
- The BCUC rejected the Resiliency Plan¹ which is intended to respond to and recover from disruptions to the gas system, but noted that FortisBC has committed to providing an updated Resiliency Plan in its next LTGRP submission to the BCUC.
- FortisBC was directed to file its next LTGRP by March 31, 2026.

¹ In the FortisBC Tilbury LNG Storage Expansion Project proceeding (BCUC Decision and Order G-62-23), the BCUC identified a number of shortcomings with the Resiliency Plan. This BCUC panel agreed with those shortcomings.

As discussed in the following section of this report, the BCUC agreed with the LGI and other interveners that collaboration between the major utilities would be beneficial, but did not take any action beyond encouraging such an approach.

Noteworthy BCUC Comments: Notwithstanding the overall acceptance of the LTGRP, the BCUC noted many uncertainties that it directed FortisBC to address in its next LTGRP. In particular, the BCUC emphasized the need for more sophisticated modeling of demand changes due to the energy transition, including scenarios that contemplate “demand destruction” (reduced gas throughput) and more details about planned actions to reduce GHG emissions.

BC Hydro Integrated Resource Plan

BC Hydro’s Integrated Resource Plan (IRP) is a 20-year plan for the electrical system. It includes a Base Resource Plan and several Contingency Resource Plans that forecast anticipated demand and how that would be met with existing and new supply and capacity under various scenarios. BC Hydro’s initial 2021 IRP application was significantly modified with a “Signpost Update” filed by the utility in spring 2023. This signaled a major shift in planning, from decades of flat energy demand to rapidly rising projected demand in response to population growth, market trends and multi-level government policy driving increased electrification. This was the stage at which Metro Vancouver registered as an intervener.

The Local Government Interveners (LGI) did not submit information requests or evidence in this proceeding, but submitted a final argument in which they cited evidence filed by other interveners.

In their argument the LGI stated that, while they generally support the IRP given the increasingly critical role of electricity in the energy transition, there is an urgent need for coordination in long-term resource planning between BC Hydro and FortisBC, pointing to the fact that each long-term resource plan envisions a different energy future. They also recommended more detailed regional scale distribution system analysis and planning, to ensure that sufficient electricity is provided in a timely manner to meet expected growth and climate targets.

The BCUC’s decision included the following findings:

- On the whole, the IRP, inclusive of the Signpost Update, was accepted and determined to be in the public interest.
- The need for BC Hydro to acquire an additional 3,700 GWh of clean or renewable energy, as announced by the Province while the IRP was in process, was “conclusively determined”, meaning it is not subject to need for further review.
- BC Hydro was directed to submit its next IRP by October 31, 2025.

As discussed in the following section of this report, the BCUC agreed with the LGI and other interveners that collaboration between the major utilities would be beneficial, but did not take any action beyond encouraging such an approach.

Noteworthy BCUC Comments: In response to rapidly shifting policies, technology, and external factors, the BCUC directed BC Hydro to submit IRPs more frequently and clarify uncertainties. This includes more detailed analysis of potential resource options to better inform the market. Agreeing

with FortisBC, the BCUC directed BC Hydro to further analyze the impact of electrification on their load forecast, including at the regional scale. BC Hydro should also undertake regional load forecasts and planning for non-bulk transmission and distribution infrastructure. Regional demand-side measures and resources should also be included in the next IRP, to reduce the need for investments, and BC Hydro should consider further resource diversification and energy storage to mitigate variability in hydro-electric supply due to climate impacts.

FortisBC RNG Rates Case

On December 17, 2021, FortisBC applied to the Commission for approval of a Revised Renewable Gas Program². The program consisted of three primary elements, of which the third was the focus of the LGI input.

1. Voluntary RNG Service, providing an option for customers to purchase RNG at a subsidized price relative to the conventional gas service and programmatic changes³.
2. RNG Blend Service, in which all sales customers will receive and pay for a blend of RNG as part of their regular gas service, designed to comply with FortisBC's obligations under the Greenhouse Gas Reduction Regulation.
3. RNG Connection Service, in which 100 per cent notional RNG would be provided to all customers as a mandatory service in newly constructed residential buildings, with rolled-in pricing, meaning that RNG Connections service customers would pay the same price as existing customers receiving a lower blend of RNG.

The Voluntary RNG Service and RNG Blend Service are conventional rate products, following established practices for introducing higher-cost energy into a utility's supply mix system for policy reasons. As such, the LGI did not submit comments concerning these aspects of the proceeding. In response to the RNG Connection Service component of the FortisBC submission, the LGI participated in this proceeding by submitting and responding to information requests, submitting expert evidence⁴, and submitting a final argument.

In their evidence and final argument, the LGI, among other interveners, opposed the RNG Connection Service, arguing – based on established rate-making principles – that the proposed rates are unjust, unreasonable, discriminatory, and not in the public interest. Central to this argument was economic analysis commissioned by the LGI that estimated the proposed rate would impose a \$750 million subsidy over eight years, paid by existing ratepayers to cover the increased cost to deliver 100% notional RNG to new customers. The LGI further asserted that FortisBC's application relied on flawed assumptions about the permanence of the rate, the availability of RNG, and that the proposed rate could undermine local government policies and lead to inefficient investments that could hinder long-term climate goals.

² Renewable gas was originally defined in the submission as renewable natural gas (RNG), synthesis gas, and lignin. The BCUC subsequently determined that for the purpose of this proceeding, renewable gas would only include RNG. RNG is typically more expensive to produce than conventional (fossil) natural gas, but is a lower carbon alternative.

³ The Voluntary RNG Service included expanding the program to larger volume businesses, increasing the price of RNG for natural gas vehicle and transportation service customers, and eliminating a discount for long-term contracts.

⁴ The expert evidence filed by the LGI collectively was prepared by Kurt G. Strunk, Managing Director, National Economic Research Associates, Inc. (NERA). Expert evidence was also individually filed by the following LGI members: City of Vancouver, City of Richmond, District of North Vancouver, District of Saanich, and City of Victoria.

The BCUC's decision included the following findings:

- The BCUC accepted the Voluntary RNG Service, finding that the subsidy, although in principle discriminatory, was not “unduly” so, and directed FortisBC to report by January 31, 2026 whether the rate subsidy continues to be appropriate.
- The BCUC accepted the RNG Blend Service, finding that it was reasonable in light of increased penetration of RNG into the system.
- The BCUC denied the RNG Connections Service on the basis that it is “unreasonable and unduly discriminatory.” In its decision, the BCUC states:

“The incremental cost of RNG based on FEI’s 2024 forecast is four times the cost of natural gas, whereas the RNG Connections service customers would receive (notionally) 100 percent RNG, which is far more than the amount existing customers, who would be paying the same price, would receive. In the Panel’s view, this describes a clear case of price discrimination with RNG Connections service customers being subsidized by existing customers. The evidence in this proceeding shows that the level of subsidization from existing customers would be very significant, estimated at \$750 million over the period 2024 to 2032. As such, the Panel determines the RNG Connections service, as proposed by FEI, is unreasonable and unduly discriminatory and rejects FEI’s RNG Connections service.”

METRO VANCOUVER AND LOCAL GOVERNMENT POLICY INTERESTS AND OPPORTUNITIES

Role of Local Governments in Energy Transition Planning

Local governments have long played an important role in provincial and regional planning for the energy transition through advocacy, policy-making, and directly through providing energy and related infrastructure. This has included advocacy and input to green building policies such as the Zero Carbon Step Code, policies to encourage low-carbon energy systems and electric vehicles, producing RNG (e.g., Surrey’s biofuel facility and Metro Vancouver’s wastewater treatment plants); operating district energy systems, and, in the case of Metro Vancouver, providing waste heat from the sewer system and waste-to-energy facility.

Elevating Local Government Policy Interests

These BCUC proceedings represent the first time Metro Vancouver has coordinated with other local governments to advance its interests through in-depth input to utility proceedings. In these proceedings, the LGI advocated for a fair and evidence-based approach to the energy transition that aligns local government climate commitments, and protects their policy role and regulatory authority. While recognizing a role for renewable gases, the LGI also sought to ensure that these gases are verifiably zero-emission, safely deployed, affordable, reliably available, and deployed to their highest and best use.

The influence of the LGI evidence and argument were particularly strong in the BCUC’s decision for the RNG Connection Service in the RNG Rates Case. Although the decision hinged on rate-making principles, finding the proposal to be “unduly discriminatory”, it also resulted in preserving local government authority regarding acceptable pathways to meet the Zero Carbon Step Code, a key municipal policy tool to ensure new construction is zero emissions and resilient to climate impacts.

In both long-term resource plans the LGI influence was more uncertain, since the plans were largely accepted by the BCUC, a direction that itself presents challenges as noted below. Yet the BCUC in its comments directed both utilities to address uncertainties and include regional considerations in their future long-term resource plans, which may present opportunities for Metro Vancouver.

Need for Coordinated and Climate-Aligned Energy Planning

In both the FortisBC LTGRP and the BC Hydro IRP proceedings, the BCUC agreed with the LGI and most other interveners on the importance of a more coordinated approach to the energy transition to protect the interest of ratepayers. However, while the BCUC "strongly encouraged" BC Hydro and FortisBC to communicate closely and adopt a common set of assumptions for the next BCUC filing, it refrained from providing specific direction regarding collaboration between or imposing agreement "upon any given view of the future" among the two utilities, which it noted would be "resource intensive", and the domain of the provincial government.

This matter was also outlined in a letter to the Province dated February 1, 2024, in which the MVRD Board requested that the Province improve coordination between FortisBC's and BC Hydro's long-term planning processes (Attachment 1). In their response, dated February 28, 2024 (Attachment 2), the Province emphasized that the pending Climate Aligned Energy Framework is anticipated to play a key role in developing "joint approaches for optimizing the combined electricity and gas infrastructure to achieve emissions reductions in the most cost-effective way". This letter built upon a prior letter that the MVRD Board sent to the Province (dated September 24, 2023), regarding the Climate Aligned Energy Framework, as well as a request to reform the BCUC to ensure GHG emission reduction from gas utilities (Attachment 3), and the Province's response (Attachment 4).

Currently, the timing, scope, and specific opportunity for local governments to be involved in the Climate Aligned Energy Framework is still unknown. In the meantime, the lack of clarity about how the energy transition will unfold creates a highly uncertain context for local government policy-making and planning for growth, amid significant and growing affordability challenges. Staff will continue to seek to provide input to the Province on this Framework and other opportunities for coordinated, publicly transparent energy planning, including a focus on regional scale opportunities aligned with *Climate 2050*, as outlined below.

Need for Regional Energy Demand Analysis and Planning

The BCUC decisions for both long-term resource plans highlighted a need for more detailed and regionally-focused analysis and planning in future plan iterations. In addition to undertaking more regional scale (bottom-up) energy demand analysis for both gas and electricity, the BCUC directed both utilities to pursue demand-side measures that could defer infrastructure investments. This could include strategic planning at the neighbourhood scale to right-size the gas and electrical grid for efficiency and GHG reduction, and deploying various combinations of low-carbon energy such as waste heat, electrification, and RNG, including via thermal energy networks (i.e., district energy). Local governments may be able to build on existing programs and policies to play a key role, in the context of the pending provincial Climate-Aligned Energy Framework.

Collecting building-scale energy data, such as with energy benchmarking and reporting, could also help to better characterize regional energy demand from existing buildings. This opportunity is described in more detail in a separate report on this Climate Action Committee agenda.

ALTERNATIVES

1. That the MVRD Board:
 - a) Receive for information the report dated April 15, 2024, titled “BC Utilities Commission Decisions and Local Government Interests in the Energy Transition”; and
 - b) Direct staff to forward a copy of the report dated April 15, 2024, titled “BC Utilities Commission Decisions and Local Government Interests in the Energy Transition” to the Mayors and Council Members of each Metro Vancouver member jurisdiction.

2. That the MVRD Board receive for information the report dated April 15, 2024, titled “BC Utilities Commission Decisions and Local Government Interests in the Energy Transition”, and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

This report is for information and does not have any direct financial implications. Costs to hire experts to support the LGI participation were provided for in the departmental operating budget, and are being shared among the parties. A grant for refund of a portion of consultant costs is being sought through the BCUC Participant Assistance/ Cost Award program. The LGI played a significant role in highlighting the financial implications of utility rate decisions, in which a discriminatory cross-subsidy from ratepayers to pay for higher-cost RNG to new customers was a key factor in the BCUC decision. Financial implications of the energy transition more broadly are significant and of critical importance, but are beyond the scope of this report.

CONCLUSION

Metro Vancouver participated with several other jurisdictions as Local Government Interveners (LGI) in three BC Utilities Commission (BCUC) proceedings. Through their participation the LGI elevated the interests of local governments at a pivotal time in the energy transition in the province, with significant implications for their objectives related to affordability, energy security, and climate action. Staff will continue to seek opportunities to contribute constructively to provincial policy for the energy transition, and are exploring opportunities for regional energy planning.

ATTACHMENTS

1. Correspondence from the MVRD Board to the Government of BC, dated February 1, 2024 re: "Coordination Between FortisBC's 2022 Long Term Gas Resource Plan and BC Hydro's 2021 Integrated Resource Plan".
2. Correspondence from the Government of BC, to the MVRD Board, dated February 28, 2024 (Response to Attachment 1 letter).
3. Correspondence from the MVRD Board to the Government of BC, dated September 25, 2023 re: "Changes in Provincial Legislation Needed to Address Gas Utilities in BC".
4. Correspondence from the Government of BC to the MVRD Board, dated January 22, 2024 (Response to Attachment 3 letter).
5. Presentation re: BC Utilities Commission Decisions & Local Government Interests.

REFERENCES

1. BC Utilities Commission Proceedings: [FortisBC Energy Inc. 2022 Long-term Gas Resource Plan](#)
2. BC Utilities Commission Proceedings: [BC Hydro 2021 Integrated Resource Plan](#)
3. BC Utilities Commission Proceedings: [FortisBC Energy Inc. Biomethane Energy Recovery Charge Rate Methodology and Comprehensive Review of a Revised Renewable Gas Program](#)
4. [Letter from Ministry of Energy, Mines and Low Carbon Innovation to Mark Jaccard, new Chair and CEO of BCUC, October 3, 2023.](#)

66673617



Office of the Chair
Tel. 604-432-6215 or via Email
CAOAdministration@metrovancover.org

February 1, 2024

File: CR-12-01
Ref: RDCL 2023 Nov 24

The Honourable David Eby, K.C., M.L.A.
Premier of British Columbia
PO Box 9041 Stn Prov Govt
Victoria, BC V8W 9E1
VIA EMAIL: premier@gov.bc.ca

The Honourable George Heyman, M.L.A.
Minister of Environment and Climate Change Strategy
PO Box 9047 Stn Prov Govt
Victoria, BC V8W 9E2
VIA EMAIL: ENV.Minister@gov.bc.ca

The Honourable Anne Kang, M.L.A.
Minister of Municipal Affairs
PO Box 9056 Stn Prov Govt
Victoria, BC V8W 9E2
VIA EMAIL: MUNI.minister@gov.bc.ca

The Honourable Josie Osborne, M.L.A.
Minister of Energy, Mines, and Low Carbon Innovation
PO Box 9060 Stn Prov Govt
Victoria, BC V8W 9E2
VIA EMAIL: EMLI.Minister@gov.bc.ca

Dear Premier Eby, Minister Heyman, Minister Kang, and Minister Osborne:

**Coordination Between FortisBC's 2022 Long Term Gas Resource Plan
and BC Hydro's 2021 Integrated Resource Plan**

Metro Vancouver and the BC Government are well-aligned in the pursuit of strong climate action needed to meet our respective climate targets. In the interest of ensuring alignment of provincial energy infrastructure planning with the strategies and actions in Metro Vancouver's *Climate 2050 Energy Roadmap*, Metro Vancouver registered as an intervener and submitted final arguments for the British Columbia Utilities Commission (BCUC) proceedings related to FortisBC's *2022 Long Term Gas Resource Plan* and BC Hydro's *2021 Integrated Resource Plan*, in coordination with the City of Richmond, District of North Vancouver, District of Saanich, and the City of Vancouver. The joint final arguments for both proceedings are enclosed in this letter.

Arising from discussion of the BCUC proceedings, the MVRD Board directed staff to write a letter to the Province to emphasize the need for better coordination between the two utilities. To meet the Province's greenhouse gas emission reduction targets, FortisBC has proposed a gas-centric pathway, whereas BC Hydro's plan emphasizes growing the supply of clean, renewable electricity. Having the two main utilities in BC proposing competing solutions for the energy transition is inefficient and risky. Uncoordinated planning presents risks to securing the necessary supply of low carbon energy and ensuring peak demand can be met, and could result in higher overall energy rates. Coordinated planning that is aligned with science-based climate targets and internationally recognized best practices for the energy transition would provide a clearer and more efficient pathway towards the Province's emission reduction targets, and provide a more robust platform for Metro Vancouver's and member jurisdictions' policymaking.

63913695

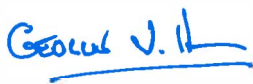
Therefore, on behalf of the Metro Vancouver Board of Directors, I am writing to ask that the Province accelerate action on the provincial Climate-Aligned Energy Framework (CAEF), including a goal to improve the coordination between FortisBC's and BC Hydro's long-term planning processes. If properly designed to address the barriers noted above, the CAEF can play a critical role in guiding effective coordination between the utilities and ensuring a clean, inclusive, and competitive energy future for BC. This request builds upon Metro Vancouver's previous request to the Province to reform the British Columbia Utilities Commission in the context of a changing climate, urgently enact legislation that reduces greenhouse gas emissions from gas utilities, and meaningfully engage Metro Vancouver on key provincial energy policies.

Climate 2050 guides Metro Vancouver's policies and actions to transition our region to a resilient, low carbon future, and establishes a regional greenhouse gas reduction target of 45% by 2030, compared to 2010 levels, and carbon neutrality by 2050. These targets were formalized in *Metro 2050*, the regional growth strategy. *Climate 2050* is implemented through ten issue-based roadmaps including the *Energy Roadmap*, which sets out goals, strategies, and actions to transition the region to 100% clean, renewable energy. Similarly, the Province has committed to strong climate action within *CleanBC*, including a target to reduce greenhouse gas emissions by 40% by 2030, from 2007 levels, building on its leadership to date.

As home to over half of BC's population, Metro Vancouver is ready to work with the BC Government to craft a clean energy future at both a regional and provincial level, in furtherance of our shared goals to achieve deep greenhouse gas emission reductions.

If you have any questions, please contact Conor Reynolds, Director, Air Quality and Climate Action Services, by phone at 604-456-8811 or by email at conor.reynolds@metrovancover.org.

Yours sincerely,



George V. Harvie
Chair, Metro Vancouver Board

GVH/HM/nc

cc: Metro Vancouver Board Directors

Encl:

1. Filing from Metro Vancouver Regional District, City of Vancouver, District of Saanich, City of Richmond, District of North Vancouver to the BCUC Proceeding Related to the BC Hydro 2021 Integrated Resource Plan titled "Final Argument of Local Government Interveners", dated December 20, 2023
2. Filing from Metro Vancouver Regional District, City of Vancouver, District of Saanich, City of Richmond, District of North Vancouver to the BCUC Proceeding Related to the FortisBC Energy Inc. 2022 Long Term Gas Resource Plan titled "Final Argument of Local Government Interveners", dated December 20, 2023



Metro Vancouver
CAO Executive Offices

APR 03 2024

RECEIVED

February 28, 2024

Ref: 120224

George V. Harvie
Chair, Metro Vancouver Board

Email: CAOAdministration@metrovancover.org

Dear George V. Harvie:

Thank you for your letter dated February 1, 2024, regarding the role of the gas and electric utilities in meeting our provincial climate objectives. The Premier has asked me to respond on his behalf.

The Province is committed to building a clean economy that addresses our obligations to combat climate change by driving down emissions, while creating good, family-supporting jobs. As outlined in my Mandate Letter, we are working with the British Columbia Utilities Commission (BCUC) to determine how they can better support British Columbia's clean energy transition. This is done in alignment with the Province's climate goal to achieve net-zero by 2050, while also considering affordability and the impacts to ratepayers. We are encouraged to see local governments actively participating in the utilities' long-term planning proceedings.

Climate change is already making extreme weather events more frequent across the country and around the world. To achieve BC's climate objectives, a shift in how the electric and natural gas systems meet customer needs is required, particularly regarding the management of peak demand. Currently, natural gas distribution utilities meet about two-thirds of the Province's peak winter energy demand. In developing our approach to facilitate BC's transition to cleaner energy systems, close coordination in planning for the future of the electricity and natural gas systems will be required.

As my Ministry develops a Climate Aligned Energy Framework (the Framework), we will need to consider key energy system transition challenges and opportunities, including energy resiliency, affordability, and leveraging utility strengths such as existing infrastructure and low cost of capital. The Province is currently working to bring the two utilities together, to develop joint approaches for optimizing the combined electricity and gas infrastructure to achieve emissions reductions in the most cost-effective way. BC Hydro and FortisBC have significant expertise that will contribute greatly to the development of the Framework.

... /2

Ministry of
Energy, Mines and
Low Carbon Innovation

Office of the Minister

Mailing Address:
PO Box 9060, Stn Prov Govt
Victoria, BC V8W 9E2

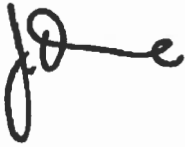
Telephone: 250 953-0900
Facsimile: 250 356-2965

The Framework will be a key step to securing our ongoing economic prosperity, enabled by an energy system that is powered by our world-leading low carbon resources. It will set the stage for future work and inform a more detailed energy plan. As my staff continues to build out priority actions through the Framework, we will continue to engage all stakeholders.

I deeply appreciate Metro Vancouver's interest in working with the Province on our mutual climate objectives, and welcome the input provided by the Board of Directors. We look forward to further discussions on how we can work together to achieve our shared objective of a clean, competitive and inclusive energy system.

Thank you again for writing.

Sincerely,

A handwritten signature in black ink, appearing to read 'Josie', with a stylized flourish at the end.

Josie Osborne
Minister

CC: Anne Kang, Minister
Ministry of Municipal Affairs
MUNI.Minister@gov.bc.ca

George Heyman, Minister
Ministry of Environment and Climate Change Strategy
ENV.Minister@gov.bc.ca

Office of the Chair
 Tel. 604-432-6215 or via Email
CAOAdministration@metrovancover.org

September 25, 2023

File: CR-12-01
 Ref: RD 2023 Jul 28

The Honourable David Eby, K.C., M.L.A.
 Premier of British Columbia
 PO Box 9041 Stn Prov Govt
 Victoria, BC V8W 9E1
VIA EMAIL: premier@gov.bc.ca

The Honourable George Heyman, M.L.A.
 Minister of Environment and Climate Change Strategy
 PO Box 9047 Stn Prov Govt
 Victoria, BC V8W 9E2
VIA EMAIL: ENV.Minister@gov.bc.ca

The Honourable Anne Kang, M.L.A.
 Minister of Municipal Affairs
 PO Box 9056 Stn Prov Govt
 Victoria, BC V8W 9E2
VIA EMAIL: MUNI.minister@gov.bc.ca

The Honourable Josie Osborne, M.L.A.
 Minister of Energy, Mines, and Low Carbon Innovation
 PO Box 9060 Stn Prov Govt
 Victoria, BC V8W 9E2
VIA EMAIL: EMLI.Minister@gov.bc.ca

Dear Premier Eby, Minister Heyman, Minister Kang, and Minister Osborne:

Changes in Provincial Legislation Needed to Address Gas Utilities in British Columbia

At its July 28, 2023 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD) adopted the following resolution:

That the MVRD Board:

- a) *send letters to the Premier, the Minister of Municipal Affairs, the Minister of Environment and Climate Change Strategy, and the Minister of Energy, Mines and Low Carbon Innovation, in response to Richmond City Council's request for support, asking the Government of British Columbia to reform the British Columbia Utilities Commission in the context of a changing climate and urgently enact legislation that regulates greenhouse gas emissions from gas utilities, in alignment with the strategies and actions in the Climate 2050 Energy Roadmap; and*
- b) *request meetings between Metro Vancouver staff and the appropriate provincial ministries, to discuss the issues raised in the letters.*

Climate 2050 guides Metro Vancouver's policies and actions to transition our region to a resilient, low carbon future. *Climate 2050* establishes a regional greenhouse gas reduction target of 45% by 2030, compared to 2010 levels, and carbon neutrality by 2050. These targets were formalized in *Metro 2050*, the regional growth strategy. *Climate 2050* is implemented through ten issue based roadmaps, and of these, the *Energy Roadmap* sets out goals, strategies, and actions to transition the region to 100% clean, renewable energy. Similarly, the Province has committed to strong

61443031

climate action within *CleanBC*, including a target to reduce greenhouse gas emissions by 40% by 2030, from 2007 levels, building on its leadership to date. Our governments are strongly aligned in the pursuit of strong climate action to meet our respective climate targets.

In May 2023, Metro Vancouver received a request from the City of Richmond asking for Metro Vancouver's support on seven energy policy recommendations to the Province. That request is Attachment 1 to this letter. The City of Richmond's recommendations are aligned with the following actions in the *Climate 2050 Energy Roadmap*, two of which are designated as Big Moves, and are foundational actions to achieving the 2030 and 2050 targets:

- Action 1.1, "Align British Columbia's Energy Objectives with Strong Climate Action", to ensure that the BC's energy objectives outlined in the *Clean Energy Act* reflect strong action on climate change.
- Action 1.2, "Strong Climate Mandate for Energy Utilities", to ensure that the BCUC regulates public utilities in a manner that ensures their appropriate contribution to achieving BC's energy objectives, which include BC's legislated greenhouse gas reduction targets.
- Action 1.4, "Long-term Planning Scenarios for the Transition to 100% Clean, Renewable Energy", to ensure that the utilities are coordinating their long-term resource plans, using common planning scenarios.
- Action 1.6, "Implement Tracking, Verification, and Reporting Requirements for Renewable Natural Gas Supply", to guarantee the integrity of emission reductions from renewable natural gas (RNG) supply, and mitigate risks of double-counting.

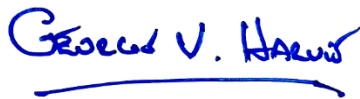
Therefore, on behalf of the MVRD Board, I am writing to ask that the Province reform the British Columbia Utilities Commission in the context of a changing climate and urgently enact legislation that regulates greenhouse gas emissions from gas utilities. These reforms will be essential to protect the affordability of energy services through the clean energy transition.

The Province is a leader on climate action, implementing the first carbon tax in North America, establishing the *BC Low Carbon Fuel Standard*, developing *CleanBC*, and now, considering progressive policies such as an emissions cap for the oil and gas industry. It is clear that the Province is taking action to address the above topics. However, given that provincial energy policy has a significant impact on Metro Vancouver residents, Metro Vancouver is writing to request deeper engagement from the Province on policies related to the *Energy Roadmap* actions. Specifically, Metro Vancouver would like to be meaningfully engaged on critical pieces of provincial energy policy, such as development of the natural gas emissions cap, as well as tracking, verification, and reporting requirements for RNG supply. Local governments have a unique perspective related to the energy transition, which should be reflected within provincial policy deliberations.

Metro Vancouver staff would like to meet with ministry staff to discuss the issues raised in this letter and how to work more closely together on energy policy. Staff will be in touch with your offices to request meetings. If you have any questions in the meantime, please contact Conor Reynolds, Director, Air Quality and Climate Action Services, by email at conor.reynolds@metrovancover.org or by phone at 604-456-8811.

Metro Vancouver looks forward to continuing to work with the BC Government on advancing climate action at both a regional and provincial level, in furtherance of our shared goals to achieve deep greenhouse gas emission reductions and ensure affordability.

Yours sincerely,



George V. Harvie
Chair, Metro Vancouver Board

GVH/HM/nc

Encl: Report from staff to Climate Action Committee titled "Changes in Provincial Legislation Needed to Address Gas Utilities in British Columbia", dated June 19, 2023



Metro Vancouver
CAO Executive Office

JAN 23 2024

RECEIVED

January 22, 2024

George Harvie
Office of the Chair
Metro Vancouver Board
Sent via email: chair@metrovancover.org

Dear Chair George Harvie:

Thank you for your letter received on September 25, 2023, regarding changes in provincial legislation needed to address gas utilities in British Columbia.

The Province is committed to building a clean economy that addresses our obligations to combat climate change by driving down emissions, while creating sustainable, family-supporting jobs. As outlined in the Mandate Letter to the Minister of Energy, Mines and Low Carbon Innovation, Minister Osborne and her staff are working with the BC Utilities Commission (BCUC) to determine how they can better support BC's clean energy transition. This is done in alignment with the Province's climate goal to achieve net-zero by 2050, while also considering impacts to ratepayers and affordability. We value the input of local governments on the role of the BCUC.

Through the CleanBC Roadmap to 2030, the Province committed to phasing out utility gas equipment incentives and establishing an emissions cap for natural gas utilities. In June 2023, amendments were made to the Demand-Side Measures Regulation under the *Utilities Commission Act* so that gas utilities can no longer provide incentives for conventional gas-fired equipment that is less than 100 percent efficient.

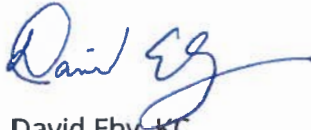
Work is underway to thoroughly consider how we undertake energy supply and demand planning for a low carbon future that meets the needs of people and communities. One of our priorities is to create a Climate-Aligned Energy Framework for BC with an overall goal of maximizing our province's production of clean energy to use at home and for export.

.../2

As Minister Osborne and her staff work to develop that framework, the views expressed in your letter will be considered, and we welcome staff-to-staff discussions as this work continues to achieve our mutual climate goals.

Thank you, again, for writing.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Eby", with a long horizontal flourish extending to the right.

David Eby, KC
Premier

cc: Honourable Josie Osborne
Minister of Energy, Mines and Low Carbon Innovation

Honourable George Heyman
Minister of Environment and Climate Change Strategy

Honourable Anne Kang
Minister of Municipal Affairs



BC Utilities Commission Decisions & LOCAL GOVERNMENT INTERESTS

Lise Townsend

Division Manager, Air Quality and Climate Action Services

metrovancouver

Climate Action Committee | May 9, 2024
67556644

BC UTILITIES COMMISSION (BCUC) PROCEEDINGS

Background

- What is the BCUC?
- What is a Proceeding?
- What is the role of Interveners?
- Where is the information posted?

metrovancouver

2

3 BCUC PROCEEDINGS



FortisBC Long-Term Gas Resource Plan (LTGRP)

20-year plan to preserve gas system load and shift from fossil natural gas to renewable gases

- MVRD
- City of Vancouver
- City of Richmond & LI Energy Co.
- District of North Vancouver
- District of Saanich



BC Hydro Integrated Resource Plan (IRP)

20-year plan to meet anticipated demand for electricity, including for accelerated electrification

- MVRD
- City of Vancouver
- City of Richmond & LI Energy Co.
- District of North Vancouver
- District of Saanich



FortisBC RNG Rates

Included proposal to provide mandatory 100% RNG to new buildings with rolled-in pricing

- MVRD
- City of Vancouver
- City of Richmond & LI Energy Co.
- District of North Vancouver
- District of Saanich
- City of Victoria

LOCAL GOVERNMENT INTERVENERS FINAL ARGUMENT: FORTIS BC LONG-TERM GAS PLAN

Local Government Interveners recommended that the LTGRP not be used as the basis for decision-making and planning



Uncertain supply of RNG and hydrogen; reliance on unknown technologies



Uncertain infrastructure impacts, including hydrogen blending and separate "backbone" pipelines



Integration and compatibility with BC Hydro long-term planning lacking - direction needed from Province

LOCAL GOVERNMENT INTERVENERS FINAL ARGUMENT: BC HYDRO RESOURCE PLAN

Local Government Interveners recommended that the BCUC accept the IRP and direct BC Hydro to update the plan within 18 months with attention to local demand for electrification.



Planning for accelerated electrification needed to support local government climate targets



Transmission and distribution to meet local electrification needs should be included in a near-term update



Integration and compatibility with FortisBC long-term planning lacking - direction needed from Province

LOCAL GOVERNMENT INTERVENERS FINAL ARGUMENT - FORTISBC RNG RATES

Local Government Interveners recommended that the BCUC reject the application.



FortisBC's proposal is discriminatory and violates rate-making principles. It amounts to a \$750 million subsidy over the next 8 years, from existing customers to new customers.



Long-term supply of RNG in question; risk of double-counting GHG reduction from RNG procured from outside the province



Proposal would **undermine LG policy-making authority** for new construction, and skew investments toward gas systems

BCUC DECISIONS



FortisBC Long-Term Gas Resource Plan (LTGRP)

- ✓ **Broadly accepted** LTGRP
- x **Rejected** planned investments in LNG and Resiliency Plan
- ? **Did not address** lack of coordination between utilities



BC Hydro Integrated Resource Plan (IRP)

- ✓ **Accepted** the IRP including Signposts Update and 3,700 GWh new power
- ? **Did not address** lack of coordination between utilities



FortisBC RNG Rates

- ✓ **Accepted** the Voluntary RNG Service and the RNG Blend Service
- x **Denied** the RNG Connections Service; “unreasonable and unduly discriminatory”

metrovancover

7

UNCERTAINTIES

FortisBC and BC Hydro Long-Term Plans

- Alignment with provincial and local government GHG targets
- Green gases: availability, infrastructure, cost
- Electrical system build-out – timeline and costs
- Lack of coordinated planning remains a concern

metrovancover

8

KEY FINDINGS

- Value to participating; elevated interests and profile, protected local government policy-making authority
- Need to continue to advocate for provincial climate-aligned energy policy
- Potential role for local planning and distributed energy



QUESTIONS?

metrovancover

To: Climate Action Committee

From: Morgan Braglewicz, Air Quality Planner, and
Erik Blair, Senior Planner, Air Quality and Climate Action Services

Date: April 16, 2024 Meeting Date: May 9, 2024

Subject: **Best Practices in Energy and Emissions Benchmarking and Reporting for Existing Large Buildings**

RECOMMENDATION

That the MVRD Board receive for information the report dated April 16, 2024, titled “Best Practices in Energy and Emissions Benchmarking and Reporting for Existing Large Buildings”.

EXECUTIVE SUMMARY

At its January 2024 meeting, the MVRD Board chose not to proceed with engagement on a potential regulatory approach to phase in emissions limits for existing large buildings. In response to the Board’s expressed concerns about the approach, including impacts on affordability, staff have been exploring alternative means to supporting large buildings in the energy transition with an aim to protecting human health and reducing energy waste and associated costs. With the rise in extreme heat events and cold snaps in the region in recent years, every building needs a plan to improve energy efficiency, safeguard occupant health and comfort, and reduce emissions.

Experience in over 60 North American jurisdictions demonstrates that building *benchmarking and reporting requirements* are a well-accepted practice that can enable these benefits. Benchmarking consists of tracking a building’s energy and emissions performance over time and comparing it with other similar buildings so that owners have more information about their building’s performance. Benchmarking and reporting requirements have become a common approach for jurisdictions seeking to support building owners to retrofit their buildings. Staff will use feedback on this report to seek future direction from the MVRD Board on exploring options for energy and emissions benchmarking and reporting requirements in existing large buildings.

PURPOSE

To inform the MVRD Board, and provide an opportunity for feedback on an alternative approach to supporting existing large buildings via energy and emissions benchmarking and reporting programs, an approach being used in other jurisdictions to support building owners’ decisions about energy use, emissions, and retrofits.

BACKGROUND

In various venues, member jurisdictions have expressed interest in the MVRD Board considering the implementation of regional benchmarking and reporting requirements. Metro Vancouver’s *Climate 2050 Buildings Roadmap* identifies the importance of reducing emissions from existing large buildings by establishing an energy benchmarking and reporting program and introducing mandatory building performance standards. In January 2024, the MVRD Board did not endorse

continued engagement on a proposed approach to develop a regulation involving mandatory building performance standards to reduce greenhouse gas emissions from existing large buildings.

The City of Vancouver now requires energy and carbon reporting, and other municipalities, such as the City of Richmond, are considering similar requirements. In addition, there is a voluntary benchmarking program in place in BC that a small proportion of buildings in the region currently participate in. This report provides information about best practices for benchmarking and reporting programs from other jurisdictions, and describes the benefits of taking a regional approach.

BEST PRACTICES IN ENERGY AND EMISSIONS BENCHMARKING AND REPORTING

Benchmarking is the process of measuring a building's energy use and emissions and comparing performance over time and to other similar buildings. Benchmarking programs include a reporting component in which building owners provide building energy and emissions data to a program authority. Data can then be anonymized or aggregated by the authority to allow building owners to compare their energy use and emissions to other buildings. This information can take different forms such as databases, maps, and reports. Benchmarking and reporting can be undertaken as a stand-alone program, and it has proven to be a foundational program element in other jurisdictions that have implemented regulatory policies for reducing GHG emissions from existing large buildings.

Providing Building Owners with Information and Supports for Retrofits

The primary objective of benchmarking and reporting programs is to increase building owner awareness of building energy and emissions performance, with the ultimate goal of identifying opportunities to cut energy waste, reduce costs, and improve occupant health and comfort. Many building owners are unaware of how their building performs, especially in comparison to similar buildings. Effective benchmarking programs can help building owners identify energy and cost reduction opportunities, promoting data-driven decisions on retrofits and efficiency measures.

Data from benchmarking and reporting programs can also inform the design of support programs and other policies. Supportive programs connecting building owners to information and incentives for building retrofits can be tailored to local needs based on information from reporting.

Benchmarking and reporting programs are sometimes implemented prior to building performance requirements, and data from these programs may be used as a basis for data-informed policy-making by the regulating authority.

Benchmarking and reporting can be voluntary or mandatory. The potential benefits of benchmarking are greatest in mandatory programs where all similar buildings are required to report on their performance, leading to more comprehensive data for performance comparison. This enables a broader group of building owners to participate and access the benefits that benchmarking can offer, creating a level playing field for all owners with similar building types. Additionally, program authorities can more effectively design programs and connect building owners to resources that support upgrades and cost-saving energy reduction measures.

Benchmarking Outcomes and Benefits

Building benchmarking and reporting programs have demonstrated measurable benefits of reduced energy use and costs, and improved health outcomes:

- **Reduced energy use and costs:** Data from the Institute for Market Transformation (Reference 1) shows that buildings across the U.S. that benchmarked over a three-year time span reduced their energy consumption by an average of 2.4% annually, which for a 500,000-square-foot office building could result in estimated cumulative energy cost savings of \$120,000 USD over three years.
- **Improvements in health:** Information from benchmarking in New York City (Reference 2) has shown a strong linkage between average building energy use intensity and incidence of asthma-related emergency room visits.

To realize these benefits, building owners first need to understand their building energy and emissions performance. Information from benchmarking buildings is the foundation for making data-informed decisions about energy retrofits and efficiency measures that reduce energy use and costs. Experience in other jurisdictions has shown that buildings that undertake benchmarking and understand their buildings' energy and emissions are more likely to take energy reduction actions such as retrofits.

Experience in Other Jurisdictions

Building energy and emissions benchmarking and reporting have become common practice internationally and within Canada and BC, with over 60 jurisdictions in North America having implemented such programs. Often, the programs are implemented at a local government level where large buildings are located. Mandatory benchmarking and reporting programs are in place for public, commercial, and multi-unit residential buildings in Ontario, Montreal, and Vancouver. There are voluntary programs in place in BC, Nova Scotia, Winnipeg, Edmonton, and Calgary.

Building Benchmark BC is the largest voluntary benchmarking and reporting program in North America, and is entering its fifth reporting year. In 2023, over 1,300 buildings in BC voluntarily participated in the program, including over 350 buildings in the Metro Vancouver region. Metro Vancouver Housing participates in this program, reporting on the performance of 15 buildings. The program has been successful in supporting building owners that recognize the benefits of benchmarking with a platform that allows them to report their performance and compare it to other buildings. However, the voluntary nature of the program means that its reach within Metro Vancouver has been limited to a small percentage of all large buildings. Many building owners in the region that could benefit from participation in such a program are unaware of the free services offered by Building Benchmark BC.

Several member jurisdictions have expressed interest in the use of benchmarking and reporting to achieve the objectives of their climate action plans. To date, the BC Government has signaled that it does not intend to establish a mandatory provincial benchmarking and reporting program. Within BC, there are several local governments exploring or implementing benchmarking and reporting programs:

- In March 2024, the **City of Vancouver** launched Energize Vancouver (Reference 3), a resource and information hub helping owners and managers of large existing commercial

and multi-unit residential buildings understand and comply with the City's new energy and greenhouse gas emissions requirements. Large commercial buildings will submit their first annual energy usage and carbon emissions reports by June 2024. Beginning in 2026, building performance standards will also be phased in.

- The **City of Richmond** is advancing proposed energy and emissions reporting requirements for large existing buildings.
- The **City of Victoria, District of Saanich, and Capital Regional District** are currently engaging on a proposed program to require large building owners to submit annual energy and carbon emissions reports, providing a regionally consistent approach to benchmarking and reporting.

Benefits of Regional Benchmarking and Reporting

Regional scale requirements for large building owners to benchmark and report their energy and emissions can achieve broad and consistent benefits for building owners and occupants. Based on the experience of other jurisdictions, benchmarking and reporting is most effective when it is mandatory for all buildings of similar types and sizes. This allows all building owners of similar buildings to effectively compare their building's performance to inform decisions on energy use and retrofits to reduce costs and improve health outcomes, reaching a broader group of owners and occupants. A regional requirement creates a consistent approach for owners of buildings across the region, and it would provide data to guide regional support programs and inform future policy discussions. The data collected could also inform utility energy planning as it allows for more detailed analysis of regional energy demand, a key emerging need.

Benchmarking and reporting programs generate the data needed to provide building owners with effective retrofit supports and incentives. Various support programs are in place and under development in BC, including the BC Retrofit Accelerator (BCRA). The BCRA was established at the regional scale by the Zero Emissions Innovation Centre using seed funding from Metro Vancouver's Sustainability Innovation Fund, and in 2023 was expanded to the provincial level. It is currently developing a suite of support programs that will guide building owners to plan and undertake deep emissions retrofits in buildings, and has secured \$15.6M in funding to support these initiatives. Services include support for measuring building energy use and emissions, building assessments, contractor referrals, advice on incentives and financing, and training of building staff.

Next Steps

The information in this report is presented to provide background on the outcomes and benefits of energy and emissions benchmarking and reporting for existing large buildings, as well as the status of benchmarking programs in other jurisdictions. To ensure building owners across Metro Vancouver's member jurisdictions have consistent access to information and supports for building retrofits, staff are exploring options for a potential region-wide approach to benchmarking and reporting requirements for existing large buildings, which would be advanced for the MVRD Board's consideration in a future report.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report. Staff resources and consulting costs for the work described in this report were part of the Board-approved budgets for Air Quality and Climate Action Services in current and past years. Metro Vancouver conducted a consulting study on building energy and emissions benchmarking programs in partnership with the City of Surrey and with BC Hydro funding support. Metro Vancouver contributed \$37,500 with an additional contribution of \$37,500 from the City of Surrey and \$75,000 from BC Hydro.

CONCLUSION

Building benchmarking and reporting requirements for existing large buildings has emerged as an effective foundational tool that can lead to reduced energy waste and costs while improving health outcomes for occupants. Several jurisdictions within Metro Vancouver, BC, and Canada are among over 60 jurisdictions across North America that have advanced voluntary or mandatory benchmarking programs. Experience in other jurisdictions has demonstrated that benefits of benchmarking and reporting are greatest when programs are mandatory and accessible to a broad spectrum of building owners and occupants, and are connected to support programs providing access to information and incentives for retrofits. Some Metro Vancouver member municipalities are advancing such programs, however a regional approach would provide more consistency and benefits at scale. Staff will use feedback to this report to shape a future report to the MVRD Board seeking direction on exploring potential options for regional benchmarking and reporting requirements on energy and emissions in existing large buildings.

ATTACHMENT

1. Presentation re: Best Practices in Energy and Emissions Benchmarking and Reporting for Existing Large Buildings.

REFERENCES

1. [Energy Benchmarking and Transparency Benefits - Institute for Market Transformation](#)
2. [The Benefits of Benchmarking Building Performance - Pacific Coast Collaborative, December 2015](#)
3. [Energize Vancouver – City of Vancouver](#)

67202222



Best Practices in Energy and Emissions Benchmarking and Reporting for Existing Large Buildings

Morgan Braglewicz

Air Quality Planner, Air Quality and Climate Action Services

Erik Blair

Senior Planner, Air Quality and Climate Action Services

Climate Action Committee Regular Meeting, May 9, 2024
67305761

metrovancouver

BUILDING BENCHMARKING AND REPORTING

- **Measuring a building's energy and emissions performance** over time; comparing it with other similar buildings
- Allows building owners to better **understand building performance**, make informed plans and decisions on retrofits
- Can **reduce energy waste and associated costs, improve health and comfort** for building occupants
- **Common practice** in over 60 jurisdictions in North America

metrovancouver

OUTCOMES AND BENEFITS

Benchmarking and reporting



Building retrofits

Building Owners

- Data-informed asset management
- Guide and justify energy efficiency investments
- Reduce energy use and costs

Government

- Data-informed policies and programs

Owners, Occupants, Tenants

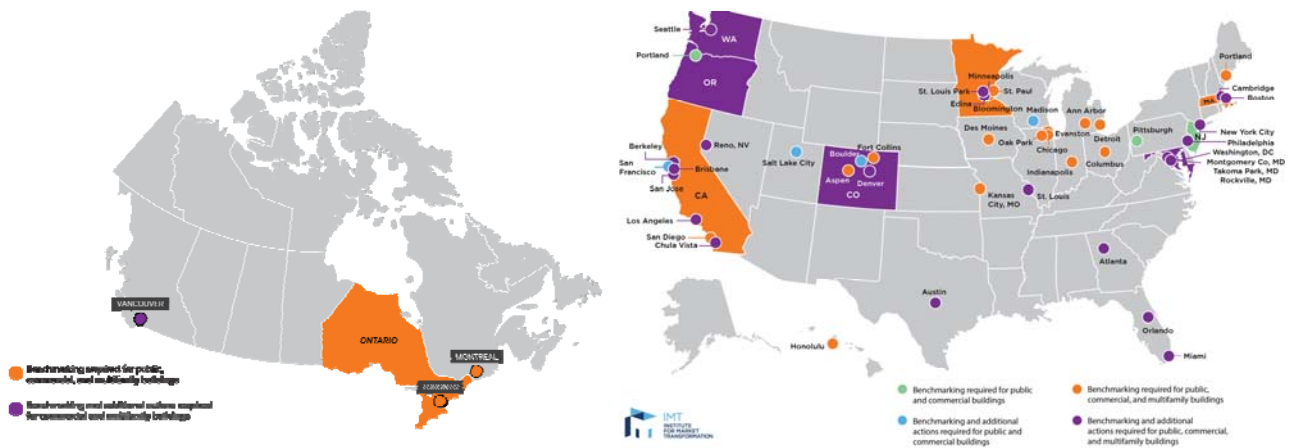
- Protect health and safety (extreme heat, smoke)
- Reduce energy costs
- Improve comfort and productivity

Community

- Protected air quality
- Reduced GHG emissions

BENCHMARKING AND REPORTING IN NORTH AMERICA

Requirements in over 60 jurisdictions

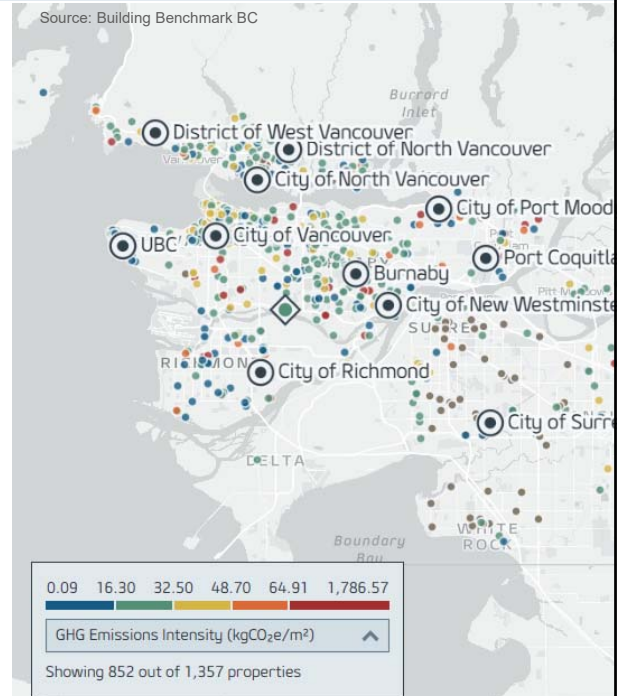


BENCHMARKING IN BC

Key organizations active in benchmarking and support programs:

- Building Benchmark BC
- BC Retrofit Accelerator

Several member municipalities are pursuing benchmarking and reporting requirements



NEXT STEPS

Staff are seeking feedback to inform options for regional benchmarking and reporting on energy and emissions in existing large buildings





Thank you

metrovancover

7

To: MVRD Board of Directors

From: Regional Planning Committee

Date: May 10, 2024 Meeting Date: May 31, 2024

Subject: **Metro 2050 Climate Policy Enhancement Study – Recommendations**

REGIONAL PLANNING COMMITTEE RECOMMENDATION

That the MVRD Board direct staff to prepare a bylaw to amend *Metro 2050* for consideration based on the following recommendations and as described in Table 2 of the report dated March 13, 2024, titled “Metro 2050 Climate Policy Enhancement Study – Recommendations” to:

- a) develop a revised definition for the regional Rural land use designation;
 - d) encourage the development of local hazard and risk data that meets key requirements;
 - e) add new climate-related performance monitoring metrics; and
 - f) increase intersection density and permeability of the urban street grid.
-

At its May 10, 2024 meeting, the Regional Planning Committee considered the attached report titled “Metro 2050 Climate Policy Enhancement Study – Recommendations”, dated March 13, 2024, and considered the following recommendation:

That the MVRD Board direct staff to prepare a bylaw to amend Metro 2050 for consideration based on the following recommendations and as described in Table 2 of the report dated March 13, 2024, titled “Metro 2050 Climate Policy Enhancement Study – Recommendations” to:

- a) *develop a revised definition for the regional Rural land use designation;*
- b) *encourage the protection and restoration of trees and other ecosystems on lands with a non-urban regional land use designations and lands outside the Urban Containment Boundary;*
- c) *require environmental and climate change-related analyses as part of all Metro 2050 amendment applications;*
- d) *encourage the development of local hazard and risk data that meets key requirements;*
- e) *add new climate-related performance monitoring metrics; and*
- f) *increase intersection density and permeability of the urban street grid.*

The Committee referred clauses b) and c) back to staff to consider adjustments to soften the language with members citing concerns of regulatory overreach and overly prescriptive requirements. The Committee subsequently passed the resolution as presented above in underline style. This matter is now before the Board for its consideration. If adopted, Regional Planning Staff will work on developing revised language for clauses b) and c) to address the comments raised by Regional Planning Committee members and report back to the Committee and MVRD Board at respective upcoming meetings.

ATTACHMENTS

1. “Metro 2050 Climate Policy Enhancement Study – Recommendations”, dated March 13, 2024.

68011940

To: Regional Planning Committee

From: Edward Nichol, Senior Planner, Regional Planning and Housing Services

Date: March 13, 2024 Meeting Date: May 10, 2024

Subject: **Metro 2050 Climate Policy Enhancement Study - Recommendations**

RECOMMENDATION

That the MVRD Board direct staff to prepare a bylaw to amend *Metro 2050* for consideration based on the following recommendations and as described in Table 2 of the report dated March 13, 2024, titled “*Metro 2050 Climate Policy Enhancement Study – Recommendations*” to:

- a) develop a revised definition for the regional Rural land use designation;
 - b) encourage the protection and restoration of trees and other ecosystems on lands with a non-urban regional land use designations and lands outside the Urban Containment Boundary;
 - c) require environmental and climate change-related analyses as part of all *Metro 2050* amendment applications;
 - d) encourage the development of local hazard and risk data that meets key requirements;
 - e) add new climate-related performance monitoring metrics; and
 - f) increase intersection density and permeability of the urban street grid.
-

EXECUTIVE SUMMARY

In response to MVRD Board direction, new and enhanced climate-related policy actions have been developed for *Metro 2050*. An initial list of policy ideas was presented at two workshops with subject matter experts in early 2023, and the feedback received was used to inform six draft recommendations. These draft recommendations were presented at a joint workshop with the Climate Action Committee and Regional Planning Committee in November 2023, and the feedback received was considered and applied to staff’s recommendations. The six recommendations represent potential policy changes that are actionable, effective, important for climate action, and closely connected to the intent and scope of *Metro 2050*.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with recommendations to strengthen climate change policies in *Metro 2050*.

BACKGROUND

At its meeting on January 29, 2021, the MVRD Board endorsed the recommendations of the *Metro 2040 Climate Change and Natural Hazards Policy Review* (Reference 1) as the basis for updating the climate change and natural hazard-related policies in the regional growth strategy. As a result, *Metro 2050* contains stronger climate change policies as compared to *Metro 2040* (Reference 2). Notwithstanding these stronger climate-related policies, at its meeting on March 25, 2022, while

considering first and second readings of the *Metro 2050* bylaw (Reference 3), the MVRD Board passed the following resolution:

Given the urgent need to respond to climate change and prepare for extreme weather events, direct staff to undertake work and engagement with an aim to proposing an early amendment to Metro 2050 post-adoption to strengthen climate action language and policy including the intent to improve integration of climate action into other Metro 2050 priorities.

At its May 27, 2022 meeting, the MVRD Board received a report titled “Process to Consider Stronger Climate Action Language and Policy for Metro 2050” (Reference 4). That report set out a high-level process for how staff would respond to the March 25, 2022 Board direction.

At its February 10, 2023 meeting, the Regional Planning Committee received a report titled “Metro 2050 Climate Policy Enhancement Study – Project Initiation” (Reference 5); the same report was provided to the Climate Action Committee for information at its meeting on March 9, 2023. That report provided greater detail on the proposed scope of work and the engagement process for the study. *Metro 2050* was adopted as bylaw by the MVRD Board on February 24, 2023.

At its November 2, 2023 meeting, the Climate Action Committee hosted a Joint Discussion with the Regional Planning Committee. Participants of this session received a Backgrounder on the *Metro 2050* Climate Policy Enhancement Study (Reference 6) and provided feedback that has been considered in the development of the final recommendations presented in this report.

POLICY APPROACHES OF METRO 2050 AND CLIMATE 2050

Land Use Planning is Climate Action

Land use planning decisions can significantly influence the spatial arrangements of communities, transportation systems, building typologies, and protect natural areas which, in turn, affect the amount of energy consumed, greenhouse gases (GHGs) emitted, and carbon stored. Land use planning can also be a powerful catalyst for enhancing resilience by ensuring that residents, property, infrastructure, and ecosystems are safeguarded from the impacts of climate change and natural hazards. Land use planning and decision making is foundational to advancing climate action and sustainability in the region over the long term.

Starting with a Strong Foundation

Metro 2050 contains regional GHG emission reduction targets that align with the global targets set by the Intergovernmental Panel on Climate Change and those of *Climate 2050*, as well as strategies and actions to help meet those targets. *Metro 2050* contains climate policies across all five goal areas and supports Metro Vancouver and its member jurisdictions in focusing projected growth in a network of transit-oriented urban centres, and building compact, complete communities that offer amenities close to home. This approach to focusing growth has three key GHG emission reduction benefits:

- 1) reduces development pressures in areas that naturally store carbon (such as the region’s agricultural and natural areas);

- 2) reduces emissions by supporting more sustainable, low carbon transportation options such as walking, cycling, and public transit and by reducing the distances people typically have to drive for essential trips; and
- 3) encourages multi-unit development forms which are generally more energy-efficient than single-detached homes.

Where and how the region accommodates growth also determines the degree to which residents, businesses, and infrastructure are exposed to the risks associated with climate change and natural hazards. To improve resilience, *Metro 2050* includes policy actions that:

- protect natural areas and other important lands that are essential to buffering communities from climate change impacts and natural hazards;
- establish a role for Metro Vancouver to develop and share information related to hazard, risk, and vulnerability; and
- encourage the protection of existing communities and discourage new growth in at-risk areas.

Mutually Supportive Plans

Metro 2050 was developed in accordance with the provisions of the *Local Government Act* and sets out actions and directions for Metro Vancouver, member jurisdictions, and TransLink. The process to develop and approve a regional growth strategy necessitates a high degree of consensus and acceptance across the regional federation. Member jurisdictions demonstrate alignment between their local Official Community Plans and *Metro 2050* through the completion of Regional Context Statements.

Climate 2050, the regional climate action strategy, is intended to guide climate change policy and action for all stakeholders in the region over the next 30 years. It is implemented through a series of ten “Roadmaps” (organized by topic area) that are ultimately endorsed by the MVRD Board. The *Climate 2050 Land Use and Urban Form Roadmap* (LUUF), which is currently being developed, includes content related to land use planning, urban form, and growth management that is consistent and supportive of *Metro 2050*. Table 1 below outlines the rationale for land use-related policy ideas to be included in either: a) the Metro 2050 Climate Policy Enhancement Study recommendations, or b) the *Climate 2050 Land Use and Urban Form Roadmap*.

Table 1. Rationale Used to Direct Policy Ideas

Metro 2050 Climate Policy Enhancement Study	Climate 2050 LUUF Roadmap
<ul style="list-style-type: none"> • Policies that do not require additional studies or research • Policies that could be implemented in the short-term as a result of a <i>Metro 2050</i> amendment 	<ul style="list-style-type: none"> • Policies that are exploratory and study-focused, which could inform future amendments to <i>Metro 2050</i>
<ul style="list-style-type: none"> • Policies that would be most effectively implemented in <i>Metro 2050</i> (e.g., by signatories) 	<ul style="list-style-type: none"> • Policies that could be effectively implemented regardless of <i>Metro 2050</i>

<ul style="list-style-type: none"> • New policies that strengthen the overall suite of climate change policies in <i>Metro 2050</i> 	<ul style="list-style-type: none"> • Includes context (non-policy) sections that communicate the climate change benefits of existing policies in <i>Metro 2050</i> • Policies that are informed by, supportive of, and supplemental to the principles and actions of <i>Metro 2050</i> • New policy directions, including a series of ‘Big Moves’
<ul style="list-style-type: none"> • Policy changes within scope of a Type 2 or Type 3 amendment to <i>Metro 2050</i> 	<ul style="list-style-type: none"> • Policies and concepts that are exploratory, politically-sensitive, or less well-established • Policies that would not be appropriate for <i>Metro 2050</i> due to legislative or regulatory constraints

METRO 2050 CLIMATE POLICY ENHANCEMENT STUDY

The *Metro 2050* Climate Policy Enhancement Study addresses the MVRD Board’s direction to bring forward stronger climate change policy options for consideration.

Engagement Summary

To avoid engagement fatigue and maximize efficiency, the *Metro 2050* Climate Policy Enhancement Study and the LUUF Roadmap project teams prepared a joint engagement plan. A policy idea shortlist developed by Metro Vancouver staff was presented at two workshops held in early 2023 to gather feedback about how to advance climate action through land use and growth management planning. Attendees of the workshops included staff from government agencies, other regional and non-governmental organizations, and youth. Local First Nations were also invited to participate in the two workshops, to meet directly with project staff separately, and to provide written input on the draft lists of actions and policies; funding was made available to support the involvement of First Nations. To date, Squamish Nation staff have met with project staff directly to provide feedback.

On November 2, 2023, staff presented the draft recommendations at a joint Climate Action and Regional Planning Committee meeting. Attendees expressed general support for the recommendations, and provided additional feedback for staff consideration.

Recommendations

During the engagement phase, many policy amendment options were considered and explored. Following engagement, staff refined the list of climate change policy option recommendations for *Metro 2050* into two categories. Table 2 below outlines the core (staff) recommendations, and Table 3 below outlines additional policy options for consideration to amend *Metro 2050* that could also advance climate action, but do not have as strong a connection with the goals and strategies of *Metro 2050*. Additional context and rationale related to the recommendations is included in each table.

Table 2. Climate Policy Enhancement Study Recommendations

<p>a)</p>	<p>That Metro Vancouver work collaboratively with member jurisdictions to develop an updated <i>Metro 2050</i> definition, intent and appropriate uses for the Rural regional land use designation, to provide needed clarity and consistency, and articulate the importance of Rural lands for:</p> <ul style="list-style-type: none"> • Supporting regional urban containment objectives; • Protecting the region’s ecosystems and agricultural lands; • Sequestering and storing carbon; and • Buffering the impacts of climate change and natural hazards. <p>The intent of this recommendation is not to amend policy action 1.4.3 or 6.9.1.</p> <p><u>Rationale/Anticipated Outcomes:</u></p> <ul style="list-style-type: none"> • <i>While other regional land use designations are more clearly defined by specific criteria, Rural designated lands are ambiguously defined in Metro 2050;</i> • <i>Rural designated lands are not intended for urban expansion, which is made clear in the policy directions of Metro 2050 that limit extension of regional sewer servicing outside the Urban Containment Boundary;</i> • <i>The current ambiguity related to the definition and intent of Rural lands complicates the review of Metro 2050 amendment applications for lands with a Rural regional land use designation, confuses the assumption of their long-term purpose, and may work counter to the urban containment objectives and Guiding Principles of Metro 2050;</i> • <i>A significant portion of the region’s Rural designated lands are within or adjacent to floodplains and steep slopes, support agricultural production, contain Sensitive Ecosystems with high carbon storage value, and have areas with high water tables and sensitive groundwater aquifers. Because of these characteristics, much of the region’s designated Rural lands are also unsuitable for urban forms of development, and protecting existing Rural lands for their current use is a cost-effective climate action given the ecosystem services they already provide and the implicit climate change benefits (reducing GHGs and enhancing resilience) associated with urban containment;</i> • <i>Revising the definition of Rural designated lands and providing additional information in an Implementation Guideline would clarify the role and servicing intent of Rural lands, and will serve to reduce speculation and development pressures faced by member jurisdictions. The need for this clarity is critical, given that servicing needs and requirements are interrelated with development intensity; and</i> • <i>Revising the definition of Rural designated lands will provide consistent messaging for member jurisdictions, landowners / developers, First Nations, agency partners, and the public, and will improve transparency.</i>
<p>b)</p>	<p>Add new policies to Strategies 1.4, 2.3, and 3.1 of <i>Metro 2050</i> for Metro Vancouver to work with key partners to encourage the protection and restoration of trees and other natural ecosystems on lands with a non-urban regional land use designation (i.e., Rural, Agricultural, Conservation and Recreation), and on lands outside the Urban Containment Boundary.</p> <p><u>Rationale/Anticipated Outcomes:</u></p> <ul style="list-style-type: none"> • <i>Trees and other ecosystems provide important climate-related ecosystem services by storing carbon, providing shading and cooling, and absorbing stormwater runoff;</i>

	<ul style="list-style-type: none"> • <i>Metro 2050 contains a target for tree canopy cover within the Urban Containment Boundary but not for lands outside the UCB;</i> • <i>Metro 2050 includes an ecosystem protection target for 50% of the region’s total land base;</i> • <i>Agricultural, Rural, and Conservation and Recreation designated lands provide opportunities to protect natural ecosystems and increase tree canopy cover - this will be essential to supporting Metro 2050’s 50% protected areas target;</i> • <i>70% of Sensitive and Modified Ecosystem loss between 2014 and 2020 occurred within the Agricultural, Conservation and Recreation, and Rural regional land use designations; and</i> • <i>71% of Sensitive and Modified Ecosystem loss between 2014 and 2020 occurred on lands outside the Urban Containment Boundary.</i>
<p>c)</p>	<p>Add a new policy to Section F of Metro 2050 requiring Metro Vancouver and member jurisdictions to include additional climate-focused analysis in Metro 2050 amendment applications. This would be implemented by a) requiring Metro Vancouver to work with member jurisdictions to provide relevant environmental and climate change data and analysis and b) requiring member jurisdictions to demonstrate that the proposed amendment does not conflict with applicable commitments in OCPs / accepted Regional Context Statements pertaining to the following topic areas:</p> <ul style="list-style-type: none"> • Carbon storage levels in natural areas; • Tree canopy cover; • Impervious surfaces; • Ecosystem protection, including Sensitive and Modified Ecosystems; • Agricultural land; and • Green infrastructure and ecosystem connectivity. <p><u>Rationale/Anticipated Outcomes:</u></p> <ul style="list-style-type: none"> • <i>Policy action 3.2.2 a) of Metro 2050 establishes Metro Vancouver’s role to collect and report on the gains and losses for relevant environmental data;</i> • <i>Policy action 3.2.7 of Metro 2050 requires member jurisdictions to report on tree canopy cover, protected areas, and sensitive ecosystems in Regional Context Statements;</i> • <i>Implementing this recommendation will provide consistent messaging for member jurisdictions, landowners / developers, First Nations, agency partners, the public, etc., improve transparency on all Regional Growth Strategy amendment requests, and reinforce the connection between local planning and regional environment and climate change targets (and shared objectives) of Metro 2050;</i> • <i>Implementing this recommendation would contribute towards Action 3.3 of the MVRD Board-endorsed Climate 2050 Nature and Ecosystems Roadmap and Action 1.7 of the MVRD Board-endorsed Climate 2050 Agriculture Roadmap;</i> • <i>Implementing this recommendation would contribute towards Strategy 2.2 of the MVRD Board-adopted Ecological Health Framework; and</i> • <i>Implementing this recommendation would support Metro 2050 performance monitoring.</i>
<p>d)</p>	<p>Update policy action 3.4.5 of Metro 2050 to encourage member jurisdictions to develop local-scale hazard and risk datasets and, where they already exist, endeavour to:</p> <ul style="list-style-type: none"> • keep them up-to-date;

	<ul style="list-style-type: none"> • include future climate change scenarios; • include both probable and severe scenarios; and • incorporate them into Official Community Plans, zoning, and other land use regulations, as appropriate. <p><u>Rationale/Anticipated Outcomes:</u></p> <ul style="list-style-type: none"> • <i>While policy action 3.4.5 of Metro 2050 requires member jurisdictions to adopt Regional Context Statements that: a) minimize risks to existing communities and, b) discourage new development in at-risk areas, those decisions might not be made with current hazard and risk information;</i> • <i>Based on results from surveyed municipalities, it is estimated that less than 50% of local hazard datasets in the Metro Vancouver region were developed in the last 10 years;</i> • <i>International guidance – such as the Sendai Framework for Disaster Risk Reduction and the United Nations Disaster Resilience Scorecard for Cities – emphasize developing and periodically updating risk-based information (including risk maps), and incorporating risk scenarios that are regularly updated;</i> • <i>International guidance materials – such as the United Nations Disaster Resilience Scorecard for Cities – note that risk scenarios should identify hazards, exposures and vulnerabilities in at least the “most probable” and “most severe” (i.e., “worst-case”) scenarios; and</i> • <i>This recommendation aligns with the new Emergency and Disaster Management Act requirement to incorporate climate change information into local risk assessments.</i>
<p>e)</p>	<p>Add new climate-related performance monitoring metrics to Section G of Metro 2050 for:</p> <p>i. The percentage of new growth (dwelling units and employment) in known and unmitigated hazard areas</p> <p><u>Rationale/Anticipated Outcomes:</u></p> <ul style="list-style-type: none"> • <i>Introducing this new metric will improve performance monitoring for Goal 3 - Metro Vancouver currently has no performance monitoring metrics to track progress on Strategy 3.4 of Metro 2050 (to Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards);</i> • <i>Table 4 of Metro 2050 stipulates that new or reclassified Urban Centres and FTDA's must not be located in known, unmitigated hazard areas, and policy action 3.4.5 of Metro 2050 discourages member jurisdictions from developing in current and future hazardous areas;</i> • <i>Tracking this metric is a critical first step to setting a regional baseline of data, and to inform future Regional Growth Strategy policy changes pertaining to growth and development in hazardous areas;</i> • <i>Tracking this metric will utilize Metro Vancouver’s regional multi-hazard mapping data; and</i> • <i>Tracking this data will involve developing a shared definition of “known and unmitigated hazard areas”.</i> <p>ii. Percentage of lands within the Urban Containment Boundary that contain impervious surfaces</p>

	<p><u>Rationale/Anticipated Outcomes:</u></p> <ul style="list-style-type: none"> • <i>Imperviousness is a key indicator to measure progress related to green infrastructure implementation and flood resilience;</i> • <i>Metro Vancouver currently gathers this data and it is made available on the Metro Vancouver open data portal, but it is not monitored and reported out as a performance indicator for any Metro 2050 policies;</i> • <i>Policy action 3.2.2 a) of Metro 2050 identifies Metro Vancouver’s role to collect and maintain data related to imperviousness, and this data will be collected and updated every 5- 6 years; and</i> • <i>Tracking this metric is a critical first step to setting a regional baseline of data, and to inform future policy changes to the Regional Growth Strategy.</i> <p>iii. New performance metrics within Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors including:</p> <ul style="list-style-type: none"> • Tree canopy cover; • Impervious surfaces; • Sensitive and Modified ecosystems; • Walkability; and • Cooling and clean air centres. <p><u>Rationale/Anticipated Outcomes:</u></p> <ul style="list-style-type: none"> • <i>The proposed metrics could be utilized as indicators for successful climate action within Urban Centres and FTDas and considered when identifying a new (or reclassifying an existing) Urban Centre or FTDA; and</i> • <i>The data could inform future policies related to new requirements for Urban Centres, FTDas, and MTGCs.</i>
<p>f)</p>	<p>Add a new policy action to Strategy 5.1 of Metro 2050 for member jurisdictions to develop strategies and policies that increase intersection density and permeability of their urban street grid.</p> <p><u>Rationale/Anticipated Outcomes:</u></p> <ul style="list-style-type: none"> • <i>Implementing this policy during neighbourhood planning and redevelopment projects will shorten trip distances, facilitate better bike and pedestrian connections, improve walkability, and reduce average block length.</i>

During the engagement phase many policy amendment options were considered and explored. Two additional policy options to amend *Metro 2050* received significant support. These are shown in Table 3 below. These action would also advance climate action, but they do not have as strong a connection with the goals and strategies of *Metro 2050*. If supported by the Regional Planning Committee and MVRD Board, these additional policy actions can be combined with the recommendations in Table 2 via Alternative 2 below.

Table 3 – Additional Climate Policy Enhancement Study Recommendations for Consideration

<p>g)</p>	<p>i. Amend Table 3 of Metro 2050 (Guidelines for Urban Centres and Frequent Transit Development Areas) to include cooling and clean air centres within the list of “General Expectations/Attributes” for all Urban Centres and FTDA; and</p> <p>ii. Add a new policy to Strategy 1.3 of Metro 2050 requiring member jurisdictions to adopt Regional Context Statements that support cooling and clean air centres in appropriate locations that are accessible to more vulnerable populations.</p> <p><i>Rationale/Anticipated Outcomes:</i></p> <ul style="list-style-type: none"> • Metro Vancouver’s Climate Projections indicate that the region will face considerably warmer temperatures year-round and an increase in wildfire risk by the year 2050; • The 2021 heat dome event resulted in 619 heat-related deaths in British Columbia, the majority of which occurred inside people’s homes that lacked air conditioning and adequate ventilation or alternative place to go to cool down; • 68% of the region’s residential growth and 77% of the region’s employment growth is targeted to Urban Centres and FTDA by the year 2041, which will be in primarily multi-unit buildings; • This direction supports Action 6.3 of the Climate 2050 Buildings Roadmap (Expand the Network of Public Buildings that can serve as Cool, Clean Air Centres) and supports the implementation of policy actions 3.4.2 c) and 3.4.7 of Metro 2050; and • The Metro Vancouver Sustainable Innovation Fund Project AirCnC – Cooler ‘n’ Cleaner Air Centres, which will assist member jurisdictions in identifying and implementing cooling and clean air centres, can support implementation of this policy idea.
<p>h)</p>	<p>Add a new policy action to Strategy 5.1 of Metro 2050 for:</p> <p>i. Metro Vancouver to advocate to other levels of government for targeted funding to support zero-emission bus depot infrastructure;</p> <p>ii. TransLink to work with member jurisdictions to identify locations for zero-emission bus depots; and</p> <p>iii. Member jurisdictions to facilitate construction of these facilities with streamlined municipal approvals.</p> <p><i>Rationale/Anticipated Outcomes:</i></p> <ul style="list-style-type: none"> • The lack of zero-emission bus infrastructure and the length of time required for approvals and permitting is bottlenecking the region’s ability to expand and replace the fossil fuel bus fleet and meet our collective short and long-range GHG emission reduction targets.

ALTERNATIVES

1. That the MVRD Board direct staff to prepare a bylaw to amend Metro 2050 for consideration based on the following recommendations and as described in Table 2 of the report dated March 13, 2024, titled “Metro 2050 Climate Policy Enhancement Study – Recommendations” to:
 - a) develop a revised definition for the regional Rural land use designation;

-
- b) encourage the protection and restoration of trees and other ecosystems on lands with a non-urban regional land use designations and lands outside the Urban Containment Boundary;
 - c) require environmental and climate change-related analyses as part of all Metro 2050 amendment applications;
 - d) encourage the development of local hazard and risk data that meets key requirements;
 - e) add new climate-related performance monitoring metrics; and
 - f) increase intersection density and permeability of the urban street grid.
2. That the MVRD Board direct staff to prepare a bylaw to amend *Metro 2050* for consideration based on the following recommendations and as described in Tables 2 and 3 of the report dated March 13, 2024, titled “Metro 2050 Climate Policy Enhancement Study – Recommendations” to:
- a) develop a revised definition for the regional Rural land use designation;
 - b) encourage the protection and restoration of trees and other ecosystems on lands with a non-urban regional land use designations and lands outside the Urban Containment Boundary;
 - c) require environmental and climate change-related analyses as part of all *Metro 2050* amendment applications;
 - d) encourage the development of local hazard and risk data that meets key requirements;
 - e) add new climate-related performance monitoring metrics;
 - f) increase intersection density and permeability of the urban street grid;
 - g) support cooling and clean air centres in appropriate locations; and
 - h) support the development of zero-emission bus depots.
3. That the MVRD Board receive for information the report dated March 13, 2024 titled “Metro 2050 Climate Policy Enhancement Study - Recommendations” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. All work was developed internally within the Regional Planning work program and was considered as part of the 2023 and 2024 Board-approved budgets. If the MVRD Board approves Alternative 1 or 2 below a *Metro 2050* amendment bylaw will be prepared for Board consideration. Other climate change-related studies and projects underway may consider some of these options and continue to inform future policy changes to *Metro 2050* over time.

CONCLUSION

As directed by the MVRD Board, Regional Planning staff have undertaken a *Metro 2050* Climate Policy Enhancement Study to explore opportunities to strengthen climate change policy in *Metro 2050*. Developed in close coordination with the process to develop the *Climate 2050 Land Use and Urban Form Roadmap*, a policy shortlist was presented at two workshops held in early 2023 to gather and refine ideas about how to advance climate action through land use and growth management planning. The feedback received from the workshops informed draft recommendations for new climate policies in *Metro 2050*, which were presented to attendees of the joint Climate Action and Regional Planning Committee meeting on the *Metro 2050* Climate

Policy Enhancement Study in November, 2023. Following that engagement, this report presents staff's revised recommendations for consideration. Staff recommend Alternative 1.

ATTACHMENT

1. Presentation re: Metro 2050 Climate Policy Enhancement Study - Recommendations

REFERENCES

1. [Metro 2040 Climate Change and Natural Hazards Policy Review – Recommendations](#)
2. [Comparison of Climate Related Policies of Metro 2040 and Metro 2050](#)
3. [Consideration of Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339](#)
4. [Process to Consider Stronger Climate Action Language and Policy for Metro 2050](#)
5. [Metro 2050 Climate Policy Enhancement Study – Project Initiation](#)
6. [Climate Action Committee and Regional Planning Committee Joint Discussion on the Metro 2050 Climate Policy Enhancement Study](#)

67269937



Metro 2050 Climate Policy Enhancement Study: Recommendations

Edward Nichol

Senior Planner, Regional Planning and Housing Services

Regional Planning Committee Meeting | May 10, 2024
66030384

metrovancouver

METRO 2050 CLIMATE POLICY ENHANCEMENT STUDY

Objective: to address the Board's direction to explore ways to strengthen *Metro 2050's* climate policies:

“Given the urgent need to respond to climate change and prepare for extreme weather events, direct staff to undertake work and engagement with an aim to proposing an early amendment to Metro 2050 post-adoption to strengthen climate action language and policy including the intent to improve integration of climate action into other Metro 2050 priorities”.

METRO 2050 CLIMATE POLICY ENHANCEMENT STUDY

The following policy *areas* are being presented for consideration. If the Committee and Board support one / some or all of these, staff will return with a proposed amendment bylaw with specific language for *Metro 2050* reflecting that input.

No prescriptive action at this point.... Looking for feedback prior to any amendment bylaw being considered.

RECOMMENDATION A

Develop a revised definition for the regional Rural land use designation

- Metro Vancouver to work with member jurisdictions to update the definition, intent, and appropriate uses for lands
- Reinforce the importance of these lands for:
 - supporting urban containment objectives
 - protecting the region's ecosystems / agricultural lands
 - sequestering and storing carbon
 - buffering impacts of climate change / natural hazards



ANTICIPATED RESULTS

- Immediate:
 - A new policy action in *Metro 2050* for Metro Vancouver to ‘work with member jurisdictions and others to update the definition of Rural lands’
- Over time:
 - Staff to work with members to develop an updated definition
 - Once consensus achieved, a recommended *Metro 2050* amendment (post-2024) will be presented to the MVRD Board for consideration.

RECOMMENDATION B

Encourage the protection and restoration of trees and other ecosystems

- Metro Vancouver to work with partners to encourage the protection and restoration of trees and other ecosystems in areas outside the Urban Containment Boundary



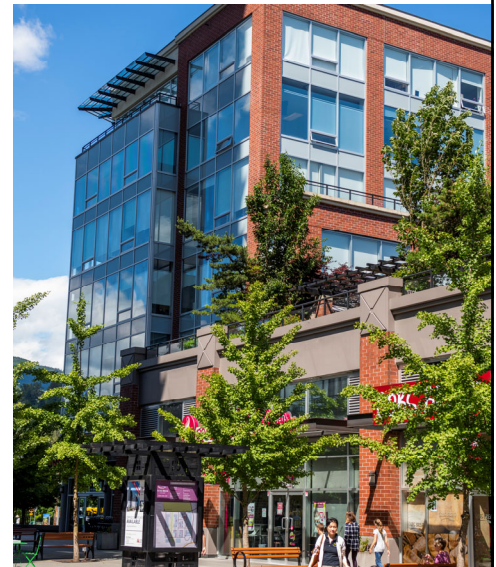
ANTICIPATED RESULTS

- Immediate:
 - A new policy action in *Metro 2050* for Metro Vancouver to ‘work with partners to encourage the protection and restoration of trees and other ecosystems in the region’s Rural, Agricultural and Conservation and Recreation lands’.
- Over time:
 - Metro Vancouver will collaborate with members, provincial ministries, First Nations, environmental stewardship groups, and others to communicate the value of trees and natural ecosystems as a climate action, and support programs that protect and enhance natural areas

RECOMMENDATION C

Require environmental / climate-related analyses for future *Metro 2050* amendment applications

- Member jurisdictions to identify applicable commitments / implications from local OCP / accepted RCS pertaining to:
 - Carbon storage levels in natural areas
 - Tree canopy cover
 - Impervious surfaces
 - Ecosystem protection
 - Agricultural land
 - Green infrastructure / ecosystem connectivity



ANTICIPATED RESULTS

- Immediate:
 - A new policy action in *Metro 2050* for ‘member jurisdictions to include additional climate-focused analysis in *Metro 2050* amendment applications showing consistency with commitments in their OCP / Regional Context Statement’
- Over time:
 - Future *Metro 2050* amendment applications would need to identify how they are consistent with commitments in their OCP related to environmental and climate change data and analysis
 - Metro Vancouver will share current, relevant data

RECOMMENDATION D

Encourage the development of local hazard and risk data

- Member jurisdictions to develop hazard / risk datasets, and where they already exist:
 - Keep them up-to-date
 - Include future climate change scenarios
 - Include both probable and severe scenarios
 - Incorporate them into OCPs, zoning, and other development regulations



ANTICIPATED RESULTS

- Immediate:
 - Amend policy action 3.4.5 in *Metro 2050* to ‘encourage member jurisdictions to develop and maintain hazard / risk datasets’
- Over time:
 - Metro Vancouver to continue collaborating with member jurisdictions to improve and share natural hazard data
 - Improve the regional baseline of data available, inform hazard mitigation projects, and meet provincial legislation requirements

RECOMMENDATION E

Add new climate-related performance metrics to *Metro 2050*

- % of new growth in known and unmitigated hazard areas
- % of lands within the UCB that contain impervious surfaces
- In Urban Centres and FTDA:
 - Tree canopy cover
 - Impervious surfaces
 - Sensitive and Modified ecosystems
 - Walkability
 - Cooling and clean air centres



ANTICIPATED RESULTS

- Immediate:
 - New climate-related performance monitoring metrics added to Section G of *Metro 2050*
- Over time:
 - New metrics will be monitored and reported out to member jurisdictions, the MVRD Board, and the public on a regular basis
 - Member jurisdictions can use data to inform and prioritize future climate change and natural hazard policy and decision-making

RECOMMENDATION F

Increase intersection density and permeability of the urban street grid

- Member jurisdictions to develop new strategies and policies where they do not exist



ANTICIPATED RESULTS

- Immediate:
 - A new policy action in *Metro 2050* for member jurisdictions to ‘include strategies and policies in OCPs / RCSs that encourage increased intersection density and permeability of their urban street grid’
- Over time:
 - Member jurisdictions consider new / enhanced policies and strategies during neighbourhood planning and redevelopment projects to increase intersection density with the goal of improving walkability and reducing average block length

ADDITIONAL CONSIDERATIONS

G) Require the identification of cooling and clean air centres:

- Include these within the list of “General Expectations / Attributes” for Urban Centres and FTDAs
- Member jurisdictions to identify, locate and support these in appropriate locations that are accessible to vulnerable populations

H) Support zero emission bus depot infrastructure:

- Metro Vancouver to advocate to other levels of government for targeted funding
- TransLink to work with member jurisdictions to identify appropriate locations
- Member jurisdiction to consider streamlined municipal approvals to support and facilitate construction

ANTICIPATED RESULTS

- G)**
- A new policy action in *Metro 2050* for Metro Vancouver and member jurisdictions to support cooling and clean air centres in appropriate locations
 - When RCSs are updated, they would be required to identify how cooling and clean air centres have been supported in the community
- H)**
- A new policy action in *Metro 2050* for TransLink to work with member jurisdictions to identify and facilitate future locations for zero emission bus depots
 - Support greater regional coordination and advocacy to facilitate the implementation of the depots



To: Regional Planning Committee

From: Carla Stewart, Senior Planner, Regional Planning and Housing Services

Date: April 25, 2024 Meeting Date: May 10, 2024

Subject: **2024 Agriculture Awareness Grant Recommendations**

RECOMMENDATION

That the MVRD Board award the annual Agriculture Awareness Grants in the total amount of \$55,000, as presented in the report dated April 25, 2024, titled “2024 Agriculture Awareness Grant Recommendations”, to the following 16 non-profit organizations:

1. BC Agriculture in the Classroom, for “Take a Bite of BC” in the amount of \$4,725;
2. BC Agriculture Council, for “Speak Up Training” in the amount of \$3,000;
3. Delta Farmland and Wildlife Trust, for “Day at the Farm” in the amount of \$2,000;
4. Earthwise Society, for “Tomato Festival” in the amount of \$2,500;
5. Environmental Youth Alliance, for “Plant Gifts for Community Project” in the amount of \$4,725;
6. Farm Folk / City Folk, for “Days on the Farm” in the amount of \$4,725;
7. Fraser North Farmers Market Society, for “The Farmers Who Feed You” in the amount of \$3,400;
8. Growing Chef’s Society, for “Classroom Gardening & Cooking Program” in the amount of \$3,000;
9. Hives for Humanity, for “Knowing Our Soils” in the amount of \$5,500;
10. KPU Foundation, for “Productive Agroforestry Demonstrations Serving Metro Vancouver” in the amount of \$2,500;
11. Langley Environmental Partners Society, for “Langley Eats Local” in the amount of \$3,000;
12. BC Chicken Growers, for “Poultry in Motion School and PNE Attendance” in the amount of \$3,500;
13. Public Health Association of BC, for “Farm to School BC Celebration Farm Field Trips” in the amount of \$1,375;
14. The Sharing Farm, for “14th Annual Garlic Fest” in the amount of \$3,000;
15. Trinity Grace, for “Farm-to-Plate Marketplace” in the amount of \$5,050; and
16. UBC Centre for Sustainable Food Systems, for “Agriculture, Food Systems and Food Justice: A Leadership Program for Youth” in the amount of \$3,000.

EXECUTIVE SUMMARY

Metro Vancouver has awarded annual grants for agriculture awareness since 2008, as recommended by the Metro Vancouver Agricultural Advisory Committee. Programs and outreach that support local sustainable food production are important contributions toward increasing awareness across the region. The funding provided through the Agriculture Awareness Grants is particularly valuable for those community organizations doing public outreach on the value of producing or buying food close to home and for those organizations looking to share knowledge and support hands-on learning about local agriculture and food systems. This report supports those

efforts by providing recommendations to the Regional Planning Committee and MVRD Board to award a total of \$55,000 in Agricultural Awareness Grants to 16 non-profit organizations in 2024.

PURPOSE

The purpose of this report is to recommend that the MVRD Board award \$55,000 in agriculture awareness grants to 16 non-profit organizations from around the region.

BACKGROUND

The MVRD Board has supported agriculture awareness since 1994 to, in part, to raise public understanding about the importance of local food and agriculture production in the region. The grant program started in 2008 and continues to provide annual funding to non-profit organizations that undertake such things as hosting events, workshops and educational programs in schools and communities. These organizations lead public awareness activities about the importance of local agriculture and food production, and inform residents on how to grow and cook food produced in the region. This report provides the MVRD with a summary of the applications and recommends the awards for 2024.

AGRICULTURE AWARENESS GRANTS

The number of applications and grants awarded over the past 15 years is listed by year in Table 1. A description of previous grant recipients (Reference 1) and a video highlighting the positive impacts for two of the 2022 grant recipients (Reference 2) is available on the Metro Vancouver website.

Table 1. Metro Vancouver Agricultural Awareness Grant Program 2008 – 2023

Year	Number of Applications	Number of Grants Awarded	Funding Awarded
2008	11	3	\$25,000
2009	14	5	\$25,000
2010	14	7	\$30,000
2011	12	9	\$35,000
2012	27	8	\$35,000
2013	13	9	\$40,000
2014	15	11	\$40,000
2015	14	11	\$40,000
2016	12	11	\$40,000
2017	21	13	\$40,000
2018	24	12	\$40,000
2019	15	13	\$45,000
2020	21	12	\$45,000
2021	14	11	\$50,000
2022	16	14	\$50,000
2023	16	14	\$50,000
TOTAL	259	163	\$630,000

In 2023, a total of \$50,000 in Agricultural Awareness Grants was awarded to 14 non-profit organizations. Recurring projects supported in 2023 include: Take a Bite of BC classroom program,

Poultry in Motion's travelling Mini Barn, Delta Farmland & Wildlife Trust's Day at the Farm, Earthwise Society's Tomato Festival, The Sharing Farm's Garlic Festival, and Langley Eats Local school program provided by Langley Environmental Partners Society.

New programs supported through the grant program in 2023 included a farm market and urban-agricultural education series, plant gifts for community projects, programs on classroom gardening and cooking, instruction on wool including how it's created, permaculture expansion, growing food literacy and a project by the BC Association of Farmers' Markets (BCAFM) that created a travelling photography exhibit showcasing regional farmers and the food they grow. Images provided by the BCAFM in Figure 1 illustrates some of the projects supported by these grants:

Figure 1. Travelling Photography Exhibit by the BC Association of Farmers' Markets



GRANT APPLICATION EVALUATION CRITERIA

The mandatory requirements for agricultural awareness projects receiving a grant are:

- having a regional scope (i.e., impacting more than one municipality);
- being located in Metro Vancouver;
- being administered by a non-profit organization in good standing; and
- having matching funding (dollars or in-kind) from another organization.

The six evaluation criteria and basis for scoring are the following:

1. The agriculture awareness activity is unique. A high score will be given to awareness activities that are one of a kind in the region and are currently not being done by another organization in Metro Vancouver.
2. The geographic scope of the grants awarded reaches out to municipalities across the region. A high score will be awarded to projects that provide a broad reach in Metro Vancouver or are targeting areas that are currently not well served by agriculture awareness activities.
3. The activity reaches out to culturally diverse audiences, urban residents, youth or K-12 school aged children. A high score will be awarded when these audiences are targeted in the awareness activity.
4. The activity contributes to the following desirable outcomes that support regional policy objectives, where a high score is awarded when the agriculture awareness activity aligns with two or more of the regional policy objectives:
 - Educates residents about local food production;
 - Enhances food literacy and skills in schools;
 - Communicates how food choices support the local economy;
 - Supports the next generation of food producers; and
 - Involves community gatherings that educate residents about local food.
5. The grant request is in the range of \$500 to \$6,000. A higher score will be awarded if the Metro Vancouver cash contribution is greater than 20 percent of the total cash budget, so that projects that may have a greater financial need are prioritized.
6. The extent to which grant applicants have received previous Agriculture Awareness Grant funding, and the completion of the imposed conditions listed on the application form. Groups that have not previously received a grant would automatically score high, while the previous grant recipients would be scored based on past compliance with the five criteria.

2024 AGRICULTURE AWARENESS GRANTS

On February 2, 2024, agricultural-related organizations, community groups and municipal staff liaisons were notified about Metro Vancouver's 2024 Agriculture Awareness grants with an invitation to submit an application, which was available for download on the Metro Vancouver website. 18 applications were received by the deadline of March 1, 2024.

Grant applications were initially evaluated by Metro Vancouver staff using the mandatory requirements and evaluation criteria listed above. The evaluation results were reviewed and endorsed by the Metro Vancouver Agricultural Advisory Committee at its meeting on April, 25, 2024. Table 2 highlights the 2024 Agriculture Awareness Grant applications submitted by non-profit organizations, and the recommended grant amounts for each. Each funding request was reviewed based on the amount of additional funding available to that organization and the overall amount that the organization was relying on the grant funding. The proposed grants being recommended were deemed to be the fairest based on the information received in each application. A summary description of all of the applications is provided in Attachment 1.

Table 2. List of Recommended 2024 Agriculture Awareness Grant Amounts

#	NON-PROFIT GROUP	PROJECT TITLE	GRANT REQUESTED	RECOMMENDED GRANT
1	BC Agriculture in the Classroom	Take a Bite of BC	\$6,000	\$4,725
2	BC Agriculture Council	Speak Up Training	\$5,000	\$3,000
3	Delta Farmland and Wildlife Trust	Day at the Farm	\$2,000	\$2,000
4	Earthwise Society	Tomato Festival	\$2,500	\$2,500
5	Environmental Youth Alliance	Plant Gifts for Community Project	\$6,000	\$4,725
6	Farm Folk/CityFolk	Days on the Farm	\$6,000	\$4,725
7	Fraser North Farmers Market Society	The Farmers Who Feed You	\$3,455	\$3,400
8	Growing Chef's Society	Classroom Gardening & Cooking Program	\$6,000	\$3,000
9	Hives for Humanity	Knowing Our Soils	\$6,000	\$5,500
10	KPU Foundation	Productive Agroforestry Demonstrations Serving Metro Vancouver	\$3,000	\$2,500
11	Langley Environmental Partners Society	Langley Eats Local	\$6,000	\$3,000
12	BC Chicken Growers	Poultry in Motion School and PNE Attendance	\$5,000	\$3,500
13	Public Health Association of BC	Farm to School BC Celebration Farm Field Trips	\$1,375	\$1,375
14	The Sharing Farm	14th Annual Garlic Fest	\$3,000	\$3,000
15	Trinity Grace	Farm-to-Plate Marketplace	\$5,997	\$5,050
16	UBC Centre for Sustainable Food Systems	Agriculture, Food Systems and Food Justice: A Leadership Program for Youth	\$5,400	\$3,000
Total			\$80,727	\$55,000

ALTERNATIVES

1. That the MVRD Board award the annual Agriculture Awareness Grants in the total amount of \$55,000, as presented in the report dated April 25, 2024, titled "2024 Agriculture Awareness Grant Recommendations", to the following 16 non-profit organizations:
 1. BC Agriculture in the Classroom, for "Take a Bite of BC" in the amount of \$4,725;
 2. BC Agriculture Council, for "Speak Up Training" in the amount of \$3,000;
 3. Delta Farmland and Wildlife Trust, for "Day at the Farm" in the amount of \$2,000;
 4. Earthwise Society, for "Tomato Festival" in the amount of \$2,500;
 5. Environmental Youth Alliance, for "Plant Gifts for Community Project" in the amount of \$4,725;
 6. Farm Folk/CityFolk, for "Days on the Farm" in the amount of \$4,725;

7. Fraser North Farmers Market Society, for “The Farmers Who Feed You” in the amount of \$3,400;
 8. Growing Chef’s Society, for “Classroom Gardening & Cooking Program” in the amount of \$3,000;
 9. Hives for Humanity, for “Knowing Our Soils” in the amount of \$5,500;
 10. KPU Foundation, for “Productive Agroforestry Demonstrations Serving Metro Vancouver” in the amount of \$2,500;
 11. Langley Environmental Partners Society, for “Langley Eats Local” in the amount of \$3,000;
 12. BC Chicken Growers, for “Poultry in Motion School and PNE Attendance” in the amount of \$3,500;
 13. Public Health Association of BC, for “Farm to School BC Celebration Farm Field Trips” in the amount of \$1,375;
 14. The Sharing Farm, for “14th Annual Garlic Fest” in the amount of \$3,000;
 15. Trinity Grace, for “Farm-to-Plate Marketplace” in the amount of \$5,050; and
 16. UBC Centre for Sustainable Food Systems, for “Agriculture, Food Systems and Food Justice: A Leadership Program for Youth” in the amount of \$3,000.
2. That the MVRD Board receive for information the report dated April 25, 2024 titled “2024 Agriculture Awareness Grant Recommendations” and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

The total funds available for the Agriculture Awareness Grants in 2024 is \$55,000. This amount is included in the Board-approved 2024 Regional Planning budget. If the Board chooses Alternative 1, the 16 successful grant recipients will be notified.

CONCLUSION

Based on the evaluation by Metro Vancouver Agricultural Advisory Committee members and by Metro Vancouver staff, 16 non-profit organizations are recommended to receive a 2024 Agriculture Awareness Grant, for a total amount of \$55,000. The recommendations enable the continuation of successful educational programs and community agriculture-related events in 2024 and undertake such things as hosting events, workshops and educational programs in schools and communities. The grants also serve to increase public awareness about the importance of local agriculture and food production, and how to grow and cook food produced in the region. Staff recommend Alternative 1.

ATTACHMENT

1. Description of the 2024 Agriculture Awareness Grant Applications Received

REFERENCES

1. [Previous Agriculture Awareness Grant Recipients](#)
2. [2022 Agriculture Awareness Grant Video](#)

Description of the 2024 Agriculture Awareness Grant Applications Received

#	NON-PROFIT GROUP	PROJECT TITLE	PROJECT DESCRIPTION	GRANT REQUEST	TOTAL BUDGET
1	BC Agriculture in the Classroom	Take a Bite of BC	Provides fresh BC grown products to BC Culinary Arts Secondary schools.	\$6,000	\$33,000
2	BC Agriculture Council (BCAC)	Speak Up Training	Provide farmers and ranchers in Metro Vancouver the tools and resources to communicate to the public about agriculture.	\$5,000	\$5,000
3	Collingwood Neighbourhood House	The Norquay Community Food Forest	Transform the Norquay Community Forest into an environmental education hub, fostering awareness of agriculture.	\$6,000	\$30,000
4	Delta Farmland and Wildlife Trust	Day at the Farm	Day event intended to increase awareness and support for local agriculture with a focus on critical importance of local, sustainable agriculture.	\$2,000	\$42,325
5	Earthwise Society	Tomato Festival	Family-friendly community gathering and celebration of the history and diversity of BC agriculture with a focus on heirloom tomatoes.	\$2,500	\$6,000
6	Environmental Youth Alliance	Plant Gifts for Community Project	Provide opportunity for youth from equity-deserving communities to gain hands-on skills in native plant food and medicine production and develop land-based job skills to support the next generation of growers.	\$6,000	\$27,750
7	FarmFolk/CityFolk	Day on the Farm	Encourage Metro Vancouver residents to learn about and advance climate-friendly, resilient, thriving, sustainable food systems in the Lower Mainland.	\$6,000	\$13,600
8	Fraser North Farmers Market Society	The Farmers Who Feed You	Promoting local farmers through tangible signage, farmer profiles, children's activities and food-related competitions at the Fraser North Farmers Market.	\$3,455	\$4,455
9	Growing Chef's Society	Classroom Gardening & Cooking Program	Hands-on education of elementary school aged students to increase their awareness of local food options and to learn how their food and food choices affect their health, community, environment and economy.	\$6,000	\$127,715
10	Hives for Humanity	Knowing our Soils	Build and share a pathway, including resources, relationships, strategies, practices and baseline results, for conducting annual soil tests in community gardens across Metro Vancouver.	\$6,000	\$12,600
11	KPU Foundation	Productive Agroforestry Demonstrations serving Metro Vancouver	Develop, document and provide resources about productive agroforestry practices to advance nutritional diversity, income generation, ecological sustainability and peer support for the local farming community.	\$3,000	\$29,200
12	Langley Environmental Partners Society	Langley Eats Local	Engage children and youth in learning about food systems and increase awareness about local agriculture through school-based, outdoor education programming.	\$6,000	\$57,200
13	Little Mountain Neighbourhood House	Yard Garden Harvest Project	Create a connected and empowered neighbourhood by learning, growing and providing fresh food to food insecure community members.	\$2,000	\$2,000
14	BC Chicken Growers – Poultry in Motion	Poultry in Motion School and PNE Attendance	Mobile live bird mini barn for community events used to increase public awareness and understanding of family farming, food safety, animal care and bio-security.	\$5,000	\$75,000
15	Public Health Association of BC	F2SBC Spring Celebration Farm Field Trips	Educate students in a fun and engaging way about local farming through farm visits and social media posts.	\$1,375	\$2,525
16	The Sharing Farm	14th Annual Garlic Fest	Celebrates local, sustainable agriculture and the relationship between farming and the natural environment.	\$3,000	\$31,600
17	Trinity Grace	Farm-to-Plate Marketplace	Create a virtual farmers market to facilitate access to local food directly from vendors and create opportunities to rescue surplus food.	\$5,997	\$7,922
18	UBC Centre for Sustainable Food Systems	Agriculture, Food Systems and Food Justice: A Leadership Program for Youth	Provide a full-day camp for youth to explore agriculture, climate science, food citizenship, decolonization, systems-thinking, farming and food justice.	\$5,400	\$10,450
TOTALS				\$80,727	\$518,342

To: Regional Planning Committee

From: Victor Cheung, Regional Planner, Regional Planning and Housing Services

Date: April 22, 2024 Meeting Date: May 10, 2024

Subject: **Metro 2050 Implementation Guideline – Regional Liquid Waste Services Planning**

RECOMMENDATION

That the MVRD Board endorse the *Metro 2050* Implementation Guideline – Regional Liquid Waste Services Planning as presented in the report dated April 22, 2024, titled “*Metro 2050* Implementation Guideline – Regional Liquid Waste Services Planning”.

EXECUTIVE SUMMARY

Metro Vancouver is developing and updating a suite of implementation guidelines to support the interpretation and implementation of *Metro 2050*. A new Regional Liquid Waste Services Planning Implementation Guideline has just been completed; it is intended to help planners and engineers from member jurisdictions better understand the relationship between anticipated population growth and regional liquid waste infrastructure planning. The Implementation Guideline provides guidance on when and what type of growth-related data from Regional Planning and member jurisdictions is required to better plan for long-term regional liquid waste infrastructure needed to service such growth.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider and endorse the *Metro 2050* Implementation Guideline – Regional Liquid Waste Services Planning.

BACKGROUND

Implementation Guidelines were first introduced as companion documents to support the previous Regional Growth Strategy, *Metro Vancouver 2040: Shaping our Future*. The Regional Liquid Waste Services Planning Implementation Guideline serves as a companion document to *Metro 2050*. The development of the Implementation Guideline is an action item in *Metro 2050* listed in Section 1.1.3:

In collaboration with member jurisdictions, develop an Implementation Guideline to guide the process by which member jurisdictions are to provide Metro Vancouver’s Liquid Waste Services with specific, early, and ongoing information about plans for growth that may impact the regional sewer system, as well as plans to separate combined sewer systems.

SUMMARY OF THE IMPLEMENTATION GUIDELINE

This Implementation Guideline outlines when member jurisdictions should engage with Metro Vancouver, and what data and information may be required to help Metro Vancouver refine its regional liquid waste service capacity modelling. This information is integral for planning the

delivery of regional liquid waste services for member jurisdictions and to minimize the risk of service disruptions.

The Implementation Guideline covers two distinct engagement processes:

1. The first process, **Trigger Scenarios**, outlines when member jurisdictions should engage with Metro Vancouver when anticipated growth deviates from what was presented in the Regional Context Statement; and
2. The second process, **Sewerage Catchment Area Long-Range Population Projections**, is an ongoing data sharing process in which Regional Planning provides 100-year population projections within each Sewerage Catchment, to be supplemented with municipal and other data were available.

Metro Vancouver faces challenges when planning for regional liquid waste infrastructure. At present, Metro Vancouver staff use population and land use projections provided by Regional Planning to model future infrastructure demand. This data is provided at a region-wide scale and includes projections for approximately 50 years, extrapolated out to 100 years. However, this information does not always account for spatial allocation, density, pace of development, or changes to anticipated growth. The region's growth typically exceeds the pace of data collection and distribution. Therefore, to improve the accuracy of future liquid waste capital planning, it is essential for member jurisdictions to coordinate with Metro Vancouver to determine where regional upgrades may be needed as local and neighbourhood plans evolve.

Engaging on an ongoing and timely basis is crucial. By notifying Metro Vancouver of future development plans, member jurisdictions can help in the planning and delivery of consistent, high quality, and economical regional liquid waste services. This will ultimately minimize the risk of service disruptions, delayed occupancy or completion, and ensures the continued growth and success of the region.

REGIONAL STAFF ADVISORY COMMITTEE REVIEW

As part of the work of to develop the Implementation Guidelines, Metro Vancouver staff presented and sought feedback from several regional staff advisory committees:

September 15, 2023 – Regional Planning Advisory Committee

September 28, 2023 – Regional Engineers Advisory Committee – Liquid Waste Subcommittee

November 22, 2023 – Regional Engineers Advisory Committee – Water Services Subcommittee

The Regional Engineers Advisory Committee has also been provided a copy of the Implementation Guidelines for information.

Staff answered questions from member jurisdiction planning and engineering staff and incorporated feedback to improve usability of the Implementation Guidelines. Overall, there was acknowledgement for the need for such information to help with planning large scale infrastructure, and Metro Vancouver is working to make the process of sharing the information as easy as possible for member jurisdiction staff.

ALTERNATIVES

1. That the MVRD Board endorse the *Metro 2050* Implementation Guideline – Regional Liquid Waste Services Planning as presented in the report dated April 22, 2024, titled “*Metro 2050* Implementation Guideline – Regional Liquid Waste Services Planning”.
2. That the Regional Planning Committee receive for information the report dated April 22, 2024, titled “*Metro 2050* Implementation Guideline – Regional Liquid Waste Services Planning” and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. All work to develop implementation guidelines is within the Regional Planning work program and was considered as part of the 2023 and 2024 Board-approved budgets.

CONCLUSION

The *Metro 2050* Implementation Guideline – Regional Liquid Waste Services Planning has been created to support the interpretation and implementation of *Metro 2050* goals, strategies and actions. Staff recommend Alternative 1, that the MVRD Board endorse the updated *Metro 2050* Implementation Guideline – Regional Liquid Waste Services Planning.

ATTACHMENT

1. *Metro 2050* Implementation Guideline – Regional Liquid Waste Services Planning

62131103

Metro 2050

IMPLEMENTATION GUIDELINE Regional Liquid Waste Services Planning

April 2024

Preamble

The successful implementation of [Metro 2050](#) depends on ongoing cooperation and collaboration between Metro Vancouver and member jurisdictions. *Metro 2050* represents consensus among member jurisdictions to work collaboratively on meeting five long-term regional planning goals:

1. Create a compact urban area
2. Support a sustainable economy
3. Protect the environment, address climate change, and respond to natural hazards
4. Provide diverse and affordable housing choices
5. Support sustainable transportation choices

The *Metro 2050* Regional Liquid Waste Services Planning Implementation Guideline is geared towards locations that are expecting to densify and are already within Metro Vancouver’s approved Sewerage Areas. The process outlined in the Implementation Guideline can be used to guide the collaboration, engagement, and information sharing between member jurisdictions and Metro Vancouver. The Implementation Guideline outlines the necessary engagement and up-to-date population projections necessary to ensure regional sewerage capacity can meet growth demands.

This Implementation Guideline will be updated periodically to ensure the most current information is available to member jurisdictions. This guideline should be read in conjunction with *Metro 2050* and the [Local Government Act](#), and does not replace or supersede the requirements set out in those documents.

Table of Contents

1.0	Supporting Regional Growth.....	2
2.0	Trigger Scenarios: When To Engage With Metro Vancouver	3
3.0	Sewerage Catchment Area Long-Range Population Projections	11
4.0	Contact Information & Additional Resources	13
	Appendix A: Implementation Guideline - Trigger 3 Examples	14

1.0 SUPPORTING REGIONAL GROWTH

CONSISTENCY WITH METRO 2050 AND THE LOCAL GOVERNMENT ACT

Metro Vancouver collects and treats the region's wastewater through five wastewater treatment plants and a region-wide network of sewers and pumping stations. To support the continued growth in the region, Metro Vancouver manages upgrades and builds new infrastructure to meet current and future demand. This vital work requires Metro Vancouver staff to understand the planned growth in each member jurisdiction and necessitates a collaborative working relationship with municipal planners and engineers to ensure the region's wastewater can be adequately managed to protect public health and the environment.

PURPOSE OF THIS IMPLEMENTATION GUIDELINE

This Implementation Guideline is designed to help planners and engineers from member jurisdictions better understand the relationship between anticipated population growth and regional liquid waste infrastructure planning. Metro Vancouver encourages engineers and planners from member jurisdictions to collaborate and share applicable data as we respond to population growth as a region.

INFRASTRUCTURE PLANNING CHALLENGES

At present, Metro Vancouver staff utilize population and land use projections provided by Regional Planning, supplemented by data from member jurisdictions and other means, to model future infrastructure demand. This data is provided at a region-wide scale and includes projections for approximately 50 years, extrapolated out to 100 years. However, this information does not always account for spatial allocation, density, pace of development, or changes to anticipated growth. Metro Vancouver's growth typically exceeds the pace of data collection and distribution. Therefore, to improve the accuracy of future liquid waste capital planning, it is essential for member jurisdiction planners and engineers to coordinate with Metro Vancouver staff to determine where regional upgrades may be needed as local and neighbourhood plans evolve.

IMPORTANCE OF ENGAGEMENT

Engaging on an ongoing and timely basis is crucial. By notifying Metro Vancouver of future development plans, member jurisdictions can help in the planning and delivery of consistent, high quality, and economical regional liquid waste services. This will ultimately minimize the risk of service disruptions, delayed occupancy or completion, and ensures the continued growth and success of the region. The following sections outline when member jurisdictions should engage with Metro Vancouver, and what data and information may be required to help Metro Vancouver refine its regional liquid waste service capacity modelling. This information is integral for planning the delivery of regional liquid waste services for member jurisdictions and to minimize the risk of service disruptions.

NOTE REGARDING REGIONAL WATER SERVICES PLANNING

While this implementation guideline is limited in scope to regional liquid waste planning, the same challenges and need for coordination and information sharing also apply to regional water services planning, which is done by Metro Vancouver Water Services staff under the legal entity of the Greater Vancouver Water District (GVWD). [Click here](#) for more information.

Metro Vancouver Regional Planning staff routinely share information provided by member jurisdictions regarding anticipated growth and new land use plans with both Liquid Waste Services and Water Services staff to assist with utility planning. Member jurisdictions are encouraged to have early and

ongoing engagement with Water Services when updating or creating new neighbourhood plans and/or when considering a development proposal that is for greater than 1,000 equivalent population.

In addition, members are strongly encouraged to provide a digital copy of their Water Master Plan to Metro Vancouver Regional Planning and Water Services staff every time it is updated (normally every five years). This would assist Water Services staff with remaining up-to-date of growth-driven projects within member jurisdictions and understanding if they need to be taken into consideration in the regional water system planning.

This Implementation Guideline covers two distinct engagement processes:

1. The first process, **Trigger Scenarios**, outlines when member jurisdictions should engage with Metro Vancouver when anticipated growth deviates from what was presented in the Regional Context Statement (See Section 2);
2. The second process, **Sewerage Catchment Area Long-Range Population Projections**, is an ongoing data sharing process in which member jurisdictions provide population projections extending 50 years beyond *Metro 2050* projections, within each Sewerage Catchment (See Section 3).

2.0 TRIGGER SCENARIOS: WHEN TO ENGAGE WITH METRO VANCOUVER

WHAT ARE TRIGGER SCENARIOS/CRITERIA AND WHY ARE THEY IMPORTANT?

Member jurisdictions are faced with a range of growth pressures which may have regional liquid waste service impacts. To assess when member jurisdictions should engage and notify Metro Vancouver of future development plans, a series of trigger criteria have been identified to act as a filter. Engagement when these triggers are satisfied minimizes the risk of service disruptions, delayed occupancy or completion, and supports sustained growth in the region.

The three trigger criteria are summarized below:

- Trigger 1 - When a member jurisdiction is planning to upsize their own local waste water infrastructure due to anticipated growth.
- Trigger 2 - When a member jurisdiction is updating or creating new neighbourhood plans.
- Trigger 3 - When a development proposal is greater than 400 equivalent population and
 - would substantially change or add new density or land uses; or
 - result in more rapid or denser growth than what is currently envisioned.

WHAT IS THE PROCESS?

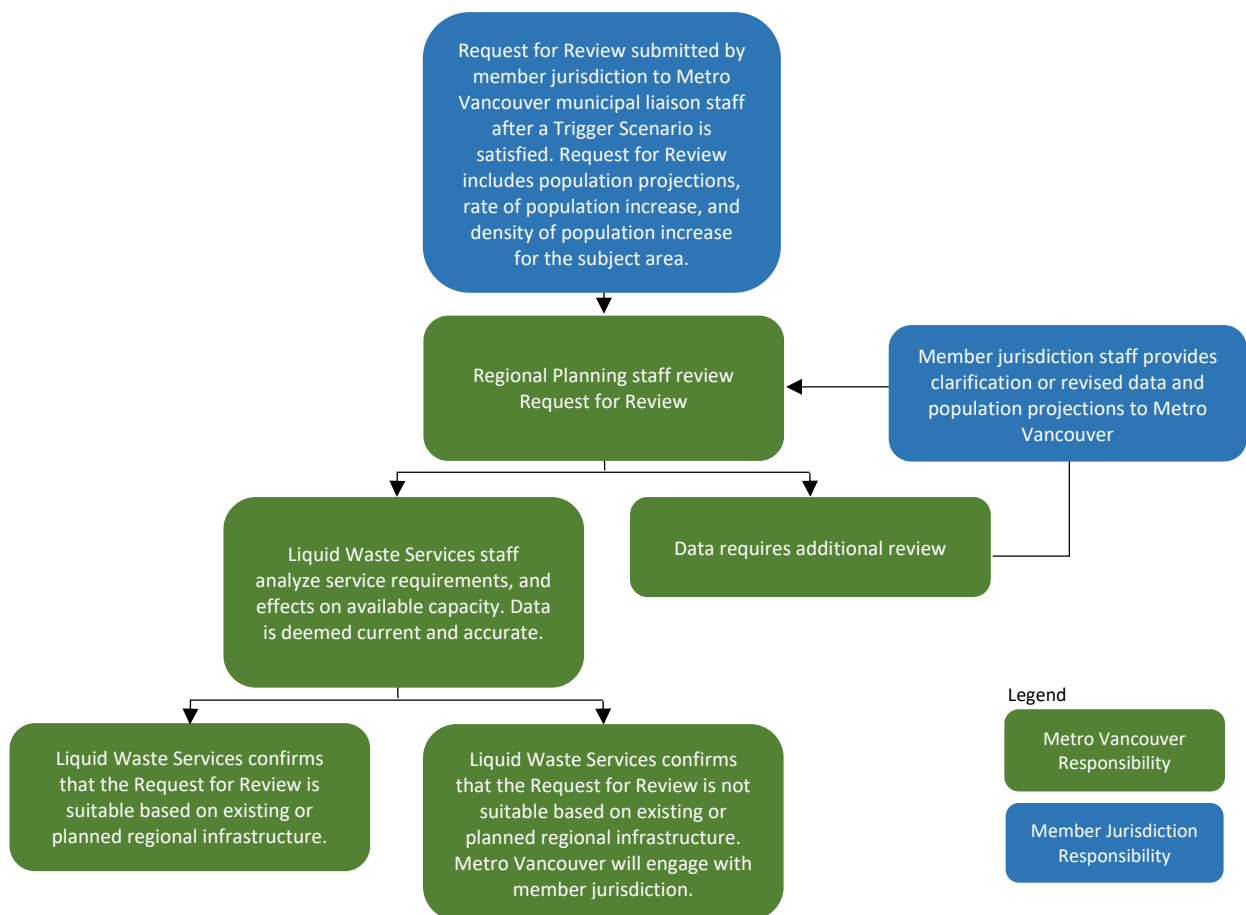
The engagement process should be initiated by member jurisdictions when at least one of the three criteria noted above is satisfied. Member jurisdictions should contact their Metro Vancouver Regional Planning municipal liaison staff with a “Request for Review” that includes population and land use projection data for the subject area. Trigger Scenarios 1 and 2 do not require additional supplemental information. Trigger Scenario 3 requires additional assessment covered in Section 2.1 below.

Once the Request for Review and the associated information has been received, the request will be forwarded to Regional Planning staff. Staff will review the population and land use projections based on both Regional Planning’s projections and the member jurisdiction’s data (and other data, if applicable). This analysis will verify that the submission meets at least one of the three trigger criteria. Metro Vancouver staff may contact the member jurisdiction if there are questions related to the Request for Review.

Once the data is deemed to be current, accurate, and satisfies at least one of the threshold triggers, the information will be forwarded to Liquid Waste Services to review the servicing implications. Following this review, Liquid Waste Services staff will provide a summary of their findings to Regional Planning and the member jurisdiction. These findings will identify any issues that would impact the proposed timeline. This process is further highlighted in Diagram 1 below.

If there are revisions to the subject area that affect density, land use, and/or population projections, member jurisdictions must provide new data and projections to Metro Vancouver staff as soon as possible. Liquid Waste Services and Regional Planning staff will work with member jurisdiction counterparts on revisions to maintain current and accurate projections. Early and ongoing engagement with Metro Vancouver minimizes the risk of service disruptions, delayed occupancy, or completion.

Diagram 1: Trigger Scenarios Process



DATA REQUIREMENTS FOR TRIGGER SCENARIOS

Metro Vancouver staff require projected population, land use and timeline data in order to complete the review. Detailed information required as a part of Trigger Scenario engagement may vary based on the land use classification, development type, and build out phasing.

Generally, member jurisdiction staff should be prepared to submit the following data when submitting a Request for Review based on one of the Trigger Scenario to demonstrate how the proposed population for a subject area aligns or is different from *Metro 2050* policies and current population projections:

- The total residential population expected, along with best estimates of build out phasing projections for the duration of the project in 10 year increments;
- The proposed land use changes and associated population equivalents if the land use proposed is industrial, commercial, or institutional; and
- The geographic scope of the study area and how it fits within the applicable sewer catchment area.

LIQUID WASTE SERVICING INFORMATION FOR REGIONAL GROWTH STRATEGY AMENDMENT APPLICATIONS

In some cases, a development results in an Official Community Plan amendment that requires the member jurisdiction to apply to Metro Vancouver to amend *Metro 2050*. In addition to land use impacts, the MVRD Board of Directors needs to understand how the proposed development may impact Metro Vancouver infrastructure, including the regional sewerage system, when considering such applications. To do so, the following initial information related to liquid waste servicing should be submitted as part of any application intending to connect to regional sewer services:

- Timing of the proposed development and connection to sewer services;
- Population, dwelling units, and land use projections (preferably till year 2100);
- Sanitary flow projections (average dry weather (ADWF) and design flows);
- Any pumps required within the servicing area;
- Proposed options and tie-in locations to Metro Vancouver systems; and
- Map of the area showing the sewer catchments (preferably as a shape file).

The list above is not exhaustive, and Liquid Waste Services staff may request additional information from the member jurisdiction after reviewing the initial submission.

2.1. ASSESSING IMPACT OF CHANGE TO CURRENT PROJECTIONS: TRIGGER 3

Trigger Scenario 3 is intended to identify if a development proposal's size, density, or rate of development necessitates upgrade plans to the Regional sewer system.

To limit the number of reviews required and eliminate smaller developments that are not expected to significantly impact the regional system, a minimum development size with a projected population equivalent of 400 has been selected. Any development proposal smaller than this will not need to be reviewed. However, these smaller developments should be cumulatively provided to Regional Planning during regular updates.

For larger developments, three parameters have been developed to characterize the potential impact of a development proposal. These are:

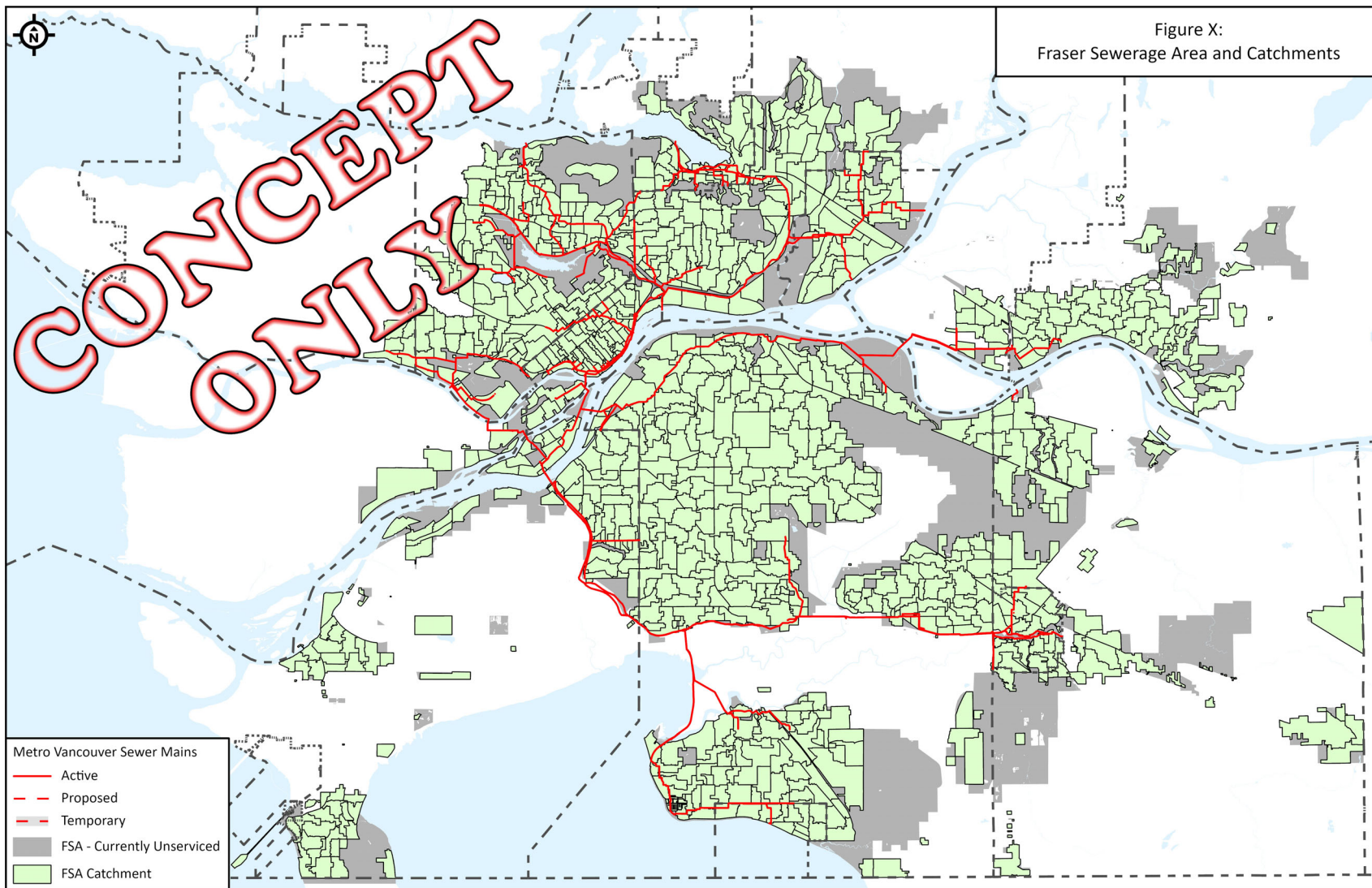
1. Magnitude of population increase;
2. Rate of population increase; and
3. Density of population increase.

Should the values calculated for any of these parameters sufficiently exceed the current projections, a more detailed review of the available capacity in the Regional Liquid Waste Services system may be warranted. See *Parameter Estimation Process* section below for more information.

WHAT IS A SEWERAGE CATCHMENT AREA?

Metro Vancouver is divided up into four sewerage areas including Fraser, Lulu Island, North Shore, and Vancouver, typically with multiple contributing municipalities and member jurisdictions. Each sewerage area is serviced by its own regional infrastructure network. To determine your jurisdiction's sewerage area, see [Metro Vancouver's Sewerage and Drainage Service GIS Portal](#) (*To be updated based on map portal update*).

Within each sewerage area, smaller sewer catchment areas have been identified based on the regional collection system. Figure 1 illustrates the sewer catchment areas within the Fraser Sewerage Area (FSA) as an example.



PARAMETER ESTIMATION PROCESS

Using the information noted above, member jurisdiction staff should calculate the following three Ratios and compare results with current projections identified in the GIS shape files for the applicable sewer catchment area (*GIS Mapping Portal Link will be added/updated in the future*). If the calculated values exceed the anticipated growth projections, this would then result in the need for further review. Appendix A provides examples to assist in the calculation and assessment of the Trigger 3 ratios.

Ratios:

1. R1 - Magnitude of population increase = $\text{Population Equivalent}_{\text{proposed}} / \text{Total projected population change}$
2. R2 – Rate of population increase = $\text{Population Equivalent}_{\text{proposed}} / \text{Years to implement (population equivalent / yr)}$
3. R3 – Density of population increase = $\text{Population Equivalent}_{\text{proposed}} / \text{Development area (population equivalent / ha)}$

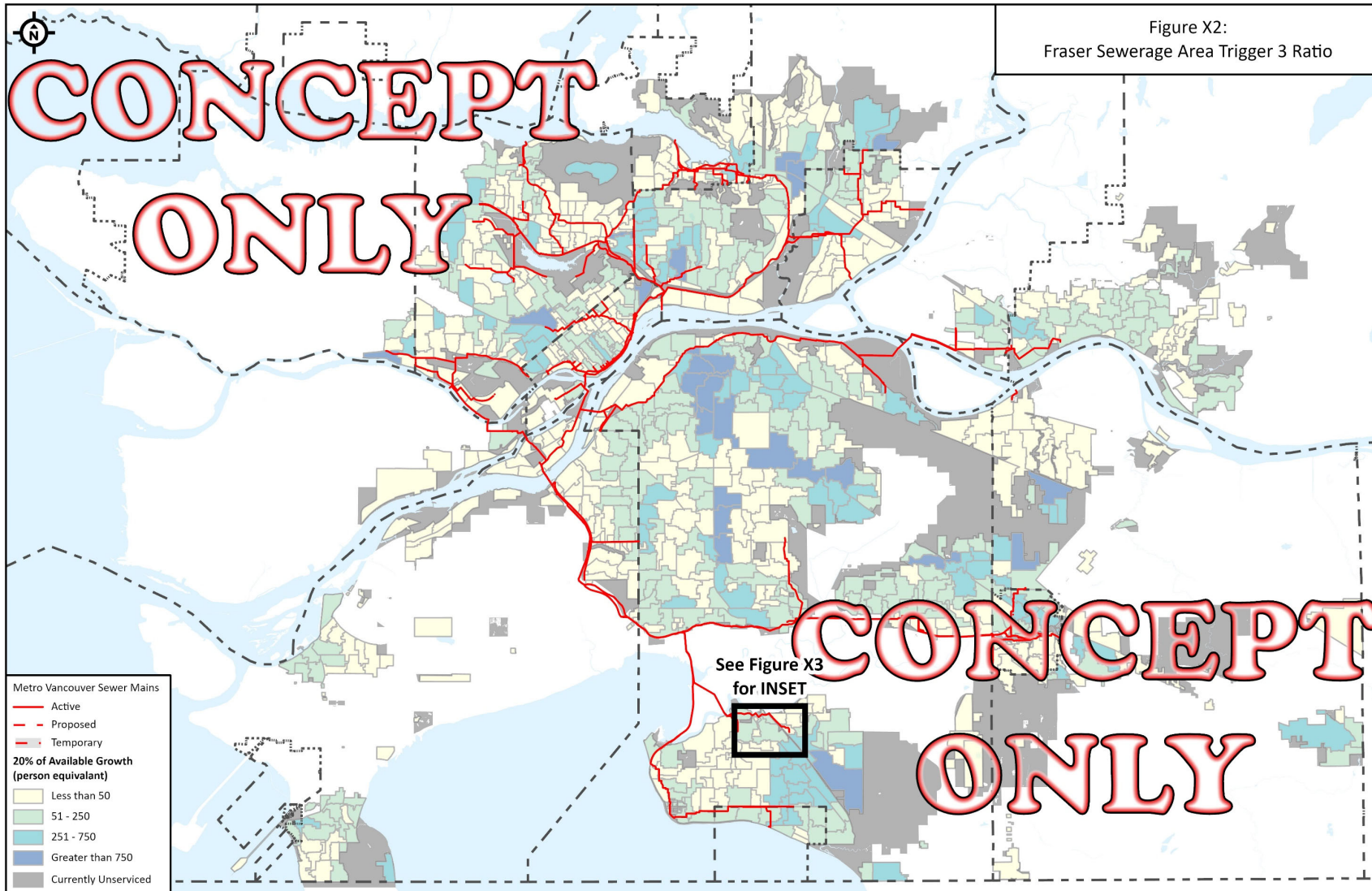
Thresholds:

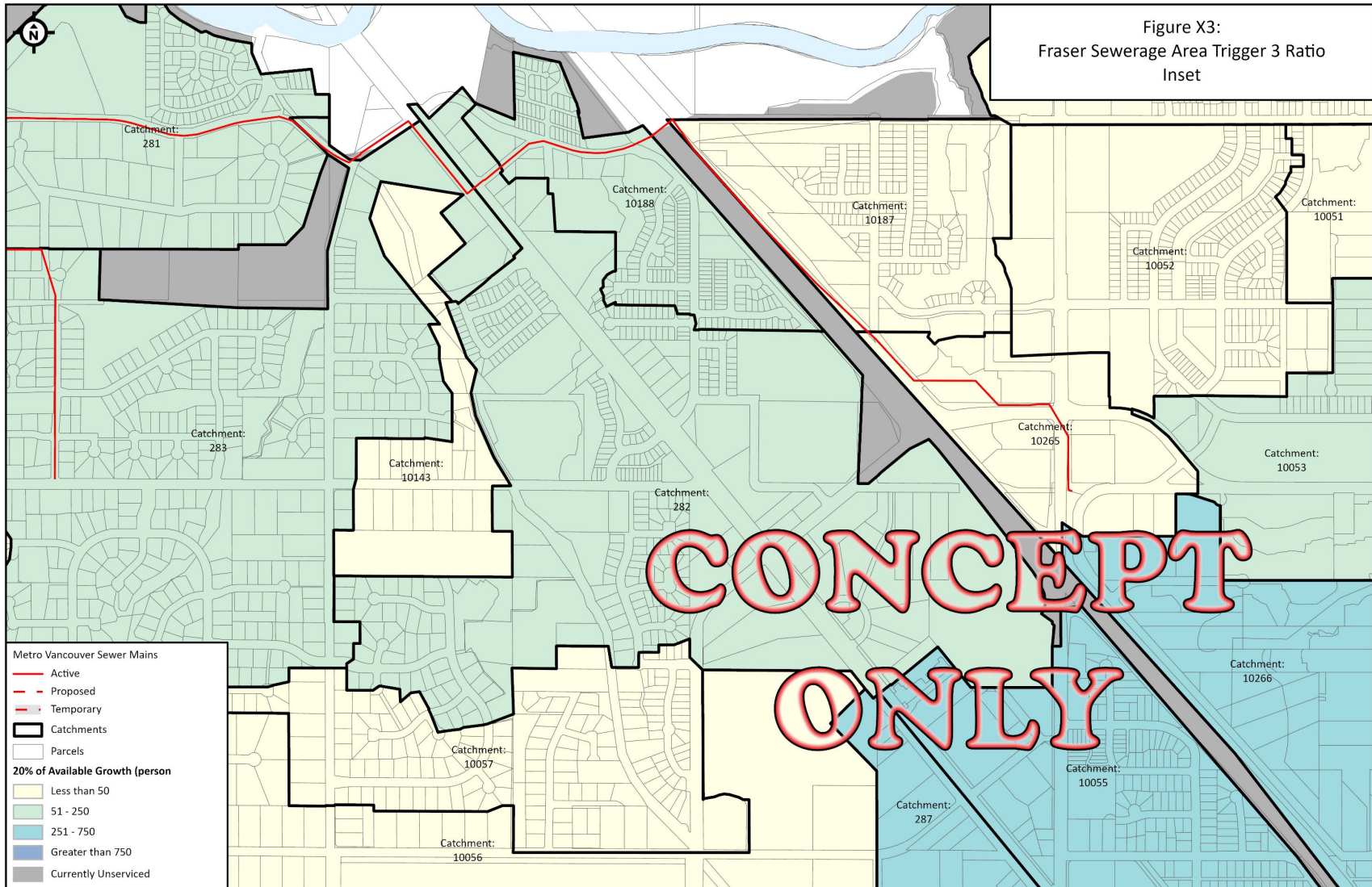
1. If $R1_{\text{proposed}}$ is > 0.2 (i.e., $> 20\%$ of total future capacity increase expected) a review may be warranted to determine if current or future planned upgrades are sufficient.
2. If $R2_{\text{proposed}}$ is $> R2$ for the applicable sewer catchment (i.e., faster than previously projected) a review may be warranted to assess if future upgrades need to be accelerated.
3. If $R3_{\text{proposed}}$ is $> R3$ for the applicable sewer catchment (i.e., denser than previously projected) a review may be warranted due to the remaining area potentially increasing the total future population.

Current Growth Projections

The current growth projections referenced above along with the calculated R2 and R3 values have been calculated for each sewer catchment area and are provided in both shape file and table format (*GIS Mapping Portal Link will be added/updated in the future*). Figures X2 and X3 illustrate examples of the information contained in the sewerage area wide digital versions.

Metro Vancouver has data available on its [Open Data Portal](#) (*GIS Mapping Portal Link will be added/updated in the future*). Metro Vancouver Regional Planning staff can provide assistance and additional data as needed.





3.0 SEWERAGE CATCHMENT AREA LONG-RANGE POPULATION PROJECTIONS

THE IMPORTANCE OF LONG-RANGE POPULATION PROJECTIONS FOR SEWERAGE CATCHMENT AREA PLANNING?

Metro Vancouver requires population projections that extend out 100 years. This projection timeline is important because regional liquid waste infrastructure is planned on a 100-year timescale. Consistent projection data sharing (e.g. every three to five years) helps Metro Vancouver make informed planning decisions and capital investments to accommodate future growth for the region.

Metro Vancouver maintains a population projection model with a variety of inputs to build an understanding of the implications on local infrastructure including liquid waste services. Obtaining and understanding local long-range population projections is intended to help Metro Vancouver create a more accurate estimate based on each member jurisdiction's assessment of their population growth.

WHAT ARE THE DATA REQUIREMENTS FOR SEWERAGE CATCHMENT AREA?

Metro Vancouver staff require population projection and density data [by sewerage catchment area boundary](#). Metro Vancouver will utilize Regional Planning projections that extend out 50 years extrapolated to 100 years.

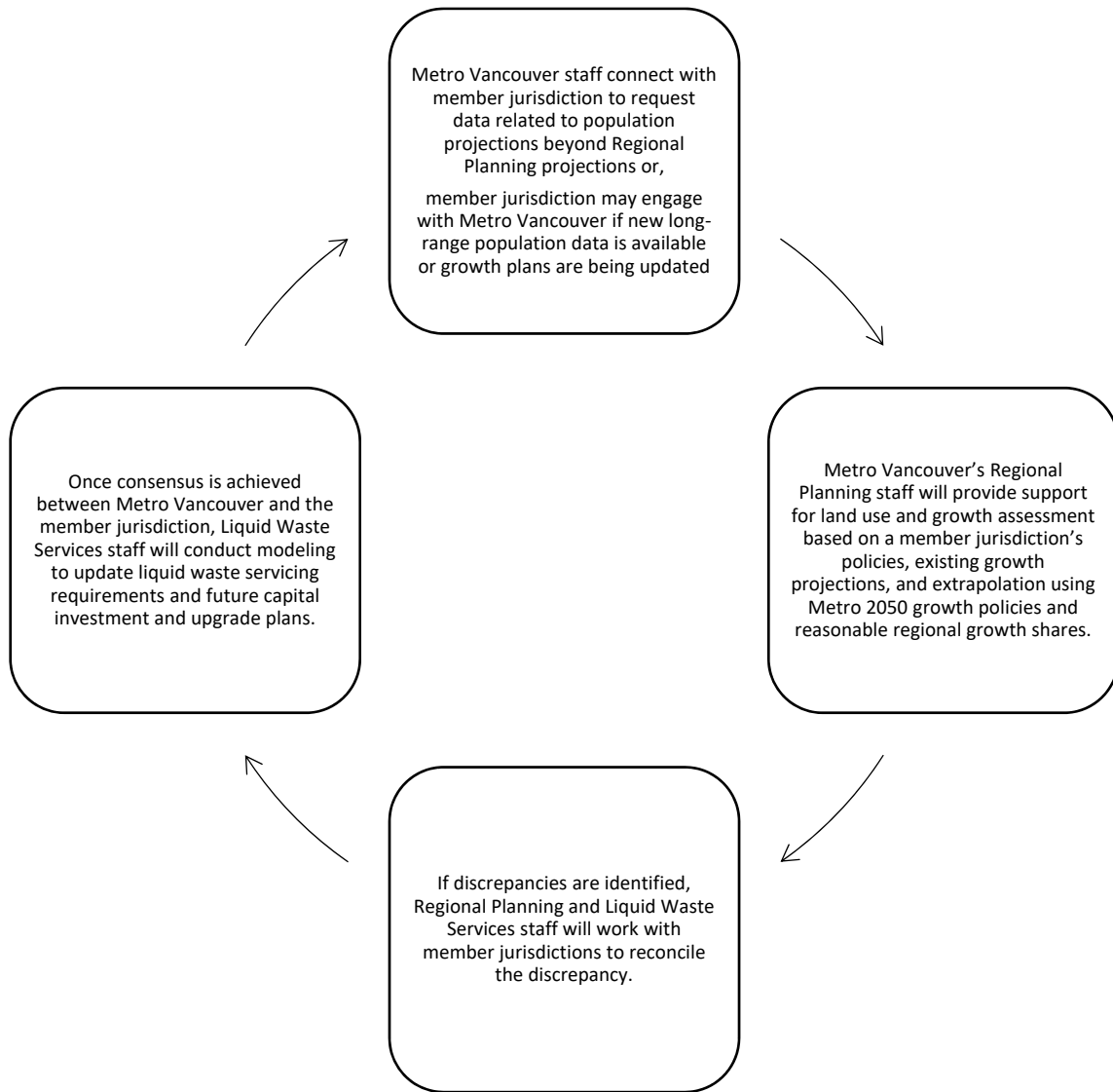
WHAT IS THE PROCESS?

On a regular basis, Metro Vancouver staff will connect with member jurisdiction staff to request data related to long range population projections. Likewise, if a member jurisdiction has new long-range population data or is updating a growth plan (e.g. official community plan), they are encouraged to contact Metro Vancouver staff to discuss long-range population projections.

Metro Vancouver's Regional Planning staff will provide support for land use and growth assessment based on a member jurisdiction's policies, existing growth projections, and extrapolation using *Metro 2050* growth policies and reasonable regional growth shares. If discrepancies are identified, Regional Planning staff will work with member jurisdictions to reconcile the discrepancy. Once consensus is achieved between Metro Vancouver and the member jurisdiction, Liquid Waste Services staff will conduct modeling that may show a need to adjust regional liquid waste servicing requirements and future capital investment and upgrade plans.

This process is further highlighted in Diagram 2 below.

Diagram 2: Sewerage Catchment Area Engagement Cycle



4.0 CONTACT INFORMATION & ADDITIONAL RESOURCES

KEY CONTACT INFORMATION

- Metro Vancouver Liquid Waste Services: LWS-Admin@metrovancover.org
- Metro Vancouver Regional Planning: RPH-RegionalPlanning@metrovancover.org

LINKS TO LWS RESOURCES AND WEBSITE

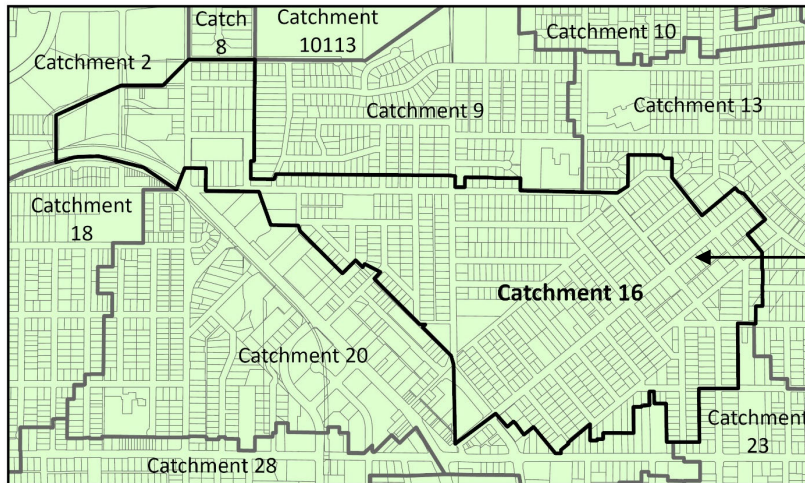
- To be added based on map portal updates

APPENDIX A: IMPLEMENTATION GUIDELINE - TRIGGER 3 EXAMPLES

Ratios:

Ratio	Description	Calculation
R1	Magnitude of population increase	$R1 = \frac{\text{Population Equivalent}_{\text{Proposed}}}{\text{Total projected population change}}$
R2	Rate of population increase (population equivalent / yr)	$R2 = \frac{\text{Population Equivalent}_{\text{Proposed}}}{\text{Years to implement}}$
R3	Density of population increase (population equivalent / ha)	$R3 = \frac{\text{Population Equivalent}_{\text{Proposed}}}{\text{Development Area}}$

Catchment 16 values are from the *Implementation Guideline Map GIS file*. The “Proposed Developments” are fictitious, and as such do not reflect any actual development proposals.



Catchment 16
 Population Difference: **4603**
 Annual Expected Growth: **135.4**
 2050 Density: **106.7**

Catchment *	Population_2016	Population_2050	Proj_Pop_Change	AnnualGrowth	Res_Area	Density2050	
1	16	3182.47	7785.67	4603.2	135.39	70.75	106.67

Proposed Development:

Population	350
Years to implement	1
Residential Area	1

Threshold Check: 350 < 400 - NOT REQUIRED

Proposed Development:

Population	500
Years to implement	2
Residential Area	5

Threshold Check:

Ratio	Calculation	Threshold	Exceeds
R1	500 / 4603 = 0.11	0.2	No
R2	500 / 2 = 250	135.4	Yes
R3	500 / 5 = 100	106.7	No

Proposed Development:

Population	1000
Years to implement	3
Residential Area	6

Threshold Check:

Ratio	Calculation	Threshold	Exceeds
R1	1000 / 4603 = 0.22	0.2	Yes
R2	1000 / 3 = 333.3	135.4	Yes
R3	1000 / 6 = 167.7	106.7	Yes

To: Mayors Committee

From: Bill Duvall, Director, Corporate Safety, Security, and Emergency Management

Date: April 26, 2024

Meeting Date: May 16, 2024

Subject: **Alternative Funding Models for E911 and NG911**

RECOMMENDATION

That the MVRD Board direct staff to work with the Union of British Columbia Municipalities to explore alternative funding models for E911 and NG911 services including but not limited to a cell phone levy.

EXECUTIVE SUMMARY

At the Mayors Committee meeting on February 1, 2023, members directed staff to explore potential funding options through the Canadian Radio Telecommunications Commission to offset increased E-Comm costs, including mobile phone user fees. Staff have reviewed this issue and recommend that staff work with the Union of British Columbia Municipalities (UBCM) to explore alternative funding models to cover all costs associated with E911 and NG911.

PURPOSE

UBCM has reached out to Metro Vancouver to request support in exploring alternate funding models for E911 and NG911.

BACKGROUND

Staff had discussions with Union of BC Municipalities (UBCM) staff regarding alternative funding models for 911 and NG911 services. Currently, in Metro Vancouver, at the local government level, 911 services are funded by household levies.

In 2023 UBCM resolved the following:

- Implementation of a 911 call answer levy on cellular devices, to address current and future financial challenges associated with the delivery of 911 services;
- Development of consistent 911 service standards, without increasing service costs for local governments;
- Creation of a provincial 911 governance model, with local government representation, to address policy and service standard issues, and manage revenue; and
- Integration of mental health call options within the 911 framework including culturally safe options for Indigenous and other racialized peoples.

Across Canada, eight (8) provinces have implemented a call answer levy, some of which only apply to cellular phones, while others also include land line telephones. Many of these provinces have expressly referenced future costs of NG911 as justification for the call answer levy.

With the rollout of NG911 over the next few years, staff expect costs for E911 to further increase which, in the current funding model, local governments will be asked to cover the costs.

ALTERNATIVES

1. That the MVRD Board direct staff to work with the Union of British Columbia Municipalities to explore alternative funding models for E911 and NG911 services including but not limited to a cell phone levy.

2. That the Mayors Committee receive for information the report dated April 26, 2024, titled “Alternate Funding Models for E911 and NG911” and provide alternate direction to staff.

To: Electoral Area Committee

From: Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services
Regional Planning and Housing Services

Date: April 30, 2024 Meeting Date: May 22, 2024

Subject: **Electoral Area A Community Wildfire Resiliency Plan**

RECOMMENDATION

That the MVRD Board:

- a) Endorse the Electoral Area A Community Wildfire Resiliency Plan as the plan for community wildfire risk reduction for Electoral Area A (excluding UBC and the University Endowment Lands) for the purposes of *MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022*;
 - b) Direct staff to apply for a FireSmart Community Funding and Support grant to help implement the Electoral Area A Community Wildfire Resiliency Plan, and to confirm Metro Vancouver will provide overall grant management; and
 - c) Direct staff to prioritize the proposed recommendations and action items in the Electoral Area A Community Wildfire Resiliency Plan, and to bring an implementation plan back to the Electoral Area Committee and MVRD Board for consideration.
-

EXECUTIVE SUMMARY

Metro Vancouver is the local authority responsible for emergency management in Electoral Area A. The majority of rural and remote communities in Electoral Area A (those outside of UBC and the University Endowment Lands) are either within or adjacent to vegetated/forested landscapes that are susceptible to wildfires. None of these areas are covered by a fire service. To help Metro Vancouver understand how to reduce the wildfire risk to these communities, B.A. Blackwell & Associates Ltd. was contracted in June 2023 to complete a Community Wildfire Resiliency Plan that follows a standard provincial template based on FireSmart disciplines. The Plan contains 35 recommendations for Metro Vancouver to consider. The recommendations fall into the following categories:

- Education (residents, administration, visitors);
- Legislation, Planning and Development;
- Interagency Cooperation;
- Cross-Training and Wildfire Response Resources (training and equipment);
- Emergency Planning; and
- Vegetation Management.

As stated in the Plan, the recommendations and action items should be considered a toolbox of options to help reduce the wildfire risk and consequence to the rural and remote communities within Electoral Area A. Considering limited Metro Vancouver staff and budget resources, staff recommend seeking grant funding from the Province and preparing an implementation plan to prioritize the Plan's recommendations.

Staff also recommend endorsing the Electoral Area A Community Wildfire Resiliency Plan as the plan for community wildfire risk reduction under *MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022*. This will enable a simplified compliance process for residents when they need to conduct small open burns of vegetative materials on their properties.

PURPOSE

To provide the recently completed Electoral Area A Community Wildfire Resiliency Plan to the Electoral Area Committee and MVRD Board for consideration of endorsement as the plan for community wildfire risk reduction under *MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022*, and to consider directing staff to apply for grant funding to assist with the implementation of wildfire resiliency recommendations.

BACKGROUND

The Electoral Area A Community Wildfire Resiliency Plan was part of the MVRD Board approved 2023 budget and work plan. An initial draft of the Plan was completed by B.A. Blackwell & Associates Ltd. in late 2023, and subsequently underwent additional review by staff from several Metro Vancouver departments. Recent feedback from staff at the Village of Lions Bay was also incorporated. The plan is now ready for consideration by the Electoral Area Committee and MVRD Board.

EMERGENCY MANAGEMENT IN ELECTORAL AREA A

Metro Vancouver is the local government for Electoral Area A, and the local authority responsible for emergency management under the *Emergency and Disaster Management Act*. Metro Vancouver has an emergency response plan in place for the entirety of Electoral Area A (Reference 1). Metro Vancouver works closely with UBC and UEL on emergency planning and management for those Electoral Area A communities, and also works with adjacent local governments and First Nations on emergency planning and response that impact rural and remote Electoral Area A communities.

For fires, only UBC and UEL are covered by fire and rescue services from the City of Vancouver. The rest of Electoral Area A does not have any established fire and rescue service areas. The BC Wildfire Service plays a key role in responding to wildfires that are on Crown Land in Electoral Area A. During an emergency in the parts of Electoral Area A outside of UBC and UEL, emergency responders from an adjacent local government may decide to respond to protect the health, safety or welfare of a person or to limit damage to property.

The Regional Public Works Mutual Aid Agreement, which was signed by the MVRD Board for Electoral Area A and which has been in effect since December 31, 2022, allows for mutual support, aid, and assistance to, among other things, ensure that public works are maintained in the event of a major emergency or other serious incident that is beyond the capacity of a single local authority to deal with on its own (see Reference 2 for more information).

PROVINCIAL COMMUNITY RESILIENCY INVESTMENT PROGRAM

The Community Resiliency Investment program provides funding and support to complete FireSmart initiatives. This program is available to local authorities to deliver FireSmart activities.

The Community Resiliency Investment program contains two funding categories:

- *FireSmart Community Funding and Supports* is dedicated funding for First Nations and local authorities to participate in wildfire prevention activities, including those on public and private land.
- *Crown Land Wildfire Risk Reduction* is targeted towards funding fuel treatments on Crown land in areas facing a higher wildfire risk near communities or critical infrastructure. It is available for internal provincial government delivery of priority activities on higher risk areas and not directly accessible by local authorities and First Nations.

FireSmart Community Funding and Support

One of the requirements to apply for funding under the FireSmart Community Funding and Supports category is a local-level plan (e.g. Community Wildfire Resiliency Plan) or other information with data that shows a wildfire threat. Under this category, local governments and First Nations with lower risk of wildfire can apply for up to \$100,000 per year (for up to two years), and those with a higher risk can to apply for up to \$200,000 per year (for up to two years). This funding may be used, among other things, to hire a FireSmart position such as a coordinator who would be responsible for the facilitation of FireSmart-related activities based on the Community Wildfire Resiliency Plan.

With the endorsement of the Community Wildfire Resiliency Plan, Electoral Area A would become eligible to apply for funding. Metro Vancouver staff recommend applying for funding through the FireSmart Community Funding and Support category to hire a temporary FireSmart coordinator who would be responsible for implementing the recommendations and actions of the Electoral Area A Community Wildfire Resiliency Plan in accordance with any MVRD Board direction.

A Board resolution indicating support for the proposed activities and willingness to provide overall grant management is required to apply for funding, which is why it is included among this report's recommendations. The 2024 deadline to apply is September 30.

ELECTORAL AREA A COMMUNITY WILDFIRE RESILIENCY PLAN (ATTACHMENT 1)

In mid-2023, Metro Vancouver contracted B.A. Blackwell & Associates Ltd. to prepare a community wildfire resiliency plan for Electoral Area A (excluding UBC and UEL). Community wildfire resiliency plans follow a standard provincial template and serve as the primary wildfire risk reduction planning mechanism for BC communities. These plans are based on seven FireSmart disciplines that represent different aspects of wildfire preparedness, management, response, prevention, mitigation and resiliency:

- Education
- Legislation and Planning
- Development Considerations
- Interagency Cooperation
- Cross-Training
- Emergency Planning
- Vegetation Management

The Electoral Area A Community Wildfire Resiliency Plan is both a localized risk assessment and an action plan to improve wildfire resiliency within Electoral Area A's Wildland-Urban Interface. It provides Metro Vancouver with a proposed action plan that can be used to guide the improvement and/or development of emergency plans, emergency response, evacuation plans, communication and education programs, bylaw development in areas of fire risk, and the management of potentially hazardous forest lands for the rural and remote communities of Electoral Area A.

The Plan makes 35 recommendations for Metro Vancouver to consider (see Table 1 of the Executive Summary in Attachment 1). The recommendations fall into the following categories:

- Education (residents, administration, visitors);
- Legislation, Planning and Development;
- Interagency Cooperation;
- Cross-Training and Wildfire Response Resources (training and equipment);
- Emergency Planning; and
- Vegetation Management.

As stated in the Plan, the recommendations and action items should be considered a toolbox of options to help reduce the wildfire risk and consequence to the rural and remote communities within Electoral Area A. Metro Vancouver will have to further prioritize implementation based on resources, strengths, constraints, and availability of funding, and regularly update the prioritization and course of actions as variables change over time.

Consultation

Development of the plan included gathering key information through questionnaires and engagement from almost all Electoral Area A communities covered by the Plan. In addition, staff from several Metro Vancouver departments (Corporate Safety, Water Services (Watersheds), and Regional Parks) reviewed and provided feedback that was incorporated into the plan. The Plan was also shared with fire and emergency planning staff at the Village of Lions Bay and the District of West Vancouver. Lions Bay staff provided feedback that was incorporated into the Plan.

A virtual community meeting is scheduled for May 16, 2024 to present the draft Plan, seek feedback from residents and provide an opportunity for residents to ask questions related to the Plan. Staff will provide a verbal report on the community meeting at the May 22 Electoral Area Committee meeting.

MVRD OPEN BURNING EMISSION REGULATION BYLAW NO. 1355, 2022 (REFERENCE 3)

The open burning emission regulation provides a simpler and more efficient way to manage open-air burning of vegetative debris in cases where specified requirements are met, while protecting air quality and health. *MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022* includes a provision for communities that have an endorsed "plan for community wildfire risk reduction" that reduces the information and forms that residents must submit before conducting an open burn of small vegetative material (less than 10 centimetres in diameter). Water access communities have

fewer information requirements than road access properties in recognition of the often remote location and based on consultation with residents that was undertaken as part of the bylaw's introduction.

Staff recommend the MVRD Board endorse the Electoral Area A Community Wildfire Resiliency Plan as the plan for community wildfire risk reduction for the purposes of *MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022* to make it easier for Electoral Area A residents (outside of UBC and UEL) to comply with the bylaw when they need to conduct open burns of vegetation, which may be necessary to reduce fire risk (by reducing the amount of potential fire fuel near homes).

NEXT STEPS

If the MVRD Board endorses the Electoral Area A Community Wildfire Resiliency Plan as the plan for community wildfire risk reduction for Electoral Area A, staff will:

- communicate the new simplified small vegetative burn process requirements to residents, including launching online forms;
- work with relevant provincial staff to prepare, review, and submit a FireSmart Community Funding and Support grant that includes a request to fund a temporary FireSmart coordinator; and
- prepare an implementation plan that prioritizes the recommendations and actions in the plan for the Electoral Area Committee and MVRD Board's consideration. If the grant is successful and a FireSmart coordinator is hired, staff would work with them to prepare this implementation plan. If the grant is not successful, staff will prepare a more limited implementation plan that is in line with existing staff and budget resources.

ALTERNATIVES

1. That the MVRD Board:
 - a) Endorse the Electoral Area A Community Wildfire Resiliency Plan as the plan for community wildfire risk reduction for Electoral Area A (excluding UBC and the University Endowment Lands) for the purposes of *MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022*;
 - b) Direct staff to apply for a FireSmart Community Funding and Support grant to help implement the Electoral Area A Community Wildfire Resiliency Plan, and to confirm Metro Vancouver will provide overall grant management; and
 - c) Direct staff to prioritize the proposed recommendations and action items in the Electoral Area A Community Wildfire Resiliency Plan, and to bring an implementation plan back to the Electoral Area Committee and MVRD Board for consideration.
2. That the Electoral Area Committee receive for information the report titled "Electoral Area A Community Wildfire Resiliency Plan", dated April 30, 2024, and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

If the MVRD Board adopts the recommendations in this report, future costs associated with the Electoral Area A Community Wildfire Resiliency Plan would be related to individual recommendations and actions that would be brought back as part of an implementation plan. These costs would also be included as part of the Electoral Area Services five-year financial plan that

is endorsed annually as part of the budget process. Both the implementation and financial plans would be considered by the Electoral Area Committee and MVRD Board. The temporary FireSmart coordinator position would only be hired if Metro Vancouver is successful in securing grant funding, so is expected to have limited budget impacts.

CONCLUSION

The recent completion of the Electoral Area A Community Wildfire Resiliency Plan provides direction and opportunities to reduce wildfire risk in the rural and remote portions of Electoral Area A and make it easier for residents to conduct small open burns while complying with Metro Vancouver's open burning regulation. Implementing the plan requires consideration of limited Metro Vancouver staff and budget resources. To address this, the recommendations include seeking grant funding, preparing an implementation plan, and endorsing the plan for the purposes of the open burning regulation. Staff recommend Alternative 1.

ATTACHMENTS

1. Electoral Area A Community Wildfire Resiliency Plan

REFERENCES

1. [Electoral Area A Emergency Response Plan](#)
2. [MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022](#)
3. Regional Public Works Mutual Aid Agreement [staff report](#) dated March 11, 2022

63768321



Metro Vancouver Electoral Area A Community Wildfire Resiliency Plan

April 23, 2024

Submitted by:

B.A. Blackwell & Associates Ltd.
270 – 18 Gostick Place
North Vancouver, BC V7M 3G3
Ph: 604-986-8346
Email: bablackwell@bablackwell.com



Submitted to:

Metro Vancouver
Electoral Area Services
4515 Central Boulevard
Burnaby, BC V5H 0C6



REGISTERED PROFESSIONAL SIGN AND SEAL

RPF PRINTED NAME	
Louis Orieux	RPF #5147
DATE SIGNED	
DRAFT	
I certify that the work described herein fulfills the standards expected of a member of the Association of British Columbia Forest Professionals and that I did personally supervise the work.	
Registered Professional Forester Signature and Seal	
DRAFT	

Cover Photo Credit: Ali Rahi; B.A. Blackwell & Associates Ltd.

ACKNOWLEDGEMENTS

The authors would like to thank the following for their direct involvement with planning, reviewing, and contributing to Electoral Area A's Community Wildfire Resiliency Plan (CWRP):

- Marcin Pachcinski (Division Manager, Electoral Area & Implementation Services)
- Tom Pearce (Planner, Electoral Area A)
- Julie Saxton (Program Manager, Enforcement & Regulation, Air Quality)

These individuals invested substantial time in meetings, answering questions, and reviewing and commenting on the contents of this document. While this list is incomplete, the authors would also like to thank the individuals from communities across Electoral Area A for their helpful information and guidance they provided throughout the CWRP's development process.

DRAFT

EXECUTIVE SUMMARY

In June 2023, B.A. Blackwell and Associates Ltd. was retained by Metro Vancouver Regional District (Metro Vancouver) to assist Electoral Area A in developing a Community Wildfire Resiliency Plan (CWRP). A CWRP is both a localized risk assessment and an action plan to improve wildfire resiliency within Electoral Area A's Wildland-Urban Interface (WUI). The CWRP is founded on the application of the seven FireSmart™ disciplines (Education, Legislation and Planning, Development Considerations, Interagency Cooperation, Cross-training, Emergency Planning, and Vegetation Management).

This CWRP provides Metro Vancouver with a proposed action plan that can be used to guide the improvement and/or development of emergency plans, emergency response, evacuation plans, communication and education programs, bylaw development in areas of fire risk, and the management of potentially hazardous forest lands for the rural and remote communities of Electoral Area A. The area of interest consists of Howe Sound mainland (including the communities of Montizambert Wynd, Strachan Point, and Ocean Point), Bowyer Island, Passage Island, the northern portions of Indian Arm, Boulder Island, Carraholly Point, western portions of Pitt Lake, and Barnston Island (Map 1 – Map 6).

Field work allowed for verified and updated fuel types and wildfire threat assessments to be combined with an office-based analysis to update the local wildfire threat for the communities' WUIs (Section 4). A key subcomponent of this analysis is the *wildfire threat class* (analyzing fuels, weather, and topography sub-components). The results of the wildfire threat class analysis are shown on Map 21 – Map 24 and tallied in Table 14. Excluding private land, the analysis shows that the majority (82%) of Electoral Area A's WUI is classified as Moderate wildfire threat – developed and undeveloped land that will support surface fires. Sixteen percent is classified as Low wildfire threat, with the remaining two percent classified as High and Extreme wildfire threat. This analysis reflects the dominance of mature C-5 fuel type conifer stands on moderate to steep slopes throughout Electoral Area A's WUI. Barnston Island is an outlier as it is entirely Low wildfire threat reflecting its subdued topography and deciduous dominated forest stands.

It has been found that during extreme wildfire events, most home destruction has been a result of low-intensity surface fire flame exposures, usually ignited by embers (firebrands). Firebrands can be transported long distances ahead of the wildfire, across fire guards and fuel breaks, and accumulate in densities that can exceed 600 embers per square meter. Combustible materials found on the exterior of and surrounding homes (the FireSmart Home Ignition Zone) combine to provide fire pathways allowing spot surface fires ignited by embers to spread and carry flames or smoldering fire into contact with structures. Because ignitability of structures and landscaping vegetation is the main factor driving structure loss, the intensity and rate of spread of wildland fires beyond the community has not been found to necessarily correspond to loss potential. For example, FireSmart homes with low ignitability may survive high-intensity fires, whereas highly ignitable homes may be destroyed during lower intensity surface fire events. Increasing ignition resistance would reduce the number of homes simultaneously on

fire; extreme wildfire conditions do not necessarily result in WUI fire disasters.¹ It is for this reason that the key to reducing WUI fire structure loss is to reduce structure ignitability. Mitigation of Home Ignition Zone hazards is the responsibility of the property owner.

Electoral Area A communities can be considered as largely intermix,² with areas/neighbourhoods of interface.³ Each community has a unique set of challenges that may or may not be shared by others, but each deserve attention to reduce wildfire risk. Wildfire poses a threat to all communities primarily from human ignition sources (which can happen almost anywhere – forest trail, highway, backyard, campsite) including from a residential fire that then spreads into surrounding vegetation and landscaping. Lightning ignitions (most often in the adjacent forests near high points of land) are far less common. Because of the rural character, very remote or isolated locations, and the observed low adherence to FireSmart residential vegetation management and exterior building materials for many structures within Electoral Area A, an emphasis on FireSmart education and residential (i.e., private land) FireSmart activities is made within this Plan. Risk communication, education on the range of available activities, and prioritization of activities should help homeowners to feel empowered to complete simple risk reduction activities on their property.

A total of 35 recommendations (acting as Metro Vancouver’s Community Wildfire Resiliency Proposed Action Plan for Electoral Area A) are presented in Table 1 within this Executive Summary and are more thoroughly discussed in their appropriate sections within this Plan. Ultimately, the recommendation and action items should be considered a toolbox of options to help reduce the wildfire risk and consequence to the rural and remote communities within Electoral Area A. Metro Vancouver will have to further prioritize implementation based on resources, strengths, constraints, and availability of funding, and regularly update the prioritization and course of actions as variables change over time. Owing to the remote, isolated nature of many of these communities, they inherently rely heavily on the coordination of self-organized local/community resources – thus, the uptake of community- and property-specific FireSmart initiatives will help them to be prepared for a wildfire event. Some communities have already self-organized for the purpose of fire and wildfire planning and risk reduction. Metro Vancouver should support as much as possible these groups while also seeking out “Community Champions” to spearhead grassroots organization in other communities that have not done so yet.

¹ Calkin, D., J. Cohen, M. Finney, M. Thompson. 2014. *How risk management can prevent future wildfire disasters in the wildland-urban interface*. Proc Natl Acad Sci U.S.A. Jan 14; 111(2): 746-751. Accessed online 1 June, 2016 at <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3896199/>.

² Homes and structures are largely situated within the vegetated/forested landscape.

³ Homes and structures are largely situated adjacent to vegetated/forested landscapes surrounding the community/neighbourhood.

Table 1: Toolbox of recommendations and proposed action plan for Metro Vancouver and Electoral Area A’s Community Wildfire Resiliency Plan

Item	Recommendation	Rationale/Additional Information	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
Education - Section 5.2						
Residents						
1	Continue to promote FireSmart approaches for wildfire risk reduction to homeowners, businesses, and stakeholders through FireSmart workshops, open houses, and/or presentations. Supply FireSmart resources during these engagement campaigns and promote the FireSmart Begins at Home mobile app as a method of conducting home assessments.	As many homes and communities are quite remote, offering presentations and workshops remotely could increase attendance, however, in person events (especially for Howe Sound mainland) should also be considered. FireSmart BC resources help present a unified message. Print resources are popular and easy to distribute. Take notes on what outreach methods have the most uptake and where, and adapt the program accordingly over time.	Metro Vancouver (Consultant)	Ongoing	Continued growth in uptake and attendance of the FireSmart program.	CRI FCFS funding resources for Education events (banners, brochures, promo items, and professionals to attend).
2	Launch a FireSmart social media campaign targeting platforms and online community groups used by Electoral Area residents. Most EA-A communities have some form of community social media communication group – whether through email, Facebook, WhatsApp, etc. Metro Vancouver can run the campaign through its own social media programs as well as provide the content to identified community leaders.	This can be a cost effective and wide-reaching method used to continue FireSmart education within communities. [CRI FCFS funding is available to hire a consultant to develop FireSmart social media campaigns]	Metro Vancouver (Consultant)	Campaign launched within 3 years	Increased FireSmart awareness among residents. Increase of people at FireSmart events.	CRI FCFS funding available. Contracted services to develop (~\$5,000 and deliver~\$2,000).
3	Provide FireSmart Home Ignition Zone (HIZ) assessments to residents as a tool to educate them on what are and aren’t fire and wildfire risks on the home and property. A completed assessment is also a qualification requirement for the FireSmart Rebate Program (see Recommendation #31).	These assessments will detail specific FireSmart structure upgrades and landscaping recommendations private landowners can then action on to reduce wildfire risk within the Home Ignition Zone.	Metro Vancouver (Consultant)	HIZ assessment registration open (1 year); assessments being completed (2 years)	HIZ assessments are being completed.	CRI FCFS funding for assessments (up to \$265/home), including applicable travel costs.
4	Promote the Farm and Ranch Wildfire Preparedness Program to residents of Barnston Island by offering	Barnston Island has large rural areas with agricultural properties. Previous large-scale emergencies have highlighted the importance of	Metro Vancouver	Launch assessments within 2 years	Farms begin to have Wildfire Plans completed.	CRI FCFS funding for assessments.

Item	Recommendation	Rationale/Additional Information	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
	free Hazard Assessments and holding workshops to assist farmers in completing a Wildfire Plan.	having a Wildfire Plan, especially when it comes to animal evacuation.				
Administration						
5	<p>a) Create a FireSmart Coordinator position to lead implementation of FireSmart activities and CWRP recommendations in Electoral Area communities. The FireSmart Coordinator should be trained as a Local FireSmart Representative (LFR) and should also take the free online Wildfire Risk Reduction (WRR) course offered by FireSmart BC.</p> <p>b) Have the FireSmart Coordinator (and other Community FireSmart and Resiliency Committee members, as wanted) attend FireSmart BC's annual Wildfire WUI Symposium.</p>	<p>a) An internal FireSmart coordinator is an efficient way to deliver FireSmart programs and to retain continuity.</p> <p>b) The Wildfire Resiliency and Training Summit brings together FireSmart and wildfire professionals from across the province and provides great educational and networking opportunities.</p>	Metro Vancouver	<p>a) 1 year</p> <p>b) Yearly</p>	<p>a) Internal or external person acting as the Electoral Area's FireSmart Coordinator.</p> <p>b) FireSmart Coordinator attends WUI Symposium annually.</p>	CRI FCFS funding available for both the FireSmart Coordinator position and for persons to attend the WUI Symposium.
6	Increase public awareness of this Community Wildfire Resiliency Plan.	Increasing awareness of wildfire risk also increases community resiliency through household emergency planning and support of FireSmart.	Metro Vancouver	1 year from CWRP completion	Awareness by residents - consider a survey.	Staff time to update website, and media posts. Newspaper ads ~\$300 each.
7	In step with Recommendations #29 and 30, Metro Vancouver should seek opportunities to link organized communities with BCWS and Local FireSmart Representatives to facilitate training and education opportunities.	Communities such as Kildare Estates (Bowyer Island) and Passage Island have initiated or completed training and education by trying to link to BCWS and/or local professionals. Metro Vancouver should take the lead and facilitate further training and education events for other communities as they self-organize.	Metro Vancouver (BCWS; Local FireSmart Coordinators)	As required	Training and education for communities is being facilitated by Metro Vancouver.	Internal time and cost, as required.
Visitors						
8	<p>Lobby BC Parks to install FireSmart educational signage at all BC Park camp and recreation sites within or affecting EA-A WUI communities.</p> <p>Metro Vancouver should follow suit for all Metro Parks (and by lobbying adjacent jurisdictions as required)</p>	These signs provide both visitors and residents a quick snapshot of how their actions and activities can inadvertently increase wildfire and ignition risks, as well as introduces visitors to FireSmart – a message they can take home with them.	Metro Vancouver (BC Parks; adjacent Municipalities as applicable)	5 years (signs installed), starting with the most heavily trafficked points.	Wildfire risk signs at the highest traffic points have been installed.	Sign cost ~\$800 for purchase and installation per sign (highly variable).

Item	Recommendation	Rationale/Additional Information	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
	within or affecting EA-A's WUI, including associated infrastructure (i.e., boat launches, e.g., Pitt Lake boat launch at Grant Narrows Park).					
Legislation, Planning and Development - Section 5.3						
9	Complete or schedule periodic updates of the CWRP. The frequency of updates is dependent upon major changes which would impact local wildfire risk, funding changes that may lead to new opportunities or the rate at which wildfire risk reduction efforts are implemented.	A current (i.e., no more than 5 years old) CWRP is a requirement for further funding under the CRI Program. Reassess and reprioritize proposed and complete.	Metro Vancouver (Consultant)	5 Years	Metro Vancouver Electoral Area A always has an up-to-date CWRP and action plan	CRI FCFS funding up to \$15,000 for updates. Incremental staff hours for project management (40-80).
10	Consider that Section 5 of this CWRP, which is the Action Plan for Metro Vancouver to implement in EA-A, applies to all rural and remote properties and communities, so that those that qualify can benefit from the streamlined approach to authorize emissions from open burning of vegetative debris created by the <i>Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022</i> , as well as all other FireSmart recommendations.	Vegetative debris management through open burning is an option for all rural and remote communities in EA-A. It is the ignitability of structures and landscaping vegetation within 30 m of the structure that is the main factor driving structure loss, not the intensity and rate of spread of wildland fires beyond that – thus all recommendations proposed in this Plan can lower wildfire risk to any property within EA-A.	Metro Vancouver	Upon adopting this CWRP	All qualifying rural and remote properties are considered included in this plan.	n/a
11	In addition to the provisions for open burning stated in Bylaw No. 1355, 2022, it is recommended (if not considered or developed already) that all rural and remote properties within EA-A be provided with an information package that details best practices for open burning.	To further education on the new bylaw, and to ensure best practices for safe pile burning. This package should reference, and/or include at a minimum, relevant information and graphics from the BCWS Wildfire Risk Reduction Pile Construction and Burning Guidance document, as well as recommend that all piles/burn sites have a one metre non-combustible perimeter, water and firefighting tools be available on-site, and not letting piles smolder or burn overnight.	Metro Vancouver	Within 2 Years	Information package developed and mailed to all properties.	Internal or consultant time/funds for development.
12	Consider the development and implementation of an Interface Wildfire Hazard Development Application	The most effective option for local governments that include rural and remote communities to encourage FireSmart principles in development	Metro Vancouver (Consultant)	5 Years	AIA developed and implemented.	Incremental staff hours. CRI FCRS up to

Item	Recommendation	Rationale/Additional Information	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
	Information Area (AIA) that includes all rural and remote communities throughout the Electoral Area.	and landscaping. A Development Permit Area may be neither acceptable to government and residents, nor feasible to implement and manage. Consider including information explaining and describing fire test standards of exterior building materials – as discussed and described in the NRC National Guide for Wildland-Urban Interface Fires, Section 3.3.				\$10,700 for AIA development.
13	If Metro Vancouver develops any critical infrastructure within the area this Plan covers, they should be constructed in accordance with FireSmart structure and landscaping principles.	For more effective response to and recovery from a wildfire emergency.	Metro Vancouver	n/a	n/a	CRI FCFS: up to \$45,000 per critical infrastructure with estimated incremental staff hours or contract cost.
Interagency Cooperation - Section 5.4						
14	EA-A's FireSmart Coordinator should join the North Shore Watershed Wildfire Strategic Partners Working Group.	This group was established prior to the formal existence of Community Wildfire Resiliency Committees (CFRC), with intent to act as a regional-scale equivalent to a CFRC for Vancouver regional communities. This group provides an opportunity to share information on planned activities and learn from other stakeholders, and will help efficiently to plan and deliver EA-A's FireSmart program in line with those adjacent jurisdictions currently doing so.	Metro Vancouver (FireSmart Coordinator)	Yearly and ongoing	Metro Vancouver EA-A FireSmart Coordinator is participating in the group.	At least 8 internal hours per meeting to prepare, participate and debrief; CRI FCFS up to \$2,140 per meeting.
15	EA-A should develop its own internal CFRC that includes the FireSmart Coordinator, BCWS, and (eventually) identified community leaders, as applicable.	This would allow for information to be passed down from higher level planning and discussions at the District level to the community level. This would also provide a voice for those communities in their local FireSmart and wildfire mitigation planning processes, as well as allow for meaningful information to be delivered to their own communities.	Metro Vancouver (FireSmart Coordinator) (Community Leaders)	Within 1 year, then ongoing	EA-A has its own active CFRC.	At least 8 internal hours per meeting to prepare, participate and debrief; CRI FCFS up to \$2,140 per meeting.

Item	Recommendation	Rationale/Additional Information	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
16	EA-A FireSmart Coordinator should participate in the annual The Tri-City Wildfire Inter-Agency Preparedness Meeting.	For cross-jurisdictional relationship building and wildfire risk reduction and FireSmart initiative learning and planning.	FireSmart Coordinator (Tri-City Wildfire Inter-Agency Preparedness Meeting)	Within 1 year, then ongoing	EA-A FireSmart Coordinator participates in the annual meeting.	At least 8 internal hours per meeting to prepare, participate and debrief. Potential to use CRI FCFS funding, up to \$2,140 per meeting.
17	Engage with additional agencies that own or manage high ignition risk infrastructure (BC Ministry of Transportation and Infrastructure, Canadian National Railway, BC Hydro) specifically about managing the vegetative fuel loads within their right-of-ways or on their properties.	These transportation corridors and infrastructure represent a considerable fire ignition risk within the EA-A's WUI. They are often lined with grass (rail-lines, highways) and can have brushed debris left in them. The recent Lytton wildfire disaster showed how wildfire can move quickly through urban areas in un-managed or poorly managed grass-dominated fuel network, creating an urban conflagration scenario that quickly overwhelmed local fire departments and response agencies. Ensuring grass and other fuels associated with these infrastructures are managed properly, especially during fire season, can greatly limit a fire's ability to spread quickly and becoming a wildfire/urban conflagration emergency.	Metro Vancouver (Identified stakeholders)	Engage with all within 2 years	Grass and other fuels associated with high ignition risk infrastructure are being continually managed.	Internal hours, amount dependent on level of engagement.
Cross-Training and Wildfire Response Resources - Section 5.5						
Training						
18	There may be opportunities for community members to receive basic wildfire response training, such as the S-100 course, which is required to meet the training requirements under Section 26.3.1 Forestry Operation Fire Fighting of B.C.'s Occupational Health and Safety Regulation.	To increase wildfire response capabilities for rural and remote communities that provide their own firefighting response, as well as giving them the ability to work with wildfire response crews. This training was given to some residents in the Shuswap during the 2023 wildfires – BC wildfire	Metro Vancouver	5 years	All rural and remote communities have had at least one workshop delivered to residents.	CRI FCFS potential funding – training funding is typically for formal fire and emergency response agencies.

Item	Recommendation	Rationale/Additional Information	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
		recognized the value of local knowledge in their response efforts. ⁴				
19	Have the FireSmart Coordinator organize BCWS site tours of communities to allow for engagement, discussions, and response discussions and information sharing.	To further community relationships with BCWS and provide an opportunity to review and discuss response equipment in place or that could be valuable to residents/communities.	Metro Vancouver (BCWS)	1 year and ongoing	BCWS personnel visit one community once per year.	Internal funding for staff time/cost.
20	Continue cross-training opportunities between BCWS Fraser Fire Zone (Cultus/Haig fire base) staff and Metro Vancouver Watershed Protection staff and initial attack crews.	To maintain and increase wildfire response capabilities to rural and remote communities. Regular in-person cross-training between BCWS is imperative for familiarization with each other's equipment and to address any incompatibilities.	Metro Vancouver (BCWS)	1 year and ongoing as required	Cross-training drills are completed at least once every two years.	CRI FCFS funding is available for cross-training.
21	Continue offering training opportunities for Metro Vancouver staff, including Emergency Operations Centre (EOC) and Incident Command System (ICS) courses, as well as First Nation cultural sensitivity training.	ICS-100 is an online course that provides an introduction to effective control of an emergency site; other levels of ICS provide more detailed training. BCWS uses the ICS system. First Nation reservation communities – sensitivity training is important for further education and awareness of First Nation considerations while working in their traditional territories and communities.	Metro Vancouver	1 year and ongoing	Required staff have needed training.	CRI FCFS: staff time and course cost (ICS-100 \$25 online)
22	Metro Vancouver staff that will be involved in FireSmart planning, or response to a wildfire event, should consider taking basic FireSmart courses, such as Local FireSmart Representative training.	So that those involved at the local government and management level are aware of, understand, and can discuss FireSmart.	Metro Vancouver	3 Years	Staff involved in FireSmart planning, at a minimum, have taken FireSmart courses.	Local FireSmart Representative training is free. CRI FCFS funding for time to take the course.
Equipment						
23	Metro Vancouver, in consultation with BCWS, should continue to acquire (and then provide training for) wildland firefighting equipment for EA-A communities.	Metro Vancouver should consult with BCWS Fraser Fire Zone (Cultus/Haig fire base) staff on what equipment should be prioritized, and then schedule training sessions with it. This would	Metro Vancouver (BCWS)	5 Years	Basic wildfire fighting equipment is purchased and delivered.	Internal funding. CRI FCFS equipment purchase funding is

⁴ <https://www.cbc.ca/news/canada/british-columbia/shuswap-region-training-fires-1.6951502#:~:text=Over%20the%20weekend%2C%20a%20number,to%20be%20willing%20to%20adjust>

Item	Recommendation	Rationale/Additional Information	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
	<p>Explore the efficacy of roof/gutter/ground mounted sprinklers, especially for more rural/remote properties.</p> <p><i>Note:</i> Larger fires would not rely on resident response; they would be actioned by Metro Vancouver Watershed Protection and BCWS. Local community considerations will determine the level of equipment, training, etc. needed.</p>	<p>deliver basic fire suppression equipment to rural and remote communities that are self-reliant for fighting fire and wildfire. Consider making this an incentive for those communities that self-organize, under an identified community champion, and have completed FireSmart Home Ignition Zone assessments.</p> <p><i>Note regarding sprinklers:</i> water availability assessments and delivery planning should be completed first to ensure efficacy and practicability.</p>				for fire departments and response agencies.
Emergency Planning - Section 5.6						
24	<p>Continue participating in bi-weekly Fire Conditions Task Group meetings during the fire season. Consider joint wildfire specific tabletop emergency scenarios with emergency management partners, such as with the North Shore Watershed Wildfire Strategic Partners Working Group. Consider fires approaching from likely directions (i.e., wildfires moving north up valley and upslopes) and how that would affect communication, evacuations, response, etc.</p>	<p>Tabletop exercises provide an opportunity to identify weak spots in a plan and collaborate.</p>	<p>Metro Vancouver</p> <p>(Applicable regional, municipal, and wildfire response partners)</p>	<p>Every 2 years, at a minimum</p>	<p>A wildfire specific table-top exercise is completed every two years.</p>	<p>CRI FCFS Emergency Planning: up to \$2,140 per meeting. Possibly CRI CEMF.</p>
25	<p>If not done so already, develop and action a Wildfire Response Preparedness Condition Guide (Table 21). Tailor this guide to Metro Vancouver and EA-A's specific structure and edit it after mock-exercises/table-top drills.</p>	<p>To guide risk management primarily during times of High and Extreme wildfire danger levels.</p>	<p>Metro Vancouver</p> <p>(CFRC, BCWS)</p>	<p>5 years</p>	<p>A Wildfire Response Preparedness Condition Guide has been developed.</p>	<p>CRI FCFS Emergency Planning funds available.</p>
26	<p>Pre-plan emergency community water delivery systems to connect major natural water sources with interface communities/structures to facilitate deployment of a structural protection system.</p>	<p>EA-A has many large natural water bodies and streams/creeks to draw from in the event of a wildfire. Many communities already have water systems utilizing these. Shuttling or pumping water from lakes and rivers to fill bladders may be planned in advance, including access points,</p>	<p>Metro Vancouver</p> <p>(BCWS)</p>	<p>5 Years</p>	<p>Assess community water delivery for each community, as practicable. Develop and test</p>	<p>CRI: Assessment of Community Water Delivery Ability funding available for incremental staff</p>

Item	Recommendation	Rationale/Additional Information	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
		permanent large-volume pumps, permanent cisterns/reservoirs, and piping.			community specific plans.	hours or contractor cost.
27	If not done already (i.e., in an existing plan), identify what boats/resources are available for each water access community. Confirm boat and crew availability during times of High/Extreme fire weather danger.	To allow for appropriate response, support, and evacuation during a wildfire emergency for boat access rural and remote communities.	Metro Vancouver (BCWS) (Port Authority – potentially)	5 years	One boat is equipped as such, with trained personnel, for response to Howe Sound and Indian Arm.	Up to \$45,000/per year. Four year/phases identified as part of CRI FCFS funding.
28	Metro Vancouver should continue to promote the Alertable system to residents and visitors.	Clear, consistent, concise, and quick communication during an emergency event and evacuation are integral to the prevention of loss of life. A lack of this was identified as an issue during recent WUI fire disasters, such as that in Lahaina, Maui, USA and Fort McMurray, Alberta.	Metro Vancouver	Ongoing	Continued uptake of the Alertable system (can track downloads from app providers).	Metro Vancouver for promotion.
29	Consider a communications protocol between Metro Vancouver emergency services and EA-A communities with no landline nor cell phone service, limiting the use of the Alertable app. This could include a point person in each community to initiate communications with that can then relay throughout the community, which could be done via a dedicated VHF radio frequency.	To further solidify emergency communications between Metro Vancouver, relevant emergency services, and rural and remote communities.	Metro Vancouver (Community leader)	3 Years	Emergency communication protocol has been developed, and is tested periodically.	Internal Metro Vancouver time and costs.
30	Update EA-A’s specific Hazard, Risk, and Vulnerability Assessment (HRVA) with relevant information from this, and subsequent updated, CWRPs.	To incorporate the most up to date wildfire risk analysis and information into the assessment.	Metro Vancouver (Consultant)	Upon each HRVA update	HRVA is updated with the most recent information from EA-A’s CWRP.	Consultant costs.
Vegetation Management - Section 5.6						
31	In conjunction with provided home FireSmart Assessments (see Recommendation #3), offer a local rebate program to property owners that have completed a FireSmart home assessment.	FireSmart home assessments encourage action in the FireSmart Home Ignition Zone of a community. Offer a rebate program (funded through CRI FCFS) to residents who have a pre- and post-work FireSmart assessment conducted.	Metro Vancouver FireSmart Coordinator	With each CRI FCFS funding cycle	Number of properties participating annually.	50% of costs per property up to \$5,000, plus 2 hours administration time per property (CRI FCFS).

Item	Recommendation	Rationale/Additional Information	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
	Metro Vancouver should advertise that the amount eligible for rebate is \$5,000 each CRI FCFS funding cycle.	Focus on removal of conifer hedges and upgrading exterior structure materials.				
32	Apply to CRI FCFS for funding to develop Neighbourhood FireSmart Plans for each EA-A rural and remote community. As part of this process, push for the identification of a “Community Champion”, a person to be the main communication point between Metro Vancouver and their community, as well as the person to promote FireSmart within their community.	There are many small communities throughout EA-A that, by working together, could reduce their community-scale wildfire risk easily and substantially – some are already self-organized and have begun doing so. The Plans are a tool to help neighbourhood residents understand their wildfire hazard and develop a plan on how to reduce it.	Metro Vancouver FireSmart Coordinator	5 Years	All rural and remote communities in EA-A have a Neighbourhood Plan.	Eligible for UBCM CRI funding.
33	Continuing from the Neighbourhood FireSmart Plans (Recommendation #32), support and promote the FireSmart Canada Neighbourhood Recognition Program (FCNRP) to communities within EA-A	To continue supporting EA-A communities and their community champions to complete wildfire risk reduction measures. The program supports a small-scale approach for neighbourhoods consisting of 5-50 homes, with the intent to implement achievable FireSmart goals.	Metro Vancouver FireSmart Coordinator	In line with Neighbourhood FireSmart Plan completions	Increase in number of recognized communities.	FireSmart Canada \$500 for support.
34	Promote the FireSmartBC online landscaping hub to EA-A residents to support them in incorporating FireSmart vegetation into their landscaping choices.	The hub has information and tables that identify plant species best suited for the various geographic regions throughout the province to support a community’s overall wildfire resiliency plan.	Metro Vancouver FireSmart Coordinator	1 Year	Information delivered to residents.	Metro Vancouver internal time/cost.
35	Lobby BC Parks to allow homeowners to perform simple FireSmart vegetation management within the extended zone (up to 30 m) of their property that may cross over into BC Park tenure.	To allow for vegetation management within the entire Home Ignition Zone, including where it encroaches into a BC Park, to be possible.	Metro Vancouver FireSmart Coordinator	2 Years	Discussions have initiated.	Metro Vancouver internal time/cost.

TABLE OF CONTENTS

Registered Professional Sign and Seal.....	i
Acknowledgements.....	ii
Executive Summary.....	iii
SECTION 1: Introduction.....	1
1.1 Overview.....	1
1.2 Plan Purpose and Goals.....	2
1.3 Plan Development Summary.....	2
SECTION 2: Relationship to Other Plans and Legislation.....	3
2.1 Linkages to CWPPs/CWRPs.....	3
2.2 Local Plans and Bylaws.....	3
2.3 Higher-Level Plans and Legislation.....	7
SECTION 3: Community Description.....	9
3.1 Wildland-Urban Interface.....	9
3.2 Community Descriptions.....	14
3.3 Values at Risk.....	16
3.3.1 Electrical Power.....	16
3.3.2 Water and Sewage.....	17
3.3.3 Hazardous Values.....	17
3.3.4 Cultural and High Environmental Values.....	18
3.3.5 Other Resource Values.....	19
SECTION 4: Wildfire Risk Assessment.....	20
4.1 Wildfire Environment.....	20
4.1.1 Topography.....	21
4.1.2 Fuel.....	26
4.1.3 Weather.....	30
4.2 Wildfire History.....	34
4.2.1 Historic Fire Regime.....	34
4.2.2 Wildfire Occurrences.....	35
4.3 Local Wildfire Threat Assessment.....	40
4.3.1 Wildfire Threat Class Analysis.....	40

4.3.2	WUI Risk Class Analysis.....	41
4.4	Hazard, Risk, and Vulnerability Assessment.....	45
SECTION 5: FireSmart Principles.....		46
5.1	Community Overview.....	47
5.2	Education.....	49
5.3	Legislation, Planning and Development Considerations.....	54
5.4	Interagency Cooperation.....	58
5.5	Cross-Training and Wildfire Response Resources.....	62
5.6	Emergency Planning.....	66
5.7	Vegetation Management and Residential FireSmart Activities.....	72
SECTION 6: Appendices.....		i
6.1	Appendix A: Local Wildfire Risk Process.....	i
6.1.1	Appendix A-1: Fuel Typing Methodology and Limitations.....	i
6.1.2	Appendix A-2: Wildfire Fire Threat Spatial Analysis Methodology.....	ii
6.1.3	Appendix A-3: WUI Risk Spatial Analysis Methodology.....	vi
6.1.4	Appendix A-4: Wildfire Threat Plot Locations.....	vi
6.1.5	Appendix A-5: Proximity of Fuel to the Community.....	vi
6.2	Appendix B: WUI Threat Assessment - Worksheets and Photos.....	ix
6.3	Appendix C: Maps.....	ix
6.4	Appendix D: List of First Nations and Associated Governments Consulted.....	x

LIST OF TABLES

Table 1: Toolbox of recommendations and proposed action plan for Metro Vancouver and Electoral Area A's Community Wildfire Resiliency Plan.....	v
Table 2: Summary of bylaws 1082 and 1355.....	4
Table 3: Other Metro Vancouver Bylaws (paraphrased) and their relation to the CWRP.....	5
Table 4: Metro Vancouver Regional District Area A Official Community Plan Bylaw 1250, 2017 and its relation to the CWRP.....	6
Table 5: Strategies relevant to this CWRP in Metro Vancouver's Climate 2050.....	7
Table 6: Strategies relevant to this CWRP in Metro 2050, the Metro Vancouver regional growth strategy.....	7
Table 7: Higher-Level legislations relevant to wildfire planning and risk mitigation within EA-A.....	8
Table 8: Land Ownership within the WUI.....	9

Table 9: Species and Ecosystems at Risk in the WUI – BC Conservation Data Center. Asterisks mark Federally listed species at risk with critical habitat identified in the WUI.....	19
Table 10: Slope Percentage and Fire Behaviour Implications.....	22
Table 11: Slope Position of Value and Fire Behaviour Implications.....	22
Table 12: Fuel types in the Wildland-Urban Interface.....	27
Table 13. Natural Disturbance Types (NDTs) of EA-A’s WUI.....	35
Table 14: Wildfire threat summary for the WUI, excluding private land.....	41
Table 15: WUI risk class ratings within Electoral Area A’s WUI.....	42
Table 16: General FireSmart vulnerability and resilience factors identified for communities within EA-A.....	48
Table 17: Proposed education recommendation and action items.....	51
Table 18: Proposed legislation, planning and development recommendation and action items.....	56
Table 19: Proposed interagency cooperation recommendation and action items.....	60
Table 20: Proposed cross-training recommendation and action items.....	64
Table 21: Example of a Wildfire Response Preparedness Condition Guide.....	69
Table 22: Proposed emergency preparedness recommendation and action items.....	70
Table 23: Proposed vegetation management action items.....	75
Table 24: Fuel Type Categories and Crown Fire Spot Potential. Only summaries of fuel types encountered within the WUI are provided.....	ii
Table 25: Description of variables used in spatial analysis for WUI wildfire risk assessment.....	iii
Table 26: Fire Threat Class scoring components.....	iv
Table 27: Wildfire Threat Classes and their associated summed scores.....	v
Table 28: Summary of Wildfire Threat Assessment (WTA) Worksheets.....	vi
Table 29: Proximity to the Interface.....	viii

LIST OF FIGURES

Figure 1: Graphic display of the fire behaviour triangle, and a subset of characteristics within each component.....	21
Figure 2: Average number of danger class days during the fire season for the TS McNabb fire weather station (2010-2022). Applicable to Howe Sound and Bowyer Island.....	31
Figure 3: Average number of danger class days during the fire season for the Coquitlam GVRD fire weather station (2010-2022). Applicable to Indian Arm.....	31
Figure 4: Average number of danger class days during the fire season for the UBC Research weather station (2010-2022). Applicable to Passage Island, Boulder Island, Carraholly Point, Pitt Lake, and Barnston Island.....	32
Figure 5: Daily average initial spread index rose for the TS McNabb fire weather station during the fire season (April – October).....	33
Figure 6: Daily average initial spread index rose for the UBC Research fire weather station during the fire season (April – October).....	33

Figure 7. Historical wildfire ignitions for Electoral Area A, categorized by ignition cause and decade. 36

Figure 8: Electoral Area A Interface Wildfire HRVA 45

Figure 9: A pre-incident planning checklist that can be used to help develop a pre-incident wildfire suppression plan and associated maps..... 68

Figure 10: FireSmart Home Ignition Zone 72

Figure 11: FireSmart Home and Critical Infrastructure Ignition Zone (HIZ, CIZ) vii

LIST OF MAPS

Map 1: Overview of the Wildland-Urban Interface for the rural and remote communities of Electoral Area A..... 10

Map 2: Ownership and WUI for Howe Sound, Bowyer Island, and Passage Island. 11

Map 3: Ownership and WUI for Indian Arm..... 11

Map 4: Ownership and WUI for Pitt Lake. 12

Map 5: Ownership and WUI for Boulder Island and Carraholly Point. 12

Map 6: Ownership and WUI for Barnston Island. 13

Map 7: Slope, by slope class, for Howe Sound, Bowyer Island, and Passage Island..... 23

Map 8: Slope, by slope class, for Indian Arm. 23

Map 9: Slope, by slope class, for Pitt Lake. 24

Map 10: Slope, by slope class, for Boulder Island and Carraholly Point. 24

Map 11: Slope, by slope class, for Barnston Island. 25

Map 12: Updated fuel types for Howe Sound and Passage Island. 28

Map 13: Updated fuel types for Indian Arm. 28

Map 14: Update fuel types for Pitt Lake. 29

Map 15: Updated fuel types for Barnston Island..... 29

Map 16: Natural disturbance regimes and historical fire ignitions and occurrences within and surrounding Howe Sound's WUI..... 37

Map 17: Natural disturbance regimes and historical fire ignitions and occurrences within and surrounding Indian Arm's WUI. 37

Map 18: Natural disturbance regimes and historical fire ignitions and occurrences within and surrounding Pitt Lake's WUI. 38

Map 19: Natural disturbance regimes and historical fire ignitions and occurrences within and surrounding Boulder Island's and Carraholly Point's WUI..... 38

Map 20: Natural disturbance regimes and historical fire ignitions and occurrences within and surrounding Barnston Island's WUI. 39

Map 21: Wildfire Threat and WUI Risk Classes (none present) for Howe Sound and Passage Island..... 43

Map 22: Wildfire Threat and WUI Risk Classes for Indian Arm..... 43

Map 23: Wildfire Threat and WUI Risk Classes (none present) for Pitt Lake..... 44

Map 24: Wildfire Threat and WUI Risk Classes (none present) for Barnston Island..... 44

FREQUENTLY USED ACRONYMS

AOI	Area of Interest
BC	British Columbia
BCWS	British Columbia Wildfire Service
BEC	Biogeoclimatic Ecosystem Classification
CFFDRS	Canadian Forest Fire Danger Rating System
CFS	Community Funding and Support
CI	Critical infrastructure
CIFFC	Canadian Interagency Forest Fire Centre
CRI	Community Resiliency Investment
CWPP	Community Wildfire Protection Plan
CWRP	Community Wildfire Resiliency Plan
DPA	Development Permit Area
EA-A	Metro Vancouver Electoral Area A
EMBC	Emergency Management British Columbia
EPA	Emergency Program Act
FBP	Fire Behavior Prediction System
FCFS	FireSmart Community Funding and Supports: Stream 1 of the UBCM CRI Program
HIZ	Home Ignition Zone
ICS	Incident Command System
MOF	Ministry of Forests
MOTI	Ministry of Transportation and Infrastructure
NDT	Natural Disturbance Type
PSTA	Provincial Strategic Threat Assessment
UBCM	Union of British Columbia Municipalities
VAR	Values at Risk
WUI	Wildland-Urban Interface

SECTION 1: INTRODUCTION

1.1 OVERVIEW

In July 2023, B.A. Blackwell and Associates Ltd. was retained by Metro Vancouver Regional District (Metro Vancouver) to develop the first Community Wildfire Resiliency Plan (CWRP) for the rural and remote communities of Electoral Area A (EA-A), which includes:

- Lands along Howe Sound, located between the District of West Vancouver and Squamish-Lillooet Regional District (excluding the Village of Lions Bay). This includes the communities of Ocean Point, Strachan Point and Montizambert Wynd;
- Bowyer and Passage Islands (in Howe Sound);
- Northern portion of Indian Arm;
- Boulder Island and Carraholly Point (at the southern end of Indian Arm);
- West side of Pitt Lake; and,
- Barnston Island (in the Fraser River, west of Golden Ears Bridge).

CWRPs are currently being developed at many jurisdictional and geographic scales, and are individually tailored to address the needs of different communities in response to their size, their capacity, and the unique threats that they face. Despite these differences, the goals of a CWRP remain the same and are founded in the seven FireSmart™ disciplines: Education, Legislation & Planning, Development Considerations, Interagency Cooperation, Cross-Training, Emergency Planning and Vegetation Management.

Recent wildfire disasters like those experienced in Oregon State (2020), Washington State (2014, 2015, 2020, 2023), Fort McMurray, Alberta (2016), BC (2017, 2018, 2021, 2023), and California (2017, 2018, 2020) all display the vulnerability of communities and the potential toll of wildfires on families, neighbourhoods, public health, and the economy of entire regions. These events, along with important advances in loss prevention programs, have spurred the need for greater consideration and due diligence concerning fire risk in the wildland-urban interface (WUI).⁵ CWRPs are an invaluable opportunity to proactively manage wildfire risk and increase community resilience to wildfire.

This CWRP was self-funded by Metro Vancouver, but was completed following the template and standards set for CWRPs by the Union of BC Municipalities (UBCM) Community Resiliency Investment (CRI) FireSmart Community Funding and Supports (FCFS) Program to ensure that proposed recommendations can qualify for future funding opportunities.

⁵ Wildland-urban interface is defined as the presence of structures in locations in which conditions result in the potential for their ignition from flames and firebrands/embers of a wildland fire (National Fire Protection Association).

1.2 PLAN PURPOSE AND GOALS

The purpose of this CWRP is to identify the level of interface wildfire risk to each community by providing a current and accurate understanding of the threats to human life, infrastructure, and values at risk from wildfire. This CWRP is intended to serve as a framework to guide the implementation of specific actions and strategies to:

- 1) Increase the efficacy of fire suppression and emergency response,
- 2) Reduce potential impacts and losses to property and critical infrastructure from wildfire, and
- 3) Reduce wildfire behavior threat within the community.

To help guide and accomplish the above strategies, this CWRP will provide the Metro Vancouver with:

- 1) An assessment of values at risk and potential consequences from wildfire,
- 2) An assessment of wildfire risk to the communities,
- 3) Maps of fuel types and wildfire threat,
- 4) An assessments of emergency response capacity for the communities, and
- 5) Options and strategies to reduce wildfire risk in the seven FireSmart disciplines: education, legislation and planning, development considerations, interagency cooperation, cross-training, emergency planning, and vegetation management.

1.3 PLAN DEVELOPMENT SUMMARY

The CWRP process consists of five general phases:

- 1) Planning of the Community FireSmart Resiliency Committee (CFRC); see Section 5.4. Consultation with the Metro Vancouver and information sharing with stakeholders and First Nations occurred throughout the plan's development;
- 2) Review of relevant plans and legislation regarding emergency response and wildfire (Section 2);
- 3) Community description and identification of values at risk (Section 3);
- 4) Assessment of the local wildfire risk (Section 4); and
- 5) Analysis and action plan for each of the seven FireSmart disciplines (Section 5).

Funding for this CWRP did not allow for every community to be visited. Where practicable, some private property owners in communities did allow access and provide informative tours. Additionally, through questionnaires and engagement, key information was gathered from almost all communities. The information gathered through these various means helped to form the recommendations and rationales within this Plan.

SECTION 2: RELATIONSHIP TO OTHER PLANS AND LEGISLATION

Wildfires can affect all aspects of a community. As a result, there are many guidelines, legal documents, and plans specific to or including EA-A that relate to this CWRP. This section reviews all local community plans, policies, bylaws, guidelines, and provincial legislation that are relevant to community wildfire planning and response for EA-A.

2.1 LINKAGES TO CWPPS/CWRPS

This CWRP is the first community wildfire plan for EA-A. Currently, District of North Vancouver (2019), City of Coquitlam (2021), District of West Vancouver (2019), City of Port Moody (CWPP update 2021), Village of Lions Bay (2021), and Village of Belcarra (2021) are adjacent jurisdictions that have completed community-scale wildfire plans. Pitt Meadows (2007) has a CWPP that was completed in 2007, but it is now considered out of date (older than 5 years). Most relevant to this Plan is Lions Bay's 2021 CWRP⁶ - two fuel management treatment areas were proposed for subsequent detailed prescriptions and operational treatment. Located on the east side of the municipality, they are adjacent to this Plan's WUI.⁷ Treating these units would contribute to lowering wildfire risk to EA-A's Howe Sound communities.

2.2 LOCAL PLANS AND BYLAWS

Plans and bylaws that are directly relevant to wildfire risk reduction or emergency planning are described in the following tables. Described first, in Table 2, the *Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008* (with amending Bylaw No. 1308, 2020) regulates the emission of air contaminants to the atmosphere from industries, trades, businesses, activities, and operations (Section 4). The *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355*, in pursuant of section 26 of the *Bylaw 1082*, regulates the discharge of air contaminants from open burning of vegetative debris. Bylaw 1355 is an integral part of Bylaw 1082 as it more easily facilitates residential-scale wildfire risk reduction, by residents, through open-burning of vegetative debris.

⁶ Completed by Diamond Head Consulting.

⁷ https://www.lionsbay.ca/sites/lionsbay.ca/files/2022-08/VOLB_CWPP_2021.pdf; pages 52-53.

Table 2: Summary of bylaws 1082 and 1355.⁸

Bylaws	Section	Description and Relation to CWRP
Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008		This bylaw regulates the discharge of air contaminants.
	7(6)	Fires set or controlled as “resource management open fires” are not prohibited.
	26(1)	This section authorizes the Board of Directors of the Greater Vancouver Regional District to regulate emission and discharge of air contaminants from open burning of vegetative debris which gives way to the enactment of Bylaw No. 1355.
Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022		This bylaw regulates the open burning of vegetative debris.
	Section 8	This section recognizes and defines "plan for community wildfire risk reduction" as a plan that describes the risk, identifies mitigating measures, outlines plan actions, and identifies geographic area of the plan. <i>This CWRP qualifies as “a plan for community wildfire risk reduction, in which open burning is identified as an action.”</i>
	Section 12	Open burning is prohibited if a ban has been issued by a fire department, local government, or an improvement district.
	Part 8 - Sections 38-45	To facilitate the burning of vegetative debris for an area covered by a plan for community wildfire risk reduction, this part outlines exemptions from some of the requirements in the bylaw. Section 45 outlines further exemptions, if: (a) the open burning is on a parcel of land that can only be accessed by water, and (b) all individual pieces of the vegetative debris are less than 10 centimetres in diameter. <i>Section 45 permits rural / remote property owners to burn vegetative debris on their properties to help facilitate FireSmart activities.</i>

⁸ [MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022 \(metrovancouver.org\)](https://www.metrovancouver.org)

Other bylaws specific to EA-A and their relations to this CWRP are listed in Table 3.

Table 3: Other Metro Vancouver Bylaws (paraphrased) and their relation to the CWRP

Bylaws	Section	Description and Relation to CWRP
Electoral Area A Building Administration Bylaw 1043, 2006		This bylaw regulates construction in a portion of Electoral Area A that covers the area subject to this CWRP.
	202(8)(c)ii	Having sufficient water to the parcel for protection of the structures from fire is one of the requirements prior to application for permit of building construction.
	211(4)(e)	This requires the homeowners to adopt measures for reducing the chance of house fire before the completion of the construction.
Electoral Area A Unsightly Premises and Nuisance Bylaw 1198, 2014		This bylaw regulates the requirement for the property owners to avoid being unsightly and allowing any nuisance. This bylaw applies to the portion of Electoral Area A that covers the area subject to this CWRP.
	Part 1(1.5)	Under the definition of “nuisance”: (c) burning of any material (including wood) in a manner that causes the dissemination of smoke or other air contaminants.
	Part 2 - 2.2	Causing nuisance including burning wood on any property is not allowed under this bylaw.
	Part 2 - 2.4(d)	Owners and occupants of a building must maintain the interior of the building to certain standards to prevent fire hazard.
	Part 4(4.1)	The Board has the right to order a property owner to undertake an action in response to a nuisance, including burning woody materials, or hazardous condition.
Boyer and Passage Islands Land Use Bylaw No. 114, 2011 (Consolidated Version: November 1, 2022)		This bylaw regulates the land use in Boyer and Passage islands by outlining the administration, general regulations and zoning.
	Part 8 – Development Permit Area Guidelines: DP-1 Riparian Areas (3)j (iv)	Promote the creation of fire break by exempting from any requirement for a development permit in riparian area.

An official community plan (OCP) is a tool for local governments to plan the nature and location of future land use, development, and services. A list of relevant sections in EA-A’s OCP is provided in Table 4.

Table 4: Metro Vancouver Regional District Area A Official Community Plan Bylaw 1250, 2017 and its relation to the CWRP.⁹

Section	Description and Relation to CWRP
<p>3.0 Vision and Core Themes</p>	<p>The OCP recognises that in remote areas, implementing FireSmart is the best way to reduce the fire hazards to the communities.</p> <p>3.2 Core Themes</p> <ul style="list-style-type: none"> • Ensure reliable basic services: Structural fire protection to the area is a challenge because of the large geographical area, isolation and limited access. Services can be improved, but must be funded by the serviced communities, and there are limitations that arise with only a few hundred people spread over large areas. • Ensure safety for residents and property: In the remote areas of Indian Arm and Pitt Lake, improved cellular service, and implementation of FireSmart principles could significantly reduce safety concerns for residents and visitors alike.
<p>5.0 Policies and Actions 5.1, 5.2 and 5.4</p>	<p>The document outlines the implementation of FireSmart principles as one of the core themes for EA-A. As part of general policies and actions, the OCP recognizes the removal of trees for the purpose of reducing wildfire risk in accordance with FireSmart principles despite discouraging large-scale tree removal. It also supports residents’ efforts for self-improvement in fire protection through community-led efforts and property management in accordance with FireSmart principles.</p> <p>5.0 POLICIES & ACTIONS</p> <p>5.1 PROTECT NATURAL ASSETS AND RESOURCES</p> <p>Trees: Discourage large-scale removal of trees to limit erosion and to maintain the overall forested character of the OCP Area, but support removal of hazardous trees and removal of trees for the purposes of reducing wildfire risk in accordance with FireSmart principles and for farm purposes.</p> <p>5.2 MANAGE LAND DEVELOPMENT TO MAINTAIN RURAL CHARACTER</p> <p>2. Derelict properties: Provide enforcement, through the existing Electoral Area “A” Unsightly Premises and Nuisance Bylaw No. 1198, 2014, of derelict buildings and properties to reduce the potential hazards associated with fire, pests, human safety, marine safety and aesthetics.</p> <p>5.4 ENSURE SAFETY FOR RESIDENTS AND PROPERTY</p> <p>3. Fire protection: Support residents’ efforts for self-improvement in fire protection through community-led efforts and property management in accordance with FireSmart principles.</p> <p>9. (Howe Sound) Fire protection: Liaise with the neighbouring municipalities to explore fire protection options for properties along Howe Sound.</p> <p>15. (Indian Arm) Hazard management: Work with appropriate agencies to enforce open fire bans on Indian Arm to reduce wildfire hazards.</p>
<p>6.2 Actions</p>	<p>6. Support residents’ efforts for self-improvement in fire protection (Policy 5.4.3 and 5.4.9).</p>

⁹ https://metrovancover.org/boards/Bylaws/MVRD_Bylaw_1250.pdf

Metro Vancouver’s Climate 2050 is a strategy to guide climate change policy and action for Metro Vancouver for the next 30 years. The strategy addresses adaptation by pointing to building design, forest management, and collaboration with BC Wildfire Service and local fire departments to ensure rapid response to wildfires. Key strategies and their relationship to this CWRP are detailed below in Table 5.

Table 5: Strategies relevant to this CWRP in Metro Vancouver’s Climate 2050.

Roadmap	Description and Relation to CWRP
Climate 2050 Roadmap Building¹⁰	The sixth strategy is to “Support the uptake of building design and retrofit solutions to reduce the impact of heatwaves and wildfires”.
Climate 2050 Roadmap Nature & Ecosystems¹¹	Longer and more intense wildfire seasons are recognized and, therefore, working with the BC government and local authorities to manage fuel in areas with high ignition risk is recommended.

Metro Vancouver’s regional growth strategy, Metro 2050, is one plan among a suite of interconnected management plans developed around Metro Vancouver’s Board Strategic Plan. This document covers EA-A as one of the member jurisdictions of Metro Vancouver. The regional growth strategy uses land use policies to guide the future development of the region and support the region’s priorities, mandates, and long-term commitments to sustainability and resiliency, in combination with other management plans. The strategies relevant to this CWRP are described in Table 6.

Table 6. Strategies relevant to this CWRP in Metro 2050, the Metro Vancouver regional growth strategy.

Section	Description and Relation to CWRP
Goal 3 - 3.4.8	Under Goal 3 (<i>Protect the Environment, Address Climate Change, and Respond to Natural Hazards</i>), it recognises the climate change impacts on the region and its vulnerability to wildfire as a natural hazard. Member jurisdictions will adopt “Appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles”.

2.3 HIGHER-LEVEL PLANS AND LEGISLATION

Table 7 below lists higher-level plans and legislation relevant to wildfire planning and risk mitigation within EA-A. Land and resource use plans help guide where and how activities like resource extraction and infrastructure development occurs on the landscape, which affects both wildfire threat and consequence. Fuel management prescriptions, FireSmart vegetation plans, and burn plans must also address these plans as they relate to on-the-ground restrictions and policies for forest modification.

¹⁰<https://metrovancover.org/services/air-quality-climate-action/Documents/climate-2050-buildings-roadmap.pdf>

¹¹<https://metrovancover.org/services/air-quality-climate-action/Documents/climate-2050-nature-and-ecosystems-road-map.pdf>

Table 7: Higher-Level legislations relevant to wildfire planning and risk mitigation within EA-A.

Issuing Government	Plan/Legislation	Description and Relationship to CWRP
Province of BC	FRPA – Government Actions Regulation (GAR)	<p>Multiple GARs overlap with EA-A’s WUI. These include:</p> <ul style="list-style-type: none"> ➤ <i>Old Growth Management Areas</i> ➤ <i>Ungulate Winter Range partial-harvest</i> ➤ <i>Critical habitat</i> ➤ <i>Significant fish streams and rivers</i> ➤ <i>Community watersheds</i>
Province of BC	BC Building Code (2018)	<p>Governs how new construction, building alterations, repairs and demolitions are completed; establishes minimum requirements for safety, health, accessibility, fire/structural protection of existing buildings, and water/energy efficiency of existing buildings.</p> <ul style="list-style-type: none"> - Applies to the construction and development of residential housing and other community infrastructure throughout EA-A. - Fire provisions in the BC Building Code are set to reduce risks of structure-to-structure fire transfer and do not consider wildland (forest, grassland, etc.) to structure (or vice versa) fire transfer. FireSmart standards were created to fill this gap. Local government can implement FireSmart standards, which apply to exterior building materials and landscaping, through Development Permit Areas (or, less stringently, through Development Approval Information Areas (see Section 5.3).



SECTION 3: COMMUNITY DESCRIPTION

This section defines the planning area for this CWRP and provides general community descriptions and demographic information. An understanding of population trends, land use patterns, and values at risk can help best direct FireSmart outreach and wildfire risk mitigation activities.

3.1 WILDLAND-URBAN INTERFACE

The Wildland-Urban Interface (WUI) is defined by FireSmart Canada as the zone where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels. For the purpose of the FireSmart Community Funding and Supports (FCFS) program, the ‘eligible WUI’ is considered only as the area one kilometre from a structure density class greater than six structures per square kilometre. BC Wildfire Service generates WUI Risk Class maps, eligible Wildland-Urban Interface boundaries, and other associated spatial data to assist with initiatives related to wildfire risk reduction, including the FCFS program.¹² Field work and GIS analyses for this CWRP cover only the one kilometer ‘eligible WUI’ surrounding the EA-A boundaries.

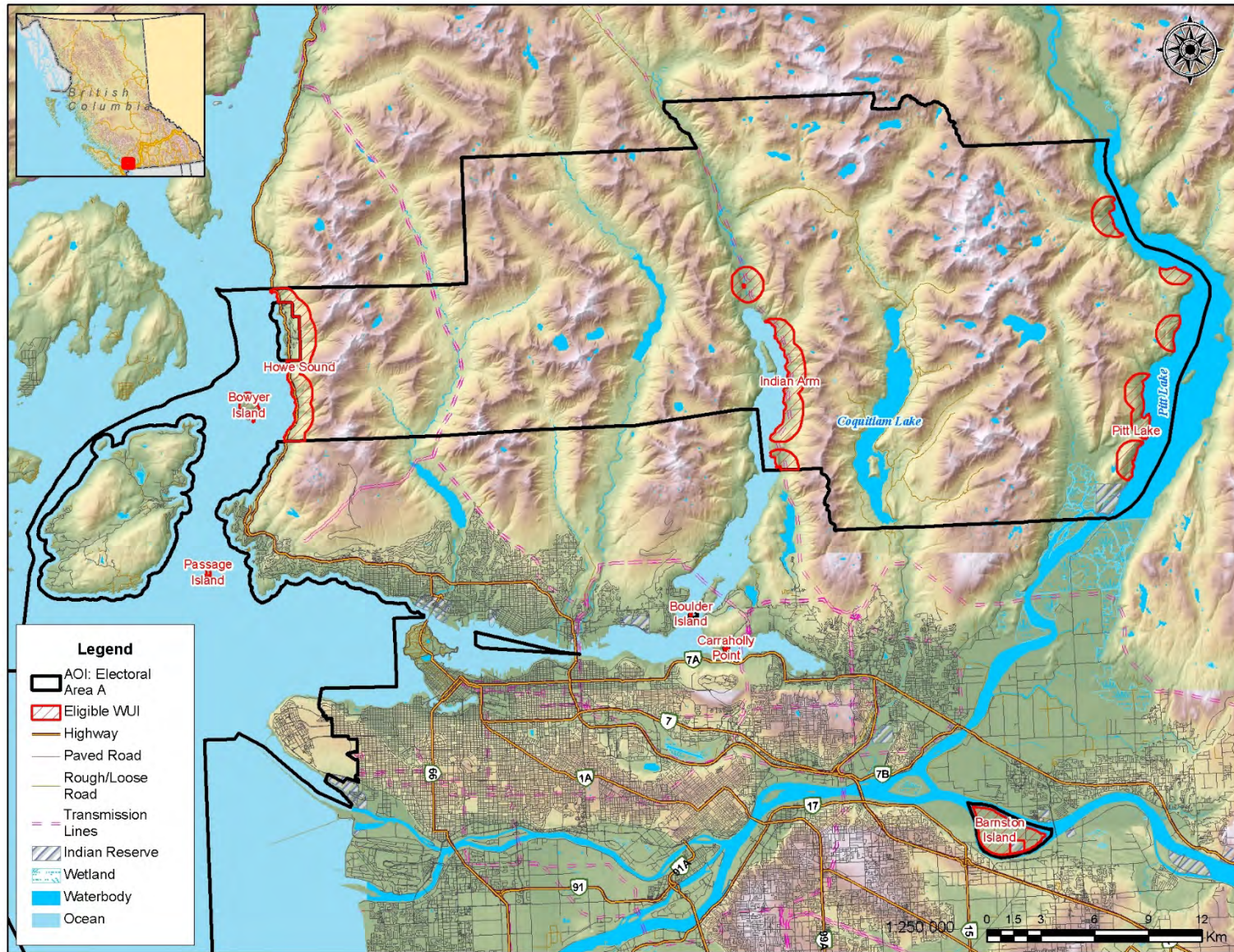
Electoral Area A’s WUI covers a total of 3,658 hectares which includes residential, agricultural, recreational, and forested areas. Land use is guided by the Metro Vancouver Regional District Electoral Area A Official Community Plan as discussed in Section 2.2. As development occurs, it is possible that the WUI will change with it.

Map 1 shows an overview of EA-A’s WUI. The map shows the geographical breadth of the separated, isolated communities this Plan covers. An approximate breakdown of land ownership type by area is listed in Table 8, and shown on Map 2 - Map 6. Most of EA-A’s WUI is public Crown Provincial land (74%), while private land makes up almost all the rest of the WUI’s land ownership. Within each WUI community, land ownership varies significantly – all or almost all of Bowyer Island, Passage Island, Boulder Island, Carraholly Point, and Barnston Island is private land, while Indian Arm and Pitt Lake are predominantly Crown Provincial land and some private lots. Howe Sound mainland is closer to an even mix. For the mainland communities of Pitt Lake and Indian Arm, much of the forested Crown land is managed through Provincial Parks.

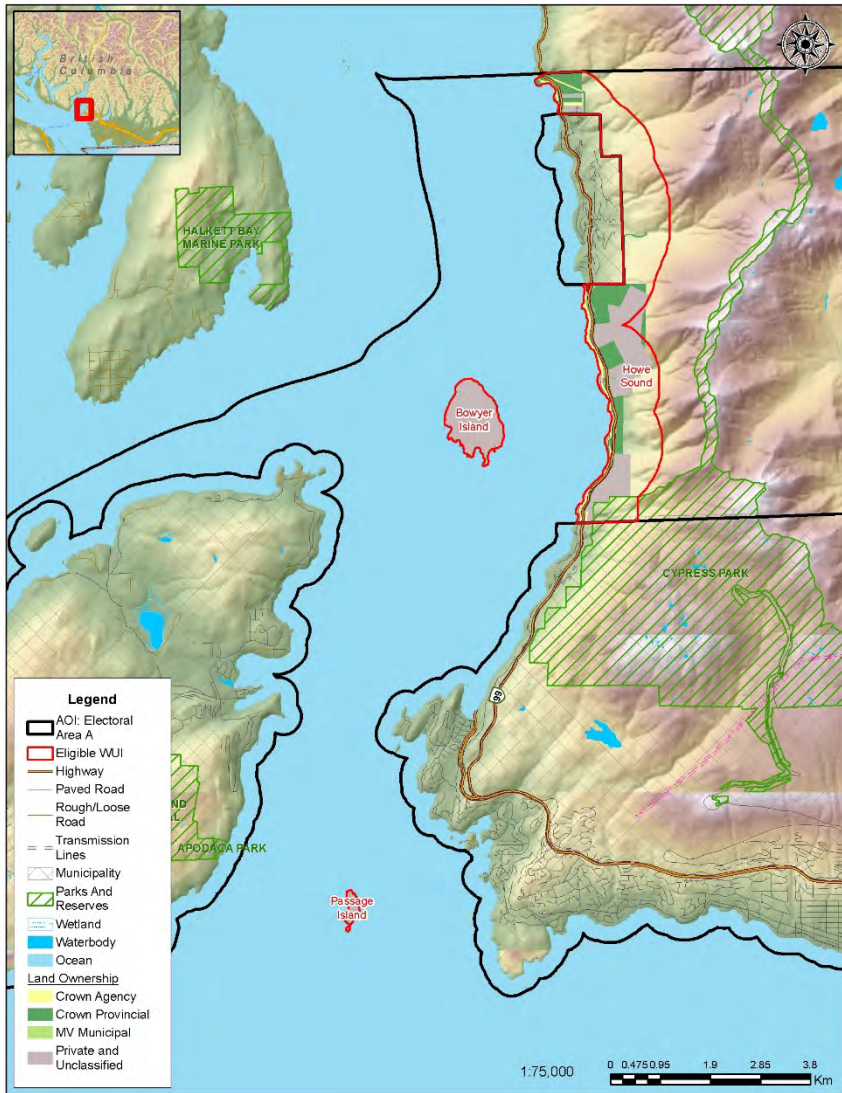
Table 8: Land Ownership within the WUI.

Land Ownership	Area (Ha)	Percent of WUI (%)
Crown Agency	29	<1%
Crown or Untitled Provincial	2701	74%
Federal	<0.1	<1%
Municipal	27	<1%
Private	900	25%
Unclassified	1	<1%

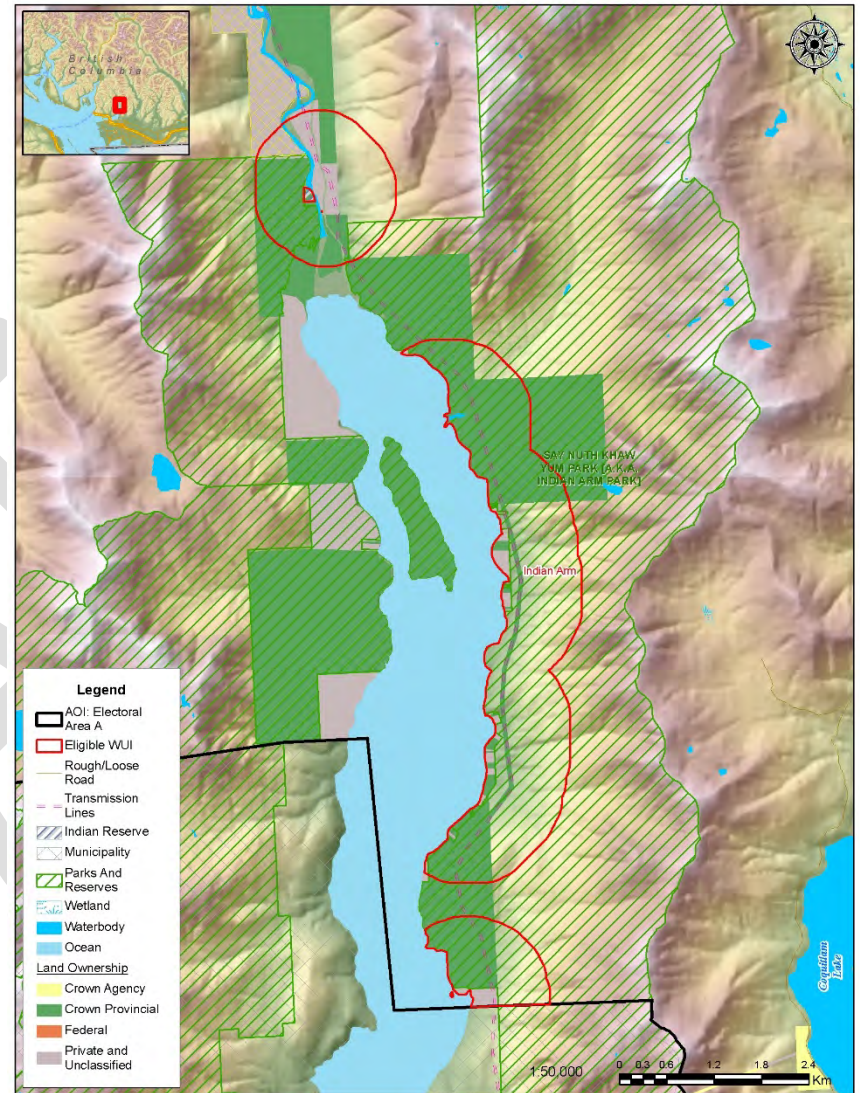
¹² [Wildland Urban Interface Risk Class Maps - Province of British Columbia \(gov.bc.ca\)](https://www2.gov.bc.ca/gov/content/safety/preparedness-response-recovery/wildfire-preparedness/wildfire-risk-reduction/wildland-urban-interface-risk-class-maps)



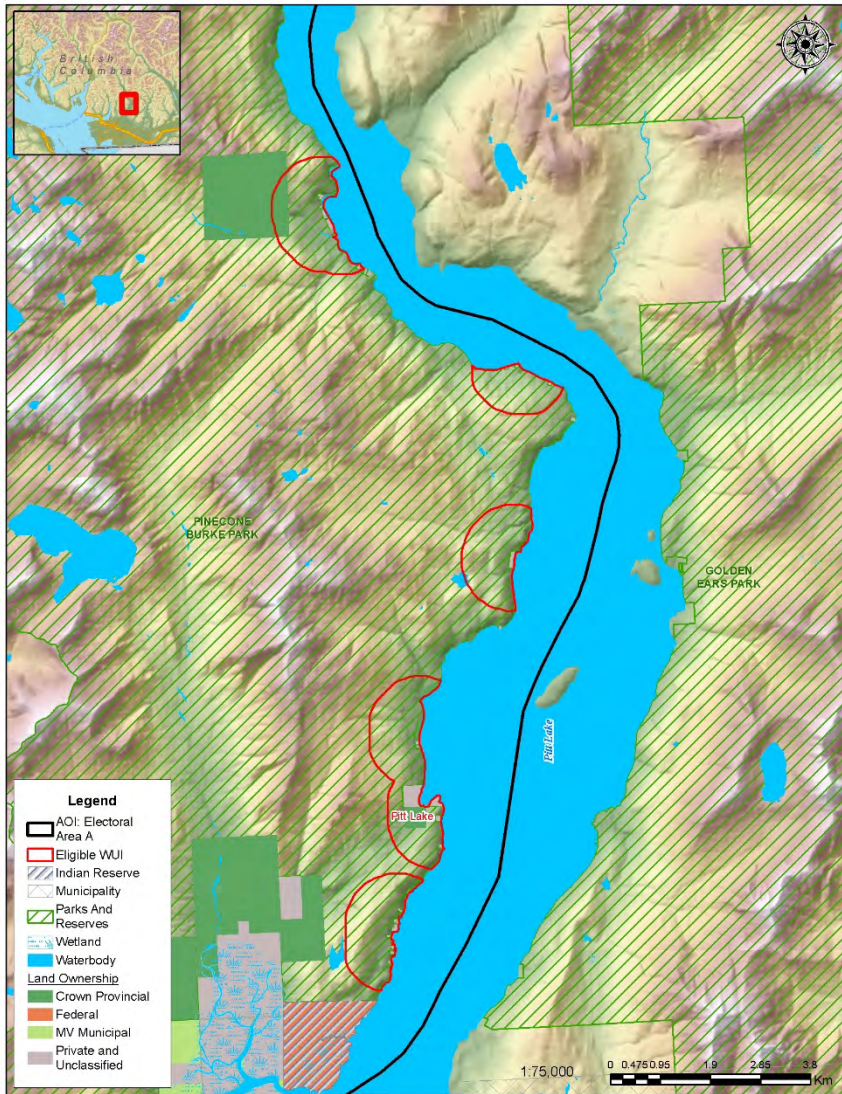
Map 1: Overview of the Wildland-Urban Interface for the rural and remote communities of Electoral Area A.



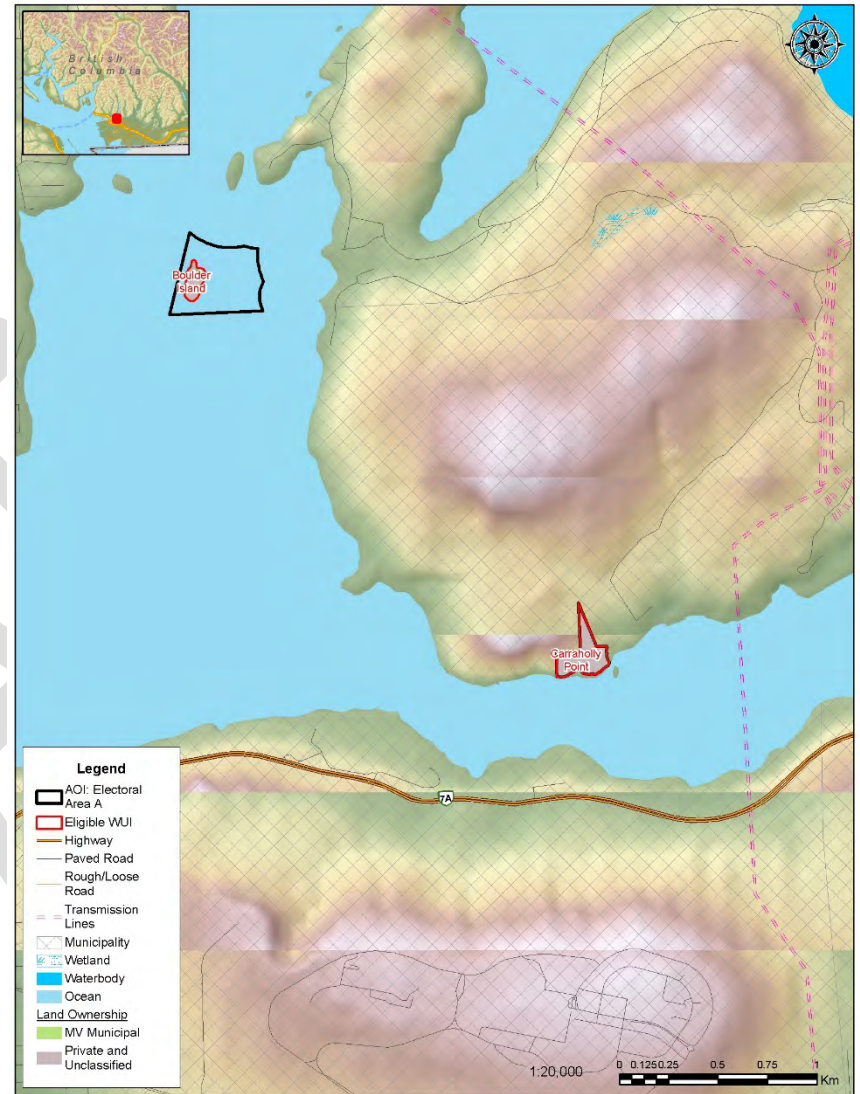
Map 2: Ownership and WUI for Howe Sound, Bowyer Island, and Passage Island.



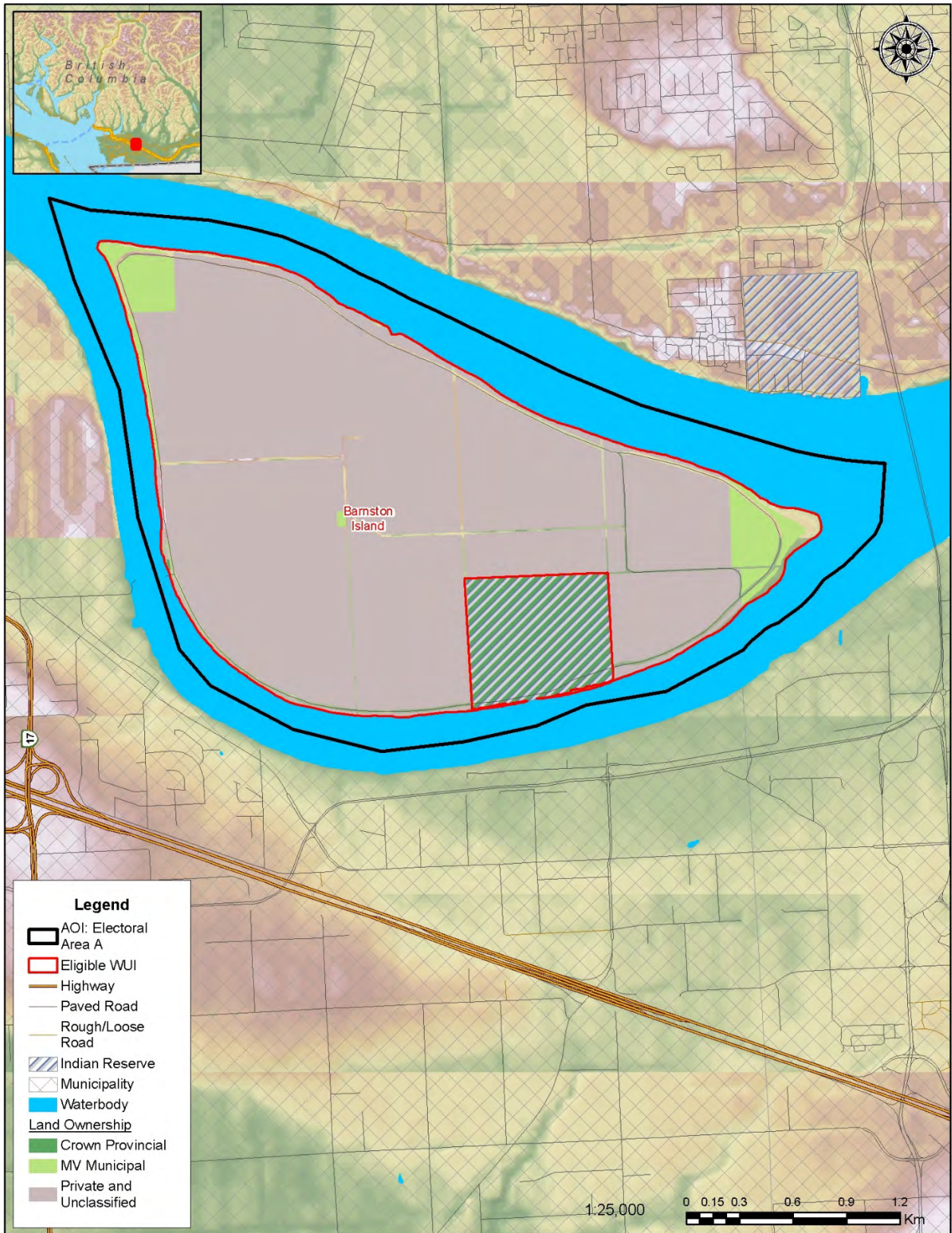
Map 3: Ownership and WUI for Indian Arm.



Map 4: Ownership and WUI for Pitt Lake.



Map 5: Ownership and WUI for Boulder Island and Carraholly Point.



Map 6: Ownership and WUI for Barnston Island.

3.2 COMMUNITY DESCRIPTIONS

The rural and remote communities of Metro Vancouver EA-A included in this Plan are Howe Sound mainland (which includes the mainland communities of Montizambert Wynd, Strachan Point, and Ocean Point), Bowyer Island and Passage Island (both within Howe Sound), the northern portions of Indian Arm, Boulder Island, Carraholly Point, western portions of Pitt Lake, and Barnston Island (in the Fraser River). References to “EA-A” throughout this document refers to these sub-areas in whole. Following is a description of these identified communities, including notes on water infrastructure. It is important to note that all communities in Electoral Area A covered under this Plan are outside structural fire protection zones, and thus are self-reliant for structural fire response.

Howe Sound Mainland consists of three established communities of Ocean Point, Strachan Point, and Montizambert Wynd, located along the ocean between the District of West Vancouver and Village of Lions Bay. There are a few undeveloped lots with existing development rights just north of the Village of Lions Bay. South of Lions Bay, there are also several large undeveloped parcels with existing development rights located between Montizambert Wynd and Lions Bay. These communities are surrounded largely by forested land, some of which are near the boundary of Cypress Provincial Park. These communities do not have structural fire protection services, and they also operate private water systems. In the 2021 census, the population of Howe Sound communities, including Passage and Bowyer Islands, was 104.¹³

Ocean Point is a gated residential community of single-detached dwellings with two parcels developed as townhouses. Ocean Point has direct access from Hwy 99 via Ocean Point Drive. Residents have a Strata Corporation through which owners operate a private sewer system and a private drinking water system that draws from Newman Creek.

Strachan Point is a residential community of single-detached dwellings with access from Hwy 99 via Strachan Point Road. Residents are part of a private company (except 17 Strachan Point Rd) through which owners operate a private water utility drawing from Charles Creek which provides potable water to the houses. It also supports a water delivery system set-up throughout the community consisting of a stand-pipe system (and associated suppression equipment) which is continuously maintained. Strachan Point homes are on individual septic systems and the residents own and maintain the two bridge crossings over Charles Creek which provide access to the community. The houses at 17 Strachan Point Road are gated and source their water from Strip Creek.

Montizambert Wynd is a residential community of single-detached dwellings, with several undeveloped lots east of Hwy 99 that have existing development rights. Homes in Montizambert Wynd have individual septic systems, and drinking water is brought in through individual water

¹³ <https://metrovancover.org/services/electoral-area-a/role-of-metro-vancouver>

lines drawing from Montizambert Creek. Montizambert Wynd has access to Hwy 99 through Lawrence Avenue which is within the jurisdiction of the District of West Vancouver.

Bowyer Island, located in Howe Sound east of Bowen and Gambier Islands and west of Lions Bay and West Vancouver, is approximately 125 hectares in size. The Island is a private residential and recreational property island with approximately 66 cabins, without services or roads, and has very few permanent residents.

Passage Island comprises approximately 60 lots, of which half have cabins/houses. Most cabins are seasonally used, with a small number of permanent residents.

Indian Arm (east side) includes Helga Bay, Johnson Bay, Buntzen Bay and Granite Falls and is surrounded by Say Nuth Khaw Yum Provincial Park. Development is concentrated around Buntzen Bay, Johnson Bay, Helga Bay, and Bergs Landing (on the west side) with large, forested areas in between. Some cabins and houses are permanently inhabited year-round but the majority are used only seasonally for recreational purposes. Many of these cabins and houses are off-grid, and many were constructed to less rigorous 'recreational and seasonal' building code standards which no longer exist. As of the 2016 Census, 39 permanent residents were registered in this area. Many seasonal residents of Indian Arm live permanently in nearby municipalities in the Lower Mainland.

Boulder Island is in Burrard Inlet / Indian Arm, between Belcarra and Deep Cove, with two water-access dwellings. Boulder Island was a traditional burial site for local First Nation members; in 1897, it was purchased from the Province and turned into seasonal and recreational use. It is now privately held, with access by water only. Metro Vancouver currently does not provide building inspection services to Boulder Island.

Carraholly Point is located at the southern point of Belcarra Regional Park and is not part of the park or the City of Port Moody. It comprises four lots with water only access; the only land access is via a very rough dry weather road under a BC Hydro right-of-way. Metro Vancouver currently does not provide building inspection services to Carraholly Point.

Pitt Lake (west side) includes 80 water-access only cabins and properties. Lots in the area are developed with single-detached dwellings, and are surrounded by Pinecone Burk Provincial Park. Development is clustered along the various harbours, bays, and creeks of the lake, with large sections of undeveloped park lands separating the cottage groups. Most of these cabins and houses are off-grid, and many were constructed to less rigorous 'recreational and seasonal' building code standards. The lots on the west side of Pitt Lake are primarily used seasonally for recreational purposes, with 35 permanent residents noted by the 2016 Census; many seasonal residents live permanently in nearby municipalities. Some residents of Pitt Lake access drinking water from nearby creeks through water licensing agreements with BC Ministry of Forests and access permits from BC Parks. Residents of Pitt Lake manage sewage onsite through septic tanks and fields.

Barnston Island is approximately 587 hectares in size and located in the Fraser River between Surrey and Pitt Meadows. There are approximately 104 residents on Barnston Island (2021 census). The island includes a 61-hectare First Nation reserve under the governance of the Katzie First Nation. There is one regional park consisting of two small sites of Mann Point and Robert Point on eastern and western ends of the island, respectively. Most of the Island (> 600 ha) is privately owned and is part of BC's Agricultural Land Reserve. Barnston Island is encircled by Dyke Road which helps protect against floodwaters of the Fraser River. A three-member volunteer-run Barnston Island Diking District Commission, established in 1909, has authority under the provincial Drainage Ditch and Dike Act to collect an acreage tax and manages maintenance under the Dike Maintenance Act.¹⁴ Access to Barnston Island is available through a free Provincially funded ferry which runs seven days a week. Residents of Barnston Island access individual wells for drinking water and have individual septic systems on their parcels. The Katzie First Nation Reserve No. 3 has had a drinking water supply agreement with the City of Surrey since 1990.

3.3 VALUES AT RISK

Values at risk are the human, natural, or cultural resources that could be negatively impacted by wildfire. Protection of these values during a wildfire event is an important consideration for effective emergency response. Pre-identifying critical infrastructure and values at risk before an emergency event can ensure that essential services can be protected and/or restored quickly.

Owing to the generally low level of development and population within Electoral Area A, there are a limited number of infrastructure features qualifying as “critical”, and Metro Vancouver does not own or operate any infrastructure within the area covered by this CWRP. The Barnston Island pump house is currently owned by the Barnston Island Diking District, under the oversight of the Province. There are small private water systems, small private sewage systems, and community docks which are of critical importance to communities across the electoral area. Water and electric systems are discussed in more detail in Sections 3.3.1 and 3.3.2.

3.3.1 ELECTRICAL POWER

All communities in Howe Sound Mainland (including Montizambert Wynd, Ocean Point, and Strachan Point), properties in Buntzen Bay on Indian Arm, and Barnston Island are serviced by BC Hydro. The communities on Boulder Island, Bowyer Island, Passage Island, most of the northern sections of Indian Arm and the west side of Pitt Lake rely on solar and propane-generated electricity.

For the communities serviced by BC Hydro, a large fire has the potential to impact electrical service by causing disruption in network distribution through direct or indirect processes. Direct heat from flames or damage from fallen trees associated with a fire event may cause power outages. Transmission lines can provide excellent fuel breaks and access for first responders in the event of a wildfire – if the vegetation

¹⁴ The province had proposed to repeal the Drainage Ditch and Dike Act and transfer the dike to Metro Vancouver by the end of 2020.

on them is regularly managed and kept in a low-hazard state. They can also be the source of fire ignitions – trees and other vegetation intruding into power lines can cause fires in multiple ways. A tree falling across a line can tear the line down and result in a downed line. A branch spanning two line conductors for a sufficient period of time may ignite the branch and also may produce high-energy, high-temperature arcs multiple feet in length. If the branch remains in contact and arcing, it can cause progressive damage that eventually breaks the line. Instances were noted throughout communities with electrical power where both the power providers and landowners have highly flammable vegetation and/or unmaintained conifer trees growing near power poles or distribution lines. It is important that Metro Vancouver lobbies the electrical power providers in and influencing EA-A's WUI to regularly maintain their right-of-way's vegetation in a low fire-hazard state (Transmission lines are displayed on Map 2 – Map 6; see Recommendation #17, Section 5.4).

3.3.2 WATER AND SEWAGE

Providing sewage disposal or drinking water systems to EA-A communities by Metro Vancouver is a challenge due to the large geographical area, isolation, and limited access. Thus, communities mostly rely on private water and sewage systems. For freshwater supply, all the communities supply their water from wells, rainwater collection, and surface water sources such as gravity-fed creeks. For emergency water, communities rely on community reservoirs and/or individual water tanks and surface water including the ocean and nearby streams. There is currently limited mapping of these systems. Ocean Point and Katzie First Nation reservation land on Barnston Island have fire hydrants that are fed by private water systems. Strachan Point has a private water system that supports standpipes for fire response. There are concerns about water supply capacity particularly during a wildfire event. Pumping from the ocean, lakes, or rivers/streams may be the only viable option in most cases.

The Howe Sound Fire Protection Feasibility Study¹⁵ examined fire service delivery options for EA-A Howe Sound mainland communities of Montizambert Wynd, Strachan Point, and Ocean Point. The study found that previously identified needs for access and water system improvements to support firefighting in Montizambert Wynd and Strachan Point remain, while the community of Ocean Point has no immediate infrastructure deficiencies preventing consideration of fire protection services.

3.3.3 HAZARDOUS VALUES

Hazardous values are defined as values that pose a safety hazard to emergency responders and include large propane facilities, landfills, rail yards, storage facilities containing explosives, pipelines, etc. Anywhere combustible materials, explosive chemicals, or gas/oil is stored can be considered a hazardous value. As well, pre-identifying hazardous infrastructure/areas where ignitions may be more likely (e.g.,

¹⁵ https://metrovancover.org/boards/ElectoralArea/EA_2021-Jun-3_AGE.pdf#page=9

adjacent to railway lines and/or highways) can help prioritize mitigation efforts and increase preparedness. Protecting hazardous values from fire is important in preventing WUI fire disasters.

Hazardous materials are assumed to be transported by truck and train through some communities in EA-A. Accidental ignitions from train tracks, highway corridors, and associated maintenance equipment are a fire risk. Vegetation management practices along rail lines and highways has the ability to exacerbate a fire hazard if deciduous and/or coniferous vegetation and cured grasses are being brushed and left in accumulations beside the tracks/roads. This presents more of a concern where the vegetation on private properties adjacent to the tracks/roads has a coniferous component or cured grass, which can support fast spreading fires.

The following are examples of hazardous values identified within EA-A's WUI:¹⁶

- Canadian National Railway (freight and tours) passing through Howe Sound;
- Sea-To-Sky Highway passing through Howe Sound;
- Derelict structures scattered throughout Indian Arm, Pitt Lake, and Barnston Island; and,
- BC Hydro Transmission lines traversing the forested area of Howe Sound and the east side of Indian Arm.

Maintaining FireSmart vegetation surrounding these values as well as using FireSmart (non-combustible) construction materials for any structures adjacent to them would greatly reduce those structures' and values' fire risk (for fire ignition, but more so for their ability to propagate and exacerbate a fire) – further addressed in Section 5.4.

3.3.4 CULTURAL AND HIGH ENVIRONMENTAL VALUES

Cultural values have the potential to be impacted by wildfire or wildfire suppression activities through physical damage or alteration. There are documented historic and/or archeological sites within EA-A's WUI; known archeological sites are protected under the *Heritage Conservation Act* which applies to both private and public lands. Prior to any forest management or landscaping for fire hazard reduction (i.e., FireSmart vegetation management – recommended in Section 5.7), archeological assessments may be required to ensure that known or unknown cultural resources are not inadvertently damaged or destroyed.

Metro Vancouver and/or Ministry of Forests (MOF) should continue to consult with applicable First Nations and private landowners well before development and implementation of any proposed fuel prescriptions to allow for meaningful review and input, as well as collaborative opportunities – cultural burning by First Nations has a documented and orally spoken history in some coastal regions of BC. Archeological assessments may be required to ensure that known or unknown cultural resources are not

¹⁶ By residents, Local Government, and Plan developers.

inadvertently damaged or destroyed, and that First Nations strategies for land management in their traditional territory are complied with.

Table 9 below lists the ecosystem or species at risk occurrences that have been identified through the B.C. Conservation Data Centre (CDC) and/or have been specifically observed and recorded within the WUI boundary. Many of these species are also Federally listed species at risk, with Critical Habitat occurrences in the WUI. Through consultation with the CDC and a biologist or qualified professional, any future site-level operational plans must identify and mitigate potential impacts to ecosystems or species at risk. It is worth noting that all the WUI's of Indian Arm, large portions of Howe Sound (mainland), and Pitt Lake overlap with masked (unavailable to public) ecosystem and species at risk occurrences.

Table 9: Species and Ecosystems at Risk in the WUI – BC Conservation Data Center. Asterisks mark Federally listed species at risk with critical habitat identified in the WUI.

Common Name	Scientific Name	Category	BC List	Habitat Type
Arbutus / hairy manzanita	<i>Arbutus menziesii</i> / <i>Arctostaphylos columbiana</i>	Ecological Community	Red	n/a
White Sturgeon (Lower Fraser River Population)	<i>Acipenser transmontanus</i> pop. 4	Vertebrate Animal	Red	RIVERINE: Big River; High Gradient; Low Gradient; Moderate Gradient. ESTUARINE: River Mouth; Tidal Flat
Pygmy Longfin Smelt	<i>Spirinchus</i> sp. 1	Vertebrate Animal	Red	LACUSTRINE DEEP WATER

3.3.5 OTHER RESOURCE VALUES

There are multiple other important resource values associated with the land base, including recreation, tourism (BC Parks, designated BC Recreation Sites), and agriculture. Any fuel management within Electoral Area A's WUI should consider the impact on any of these additional values, and consult with appropriate land managers and organized recreation groups in the area. Conversely, any forestry activities within the WUI should consider the impact of wildfire risk to the community. Recommendations associated with industry stakeholders are discussed in Section 5.4.

SECTION 4: WILDFIRE RISK ASSESSMENT

This section summarizes the factors that contribute to local wildfire risk throughout EA-A. Section 4.1 discusses the wildfire environment in the WUI: topography, fuel, and weather, and includes climate change projections affecting the wildfire environment of the area. Section 4.2 discusses wildfire history in the area. Section 4.3 describes the analysis used to classify the local wildfire threat for the WUI. The local wildfire risk assessment helps to identify the parts of the WUI that are most vulnerable to wildfire so that wildfire risk reduction actions can be implemented effectively.

The relationship between wildfire risk and wildfire threat is defined as follows:

$$\text{Wildfire Risk} = \text{Probability} \times \text{Consequence}$$

Where:

Wildfire risk is the potential losses incurred to human life and values at risk within a community in the event of a wildfire.

Probability is the threat of wildfire occurring in an area and is expressed by the ability of a wildfire to ignite and then consume fuel on the landscape. An area's *wildfire threat* is controlled primarily by:

- 1) *Topography* – slope and terrain (increase/decrease rate of spread), and aspect (fuel dryness).
- 2) *Fuel* – loading, size and shape, arrangement (horizontal and vertical), compactness, chemical properties, and fuel moisture.
- 3) *Weather* – temperature, relative humidity, wind speed and direction, and precipitation.

Consequences are the repercussions associated with fire occurrence in an area. Higher consequences are associated with densely populated areas, areas of high biodiversity, etc.

4.1 WILDFIRE ENVIRONMENT

There are three environmental components that influence wildfire behavior: topography, weather, and fuel. These components are generally referred to as the 'fire behaviour triangle' (Figure 1); the ways in which they individually influence the wildfire environment of the WUI are detailed below. *Fuel is the only component of the fire triangle that can be reasonably managed through human intervention.* It is important to recognize that in WUI fires, wildland fuels (trees, shrubs, branches, etc.) are not the only fuel available to the fire – houses and their exterior construction materials and landscaping vegetation, cars, barbeque propane tanks, and more (anything that is flammable or combustible) is available fuel.



Figure 1: Graphic display of the fire behaviour triangle, and a subset of characteristics within each component.¹⁷

4.1.1 TOPOGRAPHY

Slope steepness influences a fire’s trajectory and rate of spread; slope position relates to the ability of a fire to gain momentum uphill. Other factors of topography that influence fire behaviour include aspect, elevation, and configuration of features on the landscape that can restrict (i.e., water bodies, rock outcrops) or drive (i.e., valleys, exposed ridges) the movement of a wildfire.

Most homes and structures in EA-A communities are located along the shorelines and lower slopes of major water bodies. Often, these lower slopes are more subdued, but for some communities (or even just a part of them), the lower slopes can be quite steep. Thus, while most communities are generally located in the lower slope of their respective macro-topological features (which is naturally advantageous from a fire spread standpoint), topography presents a situationally specific risk to communities and at the site level. Topographical risk will vary depending on the scale used: a community’s topographical risk as a whole can be assessed on a larger scale than that of the individual home or structure (site level assessment within the community). However, no matter the scale, topographical risk is a combination of both slope and slope location, described below.

On a large-scale, Howe Sound, Indian Arm, Pitt Lake, and the lower Fraser River valleys that EA-A’s WUI communities are located in can funnel winds to drive a fire both up and down them. Additionally, main tributary rivers and adjacent creek draws (often running up/down the valley slopes of the side drainages) provide additional convective features that can drive the up (more likely) and down (less likely) slope spread of fire.

Table 10, and displayed on Map 7 – Map 11, shows the percent of the WUI by slope steepness class, with corresponding wildfire *behavior* implications. Howe Sound mainland, the north edge of Bowyer Island,

¹⁷ Province of Alberta.

Indian Arm, and Pitt Lake are all dominated by slopes that are greater than 40%. As such, wildfire in these WUI community areas could have very high to extreme rates of spread *uphill*. Conversely, Barnston Island is relatively flat and thus would have very little flame and fuel interaction caused by slope alone.

Table 10: Slope Percentage and Fire Behaviour Implications

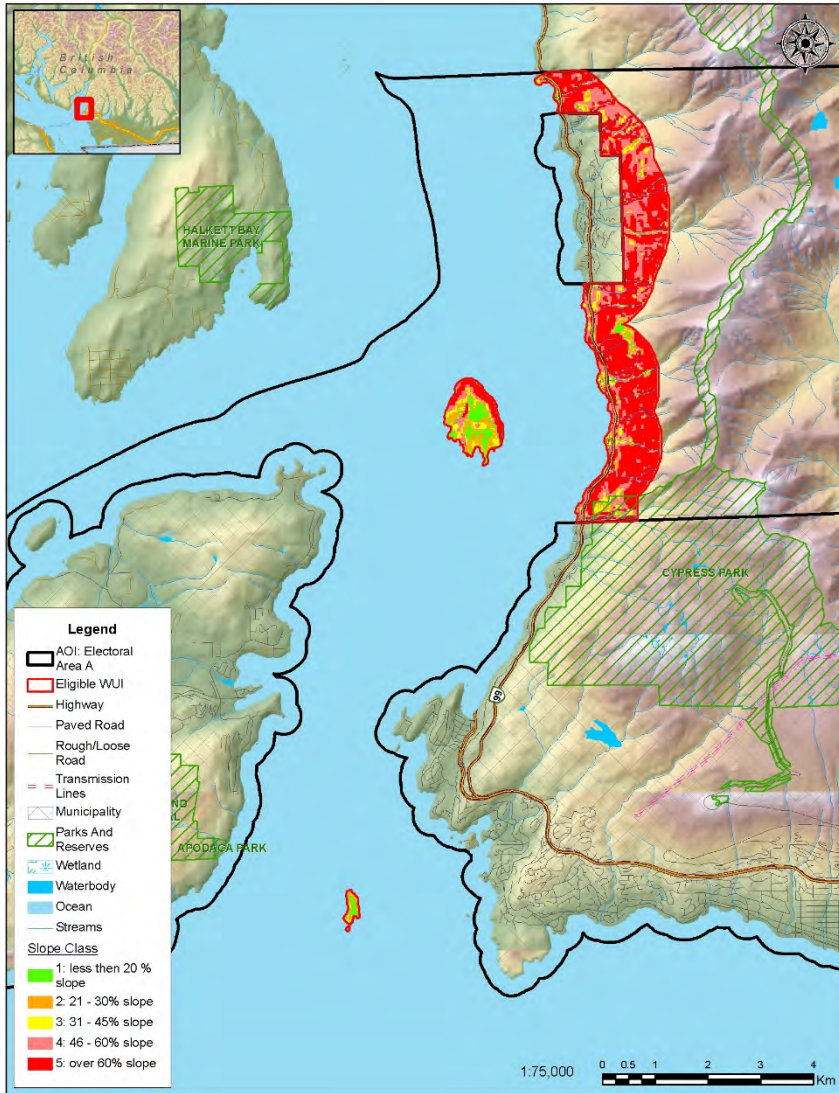
Slope	Percent of WUI	Fire Behaviour Implications
<20%	22%	Very little flame and fuel interaction caused by slope, normal rate of spread.
21-30%	6%	Flame tilt begins to preheat fuel, increase rate of spread.
31-45%	8%	Flame tilt preheats fuel and begins to bathe flames into fuel, high rate of spread.
46-60%	23%	Flame tilt preheats fuel and bathes flames into fuel, very high rate of spread.
>60%	41%	Flame tilt preheats fuel and bathes flames into fuel well upslope, extreme rate of spread.

Slope-associated wildfire *risk* is dependent upon the slope position (location) of values, described below in Table 11. Values located in the middle and upper slopes are threatened by faster rates of fire spread due to the pre-heating of fuels from fire below and longer flame lengths reaching uphill. Thus, although community areas of EA-A’s WUI have slope-associated high and extreme rates of fire spread uphill (described above), most of EA-A’s communities and structures are located at slope bottoms so would have lower fire behaviour risks influenced by topography alone.¹⁸

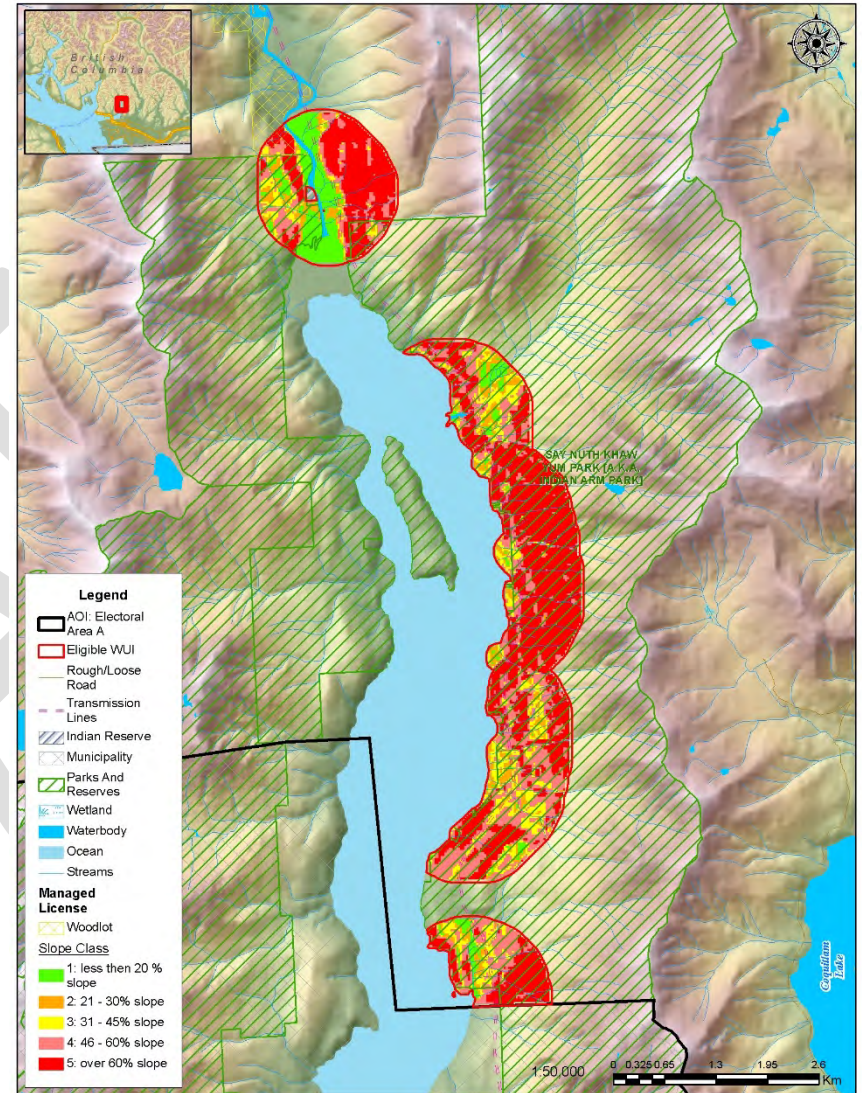
Table 11: Slope Position of Value and Fire Behaviour Implications

Slope Position of Value	Fire Behaviour Implications
Bottom of Slope/ Valley Bottom	Impacted by normal rates of spread.
Mid Slope - Bench	Impacted by increased rates of spread. Position on a bench may reduce the preheating near the value (value is offset from the slope).
Mid Slope – Continuous	Impacted by fast rates of spread. No break in terrain features affected by preheating and flames bathing into the fuel ahead of the fire.
Upper 1/3 of slope	Impacted by extreme rates of spread. At risk to large continuous fire run, preheating and flames bathing into the fuel.

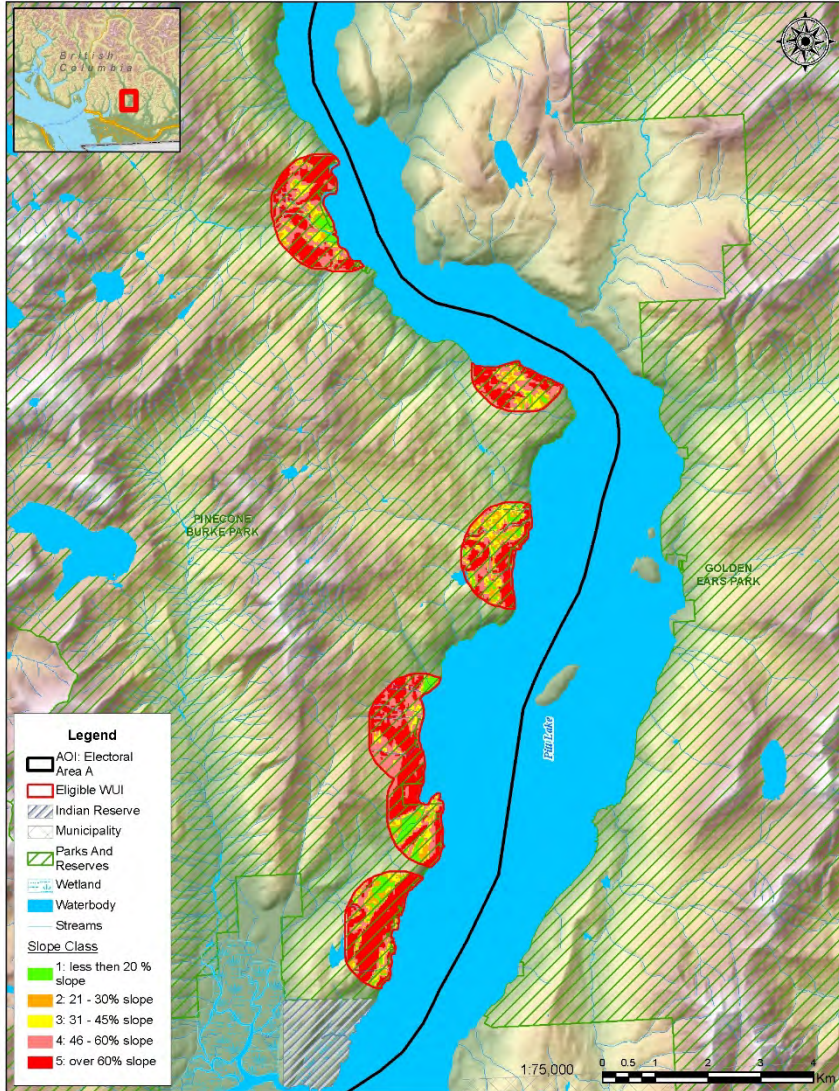
¹⁸ Important to note that rolling, burning debris can travel downhill, heavily impacting properties and structures at the below and at the bottom of slopes.



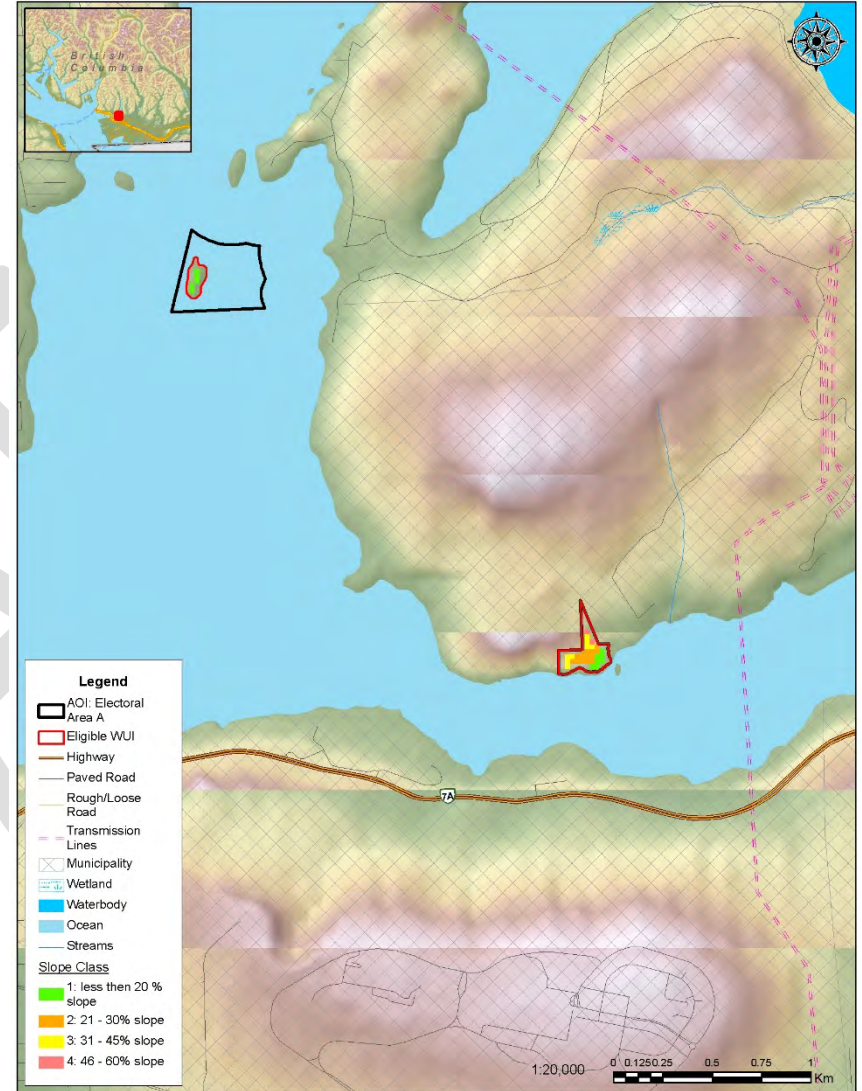
Map 7: Slope, by slope class, for Howe Sound, Bowyer Island, and Passage Island.



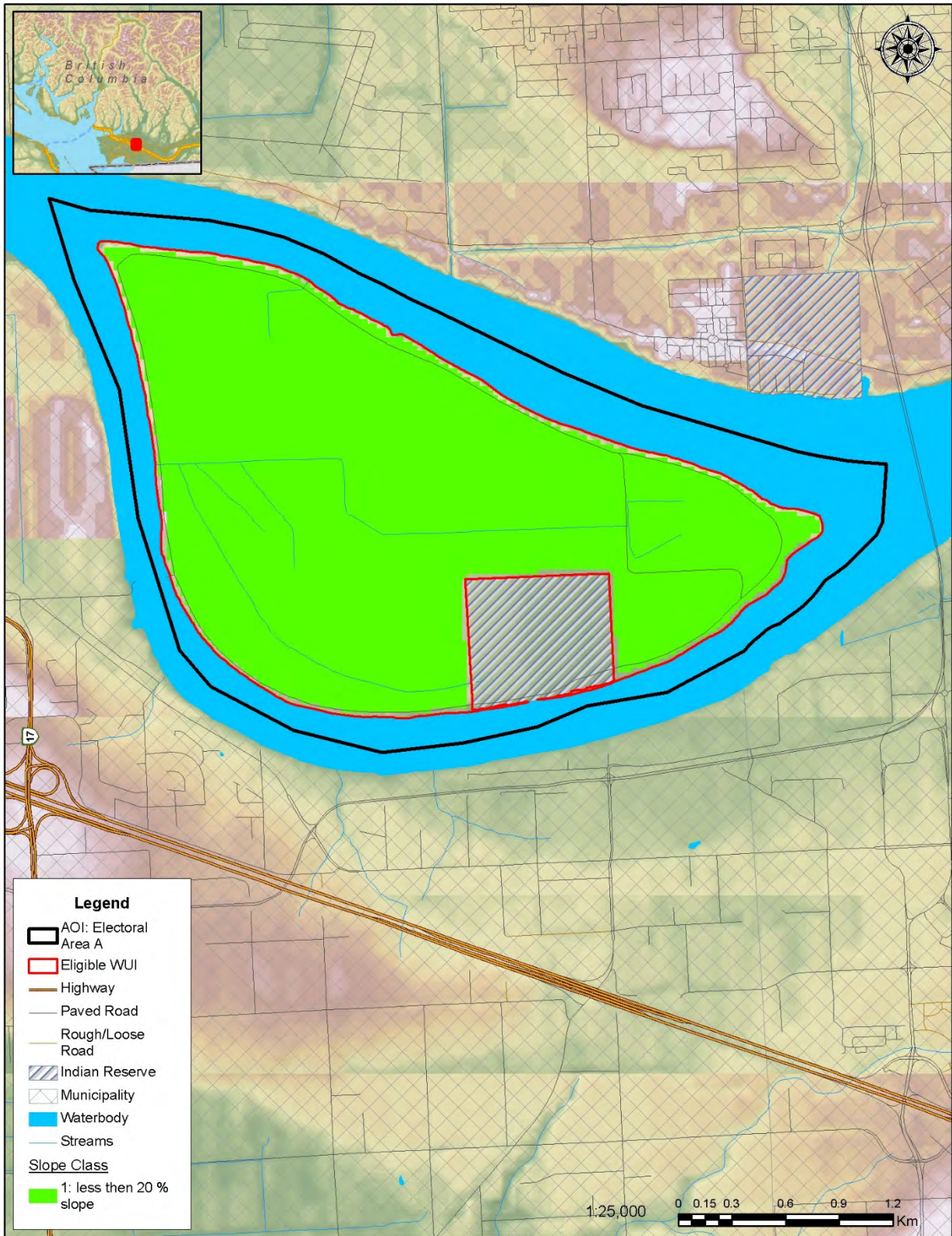
Map 8: Slope, by slope class, for Indian Arm.



Map 9: Slope, by slope class, for Pitt Lake.



Map 10: Slope, by slope class, for Boulder Island and Carraholly Point.



Map 11: Slope, by slope class, for Barnston Island.

4.1.2 FUEL

The ecological context of wildfire and the role of fire in the local ecosystem under both current and historical conditions is an important basis for understanding the current and future wildfire threat to a community. Also, the type and amount of fuel available for a wildfire is a major driver of the fire's potential fire behaviour. Fuel is the only component of the fire triangle that can be realistically managed through human intervention. This section analyses and discusses available *wildland* vegetative fuels within EA-A's WUI.

The Canadian Forest Fire Behaviour Prediction (FBP) System outlines sixteen fuel types based on characteristic fire behaviour under defined conditions.¹⁹ BC Wildfire Service maintains a provincial fuel type layer that was confirmed and updated for this CWRP. The FBP system was almost entirely developed for boreal and sub-boreal forest types, which do not occur within the study areas. Furthermore, fuel types depend heavily on Vegetation Resource Inventory (VRI) data, which is gathered and maintained to inform timber management objectives, not fire behaviour prediction. Although a subjective process, the most appropriate fuel type was assigned based on research, experience, and practical knowledge; this system has been successfully used within BC, with continual improvement and refinement, for 25 years.²⁰ In some areas, aerial imagery is of low spatial resolution and/or ground access was impossible, making fuel type assessment difficult.

The forested areas both within and outside EA-A's WUI have experienced varying amounts of logging in the past. Past logging, combined with historically suppressed wildfires throughout the 1900s, has resulted in a relatively continuous distribution of mostly mature, even-aged conifer stands. The proximity of the forest to structures is a general characteristic of all the areas except Barnston Island (where scattered structures were generally separated from the forested areas by farmland and the Fraser River). The updated fuel types of EA-A's WUI are displayed on Map 12 – Map 15²¹ and detailed in Table 12. Although fuel structure varies throughout the WUI, it is dominated by C-5 (representing the mature, even-aged forest stands discussed above) with lesser components of C-3 and M-1/2. On Barnston Island, the forested area is dominated by D-1/2 (deciduous trees).

The fuel type present that is considered most hazardous in terms of fire behaviour is C-3, however there is little present within the WUI (2%). A C-5 fuel type can support a rapidly spreading surface fire capable of damage or destruction of property and jeopardizing human life, but the fire behaviour potential in these fuel types is recognized as highly variable depending upon the amount of grass or fine woody fuels that is cured and the wind speed. A M-1/2 fuel type can be considered hazardous depending on the proportion of conifers within the forest stand, and/or the amount of dead and downed material. D-1/2

¹⁹ Forestry Canada Fire Danger Group. 1992. Development and Structure of the Canadian Forest Fire Behavior Prediction System: Information Report ST-X-3.

²⁰ Perrakis, D, G. Eade and D. Hicks. 2018. Canadian Forest Service Pacific Forestry Centre. British Columbia Wildfire Fuel Typing and Fuel Type Layer Description

²¹ No maps were produced for Boulder Island and Carraholly Point as they are comprised entirely of private land, which is not included in the analysis.

stands (for EA- A, mostly located in riparian associated areas or cleared forest left to regenerate naturally, such as powerline right-of-ways) are dominated by deciduous species, and are generally considered the least hazardous forest type because of their higher moisture content and lack of flammable ladder fuels. The hazard of a D-1/2 stand can greatly increase if there is an accumulation of surface fuels, cured grasses, or flammable shrubs. Recent spring cross-over conditions²² have allowed for destructive forest fires in deciduous-dominated stands, such as in the Squamish Valley in 2021. Detailed fuel type descriptions and their associated wildfire risk can be found in Appendix A-1: Fuel Typing Methodology and Limitations.

Table 12: Fuel types in the Wildland-Urban Interface

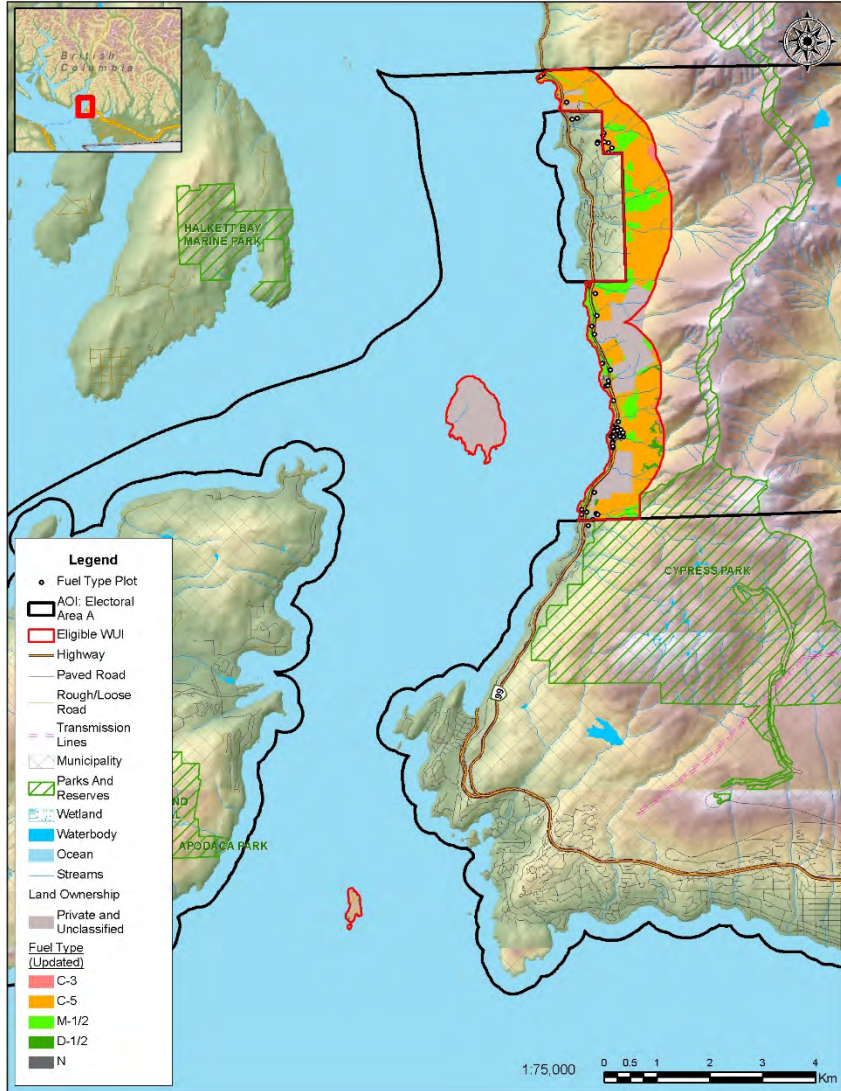
Fuel Type	Hectares	Percent of Assessable WUI	Fuel Type Description within WUI
C-3	59.6	2%	Fully stocked (i.e., moderate to high density), young to young-mature conifer forest (Douglas-fir, western hemlock, western redcedar, amabilis fir), with high crown closure and crowns well separated from the ground. Often the result of stands established (planted or natural) post-clearcut logging.
C-5	2228.6	61%	Lower density, mature to old conifer leading forest (Douglas-fir, western hemlock, western redcedar, amabilis fir) with open canopies, high crown base heights, and a low-flammability (shrub) understory.
M-1/2	236.7	6%	Moderately well-stocked mixed stands/forest of conifers and deciduous species, low to moderate dead stems and down woody fuels. Often transition to become more conifer dominated as pioneer deciduous species die out. No more than a 70% conifer overstory component.
D-1/2	112.9	3%	Deciduous stands/forest. Hazard increases with the amount of deadfall and/or establishment of a flammable shrub layer.
Non-fuel / Water	103.3	3%	Roadways, gravel pits, cleared parking areas, irrigated fields (sports/parks), small rivers, creeks, and ponds, etc.

The Metro Vancouver *Climate 2050 Strategic Framework*²³ (2018) notes that warmer, drier summers in the future are expected to result in increasing moisture stress and declining tree health in some species, which is a condition that was noted in multiple areas already.²⁴ Dead trees add to fuel loads when their branches and eventually whole tree fall to the ground.

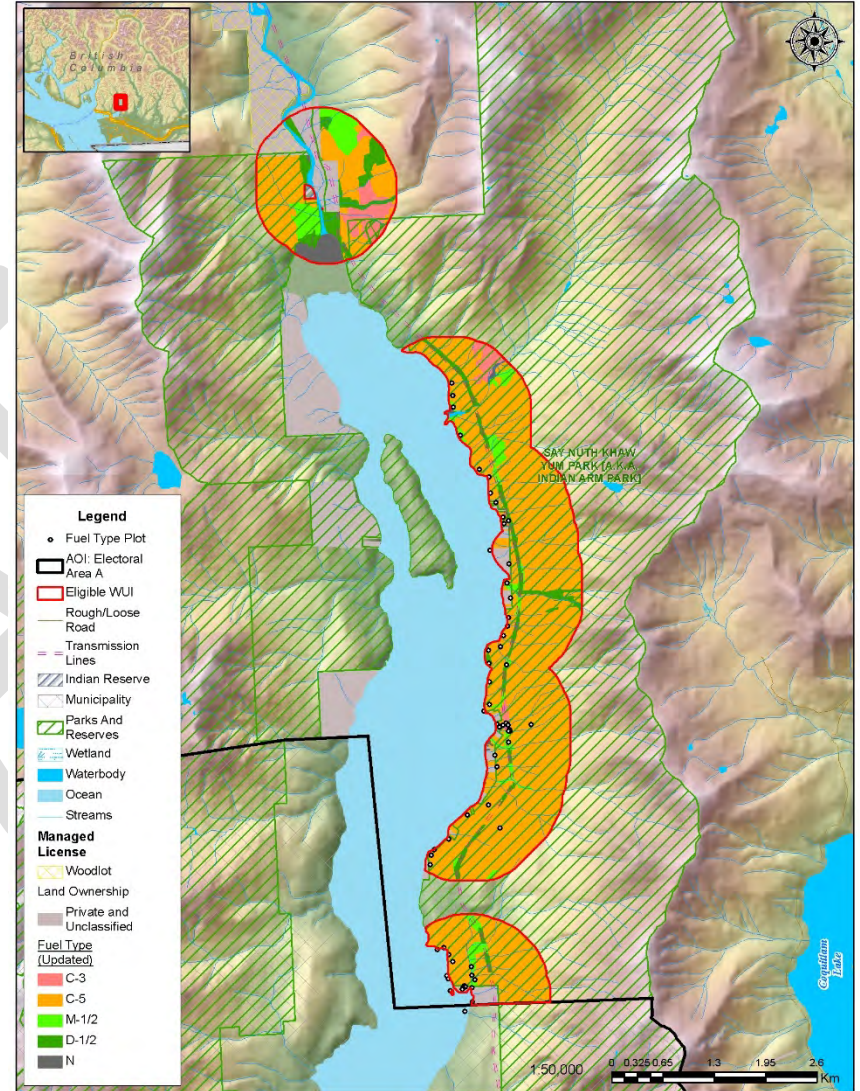
²² Cross-over conditions refer to a point where air temperature drops below the relative humidity (e.g., 20°C/15% humidity), providing conditions for potentially severe fire behaviour.

²³ <https://metrovancover.org/services/air-quality-climate-action/Documents/climate-2050-strategic-framework-2018.pdf>

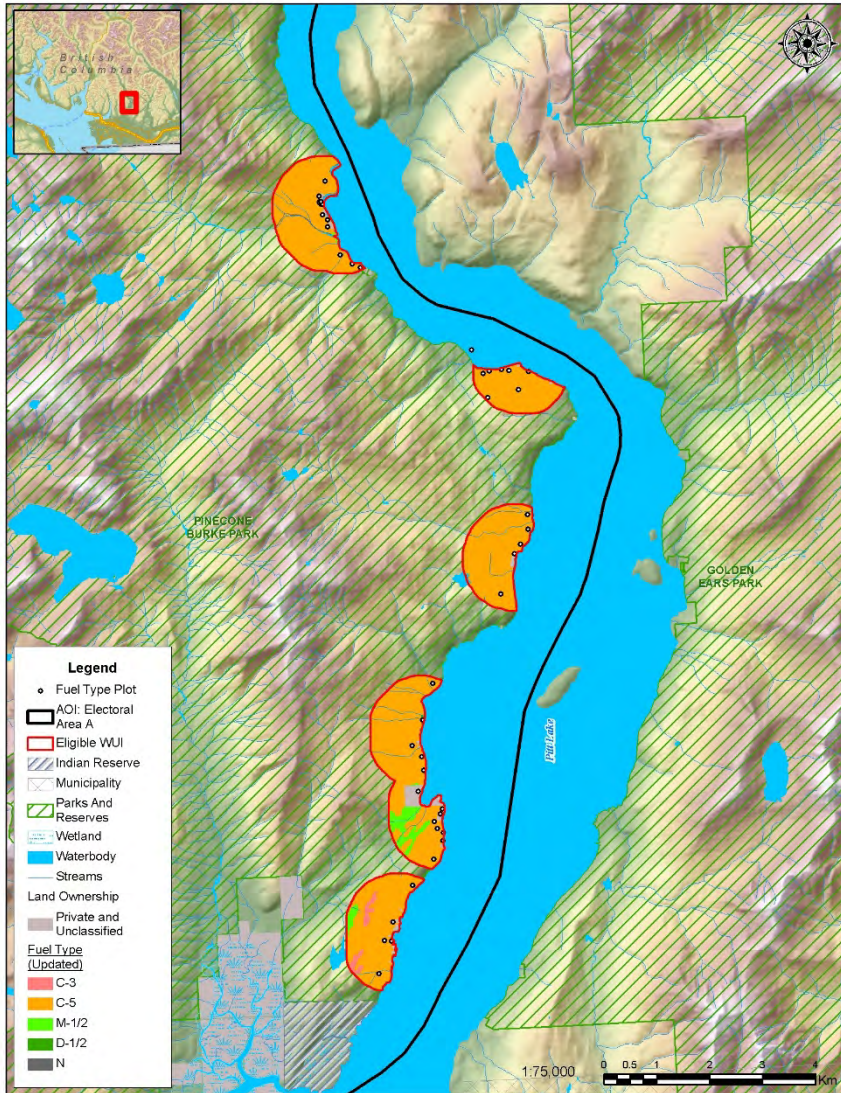
²⁴ Diamond Head Consulting Ltd. 2022. Township of Langley Community Forest Management Strategy.



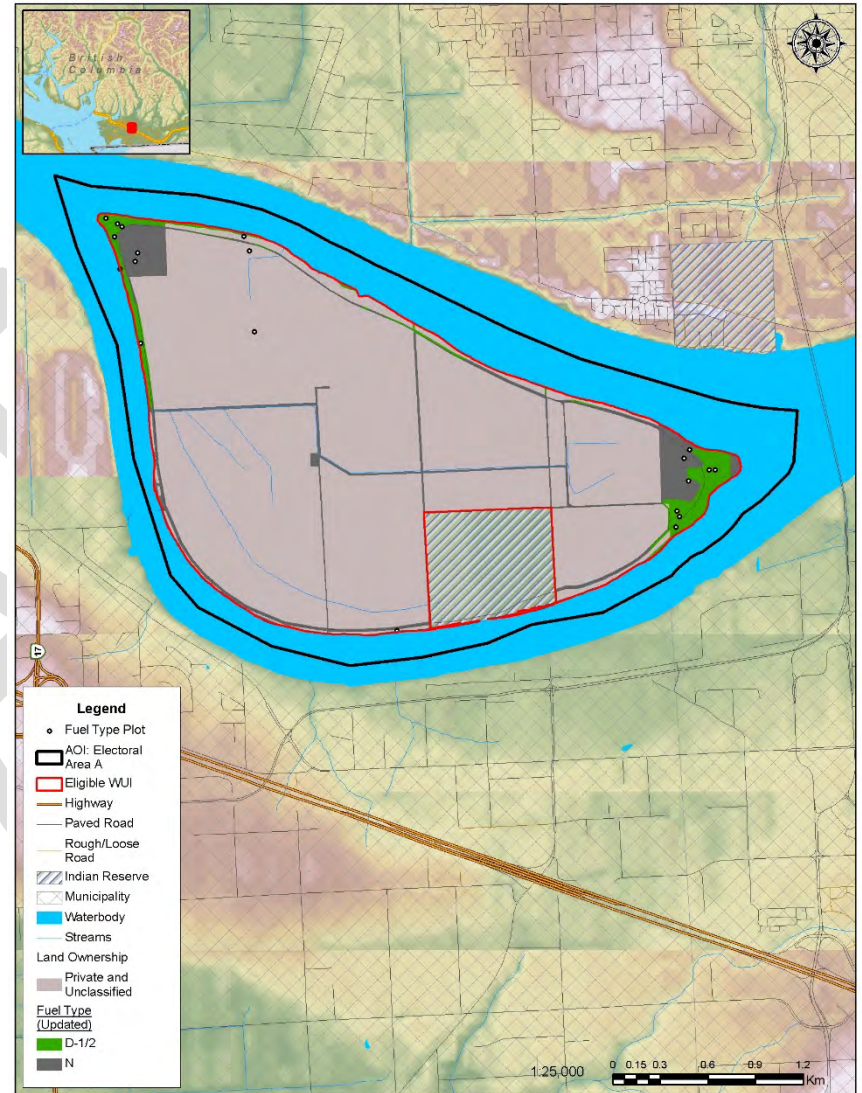
Map 12: Updated fuel types for Howe Sound and Passage Island.



Map 13: Updated fuel types for Indian Arm.



Map 14: Update fuel types for Pitt Lake.



Map 15: Updated fuel types for Barnston Island.

4.1.3 WEATHER

In general, EA-A's communities experience a coastal and temperate climate resulting in cold, wet, and cloudy winters accompanied by a three-month warm season (mid-June through mid-September). Temperatures rarely exceed 28°C, with an average around 20°C. The area typically experiences a six-month dry season (late April through September) with only a 10 – 20% chance of any daily precipitation through July and August.²⁵

Historical weather data, acquired from representative BC Wildfire Service fire weather stations, can provide information on the number and distribution of days when EA-A's WUI communities and surrounding areas experience high fire danger conditions. 'High fire danger' is considered with a Canadian Forest Fire Danger Rating System (CFFDRS) Danger Class rating of 4 (High) or 5 (Extreme). Fire weather for EA-A's WUI communities is discussed below, based on the most representative fire weather station for their climate.²⁶

Howe Sound and Bowyer Island

Fire weather data for Howe Sound and Bowyer Island can be summarized from the TS McNabb fire weather station, located approximately 18 kilometers north of Bowyer Island on the west side of Howe Sound. Figure 2 below shows the average number of fire danger days during the fire season (April – October) from 2010-2022. At this station, fire weather peaks in August with an average of 10 moderate, 11 high, and two extreme fire danger days. High fire danger days do occur from June through October, with extreme fire danger days present in July, August, and September.

Indian Arm

Fire weather data for Indian Arm can be summarized from the Coquitlam GVRD fire weather station, located approximately six kilometres east of Indian Arm on the east side of Coquitlam Lake. Figure 3 below shows the average number of fire danger days during the fire season (April – October) from 2010-2022. At this station, fire weather peaks in August with an average of nine moderate, 13 high, and two extreme fire danger days. High fire danger days do occur from June through October, with extreme fire danger days present in July, August, September, and October.

Pitt Lake, Boulder Island, Carraholly Point, Barnston Island, and Passage Island

Fire weather data for these areas can be summarized from the UBC Research Forest weather station, located approximately 11 kilometers northeast of Barnston Island and 13 kilometres south of Pitt Lake. Figure 4 below shows the average number of fire danger days during the fire season (April – October) from 2010-2022. At this station, fire weather peaks in August with an average of 10 moderate, 11 high, and three extreme fire danger days. High fire danger days do occur from June through October, with

²⁵ Climate data retrieved from Weather Spark: <https://weatherspark.com/y/1009/Average-Weather-in-Langley-Canada-Year-Round>

²⁶ Representative fire weather stations for WUI areas are paired to that area by matching the nearest fire weather station within the same Biogeoclimatic Zone, subzone, and variant. See Section 4.2.1 for further discussions and representative mapping.

extreme fire danger days present in July, August, and September. Important to note is that Barnston Island and Passage Island are both in slightly drier, warmer climate zones than Pitt Lake. Thus it is likely that consistently higher fire danger conditions occur for those two islands during the fire season than are reported by this station.²⁷

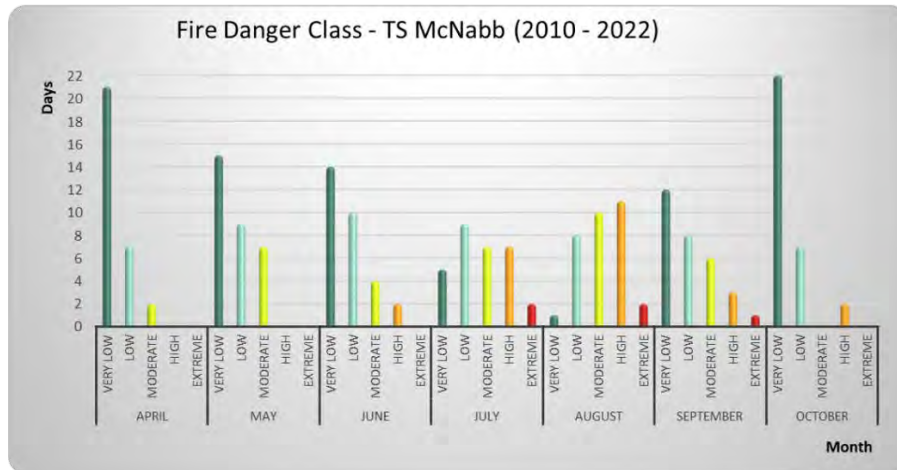


Figure 2: Average number of danger class days during the fire season for the TS McNabb fire weather station (2010-2022). Applicable to Howe Sound and Bowyer Island.

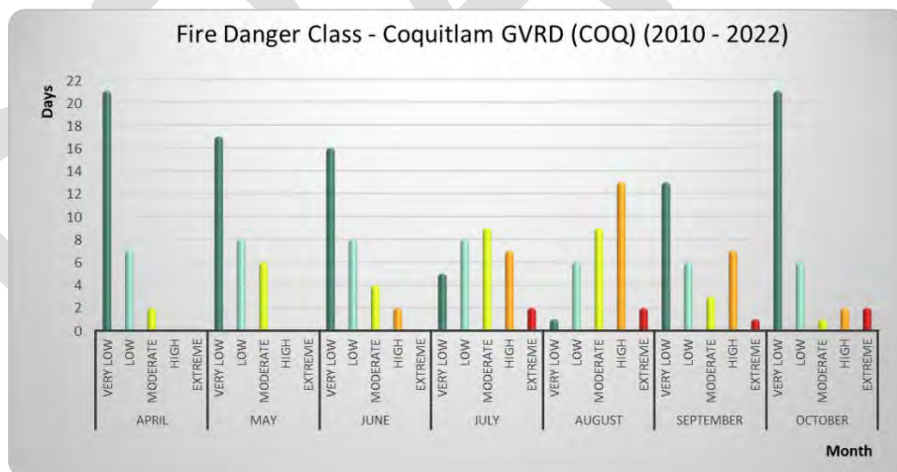


Figure 3: Average number of danger class days during the fire season for the Coquitlam GVRD fire weather station (2010-2022). Applicable to Indian Arm.

²⁷ Comparing the CWHdm (UBC Research fire weather station) to the CWHxm1 (Barnston Island and Passage Island), mean summer precipitation drops from 408 mm to 285, while the summer heat to moisture ratio increases from 42 to 62. Data from the [UBC Center for Forest Conservation Genetics – Subzone/variant climate data](#).

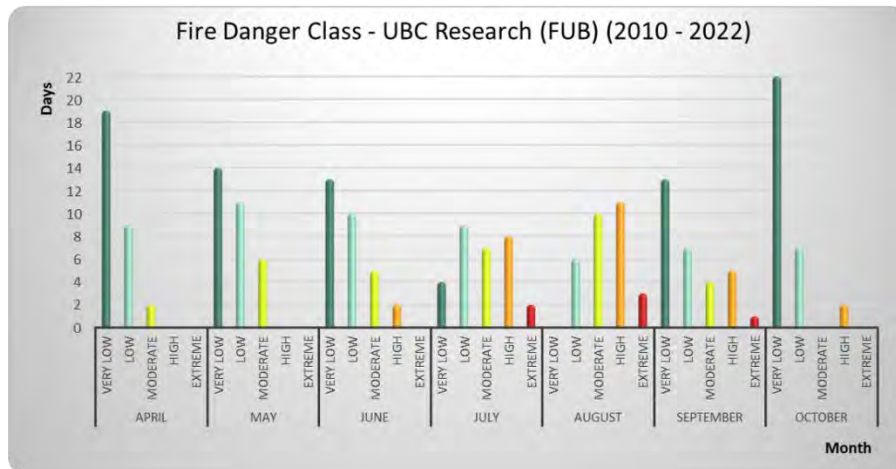


Figure 4: Average number of danger class days during the fire season for the UBC Research weather station (2010-2022). Applicable to Passage Island, Boulder Island, Carraholly Point, Pitt Lake, and Barnston Island.

Hourly wind speed and direction are also recorded at BCWS weather stations. Data is publicly available in the form of average Initial Spread Index (ISI) roses.²⁸ The ISI is a numeric rating of the expected rate of fire spread that combines the effects of wind speed and fine fuel moisture (controlled by temperature, relative humidity, precipitation, and wind). ISI roses can help planners or first responders to protect values at risk based on the predominant wind direction and frequency of higher ISI values. Wildfire that occurs upwind of a value poses a more significant threat to that value than one which occurs downwind.

Analysis of ISI data from both the UBC Research (Figure 5) and TS McNabb (Figure 6) fire weather stations can be used for inferring potential fire spread patterns for all EA-A WUI communities.²⁹ Data shows that during the fire season (April – October) predominant winds originate from southerly directions that would drive fires in a northerly direction. This predominant wind direction is largely paired with low ISI values (between one and ten), which infrequently result in predicted fire intensities that exceed ground-based first responder capabilities.³⁰ As all the WUI communities are in or affected by macro-scale valleys or fjords, the wind directions and flow likely follow a daily diurnal pattern of up valley (north) during the day and down valley (south) at night.

²⁸<https://www2.gov.bc.ca/gov/content/safety/wildfire-status/prevention/vegetation-and-fuel-management/fire-fuel-management/fuel-management>

²⁹ ISI data is not available from any of the fire weather stations in the main North Shore valleys: Capilano, Seymour, and Coquitlam.

³⁰ Predicted fire intensities in common fuel types in EA-A’s WUI (as per the Field Guide to the Canadian Forest Fire Behaviour Prediction System [FBP]) rarely exceed Rank 3.

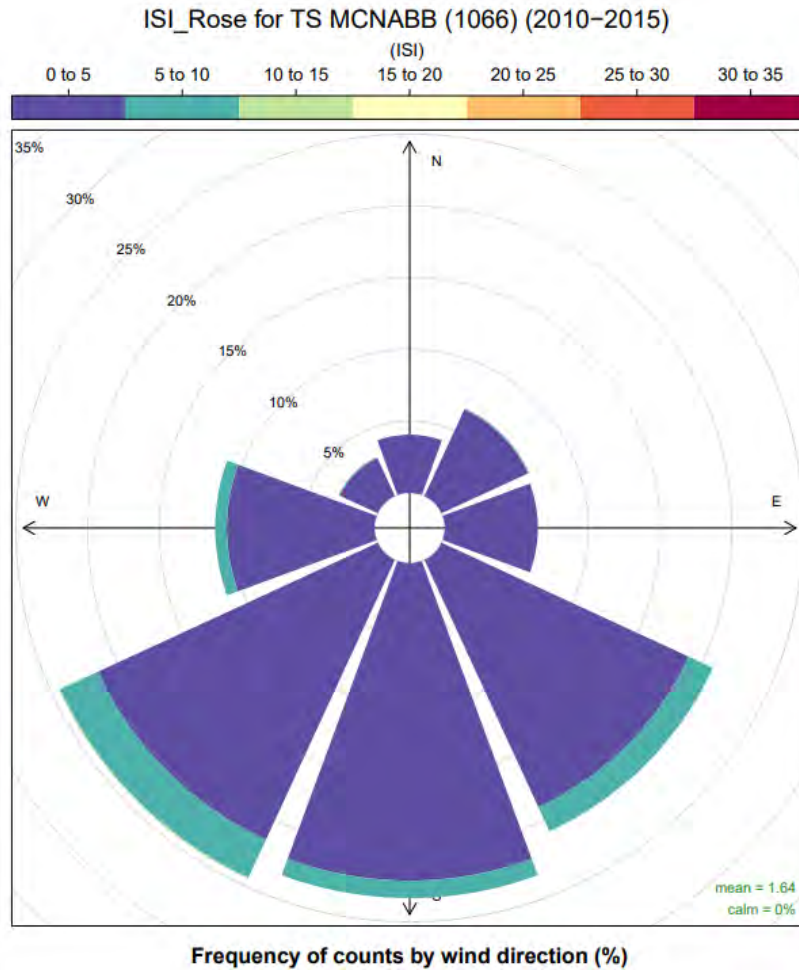


Figure 5: Daily average initial spread index rose for the TS McNabb fire weather station during the fire season (April – October).

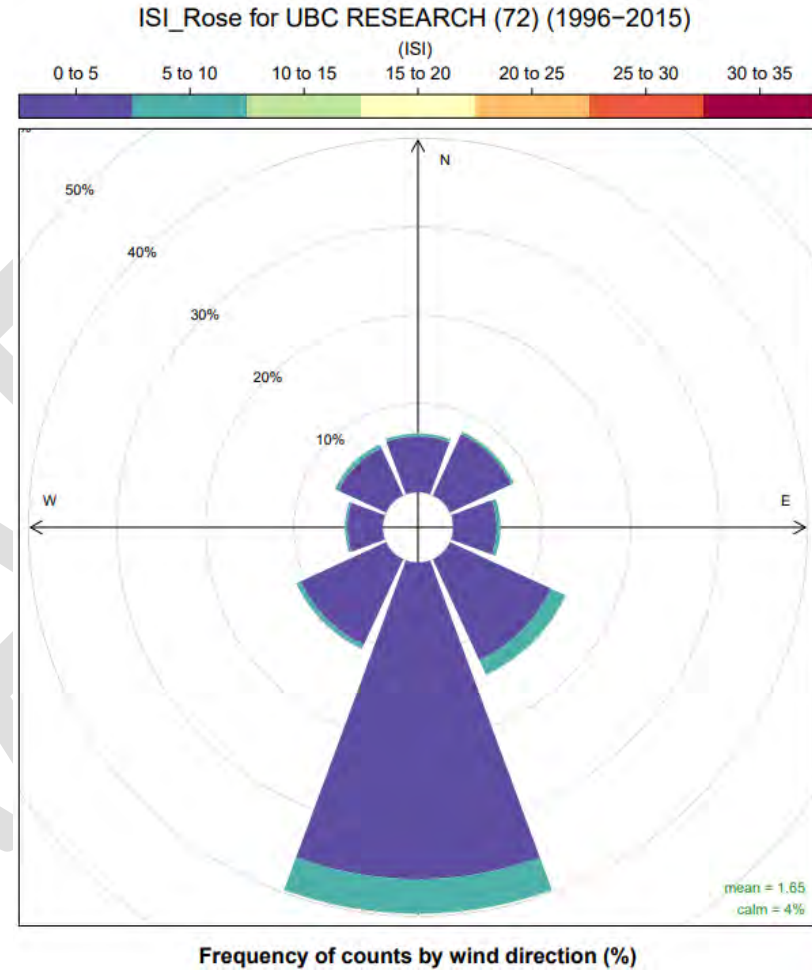


Figure 6: Daily average initial spread index rose for the UBC Research fire weather station during the fire season (April – October).

Climate Change

Climate change is a serious and complex aspect to consider in wildfire management planning. Numerous studies outline the nature of climate change impacts on wildland fire across Canada, and globally.³¹ Although there are uncertainties regarding the extent of these impacts on wildfire, the frequency, intensity, severity, duration, and timing of wildfire and other natural disturbances is expected to be altered significantly with the changing climate.³² Despite the uncertainties, trends within the data are visible.

Climate scientists expect that the warming global climate will trend towards wildfires that are increasingly larger, more intense, and more difficult to control; it is likely that these fires will be more threatening throughout the WUI due to increased potential fire behaviour, fire season length, and fire severity. Researchers studying the relationship between climate change and potential impacts of wildfires to Canadian forests have found that:

- Fuel moisture is sensitive to temperature change, and projected spring precipitation increases will be insufficient to counteract the impacts of the projected summer precipitation decreases and increases in temperature. Results conclude that future conditions will include drier fuels and a higher frequency of extreme fire weather days.³³
- The future daily fire severity rating (a seasonally cumulative value) is expected to have higher peak levels, and head fire intensity is expected to increase significantly in western Canada. The length of fire seasons is expected to increase, and the increase will be most pronounced in the northern hemisphere. Fire season severity seems to be sensitive to increasing global temperatures; larger and more intense fires are expected, and fire management will become more challenging.^{34, 35}

4.2 WILDFIRE HISTORY

4.2.1 HISTORIC FIRE REGIME

EA-A's WUI can be categorized using the Biogeoclimatic Ecosystem Classification (BEC) system, which classifies the province into zones by vegetation, soils, and climate. Regional subzones are derived from relative precipitation and temperature.

³¹ Flannigan, M.D et al. 2009. *Implications of changing climate for global wildland fire*. International Journal of Wildland Fire 18, 483-507.

³² Dale, V., L. Joyce, S. McNulty, R. Neilson, M. Ayres, M. Flannigan, P. Hanson, L. Irland, A. Lugo, C. Peterson, D. Simberloff, F. Swanson, B. Stocks, B. Wotton. 2001. *Climate Change and Forest Disturbances*. BioScience 2001 51 (9), 723-734.

³³ Flannigan, M.D., B.M. Wotton, G.A. Marshall, W.J. deGroot, J. Johnston, N. Jurko, A.S. Cantin. 2016. *Fuel moisture sensitivity to temperature and precipitation: climate change implications*. Climatic Change (2016) 134: 59-71. Retrieved from: <https://link.springer.com/content/pdf/10.1007%2Fs10584-015-1521-0.pdf>.

³⁴ Flannigan, M.D., A.S. Cantin, W.J. de Groot, M. Wotton, A. Newbery, L.M. Gowman. 2013. *Global wildland fire season severity in the 21st century*. Forest Ecology and Management (2013) 294: 54 - 61.

³⁵ Jandt, R. 2013. *Alaska Fire Science Consortium Research Brief*. 2013-3.

Map 16 – Map 20, in Section 4.2.2 below, show the distribution of Biogeoclimatic zones and associated natural disturbance types (NDT) in EA-A’s WUI; this is also summarized in Table 13. All of Indian Arm (excluding Boulder Island and Carraholly Point) are within NDT 1 ecosystems – those with rare stand-initiating events. Historically, these forest ecosystems were usually uneven-aged or multistoried even-aged stands, with regeneration occurring in gaps created by the death of individual trees or small patches of trees. When disturbances such as wind, fire, and landslides occurred, they were generally small and resulted in irregular edge configurations and landscape pattern.

All other EA-A WUI communities are within NDT 2 ecosystems – those with infrequent stand-initiating events (referred to as a Natural Disturbance Type [NDT] 2).³⁶ Historically, this resulted in stands with uneven-aged tendencies and multi-storied forest canopies resulting when undisturbed for significant periods of time. Wildfires tended to be moderate in size (20 to 1000 ha) with areas of unburned forest resulting from sheltering terrain features, higher site moisture, or chance.³⁶ Larger fires did occur after periods of extended drought. The mean return interval for fire was approximately 200 years, allowing for long periods of post-wildfire regeneration.³⁶

It is important to consider that BEC distributions will likely shift and/or change because of climate change.

Table 13. Natural Disturbance Types (NDTs) of EA-A’s WUI.

Biogeoclimatic Zone	Natural Disturbance Type	Area (ha)	Percent (%)
CWH vm1 (Coastal Western Hemlock very wet maritime - submontane)	NDT 1	1143	31%
CWH vm2 (Coastal Western Hemlock very wet maritime - montane)			
CWH xm1 (Coastal Western Hemlock very dry maritime - eastern)	NDT 2	2515	69%
CWH dm (Coastal Western Hemlock dry maritime)			

4.2.2 WILDFIRE OCCURRENCES

BCWS historic wildfire perimeter (from 1912-2022) and fire ignition data (1950-2022; fire ignitions within the WUI are tallied in Figure 7) within and surrounding EA-A’s WUI are displayed below on Map 16 – Map 20. The datasets show that wildfires within EA-A’s WUI (and surrounding areas) are infrequent and ignitions rarely result in a wildfire event. Fifty-two fire ignition points (ignitions that may or may not have resulted in a wildfire) have been recorded since the early 1950’s within the WUI, predominantly human caused (87%), emphasizing the importance of fire education and regulation.³⁷ Most recently, there have been a few small fires within or influencing EA-A’s WUI. These include one that occurred near Strip Creek (Howe Sound inland southern section) in 2019 which burned 4.5 ha, another on the west side of Grant

³⁶ BC Biodiversity Guidebook. <https://www.for.gov.bc.ca/hfd/library/documents/bib19715.pdf>

³⁷ Fire ignition points in the water are most likely attributed to reported fires on boats called into BCWS.

Narrows (Pitt Lake) in 2023, and another on the south facing slopes of Grouse Mountain in 2023. All fires were actioned by BCWS immediately resulting in effective, timely suppression.

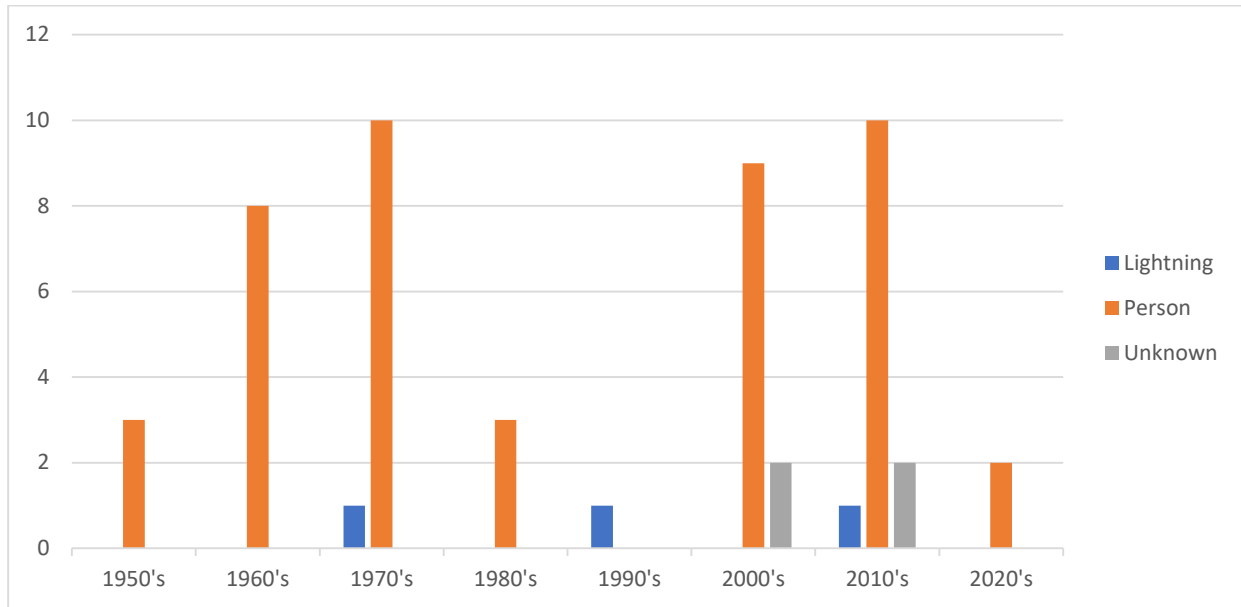
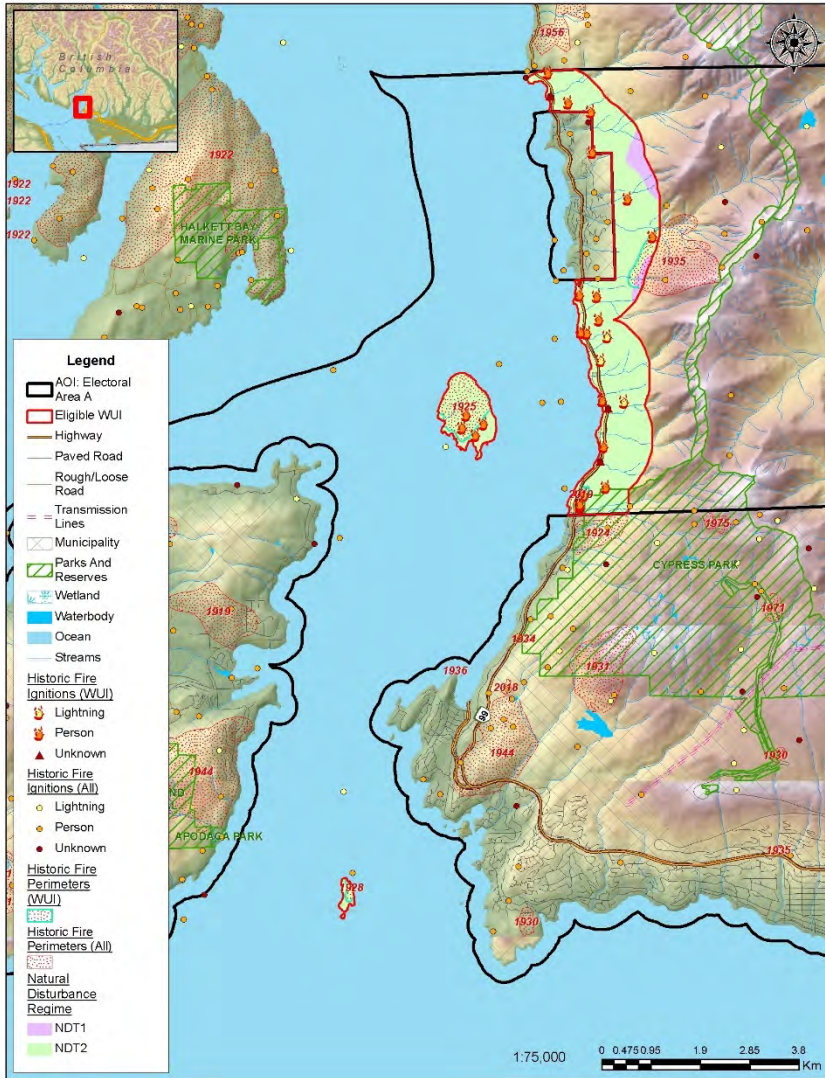
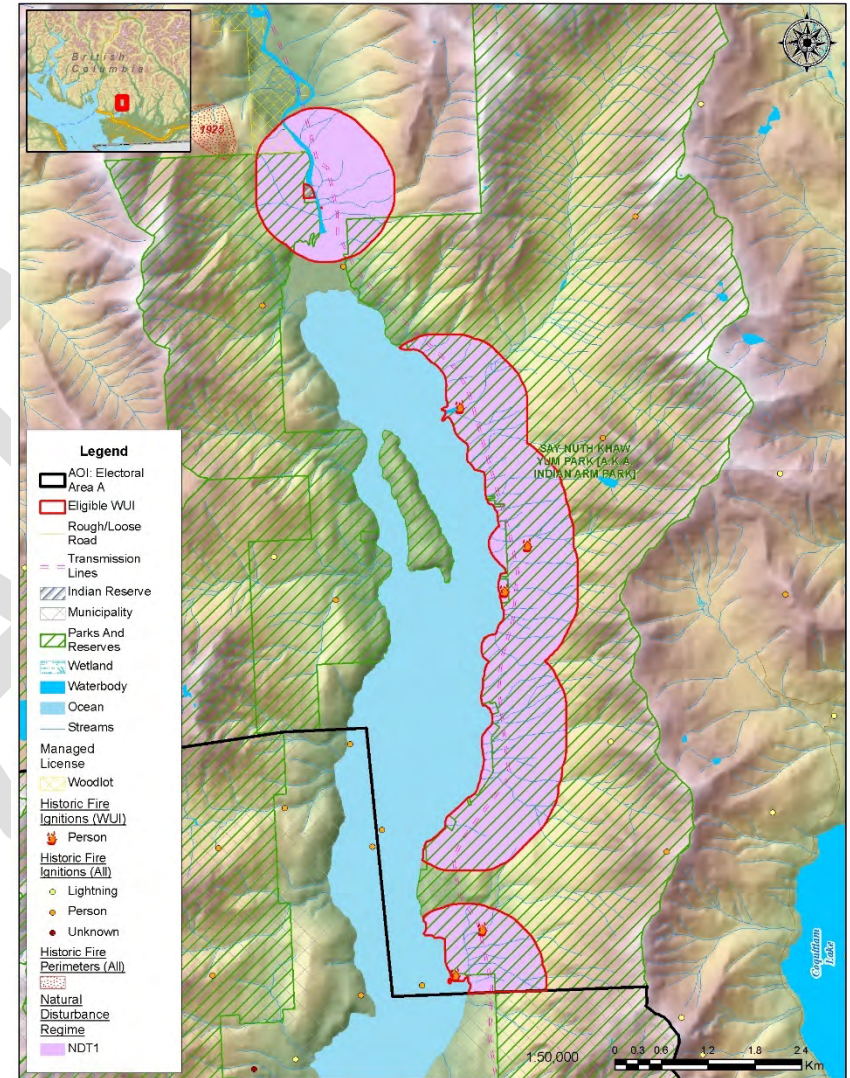


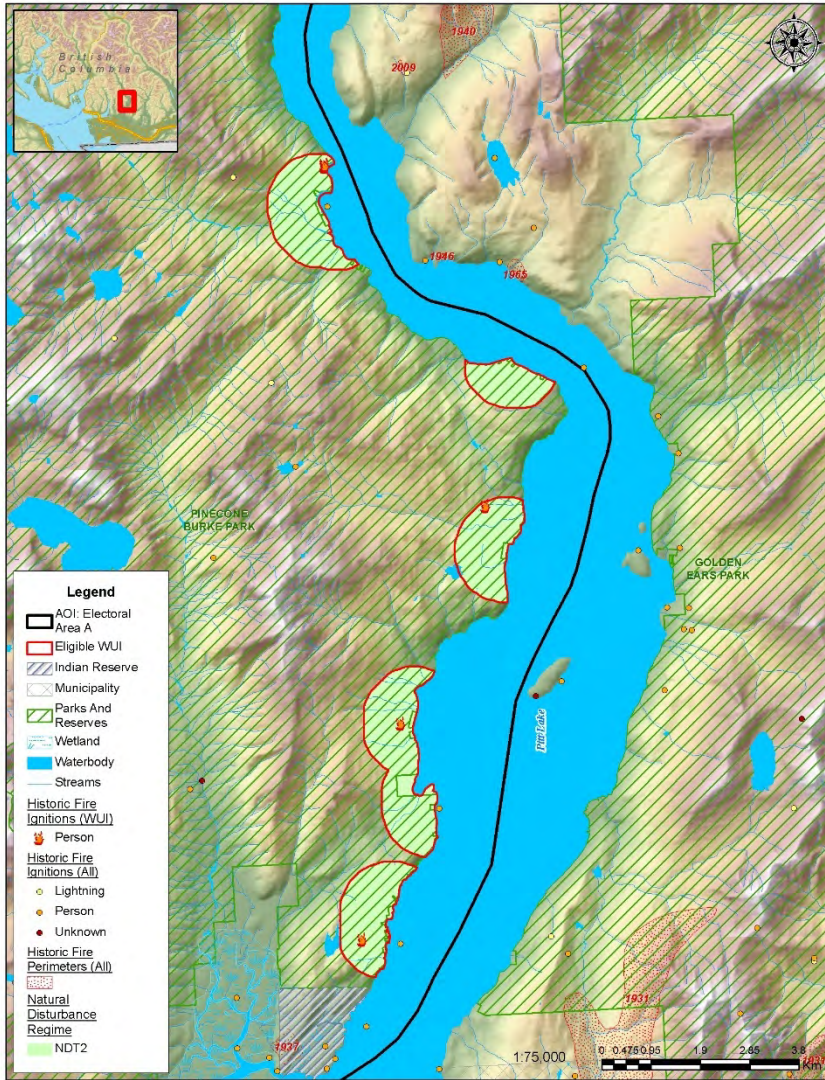
Figure 7. Historical wildfire ignitions for Electoral Area A, categorized by ignition cause and decade.
 Data from BCWS ignition dataset – Data BC



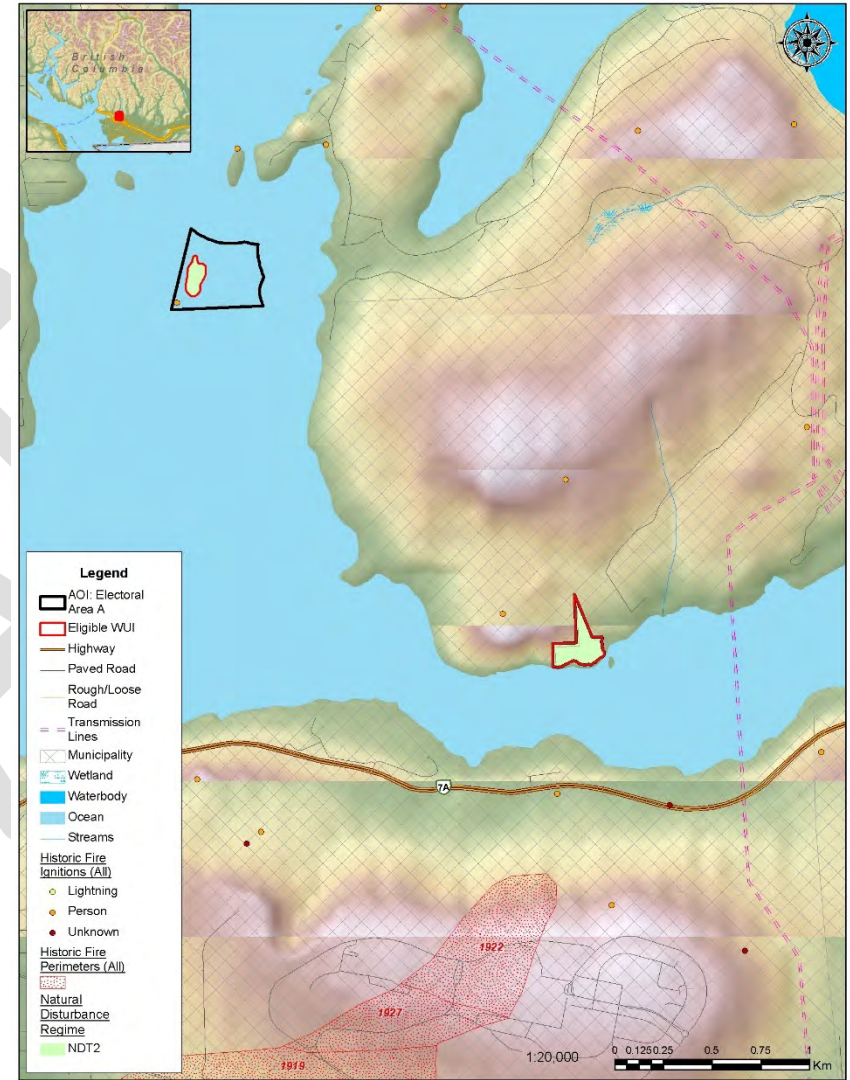
Map 16: Natural disturbance regimes and historical fire ignitions and occurrences within and surrounding Howe Sound's WUI.



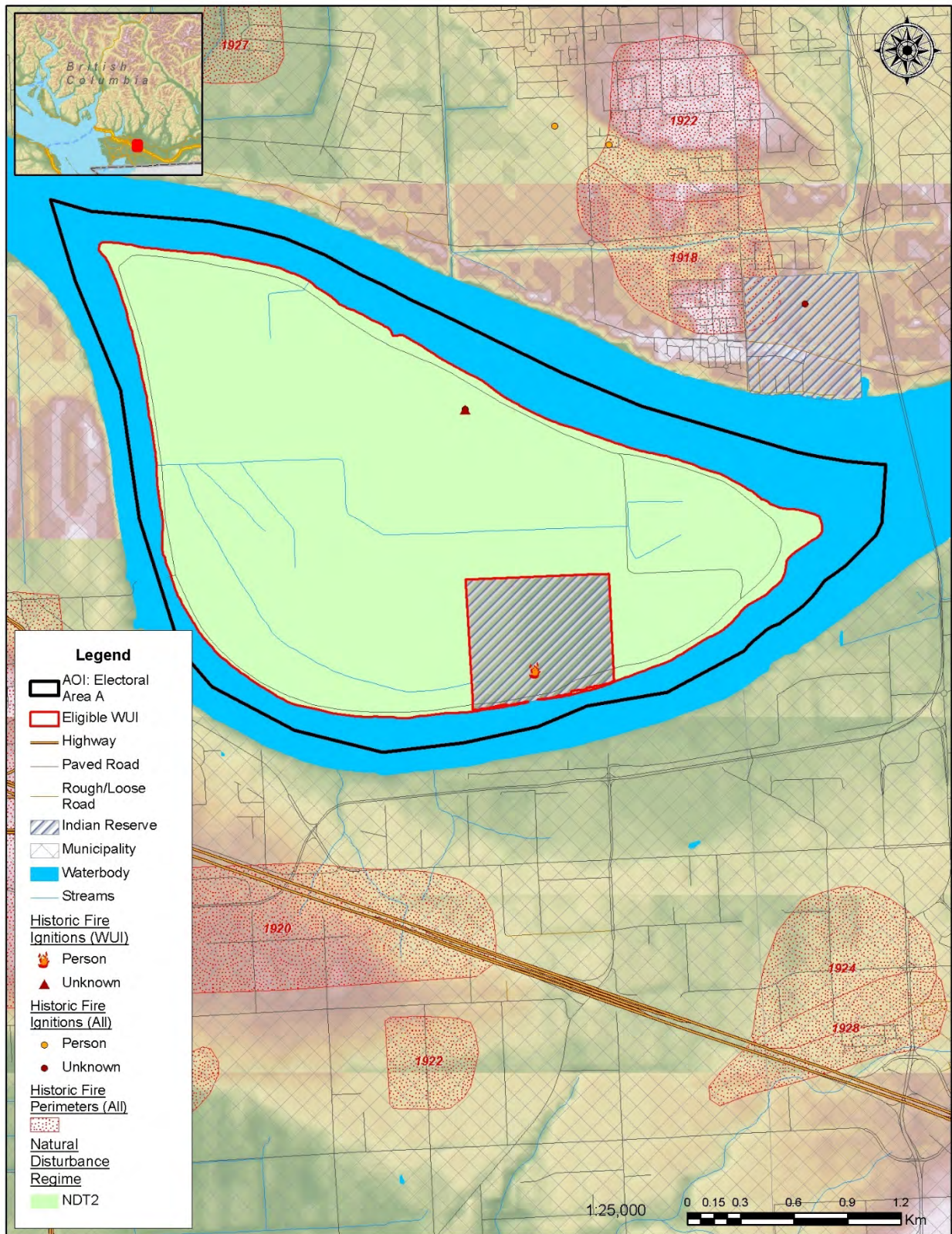
Map 17: Natural disturbance regimes and historical fire ignitions and occurrences within and surrounding Indian Arm's WUI.



Map 18: Natural disturbance regimes and historical fire ignitions and occurrences within and surrounding Pitt Lake's WUI.



Map 19: Natural disturbance regimes and historical fire ignitions and occurrences within and surrounding Boulder Island's and Carraholly Point's WUI.



Map 20: Natural disturbance regimes and historical fire ignitions and occurrences within and surrounding Barnston Island's WUI.

4.3 LOCAL WILDFIRE THREAT ASSESSMENT

There are two main components of the local risk assessment: the *wildfire behaviour threat class* (fuels, weather, and topography sub-components) and the *WUI risk class* (structural sub-component). The local wildfire threat assessment process includes several key steps as outlined in Appendix A: Local Wildfire Risk Process and summarized as follows:

- *Fuel type attribute assessment* – ground truthing/verification and updating as required to develop a local fuel type map.
- *Consideration of the proximity of fuel to the community* – recognizing that fuel closest to communities/structures usually represents the highest hazard.
- *Analysis of predominant summer fire spread patterns* – using wind speed and wind direction during the peak burning period (ISI Roses from BCWS weather station(s); see Section 4.1.3). Wind speed, wind direction, and fine fuel moisture condition influence wildfire trajectory and rate of spread.
- *Consideration of topography in relation to values* (Table 10 and Table 11) – slope percentage and slope position of the value are considered, where slope percentage influences the fire’s trajectory and rate of spread and slope position relates to the ability of a fire to gain momentum uphill.
- *Stratification of the WUI* – according to relative wildfire threat based on the above considerations, other local factors, and field assessment of priority wildfire risk areas.

A total of six Wildfire Threat Assessment (WTA) plots were completed and 411 other field stops (e.g., fuel type verification, qualitative notes, and/or photograph documentation) were made across the WUI (see Appendix A-4: Wildfire Threat Plot Locations and Map 21 – Map 24) over a number of field days in October of 2023. WTA plots were completed in interface (i.e., abrupt change from forest to residential development) and intermix (i.e., where forest and structures are intermingled) areas of the WUI, on public land, to support the Wildfire Threat Class Analysis. Constraints such as limited accessibility into the WUI (e.g., access required through private property; no roads; difficult hiking terrain) limited field assessments for some areas.

4.3.1 WILDFIRE THREAT CLASS ANALYSIS

Classes of the wildfire threat class analysis are as follows:

- Very Low: Waterbodies with no forest or grassland fuels, posing no wildfire threat;
- Low: Developed and undeveloped land that will not support significant wildfire spread;
- Moderate: Developed and undeveloped land that will support surface fires;
- High: Landscapes or stands that are continuous forested fuels that will support candling, intermittent crown fires, or continuous crown fires. These landscapes are often steeper slopes, rough or broken terrain and/or south or west aspects. High polygons may include high indices of dead and downed conifers; and
- Extreme: Continuous forested land that will support intermittent or continuous crown fires.

The results of the wildfire threat class analysis are shown on Map 21 – Map 24³⁸ and tallied in Table 14 below. Excluding private land, the analysis shows that the majority (98%) of the EA-A’s WUI is classified as Low (16%) or Moderate (86%) wildfire threat. More specifically to each WUI community, Howe Sound mainland, Indian Arm, and Pitt Lake are dominated by Moderate wildfire threat. This reflects the dominant C-5 fuel type on consistently moderate to steep slopes. Barnston Island is entirely classified as Low wildfire threat, reflecting the deciduous dominated forest stands and gentle slopes. The Crown land road right-of-ways on Passage Island are almost entirely classified as Moderate wildfire threat, reflecting the dominant C-5 fuel type, with moderate slopes, and a slightly warmer fire season climate.

Table 14: Wildfire threat summary for the WUI, excluding private land.

Wildfire Threat		
Threat Class	Hectares	Percentage (%) of Assessable Public Land
Extreme	34.5	1%
High	25.0	1%
Moderate	2237.9	82%
Low	443.6	16%
No Data (Private Land)	901.0	-

It is important to note that the local WTA analysis does not apply to private land parcels nor any areas outside of the eligible WUI for this CWRP. As well, the threat assessment quantifies threat as it relates to forest fuels, and does not include the ignition potential of residential landscaping, structures, or other infrastructure. Structure fires and structure-to-structure spread in a wildfire scenario are largely attributable to hazardous conditions in the Home Ignition Zone of a structure (most importantly, the area within 30 metres of the principal building and/or its attachments – further discussed in Section 5).

4.3.2 WUI RISK CLASS ANALYSIS

WUI risk classes are quantified when the wildfire threat (see above) is assessed as High or Extreme, causing potential unacceptable wildfire risk when near communities and developments (i.e., structures and values at risk). WUI risk classes are described below:

- **Low:** The high or extreme threat is sufficiently distant from developments, having no direct impact of the community and is located over 2 km from structures;
- **Moderate:** The high or extreme threat is sufficiently distant from developments, having no direct impact of the community and is located 500 m to 2 km distance from structures;
- **High:** The high or extreme threat has potential to directly impact a community or development and is located 200 m to 500 m from structures; and,

³⁸ No map was produced for Boulder Island and Carraholly Point as they are entirely private land and thus had no analysis completed.

- **Extreme:** The high or extreme threat has potential to directly impact a community or development and is located within 200 m from structures.

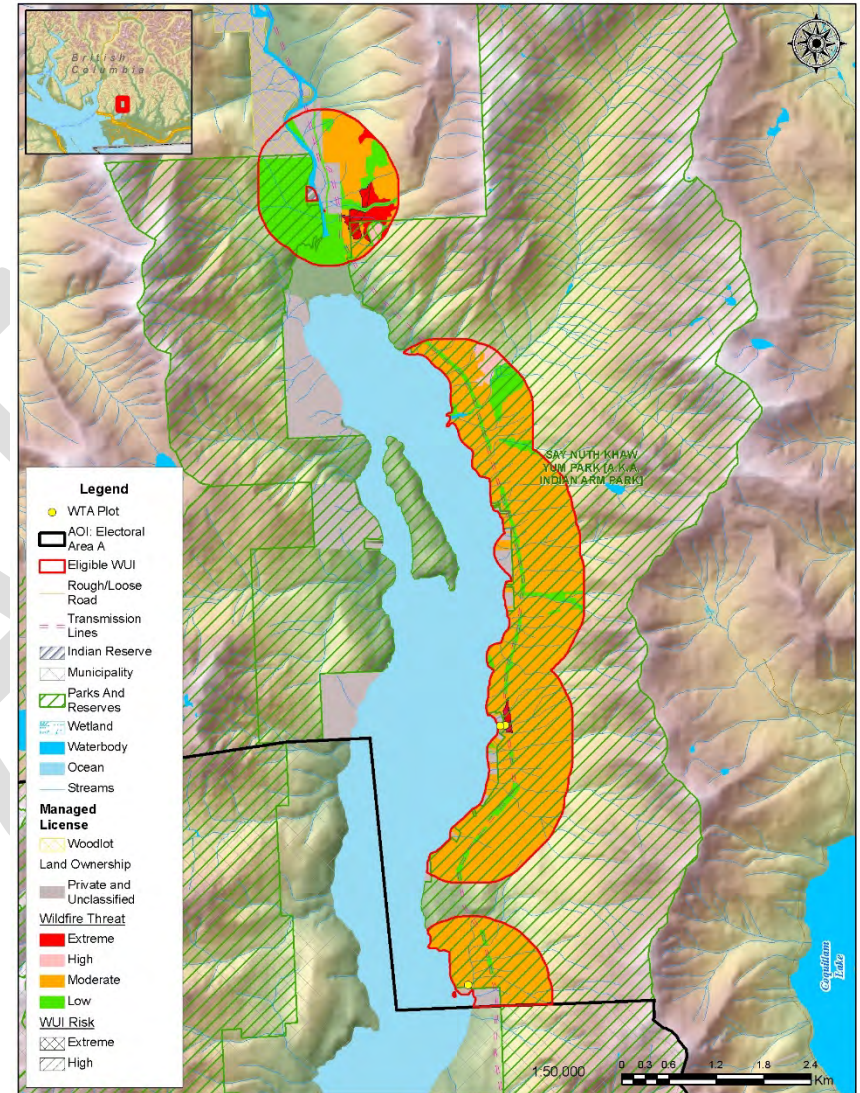
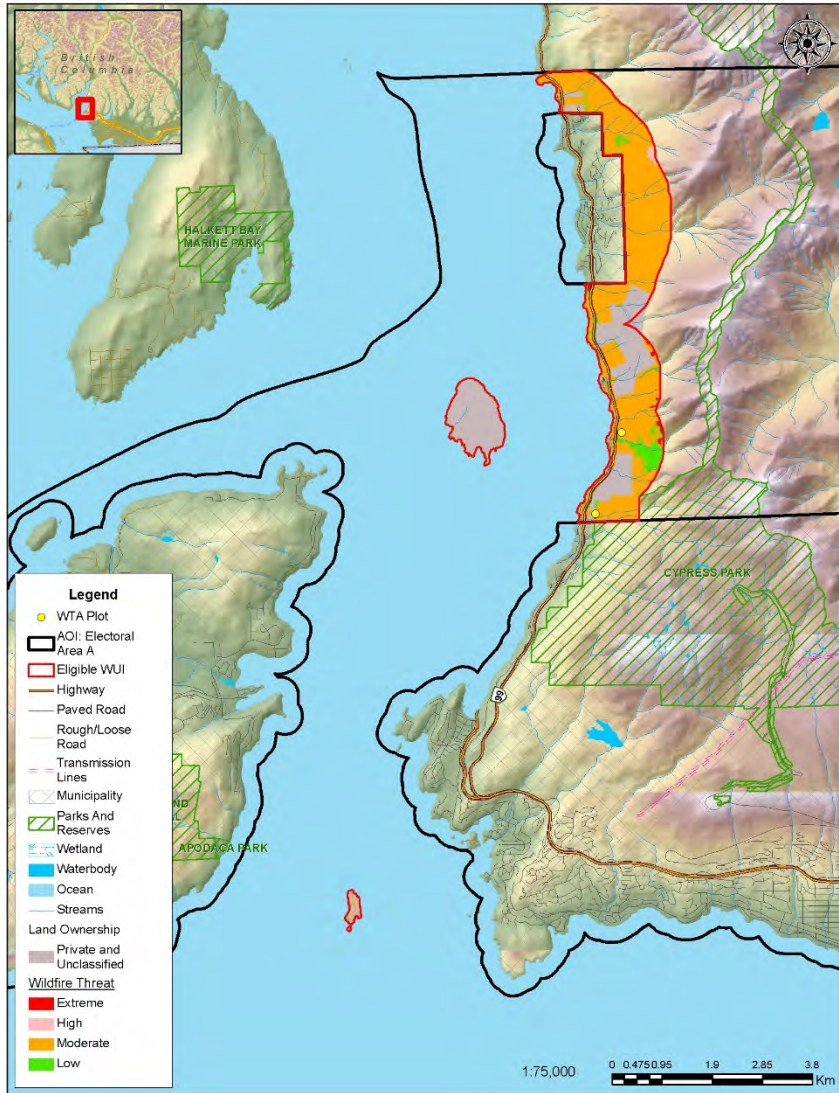
Table 15 below (and displayed on Map 21 – Map 24)³⁹ summarizes the risk class ratings within the EA-A’s WUI. Of the 59.5 hectares assigned a High or Extreme wildfire threat class (a significantly low amount), only 11.1 hectares have a High or Extreme WUI risk class rating. Overall, this represents 0.4% of the assessable land in EA-A’s WUI. For detailed field data collection and spatial analysis methodology for the local threat assessment and classification, see Appendix A-3: WUI Risk Spatial Analysis Methodology.

Table 15: WUI risk class ratings within Electoral Area A’s WUI.

WUI Risk		
Risk Class	Hectares	% of Assessable Public Land
Extreme	2.7	0.1%
High	8.4	0.3%
N/A (Moderate, Low, or Very Low fire threat)	2681.5	-
No Data (Private Land)	901.0	-

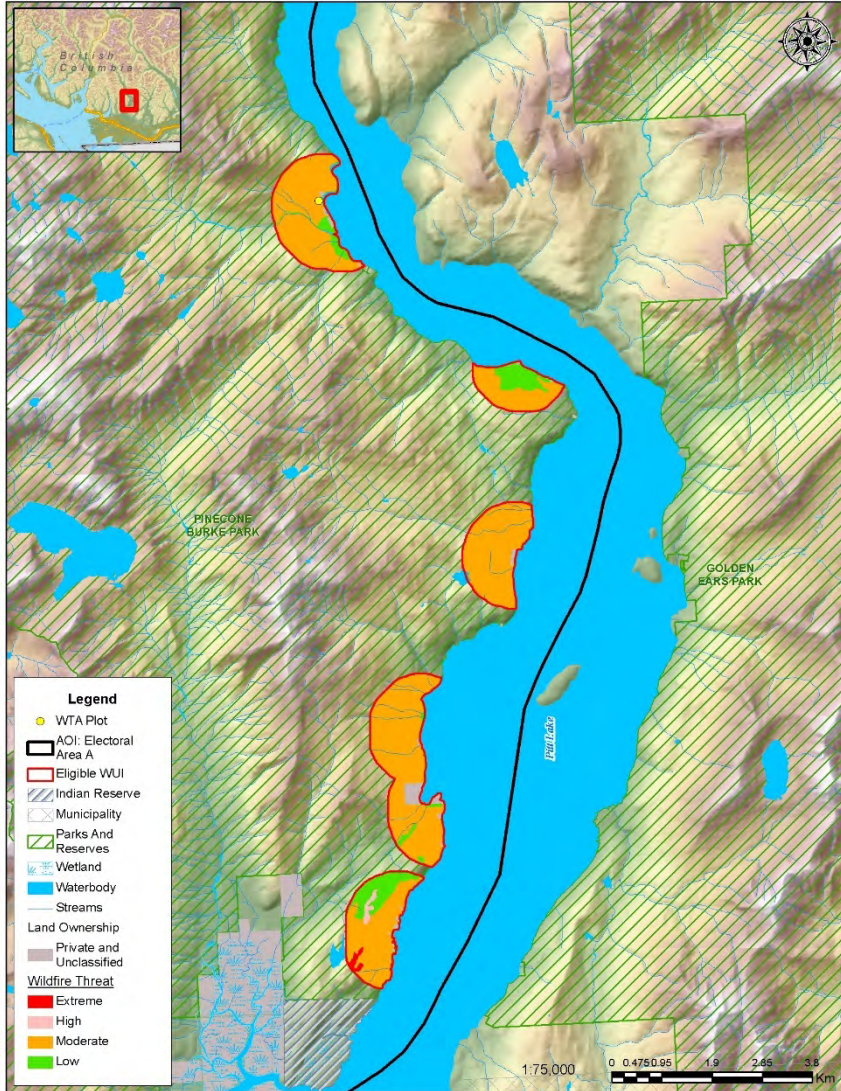
It is important to note that reducing the risk (i.e., performing wildland fuel management) in any Moderate or higher wildfire threat areas, or High and Extreme WUI risk areas, is unlikely to be a silver bullet in protecting communities and structures from wildfire risk. In extreme wildfire scenarios, firebrands (embers) can travel many kilometers ahead of the active fire front, land in densities of up to 600/m², and ignite combustible building materials and landscaping vegetation. In combination with wildland fuel management, increasing the resilience of EA-A’s WUI communities and structures can only be efficiently achieved by performing residential-scale FireSmart activities on private structures and land.

³⁹ No map was produced for Boulder Island and Carraholly Point as they are entirely private land and thus had no analysis completed.

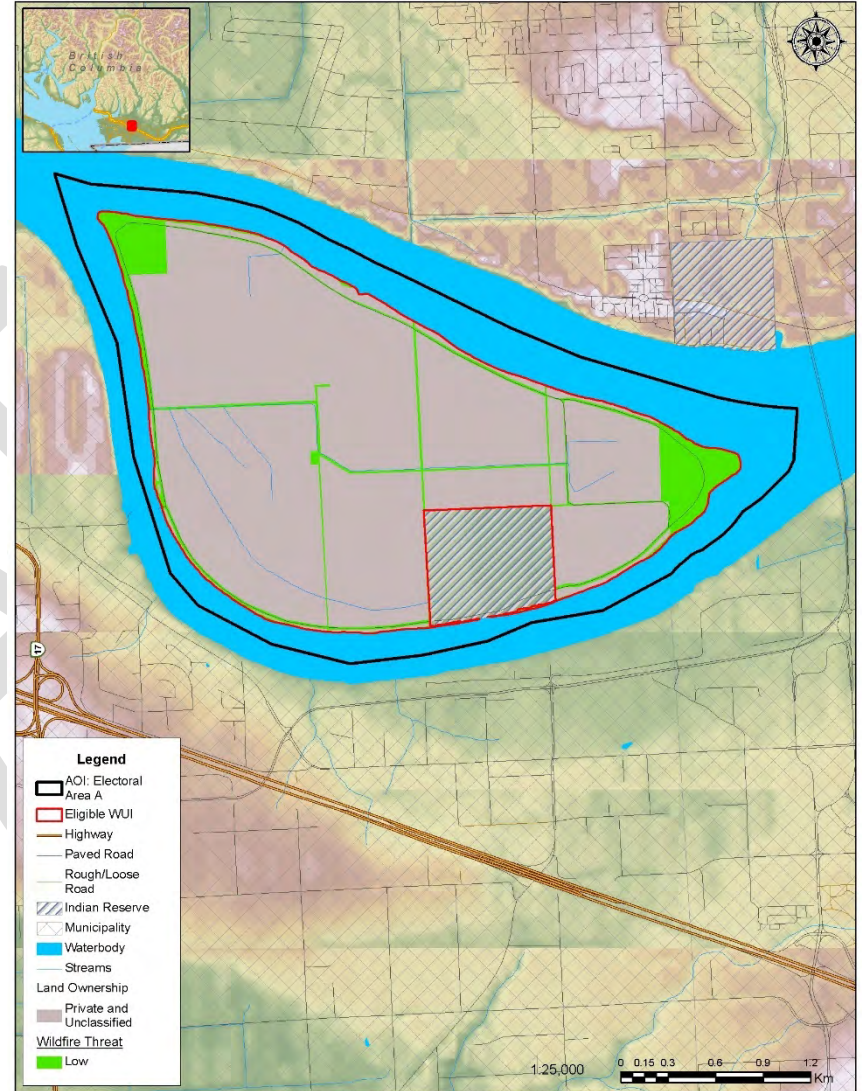


Map 21: Wildfire Threat and WUI Risk Classes (none present) for Howe Sound and Passage Island.

Map 22: Wildfire Threat and WUI Risk Classes for Indian Arm.



Map 23: Wildfire Threat and WUI Risk Classes (none present) for Pitt Lake.



Map 24: Wildfire Threat and WUI Risk Classes (none present) for Barnston Island.

4.4 HAZARD, RISK, AND VULNERABILITY ASSESSMENT

The purpose of a Hazard, Risk, and Vulnerability Analysis (HRVA) is to help a community make risk-based choices to address vulnerabilities, mitigate hazards, and prepare for responding to and recovering from hazard events. The HRVA process assesses sources of potential harm, their likelihood of occurring, the severity of their possible impacts, and who or what is particularly exposed or vulnerable to these impacts.⁴⁰

Metro Vancouver conducted an HRVA specific to EA-A in 2005 which is published on the www.metrovancouver.org website. This analysis is reviewed annually for additional hazards. A regional level HRVA for Local Authorities was conducted in 2013 by the Integrated Partnership for Regional Emergency Management (IPREM). The findings of these analyses are summarized below in Figure 8:

Hazard Category		Regional Hazards with Greatest Regional Impact	Potential Impact
Non - Malicious	Natural	Wildland Interface Fire	A Wildland fire migrating into the interface has the potential to cause significant damage to residents’ homes, and potential loss of life. The Point Grey and Passage Island areas are most susceptible during hot summer months due to climate anomalies and proximity to Pacific Spirit Regional Park.
	Human Accidental	Structural Fire	With the exception of the Point Grey area, no structural fire suppression is available. Thus, any fire occurring has the potential to cause complete loss of one or more residences.

Figure 8: Electoral Area A Interface Wildfire HRVA

Any updates of the Electoral Area A specific emergency program HRVA should look and refer to the most recent CWRP for the most up to date wildfire risk analyses and vulnerabilities to the communities, as well as key recommendations to focus on.

⁴⁰ Government of BC. HRVA Example Report. https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/local-government/hrva/hrva_forms-step_8-anytown_bc-sample_hrva_report.pdf

SECTION 5: FIRESMART PRINCIPLES

FireSmart™ is the leading program in Canada aimed at empowering the public and increasing neighbourhood resilience through wildfire mitigation measures. It has been formally adopted by almost all Canadian provinces and territories, including British Columbia in 2000. The FireSmart program covers a wide breadth of preventative measures, which are founded in the seven FireSmart disciplines: Education, Legislation and Planning, Development Considerations, Interagency Cooperation, Cross-Training, and Vegetation Management. These seven disciplines and the guiding principles behind FireSmart can be applied at a number of spatial scales, and are not restricted to any type of land ownership, forest type or property type. EA-A has an active FireSmart program that has, thus far, primarily focused on resident education.

It has been found that during extreme wildfire events, most home destruction has been a result of low-intensity surface fire flame exposures, usually ignited by embers (firebrands) – of which the majority of EA-A WUI communities are capable of supporting, as determined by the Wildfire Threat Class Analysis (Section 4.3.1). Firebrands can be transported long distances ahead of the wildfire, across fire guards and fuel breaks, and accumulate in densities that can exceed 600 embers per square meter. Combustible materials found on the exterior of and surrounding homes (the FireSmart Home Ignition Zone) combine to provide fire pathways allowing spot surface fires ignited by embers to spread and carry flames or smoldering fire into contact with structures.

Because ignitability of structures and landscaping vegetation is the main factor driving structure loss, the intensity and rate of spread of wildland fires beyond the community has not been found to necessarily correspond to loss potential. For example, FireSmart homes with low ignitability may survive high-intensity fires, whereas highly ignitable homes may be destroyed during lower intensity surface fire events.⁴¹ Increasing ignition resistance would reduce the number of homes simultaneously on fire; extreme wildfire conditions do not necessarily result in WUI fire disasters.⁴² Initial assessments of homes/structures damaged versus those not from the recent 2023 Kelowna-area wildfires provides strong evidence supporting these two key points.⁴³ It is for these reasons that the key to reducing WUI fire structure loss is to reduce structure ignitability. Mitigation responsibility must be centered on structure owners. Risk communication, education on the range of available activities, and prioritization of activities should help homeowners to feel empowered to complete simple risk reduction activities on their property.

⁴¹ Cohen, J. Preventing Disaster Home Ignitability in the Wildland-urban Interface. *Journal of Forestry*. p 15 - 21.

⁴² Calkin, D., J. Cohen, M. Finney, M. Thompson. 2014. *How risk management can prevent future wildfire disasters in the wildland-urban interface*. *Proc Natl Acad Sci U.S.A.* Jan 14; 111(2): 746-751. Accessed online 1 June, 2016 at <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3896199/>.

⁴³ Presentation by BCWS to the Wildland Fire and Fuels Community of Practice group via Forest Professionals of BC Webinar, November 2023.

Many of the recommendations proposed in this plan are eligible for funding under the UBCM CRI FireSmart Community Funding and Supports (FCFS) program. For the 2024 application intake and beyond, the application guide highlights that it will be required for all applicants to have *all* the following FireSmart components developed/active in their community (or apply for them if not already in place):

- A person hired/contracted acting in a FireSmart position as a FireSmart coordinator (can be a title added to a current employee/contractor or a new hire).
- An active Community FireSmart & Resiliency Committee.
- A current CWRP that is acceptable to the BCWS Wildfire Prevention Officer/Prevention Specialist or the FNESS Mitigation Specialist/Liaison. This includes assessment and identification of FireSmart and fuel management priorities/recommendations.

5.1 COMMUNITY OVERVIEW

During CWRP development, information concerning FireSmart vulnerability and resilience factors of EA-A WUI communities was gathered through community, stakeholder, and local government questionnaires. Seven questionnaires were collected from: Buntzen Bay (Indian Arm); Bowyer Island Estates Ltd., Kildare Estates, B & A Estates Ltd. (Bowyer Island); Montizambert Wynd, Stachan point, and Ocean Point - Strata Plan LMS483 (Howe Sound mainland). The questionnaire consisted of four general categories of information as follows:

1. Community description such as numbers of residents and structures, water sources, sewage disposal methods, electric power sources, and usual mode of access.
2. Methods of disposal and management of yard waste and forest debris.
3. Forested areas in the vicinity of the community that, in the opinion of the responders, are most concerning in terms of wildfire risk.
4. Community wildfire and emergency preparedness (including the presence of individuals with experience with wildfire) and overall knowledge about FireSmart among the residents of each community.

The following is a summary based on the received responses.

Access

All communities of Howe Sound mainland (Montizambert Wynd, Stachan point, and Ocean Point - Strata Plan LMS483) are accessible by road and the majority of the properties have access to the water. The communities on Bowyer Island (Bowyer Island Estates Ltd., Kildare Estates, B & A Estates Ltd.) are all water access only.

Vegetative Debris Management

The dominant method of management of garden wastes and forest debris in these areas is pile and burn, however, it has been significantly limited due to the enforcement of the regional district's *Open Burning*

Emission Regulation (Bylaw NO. 1355, 2022)⁴⁴ and *BC Open Burning Smoke Control Regulation*⁴⁵. In Howe Sound, garden waste is transported to local waste centres such as the North Shore Recycling and Waste Centre.

Wildfire Ignition, Spread Risks, and Response

The most concerning wildfire ignition and spread risks to the residents in Buntzen Bay are the proximity of values to the forest edge, lightning ignitions, campfires, and house fires. In contrast, the communities in Howe Sound mainland are concerned with fire ignitions from the nearby BC Hydro transmission line, electric power stations, and railway traffic. At the community level, all the responders stated that most individual residents in their community are aware of wildfire risks and, to some degrees, are prepared to extinguish or delay the spread of small fires. None of the responding communities, however, has any formal response plan in case of a wildfire. Stored water, by gravity or pumps, is the primary source of water for actioning on a fire. The residents of Ocean Point (Howe Sound mainland) have access to fire hydrants and have received proper training to operate them. Strachan Point has a standpipe system set-up throughout the community and associated suppression equipment.

FireSmart Education and Training

Kildare Estates (Bowyer Island) is the only responding community that has a Fire Committee (with two volunteer members). Additionally, in 2023, Kildare Estates had a fire expert come to the community and teach an onsite fire prevention/fighting day course that was attended by a member from each resident family. Passage Island, through Metro Vancouver with assistance from BCWS, completed an on-island wildfire and FireSmart information session in summer 2023. Overall, EA-A residents' knowledge of FireSmart is at a preliminary stage and those who have a better understanding of it believe that maintaining those principles is challenging and expensive.

Observed general FireSmart vulnerabilities and resilience factors for all EA-A WUI communities are detailed below in Table 16.

Table 16: General FireSmart vulnerability and resilience factors identified for communities within EA-A.

Vulnerability	Resilience
<ul style="list-style-type: none"> - Deficiencies in structures that may cause fire. - Many communities are mostly seasonally occupied. - Un-treated forested areas near the communities and structures – both public and private land. - Lack of formal wildfire response plans for the communities. - High-risk ignition infrastructure (highways, railways) present. - Standards of FireSmart are neither understood nor followed. 	<ul style="list-style-type: none"> - Residents are generally aware of wildfire hazard. - Some communities are self-organized and have begun seeking wildfire response training and wildfire/Firesmart education. - Residents have the sense of self-reliance and try to be ready for any fire. - Strachan Point community has a self-maintained stand-pipe water deliver service for fire response.

⁴⁴ https://metrovancover.org/boards/Bylaws/MVRD_Bylaw_1355.pdf#search=no%201355%202022%20schedule

⁴⁵ https://www.bclaws.gov.bc.ca/civix/document/id/crbc/crbc/152_2019

Vulnerability	Resilience
- Small, scattered population with no centralized alert system; many areas with no cell service.	

Considering the access/egress challenges of most EA-A WUI communities, improving the mitigating measures to reduce the chance of a fire to start (and grow in size) is significantly more important than measures for fire suppression. Thus, mitigating key wildfire risks and vulnerabilities for these communities will largely fall under education programs directed at residents and visitors to these areas, planning and development considerations aimed at building more fire resilient structures, emergency planning so that when a wildfire/large fire event occurs first responders are prepared, and private land FireSmart vegetation management.

The following sections provide information on each FireSmart discipline, and an analysis of actions that can be implemented by Metro Vancouver are discussed. Each section contains a table of recommended actions for Metro Vancouver relating to that FireSmart discipline. Most actions are fundable through the CRI FCFS program. Each recommendation includes a rationale, lead agency, timeline, and estimated resources to complete (if known).

5.2 EDUCATION

Rural areas without fire services, or dependent upon small volunteer fire services, rely heavily on the coordination of local resources and the uptake of FireSmart initiatives to be prepared for a wildfire event. Public education and outreach play a critical role in helping a community prepare for and prevent a wildfire emergency. Awareness of wildfire risk is important, but this needs to be paired with an awareness of potential mitigation actions and available FireSmart programs for residents to implement on their properties and within the community. Participating in wildfire risk reduction and resiliency activities can also promote a sense of empowerment and shared responsibility at the home, street, and community level. The education discipline often supports the successful implementation of the other FireSmart disciplines by building awareness and understanding within both residents and visitors.

The Metro Vancouver Electoral A Emergency Planning and Response website⁴⁶ provides educational services for all disastrous events including wildfire. FireSmart education is part of Public Emergency Preparation and recovery.⁴⁷ As part of this program, Metro Vancouver has facilitated the following education events to communities and residents:

- July 15, 2023: Passage Island – FireSmart presentation; fire extinguisher and fire pump practice).

⁴⁶ <https://metrovancover.org/services/electoral-area-a/emergency-planning-and-response>

⁴⁷ <https://www2.gov.bc.ca/gov/content/safety/emergency-management/preparedbc>

- Spring 2021: Firesmart information booklets and posters distributed (mail and email) to all rural residents.
- September 25, 2021: Indian Arm and Pitt Lake (hosted at Belcarra Regional Park) – FireSmart presentation and fire pump practice.
- August 13, 2017: Passage Island – FireSmart presentation; fire extinguisher and fire pump practice.
- September 10, 2014: for all residents (hosted at Gleneagles Community Centre in West Vancouver) – FireSmart Safety Workshop.

Because of the rural character and remote locations of most communities within EA-A’s WUI, the observed general lack of adherence to FireSmart construction materials and landscaping, and the understanding that homes, landscaping vegetation, and all other manner of flammable and combustible materials are considered fuel in the WUI wildfire triangle, a large emphasis should be placed by Metro Vancouver to seek out new opportunities to engage with communities and residents that have been difficult to do so with to date. Not all activities/efforts will be successfully received by the public, but it is equally important to know what does and does not work in getting the FireSmart message further into the community – allowing efforts to be refined and improved moving forwards. The audience for this messaging includes tourists (of which there are many to EA-A’s communities), recreation areas, and campsites – where individuals may not be aware of FireSmart and the wildfire risks that their actions may carry.

CRI FCFS funding is available to hire/contract a person to act in a FireSmart position as a FireSmart coordinator (can be a title added to a current employee/contractor or a new hire). Planning, organizing, and executing EA-A’s FireSmart program would run through them, including education initiatives and most other recommendations proposed in this plan. As some communities have shown the ability to self-organize and then to reach out for wildfire response training and education opportunities, the FireSmart coordinator could help facilitate these as well as bring them to other communities within the regional district.

To further FireSmart education, Table 17 below details recommended actions that Metro Vancouver can implement.

Table 17: Proposed education recommendation and action items.

Item	Recommendation	Rationale/Additional Comments	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
Education - Section 5.2						
Residents						
1	Continue to promote FireSmart approaches for wildfire risk reduction to homeowners, businesses, and stakeholders through FireSmart workshops, open houses, and/or presentations. Supply FireSmart resources during these engagement campaigns and promote the FireSmart Begins at Home mobile app as a method of conducting home assessments.	As many homes and communities are quite remote, offering presentations and workshops remotely could increase attendance, however, in person events (especially for Howe Sound mainland) should also be considered. FireSmart BC resources help present a unified message. Print resources are popular and easy to distribute. Take notes on what outreach methods have the most uptake and where, and adapt the program accordingly over time.	Metro Vancouver (Consultant)	Ongoing	Continued growth in uptake and attendance of the FireSmart program.	CRI FCFS funding resources for Education events (banners, brochures, promo items, and professionals to attend).
2	Launch a FireSmart social media campaign targeting platforms and online community groups used by Electoral Area residents. Most EA-A communities have some form of community social media communication group – whether through email, Facebook, WhatsApp, etc. Metro Vancouver can run the campaign through its own social media programs as well as provide the content to identified community leaders.	This can be a cost effective and wide-reaching method used to continue FireSmart education within communities. [CRI FCFS funding is available to hire a consultant to develop FireSmart social media campaigns]	Metro Vancouver (Consultant)	Campaign launched within 3 years	Increased FireSmart awareness among residents. Increase of people at FireSmart events.	CRI FCFS funding available. Contracted services to develop (~\$5,000 and deliver~\$2,000).
3	Provide FireSmart Home Ignition Zone (HIZ) assessments to residents as a tool to educate them on what are and aren't fire and wildfire risks on the home and property. A completed assessment is also a qualification requirement for the FireSmart Rebate Program (see Recommendation #31).	These assessments will detail specific FireSmart structure upgrades and landscaping recommendations private landowners can then action on to reduce wildfire risk within the Home Ignition Zone.	Metro Vancouver (Consultant)	HIZ assessment registration open (1 year); assessments being completed (2 years)	HIZ assessments are being completed.	CRI FCFS funding for assessments (up to \$265/home), including applicable travel costs.

Item	Recommendation	Rationale/Additional Comments	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
4	Promote the Farm and Ranch Wildfire Preparedness Program to residents of Barnston Island by offering free Hazard Assessments and holding workshops to assist farmers in completing a Wildfire Plan.	Barnston Island has large rural areas with agricultural properties. Previous large-scale emergencies have highlighted the importance of having a Wildfire Plan, especially when it comes to animal evacuation.	Metro Vancouver	Launch assessments within 2 years	Farms begin to have Wildfire Plans completed.	CRI FCFS funding for assessments.
Administration						
5	<p>a) Create a FireSmart Coordinator position to lead implementation of FireSmart activities and CWRP recommendations in Electoral Area communities. The FireSmart Coordinator should be trained as a Local FireSmart Representative (LFR) and should also take the free online Wildfire Risk Reduction (WRR) course offered by FireSmart BC.</p> <p>b) Have the FireSmart Coordinator (and other Community FireSmart and Resiliency Committee members, as wanted) attend FireSmart BC's annual Wildfire WUI Symposium.</p>	<p>a) An internal FireSmart coordinator is an efficient way to deliver FireSmart programs and to retain continuity.</p> <p>b) The Wildfire Resiliency and Training Summit brings together FireSmart and wildfire professionals from across the province and provides great educational and networking opportunities.</p>	Metro Vancouver	<p>a) 1 year</p> <p>b) Yearly</p>	<p>a) Internal or external person acting as the Electoral Area's FireSmart Coordinator.</p> <p>b) FireSmart Coordinator attends WUI Symposium annually.</p>	CRI FCFS funding available for both the FireSmart Coordinator position and for persons to attend the WUI Symposium.
6	Increase public awareness of this Community Wildfire Resiliency Plan.	Increasing awareness of wildfire risk also increases community resiliency through household emergency planning and support of FireSmart.	Metro Vancouver	1 year from CWRP completion	Awareness by residents - consider a survey.	Staff time to update website, and media posts. Newspaper ads ~\$300 each.
7	Metro Vancouver should seek opportunities to link organized communities with BCWS and Local FireSmart Representatives to facilitate training and education opportunities.	Communities such as Kildare Estates (Bowyer Island) and Passage Island have initiated or completed training and education by trying to link to BCWS and/or local professionals. Metro Vancouver should take the lead and facilitate further training and education events for other communities as they self-organize.	Metro Vancouver (BCWS; Local FireSmart Coordinators)	As required	Training and education for communities is being facilitated by Metro Vancouver.	Internal time and cost, as required.
Visitors						
8	Lobby BC Parks to install FireSmart educational signage at all BC Park camp and recreation sites within or affecting EA-A WUI communities.	These signs provide both visitors and residents a quick snapshot of how their actions and activities can inadvertently increase wildfire	Metro Vancouver	5 years (signs installed), starting with	Wildfire risk signs at the highest	Sign cost ~\$800 for purchase and installation per sign (highly variable).

Item	Recommendation	Rationale/Additional Comments	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
	Metro Vancouver should follow suit for all Metro Parks (and by lobbying adjacent jurisdictions as required) within or affecting EA-A's WUI, including associated infrastructure (i.e., boat launches, e.g., Pitt Lake boat launch at Grant Narrows Park).	and ignition risks, as well as introduces visitors to FireSmart – a message they can take home with them.	(BC Parks; adjacent Municipalities as applicable)	the most heavily trafficked points.	traffic points have been installed.	

DRAFT

5.3 LEGISLATION, PLANNING AND DEVELOPMENT CONSIDERATIONS

Legislation and planning regulation are effective tools for proactively reducing wildfire risk, although they can be less effective in large, rural regional districts like EA-A than in dense municipalities due to difficulties in enforcement. However, private property FireSmart Home Ignition Zone and structure risk reduction is the most effective avenue towards homes and structures surviving a wildfire event.

Overall, all goals relating to development, growth, sustainability, infrastructure, and urban design should account for wildfire as a risk that can be planned for, managed, and mitigated. When the OCP is next up for review and updating, FireSmart and FireSmart principles should be imbedded directly within the stated objectives and policies to guide future land use and development decisions through a wildfire lens.

Two of the most powerful influences that legislation and planning can have on local wildfire risk are through wildfire hazard Development Permit Areas (DPAs) and open burning bylaws.

DPAs can incorporate as many or as few FireSmart construction and landscaping principles to achieve the level of risk reduction acceptable by the community and local government. However, three key principles have been proven to provide the greatest risk reduction and should be seriously considered:⁴⁸

- Installing fire-resistant roofing.
- Installing fire-resistant structure siding.
- Creating a 1.5 metre non-combustible zone surrounding the structure.

Stated earlier, enforcing bylaws and DPA's can be difficult for electoral areas, especially ones like EA-A with such rural and remote communities. As such, Metro Vancouver could explore incorporating a Development Approval Information Area for wildfire within EA-A's OCP instead. When a building permit is submitted, information on the anticipated impact of a proposed activity or development on the community, including information regarding impacts on the natural environment of the area affected (this would include wildfire), are delivered to the property owner to be considered.⁴⁹ The information package should include all relevant FireSmart structure and landscaping Home Ignition Zone principles.

The *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022* came into effect May 2023. The intent of the bylaw was to provide a streamlined approach to authorize emission from open burning of vegetative debris if defined requirements are met, and it includes exemptions from some requirements for residents burning in areas that are covered by a “plan for community wildfire risk reduction in which open burning is identified as an action” – this CWRP qualifies as the required plan. Although the geographic scope of this Plan is the WUI of the identified rural and remote communities, the entirety of this Section 5 and its resulting recommendations should be considered by Metro Vancouver as

⁴⁸ As noted in FireSmart BC's recently published “An examination of the Lytton, BC wildland-urban fire destruction” document and additionally detailed and discussed in the National Research Council's “National Guide for Wildland-Urban Interface Fires”.

⁴⁹ <https://ltpm.ltsa.ca/484-development-approval-information>

applicable to *all* qualifying rural and remote communities and properties within EA-A. This is so that they can benefit from the exemptions created by this bylaw, and, as discussed in earlier sections, because it is the ignitability of structures and landscaping vegetation within 30 m of the structure (often all private property; named the Home Ignition Zone – see Section 5.7) that is the main factor driving structure loss, not the intensity and rate of spread of wildland fires beyond that – thus all recommendations proposed in this Plan can lower wildfire risk to any property within EA-A.

Overall, vegetation management for wildfire risk reduction can be achieved through many activities,⁵⁰ alone or in combination, including open burning. However, for most properties/residents within the rural and remote communities of EA-A, open burning is the only action available to reasonably achieve risk reduction within their Home Ignition Zones. Therefore, it should be considered as an option to do so. In addition to the provisions for open burning stated in *Bylaw No. 1355, 2022*, it is recommended (if not considered or developed already) that all rural and remote properties within EA-A be provided with an information package that details best practices for open burning. This package should reference, and/or include at a minimum, relevant information and graphics from the BCWS Wildfire Risk Reduction Pile Construction and Burning Guidance document,⁵¹ as well as recommend that all piles/burn sites have a one metre non-combustible perimeter, water and firefighting tools be available on-site, and not letting piles smolder or burn overnight.

Opportunities to update or strengthen existing policies, and recommendations to consider new policies or bylaws, are identified in Table 18.

⁵⁰ Example activities include lop and scatter, chipping and dispersal, mulching/grinding, site removal (i.e., hauling away), broadcast burning, and composting.

⁵¹ https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/wildfire-status/prevention/fire-fuel-management/fuels-management/wrrpileconstructionandburningguidance_final_2023_june_06.pdf

Table 18: Proposed legislation, planning and development recommendation and action items.

Item	Recommendation	Rationale/Additional Comments	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
Legislation, Planning and Development - Section 5.3						
9	Complete or schedule periodic updates of the CWRP. The frequency of updates is dependent upon major changes which would impact local wildfire risk, funding changes that may lead to new opportunities or the rate at which wildfire risk reduction efforts are implemented.	A current (i.e., no more than 5 years old) CWRP is a requirement for further funding under the CRI Program. Reassess and reprioritize proposed and complete.	Metro Vancouver (Consultant)	5 Years	Metro Vancouver Electoral Area A always has an up-to-date CWRP and action plan	CRI FCFS funding up to \$15,000 for updates. Incremental staff hours for project management (40-80).
10	Consider that Section 5 of this CWRP, which is the Action Plan for Metro Vancouver to implement in EA-A, applies to all rural and remote properties and communities, so that those that qualify can benefit from the streamlined approach to authorize emissions from open burning of vegetative debris created by the <i>Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022</i> , as well as all other FireSmart recommendations.	Vegetative debris management through open burning is an option for all rural and remote communities in EA-A. It is the ignitability of structures and landscaping vegetation within 30 m of the structure that is the main factor driving structure loss, not the intensity and rate of spread of wildland fires beyond that – thus all recommendations proposed in this Plan can lower wildfire risk to any property within EA-A.	Metro Vancouver	Upon adopting this CWRP	All qualifying rural and remote properties are considered included in this plan.	n/a
11	In addition to the provisions for open burning stated in Bylaw No. 1355, 2022, it is recommended (if not considered or developed already) that all rural and remote properties within EA-A be provided with an information package that details best practices for open burning.	To further education on the new bylaw, and to ensure best practices for safe pile burning. This package should reference, and/or include at a minimum, relevant information and graphics from the BCWS Wildfire Risk Reduction Pile Construction and Burning Guidance document, as well as recommend that all piles/burn sites have a one metre non-combustible perimeter, water and firefighting tools be available on-site, and not letting piles smolder or burn overnight.	Metro Vancouver	Within 2 Years	Information package developed and mailed to all properties.	Internal or consultant time/funds for development.
12	Consider the development and implementation of an Interface Wildfire Hazard Development Application Information Area (AIA) that includes	The most effective option for local governments that include rural and remote communities to encourage FireSmart principles in development and landscaping. A Development Permit Area	Metro Vancouver (Consultant)	5 Years	AIA developed and implemented.	Incremental staff hours. CRI FCFS up to \$10,700 for AIA development.

Item	Recommendation	Rationale/Additional Comments	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
	all rural and remote communities throughout the Electoral Area.	may be neither acceptable to government and residents, nor feasible to implement and manage. Consider including information explaining and describing fire test standards of exterior building materials – as discussed and described in the NRC National Guide for Wildland-Urban Interface Fires, Section 3.3.				
13	If Metro Vancouver develops any critical infrastructure within the area this Plan covers, they should be constructed in accordance with FireSmart structure and landscaping principles.	For more effective response to and recovery from a wildfire emergency.	Metro Vancouver	n/a	n/a	CRI FCFS: up to \$45,000 per critical infrastructure with estimated incremental staff hours or contract cost.

DRAFT

5.4 INTERAGENCY COOPERATION

The goal of interagency cooperation is to broaden from a single department- or agency-based siloes approach to a landscape-level, multi-agency approach.⁵² This increases the ability of local governments to plan for and respond to emergencies effectively. Landscape-level fire resilience cannot effectively be achieved without planning for resilience across jurisdictional boundaries. Engagement can be formal or informal and can take place through existing communication channels or stand-alone committees.

A Community FireSmart and Resiliency Committee (CFRC) is recommended as part of the CWRP development process (and mentioned previously, required for all CRI FCFS approved funding applications starting in 2024). A CFRC reflects the key planners and responders who will be most involved in local FireSmart, wildfire resiliency planning, wildfire and emergency response, and land management specific to the WUI. The intent is to foster collaborative problem solving and planning, and delineate required roles and actions during times of emergency response.

The Tri-City Wildfire Inter-Agency Preparedness Meeting is held annually, and includes the three city fire departments and Anmore/Belcarra (Sasamat) Fire Department, Metro Vancouver, BC Parks, and BC Wildfire Service. Wildfire forecasts for the season are discussed, resource lists are shared, and wildfire risk reduction and FireSmart initiatives are shared. It would be valuable for relationship building, learning, and planning if the EA-A FireSmart Coordinator sat in on this meeting.

The North Shore Watershed Wildfire Strategic Partners Working Group was established by Metro Vancouver Watershed Protection with the intent to act as a regional-scale equivalent to a CFRC. Consisting of members from District of West Vancouver Fire Department, City of Coquitlam Fire Department, District of North Vancouver Fire Department, and BCWS, the group meets monthly and completed a tabletop WUI wildfire response exercise in 2021. It is recommended that the FireSmart Coordinator for EA-A join this group.

Additionally, Metro Vancouver should have an internal CFRC specific to EA-A. This would include the FireSmart coordinator, BCWS, and (eventually) identified community leaders (as applicable). This would allow for information to be passed down from higher level planning and discussions at the District level to the community level. This would also provide a voice for those communities in their local FireSmart and wildfire mitigation planning processes, as well as allow for meaningful information to be delivered to their own communities.

It is recommended EA-A's CFRC focus on the following important risk reduction and planning measures during its initial meetings:

- FireSmart on private property: starting/continuing with education opportunities (discussed in Section 5.2 and 5.7).

⁵² CRI FCSF 2021 CWRP Supplemental Instruction Guide

- Identifying community leaders for each WUI community to champion FireSmart, help organize local FireSmart events, and eventually sit on the local EA-A CFRC (Recommendation #15).
- Linking organized communities with BCWS and Local FireSmart Representatives to develop training and education opportunities (discussed in Section 5.2).
- Developing a CRI FCFS grant application based on the High priority recommendations proposed within this Plan.

Discussed in Section 3.3, transmission lines can provide excellent fuel breaks and access for first responders in the event of a wildfire – if the vegetation on them is regularly managed and kept in a low-hazard state. They can also be the source of fire ignitions - trees and other vegetation intruding into power lines can cause fires in multiple ways. Highways and rail lines can also provide excellent fuel breaks if the vegetation on them is regularly managed and kept in a low-hazard state. If not, they can act as wicks moving fire along them, or ignition sources for fires from burning cars, cigarette butts, sparks, etc. Additionally, highways are a main access/egress route during an emergency – Metro Vancouver should lobby the respective infrastructure owners/operators for these routes to be kept at as low of a fire risk state as possible.

Recommendations and action items that Metro Vancouver can implement to continue growing interagency relationships and increase interagency cooperation are listed below in Table 19.

Table 19: Proposed interagency cooperation recommendation and action items

Item	Recommendation	Rationale/Additional Comments	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
<i>Interagency Cooperation - Section 5.4</i>						
14	EA-A’s FireSmart Coordinator should join the North Shore Watershed Wildfire Strategic Partners Working Group.	This group was established prior to the formal existence of Community Wildfire Resiliency Committees (CFRC), with intent to act as a regional-scale equivalent to a CFRC for Vancouver regional communities. This group provides an opportunity to share information on planned activities and learn from other stakeholders, and will help efficiently to plan and deliver EA-A’s FireSmart program in line with those adjacent jurisdictions currently doing so.	Metro Vancouver (FireSmart Coordinator)	Yearly and ongoing	Metro Vancouver EA-A FireSmart Coordinator is participating in the group.	At least 8 internal hours per meeting to prepare, participate and debrief; CRI FCFS up to \$2,140 per meeting.
15	EA-A should develop its own internal CFRC that includes the FireSmart Coordinator, BCWS, and (eventually) identified community leaders, as applicable.	This would allow for information to be passed down from higher level planning and discussions at the District level to the community level. This would also provide a voice for those communities in their local FireSmart and wildfire mitigation planning processes, as well as allow for meaningful information to be delivered to their own communities.	Metro Vancouver (FireSmart Coordinator) (Community Leaders)	Within 1 year, then ongoing	EA-A has its own active CFRC.	At least 8 internal hours per meeting to prepare, participate and debrief; CRI FCFS up to \$2,140 per meeting.
16	EA-A FireSmart Coordinator should participate in the annual The Tri-City Wildfire Inter-Agency Preparedness Meeting.	For cross-jurisdictional relationship building and wildfire risk reduction and FireSmart initiative learning and planning.	FireSmart Coordinator (Tri-City Wildfire Inter-Agency Preparedness Meeting)	Within 1 year, then ongoing	EA-A FireSmart Coordinator participates in the annual meeting.	At least 8 internal hours per meeting to prepare, participate and debrief. Potential to use CRI FCFS funding, up to \$2,140 per meeting.

Item	Recommendation	Rationale/Additional Comments	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
17	Engage with additional agencies that own or manage high ignition risk infrastructure (BC Ministry of Transportation and Infrastructure, Canadian National Railway, BC Hydro) specifically about managing the vegetative fuel loads within their right-of-ways or on their properties.	These transportation corridors and infrastructure represent a considerable fire ignition risk within the EA-A's WUI. They are often lined with grass (rail-lines, highways) and can have brushed debris left in them. The recent Lytton wildfire disaster showed how wildfire can move quickly through urban areas in un-managed or poorly managed grass-dominated fuel network, creating an urban conflagration scenario that quickly overwhelmed local fire departments and response agencies. Ensuring grass and other fuels associated with these infrastructures are managed properly, especially during fire season, can greatly limit a fire's ability to spread quickly and becoming a wildfire/urban conflagration emergency.	Metro Vancouver (Identified stakeholders)	Engage with all within 2 years	Grass and other fuels associated with high ignition risk infrastructure are being continually managed.	Internal hours, amount dependent on level of engagement.

DRAFT

5.5 CROSS-TRAINING AND WILDFIRE RESPONSE RESOURCES

All staff and agency partners who are expected to participate in the development and implementation of this plan, or participate in wildfire response and recovery, should be appropriately trained. Training opportunities for emergency management staff, as funded in the 2024 CRI FCFS program include but are not limited to:

- Basic Wildland Fire Suppression and Safety
- Incident Command System⁵³
 - Applicable Metro Vancouver staff are trained in ICS 100-400.
- FireSmart 101
- FireSmart Local FireSmart Representative (LFR)
- FireSmart Community Champion
- FireSmart Home Partners Wildfire Mitigation Specialist (WMS)
- Post-wildfire reclamation and recovery
- Post-wildfire structure damage assessment
- BC Structure Protection Program (WSPP-115)

Metro Vancouver Watershed Protection has three initial attack crews, sustained action teams as needed, boat operators and ready access to a number of different boats and configurations. Due to their North Shore locality, it is likely these initial attack crews would respond to a wildfire incident in EA-A prior to BCWS. Metro Vancouver (Watershed Protection and the initial attack crews) have existing training relationships with BCWS. There could be value to further community relationships with BCWS by having the FireSmart Coordinator organize BCWS site tours of communities to allow for engagement, discussions, and response discussions and information sharing.

Somewhat unique to EA-A are the small, isolated boat access communities and homes within its WUI (Bowyer Island, Passage Island, Indian Arm, Pitt Lake, Boulder Island, and Carraholly Point.) The less rural communities of Howe Sound mainland also have no formal fire response. Some of EA-A's communities have their own water systems with hydrants or standpipes (e.g., Ocean Point and Strachan Point), while other more remote communities have purchased (or purchased by Metro Vancouver) their own fire pumps, hoses, etc. so that they can respond to fire on their own properties. Thus, cross-training opportunities to explore would be ones between the communities and BCWS. Training opportunities could include FireSmart and wildfire response training. The CRI FCFS funding program only funds training for fire departments and government staff. Metro Vancouver should consider self-funding or exploring other potential funding programs to deliver the required basic training, cross-training, and equipment recommended to EA-A's rural and remote communities.

Roof top and gutter-mounted sprinklers are a useful tool that can be easily stored and then set up, as needed, by individual homeowners (if they have the required water availability). BCWS can also link their water systems to them to support their firefighting efforts. Three main mounting types exist: temporary

⁵³ RDCK Emergency Program staff are trained in ICS.

mounted sprinklers (fully removable), permanently mounted sprinklers, and permanent sprinkler mounts that sprinklers can then be attached/removed from. There are benefits and disadvantages to all, especially as structures can differ significantly from one another. Metro Vancouver and community organizations can spearhead the acquisition and planning of sprinklers and structure protection units (SPUs) themselves, moving the planning and organization off the individual homeowner and increasing community wildfire resiliency. Additionally, there can be cost savings in bulk orders. However, and importantly, water availability assessments and delivery planning (which can be done at the neighbourhood level) should be completed first to ensure efficacy and practicability.

Table 20 lists recommendations for Metro Vancouver related to increasing cross-training and wildfire response resources for EA-A.

DRAFT

Table 20: Proposed cross-training recommendation and action items

Item	Recommendation	Rationale/Additional Comments	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
Cross-Training and Wildfire Response Resources - Section 5.5						
Training						
18	There may be opportunities for community members to receive basic wildfire response training, such as the S-100 course, which is required to meet the training requirements under Section 26.3.1 Forestry Operation Fire Fighting of B.C.’s Occupational Health and Safety Regulation.	To increase wildfire response capabilities for rural and remote communities that provide their own firefighting response, as well as giving them the ability to work with wildfire response crews. This training was given to some residents in the Shuswap during the 2023 wildfires – BC wildfire recognized the value of local knowledge in their response efforts. ⁵⁴	Metro Vancouver	5 years	All rural and remote communities have had at least one workshop delivered to residents.	CRI FCFS potential funding – training funding is typically for formal fire and emergency response agencies.
19	Have the FireSmart Coordinator organize BCWS site tours of communities to allow for engagement, discussions, and response discussions and information sharing.	To further community relationships with BCWS and provide an opportunity to review and discuss response equipment in place or that could be valuable to residents/communities.	Metro Vancouver (BCWS)	1 year and ongoing	BCWS personnel visit one community once per year.	Internal funding for staff time/cost.
20	Continue cross-training opportunities between BCWS Fraser Fire Zone (Cultus/Haig fire base) staff and Metro Vancouver Watershed Protection staff and initial attack crews.	To maintain and increase wildfire response capabilities to rural and remote communities. Regular in-person cross-training between BCWS is imperative for familiarization with each other’s equipment and to address any incompatibilities.	Metro Vancouver (BCWS)	1 year and ongoing as required	Cross-training drills are completed at least once every two years.	CRI FCFS funding is available for cross-training.
21	Continue offering training opportunities for Metro Vancouver staff, including Emergency Operations Centre (EOC) and Incident Command System (ICS) courses, as well as First Nation cultural sensitivity training.	ICS-100 is an online course that provides an introduction to effective control of an emergency site; other levels of ICS provide more detailed training. BCWS uses the ICS system. First Nation reservation communities – sensitivity training is important for further education and awareness of First Nation considerations while working in their traditional territories and communities.	Metro Vancouver	1 year and ongoing	Required staff have needed training.	CRI FCFS: staff time and course cost (ICS-100 \$25 online)

⁵⁴ <https://www.cbc.ca/news/canada/british-columbia/shuswap-region-training-fires-1.6951502#:~:text=Over%20the%20weekend%2C%20a%20number,to%20be%20willing%20to%20adjust>

Item	Recommendation	Rationale/Additional Comments	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
22	Metro Vancouver staff that will be involved in FireSmart planning, or response to a wildfire event, should consider taking basic FireSmart courses, such as Local FireSmart Representative training.	So that those involved at the local government and management level are aware of, understand, and can discuss FireSmart.	Metro Vancouver	3 Years	Staff involved in FireSmart planning, at a minimum, have taken FireSmart courses.	Local FireSmart Representative training is free. CRI FCFS funding for time to take the course.
Equipment						
23	<p>Metro Vancouver, in consultation with BCWS, should continue to acquire (and then provide training for) wildland firefighting equipment for EA-A communities. Explore the efficacy of roof/gutter/ground mounted sprinklers, especially for more rural/remote properties.</p> <p><i>Note:</i> Larger fires would not rely on resident response; they would be actioned by Metro Vancouver Watershed Protection and BCWS. Local community considerations will determine the level of equipment, training, etc. needed.</p>	<p>Metro Vancouver should consult with BCWS Fraser Fire Zone (Cultus/Haig fire base) staff on what equipment should be prioritized, and then schedule training sessions with it. This would deliver basic fire suppression equipment to rural and remote communities that are self-reliant for fighting fire and wildfire. Consider making this an incentive for those communities that self-organize, under an identified community champion, and have completed FireSmart Home Ignition Zone assessments.</p> <p><i>Note regarding sprinklers:</i> water availability assessments and delivery planning should be completed first to ensure efficacy and practicability.</p>	Metro Vancouver (BCWS)	5 Years	Basic wildfire fighting equipment is purchased and delivered.	<p>Internal funding.</p> <p>CRI FCFS equipment purchase funding is for fire departments and response agencies.</p>

5.6 EMERGENCY PLANNING

When several wildfire emergencies are taking place throughout the province, BCWS resource availability may become scarce. Deployment of provincial resources occurs based on the Provincial Coordination Plan for Wildland-Urban Interface Fires.⁵⁵ Therefore, local government wildfire preparedness and resource availability are critical components of community wildfire resilience – individuals and agencies need to be ready to act. Plans, mutual aid agreements, resources, training, and emergency communications systems make for effective wildfire response.

The Electoral Area A Emergency Management Plan guides the operations, organization, responsibilities, and coordination necessary to provide effective responses to emergencies or disasters. Under Provincial legislation, Metro Vancouver is responsible for emergency planning and response in all of EA-A, except Point Grey Area.⁵⁶ Specific emergency services provided by Metro Vancouver are:

- Incident command and coordination at the emergency site, as needed;
- Central coordination through the Emergency Operations Centre (EOC);
- Liaison with Provincial and local authorities;
- Coordinating disaster financial assistance applications;
- Wildland fire suppression in coordination with BC forest services;
- Local assistance to the fire commissioner; and,
- Emergency social services to ensure the welfare of residents who may be displaced.

During an emergency, each household should be prepared to take care of themselves for a minimum of 72 hours.⁵⁷ Government of Canada also provide information about what to do before, during, and after an emergency.⁵⁸ Metro Vancouver does not provide structural fire protection services to the EA-A.⁵⁶ In Howe Sound, Barnston Island, Indian Arm, and Pitt Lake, people can report wildfires or irresponsible behaviour by messaging *5555. Also, 9-1-1 call is available to report any emergency anywhere within EA-A.

Emergency response (wildfire; response, support, and evacuation) by water is the likely mode for many of the water access rural and remote communities. Metro Vancouver Watershed Protection has boat operators and ready access to a number of different boats and configurations. Initial response may also include or be supported by Royal Canadian Mounted Search and Rescue, Canadian Coast Guard, and Vancouver Fire Boat program (the Metro Vancouver boats and equipment have historically used more for response to investigate potential incidents, response on low priority incidents, and sustained action

⁵⁵ Provincial Coordination Plan for Wildland Urban Interface Fires. 2016. Retrieved from: https://www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/emergency-preparedness-response-recovery/provincial-emergency-planning/bc-provincial-coord-plan-for-wuifire_revised_july_2016.pdf

⁵⁶ <https://metrovancover.org/services/regional-planning/Documents/electoral-area-a-emergency-management-plan.pdf>

⁵⁷ <https://www2.gov.bc.ca/gov/content/safety/emergency-management/preparedbc>

⁵⁸ <https://www.getprepared.gc.ca/index-en.aspx>

access)⁵⁹. Boat, crew, and response capabilities should be confirmed prior to the wildfire season, and checked upon as fire weather danger enters High.

Communication

Clear, consistent, concise, and quick communication during an emergency event and evacuation are integral to the prevention of loss of life. Metro Vancouver utilizes the Alertable mass public alert system allowing residents to stay informed and safe during an emergency with EA-A.⁶⁰ The Alertable app is free for the public. It is available to download for iOS and Android smart phones, tablets, and smart speakers (Amazon Alexa/Google Home).⁶⁰ Residents can also subscribe for free email, SMS alerts, or phone calls. Users can personalize their alerts based on location, incident type, and severity.⁶⁰ Alertable notifications share critical information that let residents know: What the emergency is; where the emergency is occurring; how to stay safe; and, when the event is over or new information is available.⁶⁰ Metro Vancouver should promote this notification to residents as much as possible.

One limitation of Alertable important to EA-A is that many communities do not have landline nor cell phone service, and Alertable does not work through wireless internet (unless signed up for email notifications).

Pre-incident Planning

Pre-incident planning can help immensely with wildfire response. A pre-incident plan is a compilation of essential fire management information needed to save valuable time during fire suppression operations and should be developed and tested using tabletop simulations, and if necessary, revised prior to every fire season. BCWS should be involved in this process to ensure that any mapping done as part of the Fire Management Planning process is not unnecessarily duplicated.

A pre-incident planning checklist that can be used to help develop a pre-incident wildfire suppression plan (and associated maps) is shown below in Figure 9.

⁵⁹ Metro Vancouver Watershed Protection information provided via CWRP draft document review and comments.

⁶⁰ <https://metrovancover.org/services/emergency-management/emergency-notification-system>

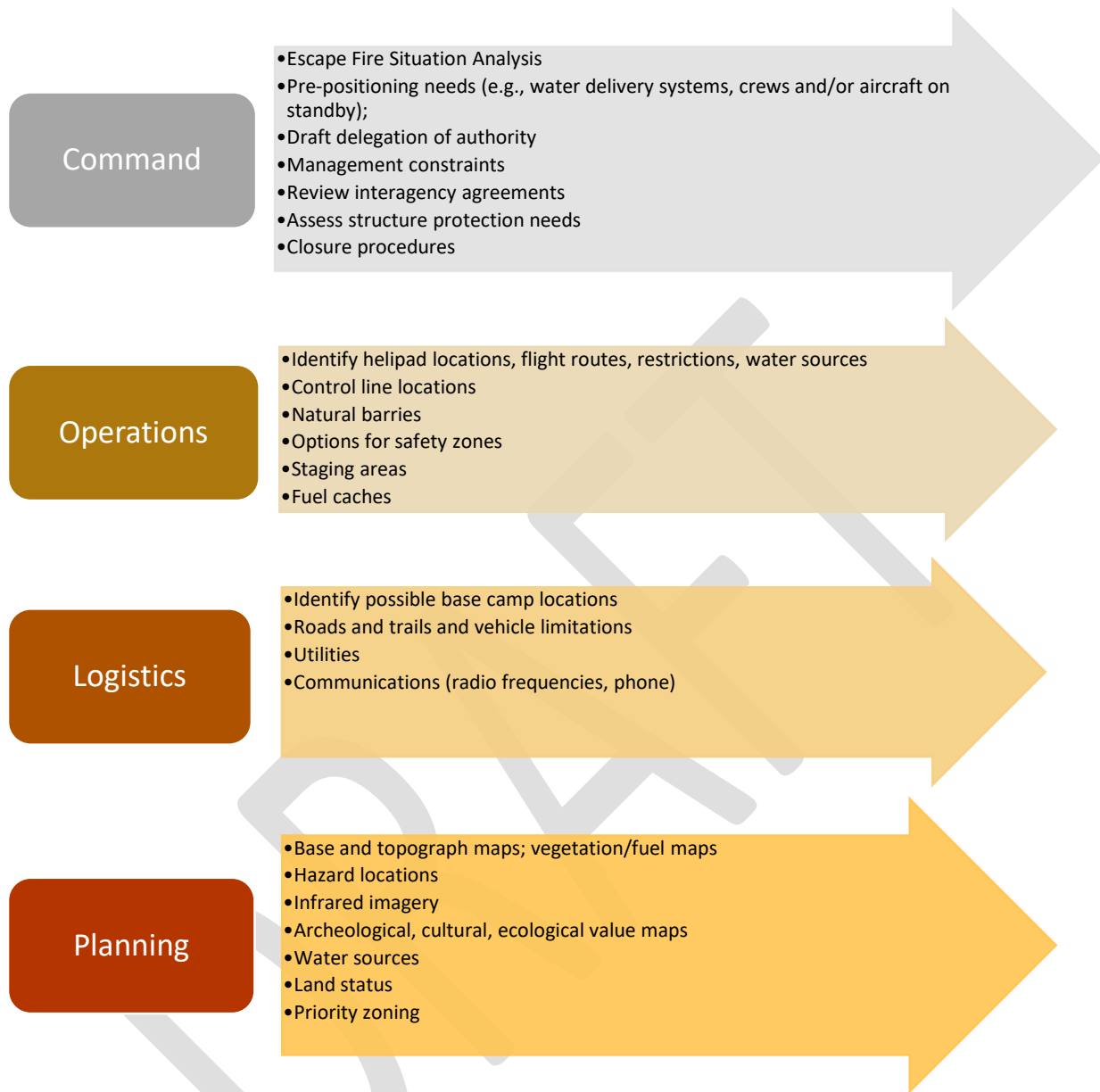


Figure 9: A pre-incident planning checklist that can be used to help develop a pre-incident wildfire suppression plan and associated maps.

Emergency Simulation Exercises

Emergency simulation exercises involving those who participate in wildfire response and recovery can identify weaknesses in evacuation communication, coordination, and implementation to be addressed. Holding wildfire specific table-top exercises should be prioritized by Metro Vancouver. These also create valuable cross-training opportunities.

Wildfire Preparedness Condition Level

Metro Vancouver could also consider developing local daily wildfire action guidelines based on expected wildfire conditions. Table 21 below provides a template that can be tailored even more specifically to the EA-A, outlining actions staff can take as fire danger levels change throughout the year (but primarily throughout the fire season).

Table 21: Example of a Wildfire Response Preparedness Condition Guide⁶¹

FIRE DANGER LEVEL	ACTION GUIDELINES
LOW	<ul style="list-style-type: none"> All Metro Vancouver staff on normal shifts.
MODERATE	<ul style="list-style-type: none"> All Metro Vancouver staff are on normal shifts. Information gathering and dissemination through EA-A’s CFRC.
HIGH	<ul style="list-style-type: none"> All Metro Vancouver staff are on normal shifts. Daily fire/burning detection patrols by staff/BCWS/contractors. Regional fire situation evaluated. Daily fire behavior advisory issued (radio, websites, social media). Wildland fire trained staff and EOC staff notified of Fire Danger Level. Establish weekly communications with CFRC and community leaders. Hourly rain profile for all weather stations after lightning storms. Response boats via local agencies confirmed.
EXTREME	<ul style="list-style-type: none"> Rain profile (see above). Daily fire/burning detection patrols by staff. Daily fire behavior advisory issued (radio, websites, social media). Regional fire situation evaluated. EOC staff considered for stand-by. Wildland fire trained staff considered for stand-by/extended shifts. Designated staff or contractors: water tender and heavy machinery operators, arborists may be considered for stand-by/extended shifts. Establish daily communications with CFRC and community leaders. Initiating natural area and trail closures (coordinate with Metro Vancouver Parks, BC Parks, etc.). Update public (radio, websites, social media) as new information changes.
FIRE(S) ONGOING	<ul style="list-style-type: none"> All conditions apply as for Extreme (regardless of actual fire danger rating). Provide regular updates to media/ fire departments/staff on fire situation. Mobilize EOC support if evacuation is possible, or fire event requires additional support. Implement Evacuation Alerts and Orders based on fire behavior prediction and under the direction of BCWS.

Recommendations and action items that Metro Vancouver can implement to continue productive and effective emergency planning are detailed below in Table 22.

⁶¹ From FireSmart Community Funding and Supports 2021 CWRP Supplemental Instruction Guide

Table 22: Proposed emergency preparedness recommendation and action items

Item	Recommendation	Rationale/Additional Comments	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
Emergency Planning - Section 5.6						
24	Continue participating in bi-weekly Fire Conditions Task Group meetings during the fire season. Consider joint wildfire specific tabletop emergency scenarios with emergency management partners, such as with the North Shore Watershed Wildfire Strategic Partners Working Group. Consider fires approaching from likely directions (i.e., wildfires moving north up valley and upslopes) and how that would affect communication, evacuations, response, etc.	Tabletop exercises provide an opportunity to identify weak spots in a plan and collaborate.	Metro Vancouver (Applicable regional, municipal, and wildfire response partners)	Every 2 years, at a minimum	A wildfire specific table-top exercise is completed every two years.	CRI FCFS Emergency Planning: up to \$2,140 per meeting. Possibly CRI CEMF.
25	If not done so already, develop and action a Wildfire Response Preparedness Condition Guide (Table 21). Tailor this guide to Metro Vancouver and EA-A’s specific structure and edit it after mock-exercises/table-top drills.	To guide risk management primarily during times of High and Extreme wildfire danger levels.	Metro Vancouver (CFRC, BCWS)	5 years	A Wildfire Response Preparedness Condition Guide has been developed.	CRI FCFS Emergency Planning funds available.
26	Pre-plan emergency community water delivery systems to connect major natural water sources with interface communities/structures to facilitate deployment of a structural protection system.	EA-A has many large natural water bodies and streams/creeks to draw from in the event of a wildfire. Many communities already have water systems utilizing these. Shuttling or pumping water from lakes and rivers to fill bladders may be planned in advance, including access points, permanent large-volume pumps, permanent cisterns/reservoirs, and piping.	Metro Vancouver (BCWS)	5 Years	Assess community water delivery for each community, as practicable. Develop and test community specific plans.	CRI: Assessment of Community Water Delivery Ability funding available for incremental staff hours or contractor cost.
27	If not done already (i.e., in an existing plan), identify what boats/resources are available for each water access community. Confirm boat and crew availability during times of High/Extreme fire weather danger.	To allow for appropriate response, support, and evacuation during a wildfire emergency for boat access rural and remote communities.	Metro Vancouver (BCWS) (Port Authority – potentially)	5 years	One boat is equipped as such, with trained personnel, for response to Howe Sound and Indian Arm.	Up to \$45,000/per year. Four year/phases identified as part of CRI FCFS funding.

Item	Recommendation	Rationale/Additional Comments	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
28	Metro Vancouver should continue to promote the Alertable system to residents and visitors.	Clear, consistent, concise, and quick communication during an emergency event and evacuation are integral to the prevention of loss of life. A lack of this was identified as an issue during recent WUI fire disasters, such as that in Lahaina, Maui, USA and Fort McMurray, Alberta.	Metro Vancouver	Ongoing	Continued uptake of the Alertable system (can track downloads from app providers).	Metro Vancouver for promotion.
29	Consider a communications protocol between Metro Vancouver emergency services and EA-A communities with no landline nor cell phone service, limiting the use of the Alertable app. This could include a point person in each community to initiate communications with that can then relay throughout the community, which could be done via a dedicated VHF radio frequency.	To further solidify emergency communications between Metro Vancouver, relevant emergency services, and rural and remote communities.	Metro Vancouver (Community leader)	3 Years	Emergency communication protocol has been developed, and is tested periodically.	Internal Metro Vancouver time and costs.
30	Update EA-A's specific Hazard, Risk, and Vulnerability Assessment (HRVA) with relevant information from this, and subsequent updated, CWRPs.	To incorporate the most up to date wildfire risk analysis and information into the assessment.	Metro Vancouver (Consultant)	Upon each HRVA update	HRVA is updated with the most recent information from EA-A's CWRP.	Consultant costs.

5.7 VEGETATION MANAGEMENT AND RESIDENTIAL FIRESMART ACTIVITIES

As discussed in Section 4.1, fuel is the only aspect of the fire behavior triangle that can be realistically modified to reduce wildfire threat. Fuel or vegetation management reduces potential wildfire intensity and ember, flame, and radiant heat exposure to people, structures, and other values through manipulation of both natural and cultivated vegetation within or adjacent to a community. A well-planned vegetation management strategy can greatly increase first responder safety, fire suppression effectiveness, and reduce damage to property and to values. Vegetation management can largely be accomplished through two different activities:

1. Residential-Scale FireSmart Landscaping: The removal, reduction, or conversion of flammable [landscaping] plants to create more fire-resistant areas in the FireSmart Immediate, Intermediate, and Extended Zones (i.e., the area within 30m of a structure).



Figure 10: FireSmart Home Ignition Zone

Exterior structure material changes and residential FireSmart landscaping should be seen as two of the greatest strategies for reducing wildfire risk to EA-A communities and structures. Owing to the geographic isolation of many homes and communities, most residents rely upon open burning for garden and yard waste removal – education around the risks associated with this practice, and how to properly manage them, should be built into EA-A’s FireSmart education program. Metro Vancouver has enacted updated

bylaws (summarized and discussed in Sections 2.2 and 5.3) to assist these residents in implementing open burning.

FireSmartBC has a dedicated online landscaping hub⁶² with information and tables that identify plant species best suited for the various geographic regions throughout the province to support a community's overall wildfire resiliency plan. This hub should be promoted by Metro Vancouver to residents so that they can incorporate FireSmart vegetation into their landscaping choices.

Other Residential-scale FireSmart activities supported by the CRI FCFS program that Metro Vancouver can leverage to support EA-A communities' and residents' wildfire planning and risk reduction efforts at the community and property level include:

➤ ***FireSmart Neighbourhood Assessments***

These could prove quite valuable to EA-A communities as the communities are quite geographically distinct from one another and some have already begun to self-assemble under identified community leaders for the purpose of fire and wildfire risk reduction and response. A FireSmart representative or wildfire professional visits a community to understand its risks and completes an assessment that evaluates the community's wildfire preparedness. It also provides suggestions regarding how to make improvements. The assessment focuses on vulnerability of homes to embers and ignition of small surface fires; condition of the structures themselves; general description of immediate hazards within the Home Ignition Zone on properties; and, concerns presented by common/open space areas or adjacent public lands.

It is recommended that communities undergoing such an assessment develop a local-level committee with an identified "Neighbourhood Champion". This committee or Neighbourhood Champion would work with the Metro Vancouver EA-A FireSmart Coordinator to host events, which can range from community BBQ and information events to chipping or burning events (maybe even with BCWS personnel present).

The Neighbourhood Wildfire Hazard Assessment is an important step in the FireSmart neighbourhood recognition process (see next bullet point). It's a tool to help neighbourhood residents understand their wildfire hazard and develop a plan on how to reduce it.

➤ ***FireSmart Canada Neighbourhood Recognition Program***

The FireSmart Canada Neighbourhood Recognition Program (FCNRP) is a unique approach to collaboratively reduce a neighbourhood's risk to wildfire through education and events. It is run nationally through FireSmart Canada and would be facilitated locally by the Metro Vancouver FireSmart Coordinator. At the community level, it would be considered grassroots, and ideally supported by a Neighbourhood Champion with supporting committee. It is a small-scale approach for neighbourhoods consisting of 5-50 homes, with the intent to implement achievable FireSmart goals (mitigation projects can be small and simple, or complex and extensive, ranging from

⁶² <https://firesmartbc.ca/landscaping-hub>

individual owners doing around home clean-ups, to community hand treatments on common and private land near critical infrastructure).

➤ **FireSmart Rebate Program**

To aid in residential-scale vegetation management and exterior structure improvements, this program allows for residents that have had a completed FireSmart assessment (Home Ignition Zone or Home Partners Program (see Recommendation #3) receive a rebate (using recorded expenses) for work completed to lower risk identified in their assessment. Starting in the 2024 CRI FCFS program, the eligible amount of rebate per property is now \$5,000.

2. Fuel Management Treatments: The manipulation or reduction of living or dead forest and grassland fuels to reduce the rate of spread and head fire intensity and enhance likelihood of successful suppression. Fuel treatments proposed within a CWRP can only be applicable to publicly owned land (i.e., municipal, Crown).

No fuel management treatments are proposed as part of this Plan – field work and office analysis determined that there are no suitable areas within EA-A’s WUI for fuel reduction treatment that would be practicable to implement,⁶³ present a high risk to their respective communities or a strategic opportunity, or meet required funding program goals and requirements as either fuel breaks or fuel treatment areas.

However, as stated in earlier sections, it is the ignitability of structures and landscaping vegetation that is the main factor driving structure loss in wildfire events. The intensity and rate of spread of wildland fires beyond the community has not been found to necessarily correspond to loss potential. FireSmart homes with low ignitability may survive high-intensity fires, whereas highly ignitable homes may be destroyed during lower intensity surface fire events. Increasing ignition resistance, focused in the Home Ignition Zone, which is supported by the above listed community and property-level FireSmart programs, is a major key to reducing WUI fire structure loss for EA-A communities.

Associated vegetation management and residential FireSmart activity recommendations are listed in Table 23.

⁶³ E.g., low to moderate fire threat, steep terrain, broken topography, inconsistent fuel conditions, poor access, etc.

Table 23: Proposed vegetation management action items

Item	Recommendation	Rationale/Additional Comments	Lead	Timeframe	Metric for Success	Funding Source / Est. Cost (\$) / Person Hours
			(Involved)			
Vegetation Management - Section 5.6						
31	In conjunction with provided home FireSmart Assessments (see Recommendation #3), offer a local rebate program to property owners that have completed a FireSmart home assessment. Metro Vancouver should advertise that the amount eligible for rebate is \$5,000 each CRI FCFS funding cycle.	FireSmart home assessments encourage action in the FireSmart Home Ignition Zone of a community. Offer a rebate program (funded through CRI FCFS) to residents who have a pre- and post-work FireSmart assessment conducted. Focus on removal of conifer hedges and upgrading exterior structure materials.	Metro Vancouver FireSmart Coordinator	With each CRI FCFS funding cycle	Number of properties participating annually.	50% of costs per property up to \$5,000, plus 2 hours administration time per property (CRI FCFS).
32	Apply to CRI FCFS for funding to develop Neighbourhood FireSmart Plans for each EA-A rural and remote community. As part of this process, push for the identification of a “Community Champion”, a person to be the main communication point between Metro Vancouver and their community, as well as the person to promote FireSmart within their community.	There are many small communities throughout EA-A that, by working together, could reduce their community-scale wildfire risk easily and substantially – some are already self-organized and have begun doing so. The Plans are a tool to help neighbourhood residents understand their wildfire hazard and develop a plan on how to reduce it.	Metro Vancouver FireSmart Coordinator	5 Years	All rural and remote communities in EA-A have a Neighbourhood Plan.	Eligible for UBCM CRI funding.
33	Continuing from the Neighbourhood FireSmart Plans (Recommendation #32), support and promote the FireSmart Canada Neighbourhood Recognition Program (FCNRP) to communities within EA-A	To continue supporting EA-A communities and their community champions to complete wildfire risk reduction measures. The program supports a small-scale approach for neighbourhoods consisting of 5-50 homes, with the intent to implement achievable FireSmart goals.	Metro Vancouver FireSmart Coordinator	In line with Neighbourhood FireSmart Plan completions	Increase in number of recognized communities.	FireSmart Canada \$500 for support.
34	Promote the FireSmartBC online landscaping hub to EA-A residents to support them in incorporating FireSmart vegetation into their landscaping choices.	The hub has information and tables that identify plant species best suited for the various geographic regions throughout the province to support a community’s overall wildfire resiliency plan.	Metro Vancouver FireSmart Coordinator	1 Year	Information delivered to residents.	Metro Vancouver internal time/cost.
35	Lobby BC Parks to allow homeowners to perform simple FireSmart vegetation management within the extended zone (up to 30 m) of their property that may cross over into BC Park tenure.	To allow for vegetation management within the entire Home Ignition Zone, including where it encroaches into a BC Park, to be possible.	Metro Vancouver FireSmart Coordinator	2 Years	Discussions have initiated.	Metro Vancouver internal time/cost.

SECTION 6: APPENDICES

6.1 APPENDIX A: LOCAL WILDFIRE RISK PROCESS

Field Data Collection

The primary goals of field data collection are to confirm or correct the provincial fuel type, complete Wildfire Threat Assessment Plots, and assess other features of interest to the development of the CWRP. This is accomplished by traversing as much of the WUI as possible (within time, budget, and access constraints). Wildfire Threat Assessment plots are completed on the 2020 version form, and as per the Wildland-Urban Interface Threat Assessment Guide.

For clarity, the final threat ratings for the WUI were determined through the completion of the following methodological steps:

1. Update fuel-typing using orthophotography provided by the client and field verification.
2. Update structural data using critical infrastructure information provided by the client, field visits to confirm structure additions or deletions, and orthophotography.
3. Complete field work to ground-truth fuel typing and assess site-level threat ratings.
4. Threat assessment analysis using field data collected and rating results of Wildfire Threat Assessment plots.

6.1.1 APPENDIX A-1: FUEL TYPING METHODOLOGY AND LIMITATIONS

The Canadian Forest Fire Behaviour Prediction (FBP) System outlines five major fuel groups and sixteen fuel types based on characteristic fire behaviour under defined conditions.⁶⁴ Although a subjective process, the most appropriate fuel type was assigned based on research, experience, and practical knowledge; this system has been used within BC, with continual improvement and refinement, for 20 years.⁶⁵ It should be noted that there are significant limitations with the fuel typing system which should be recognized.

Significant limitations with the fuel typing system should be recognized. These include: a fuel typing system designed to describe fuels which sometimes do not occur within the WUI; fuel typing is not updated in private land; fuel types which cannot accurately capture the natural variability within a polygon; and, limitations in the data used to create initial fuel types.⁶⁵

There are several implications of the fuel typing limitations, which include: fuel typing further from the developed areas of the study generally has a lower confidence; and, fuel typing should be used as a

⁶⁴ Forestry Canada Fire Danger Group. (1992). *Development and Structure of the Canadian Forest Fire Behavior Prediction System: Information Report ST-X-3*

⁶⁵ Perrakis, D.B., Eade G., and Hicks, D. (2018). Natural Resources Canada. Canadian Forest Service. *British Columbia Wildfire Fuel Typing and Fuel Type Layer Description* 2018 Version.

starting point for more detailed assessments and as an indicator of overall wildfire risk, not as an operational, or site-level, assessment.

Table 24 summarizes the fuel types by general fire behaviour (crown fire and spotting potential) found within the WUI. These fuel types were used to guide the wildfire threat analysis.

Table 24: Fuel Type Categories and Crown Fire Spot Potential. Only summaries of fuel types encountered within the WUI are provided.

Fuel Type	FBP / CFDDRS Description	WUI Description	Wildfire Behaviour Under High Wildfire Danger Level	Fuel Type – Crown Fire / Spotting Potential
C-3	Mature jack or lodgepole pine	Fully stocked, late young or mature forest (conifer leading), with high crown closure and crowns well separated from the ground.	Surface and crown fire, low to very high fire intensity and rate of spread.	High
C-5	Red and white pine	Lower density mature / old conifer leading forest (hemlock, cedar, Douglas-fir, amabilis fir) with open canopies, high crown base heights, and a low-flammability (shrub) understory.	Surface fire spread, torching of individual trees, rarely crowning (usually limited to slopes > 30%), moderate intensity and rate of spread.	Low
M-1/2	Boreal mixedwood (leafless and green)	Moderately well-stocked mixed stand of conifers and deciduous species, low to moderate dead, down woody fuels. Coastal conifer components are less volatile than boreal spruce.	Surface fire spread, torching of individual trees and intermittent crowning, (depending on slope and percent conifer).	<26% conifer (Very Low); 26-49% Conifer (Low); >50% Conifer (Moderate)
D-1/2	Aspen (leafless and green)	Deciduous stands.	Always a surface fire, low to moderate rate of spread and fire intensity.	Low
N	N/A	Non-fuel: roadways, Indian Reserves, gravel pits, cleared parking areas, irrigated fields (sports/parks)	N/A	N/A

The resulting updated fuel types were shown on Map 12 – Map 15 and discussed in Section 4.1.1.

6.1.2 APPENDIX A-2: WILDFIRE FIRE THREAT SPATIAL ANALYSIS METHODOLOGY

As part of the CWRP process, spatial data submissions are required to meet the defined standards in the Program and Application Guide. Proponents completing a CWRP can obtain open-source BC Wildfire datasets, including Provincial Strategic Threat Analysis (PSTA) datasets from the British Columbia Data Catalogue. Wildfire spatial datasets obtained through the BC Open Data Catalogue used in the development of the CWRP include, but are not limited to:

- PSTA Spotting Impact
- PSTA Fire Density

- PSTA Fire Threat Rating
- PSTA Lightning Fire Density
- PSTA Human Fire Density
- Head Fire Intensity
- WUI Human Interface Buffer (2Km buffer from structure point data)
- Wildland Urban Interface Risk Class
- Current Fire Polygons
- Current Fire Locations
- Historical Fire Perimeters
- Historical Fire Incident Locations
- Historical Fire Burn Severity
- Fuel Type

As part of the program, proponents completing a CWRP are provided with a supplementary Structure point dataset from BC Wildfire Services.

The provided PSTA data does not transfer directly into the geodatabase for submission, and several PSTA feature classes require extensive updating or correction. In addition, the Fire Threat determined in the PSTA is fundamentally different than the localized Fire Threat feature class that is included in the Local Fire Risk map required for project submission. The Fire Threat in the PSTA is based on provincial scale inputs - fire density, spotting impact; and head fire intensity; while the spatial submission Fire Threat is based on the components of the Wildland Urban Interface Threat Assessment Worksheet.

Local Spatial Analysis

Not all attributes on the Wildfire Threat Assessment form can be determined using a GIS analysis on a landscape/polygon level. To emulate as closely as possible the threat categorization that would be determined using the Threat Assessment form, the variables in Table 25 were used as the basis for building the analytical model. The features chosen are those that are spatially explicit, available from existing and reliable spatial data or field data, and able to be confidently extrapolated to large polygons.

Table 25: Description of variables used in spatial analysis for WUI wildfire risk assessment.

WUI Threat Sheet Attribute	Used in Analysis?	Comment
Fuel Subcomponent		
Duff depth and Moisture Regime	No	Many of these attributes assumed by using 'fuel type' as a component of the Fire Threat analysis. Most of these components are not easily extrapolated to a landscape or polygon scale, or the data available to estimate over large areas (VRI) is unreliable.
Surface Fuel continuity	No	
Vegetation Fuel Composition	No	
Fine Woody Debris Continuity	No	
	No	
Live and Dead Coniferous Crown Closure	No	
Live and Dead Conifer Crown Base height	No	
Live and Dead suppressed and Understory Conifers	No	
Forest health	No	
Continuous forest/slash cover within 2 km	No	

WUI Threat Sheet Attribute	Used in Analysis?	Comment
Weather Subcomponent		
BEC zone	Yes	Although included, these are broad classifications, meaning most polygons in the Study Area will have the same value
Historical weather fire occurrence	Yes	
Topography Subcomponent		
Aspect	Yes	Elevation model was used to determine slope.
Slope	Yes	
Terrain	No	
Landscape/ topographic limitations to wildfire spread	No	
Structural Subcomponent		
Position of structure/ community on slope	No	Too difficult to quantify – this is a relative value.
Type of development	No	Too difficult to analyze spatially.
Position of assessment area relative to values	Yes	Only distance to structures is used in this analysis, being above, below or sidehill too difficult to analyze spatially.

The other components are developed using spatial data (BEC zone, fire history zone) or spatial analysis (aspect, slope). A scoring system was developed to categorize resultant polygons as having relatively low, moderate, high or extreme Fire Threat, or Low, Moderate, High or Extreme wildfire threat class. Table 26 below summarizes the components and scores to determine the Fire Threat.

Table 26: Fire Threat Class scoring components.

Attribute	Indicator	Score
Fuel Type	C-1	35
	C-2	
	C-3	
	C-4	
	M-3/4, >50% dead fir	25
	C-6	
	M-1/2, >75% conifer	20
	C-7	
	M-3/4, <50% dead fir	
	M-1/2, 50-75% conifer	15
	M-1/2, 25-50% conifer	
	C-5	10
	O-1a/b	
	S-1	
	S-2	
	S-3	5
	M-1/2, <25% conifer	
D-1/2	0	

Attribute	Indicator	Score
	W	0
	N	0
Weather - BEC Zone	AT, irrigated	1
	CWH, CDF, MH	3
	ICH, SBS, ESSF	7
	IDF, MS, SBPS, CWHsds1 & ds2, BWBS, SWB	10
	PP, BG	15
Historical Fire Occurrence Zone	G5, R1, R2, G6, V5, R9, V9, V3, R5, R8, V7	1
	G3, G8, R3, R4, V6, G1, G9, V8	5
	G7, C5, G4, C4, V1, C1, N6	8
	K1, K5, K3, C2, C3, N5, K6, N4, K7, N2	10
	N7, K4	15
Slope	<16	1
	16-29 (max N slopes)	5
	30-44	10
	45-54	12
	>55	15
Aspect (>15% slope)	North	0
	East	5
	<16% slope, all aspect	10
	West	12
	South	15

Wildfire Threat Classes and associated assumed scores are summarized below in Table 27.

Table 27: Wildfire Threat Classes and their associated summed scores

WUI Risk Class	Score
Very Low	0
Low	0-35
Moderate	35-55
High ⁶⁶	55-65
Extreme	>65

Limitations

There are obvious limitations in this method, most notably that not all components of the threat assessment worksheet are scalable to a GIS model, generalizing the Fire Behaviour Threat score. The Wildfire Threat Score is greatly simplified, as determining the position of structures on a slope, the type of development and the relative position are difficult in an automated GIS process. Structures are

⁶⁶ WUI risk is only assessed for polygons with wildfire threat ratings of high or extreme.

considered, but there is no consideration for structure type (also not included on threat assessment worksheet). This method uses the best available information to produce accurate and useable threat assessment across the study area in a format which is required by the UBCM CRI program.

6.1.3 APPENDIX A-3: WUI RISK SPATIAL ANALYSIS METHODOLOGY

To determine the WUI Risk score, only the distance to structures is used. Buffer distance classes are determined; (<200m, 200m-500m and >500m) but only for polygons that had a ‘high’ or ‘extreme’ Fire Threat score from previous assessment. To determine WUI Risk; those polygons within 200m are rated as ‘extreme’, within 500m are rated as ‘high’, within 2km are ‘moderate’, and distances over that are rated ‘low’.

6.1.4 APPENDIX A-4: WILDFIRE THREAT PLOT LOCATIONS

Table 28 displays a summary of all Wildfire Threat Assessment (WTA) plots completed during CWRP field work. The original WTA plot forms and photos will be submitted as a separate document. The following ratings are applied to applicable point ranges: Low (0-48); Moderate (49 – 66); High (67 – 80); Extreme (>81).

Table 28: Summary of Wildfire Threat Assessment (WTA) Worksheets

Wildfire Threat Assessment Plot ID	Geographic Location	Wildfire Threat Assessment Score (0/42/58/70)
Howe-1	On the edge of Cypress Provincial Park upslope of Highway 99	Moderate (47)
Howe-2	Forested area north of Charles Creek, above distribution line	Moderate (45)
Indian-1	Helga Bay, Indian Arm	Extreme (67)
Indian-2	North of Helga Bay, Indian Arm	Low (39)
Indian-3	West of Little Horn Mountain, Indian Arm	Moderate (46)
Pitt-1	North end of Pitt Lak, DeBeck Creek	Low (40)
Barnston-1	West end of the island	Low (25)

6.1.5 APPENDIX A-5: PROXIMITY OF FUEL TO THE COMMUNITY

The correlation between structure loss and wildfire are described below.

Home and Critical Infrastructure Ignition Zones

Multiple studies have shown that the principal factors regarding home and structure loss to wildfire are the structure’s characteristics and immediate surroundings. The area that determines the ignition potential of a structure to wildfire is referred to as (for residences) the Home Ignition Zone (HIZ) or (for

critical infrastructure) the Critical Infrastructure Ignition Zone (CIIZ).^{67,68} Both the HIZ and CIIZ include the structure itself and three concentric, progressively wider areas (the Immediate, Intermediate, and Extended Zones) that extend out to 30 m from the structure (Figure 11 below). Up until 2023, the HIZ included an additional area that extended out to 100 m from the structure, but this zone was removed as radiant heat is unlikely to ignite a structure at 30 m and beyond. More details on priority zones can be found in the FireSmart Manual. More details on priority zones can be found in the FireSmart Manual.⁶⁹

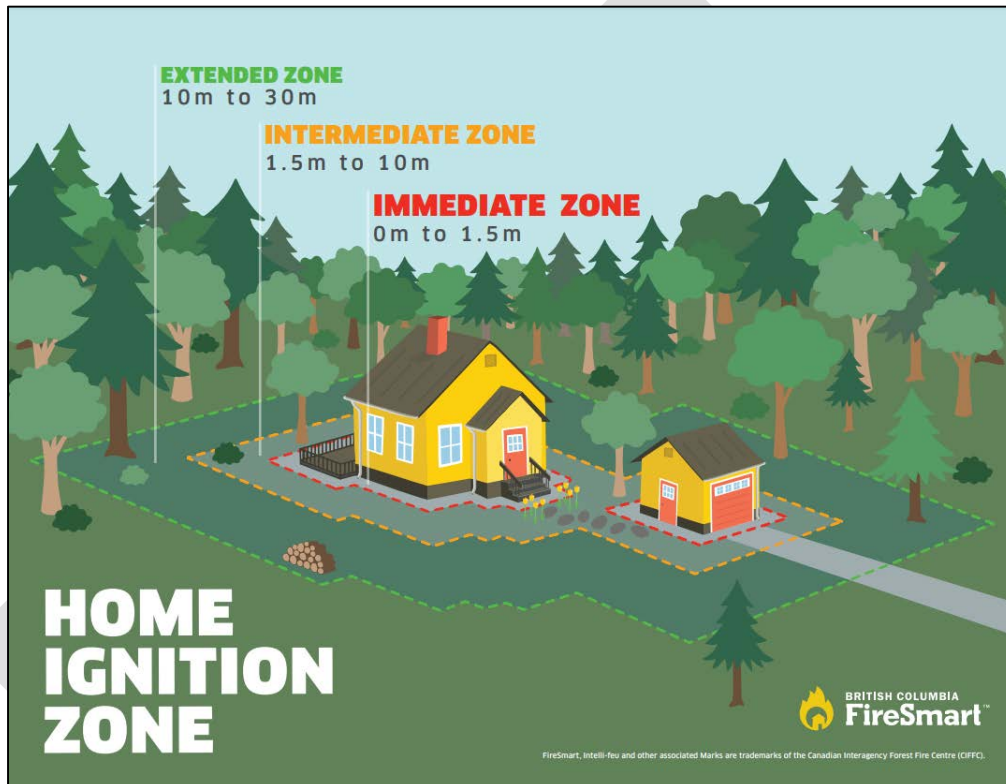


Figure 11: FireSmart Home and Critical Infrastructure Ignition Zone (HIZ, CIIZ)

It has been found that during extreme wildfire events, most home destruction has been a result of low-intensity surface fire flame exposures, usually ignited by embers. Firebrands can be transported long distances ahead of the wildfire, across fire guards and fuel breaks, and accumulate within the HIZ/CIIZ in densities that can exceed 600 embers per square meter. Combustible materials found within the HIZ/CIIZ

⁶⁷ Reinhardt, E., R. Keane, D. Calkin, J. Cohen. 2008. *Objectives and considerations for wildland fuel treatment in forested ecosystems of the interior western United States*. Forest Ecology and Management 256:1997 - 2006. Retrieved from: [Objectives and considerations for wildland fuel treatment in forested ecosystems of the interior western United States | Treesearch \(usda.gov\)](#)

⁶⁸ Cohen, J. *Preventing Disaster Home Ignitability in the Wildland-urban Interface*. Journal of Forestry. p 15 - 21. Retrieved from: [Preventing Disaster: Home Ignitability in the Wildland-Urban Interface | Journal of Forestry | Oxford Academic \(oup.com\)](#)

⁶⁹ Available for download here: [FireSmartBC HomeownersManual Printable.pdf](#)

combine to provide fire pathways allowing spot surface fires ignited by embers to spread and carry flames or smoldering fire into contact with structures.

Community Zone

Vegetation management in the Community Zone applies to areas between 30 and 100 metres from any homes and structures. Vegetation management planning and implementation on most Community Zone lands should be directed through a formal fuel management prescription developed by a forest professional with wildfire vegetation management within their scope of practice. Depending on the results of FireSmart Home Ignition Zone assessments on individual structures, vegetation management may be required beyond 30 metres and up to 100 metres on larger parcels.⁷⁰ Many Community Zone open spaces/lands are often associated with high use by people thus increasing accidental ignition potential and the wildfire risk to critical infrastructure and homes surrounding them.

Landscape Zone

When considering risk in the Landscape Zone, Table 29 displays how wildfire threat and mitigation work can be viewed in relation to values within the WUI.

Table 29: Proximity to the Interface

Proximity to the Interface	Descriptor*	Explanation
WUI 100 <i>HIZ/CIIZ and Community Zones</i>	(0-100 m)	This Zone is always located adjacent to the value at risk. Treatment would modify the wildfire behaviour near or adjacent to the value. Treatment effectiveness would be increased when the value is FireSmart.
WUI 500 <i>Community and Landscape Zones</i>	(100-500 m)	Treatment would affect wildfire behaviour approaching a value, as well as the wildfire's ability to impact the value with short- to medium- range spotting; should also provide suppression opportunities near a value.
WUI 2000 <i>Landscape Zone</i>	(500-1000 m)	Treatment would be effective in limiting long - range spotting but short-range spotting may fall short of the value and cause a new ignition that could affect a value.
<i>Landscape Zone</i>	> 1000 m	This should form part of a landscape assessment and is generally not part of the zoning process. Treatment is relatively ineffective for threat mitigation to a value, unless used to form a part of a larger fuel break / treatment.

**Distances are based on spotting distances of high and moderate fuel type spotting potential and threshold to break crown fire potential (100m). These distances can be varied with appropriate rationale, to address areas with low or extreme fuel hazards.*

⁷⁰ CRI FCSF 2021 Supplemental Instruction Guide

6.2 APPENDIX B: WUI THREAT ASSESSMENT - WORKSHEETS AND PHOTOS

Provided separately as PDF package.

6.3 APPENDIX C: MAPS

Provided separately as PDF package.

DRAFT

6.4 APPENDIX D: LIST OF FIRST NATIONS AND ASSOCIATED GOVERNMENTS CONSULTED

Government	Contact Title	Email(s)	Address
Cowichan Tribes	n/a	referral.coordinator@cowichantribes.com Natalie.anderson@cowichantribes.com Tracy.fleming@cowichantribes.com	5760 Allenby Road, Duncan
Douglas First Nation	Chief and Council	Loretta.stager@xaxtsa.ca	PO Box 606, Mount Currie
Halalt First Nation	Chief and Council	manager@halalt.org	7973 Chemainus Road, Chemainus
Katzie First Nation	Chief and Council	landopsreferrals@katzie.ca	10946 Katzie Road, Pitt Meadows
Kwantlen First Nation	Lands Officer	referrals@seyemkwantlen.ca	P.O. Box 1023, Fort Langley
Kwikwetlem First Nation	Referrals, Lands and Resources Department	referrals@kwikwetlem.com	2 - 65 Colony Farm Road, Coquitlam
Lillooet Tribal Council	Chief and Council	info@lillooettribalcouncil.ca	PO Box 1420, Lillooet
Lyackson First Nation	Chief and Council	referrals@lyackson.bc.ca	8017 Chemainus Road, Chemainus
Musqueam Nation	Chief and Council	NA	6735 Salish Dr, Vancouver
Penelakut Tribe	Chief and Council	robert@penelakut.ca	11330 Clam Bay Road North, Penelakut Island
Samahquam First Nation	Referrals Coordinator	referrals@samahquam.com	PO Box 610, Mount Currie
Semiahmoo First Nation	Chief and Council	mail@semiahmoofirstnation.org	16049 Beach Road, Surrey
Skatin Nations	Chief and Council	NA	PO Box 478, Mount Currie
Snuneymuxw First Nation	Chief and Council	taraw@snuneymuxw.ca	668 Centre Street, Nanaimo
Squamish Nation	Squamish Nation Council Rights and Title	Kathleen_Edwards@squamish.net consultation_rightandtitle@squamish.net	Squamish Nation 415 West Esplanade, North Vancouver
Stó:l? Nation	Referrals Administrator	referrals@peopleoftheriver.com	Building 10-7201 Vedder Road
St'at'imc Chiefs Council	Chief and Council	reception@statimcgs.org	PO Box 1420, Lillooet
Stz'uminus First Nation	Office	referrals@coastsalishdevcorp.com	12611A Trans Canada Hwy, Ladysmith
Tsawwassen First Nation	Referral	jnickolet@tsawwassenfirstnation.com policy@tsawwassenfirstnation.com	1926 Tsawwassen Drive, Tsawwassen
Tsleil-Waututh Nation	Chief and Council	reception@twnation.ca	3075 Takaya Drive, North Vancouver
Ts'uubaa-asatx First Nation	Chief and Council	carole@lcfn.ca	P.O. Box 159 313B Deer Road, Lake Cowichan

To: Electoral Area Committee

From: Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services
Regional Planning and Housing Services

Date: April 30, 2024 Meeting Date: May 22, 2024

Subject: **Electoral Area A Zoning Bylaw Amendment – Provincial Housing Legislation**

RECOMMENDATION

That the MVRD Board direct staff to prepare a bylaw as described in the report titled “Electoral Area A Zoning Bylaw Amendment – Provincial Housing Legislation”, dated April 30, 2024, and give notice that a public hearing will not be held in accordance with section 464(2) of the *Local Government Act*.

EXECUTIVE SUMMARY

In November 2023, the Province passed legislation to stimulate the infill and intensification of housing in single-detached neighbourhoods and transit-oriented areas throughout BC.

For the rural and remote areas of Electoral Area A where Metro Vancouver has local land use planning jurisdiction (i.e. zoning and official community plan bylaws), the *Housing Statutes (Residential Development) Amendment Act, 2023* requires all single-family and duplex residential zones to allow for secondary suites and/or accessory dwelling units. The Electoral Area A Zoning Bylaw already allows this, and therefore complies with the new housing legislation.

However, staff have identified revisions to related regulations in the zoning bylaw that would improve alignment with provincial policy guidance for zoning bylaw regulation best practices, and therefore propose the minor amendments summarized in this report. Because no public hearing will be held for this bylaw, Metro Vancouver is required to give notice and allow for the public to submit comments prior to consideration of first reading. If supported, the report recommendation would enable staff to publish the required notices and then bring forward the bylaw to the MVRD Board for consideration of readings.

PURPOSE

To provide the Electoral Area Committee and MVRD Board the opportunity to consider amendments to the Electoral Area A Zoning Bylaw based on recent provincial housing legislation.

BACKGROUND

Following the enactment of provincial legislation in support of small-scale, multi-unit housing in late 2023, local governments across BC are required to amend their local land use bylaws. In early 2024, the Province released additional guidance, including a provincial policy manual & site standard (Reference 1), to help local governments understand and implement the legislation. Metro Vancouver staff have reviewed the legislation and have prepared the zoning bylaw amendments

presented in this report based on this policy guidance as well as previous consultation with Electoral Area A residents related to the zoning bylaw. These amendments are now ready for consideration.

ELECTORAL AREA A ZONING BYLAW (REFERENCE 2)

Metro Vancouver has local planning responsibilities (i.e. zoning and official community plan bylaws) for Electoral Area A, excluding UBC, the University Endowment Land (UEL), Bowyer Island, and Passage Island. The communities in the areas covered by the Electoral Area A Zoning Bylaw and Official Community Plan (OCP) are almost entirely single-family, located in rural and remote settings, and generally have been stable (no major redevelopment).

The Electoral Area A Zoning Bylaw has several community-specific and stand-alone single-family/duplex residential zones that allow for accessory suites (i.e. secondary suites that are located within the principal dwelling) and/or accessory residential dwellings (i.e. accessory dwelling units that are detached from the principal dwelling), as summarized in the table below.

Residential Zone	Accessory Suites Allowed?	Accessory Residential Dwellings Allowed?
Small Holding Rural (A-1)	Yes	Yes
Extensive Rural and Recreation (A-2)	Yes	Yes
Cottage Residential (RS-1)	Yes	No
Ocean Point Residential (RS-2)	Yes	No
Strachan Point Residential (RS-3)	Yes	No
Montizambert Residential (RS-4)	Yes	No
Barnston Island (BI-1)	Yes	No

SMALL-SCALE, MULTI-UNIT HOUSING LEGISLATION REQUIREMENTS

The *Housing Statutes (Residential Development) Amendment Act* (Bill 44) is one of three pieces of recent housing-related legislation that, among other things, sets out requirements related to small-scale, multi-unit housing that local governments must adopt in their land use bylaws by June 30, 2024. (See Reference 3 for additional information related to the provincial housing legislation.)

For the lands covered by the Electoral Area A Zoning Bylaw, the only requirement that must be met under the new legislation is the allowance for secondary suites and/or accessory dwelling units in all single-family and duplex residential zones. As noted in the table above, the Electoral Area A Zoning Bylaw already complies with this requirement.

Notice That A Public Hearing Will Not Be Held

The primary purpose of the proposed bylaw amendment is to align the Electoral Area A Zoning Bylaw with the policy guidance that the Province has issued to comply with the new housing legislation. The Electoral Area A OCP applies to the area of the proposed bylaw amendments, and they are consistent with the OCP. The proposed amendments are minor because they are not intended or expected to meaningfully impact the pace or type of development in the rural and remote communities of Electoral Area A, which is generally gradual (i.e. handful of building permits per year on average) and small-scale (i.e. construction or re-construction of single-family homes and accessory buildings).

In 2019, staff consulted with residents on future potential revisions to the Electoral Area A Zoning Bylaw, including revisions to lot line setbacks and height. That work and consultation was considered alongside the policy manual when proposing these minor amendments.

For these reasons, staff recommend not holding a public hearing, as contemplated in section 464(2) of the *Local Government Act*, and instead relying on the public notification process contemplated in section 467 of the *Local Government Act*. This process requires public notification before first reading of the bylaw, giving the public the opportunity to review the proposed bylaw and submit comments that will be considered when the bylaw is brought to the MVRD Board for consideration. The MVRD Board will have the opportunity to make amendments to the bylaw based on the comments as warranted.

When a public hearing will not be held, local governments must give notice to that effect, in accordance with the *Local Government Act*. As part of the public notice process, Metro Vancouver will be soliciting written feedback only from residents of Electoral Area A. This public consultation will mean that delegations to the Committee and Board will not be accepted under section 52(8)(d) of the *Metro Vancouver Regional District Procedure Bylaw No. 1368, 2023*.

PROPOSED ELECTORAL AREA A ZONING BYLAW AMENDMENTS

While the Electoral Area A Zoning Bylaw complies with the recent housing legislation, staff have reviewed the Bylaw relative to the provincial policy manual & site standards for small-scale, multi-unit housing that was released to support the implementation of the legislation and have identified a number of minor amendments that would bring the Bylaw into greater alignment with provincial policy and site standards. The proposed minor amendments are summarized in the table below.

LOT LINE SETBACKS	
Proposed Changes	Rationale/Comments
<p>Reduce setbacks for zones that rural zones and zones that primarily apply to water access only.</p> <p>See table below for proposed setback reductions</p>	<p>The provincial policy manual recommends reducing lot line setbacks to allow more developable space on lots. Given many Electoral Area A properties are located on challenging terrain, minor reductions in setbacks can meaningfully create more space and flexibility for siting buildings.</p>
<p>Remove specific agricultural building setbacks from the Barnston Island Zone (BI-1).</p>	<p>Based on previous consultation with Barnston Island residents, there was support to reduce the setbacks and simplify the zoning regulations around setbacks for agricultural buildings given that all privately held parcels on Barnston Island are in the Agricultural Land Reserve and subject to those rules.</p>

Revise the definition of front lot line setback.	The definition of “lot line, front” currently only contemplate access from a ‘highway’ as defined in the bylaw, but does not capture lots in Electoral Area A that are water access only or that may be accessed by rights of way. The definition would be revised to recognize the different ways that lots are accessed in Electoral Area A.
--	--

<i>Residential Zone</i>	<i>Principal Building Setbacks</i>		<i>Accessory Buildings and Structures</i>	
	<i>Current</i>	<i>Proposed</i>	<i>Current</i>	<i>Proposed</i>
Small Holding Rural (A-1)				
• Front Lot Line Setback	7.5 m	4.5 m	7.5 m	4.5 m
• Rear Lot Line Setback	7.5 m	3.0 m	3.0 m	3.0 m
• Exterior Lot Line Setback	3.0 m	3.0 m	3.0 m	3.0 m
• Interior Lot Line Setback	1.5 m	1.5 m	3.0 m	1.5 m
Extensive Rural and Recreation (A-2)				
• Front Lot Line Setback	7.5 m	4.5 m	7.5 m	5.0 m
• Rear Lot Line Setback	7.5 m	3.0 m	3.0 m	3.0 m
• Exterior Lot Line Setback	3.0 m	3.0 m	3.0 m	3.0 m
• Interior Lot Line Setback	1.5 m	1.5 m	3.0 m	1.5 m
Cottage Residential (RS-1)				
• Front Lot Line Setback	7.5 m	1.5 m	3.0 m	1.5 m
• Rear Lot Line Setback	7.5 m	1.5 m	3.0 m	1.5 m
• Exterior Lot Line Setback	3.0 m	1.5 m	3.0 m	1.5 m
• Interior Lot Line Setback	1.5 m	1.5 m	1.5 m	1.5 m
Ocean Point Residential (RS-2)				
• Front Lot Line Setback	5.0	4.5	5.0	4.5
• Rear Lot Line Setback	4.5	4.5	4.5	4.5
• Exterior Lot Line Setback	3.0	3.0	3.0	3.0
• Interior Lot Line Setback	1.5	1.5	1.5	1.5
Strachan Point Residential (RS-3)				
• Front and Rear Lot Line Setbacks:				
○ 4.5 metres from the westerly boundary of the BC Rail right-of-way (no change)				
○ Proposed: 1.5 m from any road easements (currently either 1.5 m or 7.5 m)				
• Exterior Lot Line Setback	3.0	3.0	3.0	3.0
• Interior Lot Line Setback	1.5	1.5	1.5	1.5
Montizambert Residential (RS-4)				
• Front and Rear Lot Line Setbacks:				
○ Proposed: 1.5 m from any road easements (currently either 1.5 m or 7.5 m)				
• Exterior Lot Line Setback	3.0	3.0	3.0	3.0
• Interior Lot Line Setback	1.5	1.5	1.5	1.5

Barnston Island (BI-1) ¹				
• Front Lot Line Setback	6 m	4.5 m	7.5 m	4.5 m
• Rear Lot Line Setback	6 m	3.0 m	3.0 m	3.0 m
• Exterior Lot Line Setback	6 m	3.0 m	3.0 m	3.0 m
• Interior Lot Line Setback	6 m	1.5 m	3.0 m	1.5 m

¹Principal buildings include *single residential dwelling - principal* and *- accessory* in the Barnston Island Zone.

HEIGHT	
Proposed Changes	Rationale/Comments
<p>Increase the maximum height of principal buildings to 11 m. (The current zones allow between 7.5 m – 10 m maximum height.)</p> <p>See table below.</p>	<p>The provincial policy manual recommends increasing permitted building heights to 11 m to help maintain open or permeable space on the lot and accommodate the units within the required distances from property lines and/or between buildings for compliance with the <i>BC Building Code</i>.</p>

<i>Residential Zone</i>	<i>Current Principal Building Maximum Height</i>	<i>Proposed Principal Building Maximum Height</i>
Small Holding Rural (A-1)	8.5 m	11 m
Extensive Rural and Recreation (A-2)	8.5 m	11 m
Cottage Residential (RS-1)	7.5 m	11 m
Ocean Point Residential (RS-2)	10 m	11 m
Strachan Point Residential (RS-3)	10 m	11 m
Montizambert Residential (RS-4)	10 m	11 m
Barnston Island (BI-1) ¹	10 m	11 m

¹Only for residential buildings; the allowable maximum height of agricultural buildings (15 m) would not change.

PARKING REQUIREMENTS	
Proposed Changes	Rationale/Comments
<p>Clarify that parking requirements for residential buildings and uses only apply to road access only properties.</p> <p>Eliminate parking requirements for water-access-only buildings and uses.</p> <p>See table below.</p>	<p>The provincial policy manual recommends minimizing parking requirements, and in some cases removing parking requirements for residential zones altogether. In addition to minimizing requirements, the current Electoral Area A Zoning Bylaw does not differentiate between road-access and water-access-only lots where parking requirements are not applicable.</p>

<i>Residential Buildings and Uses</i>	<i>Current Parking Space Requirements</i>	<i>Proposed Parking Space Requirements</i>
Single Residential Dwelling	2 spaces per dwelling unit	2 spaces per dwelling unit for road-access properties
Duplex Residential Dwelling	2 spaces per dwelling unit	2 spaces per dwelling unit for road-access properties
Apartment	2 spaces per dwelling unit, plus 0.5 spaces per apartment dwelling unit for Visitor Parking that shall be clearly marked “Visitor Parking Only” within the parking space	Road-access properties, 2 spaces per dwelling unit, plus 0.5 spaces per apartment dwelling unit for Visitor Parking that shall be clearly marked “Visitor Parking Only” within the parking space
Cottage Residential	1 space per dwelling unit	1 space per dwelling unit for road-access properties
Accessory Home Occupation	1 space per non-residential employee	1 space per non-residential employee for road-access properties
Bed and Breakfast	1 space for each bedroom used for bed and breakfast over and above the requirements for the dwelling unit	1 space for each bedroom used for bed and breakfast over and above the requirements for the dwelling unit for road-access properties
Accessory Residential Dwelling	1 space per dwelling unit	1 space per dwelling unit for road-access properties
Accessory boarding	1 space per sleeping unit	N/A – delete

FIX MISSING ROWS	
Proposed Changes	Rationale/Comments
The Strachan Point Residential (RS-3) zone is missing two rows in a table related to accessory suites and accessory uses.	This would fix the inadvertent deletion of two rows from a table in the Strachan Point Residential (RS-3) zone during a bylaw amendment in 2016. Reinstating these rows would clarify that accessory suites and accessory uses, which are referred to in the same zone in other places, are among the permitted uses.

No Electoral Area A OCP amendments are required or proposed as part of this bylaw review.

NEXT STEPS

If the recommendation is supported, Metro Vancouver staff will advertise the required notices that a public hearing will not be held in accordance with the *Local Government Act*. After the notice period, the bylaw would be brought to the MVRD Board for consideration of first, second, and third readings. Because the proposed zoning bylaw amendment covers areas within 800 m of controlled access highways, the bylaw will be sent to the Minister of Transportation for approval after third reading. After this approval, the bylaw will be brought back to the MVRD Board for consideration of adoption.

Local governments must update their bylaws by June 30, 2024 to accommodate small-scale, multi-unit housing requirements. Because Metro Vancouver is already in compliance, staff would notify the Minister of Housing that Metro Vancouver complies with the Province’s small-scale, multi-unit housing legislation for the portions of Electoral Area A where it has local land use planning jurisdiction before this deadline.

ALTERNATIVES

1. That the MVRD Board direct staff to prepare a bylaw as described in the report titled “Electoral Area A Zoning Bylaw Amendment – Provincial Housing Legislation”, dated April 30, 2024, and give notice that a public hearing will not be held in accordance with section 464(2) of the *Local Government Act*.
2. That the Electoral Area A Committee receive for information the report titled “Electoral Area A Zoning Bylaw Amendment – Provincial Housing Legislation”, dated April 30, 2024, and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

Costs associated with these bylaw amendments are expected to be limited to giving notice that a public hearing will not be held, which will require advertising in one or more newspapers that can reasonably be expected to give notice to the residents of the various communities to which the Electoral Area A Zoning Bylaw applies. Such costs are estimated to be between \$10,000 – \$30,000. The Province has provided local governments, including Metro Vancouver, with grant funding to cover such costs, and therefore, no budget or tax impacts are expected.

CONCLUSION

Staff have used the Province’s recent housing legislation as an opportunity to review and update relevant regulations in the Electoral Area A Zoning Bylaw. The proposed minor amendments to some of the zoning bylaw regulations are consistent with the OCP and are not expected to drive (re)development in Electoral Area A communities, but will provide greater flexibility for property owners to make use of their often challenging lots and bring the regulations more in line with provincial policy and site standards. Staff recommend Alternative 1.

REFERENCES

1. [Provincial policy manual & site standards for small-scale, multi-unit housing](#)
2. [Electoral Area A Zoning Bylaw](#)
3. [Provincial housing legislation – resources for local governments](#)

To: Invest Vancouver Management Board

From: Jacquie Griffiths, President, Invest Vancouver
Sue Mah, Vice President, Collaboration, Invest Vancouver

Date: April 19, 2024 Meeting Date: May 23, 2024

Subject: **Regional Talent Accelerator: Workforce Development Needs Assessment and Opportunities**

RECOMMENDATION

That the MVRD Board:

- a) direct staff to develop a business plan for a regional talent accelerator with the support of additional resources contingent through the budget process; and
 - b) direct staff to develop an outreach and engagement strategy to secure external support and identify a sustainable funding model for the regional talent accelerator.
-

EXECUTIVE SUMMARY

It is essential that a strong pipeline of skilled workers is readily available to support investment growth and prosperity in the Metro Vancouver region. The region's workforce must meet the immediate and future talent needs of a global economy. It is reported that the province is facing a labour market shortage in key industries. Addressing the risks associated with a skills shortage is crucial for the region's economic prosperity.

A regional talent accelerator is intended to be a workforce development centre of excellence that will work with employers, investors, levels of governments, and training providers to deliver customized real-time training solutions to build the workforce and provide a foundation for a stronger economy. The concept for a regional talent accelerator was developed as a result of research, stakeholder engagement, industry feedback, and a direction from the Invest Vancouver Management Board. To execute this workforce development solution, this report proposes that a business plan, outreach and engagement strategy are needed to further develop the workforce development strategy, secure external partnerships and identify a sustainable funding model.

PURPOSE

To seek MVRD Board approval to develop a business plan and outreach and engagement strategy for a regional talent accelerator (workforce development initiative) as part of the region's economic development strategy to be globally competitive by maintaining and enhancing the region's talent supply.

BACKGROUND

This report is advanced in alignment and coordination with the approved Invest Vancouver Management Board 2024 Work Plan and the endorsed Invest Vancouver 2024 Annual Plan.

CONTEXT

British Columbia is facing a labour market shortage as the economy expands and its population ages; with projections of over a million job openings across various industries over the next decade and with the largest and fastest growth occurring in the Metro Vancouver region (Reference 1). Many residents and workers do not have the necessary skills to gain immediate employment or secure job enhancements due to the lack of resources and access to relevant and affordable programs. Others are facing career transitions due to declining industry sectors, and may not be able to secure jobs in future-focused industries where the region is best positioned for success. The risk is a major skills shortage and mismatch in the Metro Vancouver region.

The Metro Vancouver regional economy has the potential to grow stronger, increase its reputation for innovation and become more globally competitive in key sectors through foreign direct investment. However, multinationals often look to invest in locations where there is available talent and skilled workers, specifically, they seek specialized skills that match their *immediate* needs and *future* hiring needs. Multinationals have repeatedly cited that the acquisition of highly skilled talent is their main motivation factor for site selection in their expansion efforts.

Leaders in key sectors such as life sciences, high-tech, clean tech report a skills shortage and mismatch in their industries in the region. Many employees lack the right skills for the current and future economy, and industries need employees trained faster through programs that are responsive to their needs. With Metro Vancouver accounting for over half of the province's population and 61% of its GDP, addressing the skills challenge is critical for the region's economic prosperity.

The Metro Vancouver region holds a strategic position within Canada, serving as a gateway to the Asia-Pacific region and beyond. Despite its significance, both Canada and the Metro Vancouver region have struggled to keep pace with G7 counterparts in terms of innovation, investment and overall productivity. This reality poses a critical challenge for Metro Vancouver residents, particularly in an era where multinationals seek environments conducive to growth and innovation. Without an adequately skilled workforce, industries may hesitate to invest or grow in the region, and their investment will flow to other jurisdictions in Canada or abroad with more aligned, robust and developed talent. In short, the Metro Vancouver region needs to build and enhance its talent supply to ensure its continued competitiveness to attract international investments from future-focused industries and advance shared prosperity to the residents of the region.

INVEST VANCOUVER REGIONAL TALENT ACCELERATOR

In 2023, Invest Vancouver contracted Propero Learning Systems Inc. to conduct a needs assessment and develop a concept paper that would take a comprehensive approach to address workforce development (Attachment 1). Propero conducted research, interviewed more than 30 organizations from the private and public sectors, industry associations and others, and convened a strategic planning session with key stakeholders to seek their feedback on the region's workforce needs, gaps, challenges and opportunities.

Needs Assessment: Industry Interviews, Applied Research, and Stakeholder Engagement

Propero performed interviews with a range of organizations including Amazon, Microsoft, Digital Supercluster, UBC Sauder School of Business, Creative BC, Tap Network, Genome BC, First Nations Tech Council, and others to learn about their experiences, challenges and opportunities related to the region's talent and skills ecosystem. A recurring theme with each discussion was the need for a shift towards innovation and agility for tailored training programs that align with industry needs in a global economy.

Alongside the interviews, Propero also researched what other economic development organizations are doing in terms of programs related to workforce development. Their research found that many other economic development organizations focus on international talent recruitment and attraction, and some focus on talent development. For example, Calgary Economic Development operates and supports three successful upskilling and reskilling programs designed to evolve and adapt to new technologies, economic downturns and diversifications. These programs are equipped to ultimately create a more adaptable workforce to fill positions in high-demand industries (Reference 2). Other international examples such as Brisbane/Queensland's Region Workforce Strategy and SkillNet Ireland instituted successful programs that continue to grow a highly skilled workforce where multinationals seek to recruit their talent (Reference 3 and 4). These organizations that have applied workforce development initiatives with a sustainable funding model have increased their pipeline of skilled workers that meets the needs of the present and future economy; thereby increasing the supply of high quality employment prosperity for their residents through a stronger economy.

On February 21, 2024, Invest Vancouver and Propero hosted a strategic planning session that gathered 25 participants drawn from industry, crown corporations, post-secondary, and non-profits. The session drew consensus for a broad strategic solutions framework encompassing proactive collaboration and a culture of continuous learning. In addition, it was also identified that leveraging strengths, fostering industry partnerships, and embracing adaptability is crucial in building a workforce that is future-proof and resilient for the evolving labour market (Attachment 2). For example, one major biomedical company within the region hires many of their employees from Ireland due to their robust talent supply, which further confirms that the Metro Vancouver region's talent supply is lacking skilled workers to meet industry needs.

Concept Plan

Through findings and gathered input, Propero's concept plan proposes a *regional talent accelerator* (Attachment 1), a workforce development centre of excellence that will work with employers, investors, levels of governments, and training providers to deliver customized real-time training solutions to build the workforce and provide a foundation for a stronger economy. It is a solution that represents an opportunity to develop talent in the Metro Vancouver region and a network that drives innovative, responsive solutions to skills development and labour market issues in the region. By focusing on the strategic alignment of workforce development initiatives with the region's economic priorities, the talent accelerator will act as a hub for innovation, collaboration and excellence in workforce training and development.

A comprehensive approach to developing an effective talent pipeline and workforce development strategy needs to be industry-focused, tailored to the regional economy, broadly supported, and integrates talent development with economic development. Such an approach would include the following activities:

- Assess current and future needs;
- Collaborate with partners;
- Develop education and training programs;
- Identify incentives and support for businesses;
- Apply continuous evaluation and adjustment; and
- Conduct research and labour market information.

Invest Vancouver is well positioned to be an ideal founding partner of the regional talent accelerator as part of its role as a regional economic development service. As a convener representing 23 member jurisdictions, with demonstrated success in collaboration with member jurisdictions and a broad partner network on issues of regional importance, Invest Vancouver has the integrated network to foster partnership opportunities, a dedicated data and research team to conduct analysis, and a strategic investment team to confer the region's talent to prospective international investors. In addition, the talent accelerator would benefit from Invest Vancouver's current governance and corporate structure, where Metro Vancouver could advocate for incentives such as grant funding, tax benefits and support services on behalf of the regional economy.

Invest Vancouver has the opportunity to further develop and preserve the region's talent supply to maintain and grow its global competitiveness. A talent accelerator will provide a hub for employees, employers, investors and industries to access a concierge-like service that will help with upskilling or reskilling talent on an ongoing basis, and present opportunities for workers who are looking for job enhancements aligned with industry requirements for job placements.

OPPORTUNITIES FOR SKILLS ECOSYSTEM GROWTH

The regional talent accelerator will play a pivotal role in driving economic growth and innovation and attracting foreign direct investment into the Metro Vancouver region. The concept for a workforce development center of excellence has been socialized with other levels of government, industries and key stakeholders. Astounding support for the talent accelerator was received including a number of letters of support, demonstrating consensus that a workforce development strategy is warranted to drive innovative and responsive solutions to labour market issues, and that upskilling and reskilling programs help prepare talent for the in-demand jobs of the region's diverse and growing industry sectors (Attachment 3).

Business Plan

Although the Metro Vancouver region has been recognized by global rankings as an attractive place for people to live and for companies to locate, its full potential has not yet been realized. The concept for a talent accelerator was developed as a result of research, stakeholder engagement, industry feedback, and a direction from the Invest Vancouver Management Board. There appears to be strong support for a talent accelerator in the region to advance workforce development initiatives.

The next step in building the regional talent accelerator is to develop a business plan that provides details of how the talent accelerator will be structured, its scope of work and function, a detailed description of activities, the resources required for operation, and key performance indicators for measuring its success. The undertaking of such a business plan requires staff and resources to conduct research, investigate funding opportunities, and identify feasibilities for an operational model. Workforce development is broad in scope and will require dedication in sourcing information and testing potential modules that resonate with stakeholders. This work is not possible within the current resources allocated to Invest Vancouver.

Outreach and Engagement Strategy to Secure External Support

The success of the regional talent accelerator will be dependent on partnerships with key stakeholders. Although seeking grant funding to complement training programs is important, it will not necessarily sustain the service for the long term. A sustainable funding model similar to those found in other jurisdictions is necessary in order for the talent accelerator service to be effective in enhancing the region's talent supply that meets industry requirements and for the future-focused economy. To realize the potential of the talent accelerator for the region, staff will need to identify partnership opportunities to pool capabilities and resources as well as coordinated efforts. The importance of partnerships cannot be overlooked and will need to be further explored extensively as part of the outreach and engagement process.

The regional talent accelerator will need funding for operations, training programs, and special projects. To achieve this, staff will need to conduct outreach and engagement to explore and leverage partnership opportunities with other orders of government and the private sector. It is anticipated that engagement will include further meetings with other levels of government at the ministry and political levels.

ALTERNATIVES

1. That the MVRD Board:
 - a) direct staff to develop a business plan for a regional talent accelerator with the support of additional resources contingent through the budget process; and
 - b) direct staff to develop an outreach and engagement strategy to secure external support and identify a sustainable funding model for the regional talent accelerator.
2. That the MVRD Board receive for information the report dated April 19, and titled "Regional Talent Accelerator: Workforce Development Needs Assessment and Opportunities" and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

The needs assessment and opportunities for the regional talent accelerator was undertaken through funding from the MVRD Board approved 2024 budget and work plan.

To action the concept plan, a business plan needs to be developed for MVRD Board approval in 2025, that details the objectives, activities and operation model of the talent accelerator. To achieve this, additional resources – contingent through the MVRD Board 2025 budget process – are

required for Invest Vancouver to explore the potential to include workforce development to increase innovation, investment and prosperity in our region.

CONCLUSION

Leaders in key sectors such as life sciences, high-tech, clean tech and others report a skills shortage and mismatch in their industries within the Metro Vancouver region. Many employees lack the right skills for today's economy, and industries need employees trained faster with skills that are relevant to their needs. With Metro Vancouver accounting for over half of the province's population and 61% of its GDP, addressing the skills shortage and mismatch is crucial for the region's economic prosperity as the talent pipeline is an important value proposition in securing foreign direct investment to grow the economy.

A regional talent accelerator will bring together employers, investors, governments, and training providers to deliver customized real-time training solutions to build a stronger and more resilient workforce and provide a foundation for a stronger regional economy. It is a solution that represents an opportunity to develop a skills ecosystem, a network that drives innovative, responsive solutions to skills development and labour market issues in the Metro Vancouver region.

To implement the regional talent accelerator, a business plan and outreach and engagement strategy will need to be developed with the support of additional resources contingent through the budget process. The business plan will detail its operational function and activities, and the outreach and engagement strategy will explore opportunities for partnerships and identify a sustainable funding model to ensure the regional talent accelerator's longevity for success over time. Staff recommend Alternative 1.

ATTACHMENTS

1. Regional Talent Accelerator: Upskilling Talent to Support Economic Development in the Metro Vancouver Region
2. Workforce Development Industry Discussion
3. Letters of Support
4. Presentation re: Regional Talent Accelerator

REFERENCES

1. [BC Labour Market Outlook 2023](#)
2. [Calgary Economic Development Edge Up Program](#)
3. [Queensland Workforce Strategy 2022-2032](#)
4. [Transforming Business Through Talent Statement of Strategy 2021-2025](#)

63984270

TALENT ACCELERATOR

UPSILLING TALENT TO SUPPORT ECONOMIC
DEVELOPMENT IN THE METRO VANCOUVER REGION

MAY 2024

PREPARED BY: PROPERO LEARNING SYSTEMS INC.

PREPARED FOR: INVEST VANCOUVER



EXECUTIVE SUMMARY

The talent accelerator will act as a hub for innovative and responsive solutions to workforce development issues.

British Columbia faces significant labor market shortages as its economy expands and its population ages, with projections indicating over a million job openings across various industries over the next decade. This challenge is exacerbated by national concerns over dwindling productivity and inadequate skills development strategies. Learners and employees often lack the immediate job-ready skills necessary for employment, highlighting the need for accessible and rapid skills development pathways.

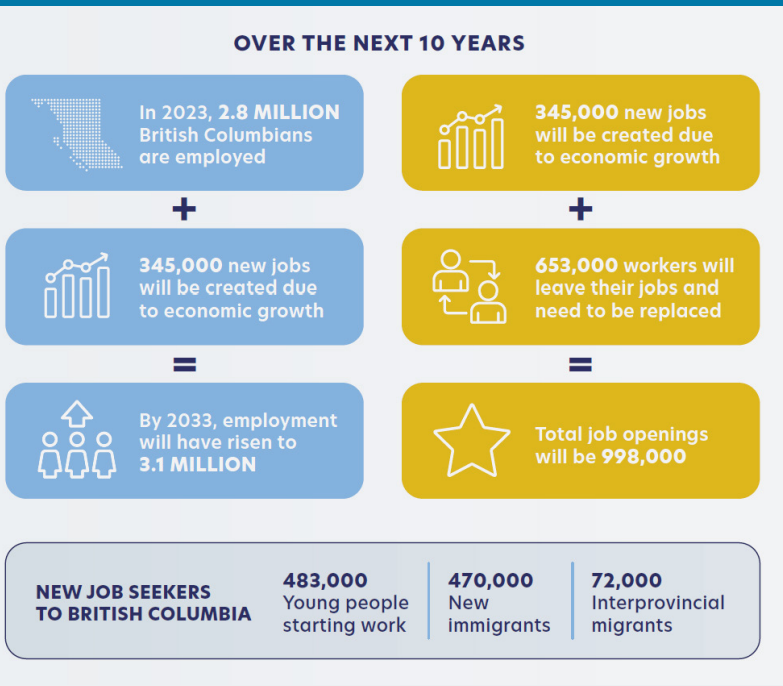
To address these challenges and bolster Metro Vancouver's competitiveness in the global economy, there is a pressing need for a regional talent accelerator. This proposed initiative, spearheaded by Metro Vancouver's Invest Vancouver, aims to bridge the gap between workforce demands and available skills through a comprehensive approach. By strategically aligning workforce development initiatives with economic priorities and fostering collaboration between stakeholders, including employers, workers, education institutions, and government entities, the regional talent accelerator will act as a hub for innovative and responsive solutions to workforce development issues.

The proposed talent accelerator will play a pivotal role in driving economic growth, attracting foreign investment, and positioning the Metro Vancouver region as a hub for skilled workers and talent with a focus on lifelong learning, digital skills development, public-private collaboration, and inclusion. The accelerator will contribute to the region's economic prosperity and resilience by ensuring the continued and targeted training and development needed to ensure a highly skilled workforce. Moreover, by providing labor market insights and connecting individuals with job opportunities, the talent accelerator will serve as a vital catalyst for regional economic development and global competitiveness.

TABLE OF CONTENTS

01 BACKGROUND	1
02 OPERATING IN A GLOBAL ECONOMY	2
03 GLOBAL TRENDS	4
04 STAKEHOLDER AGREEMENT	5
05 FRAMING AN ACTION PLAN	7
06 APPENDIX I CANADIAN EXAMPLES	8
07 APPENDIX II INTERNATIONAL EXAMPLES	13
08 ABOUT PROPERO	15

BACKGROUND



The Metro Vancouver region, as part of the Province of BC is experiencing significant labour market shortages, which will only grow as the economy expands and the population ages. Over the next decade, the province’s economy will create 1,017,000 job openings across 64 industries in 500 occupations that span all seven of its economic regions. The largest and fastest growth will occur in the Metro Vancouver region, home to almost three million people.

This provincial and regional dynamic is unfolding within the broader national context, wherein the issue of dwindling productivity and the lack of a robust skills development strategy continues to gain attention. Recent statements from senior officials at the Bank of Canada have underscored the concerning trend of falling productivity, due in part to a lack of talent and skilled workforce, highlighting the urgency of the situation.

FIGURE 1 Sources of Labour Supply Change, B.C., 2023–2024

However, learners and workers often lack the skills necessary to gain immediate employment or secure more workplace responsibilities. Most are reluctant or unable to spend years gaining new skills at a post-secondary institution or cannot afford it. Many mid-career employees who seek job enhancements or face career transitions in declining labour sectors require additional training, and a growing number are frustrated by the complexity and lack of access.

Clearly, there needs to be a change in how skills training is delivered, and where new talent development strategies are needed to meet the region’s labour market needs, in order to attract new international investments, and grow our economy. Simply put, employers and investors need more employees trained faster and with diverse skills.

This change requires a comprehensive approach to workforce development, including employer engagement, deep community connections, industry-driven education and training and a connective tissue of networks. In other words, a paradigm shift that supports an array of job strategies, including sector and place-based workforce development strategies, adult education, and short and long-term training programs that are customized to different employers and job seekers.

OPERATING IN A GLOBAL ECONOMY

As a key player in the global economy, the Metro Vancouver region holds a strategic position within Canada, serving as a gateway to the Asia-Pacific region and beyond. Despite its significance, both Canada and the Metro Vancouver region have struggled to keep pace with their G7 counterparts in terms of innovation and productivity. This shortfall poses a critical challenge, particularly in an era where multinational companies seek environments conducive to growth and innovation. Without a skilled and adaptable workforce to support these endeavors, the risk exists that investment will flow to more favorable jurisdictions. Addressing the pressing need for talent development and skills enhancement is paramount to ensuring the regions continued competitiveness and attractiveness to multinational companies seeking to establish or expand their presence in the region.

GLOBAL CONTEXT

The World Economic Forum (WEF) report **Upskilling for Shared Prosperity**¹ (2021), noted the global education and training sector remains fragmented and would benefit from the emergence of a more comprehensively interconnected ecosystem. The report also suggests that the upskilling initiative could have a positive global GDP impact of \$6.5 trillion. The more recent May 2023, World Economic Forum report entitled, **Putting Skills First: A Framework for Action**² indicates: 52% of CEOs believe labour and skills shortages will significantly impact profitability in their industry over the next 10 years.

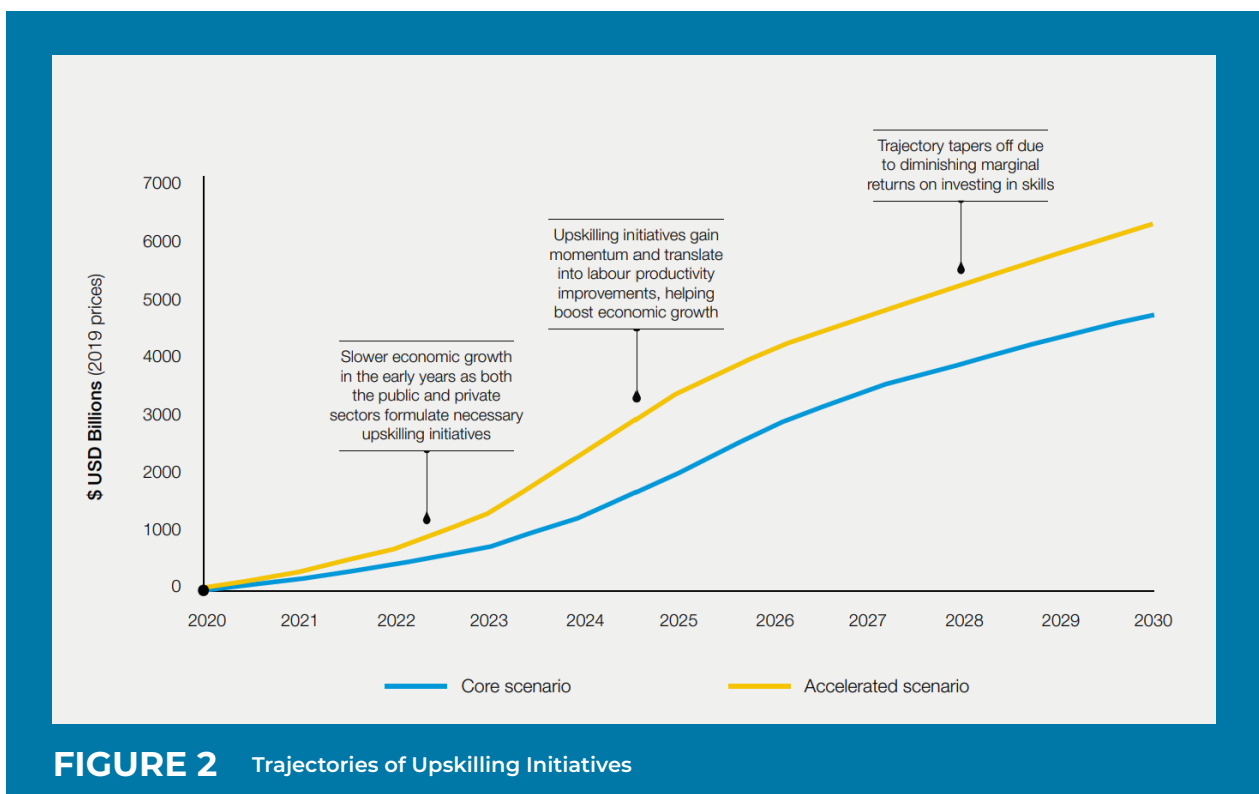


FIGURE 2 Trajectories of Upskilling Initiatives

¹WEF Upskilling for Shared Prosperity: <https://www.weforum.org/publications/upskilling-for-shared-prosperity>

²WEF Putting Skills First: <https://www.weforum.org/publications/putting-skills-first-opportunities-for-building-efficient-and-equitable-labour-markets>

FUTURE JOBS

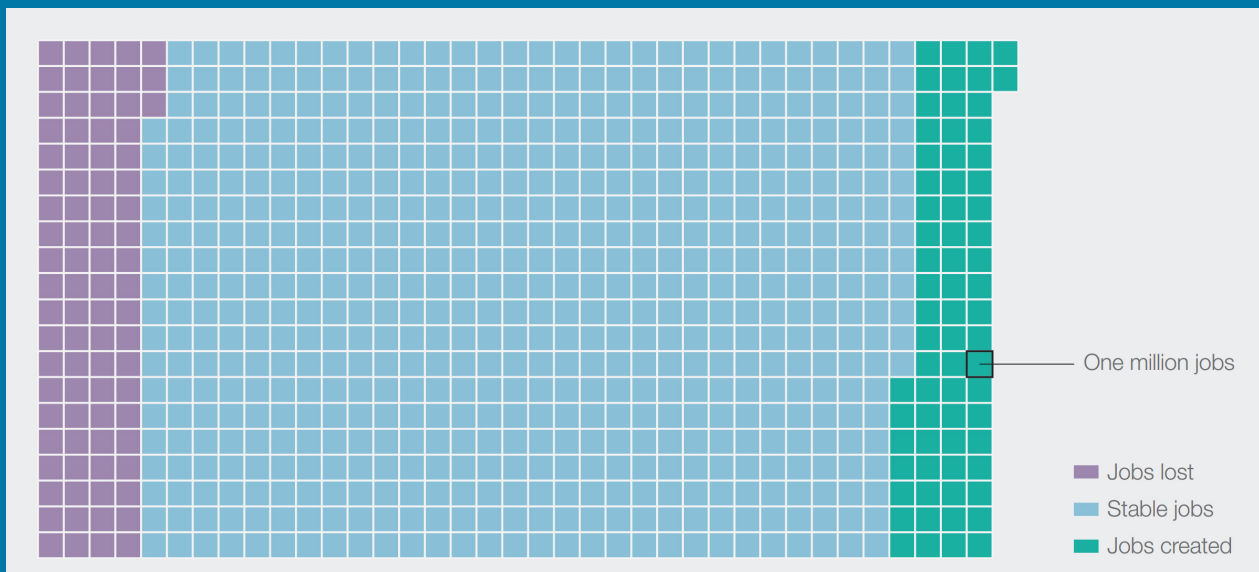


FIGURE 3 Future Jobs

The **2023 WEF Future of Jobs Report**³ notes that organizations across all industries identify skills gaps and an inability to attract talent as the key barriers preventing industry transformation. It goes on to highlight that a “skills-first” approach to hiring and developing people has the potential to transform the way that labour markets operate, delivering significant benefits not just to business, but to our wider society and economy. It also suggests that approximately 85 million jobs could go unfilled globally because of a lack of applicants with the skills to take them, which could result in \$8.5 trillion in unrealized annual revenues.

More recently, the European Commission released the **2024 Pact for Skills**⁴ report that sets out four key building blocks for success: *Collective action, ensuring people have the right skills for jobs; supporting people in their lifelong learning pathways and unlocking investments in skills*. The report highlights best practices and trends associated with regional and national skills/economic development strategies in upskilling and reskilling initiatives worldwide. Strategies crucial for policy makers and industry leaders shaping the future of workforce and economic development.

The Pact for Skills report underscores the importance of adaptable and inclusive strategies in fostering a skilled workforce capable of meeting the challenges of a rapidly evolving global economy. Collaboration between policymakers, industry leaders, and educational institutions is essential to effectively address current and future workforce needs. The following highlights the noted trends and associated strategic steps:

³ WEF Future Jobs Report 2023: <https://www.weforum.org/publications/the-future-of-jobs-report-2023>

⁴ EU Pact for Skills Report/Best Practices: <https://op.europa.eu/s/zkjjw>

GLOBAL TRENDS

**TREND
01****FOCUS ON LIFELONG LEARNING**

Countries recognize the imperative of lifelong learning to adapt to evolving job markets. Emphasizing continual skill acquisition is pivotal for individuals to remain competitive and agile.

**TREND
02****EMPHASIS ON DIGITAL SKILLS**

Policies prioritize digital skill development, crucial for navigating a technology-driven economy and bridging the digital divide, ensuring individuals are equipped for the demands of the modern workforce.

**TREND
03****PUBLIC-PRIVATE COLLABORATION**

Close collaboration between public and private sectors facilitates tailored training programs, work-based learning opportunities, and apprenticeships, addressing specific skill gaps and enhancing workforce readiness.

**TREND
04****RECOGNITION OF NON-FORMAL
AND INFORMAL LEARNING**

Acknowledgment of the value of non-traditional learning avenues such as online courses and experiential learning prompts efforts to validate these experiences, facilitating the accreditation of prior learning.

**TREND
05****INCLUSION AND EQUALITY**

Initiatives aim to mitigate barriers to access, promoting equal participation across diverse demographics, including addressing gender disparities and socio-economic inequalities.

**TREND
06****INTEGRATION OF GREEN SKILLS**

Countries prioritize integrating green skills into workforce development to address environmental challenges, fostering sustainability, and promoting renewable energy initiatives.

**TREND
07****CONTINUOUS MONITORING AND EVALUATION**

Robust monitoring and evaluation frameworks enable data-driven insights into program effectiveness, facilitating evidence-based decision-making and iterative improvement of upskilling and reskilling initiatives.

STAKEHOLDER ENGAGEMENT



BUILDING A RESILIENT SKILLS ECOSYSTEM IN VANCOUVER

While a global context and associated research build a foundation for strategic modeling, it is essential to place it in context to one's own regional dynamic, stakeholders, and participants.

Invest Vancouver and Propero coordinated two phases to engage stakeholders regarding their unique industry perspective, strategic framing, and steps forward. The first phase was a set of one-on-one conversations with over 12 industry and municipal representatives held in the fall of 2023. The second was a facilitated session with 25 participants drawn from industry, post-secondary, and regional governance in February 2024.

The discussions highlighted critical challenges facing the Metro Vancouver region's skills ecosystem, notably the wide range of skill gaps across sectors and the need to upskill and train mid-career workers amid technological advancements. A recurring theme was the need for a mindset shift towards viewing challenges as opportunities for innovation and agility to become more globally competitive.

THREE KEY STRATEGIES EMERGED FROM THESE DISCUSSIONS:

STRATEGY 01

Advocacy for tailored training programs aligning with industry needs.

STRATEGY 02

Maximizing agility and playing to strengths with available resources.

STRATEGY 03

Advocating for an action-focused mindset valuing experimentation and iterative improvement.

WHAT ALSO EMERGED WAS A CONSENSUS THAT THE METRO VANCOUVER REGION NEEDS A BROAD STRATEGIC SOLUTIONS AND FRAMEWORK ENCOMPASSING THE FOLLOWING ELEMENTS:

- A collaborative effort is driven by industry outcomes and objectives.
- Development of programs with clear outcomes and integrating local innovation.
- Implementing agile skills programs addressing specific industry needs.
- Establishing visible pathways for learners and fostering a culture of collaboration and innovation.
- Creating centers of excellence to meet industry demands effectively.
- Continuous monitoring, evaluation, and adaptation to ensure programs meet both learner and industry needs, driving long-term success in workforce development.

The discussions to date highlight the urgency of addressing skill mismatches and outdated education models. There is also a need for proactive collaboration and a culture of continuous learning. Leveraging strengths, fostering industry partnerships, and embracing adaptability is crucial for building a workforce able to take on the challenges precipitated by rapid technological changes. Building a robust skills ecosystem requires a proactive and collaborative approach that leverages local strengths, embraces continuous learning, and aligns with evolving industry demands. By focusing on these key points, the region can create a future-proof workforce prepared for the challenges of tomorrow.



FRAMING AN ACTION PLAN

In response to these trends, research and global initiatives, Propero Learning Systems proposes a new regional 'talent accelerator' for the Metro Vancouver region, a center of workforce development that will work with employers, workers, investors, governments, and training providers to deliver customized real-time training solutions to build the workforce and provide a foundation for a stronger economy.

It is a solution built from the premise that to foster economic growth, economic development efforts must place greater emphasis on identifying the region's competitive assets and strategically invest in ways that fully exploit those assets, especially the skills and talents of the local labour force.

A regional talent accelerator represents an opportunity to develop a strong skills ecosystem, a network that drives innovative, responsive solutions to skills/workforce development and labour market issues in the Metro Vancouver region. By focusing on the strategic alignment of workforce development initiatives with the region's economic priorities, the talent accelerator will act as a hub for innovation, collaboration, and excellence in workforce training and development.

This hub would be designed to provide a concierge service that is pivotal in ensuring the efficient and effective deployment of resources, expertise, and opportunities to facilitate talent acceleration. This centralized service acts as a nexus, streamlining access to training programs, mentorship opportunities, and industry partnerships focused on key industries for Invest Vancouver as innovation to support important social priorities such as housing and healthcare. The hub enhances the agility and responsiveness of the ecosystem, fostering a culture of continuous learning and adaptation. Moreover, it serves as a catalyst for collaboration among stakeholders, forging stronger connections between industry, education, government, and community organizations to address evolving skill demands and workforce challenges proactively. In essence, the hub functions as the linchpin of the Talent Accelerator, empowering individuals, and organizations alike to thrive in a dynamic and competitive landscape.

STRATEGIC SOLUTIONS AND FRAMEWORK FOR THE METRO VANCOUVER REGION:

1. **Assess current and future needs:**

Start by understanding the talent requirements of existing local industries and identifying emerging industries with growth potential. This could involve engaging with industry leaders, conducting surveys, and analyzing labor market data. A clear understanding of talent gaps will help shape the strategy.

2. **Collaboration and partnerships:**

Engage stakeholders in key sectors/ industries including workers, educational institutions, industry associations, workforce development boards, and local government entities. Collaborative partnerships can help align resources, share expertise, and create a cohesive strategy that addresses the needs of both businesses and job seekers.

3. Education and training programs:

Work with training service providers to design and offer relevant programs that equip individuals with the skills needed by local industries. This could include vocational training, apprenticeships, specialized certification programs, and curriculum enhancements. Encourage industry professionals to provide input and participate in program development.

4. Incentives and support for businesses:

Facilitate access to incentives to businesses that invest in the development of local talent, such as tax credits, grants, or subsidized training programs. Provide support services and resources to help businesses with recruitment, onboarding, and retention of talent.

5. Continuous evaluation and adjustment:

Regularly evaluate the effectiveness of the approach and economic development strategy to identify areas of improvement. Monitor key performance indicators such as job placement rates, industry growth, and feedback from employers and candidates. Adjust the strategy accordingly to adapt to changing market needs.

6. Research and labour market information:

A regional talent accelerator would gather and analyze labour market information to provide insights into industry trends, growth areas, and changing skill requirements and future opportunities. This information helps guide decision-making by education providers, policymakers, and businesses, supporting targeted economic development strategies.

Moving forward, the regional talent accelerator initiative is poised to make significant strides in addressing the pressing needs of the workforce, and industries and the regional economy. By connecting learners and employees to tailored training opportunities aligned with industry needs, the regional talent accelerator aims to create a pipeline of skilled workers equipped for success in both existing and emerging sectors.

Through robust strategic partnerships and innovative program delivery models, the accelerator will ensure efforts are responsive, efficient, and sustainable, leveraging the latest advancements in pedagogy and technology to enhance training experiences and prepare individuals for the evolving job market. Moving forward, the focus will be to utilize monitoring and evaluation frameworks to continuously assess and refine strategies, while nurturing strong collaborations across educational, industry, and governmental partners to build a resilient ecosystem for workforce development in the Metro Vancouver region.

OPPORTUNITY

The establishment of a regional talent accelerator is key to drive economic growth and resilience, and attracting foreign direct investment into the Metro Vancouver region. By fostering a talent development strategy, aligning training initiatives with industry needs, embracing innovation and technology, and conducting research, the regional talent accelerator will position the Metro Vancouver region as a hub for skilled workers and a destination of choice for global businesses. The regional talent accelerator's comprehensive approach will ensure the training and development of a highly skilled workforce, ultimately fueling the region's economic prosperity. Overall, a regional talent accelerator would bridge the gap between job seekers, industry, employers and educational providers, facilitating the development of a skilled workforce that supports regional economic development. By addressing skills gaps, connecting individuals with job opportunities, and providing labour market insights, that center/hub would play a vital role in fostering economic growth.⁵

⁵OECD Skills Outlook 2023: https://www.oecd-ilibrary.org/education/oecd-skills-outlook_e11c1c2d-en

APPENDIX I | CANADIAN EXAMPLES

Workforce development programs focused on upskilling for changing labour market demands are less prevalent among Canadian Economic Development Organizations. Most “workforce development” services and programs offered by Economic Development Organizations are related to international talent recruitment and attraction. Several organizations create opportunities to connect recent graduates and immigrants with regional businesses. Many economic development organizations provide recruitment support and resources to promote the advantages for businesses to attract talent. The following is an overview of national and regional economic development programs and initiatives.

CALGARY ECONOMIC DEVELOPMENT

Edge Up Program

The Energy to Digital Growth Education and Upskilling Project (Edge Up) is a short-duration, experiential-based learning program that upskilling professionals in the oil and gas sector whose roles may be displaced by the transition to a green economy. EDGE UP connects individuals to high-demand, high-growth digital technology employment opportunities across all industries in Calgary. It is funded by Future Skills Centre, a Government of Canada Program.

Trade Accelerator Program

The Trade Accelerator Program is supported by Calgary Economic Development and Edmonton Global, offering strategic development support for businesses to prepare them to expand into international markets. It is a four-session initiative, designed to accelerate the strategic development businesses to better prepare them for expansion into international markets.

TalentED YYC

TalentED YYC is a resource platform part of a pilot project supported by nine additional community partners. It was designed in collaboration with nine community partners to build Calgary’s skilled talent pool by supporting employers in engaging post-secondary students in relevant work experiences. The pilot project (2022 to 2025) includes creating a secretariat team to provide guidance and support, launching TalentED YYC, a digital resource platform that offers a central portal to post student opportunities, and an independent evaluation to determine future scalability and expansion.

Jobs Now Program

The Jobs Now Program, the Work-Integrated Learning Pilot Program – developed in partnership with Calgary Economic Development, the Future Skills Centre, PrairiesCan and the Government of Alberta – aims to grow a skilled talent pool and equip students with real-world experience to thrive in the new, digital economy. By providing private and non-profit businesses with job supports through the Alberta Jobs Now Program, employers can apply for funding to offset the cost of hiring and training Albertans in new or vacant positions. Expanding parameters of eligibility to include youth, equity-deserving communities, and those currently residing outside of Alberta.

INVEST OTTAWA

Talent Sourcing

The talent sourcing program equips Ottawa's fast-growing startups, scale-ups, and SMEs with a talent advantage. It provides coaching and mentorship, access to global tech expertise, talent solutions, and support for every stage of growth. Regular virtual and in-person events bring together industry leaders, top talent, and global customers to network, learn, and expand Ottawa's vibrant business community.

TALENT MONTREAL

Recruitment Missions

TalentMontreal.com advertises job openings, which are provided on a subscription basis.

Ongoing Recruiting

Provide services to secure work permits for foreign workers and specialized training courses on various topics, including temporary work permits and compliance requirements for employers.

Assistance with immigration procedures

Provide services to secure work permits for foreign workers (conditions apply). Ability to sign-up for specialized training courses on various topics, including temporary work permits and compliance requirements for employers.

INVEST IN HAMILTON

Humanities Career Apprenticeship Program

A program to connect new graduates from the Faculty of Humanities at McMaster University with reputable Hamilton-based employers. Students can complete meaningful projects in a work environment that fosters learning, networking, and development, while companies can receive incentives.

EDMONTON GLOBAL

Trade Accelerator Program

The trade accelerator program provides local business with four-sessions designed to accelerate local strategic development and better prepare for expansion into international markets. The Toronto Region Board of Trade created the Alberta program as a part of of TAP Canada, which is supported by the Mobilizing SMEs to Export initiative to assist in delivering Canada's Export Diversification Strategy. Partners, including Calgary Economic Development and the TAP Alberta's stewards.

ECONOMIC DEVELOPMENT WINNIPEG

Talent Attraction and Retention

The Economic Development Winnipeg talent team connects Manitoba employers with skilled and experienced workers from Europe, Latin America and the United States who wish to pursue a career in their city. The team provides advice, contacts and key resources to help fill jobs and grow businesses. Their services help attract and retain top talent and sell preferred candidates on the advantages of a career in Winnipeg, plus the high quality of life that the city has to offer.

Recruitment Missions

Economic Development Winnipeg hosts international delegations for Manitoba employers to connect with and interview skilled workers interested in establishing a career and life in Canada. This fall, an in-person international recruitment mission will be in Paris, France and Rabat, Morocco.

Work in Manitoba Job Portal

A one-stop platform that efficiently connects Manitoba employers with job seekers across Manitoba, Canada and from abroad based on qualifications and labour market needs.

Talent Toolkit

Compelling, high-quality videos, tailored images and data to help companies compete for skilled workers on a global stage.

WATERLOO EDC

Access Talent

Access Talent provides companies with recruitment and introduction services to co-operative education offices at each of the three local post-secondary institutions. The program connects R&D leaders with research offices and specific labs at each of the post-secondary institutions.

QUEBEC INTERNATIONAL

International Recruiting

Provides access to hundreds of qualified candidates by leveraging Quebec International's expertise, support, personalized service and training sessions to successfully attract, integrate and retain the right candidates.

LONDON ECONOMIC DEVELOPMENT CORPORATION

London Economic Development Corporation provides a range of connective programs supporting employers with training programs and professional development opportunities to help develop employees and company capacity.

GLOBAL TALENT STREAM

A toolkit on accessing the Global Talent program within the Ministry of Immigration, Refugees and Citizenship Canada to hire a permanent or temporary foreign worker.

LONDON MFG JOBS

A resource where employers can share their open positions, and jobseekers can explore open positions in the manufacturing and food processing sectors in the City of London, Middlesex, Oxford, and Elgin counties, and the region.

LONDON TECH JOBS

A free resource where employers can share their open positions, and jobseekers can explore open digital media and technology positions.

LONDON WORKS AND AREA

A community initiative to help employers highlight their open positions through a portal, weekly video series, and bi-annual job fairs.

JOB DEVELOPERS NETWORK (EMPLOYMENT SECTOR COUNCIL)

A forum for job developers, and those in similar roles, from ESC community employment organizations to meet, discuss, share information and opportunities, problem-solve issues, and strategize solutions that promote collaborative service delivery to job seekers and employers.

THE IVEY ACADEMY

Works with organizations globally to build leadership capacity, share insights on critical business issues, and drive real-world strategic impact through learning. The approach blends contemporary research with innovative teaching methods to create a social, interactive, inclusive environment for professional growth.

TORONTO GLOBAL

Talent Connections Program

Supports international companies in addressing their talent needs. This talent strategy includes facilitating introductions to universities and colleges, building brand awareness and talent attraction.

HALIFAX PARTNERSHIP

International Recruitment Program

Supports employers to recruit and hire national and international talent to address critical labour shortages, with a focus on skilled trade gaps impacting the construction industry and Halifax's housing supply. Provides local employers an opportunity to share their job postings with experienced candidates who are interested in, and ready to, immigrate to Halifax.

Connector Program

Supports new immigrants and recent graduates to grow their professional network in Halifax by connecting them with business owners, operators, managers, civil servants, and community leaders.

APPENDIX II | INTERNATIONAL EXAMPLES

International economic development regions such as Ireland, Brisbane, and Los Angeles have exemplified visionary approaches in addressing their respective skills gaps, consequently bolstering their economic competitiveness on a global scale. Through strategic investments in workforce development initiatives, these regions have cultivated talent ecosystems that align with evolving industry demands, ensuring a steady supply of skilled workers equipped to drive innovation and fuel economic growth. By forging strong partnerships between government, industry, and educational institutions, they have created agile and responsive systems that adapt to changing market dynamics, thereby attracting investment, and fostering sustainable prosperity. These success stories serve as invaluable case studies for regions worldwide, illustrating the transformative power of targeted skill development in enhancing economic resilience and competitiveness in an increasingly competitive landscape.

QUEENSLAND (AUSTRALIA)

Brisbane Region Workforce Strategy, 2019-2024

“Supporting the growth of strong, resilient, and diverse regions is vital to the Queensland economy. As the engine room to their communities, a region’s workforce can provide economic stability, social cohesion, and a space to collaborate and innovate. Regions that plan for the future are best placed to respond quickly and adapt to changes in local economic conditions, consumer driven markets, challenges in supply chains, and industry experience. A workforce planning and development plan is critical in shaping the future of a region’s/ industry’s local business and workforce. With a suitably skilled and diverse workforce, many of a region’s economic development strategies can be realized”. *Brisbane Workforce Strategy*

IRELAND

Skillnet Ireland, 2018-2024

SkillNet Ireland is a business support agency of the Government of Ireland, responsible for advancing the competitiveness, productivity, and innovation of Irish businesses through enterprise-led workforce development. SkillsNet works to ensure that local businesses have the skills it needs to grow and expand. SkillNet currently supports over 22,500 businesses nationwide and provides a wide range of learning experiences to over 86,500 trainees. Their mission is to facilitate increased participation in enterprise training and workforce learning in Ireland.

UNITED STATES

Upskill Houston

Greater Houston and its employers need the finest skilled workforce in the world to be a great global city in the 21st century. UpSkill Houston — an employer-led initiative — mobilizes the collective action of more than 200 critical stakeholders to strengthen the pipeline of skilled workers that employers need and to create better pathways to opportunity and prosperity for all Houstonians.

Centre for a Competitive Workforce (LAEDC)

The Los Angeles County Economic Development Corporation is a non-profit organization focused on equitable economic growth in the Los Angeles region. It uses research to advance key industries, provide business assistance, collaborate with educational institutions to develop a robust workforce, and provide government officials with economic data to ensure the continued growth of L.A. County. LAEDC's workforce development program exists to create economic mobility and equity, support the talent needs of business, and align education with evolving industry trends. Workforce development is integrated into LAEDC's research, business assistance, industry council work — and the fabric of their mission. Works in both the strategic leadership capacity to support systems change and in a programmatic action level to drive progress.

Education Design Lab (Seattle, Austin, Tucson)

ED Lab works with educators and workforce groups to design, implement, and scale equitable approaches that put today's learners on a trajectory toward meaningful careers and higher wage earnings. ED Lab is on the ground applying research, creating proof points, and supporting institutions and municipalities as they transform their models to respond to the changing needs of learners and employers.

INTERNATIONAL REPORTS

European Commission 2024

Pact for Skills: Analyzing up-and reskilling policy initiatives and identifying best practices.

<https://op.europa.eu/s/zkpw>

Only with the right skills can Europe strengthen its position in global competition and have a sustained economic and socially inclusive prosperity. It specifically means delivering on the European Green Deal, which is the EU's growth strategy, and in the strategic sectors and ecosystems identified in the EU's new Industrial Strategy. Skills thus represent one of the key priorities for tackling the current and upcoming challenges for businesses in the EU, and those are expected to stay at the high priority level for years to come. For this reason, the EU has developed a comprehensive framework for skills policies in the EU, the European Skills Agenda, and proclaimed the European Year of Skills, lasting from May 2023 to May 2024.

ABOUT PROPERO

Propero Learning Systems Inc. is a management consulting firm addressing skills development challenges and the need for employees to be trained faster with renewed skills that meet industry demands. Propero has three main areas of focus:

Research: creating competency-based learner solutions aligned with employers' needs by bringing elements of training systems together, identifying leading trends, and proposing innovative solutions.

Accelerate: Helping organizations expand programming, streamline learning through customized, curated courses and micro-credentials, and disrupt the status quo in skills training and learning.

Collaborate: building creative networks of people and ideas that result in innovative solutions while creating partnerships among education institutions, governments, economic development agencies, industry associations, and not-for-profit entities.

PROPERO FOUNDERS



CURTIS CLARKE

PhD

Curtis Clarke is a public policy expert with experience in change leadership and operational skills developed through executive portfolios in the Alberta Public Service. Former Alberta Deputy Minister of Advanced Education, Deputy Minister of Education (K-12), and Associate Deputy Solicitor General. Former professor at Athabasca University, an innovator in online education.



SCOTT MACDONALD

MBA, BEd

Scott MacDonald is an executive with significant leadership and organizational renewal experience in the British Columbia education system and public sector, including BC Deputy Minister of Education, Chief Executive Officer of a BC Crown corporation, and Assistant Deputy Minister of Labour Market programs and apprenticeships.

TALENT ACCELERATOR

UPSKILLING TALENT TO SUPPORT ECONOMIC
DEVELOPMENT IN THE METRO VANCOUVER REGION

MAY 2024

PREPARED BY: PROPERO LEARNING SYSTEMS INC.

PREPARED FOR: INVEST VANCOUVER





March 22, 2024

Ref: 274530

Jacque Griffiths, President
 Invest Vancouver
 4515 Central Boulevard, Metrotower III
 Burnaby, BC V5H 0C6
 Via Email: jgriffiths@investvancouver.ca

Dear Jacque Griffiths:

RE: Letter of Support for Invest Vancouver's Talent Accelerator Project

It was a pleasure to meet with you to learn more about your recent initiative to establish a talent accelerator in the Metro Vancouver region. We understand that this is intended to be a workforce development program that would address talent shortages and workforce misalignment through skills development that would target industry needs.

Your proposed talent accelerator project has the potential to boost the provincial economy by strengthening its workforce and talent supply, an important endeavour for the benefit of all people living in British Columbia. With Metro Vancouver accounting for over half of BC's population and 61% of its GDP, addressing the skills shortage and mismatch is important for the province's economic prosperity. Your mandate to support the attraction of foreign direct investments in order to facilitate the creation of high-value jobs could help strengthen BC communities and future generations.

Stronger BC, the province's Budget 2024 commitment, highlights the need to build a stronger and cleaner economy. By working together through collaboration and joint efforts, we can create new opportunities and jobs that fortify BC's economy.

In this context, the Ministry of Municipal Affairs supports Invest Vancouver's talent accelerator project and look forward to learning more as the concept matures.

Sincerely,

Okenge Yuma Morisho
 Deputy Minister

pc: Bobbi Plecas, Deputy Minister, Ministry of Post-Secondary Education and Future Skills
 Fazil Mihar, Deputy Minister, Ministry of Jobs, Economic Development and Innovation



April 3, 2024

Jacquie Griffith, President Invest Vancouver
4515 Central Boulevard, Metrotower III Burnaby, BC V5H 0C6
Via Email: jgriffiths@investvancouver.ca

Dear Ms. Griffiths:

Re: Letter of Support for Invest Vancouver's Talent Accelerator Project

First Nations Technology Council confirms its support for Invest Vancouver's talent accelerator project that strives to address the labour market shortage by fostering talent development, aligning training initiatives with industry needs, and embracing innovation and technology in the Metro Vancouver region.

Invest Vancouver, Metro Vancouver Regional District's regional economic development service, has the mandate to support the attraction of foreign direct investment in order to facilitate the creation of high-value jobs to grow the Metro Vancouver regional economy and advance shared prosperity to the residents of its region.

The talent accelerator project has the potential to boost the regional economy by strengthening its workforce and talent supply. Through facilitated collaboration among industry leaders, community partners, investors and employers, Invest Vancouver's workforce development initiative will drive innovative and responsive solutions to labour market issues that are needed to attract strategic investment in order to grow the regional economy.

Yours sincerely,

Natiea Vinson

Chief Executive Officer

First Nations Technology Council

Carolynn Ryan
Senior Vice President, People & Chief Human Resources Officer
BC Hydro
Email: carolynn.ryan@bchydro.com

April 9th, 2024

Jacquie Griffiths, President
Invest Vancouver
4515 Central Boulevard, Metrotower III
Burnaby, BC V5H 0C6
Via Email: jgriffiths@investvancouver.ca

Re: Letter of Support for Invest Vancouver's Talent Accelerator Project

Dear Jacquie Griffiths:

BC Hydro is pleased to provide this letter of support for Invest Vancouver's Talent Accelerator Project. It was great to get an overview of this initiative last month. This initiative aims to tackle the labour market shortage by nurturing talent development, aligning training programs with industry requirements, and embracing innovation and technology within the region.

Invest Vancouver, Metro Vancouver Regional District's regional economic development service, has the mandate to support the attraction of foreign direct investment in order to facilitate the creation of high-value jobs to grow regional economy and advance shared prosperity to the region's residents. This is very much of interest to BC Hydro as we look to electrify our province.

The talent accelerator project promises to contribute to the regional economy by strengthening its workforce and talent supply. Through collaborative efforts involving industry leaders, community partners, investors, and employers, this initiative will generate innovative and agile solutions to address labor market challenges, facilitating the attraction of strategic investments and driving sustained economic expansion.

Supporting talent development is an investment in the long-term prosperity of the community. As the regional economy grows, so do opportunities for all.

We look forward to witnessing the positive impact of this project and stand ready to support its success.

Sincerely,



Carolynn Ryan
Senior Vice President, People & Chief Human Resources Officer



GREATER VANCOUVER
BOARD OF TRADE

Greater Vancouver Board of Trade
World Trade Centre
400 – 999 Canada Place
Vancouver, B.C. Canada V6C 3E1
T. 604-681-2111 F. 604-681-0437
E. contactus@boardoftrade.com
boardoftrade.com

President and CEO
Bridgitte Anderson, ICD.D

2023-24
Board Executive

Juggy Sihota-Chahil	Chair
Walter Pela	Senior Vice-Chair
Stuart Louie	Vice-Chair
Diana Vuong, CPA, CA	Vice-Chair and Finance and Audit Committee Chair
Todd Shewfelt	Secretary-Treasurer
Brad Eshleman	Policy Council Chair
Radha Curpen	Immediate Past Chair
Jennifer Foster	Member at Large
Susannah Pierce	Member at Large
Jodi Evans	Member at Large

2023-24
Board of Directors

Katherine Angus	Roberto Aquilini
Colin Bosa	Christian Chia
Edoardo de Martin	Peter Dhillon
Richard Eppich	David Garofalo
Terry Hui	Miranda Lam
Kirk LaPointe	Michele Matthews
Jennifer McCarron	Dr. Gail Murphy
Tracy Redies, ICD.D	Charlene Ripley
Lorne Segal, O.B.C.	David Seymour
Anna Stukas	Lisa Tuningley
Mindy Wight	Kay Wong-Alafriz
Peter Xotta	Dr. Jeff Zabudsky

Council of Governors

2021 - 22	Kirsten Sutton, ICD.D
2020 - 21	Brent Cameron
2019 - 20	Karl Yuers
2018 - 19	Lori Mathison
2017 - 18	Anne Giardini, o.c., o.b.c., q.c.
2016 - 17	Robin Silvester, ICD.D
2015 - 16	Tim Manning, o.b.c., ICD.D
2014 - 15	Hon. Janet Austin
2013 - 14	Elio Luongo
2012 - 13	Ken Martin
2011 - 12	Wendy Lisogor-Cocchia, o.b.c.
2010 - 11	Jason McLean
2009 - 10	Sue Paish, q.c.
2007 - 08	Henry K.S. Lee
2006 - 07	Frank Borowicz, q.c.
2005 - 06	Daniel F. Muzyka
2003 - 04	Jeff Dowle
2002 - 03	Peter Legge, o.b.c.
2001 - 02	Carole Taylor, o.c.
2000 - 01	Harri Jansson
1999 - 2000	T. Richard Turner
1998 - 99	A. Allan Skidmore
1997 - 98	Robert A. Fairweather
1996 - 97	Brandt C. Louie, o.b.c.
1995 - 96	Wayne A. Nygren
1994 - 95	Jill Bodkin
1994	George F. Gaffney
1993 - 94	Iain J. Harris
1992 - 93	David G. McLean, o.b.c., LL.D., F.I.C.D.
1989 - 90	L. I. Bell, o.b.c.
1988 - 89	P. H. Hebb
1987 - 88	R. E. Kadlec
1986 - 87	G. P. Clarke
1985 - 86	A. S. Hara, o.c.
1984 - 85	A. M. Fowlis
1978	D. C. Selman

8 April 2024

Jacque Griffith, President
Invest Vancouver
4515 Central Boulevard, Metrotower III
Burnaby, BC V5H 0C6
Via Email: jgriffiths@investvancouver.ca

RE: Letter of Support for Invest Vancouver’s Talent Accelerator Project

Dear Ms. Griffiths,

On behalf of the Greater Vancouver Board of Trade (GVBOT), I am writing to express our support for Invest Vancouver’s Talent Accelerator Project.

Access to skilled labour has emerged as a critical concern for businesses across various sectors in the Greater Vancouver region. As indicated by our members and the broader business community, labor-related challenges are at the forefront of their minds, with a striking [51%](#) of businesses in the region anticipating such hurdles.

In 2023, the GVBOT conducted a comprehensive analysis culminating in the release of the [2023 Solving B.C.’s Workforce Challenges Report](#). This report presented 65 recommendations for different levels of government, spanning initiatives such as promoting inclusive hiring, fostering industry partnerships with post-secondary institutions, and providing opportunities for upskilling and reskilling training, among others. The pillars of Invest Vancouver’s proposed Talent Accelerator Project, centered around industry co-creation, collaboration, upskilling, and inclusive learning pathways, resonate closely with the recommendations outlined in our report.

We believe that this project could contribute positively to the development of a skilled labour force and position Vancouver as a focal point for innovation and economic vitality well into the future.

Thank you for your leadership to advancing talent development to bolster the region's economic growth. We look forward to gaining further insights into the potential of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Bridgitte", with a long, sweeping horizontal stroke extending to the right.

Bridgitte Anderson
President and Chief Executive Officer
Greater Vancouver Board of Trade



inclusive | innovative | independent

April 5, 2024

To Whom It May Concern,

RE: Letter of Support for Invest Vancouver's Talent Accelerator Project

The **Surrey Board of Trade (SBOT)** is pleased to provide a letter of support for **Invest Vancouver's Talent Accelerator Project** that strives to address the labour market shortage by fostering talent development, aligning training initiatives with industry needs, and embracing innovation and technology in the Metro Vancouver region.

The **Surrey Board of Trade** attracts business to Surrey and supports business in Surrey. We provide businesses and organizations with economic opportunity, workplace development and education, international trade support, government advocacy, and business connections. We believe that transportation and education are the two economic foundations of building our city.

Invest Vancouver, Metro Vancouver Regional District's regional economic development service, has the mandate to support the attraction of foreign direct investment in order to facilitate the creation of high-value jobs to grow the Metro Vancouver regional economy and advance shared prosperity to the residents of its region. The talent accelerator project has the potential to boost the regional economy by strengthening its workforce and talent supply. Through facilitated collaboration among industry leaders, community partners, investors and employers, Invest Vancouver's workforce development initiative will drive innovative and responsive solutions to labour market issues that are needed to attract strategic investment in order to grow the regional economy.

The Surrey Board of Trade recognizes the value that the proposed Talent Accelerator Project brings in addressing skills shortages that Canada is facing right now, and values how Invest Vancouver enhance participants' abilities to work independently, make informed decisions, and provide better customer service and is pleased to provide this letter of support for Invest Vancouver's Talent Accelerator Project.

If you have any questions, please contact me at 604-634-0342 or at email: anita@businessinsurrey.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'A Huberman', written in a cursive style.

H. Captain (Navy) Anita Huberman
President & CEO, Surrey Board of Trade

April 3, 2024

Ms. Sue Mah
Invest Vancouver
Metrotower III, 4515 Central Boulevard
Burnaby, BC, V5H 0C6

Re: Support for Invest Vancouver's Talent Accelerator Workforce Development Initiative

It is my pleasure to express support for **Invest Vancouver to launch the Talent Accelerator workforce development initiative**. We are thrilled to hear that you are taking the lead in building a stronger workforce for today's economy as we transition to a net zero future.

Foresight is Canada's cleantech accelerator. We bring together innovators, industry, investors, government, and academia to address today's most urgent climate issues and support the global transition to a green economy. Metro Vancouver is home to diverse and thriving innovation and sustainability sectors. We are proud to be leading the transition to a net zero economy and welcome meaningful collaboration between employers, investors, governments and partners to advance shared prosperity for the region. We also have the opportunity to lead globally with a competitive workforce and business operating environment.

We will work with Invest Vancouver to support the Talent Accelerator workforce development initiative and ensure success in addressing labour market challenges across Metro Vancouver. We look forward to seeing how this initiative develops to grow our regional economy and be globally competitive.

Kindest regards,



Jeanette Jackson
Chief Executive Officer



5575 Boundary Rd.
Vancouver, BC V5R 2P9

T. 604 254 9626
www.mosaicbc.org

April 11, 2024

Jacquie Griffith, President
Invest Vancouver
4515 Central Boulevard, Metrotower III
Burnaby, BC V5H 0C6
Via Email: jgriffiths@investvancouver.ca

Dear Ms. Griffiths:

Re: Letter of Support for Invest Vancouver's Talent Accelerator Project

MOSAIC confirms its support for Invest Vancouver's Talent Accelerator project that strives to address labour market shortages by fostering talent development, aligning training initiatives with industry needs, and embracing innovation and technology in the Metro Vancouver region.

Invest Vancouver, Metro Vancouver Regional District's regional economic development service, has the mandate to support the attraction of foreign direct investment in order to facilitate the creation of high-value jobs to grow the Metro Vancouver regional economy and advance shared prosperity to the residents of its region.

The Talent Accelerator project has the potential to boost the regional economy by strengthening its workforce and talent supply. Through facilitated collaboration among industry leaders, community partners, investors and employers, Invest Vancouver's workforce development initiative will drive innovative and responsive solutions to labour market issues that are needed to attract strategic investment in order to grow the regional economy.

As one of the largest immigrant-serving organizations in Canada, MOSAIC strongly believes that newcomers to Canada represent a large, untapped potential of skills and expertise and that an all-society approach, as proposed by the Talent Accelerator project, will be highly beneficial in connecting employers with immigrant professionals and ensuring that training and upskilling programs prepare talent for the in-demand jobs in our diverse and growing industry sectors.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Olga Stachova', is written over a light gray rectangular background.

Olga Stachova
CEO, MOSAIC
ostachova@mosaicbc.org



11 April 2024

Jacque Griffith, President
Invest Vancouver
4515 Central Boulevard, Metrotower III
Burnaby, BC V5H 0C6
Via Email: jgriffiths@investvancouver.ca

Dear Ms. Griffiths:

Re: Letter of Support for Invest Vancouver's Talent Accelerator Project

Seaspan confirms its support for Invest Vancouver's talent accelerator project that strives to address the labour market shortage by fostering talent development, aligning training initiatives with industry needs, and embracing innovation and technology in the Metro Vancouver region.

Invest Vancouver, Metro Vancouver Regional District's regional economic development service, has the mandate to support the attraction of foreign direct investment in order to facilitate the creation of high-value jobs to grow the Metro Vancouver regional economy and advance shared prosperity to the residents of its region.

The talent accelerator project has the potential to boost the regional economy by strengthening its workforce and talent supply. Through facilitated collaboration among industry leaders, community partners, investors and employers, Invest Vancouver's workforce development initiative will drive innovative and responsive solutions to labour market issues that are needed to attract strategic investment in order to grow the regional economy.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D. Hargreaves', with a long, sweeping underline.

David Hargreaves
Senior Vice President, Strategy, Business Development and Communications
Seaspan Shipyards

April 12, 2024

Jacquie Griffith, President
Invest Vancouver
4515 Central Boulevard, Metrotower III
Burnaby, BC V5H 0C6
Via Email: jgriffiths@investvancouver.ca

Dear Ms. Griffiths:

Re: Letter of Support for Invest Vancouver's Talent Accelerator Project

TAP Network confirms its support for Invest Vancouver's talent accelerator project that strives to address the labour market shortage by fostering talent development, aligning training initiatives with industry needs, and embracing innovation and technology in the Metro Vancouver region.

Invest Vancouver, Metro Vancouver Regional District's regional economic development service, has the mandate to support the attraction of foreign direct investment in order to facilitate the creation of high-value jobs to grow the Metro Vancouver regional economy and advance shared prosperity to the residents of its region.

The talent accelerator project has the potential to boost the regional economy by strengthening its workforce and talent supply. Through facilitated collaboration among industry leaders, community partners, investors and employers, Invest Vancouver's workforce development initiative will drive innovative and responsive solutions to labour market issues that are needed to attract strategic investment in order to grow the regional economy.

Yours sincerely,



Stephanie Hollingshead

CEO

Tech+People Network

April 8, 2024

Jacque Griffiths, President
Invest Vancouver
4515 Central Boulevard, Metrotower III
Burnaby, BC V5H 0C6
Via Email: jgriffiths@investvancouver.ca

Dear Ms. Griffiths:

Re: Letter of Support for Invest Vancouver's Talent Accelerator Project

I recently had the chance to participate in a very productive Workforce Development Planning Session organized by your team at Invest Vancouver, where we discussed the stark and significant labour market shortage facing Metro Vancouver.

What was glaringly made clear is the fact that as the BC economy continues to progress, the largest and fastest economic and job growth is taking place in the Metro Vancouver region.

With Metro Vancouver accounting for over half of BC's population and 61% of its GDP, addressing the skills shortage and mismatch in the region and making it stronger is imperative, and will lead to the enhancement of the province's economic prosperity.

At CPHR BC & Yukon, an organization representing over 8,500 members, we remain committed to working with all key partners to find tangible, practical, and applicable solutions that can help address, and over time, alleviate the labour shortages in the region.

Invest Vancouver, Metro Vancouver Regional District's regional economic development service, has the mandate to support the attraction of foreign direct investment to facilitate the creation of high-value jobs to grow the Metro Vancouver regional economy and advance shared prosperity to the residents of its region.

The talent accelerator project has the potential to boost the regional economy by strengthening its workforce and talent supply. Through facilitated collaboration among industry leaders, community partners, investors and employers, Invest Vancouver's workforce development initiative will drive innovative and responsive solutions to labour market issues that are needed to attract strategic investment to grow the regional economy.

We therefore confirm CPHR BC & Yukon's support for Invest Vancouver's talent accelerator project that strives to address the labour market shortage by fostering talent development, aligning training initiatives with industry needs, and embracing innovation and technology in Metro Vancouver.

Yours sincerely,



Anthony Ariganello, CM,FCPHR,FCPA,FCGA,ICD.D
President & Chief Executive Officer
CPHR BC & Yukon and CPHR Canada

CHARTERED PROFESSIONALS
IN HUMAN RESOURCES



INVEST VANCOUVER
A service of **metrovancover**

Regional Talent Accelerator

Upskilling talent to support economic development in the Metro Vancouver region

Invest Vancouver Management Board Meeting – May 23, 2024

Presented by: Jacquie Griffiths, President, Invest Vancouver, and Propero Learning Systems Inc.

1

Key Messages



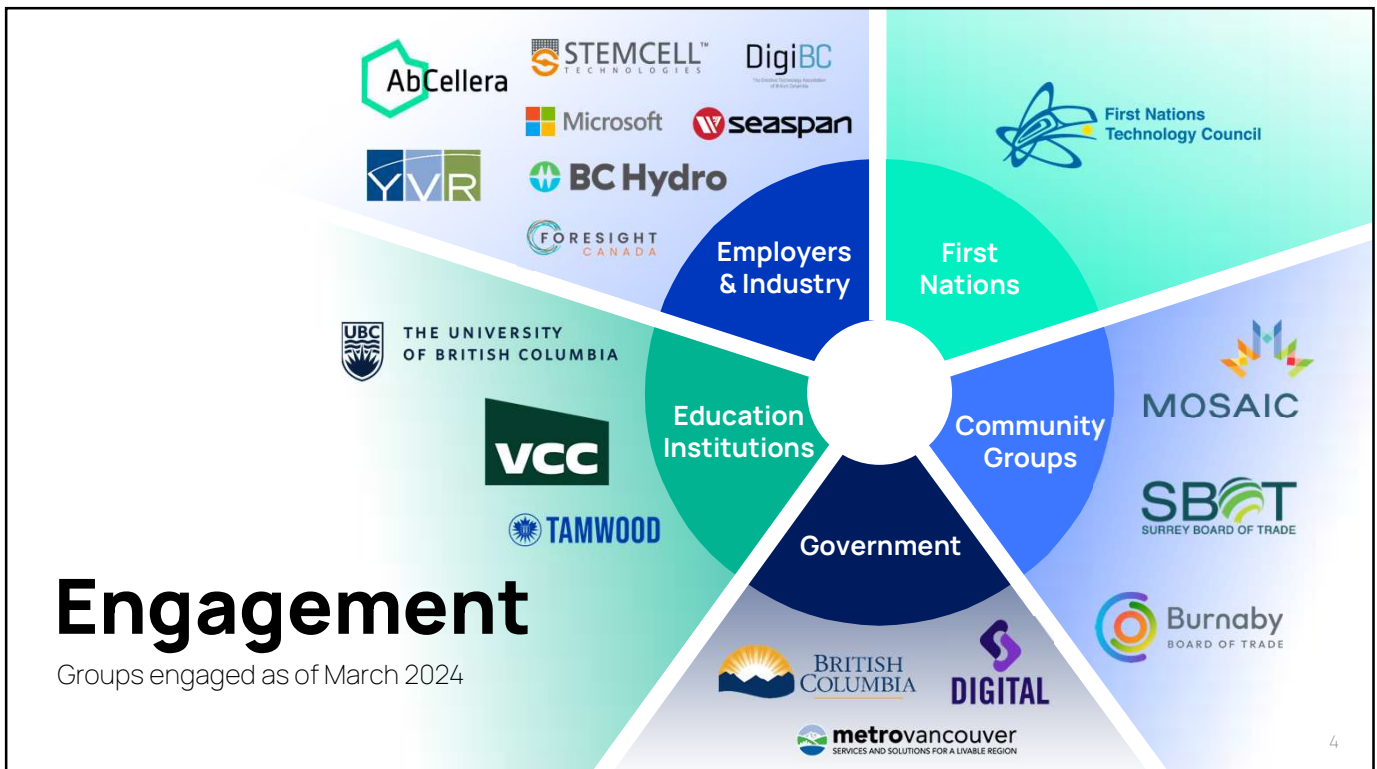
- 1 The Metro Vancouver region needs a **“Regional Talent Accelerator”** to ensure a resilient and competitive regional economy
- 2 A **demand-driven model** to meet the needs of workers and employers
- 3 Conducted **engagement** with industry partners, employers, other levels of government and community groups.
- 4 Invest Vancouver is seeking **approval** for resources to develop a business plan and engagement strategy.

2

Why it's Needed

- 1 Enhance Competitiveness for the Metro Vancouver region
- 2 Increase the Quality and Steady Supply of Skilled Workforce
- 3 Attract Foreign Direct Investment
- 4 Build and Maintain a Resilient Regional Economy

3



4

Changing economy: Workforce factors *impacting* the Metro Vancouver region



Demographic Changes



Aging population



Urbanization

Immigration Policy

2.7 million

temporary workers

Reduce reliance on immigration to increase productivity

5

The Challenge

1,017,000 job openings across
64 industries in
500 occupations

over the next 10 years in BC, with the largest and fastest growth occurring in Metro Vancouver³

Businesses and whole industries with high quality employment are considering the Metro Vancouver region to grow and expand their businesses or make new investments.

These employers and investors will need:

- **more skilled** employees,
- trained **faster**, with
- **better** skills, and
- **aligned** with their needs.

³BC Labour Market Outlook 2023

6

The Solution:

A Regional Talent Accelerator

An integrated **workforce development program** for the Metro Vancouver region that will equip individuals and organizations to stay ahead through **innovative upskilling and reskilling programs to meet the specific needs of our regional economy.**

7

Calgary Economic Development



calgary economic development
be part of the energy™

Leads talent programs:



Supports related work:

Calgary EcDev is a community partner of



And executes related work through



8

International Best Practices



Common Qualities



Industry Focused



Long-Term Horizon



Regionally Based



Talent Development =
Economic Development



Broad Coalition



Foundational Partner



INVEST
VANCOUVER

A service of **metro**vancouver

Opportunity, Amplified. In a region like no other.

11

To: Invest Vancouver Management Board

From: Lejla Uzicanin, Vice President, Data, Research & Policy

Date: April 22, 2024 Meeting Date: May 23, 2024

Subject: **High-tech Sector in the Metro Vancouver Region**

RECOMMENDATION

That the MVRD Board receive for information the report dated April 22, 2024, titled “High-tech Sector in the Metro Vancouver Region”.

EXECUTIVE SUMMARY

The Metro Vancouver Region’s High-tech Engine: Boosting the Economic Landscape report is complete. The Metro Vancouver region is home to an emerging technology hub, which encompasses Digital Media & Entertainment, Life Sciences, High-tech Goods, and High-tech Services. The sector’s employment grew by 75 per cent from 2009 to 2021, faster than the 33 per cent growth in the broader regional economy during the same period. Investment activity highlights the array of specializations thriving in the region. Occupations data confirms the presence of concentrations of skilled workers and provide compelling evidence of regional competitive advantages.

The report found that while scoring well on many factors critical to international firms looking to expand, including access to talent, established clusters, and competitive costs, these advantages are still not widely recognized globally, underscoring the need to promote the region’s technology sector. The adoption of Artificial Intelligence (AI) could create further competitive advantages and spur economic development in the region if combined with expertise in domains such as mining, construction, and health care.

PURPOSE

To provide MVRD Board with the “The Metro Vancouver Region’s High-tech Engine: Boosting the Economic Landscape” report (Attachment 1).

BACKGROUND

The report is a Q2 deliverable identified in the Invest Vancouver Management Board 2024 Work Plan. It is Invest Vancouver’s fifth investigation into the region’s key export-oriented industries. The report is included as Attachment 1.

FINDINGS

Invest Vancouver follows an expansive definition of the technology sector, developed by BC Stats, which encompasses Digital Media & Entertainment, Life Sciences, High-tech Goods, and High-tech Services as industries within high-technology sector. This definition aligns with the service’s economic development and investment attraction mandate. The Metro Vancouver Region’s High-

tech Engine: Boosting the Economic Landscape report examines the regional technology sector in three sections.

Section I – “Data-driven perspectives on the regional technology sector” employs data-driven perspectives to describe the emerging technology hub in the region.

- The province’s technology sector is large, growing rapidly, and is concentrated in the Metro Vancouver region. From an industry-based perspective, Digital Media & Entertainment (+104%), Life Sciences (+95%), and High-tech Services (+74%) all added employment much faster than the broader regional economy (+33%) between 2009 and 2021.
- From an investment perspective, the billions of dollars flowing into firms headquartered in the Metro Vancouver region reveal a diverse technology sector with specializations in Life Sciences, Cleantech, TMT (technology, media and telecoms, which include many Digital Media & Entertainment firms), Software as a Service (SaaS), Cybersecurity, Internet of Things, FinTech (Financial technology), and Cryptocurrency/Blockchain. From the vantage of the target users of their products and services, firms specializing in information technology applications attracted the most investment. Significant investment was also channeled into firms developing applications in healthcare, energy, and materials and resources, reflecting the intersection between traditional (non-technology) industries and the technology sector.
- Firms looking for talent in high-technology fields will find it in the Metro Vancouver region. A labour-based perspective grounded in occupations data confirms the presence of concentrations of skilled workers in technology-related fields, and therefore regional specialization in the industries that rely on them. It also provides compelling evidence of regional competitive advantages. Both factors – industrial specialization and a business environment that fosters competitive advantages – are important considerations for firms making location decisions.

Although many factors that contributed to the sector’s success are still in place, continued growth of the high technology sector is not a given. In particular, the region needs to ensure there is a sufficient number of workers with the appropriate skills to match industry needs. Additionally, the pace of growth may be hindered by:

- the rising cost of living, particularly for housing;
- lackluster export growth;
- not enough firms achieving scale in the region;
- weak productivity growth;
- scarce and expensive industrial land;
- greater competition for investment attraction; and
- disruptions caused by the integration of artificial intelligence into the economy.

Section II – “Location decisions and the regional technology sector” explores the region’s technology sector through the lens of multinational enterprises navigating decisions to either expand or establish operations in new locales.

An evidence-based strategy for investment attraction requires understanding how firms evaluate potential locations for their expansion. According to seasoned location experts who work directly with multinational technology firms, the most important considerations guiding their decisions are:

- talent;
- an established cluster and supporting ecosystem;
- return on investment; and
- ease of doing business.

The Metro Vancouver region compares favourably on these factors.

The region's deep talent pool is, at present, one of its key assets, and access to high-quality talent is the primary reason multinational firms chose to invest in the region and, in some cases, further expand. To support the tech sector's continued growth, the region must ensure the supply of talent matches demand and evolves with industry needs. Concentrations of firms are evident in multiple technology industries, including motion picture production, animation, gaming, software, aerospace, networking, telecommunications, and semiconductors. Additionally, firms located in the region benefit from a robust innovation ecosystem that includes educational institutions, research institutes, accelerators, and industry associations, all underpinned by contributions from the federal and provincial governments. The reasonable cost of inputs, especially wages, along with government incentives, work in favor of attracting multinational enterprises. While lagging behind some competitors, the region is making progress in implementing business-friendly policies.

However, despite clear benefits as a potential location, many international technology firms do not place the Metro Vancouver region at the forefront of their expansion plans. The large and growing technology sector notwithstanding, the region's global reputation often rests on its appeal as a tourist destination, not as an emerging technological hub. Moreover, the rapid expansion of the technology sector is a relatively recent development in the region compared to its historical roles in international trade and resource extraction, and perceptions are still adjusting. Nonetheless, many multinational enterprises have recognized the region's value proposition. This is particularly true among firms working in areas in which the region's specialized expertise puts it among the global leaders, such as hydrogen fuel cells and animation. Geographic proximity (particularly along the West Coast of the US) has also helped overcome reputational lag and make the region a known quantity. Promoting the Metro Vancouver region at key international technology events by investment attraction organizations such as Invest Vancouver will help elevate the region and strengthen connections to the global tech ecosystem.

Section III – "AI as an economic development opportunity" focuses on artificial intelligence. Hesitancy in integrating AI, could place individuals and firms on the wrong side of a new digital divide. At the same time, AI presents economic opportunities, particularly when deployed in domains where the region holds considerable expertise.

Uneven adoption of AI could create a new version of the digital divide, based on the capacity and willingness of individuals, firms, and countries to integrate AI into their systems and processes. Firms that embrace AI, especially those that move swiftly, stand to gain a competitive edge.

Growing evidence suggests that AI can make users more productive, and the job market will reward people who can use AI to increase their efficiency. The integration of AI in the workplace will enable automation of a wide variety of routine tasks, shifting the nature of many roles, and driving demand for training and upskilling. The urgency for AI adoption is acute for firms in both the province and Canada, where the prevalence of small firms and a more risk-averse business culture may hinder readiness to embrace AI. Multiplied across individuals and firms, reluctance to adopt AI could see Canada forego a much-needed productivity windfall.

AI is an enabling technology that businesses can leverage to enhance decision-making, automate processes, and unlock insights from vast amounts of data. People and firms that can pair AI with a deep understanding of a data-intensive domain will make the best use of the technology. The Metro Vancouver region and BC have such expertise in resource extraction, construction, and health care.

- The BC mining sector offers fertile ground for the development of best-in-class mining technology, especially in mineral exploration and processing. Mines are complex systems that generate vast data volumes, making them excellent candidates for AI-based improvements. In the region, firms like Hyperspectral Intelligence, Ideon Technologies, MineSense, and Novamera are already working on AI-driven mining solutions.
- The Metro Vancouver region could be at the leading edge of next generation, AI-based building techniques. UBC researchers have already designed AI-controlled drones for inspection work and real-time onsite mapping. Using a digital twin based on the mapping, a separate AI system can safely control equipment, such as a crane, to autonomously unload and place large cement blocks. The same lab is working on autonomously controlled excavators with ambitious plans for additional equipment. This work is at the leading edge of the coming transformation of the construction industry, which will make it possible to quickly build more housing with fewer people.
- Integrating AI with health services and harnessing health data could improve patient outcomes and bolster the Life Sciences industry. Fraser Health is prototyping and testing AI and other technology in the health system to improve patient experience, reduce physician workloads, simplify the clinical documentation process, and enhance the accuracy of colonoscopies. Providence Health Care Ventures is at the forefront of health data thanks to its Integrated Health Informatics Datalab, which enhances access to diverse datasets while upholding stringent privacy and ethical standards. This innovation-friendly effort is attractive to local and international firms. With support, it could foster industry clustering and the emergence of anchor companies.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report; associated activities were completed within the MVRD Board approved Invest Vancouver 2023 and 2024 budgets and work plans.

CONCLUSION

The Metro Vancouver region is developing into a technology hub, driven by a robust innovation ecosystem and extensive specialized tech talent. The technology sector has been a source of job creation and has attracted significant investments in diverse areas. The potential integration of AI into traditional industries holds opportunity for sparking further innovation and economic growth. Nevertheless, challenges like talent shortages, escalating living costs, and fierce competition for investment could impede this growth. To realize its full potential as a tech leader, the region must enhance its global presence, strengthen its brand, and tackle these pressing issues. Strategic initiatives to promote a business-friendly environment and foster innovation are essential for Metro Vancouver to maintain its trajectory toward becoming a global tech powerhouse.

Going forward, Invest Vancouver will use insights gained from the research report in strategic planning, investment attraction, and sectoral development efforts. This information contributes to data-driven investment attraction and advances the technology sector's value-proposition in the regional ecosystem.

ATTACHMENTS

1. *The Metro Vancouver Region's High-tech Engine: Boosting the Economic Landscape* report dated April 22, 2024
2. Presentation re: The High Technology Sector in the Metro Vancouver Region

67848812

DRAFT

DRAFT

Indigenous Territorial Recognition

Metro Vancouver acknowledges that the region's residents live, work, and learn on the shared territories of many Indigenous peoples, including 10 local First Nations: ᑕᑦᑕᑦᑕᑦ (Katzie), ᑕᑦᑕᑦᑕᑦ ᑕᑦᑕᑦᑕᑦ (Kwantlen), ᑕᑦᑕᑦᑕᑦ ᑕᑦᑕᑦᑕᑦ (Kwikwetlem), ᑕᑦᑕᑦᑕᑦ (Matsqui), ᑕᑦᑕᑦᑕᑦ ᑕᑦᑕᑦᑕᑦ (Musqueam), ᑕᑦᑕᑦᑕᑦ (Qayqayt), ᑕᑦᑕᑦᑕᑦ (Semiahmoo), ᑕᑦᑕᑦᑕᑦ ᑕᑦᑕᑦᑕᑦ (Squamish), ᑕᑦᑕᑦᑕᑦ ᑕᑦᑕᑦᑕᑦ (Tsawwassen) and ᑕᑦᑕᑦᑕᑦ (Tseil-Waututh).

Metro Vancouver respects the diverse and distinct histories, languages, and cultures of First Nations, Métis, and Inuit, which collectively enrich our lives and the region.

About Metro Vancouver

Metro Vancouver is a diverse organization that plans for and delivers regional utility services, including water, sewers and wastewater treatment, and solid waste management. It also regulates air quality, plans for urban growth, manages a regional parks system, delivers affordable housing, provides an economic development service through Invest Vancouver, and serves as a regional federation. The organization is a federation of 21 municipalities, one electoral area, and one treaty First Nation located in the region of the same name. The organization is governed by a Board of Directors of elected officials from each member jurisdiction.

About Invest Vancouver

Invest Vancouver is Metro Vancouver's regional economic development service. By attracting strategic investment in key export-oriented industries, conducting research and policy analysis, and fostering collaboration on a local, national, and global scale, Invest Vancouver is facilitating the creation of high-quality jobs to achieve a resilient regional economy that delivers prosperity for all residents of the Metro Vancouver region. Working closely with leaders across all levels of government in the region and beyond, Invest Vancouver is addressing regional concerns to increase economic resilience, strengthening strategic export-oriented industries, attracting world-class companies, and laying the foundation for a region where every resident can thrive in today's rapidly evolving global economy. Our data-driven, objective research aims to provide actionable intelligence to position the region for success in a rapidly evolving global economy.

For any questions about the report contact: info@investvancouver.ca

Acknowledgements

Invest Vancouver gratefully acknowledges funding from the CanExport Community Investment program.

The Metro Vancouver Region’s High-tech Engine: Boosting the Economic Landscape

Contents

The Metro Vancouver Region’s High-tech Engine: Boosting the Economic Landscape 2

Executive Summary..... 3

Report Overview 6

Section I – The region’s emerging technology hub 8

Employment growth in the high technology sector is outpacing the broader economy 8

Investors are backing firms in the region working on solutions for a wide variety of industries..... 9

Highly skilled talent is driving growth in the regional technology sector 12

Past performance is not necessarily indicative of future results 14

Section II – Location decisions and the regional technology sector..... 16

Talent is the top priority in investment decisions 17

An established cluster and supporting ecosystem signal a favorable business environment..... 18

Maximizing potential return on investment is a priority for firms 21

The ease of doing business matters to firms 23

The Metro Vancouver region is not always top of mind for many international technology firms24

Section III – AI’s transformative potential 26

Uneven AI adoption could create a new digital divide 26

AI as an economic development opportunity 28

Conclusion..... 34

Appendix – Metro Vancouver Regional Tech Sector Growth Supports 35

Executive Summary

The technology sector in the Metro Vancouver region encompasses a wide array of activities that Invest Vancouver groups into four industries: Digital Media & Entertainment, the Life Sciences, High-tech Goods, and High-tech Services. This expansive definition of the technology sector, developed by BC Stats, aligns with Invest Vancouver's economic development and investment attraction mandate. This report covers the regional technology sector in three sections.

Section I – The region's emerging technology hub

The Metro Vancouver region is home to an emerging technology hub. Employment in the sector is large and growing rapidly and investment activity highlights the panoply of specializations thriving in the region. BC's technology sector is concentrated in the Metro Vancouver region, which accounted for 77% of provincial employment in the sector in 2021. From 2009 to 2021, Digital Media & Entertainment (+104%), Life Sciences (+95%), and High-tech Services (+74%) all added employment much faster than the broader regional economy (+33%), underscoring the sector's importance.

A diverse mix of high technology sector firms headquartered in the Metro Vancouver region was involved in deals worth more than \$34 billion USD from 2018 to 2023, according to data from PitchBook. Based on the target users of their products and services, firms specializing in information technology applications attracted the most investment, totaling \$18 billion. Significant investment was also channeled into firms developing applications in healthcare, energy, and materials and resources, reflecting the intersection between traditional (non-technology) industries and the technology sector.

Although many of the factors that contributed to the technology sector's success are still in place, continued growth is not a given. In particular, the region needs to ensure there is a sufficient number of workers with the appropriate skills to match industry needs. Additionally, the pace of growth may be hindered by the rising cost of living, particularly for housing; lackluster export growth; insufficient scaling of regional firms; weak productivity growth; industrial land availability and cost; greater competition for investments; and artificial intelligence-driven economic disruptions.

Section II – Location decisions and the regional technology sector

An evidence-based strategy for investment attraction requires understanding how firms evaluate potential locations. Yet, many of the largest multinational enterprises work with global consultancies to select locations, and rarely explain their decision-making process. To gain insights into the criteria that influence these location decisions, Invest Vancouver worked with one such provider of site selection services.

The region's talent pool is, at present, one of its key assets, and access to high-quality talent is the primary reason multinational firms chose to invest in the region and, in some cases, further expand. Maintaining this advantage will require ensuring continued stream of graduates through the region's institutions of higher learning and workforce development initiatives. The favourable Canadian immigration process also helps firms fill labour market gaps.

The presence of a cluster, especially one that includes major multinational firms, implies the availability of necessary business inputs and resources. In the Metro Vancouver region, concentrations of firms are evident in multiple technology industries, including motion picture production, animation, gaming, software, aerospace, networking, telecommunications, and semiconductors. Additionally, firms in the region's high technology sector benefit from a robust innovation ecosystem.

Cost considerations are fundamental in any discussion of location decisions. The reasonable cost of inputs in the region, especially wages, along with government incentives, work in favor of attracting multinational enterprises, particularly for companies from high-cost locations. However, the region compares less favourably for firms requiring industrial space, due to the high market prices and low vacancy rates.

The ease of doing business matters to firms making location decisions. They favour regions that streamline regulatory processes and expedite business set up to facilitate early revenue generation. The Province of BC and other governments in BC are making progress in implementing business-friendly policies, but still lag behind metro regions such as Montreal, QC and Calgary, AB. Further efforts in this area could improve the region's chances of attracting investment in the technology sector.

Yet, despite clear benefits as a potential location, many international technology firms do not place the Metro Vancouver region at the forefront of their expansion plans. The large and growing technology sector notwithstanding, the region is still better known internationally as a tourist destination. To the extent that site selection is like a job search, many firms never even review the Metro Vancouver region's resume.

Firms that overlook the region may have an incomplete understanding of its capabilities. Building a reputation takes time, and the region's technology industries have only recently risen to prominence. Nonetheless, many multinational enterprises have recognized the region's value proposition. This is particularly true among firms working in areas in which the region's specialized expertise puts it among the global leaders, such as hydrogen fuel cells and animation.

For successful investment attraction, more international technology firms need to include the Metro Vancouver region on their respective short lists of possible expansion locations. Raising the profile of more specializations in the technology sector might lead firms to consider the region's comparative advantages and not just its scenic landscapes.

Section III – Artificial intelligence's transformative potential

Artificial intelligence (AI) stands at the forefront of technological innovation, with the potential to significantly reshape not only the technology sector but myriad aspects of business and everyday life. The rapid adoption of AI brings both risks and opportunities. One clear risk is that of missing out, i.e. the risk of not benefiting from the potential productivity gains of AI integration.

Uneven adoption of AI could create a new version of the digital divide, based on the capacity and willingness of individuals, firms, and countries to integrate AI into their systems and processes. People and firms that move swiftly to embrace AI stand to gain a competitive edge. The urgency for AI adoption

is acute in both BC and Canada, where the prevalence of small firms and a more risk-averse business culture may hinder readiness to embrace AI. Multiplied across individuals and firms, reluctance to adopt AI could see Canada forego a much-needed productivity windfall.

At the same time, the Metro Vancouver region has a growing cluster of applied AI firms. Embracing AI and fostering its application in areas of significant regional expertise could create economic development opportunities. AI is an enabling technology that businesses can leverage to enhance decision-making, automate processes, and unlock insights from vast amounts of data. People and firms that can pair AI with a deep understanding of a data-intensive domain will benefit most from its adoption. The Metro Vancouver region and BC have such expertise in resource extraction, construction, and health care.

Resource extraction is an excellent candidate for AI-based improvements. In particular, mining urgently needs enhanced sustainability and efficiency. The escalating global demand driven by the need for critical minerals to support the clean energy transition ensures firms specializing in mining technology have global reach almost from inception. In the region, firms like Hyperspectral Intelligence, Ideon Technologies, MineSense, and Novamera are already working on AI-driven mining solutions.

The Metro Vancouver region could be at the forefront of AI-based building techniques. UBC researchers have already designed AI-controlled drones for inspection work and real-time onsite mapping. Using a digital twin based on the mapping, a separate AI system can safely control equipment, such as a crane, to autonomously unload and place large cement blocks. The same lab is working on autonomously controlled excavators with ambitious plans for additional equipment. This leading-edge work will transform the construction industry, making it possible to quickly build more housing with fewer people.

Integrating AI with health services and harnessing health data could improve patient outcomes and bolster the Life Sciences industry. Fraser Health is prototyping and testing AI and other technology to improve the health system. Providence Health Care Ventures's Integrated Health Informatics Datalab enhances access to diverse datasets while upholding stringent privacy and ethical standards. This innovation-friendly effort is attractive to local and international firms. With support, it could foster industry clustering and the emergence of anchor companies.

Conclusion

The Metro Vancouver region is developing into a technology hub, driven by a robust innovation ecosystem and specialized tech talent. The potential integration of AI holds opportunity for sparking further innovation and economic growth. Nevertheless, challenges like talent shortages, escalating living costs, and fierce competition for investment could impede this growth. To realize its full potential as a tech leader, the region must strengthen its brand, address pressing issues, and capitalize on opportunities such as applied AI. Strategic initiatives to promote a business-friendly environment and foster innovation are essential for Metro Vancouver to maintain its trajectory toward becoming a global tech powerhouse.

Report Overview

The technology (tech) sector in the Metro Vancouver region is a blend of locally headquartered firms and branch operations of multinational enterprises. Many are developing solutions for mining, forestry, fisheries, agriculture, construction, and food processing. One such firm is Ideon Technologies, a world leader in the use of cosmic radiation (muons) to create subsurface imagery for mining (see box). Firms in the sector are often export-oriented. There is a worldwide market for critical delivery systems for molecular therapeutics, films with stunning visual effects, and environmental engineering services. This allows the sector to make an outsized contribution to the regional economy.

This report explores the technology sector in the Metro Vancouver region, as defined by BC Stats.¹ This expansive view of the technology sector is a better fit with Invest Vancouver’s economic development and investment attraction mandate than a narrower focus on just “deep tech”, i.e. those firms focused on solving problems through innovative engineering or scientific advancement. Adopting the BC Stats definition enhances the compatibility of the report with other research conducted in the province, which is important given the many approaches to defining the high technology sector.

The report consists of three sections.

Section I – “The region’s emerging technology hub” utilizes three different data-driven perspectives to describe the emerging technology hub in the region. From an industry-based perspective, the BC technology sector is large, growing rapidly, and is concentrated in the Metro Vancouver region. From an investment perspective, the billions of dollars flowing into firms headquartered in the region reveal the presence of multiple specializations in a diversified technology sector that is about much more than just “pure tech”. Similarly, from a labour-based perspective, occupations data confirm the presence of concentrations of skilled workers (and therefore regional specialization in the industries that rely on them) and provide compelling evidence of regional competitive advantages. The section concludes by identifying persistent and emerging issues that could jeopardize continued outperformance in the sector.

Section II – “Location decisions and the regional technology sector” investigates the region’s technology sector through the lens of multinational enterprises navigating decisions to either expand or establish operations in new locales. According to seasoned location experts who work directly with such firms, the most important considerations guiding these decisions are: talent; an established cluster and supporting ecosystem; return on investment; and ease of doing business. Invest Vancouver evaluates the region’s technology sector based on these factors, adding comparisons to relevant Canadian and US

Ideon Technologies, a product of the region’s innovation ecosystem, is a spinoff from the TRIUMF subatomic physics research lab at the University of British Columbia (UBC). The Richmond-based firm has raised \$10 million in non-dilutive funding from government and industry initiatives.

With a product that combines proprietary sensors, imaging systems and artificial intelligence, Ideon draws its workforce from a regional labour pool that includes concentrations in multiple fields related to computers, software, and engineering. The firm’s 3D maps locate mineral deposits more precisely and less invasively, thereby minimizing mining’s cost, waste, and greenhouse gas emissions.

¹ [“Profile of the British Columbia Technology Sector: 2020 Edition”](#), BC Stats, March 2021.

West Coast jurisdictions. The section concludes by analyzing why the region is not top of mind for many international technology firms – despite rating well on many location factors – and considers ways to raise the region’s profile and increase investment attraction.

Section III – “AI as an economic development opportunity” discusses to artificial intelligence (AI). While AI has been in development for years, the release of OpenAI’s ChatGPT has put the technology in the spotlight. The rapid adoption of AI will bring numerous risks and opportunities. One clear risk is that of missing out, i.e. the risk of not benefiting from the potential productivity gains of AI integration. This section contemplates the implications of a gradual approach to integrating AI, cautioning that such hesitancy could land individuals and firms on the wrong side of a new digital divide. It then pivots to areas of opportunity, highlighting the possibilities of embracing AI and nurturing its deployment in domains where the region holds considerable expertise. By leveraging AI in resource extraction, construction, and healthcare, the region could drive advancement in these critical areas and create economic development opportunities.

Methods and Sources: Preparation of the report involved considerable primary and secondary research. The primary research was both quantitative and qualitative. The quantitative portion relied on data from the Invest Vancouver Strategic Industries Analytics (SIA) project, additional tables from Statistics Canada and BC Stats, plus data from the commercial services including PitchBook, Lightcast, Capital Compass, and fDi Benchmark.²

The qualitative research consisted of structured interviews conducted with founders and executives from firms with operations in the region, as well as leaders, professors, and knowledgeable representatives from industry groups, accelerators, academic institutions, and investment funds. To improve coverage of such a large sector, Invest Vancouver engaged KPMG to conduct additional interviews for this project and drew upon original research conducted by the Deetken Group for Invest Vancouver’s Tech Talent Guide.³ Additionally, Invest Vancouver worked with KPMG to gain access to their location experts and industry experts who provide guidance to international firms deciding where to establish or expand operations. Interviewees were offered anonymity to ensure candid assessments. The primary research was supplemented with secondary research that draws from academic, industry and government studies and reports, media coverage, presentations, and other public sources.

² The SIA used statistical techniques and information from multiple Statistics Canada tables to generate comprehensive, region-specific data sets for NAICS *national industries*. Invest Vancouver, “[Strategic Industries Analytics Project](#)” (November 2023).

³ Invest Vancouver gratefully acknowledges CanExport funding that supported this research.

Section I – The region’s emerging technology hub

A remarkable expansion within the technology sector is driving economic development in the Metro Vancouver region. In this section, three data-driven perspectives highlight the growth.

1. Employment in multiple technology industries is outpacing the broader economy, as shown by data from the Invest Vancouver Strategic Industries Analytics project.
2. The region’s technology firms are attracting investment for innovations applicable to wide swaths of the economy, based on activity tracked by PitchBook.
3. Concentrations of workers with specialized skillsets and unique competitive advantages underpin the sector’s growth, as demonstrated by trends in high-tech-related occupations.

The section concludes with some of the risks that could disrupt future expansion.

Employment growth in the high technology sector is outpacing the broader economy

The Metro Vancouver regional economy grew faster than the provincial economy excluding the Metro Vancouver region and the Canadian economy as a whole after the 2008 global financial crisis.⁴ Within the regional economy, some of the fastest employment growth has been in industry components of the high technology sector.

This report uses the BC Stats definition of the **high technology sector**.⁵ The sector is composed of a set of North American Industry Classification System’s (NAICS) national industries, which Invest Vancouver describes individually as ‘**industry components**’. Invest Vancouver grouped the set of industry components into **four industries**: Digital Media & Entertainment, High-tech Services, High-tech Goods and Life Sciences, as shown in Figure 1.

Figure 1: BC’s High Technology Sector

<p>Digital Media & Entertainment Industry</p> <p>Industry Components: Video game design Film & television production Post-production services etc</p>	<p>High-tech Services Industry</p> <p>Industry Components: Engineering services Computer systems design Data processing and hosting etc</p>
<p>High-tech Goods Industry</p> <p>Industry Components: All other electrical equipment & component manufacturing Aerospace manufacturing Computer and peripheral etc</p>	<p>Life Sciences Industry</p> <p>Industry Components: Pharmaceuticals and medicine manufacturing Research and development in the physical, engineering and life sciences etc</p>

Source: Invest Vancouver and BC Stats.

The large, rapidly growing high technology sector is concentrated in the region

Figure 2 presents employment in the technology sector by industry and growth since 2009 in the Metro Vancouver region and the rest of BC.

⁴ For the divergence between Metro Vancouver regional economy and rest of the province and the Canadian economy over the last business cycle, see Figure 2.1 in the Invest Vancouver Strategic Industries Analytics report.

⁵ The BC Stats definition is based on *national industries*, the most specific category of the North American Industry Classification System (NAICS) used to organize firm level data. For industry-based data, Invest Vancouver used the same set of national industries as BC Stats. (There are two small exceptions: Invest Vancouver’s data did not include *testing labs* or *R&D in the social sciences and humanities*.) For everything else, such as data covering investment activity, only the relevant categories that most closely aligned with the BC Stats definition were included.⁶ The tech sector is also concentrated in the region based on GDP.

The region accounted for 57% of total provincial GDP in 2020; in BC’s high technology sector, it contributed 77% of GDP.⁷ PitchBook tracks investment activity in US dollars and does not organize its data by NAICS codes. Deals were included based on congruence with the high technology sector as defined by BC Stats.

Deleted: ¶

Deleted: ¶

Figure 2: Technology sector employment in the Metro Vancouver region and BC excluding MV (ranked by percentage change by industry in MV since 2009)

	MV Region		BC (excluding MV)	
	2021 Q4	% Change 2009-2021	2021 Q4	% Change 2009-2021
Digital Media & Entertainment	20,509	104%	4,232	77%
Life Sciences	15,519	95%	4,412	62%
High-tech Services	79,908	74%	26,513	72%
High-tech Goods	8,685	17%	2,408	10%
Total - Technology Sector	124,621	75%	37,565	66%
MV Region Economy – All Industries	1,293,948	33%	1,402,852	15%

Source: Invest Vancouver Strategic Industries Analytics Project

The Metro Vancouver region’s technology sector employed almost 125,000 people in 2021, an increase of 75% since 2009 and representing nearly one in every ten jobs in the region (9.6%). While the region accounted for 48% of provincial employment across all industries in 2021, it contributed 77% of BC’s high technology workforce, meaning the provincial sector is highly concentrated in the region.⁶

Investors are backing firms in the region working on solutions for a wide variety of industries

Access to financial capital is vital for established firms looking to scale up and for smaller ones moving towards successful commercialization. The investment activity itself can also indicate areas of regional specialization and interest to investors. This part focuses on the deal flows and investment activity. PitchBook investment data from 2018 through 2023, covering more than \$34 billion USD in deals involving firms from the high technology sector headquartered in the Metro Vancouver region.⁷ This figure understates total investment activity in the region because it does not include the activity of multinational enterprises (see box).⁸

Activities of Multinational Enterprises

Investments by multinational enterprises are a poorly tracked but vital source of growth in the regional technology sector. Fortinet, a major cybersecurity company, Disney’s Industrial Light & Magic, and Intel, for example, have been in the region for many years and have expanded their operations multiple times.

Microsoft expanded its cloud services operations in the region in 2020; added 500 technical positions in 2021; announced in 2022 plans for a new 20-storey office hub in downtown Vancouver; and has reportedly begun relocating artificial intelligence staff from China to Vancouver.

Electronic Arts (EA), one of the largest interactive entertainment companies in the world, added two new buildings at its Burnaby campus in 2021 to accommodate an additional 500 workers.

Deleted: ¶

⁶ The tech sector is also concentrated in the region based on GDP. The region accounted for 57% of total provincial GDP in 2020; in BC’s high technology sector, it contributed 77% of GDP.⁷ PitchBook tracks investment activity in US dollars and does not organize its data by NAICS codes. Deals were included based on congruence with the high technology sector as defined by BC Stats.

⁷ PitchBook tracks investment activity in US dollars and does not organize its data by NAICS codes. Deals were included based on congruence with the high technology sector as defined by BC Stats.

⁸ Except for purchases of existing firms headquartered in the region (which are tracked by PitchBook), no data source provides complete coverage of the many incremental investments by multinational firms expanding their operations in the region.

The data is presented in three ways:

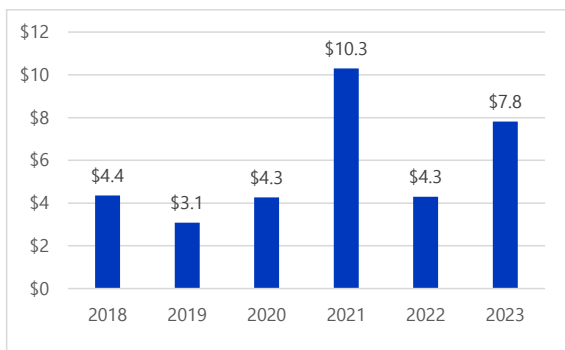
1. **Annual investment totals** to show broad trends in activity across the sector as a whole.
2. PitchBook’s “**industry verticals**” that group together firms that focus on a shared niche or specialized market spanning multiple industries. Verticals include areas such as “Cybersecurity”, “FinTech”, “Quantum Technology”, and “Mobility Tech”.
3. The **target industries** benefitting from the technology firms’ solutions.

The distinction between the two more granular perspectives (industry verticals and target industry) is the difference between the views of an investor and investee. For example, a single transaction could be characterized as both “cleantech” (from an industry verticals standpoint) and “mining” (using the industry target approach). The former is the view of the investment manager who says, “My fund invests in cleantech firms.” The latter is the perspective of the investment recipient firm, which says it “develops water treatment solutions for the mining industry.” Thus, the transaction is an investment in a cleantech firm supplying solutions for the mining industry. Both perspectives provide insights into the diversity of technology specializations attracting investor interest in the region.

Robust investment activity despite the pandemic

Investment activity in the high technology sector is shown in Figure 3.

Figure 3: Investments in high-tech firms headquartered in the Metro Vancouver region (USD billions)



Source: PitchBook

In early 2020, the COVID-19 pandemic initially curtailed investment, but the pandemic effects are not visible in the annual investment total due to a strong rebound in the latter half of the year. The \$10.3 billion invested in 2021 marks a multi-year peak. In 2022, the sharp drop to \$4.3 billion mirrored declines in investment activity elsewhere in Canada and the US amid supply chain disruptions, rising inflation,

Notable Investment Deals, 2018-2023

Aspect Biosystems raised \$2.7 billion USD in 2023 in the largest technology deal in the region in the past 6 years. The firm develops “bioprinted tissue therapeutics” that are designed to replace, repair, or supplement biological functions in the body.

Galvanize, a SaaS company that develops governance, risk management and compliance software, was acquired by Diligent in April 2021, for \$1 billion USD.

Dapper Labs, a developer of blockchain-enabled applications, has raised \$643.4 million USD since 2018.

Svante, a firm developing technology for efficiently capturing and purifying CO₂ from industrial emissions, raised \$439 million USD in three rounds of venture funding, 2018-2023.

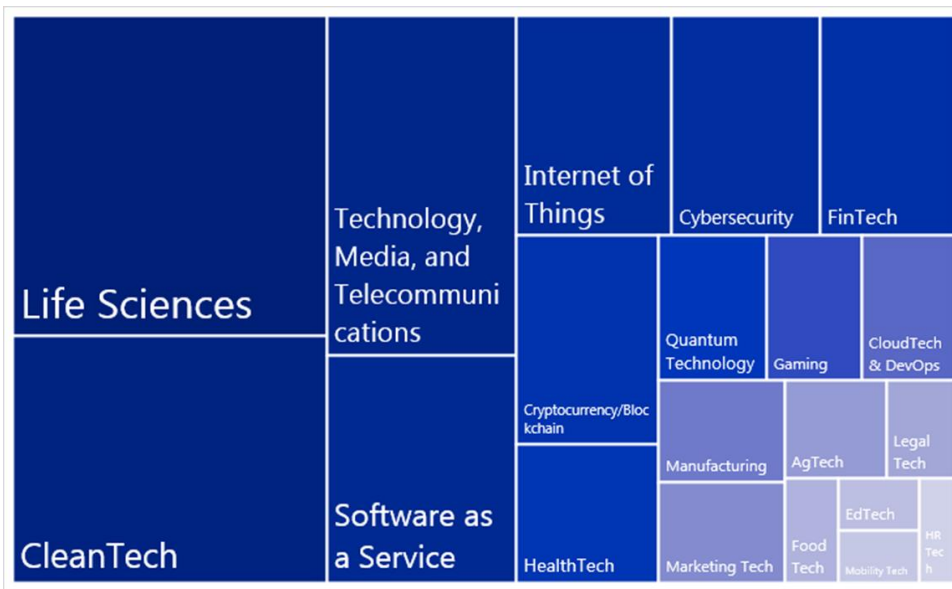
higher interest rates, and investor uncertainty.⁹ Even so, investment activity rebounded to \$7.8 billion in 2023, comfortably exceeding the annual totals in the two years immediately preceding the pandemic.

Investors are pursuing deals in multiple regional specializations in high technology

Invest Vancouver reviewed all of the high technology transactions from 2018 to 2023 involving firms headquartered in the region. To avoid double counting, each firm was assigned to a single industry vertical that most closely matched their primary activity.

Figure 4 shows the 20 largest technology-related verticals by investment size in the Metro Vancouver region. The box size corresponds to the value of the deals in the vertical (larger boxes indicate more investment); however, the size is an approximation due to limitations with the PitchBook data.¹⁰ Life Sciences, Cleantech, TMT (technology, media and telecoms, which includes many Digital Media & Entertainment firms), Software as a Service (SaaS), Cybersecurity, Internet of Things, FinTech (Financial technology), and Cryptocurrency/Blockchain are the high technology specializations that have attracted the most investment in firms headquartered in the region 2018 through 2023.¹¹

Figure 4: Investment Activity by Vertical in Metro Vancouver (by value, total of 2018-2023)



Source: Invest Vancouver compilation of PitchBook data.

⁹ Aleksandra Sagan, "IPO Outlook 2023: Will More Canadian Tech Companies Brave the Markets in the Year Ahead?" *The Logic*, February 6, 2023.

¹⁰ PitchBook provides tags to help users quickly find companies working in areas they are interested in such as "cleantech" or "robotics and drones". The tags are not exclusive, however, as there is significant conceptual overlap between verticals, e.g. "cleantech" and "climate tech" and PitchBook assigns many firms to multiple verticals. In addition, the tags for verticals are assigned inconsistently and sometimes not all.

¹¹ Virtual reality/augmented reality (VR/AR), a growing specialization in the region, was the 21st largest vertical.

The investment verticals show how investors look at the technology sector, which is important when attracting new investment. To understand the linkages between the high technology sector and the rest of the economy, however, it is helpful to consider investment activity based on the industry of the end users.

Target industries indicate the diversity of the region's technology sector

In Figure 5, investment activity is organized in firms headquartered in the Metro Vancouver region, 2018 to 2023, based on the target industry of the technology firms. For example, the retail category shows the value of investments in firms providing software or other technology solutions to businesses in those areas. Firms focused on information technology drew the most investment activity, at \$18.0 billion. However, there were also significant investments in firms providing solutions in healthcare, energy, and materials and resources, reflecting the intersection between traditional (non-technology) industries and the technology sector. This investment variety demonstrates how technology firms are increasingly crucial to the innovation and advancement within traditional sectors.

Figure 5: Investments in the High-tech Firms Headquartered in Metro Vancouver by target industry (2018-2023, USD millions)

Information Technology	\$18,016.7	Energy	\$1,335.0
Software	10,044.8	Energy Equipment	686.6
Communications and Networking	3,533.1	Exploration, Production and Refining	417.5
Computer Hardware	2,183.6	Energy Services	230.5
IT Services	1,941.7	Other Energy	0.4
Semiconductors	313.5		
Healthcare	\$7,648.1	Consumer Products and Services (B2C)	\$1,165.3
Pharmaceuticals and Biotechnology	6,294.7	Transportation	361.8
Healthcare Devices and Supplies	616.5	Consumer Non-Durables	234.8
Healthcare Services	499.7	Retail	130.0
Healthcare Technology Systems	237.2	Restaurants, Hotels and Leisure	126.7
Business Products and Services (B2B)	\$3,272.3	Services (Non-Financial)	103.9
Commercial Services	2,029.7	Media	99.5
Commercial Products	1,209.3	Consumer Durables	63.8
Other Business Products and Services	32.3	Apparel and Accessories	44.9
Commercial Transportation	1.0		
Materials and Resources	\$1,607.4	Financial Services	\$1,063.8
Metals, Minerals and Mining	1,178.4	Other Financial Services	758.7
Chemicals and Gases	188.0	Capital Markets/Institutions	254.4
Agriculture	115.8	Commercial Banks	29.2
Other Materials	75.1	Insurance	21.5
Containers and Packaging	50.2		
Grand Total: \$34,108.5			

Source: PitchBook

Highly skilled talent is driving growth in the regional technology sector

Firms looking for talent in high-technology fields will find it in the Metro Vancouver region, which has significant concentrations of talent in multiple occupations related to technology. Concentrations of talent indicate regional specializations in the industries that rely on those occupations, and occupational growth patterns provide compelling evidence of regional competitive advantages. Both factors –

industrial specialization and a business environment that fosters competitive advantages – are important considerations for firms making location decisions.

The analysis in this section covers 51 occupations related to the technology sector.¹² Employment increased in 46 of the 51 technology-related occupations, 2009 to 2023, and in most of the occupations, it grew much faster than the overall regional employment increase of 33%.

Talent is concentrated in the region in multiple high-technology fields

The “employment concentration ratio” is an effective economic tool for analyzing how focused an economy is on specific industries by comparing the share of the workforce in an occupation locally to the national share.¹³ The default assumption is that the share is the same, in which case the employment concentration is 1.0. The employment concentration value rises when an occupation’s share of regional employment is higher than the national share, and falls when it is less. For example, a concentration ratio of 2.0 indicates that the occupation’s share of regional employment is two times greater than its share of national employment.

In 2023, the Metro Vancouver region had significant regional talent concentrations in high tech occupations related to High-tech Services and Digital Media & Entertainment. In High-tech Services, the region has concentrations of *software engineers and designers* (concentration ratio of 2.6), *information systems testing technicians* (2.1), and *computer systems developers and programmers* (1.6). It also has mining-related engineering talent, including *geological engineers* (2.1), *mining engineers* (1.6), and *geoscientists and oceanographers* (1.6). The presence of hundreds of mineral exploration companies headquartered in the Metro Vancouver region helps explain these concentrations.¹⁴ As one of Canada’s principal centres for motion picture production, the region also has a high concentration of employment in related occupations, including those in film production (e.g., *motion pictures... assistants and operators* (3.8) and *audio and recording technicians* (2.1)), as well as visual effects and animation (e.g., *graphic arts technicians* (1.9)).

Employment growth patterns reveal regional competitive advantages

Further evidence for competitive advantages in high technology fields in the Metro Vancouver region can be found using “shift-share analysis”, an economic technique for spotting regional comparative advantages and specializations using changes in occupation data. The technique compares “expected employment” (i.e. how much regional employment in an occupation would change if it followed national trends) with actual employment changes observed over a given period. The difference between these figures, the expected and actual changes, is the “competitive effect.” This effect is generally

¹² Statistics Canada organizes occupation data using the 2021 National Occupation Classification (NOC) codes, a hierarchy that gets increasingly specific as it moves through five levels from 10 broad occupational categories to 516 unit groups. Invest Vancouver reviewed all 516 unit groups, identified the 51 most relevant to the high technology sector, and then analyzed regional data for those 51 from Lightcast.

¹³ The employment concentration ratio is also known as a ‘location quotient’.

¹⁴ There are approximately 800 mineral exploration companies headquartered in the region, including two of the largest mining companies in the world, Teck Resources Limited and Goldcorp Inc. Vancouver Economic Commission, “[Other Sectors](#)” (September 7, 2022).

attributable to a unique combination of regional characteristics and trends. Identifying a competitive effect can indicate where to look for the regional strengths or weaknesses that produced it.

Invest Vancouver analyzed Metro Vancouver regional employment growth in 51 tech occupations from 2009 to 2023. The shift-share analysis revealed a competitive effect in many of the occupations, indicating an advantage for firms in the region in industries that rely on those workers. Of particular note, the analysis showed:

- A large competitive effect in many occupations related to High-tech Services, including *software engineers and designers, software developers and programmers, computer systems developers and programmers* and *information system specialists*.
- Evidence of strengths in the Life Sciences (*biologists and related scientists*) and connections between the regional technology sector and resource industries in the province (*geological engineers and mining engineers*).
- Other strengths, such as in *mechanical engineers* and *industrial and manufacturing engineers*. People in these occupations are often employed by consulting firms, which is a known strength in the region (*professional, scientific, and technical services* is the second largest industry by employment in the region).

Overall, the occupations-based analysis underscores the importance of the region's specialized tech workforce. The data show concentrations of talent in the region, indicating clustering in the industries that rely on those occupations, and strong competitive effects, confirming firms in those industries enjoy some form of competitive advantage.

Past performance is not necessarily indicative of future results

The empirical evidence reflects the notable advancements in the Metro Vancouver region's technology sector. Although many of the factors that contributed to the sector's success are still in place, continued growth is not a given. Below are some points that might interrupt or hinder the pace of growth:

- **Talent supply could limit growth.** Continued growth will depend critically on the sufficient supply of suitable talent, as determined by education and recruitment: the former to create new graduates and help existing workers improve their skills, the latter to attract skilled foreigners and expats who might be willing to return. Since many firms in the technology sector require the same or similar skillsets, there is competition for talent within the region, meaning growth in one industry might come at the expense of another. Similarly, there is global competition for talent, with regions vying to attract and keep talent.
- **The rising cost of living could weaken the region's appeal.** Persistent high costs in areas such as housing, if not offset by commensurately higher salaries, will leave residents with lower disposable incomes. If people feel priced out of the region, it could make it harder to attract and retain workers and therefore more difficult to attract foreign direct investment.
- **Exports and outperformance go together.** In the region, the technology sector has grown much faster than the overall economy. This could be due to exports spurred by global demand and/or the integration of new technologies and services into the other parts of the BC economy. While supplying other sectors with goods and services is an important contribution to GDP, exports

offer the best prospects for continued growth. Unlike population-serving firms reliant on local demand, competitive exporting firms can grow faster than the local population and economy.¹⁵

- **Firms struggle to scale up in the region.** In the Metro Vancouver region in 2021, only 2.6% of tech firms employed 100 people or more, and just 20 firms employed 500 people or more. A higher proportion of larger firms is desirable due to their tendency to allocate greater resources to R&D, exhibit higher productivity levels, offer higher salaries to their employees, and export more per employee compared to smaller counterparts.¹⁶
- **Productivity growth has been weak.** Since the early 2000s Canada has experienced relatively low labour productivity growth, ranking in the bottom third in the OECD from 2000 to 2019.¹⁷ If this trend continues, it could dampen the Metro Vancouver region’s economic outlook and its competitiveness relative to jurisdictions with higher output per worker.
- **Industrial land is scarce and expensive.** The economics look very different for established firms with their own facilities and new entrants looking for space. In the high-tech sector, this is particularly true for manufacturers. Newer firms may be more likely to conduct research, design, and development work in the region, while physically producing goods at scale elsewhere.
- **FDI attraction competition is intensifying.** In Digital Media & Entertainment industry, each new production represents a location decision, making the industry highly mobile. BC’s early move on tax credits was successful, but Quebec, Ontario, multiple US states, the UK, and Australia now offer competing incentives. Feature film activity is less frequent in the region as a result. Production activity and a skilled labour force complement one another, with concentrations of specialized talent attracting productions, and vice versa. If workers find there are long gaps between jobs, they tend to leave for areas with greater opportunities. Therefore, the industry’s future is tightly bound to tax credit policy.
- **Artificial intelligence is a wildcard.** The adoption of AI could derail the pattern of growth in the region’s high technology sector if its adoption eliminates (or reduces) the human requirement in certain types of work. Conversely, the practical application of AI by the region’s technology sector (and even by firms in more traditional industries, such as mining) might boost growth and create entirely new activities.

¹⁵ BC has a large trade surplus in high technology services, i.e. the province exports more than it imports. The surplus widened, 2010-2019. BC has a trade deficit in high-tech goods, which widened from 2010 through 2019. BC Stats, “[Profile of the British Columbia Technology Sector: 2020 Edition](#)” (March 2021).

¹⁶ The prevalence of small firms in the technology sector reflects patterns in the broader BC economy, where 98% of all businesses employed 50 or fewer workers in 2022. Small businesses contribute 34% of BC’s GDP, the highest proportion in Canada, and account for 51% of private sector employment, the second highest in the country. In the technology sector, many of the largest employers locally are branches of multinational enterprises, which further highlights the rarity of local firms scaling up. Province of British Columbia, “[High Technology](#)” (September 25, 2023); Ken Peacock and Jock Finlayson, “[From Good to Great: The Benefits of Scaling up BC Business](#),” Business Council of British Columbia, November 2017; BC Stats “[Small Business Profile](#).”

¹⁷ Canada ranked 25th of 36 OECD countries in terms of productivity growth from 2000 to 2019. David Williams, “[Low Productivity Growth Is Holding Back Canadians’ Pay Growth](#),” Business Council of British Columbia, July 2021.

Section II – Location decisions and the regional technology sector

Developing an evidence-based strategy for investment attraction requires an understanding of how firms evaluate potential locations.¹⁸ Many of the largest firms do not work with public investment attraction agencies (like Invest Vancouver), and if they do, the engagement happens after the shortlist of possible locations has been decided. Instead, these multinational enterprises work with one of the global consultancies that offer corporate site selection advice, and rarely explain their decisions or explain where the runners up fell short. Invest Vancouver created a project to investigate this process with the ultimate goal of increasing the success of investment attraction.

Invest Vancouver engaged KPMG to connect with their global network of location experts and technology industry specialists, i.e. the people with firsthand experience of how companies make such decisions. The objective was to discover which factors have the most influence on locations decisions, and where the Metro Vancouver region fits in the expansion plans of multinationals in the technology sector.

Invest Vancouver learned that the ranking of location factors varies widely among multinationals, even across the divisions of a single firm. The relative weighting of site location factors varies based on firm size, subsector, investment scale, operational models and the unique needs and priorities of individual firms. Nonetheless, despite these differences, there is consistency in the key elements sought by firms across the high technology sector.

In short, firms care most about access to suitable **talent**, followed by the presence of a **cluster** of firms engaged in similar activities, along with a supporting ecosystem, the potential **return on investment**, and the **ease of doing business**.¹⁹ Surprisingly, the Metro Vancouver region is not at the forefront of international options for many expanding firms, despite scoring well on these considerations. The rest of this section elaborates on these site selection factors and outsider's perspectives on the region.

¹⁸ The focus here is on multinational firms looking to expand research, development and production, rather than those expanding their sales, support and distribution activities. The latter type of expansion decision is primarily driven by are market size and access. An expansion can come in many forms: an international firm might purchase a local one; establish an entirely new operation; or scale up their current activities. Whatever the form, these firms are making an additional investment in the regional economy that could have gone elsewhere.

¹⁹ Firms take factors such as government transparency (i.e. clear and accessible information on regulations; accountability in public services; and openness in government procurement processes) for granted outside the developing world. Similarly, modern infrastructure, including transportation links, reliable and sustainable energy, and high-speed internet are not typically competitive factors in location decisions, though affordable, clean power, for example, is an important consideration for many.

Talent is the top priority in investment decisions

Insight from location experts: Notwithstanding unique firm needs, the availability of skilled workers is generally the most important location factor. Specifically, firms seek specialised skills that match their immediate needs and confidence they will be able to meet future hiring needs. Firms often adopt a ‘dual lens’ when evaluating a location: it must meet their own needs for available talent while catering to the preferences of prospective employees seeking an attractive place to live.

Invest Vancouver findings: Interviews with senior executives of technology firms with operations in the region consistently confirm the attraction of the region’s highly skilled workforce. International firms that have opened new branches in the region or purchased established local firms have repeatedly cited the acquisition of talent as their primary motivation.

The region’s talent pool is a source of quality workers for the high technology sector.

Access to high-quality talent is the primary reason multinational firms choose to invest in the region. Many also expand for the same reason. CBRE, a global commercial real estate services and investment firm, provides further confirmation via its comparison of the technology labour pool in 50 North American jurisdictions. Based on market depth, vitality, and attractiveness to companies seeking tech talent and to tech workers seeking employment, the region ranks eighth overall (and second in Canada, after Toronto).²⁰ Maintaining this advantage will require ensuring a continued stream of graduates through the region’s institutions of higher learning, and workforce development initiatives.

The region’s post-secondary institutions provide the technology sector with a steady stream of graduates.²¹ Post-secondary institutions can play a greater role in upskilling and providing micro credentials as they respond to rising demand from workers facing technology changes and evolving job requirements, particularly the need to integrate emerging technologies like AI.²²

The Canadian immigration process, which has a streamlined visa process and policies favouring skilled workers, helps firms fill labour market gaps. Multiple federal programs apply to the technology sector, providing a path to permanent residency, targeting US H-1B visa holders, and permitting the temporary hiring of specialized talent.²³ At the provincial level, the Provincial Nominee Program (BC PNP) and its technology variant, the BC PNP Tech Pilot, offer pathways for foreign skilled workers and graduates to become permanent residents, with the latter providing a streamlined process for in-demand tech roles.

Generally, the Canadian process is easier to navigate and more permissive than the American system for technology firms seeking to hire skilled foreigners. Thus, a location in the region can allow a multinational firm access to talent they might not otherwise be able to hire if they were located in a

²⁰ CBRE, “[Scoring Tech Talent 2023](#)” (July 17, 2023).

²¹ The BC Tech Association is working on a report on this talent pipeline with the BC Ministry of Post-Secondary Education and Future Skills, and the post-secondary institutions.

²² The World Economic Forum predicted in a 2023 that the core skills of 44% of workers will be disrupted over the next five years, largely due to the adoption of frontier technologies. World Economic Forum, “[Future of Jobs Report 2023](#)” (May 2023).

²³ These programs include the Federal Skilled Worker Program (FSWP), the Federal Skilled Trades Program (FSTP), and the Canadian Experience Class (CEC), H-1B Visa Holder Program, the International Mobility Program (IMP), and the Global Talent Stream (GTS).

different jurisdiction like the US. In interviews, Invest Vancouver heard that the region's high quality of life, ethnic and cultural diversity, and openness to immigrants also help attract foreign workers.

An established cluster and supporting ecosystem signal a favorable business environment

Insight from location experts: The presence of a cluster is an important factor in location decisions because it indicates the maturity and health of the broader ecosystem.

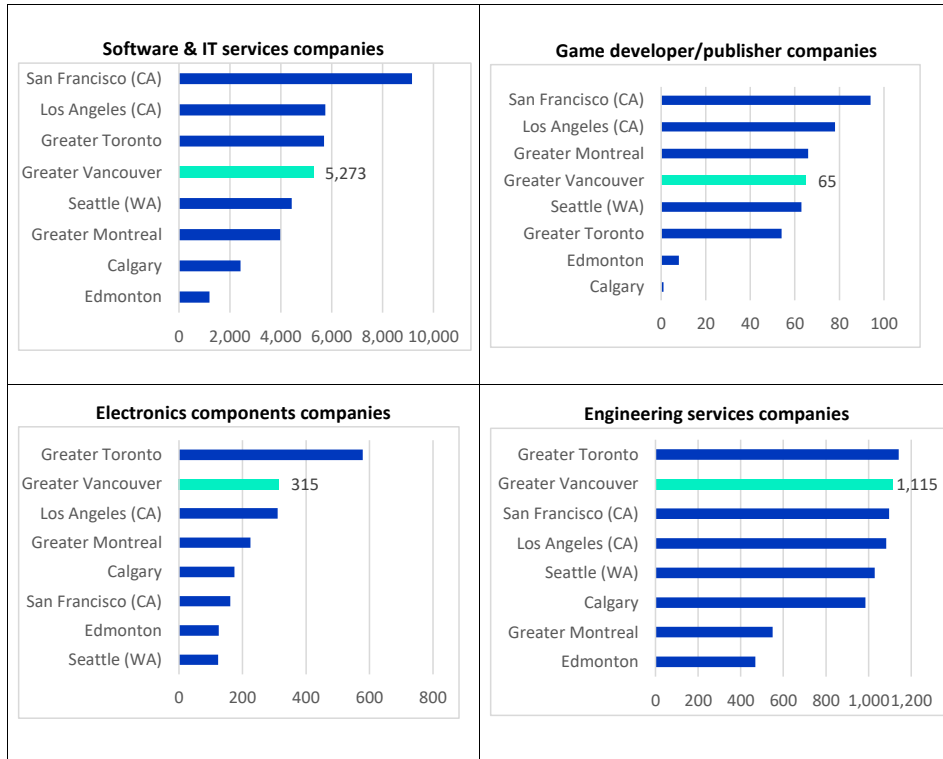
Invest Vancouver findings: A group of successful firms engaged in similar activities in close proximity implies that the necessary business inputs and resources are available and supported by a favourable regulatory environment. The presence of major multinational firms is a powerful indicator to other multinationals that the region could be fertile ground for their operations, too. The significance of clusters extends beyond current conditions. Over time, a cluster can catalyze a virtuous cycle wherein a growing workforce attracts more firms, which incentivizes a further increase in the pool of workers as more people stay or relocate in response to the greater demand for their skills.

The signs all point to emerging technology clusters in the region

The Invest Vancouver SIA project shows that many of the industry components that comprise the Life Sciences, Digital Media & Entertainment, and High-tech Services are growing much faster than the regional economy as a whole. Employment concentration data indicates that the Metro Vancouver region specializes in certain industries more than the national average. Shift-share analysis confirms the presence of the type of competitive advantages associated with clustering. Despite the region's size, it still stands out positively in total employment numbers compared to larger metropolitan areas.

Figure 6 compares the number of companies in several high technology industries in five Canadian census metropolitan areas (Vancouver, Toronto, Montreal, Calgary, and Edmonton) and three West Coast American jurisdictions (Seattle, San Francisco, and Los Angeles). These rankings, based on firm counts in 2021, represent the type of evidence of a cluster a firm might consider in the initial stages of a location search.

Figure 6: Number of firms in selected technology industries (2021)



Source: fDi Benchmark from the Financial Times based on Dun & Bradstreet Global Reference Solution. The data from fDi Benchmark is for 'Greater Vancouver', which includes Vancouver, Surrey, Burnaby, Richmond, Coquitlam, Langley, Delta, North Vancouver, Maple Ridge, New Westminster, and Port Coquitlam.

The signs of clustering are also evident in the corporate logos affixed to buildings across the Metro Vancouver region, which is home to branches of major multinationals engaged in motion picture production, animation, gaming, software, aerospace, networking, telecommunications, and semiconductors and more. Figure 7 shows a selection of the growing roster of multinationals operating in the region.

Figure 7: Selected multinational enterprises with operations in the Metro Vancouver region

[Figure showing selected MNEs operating in the region.]

An established innovation ecosystem supports high technology firms in the region

Firms in the region’s high technology sector benefit from a robust innovation ecosystem. The supporting environment, summarized in Figure 8, includes educational institutions, research institutes, accelerators, and industry associations. Contributions from the federal and provincial governments underpin the ecosystem.²⁴

Figure 8: The Metro Vancouver region’s high technology sector supporting ecosystem

Accelerators	Industry Associations	Post-Secondary Institutions and Specialty Schools	Public Sector	Research & Development
<ul style="list-style-type: none"> -Creative Destruction Lab (CDL) -Empowered Startups -entrepreneur@UBC (e@UBC) -Launch New Venture Academy -SFU Venture Labs -Spring Activator -Zen Launchpad 	<ul style="list-style-type: none"> -Artificial Intelligence Network of BC (AINBC) -BC Tech Association -DigiBC -First Nations Technology Council -Frontier Collective -Motion Picture Production Industry Association of BC -Vancouver VR/AR Association 	<ul style="list-style-type: none"> -British Columbia Institute of Technology (BCIT) -Capilano University -Centre for Digital Media -Douglas College -Emily Carr University of Art + Design -Kwantlen Polytechnic University -Langara College -Northeastern University -Simon Fraser University (SFU) -University of British Columbia (UBC) -Vancouver Community College (VCC) -Vancouver Film School (VFS) -Vancouver Institute of Media Arts (VanArts) 	<ul style="list-style-type: none"> -BC Ministry of Jobs, Economic Development and Innovation (JEDI) -Business Development Bank of Canada (BDC) Corporation -Creative BC -DIGITAL -Global Affairs Canada -Innovate BC -Innovation, Science, and Economic Development Canada (ISED) -Mitacs -National Research Council (NRC) -Pacific Economic Development Canada (PacifiCan) 	<ul style="list-style-type: none"> -Quantum Algorithms Institute -Stewart Blusson Quantum Matter Institute -TRIUMF Particle Accelerator

Source: Invest Vancouver

A strong **post-secondary education system** anchors the region’s innovation ecosystem. The University of British Columbia (UBC) and Simon Fraser University (SFU) are internationally recognized for their focus on research and development.²⁵ The British Columbia Institute of Technology (BCIT) emphasizes technical skills, problem solving, and real-world experience. These organizations and the rest of the post-second system are a crucial source of skilled workers, entrepreneurs, and innovation.

Complementing this educational foundation is a network of **accelerators** and **industry associations**. The accelerators help entrepreneurs and researchers transform innovative ideas into viable business ventures with financial support, mentorship, and strategic guidance. The industry associations serve as

²⁴ This is not an exhaustive list. For further information on the overall business ecosystem, see Invest Vancouver’s [Innovation Ecosystem Profile](#).

²⁵ In 2023, UBC was ranked in the top 5% of universities in the world by several prominent global university ranking agencies. UBC, “[UBC’s Institutional Rankings](#).” SFU was the most innovative university in Canada and 13th most innovative in the world in 2023. WURI, “[Wuri Ranking 2023](#).”

platforms for networking, knowledge sharing, and advocacy, and thus contribute to the sector's overall vitality.

The **public sector** plays a pivotal role advancing innovation, talent development, and investment. The public support extends to **research & development** organizations that focus on advancing technological innovation in frontier technologies such as quantum computing technologies and particle and nuclear science.

Maximizing potential return on investment is a priority for firms

Insight from location experts: Cost differences are implicit in any discussion of location decisions. Firms consider tax rates, labour costs, property costs, and the costs of regulatory compliance. While firms generally seek to minimize these costs, they may prioritize access to top-tier talent over lower costs in certain cases. Financial incentives (in the form of subsidies and tax breaks) can also be influential, though their significance varies among technology firms. Some firms consider such incentives crucial, while others regard them as supplementary rather than primary drivers of their decisions.

Invest Vancouver findings: Given the focus on maximizing return on investment, firms routinely scrutinize their cost structure. In interviews, firms providing services mentioned the region's relatively low labour costs as an advantage. Since labour is their largest input, the region's high office costs are not as much of an obstacle as they might be in other sectors. Land costs can be an obstacle for goods-producing technology firms, particularly for those that require a large footprint, because industrial land is scarce and expensive in the region. Both the provincial and federal governments have put in place incentives to help offset costs related to talent, R&D, and investment.

The cost of doing business in the region is attractive

The region is an attractive choice for companies in high-cost locations requiring a talented workforce and seeking strategic locations with relatively low labour costs.²⁶ Compared to US technology hubs like Silicon Valley and Seattle, the Metro Vancouver region offers access to high-quality talent at attractive rates. The region is also competitive with other Canadian metropolitan areas.

Figure 9 illustrates the average annual operating costs (labour + office space) in 2023 for a representative technology firm in the Metro Vancouver region compared to Montreal, Toronto, Calgary, and Edmonton and high-tech hubs along the US West Coast.

²⁶ CBRE, "[Scoring Tech Talent 2023](#)" (July 17, 2023).

Figure 9: Average annual operating costs for a representative technology firm (USD millions, 2023)

Jurisdiction	Labour cost	Office cost	Total costs	Office cost as % of total costs
San Francisco Bay Area	\$74.7	\$4.2	\$78.8	5%
Seattle	\$59.3	\$2.7	\$62.0	4%
Los Angeles/Orange County	\$53.3	\$2.6	\$55.9	5%
Calgary	\$37.5	\$1.3	\$38.9	3%
Toronto	\$36.0	\$2.1	\$38.1	6%
Vancouver	\$35.1	\$2.4	\$37.5	7%
Edmonton	\$32.6	\$1.5	\$34.1	4%
Montreal	\$32.2	\$1.6	\$33.9	5%

Source: Scoring Tech Talent CBRE Report (2023). Estimated one-year company costs based on an office space of 60K square feet, with 500 employees using metro area office costs.

The region's cost-competitiveness may be surprising to the region's residents accustomed to thinking of the region as expensive. Yet, operating costs in the Metro Vancouver region are significantly lower than in major centres on the US West Coast and land right in the middle among large Canadian metro areas. The region's office space is the most expensive in Canada, at almost double the low-cost leader, Calgary. However, office space is such a small component of annual operating costs for a typical technology firm that its cost is negligible as a competitive factor. Conversely, labour costs, which make up the greatest share of annual operating costs, are lower in the region than in Toronto and Calgary and dramatically less than in US jurisdictions.²⁷

Firms also consider additional costs beyond basic operating expenses in their location decisions. Such costs might include those associated with immigration (to address that skills gap, as discussed above) and healthcare. The Canadian immigration process is less expensive than the American equivalent, and interviewed firms mentioned these savings. Similarly, firms with US and Canadian locations noted that Canada's universal healthcare system saves them money on benefits packages for their employees.

Industrial land requirements reduce the low-cost advantage

The region compares less favourably for firms requiring industrial space. Demand for industrial land in the region is high, the vacancy rate is very low, the supply is constrained, and market prices reflect the resulting scarcity.²⁸ The cost of industrial land in the Metro Vancouver region is the highest in Canada and the third highest amongst the jurisdictions in the previous example.

In contrast to service-producing firms, where the cost of physical space is a small share of total costs, land costs for typical industrial firms can be substantial. For example, in the same set of metro areas, fDi

²⁷ Invest Vancouver replicated the CBRE cost comparison using fDi Intelligence from the Financial Times firms in various technology categories offered by fDi Intelligence, including software development, informatics R&D centre, video game design centre, engineering services, multi-media design centre, and film & TV and found the same result.

²⁸ Claire Wilson, "[Metro Vancouver's Industrial Land Shortage Threatens Future of B.C.'s Trade Economy](#)," *Business in Vancouver*, September 21, 2023.

Benchmark estimates that industrial land costs for an electronic components manufacturer constitute 46% to 61% of a firm's total annual operating costs. Thus, finding suitable industrial land and absorbing the cost is likely to be an obstacle for new entrants to the region, making investment attraction more difficult.

Government and not-for-profits help firms in the region reduce their costs.

Support and incentives are important in attracting investment to the region. They are primarily provided through public sector and not-for-profit organizations and include various forms of assistance, such as funding, tax incentives, and programs for talent development. The supports loosely fall under talent; research & development; and business growth.

Firms in the tech sector have access to skilled labour, in part, due to programs aimed at upskilling and talent attraction and retention. They can benefit from financial support for R&D and programs that connect academia with industry as well as various incentives to increase capital investment, expand their operations, and adopt digital technologies.²⁹ Additionally, the Digital Media & Entertainment industry benefits from targeted tax incentives that have helped foster and grow media production, post-production, and video game design in the region by reducing the of qualified labour expenditures.³⁰

The ease of doing business matters to firms

Insight from location experts: Firms prefer not to waste time. Local municipalities and investment attraction agencies can enhance a region's attractiveness with custom services, such as organized site visits and one-on-one consultations. Sought after services include help accessing local resources, navigating administrative complexities, and swiftly resolving issues as they arise. Firms are more likely to favour regions that smooth out hurdles and provide a seamless and expedited path, thereby reducing their time to market and the start of revenue generation.

Invest Vancouver findings: Firms making location decisions behave like consumers. They try to minimize their expenses, which means avoiding situations where they have to pay interest and salaries while not earning revenue. Thus, they prefer jurisdictions with short, guaranteed permitting processes to those with lengthy, uncertain ones. In general, firms will prefer locations where the regulatory framework is simple to navigate, predictable, and stable. Creating business friendly policies can be a cost-effective way to improve a region's attractiveness, particularly when competing with regions that offer substantial incentive packages. Also, enhanced coordination among the Metro Vancouver region's local ecosystem players would ensure a streamlined experience.

Progress among all orders of government in BC in the race to catch up with other regions

The Province of BC and other governments in BC are making progress in implementing business-friendly policies. However, they lag behind other metro regions such as Montreal, QC and Calgary, AB that have gone further in coordinating between local, regional, and provincial governments. This coordination presents a unified experience for prospective companies.

²⁹ See Appendix for specific details on available talent, R&D, and business growth supports, incentives, and programs.

³⁰ For additional details, see Invest Vancouver's forthcoming Digital Media & Entertainment Sector Profile and Government of Canada, "[British Columbia Film and Television Tax Credit](#)" (May 25, 2023).

Signs of progress among all orders of government in BC include the Province of BC's Clean Energy and Major Projects Office (CEMPO), which it created to improve regulatory certainty, competitiveness, access to labour, and coordination with First Nations and local communities. At the municipal level, many communities have been systematically streamlining their development permit processes to make them simpler, faster, and more predictable. In particular, the City of Surrey has guaranteed timelines, an online permitting portal, pre-application meetings, and outreach to help applicants understand and correct application deficiencies. Business friendly efforts like these improve the region's chances of attracting investment in the technology sector.

The Metro Vancouver region is not always top of mind for many international technology firms

Insight from location experts: For many technology firms, the Metro Vancouver region is not at the forefront of international considerations when discussing possible investments and expansions. Toronto and Montreal overshadow the Metro Vancouver region and are themselves eclipsed by San Francisco and New York. To the extent that site selection is like a job search, firms have drawn up the interview list without ever having reviewed the Metro Vancouver region's resume.

Invest Vancouver findings: This may seem contradictory given the region scores well on the key factors identified as top determinations for investment location and the significant presence of prominent international tech firms. Yet, the region's international reputation rests on its appeal as a tourist destination, not as a technological powerhouse. Moreover, building a reputation takes time. The technology industries' rise to prominence in the region is relatively recent, particularly compared to its historical roles in international trade and resource extraction. Bridging this gap between the current reality and outdated perceptions is vital for raising international investors' awareness of the region as a potential location.

Firms that are aware of the region's value proposition have chosen to expand here

When the region's specialized expertise places among global leaders, firms are more likely to recognize its value proposition. In hydrogen, for example, the Metro Vancouver region has firms along the entire value chain and is a leader in fuel cells. Firms such as cellcentric Fuel Cell Canada (a joint venture between Daimler Truck AG and the Volvo Group Ab) have selected the region specifically to tap into the specialized talent in this field. Similarly, the region is a prominent location for filming and many elements of "creative tech," notably animation, visual effects, video game development, and increasingly, immersive media. The process is mutually reinforcing, since each multinational firm that adds a location in the Metro Vancouver region expands the cluster that attracted it and adds to its reputation.

Geographic proximity has also helped overcome reputational lag, with firms on the West Coast of the US more likely to be familiar the region's strengths, especially in Digital Media & Entertainment, software, the Life Sciences, and clean tech. For firms engaged in development work, proximity and a shared time zone combine to make the region a better fit. The more the work requires the engagement of high-level management, direct consultation, and creative collaboration among geographically dispersed teams, the more likely geographical proximity and a shared time zone matter. Executives facing frequent travel for in-person meetings prioritize shorter travel times and consistent time zones. The shared time zone also

means that work hours overlap among remote teams based on the West Coast, allowing for immediate feedback and engagement via phone, email, and collaborative software tools.³¹

More work is needed to raise the profile of the region's technology hub

Promoting the Metro Vancouver region at key international technology events will help elevate the region in and strengthen connections to the global tech ecosystem.³² Such outreach and connection cultivates an increasing awareness of the region and can highlight its advantages and strengths. The region could also raise its profile by hosting tech-oriented events. As an example, Lisbon's Web Summit has become one of the world's most prominent technology conferences and it has raised that region's prominence in the international tech community.

Proactive engagement with prospective firms is also important. This includes identifying and reaching out to firms considering expansion and providing business intelligence highlighting the region's strengths. The outreach may take the form of outbound delegations, which help raise awareness of what the region has to offer. Similarly, hosting inbound delegations provides an opportunity to sell prospective firms on the strengths of the regional technology sector, the supporting ecosystem, and the ease of doing business here. Finally, building relationships and networks is worthwhile because some of the best investment attraction opportunities grow out of such connections. Sharing information about an exciting project in the early stages of development or a compelling idea percolating in the local ecosystem, for example, may spark interest from a company that was not already considering the region.

³¹ These considerations are not unique to the West Coast. Toronto, for example, benefits from proximity to and a shared time zone with New York. Interestingly, the opposite can also be true. Firms in Asia are ending their day when it is early morning in BC, which means a location in the region can help cover 24-hour operations for client needs, crisis management, etc.

³² Invest Vancouver engages in this work, often in partnership with Global Affairs Canada, Invest in Canada, and Trade and Invest British Columbia.

Section III – AI’s transformative potential

Artificial intelligence (AI) stands at the forefront of technological innovation, with the potential to significantly reshape not only the technology sector but myriad aspects of business and everyday life. Given the rapid evolution of AI and its profound implications, coupled with the Metro Vancouver region’s noticeable advancements in applied AI, this report includes a focused segment on AI. The launch of OpenAI’s ChatGPT has propelled AI into the limelight, sparking widespread interest in the ongoing AI revolution. The adoption of AI may be similar to the internet in its capacity to fundamentally reshape the economy and transform society. AI will enable the creation of novel services and give rise to entirely new industries, the same way the internet made possible e-commerce, social media, streaming services, and digital apps.³³ It will transform roles in existing industries, and introduce ethical, legal, and societal concerns.³⁴ As AI evolves and expands the boundaries of what is possible, it will precipitate additional risks and opportunities, many of which are unclear or unknown at this time. Even in this period of rapid change, however, there is a clear risk arising from not integrating AI. This section consists of two parts, both focused on the implications of AI adoption in the Metro Vancouver region and BC.

1. The risks from moving slowly to integrate AI and the possible creation of a new digital divide.
2. The economic development opportunities in three domains – resource extraction, construction, and healthcare – where the region holds considerable expertise and the integration of AI could yield novel solutions to pressing societal challenges.

Uneven AI adoption could create a new digital divide

Uneven adoption of AI could create a new version of the digital divide, based on the capacity and willingness of individuals, firms, and countries to integrate AI into their systems and processes. The job market will reward people who can use AI to complete tasks more efficiently. Firms that embrace AI, especially those that move swiftly, stand to gain a competitive edge over those that approach AI adoption with hesitation or avoidance. Countries where people, firms and governments that integrate AI will be better positioned to benefit from productivity gains.

For individuals, the rapid technological change induced by AI may provoke fear of job losses because AI allows for the automation of an even wider variety of routine tasks across many disciplines. The use of AI may eliminate some roles, but it will also ease labour shortages. For example, in shipbuilding a single welder able to oversee multiple AI-controlled welding robots can overcome a shortage of maritime welders. More broadly, AI will underpin a shift from ‘doing’ to ‘supervising’ in multiple settings, including call centre workers who transition to monitoring responses from chatbots interacting with many customers simultaneously. Such changes will make workers more productive and may improve

³³ Just as Netflix supplanted Blockbuster and then provoked a transformation in entertainment consumption, people will use AI to create business models that will disrupt incumbents and reshape markets. Also like the internet, AI will spur many smaller changes through applications that improve existing services and make workers more efficient.

³⁴ Examples include law enforcement’s use of biased facial recognition models trained on problematic data sets; legal risks surrounding the unauthorized use of all manner of intellectual property to train models; new cybersecurity risks; and the potential to undermine the democratic process with malicious AI-generated images and videos indistinguishable from the real thing.

their job satisfaction, but it might not be seamless. Many workers will need new skills to navigate the evolving job landscape.

Already, there is growing evidence that AI can make users more productive. Programmers who use AI-based tools, for example, can complete routine and repetitive tasks as much as 50% faster than those who do not.³⁵ Knowledge workers using AI are more productive, complete tasks more quickly, and produce higher quality results.³⁶ Workers who are more productive are likely to do better in the job market, suggesting competition from AI-proficient humans is a bigger employment risk than clever computers displacing humans.

A 2023 World Economic Forum study highlights that the adoption of frontier technologies, such as AI, is driving transformation and will necessitate comprehensive upskilling as automation and AI reshape job roles.³⁷ If AI adoption is similar to the introduction of computers and internet-based technologies in the workplace, older workers and people from backgrounds that limit their opportunities for appropriate training and access to the technology are the most likely to find themselves on the wrong side of the AI divide. In a cruel irony, they may also be the ones who would benefit most from using AI.³⁸

For firms, the risk is waking up on the wrong side of the new digital divide, with their competitors far ahead in adopting AI. McKinsey, a global consultancy, found that firms building up their digital and AI capabilities outperformed laggards in total shareholder returns across every sector they analyzed, often substantially.³⁹ At a minimum, businesses should be collecting, sorting, and curating business-specific data for training AI models and creating digital twins. Comprehensive operations data can be incredibly valuable, both for improving the specific business that collected it and for deriving insights applicable to others like it. Especially for first movers, the secondary revenue stream from business-specific datasets may rival their primary business. Beyond figuring out a data strategy, firms need to embrace AI and invest in training for their employees, with people working in the field describing it as "irresponsible" for any business not to make AI adoption a top priority.⁴⁰

The urgency for AI adoption is acute for firms in both BC and Canada, where the prevalence of small firms and a more risk-averse business culture may hinder readiness to embrace AI. Overcoming these barriers is crucial to unlock the full potential of AI technologies. Notably, 98% of businesses in BC employed 50 or fewer workers in 2022. Smaller firms are slower to adopt new technologies (and AI in

³⁵ See, for example, McKinsey Digital, "[Unleashing developer productivity with generative AI](#)" (June 2023).

³⁶ Fabrizio Dell'Acqua et al., "[Navigating the Jagged Technological Frontier: Field Experimental Evidence of the Effects of AI on Knowledge Worker Productivity](#)," *Harvard Business School Technology & Operations Management Unit Working Paper No. 24-013*, September 2023.

³⁷ World Economic Forum, "[Future of Jobs Report 2023](#)" (May 2023).

³⁸ Sida Peng et al. found that older and less experienced programmers benefitted the most from working with an AI programmer. See "[The Impact of AI on Developer Productivity: Evidence from GitHub Copilot](#)" *arXiv.org*, February 2023.

³⁹ Bryce Hall et al., "[Rewired and running ahead: Digital and AI leaders are leaving the rest behind](#)," McKinsey & Company, January 12, 2024.

⁴⁰ The panel at the Microsoft and Vancouver Tech Journal "Capturing the AI Opportunity in BC" event on February 13, 2024 emphasized the urgency of adopting an AI strategy and stressed the value of business data.

particular), and may lack the resources to pursue such investments.⁴¹ Additionally, the Canadian business culture is more risk averse than in the US, affecting the pace of AI integration.

Large American firms seem to be moving more quickly to incorporate AI: 72% of US compared to just 35% of Canadian large firms reported using AI in their operations.⁴² Invest Vancouver's interview with a Vancouver-based developer of a new AI-enabled service highlighted this discrepancy. One of their clients is a large firm with US and Canadian operations. The client's Canadian branch was still in preliminary discussions whereas the US branch had embraced and deployed the AI-based service.

Multiplied across individuals and firms, reluctance to adopt AI could see Canada forego a much-needed productivity windfall. In a public address in March 2024, the Bank of Canada noted that the country's business sector productivity was essentially the same as seven years earlier, and that our GDP per capita has weakened considerably compared to the US.⁴³ They called for coordinated efforts to fix this problem, including better use of technologies like generative AI.

Looking forward, boosting productivity is necessary to support higher Canadian wages and living standards. McKinsey estimates that generative AI (such as ChatGPT) alone has the potential to boost productivity annually by 0.1% to 0.6% by 2040, depending on adoption rate and worker redeployment.⁴⁴ To capitalize on this opportunity, our workforce needs to be adequately prepared to handle the major disruptions caused by this new technology.

While the risk of ending up on the wrong side of the AI divide should spur firms to action, there are plenty of reasons to be optimistic about AI and the implications for the regional economy.

AI as an economic development opportunity

The Metro Vancouver region and BC are poised to play a leading role in leveraging AI to tackle pressing societal challenges. Resource extraction, construction, and healthcare are just three applications where AI integration added to the region's existing industrial strengths, expertise, and skill sets could forge pathways to superior, more sustainable solutions. Innovations that enhance mining efficiency while mitigating its environmental footprint, accelerate building construction, and optimize healthcare delivery would be in high demand worldwide. Such advancements hold the promise of higher quality of life through enhanced housing affordability, improved healthcare accessibility, and reduced environmental degradation. For the region that hosts the companies supplying them, they would also foster job creation and economic resilience through exports.

The region is already cultivating AI-powered solutions across myriad domains, despite the perception that AI innovation is concentrated elsewhere. The impression of the region as an outsider in AI stems from the region's peripheral role in the federal government's national AI development strategy, which

⁴¹ Deloitte, [Digital Equity: Empowering All Organizations to Succeed in the Digital Era](#) (November 2023).

⁴² KPMG, ["More than One Third of Canadian Businesses Experimenting with CHATGPT, KPMG Canada Survey Finds"](#) (April 19, 2023).

⁴³ In 1984, output per hour worked in Canada was 88% of US levels; by 2022, it had fallen to 71%. Over that same period, Canada's productivity lagged all G7 members except Italy. Senior Deputy Governor Carolyn Rogers, ["Time to Break the Glass: Fixing Canada's Productivity Problem"](#), Bank of Canada, March 26, 2024.

⁴⁴ Michael Chui et al., ["The Economic Potential of Generative AI: The Next Productivity Frontier"](#), McKinsey & Company, June 14, 2023.

primarily revolves around support for National Artificial Intelligence Institutes in Edmonton (Alberta Machine Intelligence Institute – AMII), Montreal (Mila), and Toronto (the Vector Institute). These institutes act as a magnet for researchers focussed on AI development, in contrast to our region, where Google poached leading AI academics from UBC in the early 2010s.

Yet, the region teems with vibrant AI initiatives. Vancouver-based **DIGITAL** uses federal funding to champion homegrown AI technologies as part of its overarching mission to catalyze R&D investment, foster technology adoption, and facilitate the re-skilling of Canadian talent. The UBC **Centre for Artificial Intelligence Decision-making and Action (CAIDA)** boasts over 100 professors and their research associates spanning 27 departments, schools, and institutes. At SFU’s highly regarded **Big Data Hub**, industry, the public sector, and community groups collaborate with AI researchers pioneering solutions across multiple sectors.⁴⁵

In the private sector, a diverse array of firms harness the power of AI, ranging from **Fujitsu**’s AI research group to enterprises such as **Semios** and **Terramera** in agritech, **A&K Robotics** and **Sanctuary AI** in robotics, and **Variational AI** and **AbCellera** in life sciences. SaaS ventures like **Copilot AI** and **CharliAI**, digital content creators like **Lumen5**, and sustainability-focused enterprises like **intuitive** in waste management and **OnDeck** in fisheries management contribute to the rich tapestry of AI innovation. According to Capital Compass, a new investment-tracking tool from Innovate BC, the Metro Vancouver region hosts over 130 firms dedicated to developing cutting-edge products and services grounded in applied AI.

Matching the region’s emerging excellence in applied AI with existing strengths and expertise could produce advancements in multiple areas.

Developing AI solutions for more efficient and sustainable mining

Separating the resource economy from the technology sector overlooks how technology not only boosts demand for resources but also fundamentally transforms the industry. In mining, technology is driving demand and altering the sector significantly. On the demand side, clean technology is poised to underpin a sustained boom in mining for critical minerals, even with significantly expanded recycling efforts. Within the industry, AI and machine learning are powering mining technology for enhanced recovery of metals. Mines are complex systems that generate vast data volumes and AI acts as an enabling technology that helps data-intensive industries glean insights from data to reach better outcomes.

Mining activity is abundant in BC, presenting an opportunity for technology companies in the region to work with the industry on tailored solutions. The BC mining sector offers fertile ground for the development of best-in-class mining technology, especially in mineral exploration and processing. The combination of industry experience and technological expertise should ensure an emphasis on practical solutions with tangible real-world applications. Mining technology is alluring on two fronts. *First*, the industry urgently needs enhanced sustainability and efficiency. *Second*, escalating global demand driven by the need for critical minerals to support the clean energy transition ensures firms specializing in

⁴⁵ AIRankings.org rates the SFU Big Data Hub #1 in BC and #4 in Canada for AI capabilities.

mining technology have global reach almost from inception, with ample potential for export-driven growth.⁴⁶ Firms in the region are already working on AI-driven mining solutions (see box).

Novamera provides the mining sector with technology that enhances the efficiency and sustainability of mining narrow vein deposits. They combine real-time data analysis, machine learning, and analytics with traditional drilling methods to improve safety and reduce environmental impact.

Hyperspectral Intelligence develops imaging technology for the mining and energy sectors, enabling precise rock analysis for safer and more efficient mining. Their cloud-based data processing offers real-time insights, enhancing sustainable resource extraction practices.

Ideon Technologies uses cosmic-ray muon tomography and artificial intelligence for subsurface imaging in mining. Their technology measures subatomic particles from supernovas to detect minerals and metals beneath the Earth's surface, offering a sustainable and more efficient alternative to conventional exploration methods.

MineSense leverages AI and machine learning in its technology to differentiate ore from waste in the mining process. Their system combines hardware and software, employing proprietary algorithms to analyze and report real-time data on ore grade and characteristics, thereby improving mining efficiency and decision-making.

Tackling housing affordability through AI-driven construction innovations

The Metro Vancouver region could be at the leading edge of new construction techniques made possible with applied AI. The region needs more housing, especially more affordable housing, to meet pent up demand from a growing population.⁴⁷ The housing issue is a complex one, and there are many challenges to overcome. No single solution will make housing plentiful and affordable. Yet, new building methods might reduce the time required for construction and mitigate the shortage of skilled workers in the building trades.⁴⁸ While these innovative construction techniques would address our local housing needs, the issues they target are not exclusive to our region. This presents an opportunity to export AI-driven construction solutions.

Next generation building techniques address affordability by making it possible to build more housing, more quickly, with fewer people. The Canada Mortgage and Housing Corporation forecasts that to make housing affordable by 2030, the country needs an additional 3.5 million homes beyond the number

⁴⁶ Canada Energy Regulator, "[Market Snapshot: Critical Minerals are Key to the Global Energy Transition](#)" (January 2023).

⁴⁷ A recent RBC study found the cost of housing has reached all-time highs in Canada, including in Vancouver. To improve affordability, they call for a coordinated, multi-prong approach to increase housing supply, including the use of innovative technology such as artificial intelligence. RBC Economics, [The Great Rebuild: Seven Ways to Fix Canada's Housing Shortage](#), (April 2024).

⁴⁸ AI might also help streamline the approvals and permitting processes: Kelowna, BC is using AI to expedite building permits.

expected under business-as-usual scenario.⁴⁹ Housing affordability has also eroded globally, in large part due to a lack of supply.⁵⁰ The introduction of AI-powered building techniques will make it possible to build much more quickly. Faster is better because it helps bridge the gap between supply and demand that fuels rising prices, and longer construction periods escalate expenses, which developers pass on to buyers. Harnessing AI for routine and repetitive tasks will also make construction less labour intensive, which matters in this context because the shortage of skilled construction workers limits the pace of building. With the looming wave of retirements among the trades, expanded training programs will struggle to offset the losses. Building techniques that use less labour will make it possible to build more with greater efficiency at a lower cost, which should translate to a more affordable final product.

AI-based technology will be integrated throughout the next generation of building construction: in the initial design, in the permitting process, in the models used to schedule the onsite work, in the visualizations that allow designers and customers to tour a building before it is built; and, increasingly, in the construction itself.⁵¹ The next generation of buildings will be smart (with embedded monitoring technology), resilient (to earthquakes, floods, and fires), use sustainable materials (such as mass timber), and be designed to produce lower carbon emissions. Modular construction will see large components built offsite and then assembled onsite.

Moving part of the construction into a factory in modular construction will allow the use of AI-controlled robots in a matter already familiar from the automated production lines in the motor vehicle industry. The novel application is at the construction site. UBC researchers have already designed AI-controlled drones for inspection work and real-time onsite mapping. The drones can provide real time input to create a digital twin of the construction site. Using the digital twin, a separate AI system can safely control equipment, such as a crane, to autonomously unload and place large cement blocks. The same lab is working on autonomously controlled excavators and envisages moving on to equipment used throughout the building process. This work is at the leading edge of the coming transformation of the construction industry.

To address the housing issue, the most important development will be advancing new building techniques to the point where they reach economies of scale, i.e. they tip over from an expensive demonstration process to something routinely deployed across multiple building sites at lower costs. Accelerating the widespread deployment of these innovative solutions will bring the tipping point and the realization of efficiency gains closer.

The private and public sectors should explore ways to speed the adoption of these technologies within the region. Singapore, for example, is encouraging construction automation through financial incentives

⁴⁹ “For the purposes of this report, we define affordability in terms of the share of after-tax income that a household with average income would need to spend to buy the average house. The target is, by 2030, to return affordability to levels last seen around 2004, before the price growth that many Canadians have faced in the last decade and more.” CMHC, [Housing Shortages in Canada](#) (September 2023).

⁵⁰ World Economic Forum, [What has Caused the Global Housing Crisis – and How Can We Fix It?](#) (June 2022).

⁵¹ Rapid prototyping and testing of design options at the concept stage is a rapidly emerging use case. In permitting, the BC government and municipalities such as Kelowna are already exploring how the use of AI can reduce the time required to verify project compliance with municipal and provincial regulations, greatly increasing certainty and reducing processing time.

that reward off-site building.⁵² In the public sector, novel approaches to procurement, demonstration projects, and routine deployment of these solutions can stimulate demand and assist in the achievement of economies of scale, thereby enhancing their market competitiveness. The public interest is threefold. First, it makes it possible to build more housing, more rapidly. Second, it makes it possible to build at lower cost once the techniques achieve scale, even if it is initially more expensive. Third, it allows the region to carve out a niche in which it excels, potentially becoming an engine for economic growth and innovation. The region is not alone in struggling to build housing, and there would be a substantial and growing export market for these technologies.

Harnessing AI to elevate patient care and strengthen the Life Sciences industry

Integrating AI with health services and harnessing health data could improve patient outcomes and bolster the life sciences industry. The strained provincial health system faces constant pressure to deliver care that is faster, better, more accessible, and more cost-effective. Strategic, small-scale experimentation with applied AI targeting patient outcomes could alleviate these pressures. Fraser Health is spearheading such testing in patient settings. Similarly, AI's efficacy in research and drug discovery hinges on access to comprehensive health data, an area where Providence Health Care is making progress.

BC might be in the optimal position for leveraging applied AI to enhance patient health, since the health sector in the province is small enough for effective coordination yet substantial enough to yield meaningful results. One interviewee cited the swift deployment of ultrasound machines across the province during the pandemic as the type of coordination BC handles better than larger jurisdictions. Consequently, the provincial health system could be an excellent environment for prototyping and commercializing applied AI.

Fraser Health, the largest of the five publicly funded regional health authorities in BC, serves more than two million people in 20 communities from Burnaby to Fraser Canyon. The health authority's Digital Patient and Provider Experience team is prototyping and testing AI and other technology implementations in the health system, including a pioneering enterprise digital twin and digital front door. This innovative use of predictive and prescriptive health analytics is driving improvements in health care access, delivery, and patient convenience.

Fraser Health is establishing partnerships to co-create AI solutions and recently won a 1.5-million-dollar prize from Scale AI to collaborate with Deloitte Canada. Through this collaboration, they are developing an AI-driven physician-scheduling tool to forecast patient demand accurately, which will improve the patient experience and reduce physician workloads.⁵³

Adopting generative artificial intelligence, Fraser Health is using Google Cloud's Vertex AI and large language models (LLMs) that can learn policies and workflow processes, which are reducing clinicians' administrative workloads by simplifying the clinical documentation process within the MEDITECH

⁵² Built Offsite, [Singapore rewards offsite construction companies that embrace advanced offsite construction automation](#) (September 2023).

⁵³ Hospital News, [Scheduling for the future with artificial intelligence](#) (December 2023).

Expanse EHR system.⁵⁴ In addition, in collaboration with Amazon Web Services, they have introduced a Virtual AI Assistant that is supporting staff and medical staff in quickly locating learning resources on MEDITECH Expanse functionality and workflows.⁵⁵

Another notable example of Fraser Health’s technological innovation is their deployment of the “GI Genius” system for colon cancer screening.⁵⁶ This initiative uses AI to assist medical teams by enhancing the accuracy of colonoscopy procedures through real-time, AI-assisted polyp detection. Such advancements underscore Fraser Health’s commitment to employing cutting-edge technology to improve patient outcomes, with early detection playing a crucial role in increasing survival rates for colon cancer.

Managing access to data presents a universal challenge: finding a balance between security and accessibility. Opting for inaction is convenient, but forfeits the potential health improvements and operational streamlining. In Canada, various models exist to address this challenge. Among them, Providence Health Care, a not-for-profit operator of hospitals and research centres in BC, stands out.⁵⁷ Providence Health Care Ventures, a subsidiary of Providence focused on technology partnerships and development, aims to further the integration of frontier technology such as AI with the healthcare system through a collaborative, secure, data-driven approach to improve patient outcomes. At the forefront of this innovation is their advanced Integrated Health Informatics Datalab (IHID), which our interviewees described as one of the most advanced health data program in Canada.

IHID is designed to bridge the gap between the Life Science industry’s need for health data access, while upholding the stringent privacy and ethical standards hospitals must adhere to. IHID’s cloud-based system not only facilitates and streamlines data integration across multiple datasets, but also upholds patient privacy through de-identification and the implementation of strict controls, thereby ensuring a secure research environment. Companies are able to run models on IHID and can request restored access to the same dataset in the future to do additional testing. However, they are restricted from downloading the source health data from the cloud, so it remains within the secure environment. Only their researchers’ derived research results leave the system at the conclusion of the project.

Providence’s approach significantly enhances access to diverse datasets, providing firms with the certainty of cost and timing, which is crucial to effectively employ technologies like machine learning and AI to model potential outcomes and innovative products. Such an environment is highly conducive to innovation. Since it is attractive for both local and international firms, it could foster industry clustering and the emergence of anchor companies.

⁵⁴ Hospital Management, [Fraser adopts generative AI for MEDITECH Expanse EHR](#) (December 2023).

⁵⁵ Fraser Health, [New Virtual Assistant uses artificial intelligence to improve staff and medical staff learning experience with MEDITECH Expanse - Fraser Health Authority](#) (February 2024).

⁵⁶ Fraser Health, [Improving colon cancer screening with artificial intelligence](#) (December 2023).

⁵⁷ In addition to 18 health care sites, Providence Health Care includes the St. Paul’s Foundation (fundraising), Providence Living (seniors’ care), Providence Research (BC Centre of Excellence in HIV/AIDS, BC Centre on Substance Use, Centre for Heart Lung Innovation at UBC and St. Paul’s Hospital, Advancing Health), Foundry (province-wide network of health and wellness services for young people), and Providence Health Care Ventures (commercialization of health care solutions).

Concurrently, the use of AI allows Providence to enhance their own operational efficiencies. For example, they have begun using machine learning on their internal data to optimize the assignment of mobile blood draws based on physical layout and travel times within St. Paul's Hospital, which should result in significant internal efficiency gains and improved patient outcomes.

Thus, AI could improve healthcare in BC. From an economic development perspective, carefully managed and protected patient data could attract firms using AI to develop medical therapies. The diverse, multiethnic population of BC enhances the value of our patient data even further. Instead of conventional financial incentives such as tax credits or grants, the province could use access to this invaluable data as part of a compelling value proposition for attracting investment and pharmaceutical firms. Integrating data across health sector organizations in BC would make it more valuable, and would almost certainly repay the required investment and effort.

Conclusion

The rise of the Metro Vancouver region as an emerging technology hub reflects a robust innovation ecosystem and the presence of pools of specialized tech talent. The sector has been an important driver of employment growth in the region, adding jobs far more rapidly than broader economy. It has also attracted tens of billions of dollars in investment in firms headquartered in the region and working in areas such as the Life Sciences, Cleantech, TMT (technology, media and telecoms, which includes many Digital Media & Entertainment firms), Software as a Service (SaaS), Cybersecurity, Internet of Things, FinTech (Financial technology), and Cryptocurrency/Blockchain. Technology firms are increasingly offering solutions to traditional (non-technology) industries, a trend poised to accelerate with the integration of AI. Encouraging the deployment of AI in areas of significant regional expertise such as resource extraction, construction, and healthcare could spark further innovation and be a catalyst for economic development.

Continued rapid growth in the sector is not a given. Key risks such as the limited supply of needed talent, escalating living costs, and a fiercely competitive environment for investment attraction could disrupt the pace of growth. Effectively addressing these risks is essential for the high-tech sector and the wider regional economy.

Within the sector, more could be done to increase global awareness of the region's strengths. Many multinational enterprises have recognized the region's value proposition, but building a reputation takes time. With the relatively recent rise to prominence in many of the region's high technology industries, some firms remain more familiar with the region as a tourist destination, leading them to overlook it as a potential location. To drive greater investment attraction, the region's technology sector needs concerted efforts in brand building. Initiatives aimed at enhancing visibility, promoting a business-friendly environment, fostering innovation, and mitigating risks are essential if the region is to realize its full potential as a technology hub. By addressing challenges and embracing emerging opportunities, the Metro Vancouver region will secure its place as a leader in the global tech arena.

Appendix – Metro Vancouver Regional Tech Sector Growth Supports

Talent

Upskilling and work-integrated learning. The *Stronger BC: Future Skills Grant* supports workers seeking short-term skills training at public post-secondary institutions for in-demand skillsets. *Mitacs'* internship program bolsters industry-academic collaboration, while the *BC Workplace Innovation Fund* invests in graduate scholarships and tech workforce development to address labor shortages.

Talent attraction and retention. The *Digital Skills for Youth* and the *Innovator Skills Initiative* focus on developing digital skills and promoting diversity in the tech sector. The *WorkBC Wage Subsidy Program* helps firms hire and retain talent, with a priority for youth and those with disabilities. *MOSAIC* connects newcomers to the region with employment opportunities. *NPower Canada's* programs provide free training for underserved youth and adults for in-demand tech roles.

Research & Development

Conducting R&D. The *Scientific Research and Experimental Development (SR&ED)* program is a national tax incentive supporting R&D conducted by businesses regardless of size or sector.⁵⁸ The *Industrial Research Assistance Program (IRAP)* delivers financial assistance and advisory services to small and medium-sized enterprises (SMEs) developing and commercializing technologies, while *Innovations Solutions Canada* funds SMEs providing innovative solutions to pressing government needs.

Connecting academia and industry. The *Natural Sciences and Engineering Research Council of Canada (NSERC)* funds collaboration between academia and industry with grants. One such grant is *Idea to Innovation*, aimed at transforming academic research into commercially viable products or services.

Business Growth

Expanding operations. The *Accelerated Investment Incentive* encourages investment in assets like machinery and equipment with an enhanced capital cost allowance. The *Strategic Innovation Fund (SIF)* offers grants and loans for large-scale, transformative projects to support R&D, commercialization, firm expansion, and public-private collaborations. The *Venture Capital Tax Credit* offers a tax incentive for investments in BC small businesses, facilitating their access to early-stage capital for development and growth. *PacifiCan's Business Scale-Up and Productivity Program* offers interest-free loans to innovative and high-growth potential businesses.

Adopting digital technologies. The *Canada Digital Adoption Program* assists SMEs in digital transformation through two streams: *Grow Your Business Online* grants for e-commerce integration, and *Boost Your Business Technology* grants for digital adoption planning and access to interest-free loans.

Digital Media & Entertainment

A variety of credits that reduce the cost of qualified labour expenditures have helped foster and grow media production, post-production, and video game design in the region.⁵⁹

⁵⁸ To learn more about SR&ED, see: Government of Canada, [Scientific Research and Experimental Development \(SR&ED\) Tax Incentives](#) (December 1, 2023).

⁵⁹ For additional details, see Invest Vancouver's forthcoming Digital Media & Entertainment Sector Profile and Government of Canada, "[British Columbia Film and Television Tax Credit](#)" (May 25, 2023).

DRAFT

DRAFT

Prepared by Invest Vancouver

Lejla Uzicanin, *Vice President, Data, Research and Policy*

Gregory Freeman, *Senior Economist*

Aaron Aerts, *Senior Advisor*

Temirlan Kakimov, *Research & Data Analyst*

Ryan Carpio, *Research Coordinator*

36

INVEST
VANCOUVER
A service of **metro**vancouver

The High Technology Sector in the Metro Vancouver Region

Presenter by: Lejla Uzicanin, Vice President, Data, Research and Policy, and Gregory Freeman, Senior Economist

Invest Vancouver Management Board Meeting, May 2024

67598463

The Metro Vancouver region's emerging tech hub

- 1** **Defining the technology sector:** *Components of tech*
- 2** **An emerging tech hub:** *3 data-driven perspectives*
- 3** **Expansion decisions:** *Key location factors*
- 4** **Artificial Intelligence:** *An economic development opportunity*

2

1 Defining high technology

Components of tech



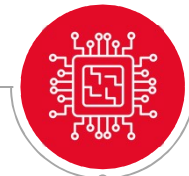
Digital Media & Entertainment



High-tech Services



Life Sciences



High-tech Goods

3

2 An emerging tech hub

3 data-driven perspectives



125k Technology sector workers in 2021



+75% Employment growth, 2009-2021



\$34B Invested in the region, 2018 - 2023



Strong evidence for regional competitive advantages from occupations data

3 Choosing an expansion location

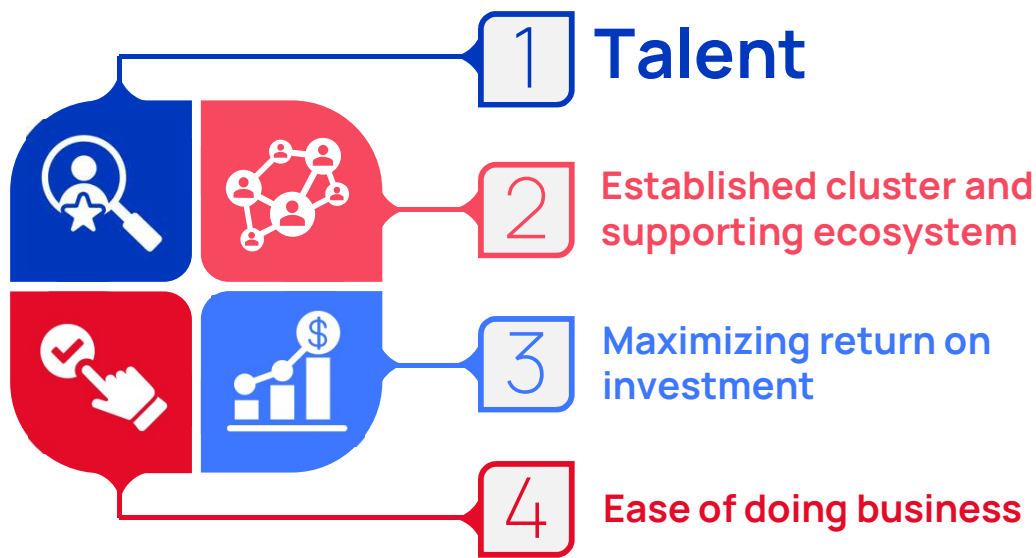
Need: Evidence-based investment attraction requires understanding how firms evaluate potential locations.

Problem: The largest multinationals work with global consultancies and rarely make their decision-making process public.

Solution: Design a project to tap into a consultancy's global network of location decision experts.

5

3 Factors influencing location decisions



6

3 Need to raise awareness and broaden the brand



7

3 Need to raise awareness and broaden the brand



8

4 Artificial Intelligence



AI applied to areas of significant regional expertise could create economic development opportunities

Construction



Mining



Health Care



9

**INVEST
VANCOUVER**
A service of **metrovancouver**

Opportunity, Amplified. In a region like no other.

10

To: Invest Vancouver Management Board

From: Bryan Buggiey, Executive Vice President, Invest Vancouver

Date: April 22, 2024 Meeting Date: May 23, 2024

Subject: **Investment Attraction Update**

RECOMMENDATION

That the MVRD Board receive for information the report dated April 22, 2024, titled “Investment Attraction Update”.

EXECUTIVE SUMMARY

In the first quarter of 2024, Invest Vancouver received 32 new expressions of interest in the Metro Vancouver region. The net result is a current roster of 112 companies that have expressed an interest in the region representing 2,612 jobs and \$2.8 billion in potential direct investment.

In the first quarter, Wayve, a UK-based company, announced that it has chosen the Metro Vancouver region to expand its international operations, bringing over \$18 million in direct investment to the regional economy and generating 20 local jobs. They are considering the City of Vancouver for their first office. Companies that expressed an interest came from a variety of sources including partner referrals and Invest Vancouver’s in-market activities. The second quarter is expected to include similar activity.

PURPOSE

To provide the Invest Vancouver Management Board and MVRD Board with a review of investment attraction activities and results for the first three months of 2024.

BACKGROUND

This report is advanced in alignment and coordination with the approved Invest Vancouver Management Board 2024 Work Plan and the endorsed Invest Vancouver 2024 Annual Plan.

Q1 REVIEW OF ACTIVITY

Invest Vancouver continues to see healthy inbound enquiries and lead generation in Q1 of 2024. The net balance as of March 31, 2024 is 112 companies from around the world that expressed an interest in investing in the Metro Vancouver region or an interest in expanding existing investments. This current balance includes leads carried over from both 2023 and the first quarter of 2024.

Event-based Business Development

At the beginning of 2023, Invest Vancouver introduced an event-based business development approach as a key tool for lead generation, promotional activities, and maintaining important relationships with Invest Vancouver’s global network of Canadian Trade Commissioners, Investment Officers, and the BC Trade and Investment global team members on behalf of the Metro Vancouver

region. Given the success in 2023, Invest Vancouver has continued these efforts in 2024 by participating at key global and local trade events to continue to promote the Metro Vancouver region in sectors previously identified. In the first quarter, the Invest Vancouver team participated in seven global events outside of the region and two local business conferences.

Inbound Delegations

Invest Vancouver hosted four international delegations and company visits that provided the opportunity to promote the region to international audiences and investors, identify potential partnerships, highlight the region’s competitive advantages, and/or explore investment opportunities (Table 1).

Table 1. Inbound Delegations that Invest Vancouver Provided Investor Information and Services

Country	Month	# Orgs	Theme
United Kingdom	January	5	Digital Media and Entertainment
Lithuanian (Online)	February	2	High-Tech
Czech Republic	March	3	Green Economy and Other
Poland	March	4	High-Tech
Total:		14	

Q1 Quantitative Results

An investment lead or opportunity is defined as a company that has expressed an interest in investing in the region or expanding their current investments that are already here. The number of investment leads or opportunities in the pipeline is currently 112, which is a net increase of 11 since the end of Q4 in 2023. The following is a summary of results for Q1:

- One company made the decision to invest in the region;
- 12 companies made the decision not to proceed for their own strategic or financial reasons;
- 18 companies became non-responsive to our follow-up over a 6-month period so they were removed from the pipeline (categorized as abandoned);
- One company chose a different location outside of the Metro Vancouver region (lost to a competing jurisdiction); and
- The remaining 112 companies are still actively considering the Metro Vancouver region and Invest Vancouver is working to provide investment services.

In Q1, Wayve, a London-based developer of AI autonomous driving software selected the Metro Vancouver region as part of its global expansion plans. The initial investment into the region is relatively modest but significant given the company’s \$2-billion-dollar valuation, 200 employees, and backing by renowned entrepreneur and philanthropist Bill Gates. Wayve will be opening up a research and development centre in the City of Vancouver and plans to hire 20 more people. The overall investment will be more than \$18 million.

Table 2 outlines active pipeline by investment stage as of March 31, 2024. In addition, opportunities landed in the Metro Vancouver region or closed out by the Invest Vancouver team in Q1 are outlined below in Tables 3 and 4, respectively.

Table 2. Investment Attraction Pipeline at March 31, 2024

Stage	# Prospects (leads)	Potential Jobs	Potential Investment (\$M)
Attraction			
Interested	68	952	\$774M
Exploring	19	612	\$1,590M
Facilitating	11	452	\$205M
Sub-Total:	98	2,016	\$2,569M
Expansion			
Interested	3	75	\$52M
Exploring	5	83	\$71M
Facilitating	5	88	\$25M
Sub-Total:	13	246	\$148M
Retention			
Interested	1	350	\$108M
Sub-Total:	1	350	\$108M
Total:	112	2,612	\$2,825M

Table 3. Closed Opportunities - Landed (Q1)

Company Name	# New Jobs	Total Investment	Member Jurisdiction
Wayve	20	\$19M	City of Vancouver
YTD Total	20	\$19M	

The Invest Vancouver team also engaged in due diligence and followed up with existing leads from 2023. For Q1, there were 18 companies who were not responsive and therefore ceased to remain as prospects in the pipeline. These opportunities have been “abandoned” in this regard. An additional 12 companies made the decision not to proceed with international expansion at this time. Reasons cited most often had to do with uncertainty in the changing economic landscape brought on by rising inflationary pressures or they chose not to make a local acquisition. Finally, one company chose to locate in a competing jurisdiction. In this case, the electrolyser company wanted to locate on the east coast to take advantage of the faster growing export market opportunity with Europe. Table 4 provides some detail of the opportunities that were closed out in the first quarter.

Table 4. Closed Opportunities - Lost (Q1)

Company’s Sector (Country)	Pot. Jobs Not Realized	Pot. Inv. Not Realized	Reason for Loss
Agritech and Agrifood (France)	5	\$1M	Abandoned
Digital Media and Entertainment (France)	5	\$1M	Abandoned
Digital Media and Entertainment (Japan)	10	\$3M	Abandoned
Digital Media and Entertainment (Korea)	5	\$1M	Abandoned
Digital Media and Entertainment (Korea)	5	\$1M	Abandoned
Digital Media and Entertainment (UK)	50	\$15M	Decision not to Proceed
Digital Media and Entertainment (USA)	15	\$4M	Abandoned
Digital Media and Entertainment (USA)	5	\$1M	Abandoned

Company's Sector (Country)	Pot. Jobs Not Realized	Pot. Inv. Not Realized	Reason for Loss
Green Economy (Undisclosed)	200	\$271M	Lost to a Competitor
High-Tech (Japan)	5	\$1M	Abandoned
High-Tech (Korea South)	20	\$7M	Abandoned
High-Tech (Korea South)	5	\$1M	Abandoned
High-Tech (Myanmar)	5	\$1M	Abandoned
High-Tech (Singapore)	5	\$1M	Abandoned
High-Tech (United States)	200	\$69M	Decision Not to Proceed
High-Tech (United States)	10	\$5M	Decision Not to Proceed
Life Sciences (Korea)	5	\$1M	Abandoned
Life Sciences (Korea)	5	\$1M	Abandoned
Life Sciences (Korea)	5	\$1M	Abandoned
Life Sciences (Korea)	5	\$1M	Abandoned
Life Sciences (Korea)	5	\$1M	Abandoned
Life Sciences (Singapore)	5	\$2M	Decision Not to Proceed
Life Sciences (Sweden)	6	\$3M	Decision Not to Proceed
Life Sciences (Switzerland)	2	\$0.8M	Decision Not to Proceed
Life Sciences (Switzerland)	5	\$3M	Decision Not to Proceed
Other (Australia)	5	\$1M	Decision Not to Proceed
Other (Australia)	5	\$1M	Abandoned
Other (Korea)	5	\$3M	Decision Not to Proceed
Other (Mexico)	5	\$1M	Decision Not to Proceed
Other (United States)	5	\$1M	Decision Not to Proceed
Other (United States)	5	\$2M	Decision Not to Proceed
YTD Total	623	\$405.8M	

Table 5 illustrated that the majority of the leads are currently generated from event-based business development activities.

Table 5. Breakdown of Leads by Source (Q1)

Lead Source	#	Ratio
Event-Based Business Dev.	52	46%
Gov't Partners (IiC, GAC/TCS, JEDI/TIR)	31	28%
Other referrals (non-gov)	6	5%
Direct Inbound Enquiries	15	13%
Other	8	7%
Total:	112	100%

Invest Vancouver is also monitoring trends in the geographic and sector representation for opportunities in the pipeline. Many of these results relate directly to the sector trade events and overseas markets where Invest Vancouver was most actively engaged. Table 6 provides a breakdown by the key strategic sectors as well as by geographic region.

Table 6. Breakdown of Leads by Sector and Geography

Key Sector Representation			Geographic Representation		
High-Tech	36	32%	United States	22	20%
Green Economy	25	22%	Europe	32	29%
Life Sciences	12	11%	Asia	26	23%
Digital Media & Ent.	15	13%	Canada	19	17%
Agritech and Food	4	4%	Australia	9	8%
Transportation	3	3%	Other	4	4%
Apparel	3	3%			
Other	14	13%			
Total:			112		

OBSERVATIONS AND INSIGHTS

Over the past three months, the Strategic Investments team has observed the following:

1. **Talent.** With a recent landed investment to the region (Wayve), it remains evident that companies in certain sectors are choosing the Metro Vancouver region because of the region’s current advantages including. Ecosystems like AI, machine learning, and optical technologies are also continuing to outperform and draw in global investors.
2. **Green Infrastructure.** Given the global interest and investments in the energy transition and related infrastructure, potential investors are often seeking information on opportunities in the region related to green infrastructure and other major projects related to the energy transition. There is significant interest from asian markets to invest in the Metro Vancouver region but such investors are in search of investment-ready, project-based opportunities where they can participate. Invest Vancouver is considering developing a roster of such opportunities.
3. **Shift to 24/7 Business Operations.** The trend to 24/7 business operations in some industries (e.g. Digital Media & Entertainment, High-Tech) is driving more global companies to open offices in the Metro Vancouver region given its strategic time zone. Post-pandemic, companies appear to be seeking to distribute employees across multiple time zones. By forming virtual teams that are spread out globally (e.g. UK, Australia, Canada), companies can take advantage of continuous work hours with a minimum of one office open 24/7 for improved responsiveness and customer service. Unlike other parts of North America, the Metro Vancouver region’s time zone allows a company to start the day with Europe and end the day with East Asia.

LOOKING FORWARD: Q2 WORKPLAN

Staff will continue outbound missions focused on FDI attraction as within per board approved 2024 Invest Vancouver budget and workplan, and will engage with international firms to promote the Metro Vancouver region as one region, one workforce, and one economy. The second quarter workplan includes participation at major industry and sector events, including Innovate West, the Canadian Hydrogen Convention, Hannover Messe, the World Hydrogen Summit, BIO Convention, Global Affairs Roadshow, London Tech Week, Hy-Fcell Expo and Conference and others where important executives, decision-makers and thought leaders will be present.

In addition, Invest Vancouver will be welcoming inbound delegations with international firms considering expansion into the Metro Vancouver regions. These inbound delegations could benefit from Invest Vancouver’s tailored services when seeking to navigate issues relevant to talent retention and recruitment, site selection, introductions to specific contacts and other investment processes. The below table outlines upcoming delegations:

Delegation / Company	Sector	City	Month
Fat Fish	Digital Media and Entertainment	Singapore	April
Loanworks	Fintech	Sydney	April
PX4	Digital Media and Entertainment	Perth	April
Untold Studios	Digital Media and Entertainment	London	May
Mphasis	High-Tech	Bangalore	April

ALTERNATIVES

This is an information report. No alternatives are provided.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report; associated activities were completed within the Board approved Invest Vancouver 2024 budget.

CONCLUSION

Q1 was built on the foundation of last year’s advancement. Lead generation continues to progress. Looking forward, Invest Vancouver will continue to focus on key sectors and endeavour to support the most highly-engaged prospects in order to secure investment for the region. Invest Vancouver will continue to refine its approach while being flexible to incremental adjustments throughout the year to achieve best results for the region.

63983670

To: Invest Vancouver Management Board

From: Sue Mah, Vice President, Collaboration
Peyton Winslade, Marketing and Partnership Advisor

Date: April 19, 2024 Meeting Date: May 23, 2024

Subject: **Global Promotion and Regional Collaboration**

RECOMMENDATION

That the Invest Vancouver Management Board receive for information the report dated April 19, 2024, titled “Global Promotion and Regional Collaboration”.

EXECUTIVE SUMMARY

Invest Vancouver continues to grow its reach through various promotional channels and collaboration initiatives. Aligned with the Invest Vancouver Management Board 2024 Work Plan and the 2024 Annual Plan, Invest Vancouver continues to leverage digital platforms and foster partnership opportunities to bolster economic development. Overall, Invest Vancouver's strategic approach to global promotion and regional collaboration underscores its commitment to fostering economic growth and global connectivity in the region.

Invest Vancouver effectively utilizes owned digital channels, including social media, website, and newsletter, to reach both a local and global audience. In 2023, Invest Vancouver achieved growth across its digital channels, including a doubling of LinkedIn followers, a 39 per cent increase of website visits, and an email open rate that doubles the industry average. Additionally, Invest Vancouver engaged in 20 regional collaborations, driving awareness and engagement, enhancing the regional economic development ecosystem, elevating industry hubs, increasing capacity and global connectedness, and catalyzing innovation.

PURPOSE

To provide an update regarding Invest Vancouver's global promotion and regional collaboration activities, including key metrics from 2023 and 2024 to date.

BACKGROUND

This report is advanced in alignment and coordination with the approved Invest Vancouver Management Board 2024 Work Plan and the endorsed Invest Vancouver 2024 Annual Plan.

CONTEXT

Developing a competitive global presence for the Metro Vancouver region through promotional activities targeted at both a local and global audience and enhancing regional collaboration activities are initiatives outlined in the Invest Vancouver 2024 Annual Plan.

A marketing and communications strategy that clearly articulates the region's global brand is important to attract foreign direct investment and to build a stronger regional industry ecosystem.

A strong digital presence is also a critical and a cost-effective tool to increase local and global visibility, enabling access to a wider audience in order to provide updates on current and planned activities. In addition, regional collaboration is necessary to elevate industry hubs and ecosystems. Through partnership activities, Invest Vancouver worked collaboratively with community groups, industry associations, and other stakeholders to catalyze innovation, build capacity, and increase global connectedness related to investment attraction and economic development.

INVEST VANCOUVER’S “OWNED” DIGITAL MEDIA CHANNELS

Invest Vancouver utilizes several “owned” digital communication channels including social media (primarily LinkedIn), the Invest Vancouver website, and an email newsletter. Together, these channels provide an effective way to target both local and global audiences. Invest Vancouver also coordinates with the External Relations department to leverage Metro Vancouver’s “owned” digital communication channels to help amplify messaging on economic development. The cohesive approach to reach a wider audience across the region has proved to be very effective in showcasing activities that are a derivative from the Board Strategic Plan.

Social Media

Social media continues to be a key and cost-effective means by which to grow Invest Vancouver’s reach using an organic approach (no paid promotion). During the first three months of 2024, Invest Vancouver’s posts on social media were seen over 22,000 times across social media channels Twitter, LinkedIn, Instagram, and YouTube. LinkedIn is considered to be Invest Vancouver’s main platform, given its professional and business-focused audience. In the first quarter of 2024, Invest Vancouver’s LinkedIn posts were each seen an average of 1,000 times, double the average rates in 2022 and 2023, and is detailed in the table below:

Table 1: LinkedIn Metrics, from January 1, 2022 through March 31, 2024

LinkedIn Metric	2022 total	2023 total	2024 to date
Posts	134	132	20
Impressions (views)	75,809	77,922	19,998
Average impressions per post	566	590	1,000
Engagements (e.g. link click, like, comment)	7,162	6,286	1,367
Shares of Invest Vancouver content	201	237	52
New followers	729	1,193	295

Invest Vancouver’s following on LinkedIn has also increased significantly over 2023 and the start of 2024. Starting at under 1,000 followers at the end of 2022, Invest Vancouver’s follower count has more than doubled to 2,400+ followers to date. LinkedIn provides audience metrics to better understand its followers (70 per cent of Invest Vancouver followers are from British Columbia, 14 per cent are from other parts of Canada, and 16 per cent are international).

CanExport Funded Video Content

In 2023, Invest Vancouver developed two new investment attraction-focused videos that provide a broad introduction to the Metro Vancouver region. These videos were possible as a result of funding received from the CanExport Community Investment program. Both videos are currently available on Invest Vancouver’s YouTube channel (Reference 1). Used for digital marketing as well

as at international events to promote our competitive advantages, they are also available for member jurisdictions and other partners to use as a tool for their own business development activities. The videos have been well-received to date, receiving over 3,600 views across YouTube and LinkedIn within the first month of being public.

Website

In the first quarter of 2024, 3,800 unique users visited investvancouver.ca, resulting in 7,000 web sessions. Of this total, 32 per cent of users were located internationally, with about half of the international users being from the United States.

Table 2: investvancouver.ca web metrics, from January 1, 2022 through March 31, 2024

	2022	2023	2024 to date
Number of visits (sessions) to the website	15,867	22,827	7,270
Number of unique users	9,471	13,168	3,809
Average page views per session	2.72	2.39	2.19
Percent of users from outside of Canada	31.64%	23.33%	32%

Invest Vancouver also implemented six new pages of investment attraction-focused web content through the “Metro Vancouver Advantages” section, including a new interactive map and five new data dashboards to profile the region’s value proposition and highlight the region’s competitiveness (Reference 2). Metrics captured from top performing web pages, by number of pageviews (total number of times any user view the page), help staff understand what prospective investors generally look for and how they respond to posted content. Table 3 outlines most viewed webpages.

Table 3: investvancouver.ca webpages with most pageviews between January 1 and March 31 2024

Page	Total Pageviews
Home	10,779
Our Team	1,235
Contact Us	877
Governance	629
About Us	583
Discover Our Region (interactive map)	452
Reports and Research	424

Newsletter

Invest Vancouver issues an average of three to four newsletters per year. Content varies from announcements, outbound travel, local events, success stories, and more to promote Invest Vancouver’s work and inform other economic development activities to help achieve priorities and initiatives from the annual plan (Reference 3). Strong readership has been noted throughout 2023, with a combined average of 63 per cent open rate (percent of recipients who open the newsletter), compared to the government industry average of 28 per cent, and a combined average of 29 per cent click rate (percent of recipients who clicked a link), compared to an industry average of 4 per cent (source for benchmarks: Mailchimp).

Table 4: Invest Vancouver newsletter metric, from August 2022 through March 2024

Newsletter Date	Emails Sent	Open Rate	Click Rate
August 2022	93	59%	9.7%
October 2022	101	60%	14.8%
December 2022	116	60%	16.4%
April 2023	128	58%	12.5%
June 2023	151	38%	2.0%
November 2023	182	95.6%	15.3%
March 2024	217	31.8%*	9.7%*

**For the March 2024 newsletter, a technical error led to metrics not being recorded properly. Therefore, the metrics are not an accurate representation of the success of the newsletter and are not counted towards overall averages.*

INVEST VANCOUVER COLLABORATIONS

In 2023, Invest Vancouver undertook 20 regional collaborations in order to work with partners to build a stronger ecosystem in key industries without duplicating efforts. A core goal of the Invest Vancouver partnership program is to support relevant economic development-related work while increasing awareness of Invest Vancouver and the global brand. Success for the program is measured by outcomes, target audience engagement, networking opportunities and lead generation, and other tangible benefits. Key performance indicators for the partnership program include exposure metrics and is summarized in the below table:

*Table 5: 2023 Exposure metrics as a result from collaborative events/projects**

Awareness	2023 metric
Social media impressions	133,000
Event registrations	5,700
Web impressions	96,000
Newsletter impressions (partner organization newsletters)	32,000
Speaking engagements**	14

** All metrics are self-reported by collaborating organizations.*

*** Speaking engagements directly resulting as a benefit of partnership for staff and Invest Vancouver Management Board members representing Invest Vancouver.*

ALTERNATIVES

This is an information report. No alternatives are provided.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report; associated activities were completed within the Board approved Invest Vancouver 2023 and 2024 budgets.

CONCLUSION

Invest Vancouver's proactive approach to digital outreach and collaborative partnerships, as outlined in the 2024 Work Plan and Annual Plan, underscores its commitment to fostering economic growth and global connectivity in the region. Leveraging owned digital channels such as social media, website, and newsletters, Invest Vancouver has significantly expanded its reach. Furthermore, the engagement in 20 regional collaborations has effectively driven awareness of Invest Vancouver's role in the region and supported economic development related work that

enhances the regional economic development ecosystem, elevates industry hubs, and increases capacity for global connectedness.

REFERENCES:

1. [Invest Vancouver's YouTube Channel](#)
2. [Invest Vancouver's Metro Vancouver Advantages Webpages](#)
3. [March 2024 Invest Vancouver Newsletter](#)

63984280

To: MVRD Board of Directors

From: Jacque Killawee, Deputy Corporate Officer

Date: May 21, 2024 Meeting Date: May 16, 2024

Subject: **Metro Vancouver External Agency Activities Status Report – May 2024**

RECOMMENDATION

That the MVRD Board receive for information the following submissions from Metro Vancouver representatives to external organizations:

- a) Agricultural Advisory Committee;
- b) Delta Heritage Airpark Management Committee;
- c) Fraser Valley Regional Library Board;
- d) Ocean Watch Action Committee;
- e) ǵícǻǵ (Katzie First Nation) Treaty Negotiation Table
- f) Lower Mainland Local Government Association;
- g) Municipal Finance Authority of BC;
- h) National Zero Waste Council;
- i) Metro Vancouver Regional Parks Foundation;
- j) Sasamat Volunteer Fire Department Board of Trustees;
- k) Solid Waste and Recycling Industry Advisory Committee;
- l) Solid Waste Management Plan Public/Technical Advisory Committee;
- m) Union of BC Municipalities – Indigenous Relations Committee;
- n) Union of BC Municipalities;
- o) Western Transportation Advisory Council (WESTAC); and
- p) Zero Emissions Innovation Centre (ZEIC);

as provided in the report dated May 21, 2024, titled “Metro Vancouver External Agency Activities Status Report – May 2024”.

EXECUTIVE SUMMARY

This report provides updates from representatives to Metro Vancouver external agencies.

PURPOSE

To provide updates to the Board on the recent activities of external agencies to which the MVRD Board has appointed representatives for 2024.

BACKGROUND

Each year, the Board appoints Metro Vancouver representatives to various external organizations. In accordance with board policy, appointees are required to provide the Board a written summary of key current and planned activities of the External Organization twice each year, in May and October. Submissions received are attached to this report and are for the Board’s information only.

ALTERNATIVES

This report is provided for information only. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications in this report for information.

CONCLUSION

This report updates the board on the activities of Metro Vancouver's representatives to external agencies.

ATTACHMENTS

1. "External Agency Status Report for Agricultural Advisory Committee", dated May 7, 2024
2. "External Agency Status Report for Delta Heritage Airpark Management Committee", dated May 1, 2024
3. "External Agency Status Report for Fraser Valley Regional Library Board", dated May 6, 2024
4. "External Agency Status Report for Ocean Watch Action Committee", dated May 10, 2024
5. "External Agency Status Report for íá (Katzie) Treaty Negotiation Table", dated April 26, 2024
6. "External Agency Status Report for Lower Mainland Local Government Association", dated, April 12, 2024
7. "External Agency Status Report for Municipal Finance Authority of BC", dated May 1, 2024
8. "External Agency Status Report for the National Zero Waste Council", dated, May 10, 2024
9. "External Agency Status Report for Metro Vancouver Regional Parks Foundation", dated May 10, 2024
10. "External Agency Status Report for Sasamat Volunteer Fire Department Board of Trustees", dated May 6, 2024
11. "External Agency Status Report for Solid Waste and Recycling Industry Advisory Committee", dated May 13, 2024
12. "External Agency Status Report for Solid Waste Management Plan Public/Technical Advisory Committee", dated May 8, 2024
13. "External Agency Status Report for Union of BC Municipalities – Indigenous Relations Committee", dated May 14, 2024
14. "External Agency Status Report for Union of BC Municipalities", dated May 10, 2024
15. Western Transportation Advisory Council (WESTAC) "Update for Metro Vancouver January – October 2023"
16. "External Agency Status Report for Zero Emissions Innovation Centre (ZEIC)", dated May 8, 2024

65719379

To: MVRD Board of Directors

From: Director Mike Bose

Date: May 7, 2024

Meeting Date: May 31, 2024

Subject: **External Agency Status Report for the Agricultural Advisory Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 7, 2024 titled “External Agency Status Report for the Agricultural Advisory Committee”.

EXECUTIVE SUMMARY

This report provides a summary of the 2024 Agriculture Work Program presented at both the February and April 2024 meetings of the Metro Vancouver Agricultural Advisory Committee. The Agricultural Advisory Committee is a volunteer committee of Metro Vancouver, with membership appointed by the MVRD Board Chair.

PURPOSE

To provide the MRVD Board with an update on the 2024 Agriculture Work Program supported by the Agricultural Advisory Committee (AAC).

BACKGROUND

Regional Planning staff administer the function of the AAC which acts as a vital and direct conduit to the agricultural sector in the region. The Metro Vancouver AAC is a unique committee with a direct connection to the Metro Vancouver Regional Planning Committee. The AAC operates in four year terms, solicits volunteer representation directly from member jurisdictions, industry stakeholders and a MVRD Board representative, and requires its members be appointed by the MVRD Board Chair.

2024 AGRICULTURE WORK PROGRAM

The Regional Planning 2024 Agriculture Work Program includes several initiatives described below and will continue to evolve based on direction from Metro Vancouver staff and direction from the Regional Planning Committee and MVRD Board.

Regional Food System Strategy Update

Adopted in 2011, the *Regional Food System Strategy* was a first step in creating a collaborative approach to supporting a sustainable, resilient and healthy food system. The Strategy has contributed to the well-being of all residents as well as the economic prosperity of the region while also conserving a shared ecological legacy. When it was prepared, the Strategy took into account the current strengths of the regional food system and identified challenges that need to be overcome. Updating the Strategy is identified as a priority action in the 2022 – 2026 Board Strategic Plan as well as in the *Climate 2050 Agriculture Roadmap*. A work plan to update the Strategy was received by the AAC in early 2024. Engagement to update the Strategy has begun and will continue

through 2024 intersecting with over 30 interested partners and stakeholders. Completion of the update is anticipated for mid-2025.

2024 Agricultural Awareness Grants

An important role of the AAC is to evaluate and make recommendations regarding Metro Vancouver's annual Agriculture Awareness Grants. Funding grants are provided to non-profit community organizations to educate the public about local food and agricultural production. Volunteer AAC members evaluate the grant applications based on specific criteria. The AAC then provides recommendations for the Agriculture Awareness grants that go to the Regional Planning Committee and MVRD Board for final approval. AAC volunteers reviewed 18 application submissions in 2024 and made recommendations to support 16 recipients for a total of \$55,000.

Information Sharing

The AAC meets approximately 5 times a year and receives reports and shares information from others working in or supporting the agricultural sector. Invited presentations received in 2024 include those from Farm Management Canada and AgSafeBC. Members also share information about their current work, including ongoing challenges and notable successes. Committee member successes noted at the February and April 2024 meetings of the Metro Vancouver Agricultural Advisory Committee included the completion of the 2023 BC Farmer's Market Economic Impact Study; Hopcott Farms achieving Canada's Outstanding Young Farmer's Award; and Econation Innovative Solutions winning the joint Canadian Space Agency / NASA Deep Space Food Challenge for its CanGrow Modular Food Production System.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

This report provides a summary of the 2024 Agriculture Work Program, components of which were presented at both the February and April 2024 meetings of the Agricultural Advisory Committee.

The Agricultural Advisory Committee is a volunteer committee of Metro Vancouver, with membership appointed by the MVRD Board Chair.

67976739

To: MVRD Board of Directors

From: Councillor Alicia Guichon, Metro Vancouver Appointed Representative

Date: May 1, 2024 Meeting Date: May 31, 2024

Subject: **External Agency Status Report for Delta Heritage Airpark Management Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 1, 2024, titled “External Agency Status Report for Delta Heritage Airpark Management Committee”.

EXECUTIVE SUMMARY

This report provides a summary of activities of projects at the Delta Heritage Airpark by the Recreational Aircraft Association (RAA) Chapter 85. The Association operates the Airpark for its members and for the enjoyment of the general public. This report provides an update on the past six months of operations at the Delta Heritage Airpark.

PURPOSE

To provide the MVRD Board with an update on the activities of the Delta Heritage Airpark Management Committee.

BACKGROUND

Delta Heritage Airpark (DHAP) is owned by Metro Vancouver and operated by Recreational Aircraft Association Chapter 85 by way of a License Agreement. The License Agreement defines a Management Committee membership comprising of representatives from Airpark neighbours, Province of British Columbia, nonprofit organizations, Recreational Aircraft Association, Metro Vancouver Staff, and staff from the City of Delta. The Management Committee formulates operation rules governing the Airpark and advises Metro Vancouver on policy matters. The Committee meets a minimum of two times per year.

MANAGEMENT COMMITTEE MEETING

The fall 2023 Delta Heritage Airpark Management Committee meeting was held in-person on October 26, 2023. At the meeting, the Committee reviewed the Reserve Statement, Capital Projects, Flight Incidents, Events and Activities.

DELTA HERITAGE AIRPARK OPERATIONS

Flying Activities

The Flight Monitoring Sub-Committee reports on various incidents related to flight safety issues at the airpark to ensure compliance with federal regulations. There were three procedural violations of traffic pattern resulting in noise violations. Incidents were observed and reported, the pilots were apologetic and received education.

Activities at the Airpark

A pancake, ham, and egg breakfast is served on the second Sunday each month at Mary's Place. This is a popular event where many come out to attend, often using the breakfast as a destination before an early Sunday morning flight.

DELTA HERITAGE AIRPARK LAND MANAGEMENT

Work has continued on airfield margin habitat management funded by a George Ross Stewardship Grant. The east runway apron was planted with a mix of native shrubs that will be managed to provide habitat for small birds and native pollinators. The north-eastern margin of the runway had Himalayan blackberry roots grubbed out by contracted labor and volunteers to reduce densities. This was followed by the application of shade cloth over a 200m stretch of the treated area. This margin will be converted to a wildflower meadow in the coming months and will provide habitat to small mammals and pollinators in the area.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

This report provides information on the activities of the Delta Heritage Airpark Management Committee and the RAA Chapter 85. The Management Committee meets twice per year. The fall 2023 Delta Heritage Airpark Management Committee meeting was held on October 26, 2023. The spring 2024 Delta Heritage Airpark Management Committee meeting is scheduled for May 9, 2024.

68017589

To: MVRD Board of Directors

From: Jen McCutcheon, Director, Electoral Area A

Date: May 6, 2024 Meeting Date: May 31, 2024

Subject: **External Agency Status Report for Fraser Valley Regional Library Board**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 6, 2024, titled “External Agency Status Report for Fraser Valley Regional Library Board”.

EXECUTIVE SUMMARY

This report provides highlights related to the Fraser Valley Regional Library (FVRL) from the Metro Vancouver appointee to the FVRL Board of Directors for 2024. As required under the *Library Act*, Metro Vancouver’s appointee to the FVRL Board of Directors is the Electoral Area A Director. To date, three FVRL Board meetings have been held in 2024. Highlights from the agendas are provided in this report.

PURPOSE

To provide the MVRD Board with information related to the FVRL Board activities in 2024.

BACKGROUND

Representatives appointed by Metro Vancouver to various external organizations are required to report to the Board of Directors on the activities of those organizations.

As required under the *Library Act*, Metro Vancouver’s appointee to the FVRL Board of Directors is the Electoral Area A Director. The Director attends FVRL Board meetings to represent the interests of residents on Barnston Island, which is the sole portion of Electoral Area A that participates in the FVRL District.

FRASER VALLEY REGIONAL LIBRARY BOARD STATUS UPDATE

Key items from meetings held in 2024 are summarized below.

January 24, 2024 FRVL Board Meeting

- The Board held its annual election for Board Chair, Vice-Chair, and external representatives.
- The Board received the CEO’s Year End Report highlighting FVRL accomplishments from 2023, which included:
 - implementation of a new payroll system;
 - completion of bargaining with the FVRL’s Union, resulting in a two-year contract; and
 - advancing the goals of the FVRL Board Strategic plan through numerous library initiatives.

February 21, 2024 FVRL Board Meeting

- The Board received the latest statistical data on physical collection circulation (checkouts + renewals), ebook and downloadable audiobooks, emagazines, and new library card registrations.

April 17, 2024 FVRL Board Meeting

- The Board received reports from each of the libraries in the Fraser Valley Regional Library system.
- The Board received and considered the 2023 Financial Statement.
- The Board discussed the annual salary and benefit allocation, noting continuing difficulties in filling staff vacancies.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

So far in 2024, the FVRL Board has held three meetings and received information from FVRL staff library activities. The next meetings in 2024 are scheduled for May 22, June 19, September 25, October 23, November 20, and December 11.

To: MVRD Board of Directors

From: Andrew Leonard

Date: May 10th, 2024 Meeting Date: May 31, 2024

Subject: **External Agency Status Report for Ocean Watch Action Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 10th, 2024, titled *External Agency Status Report for Ocean Watch Action Committee*.

EXECUTIVE SUMMARY

Two quarterly meetings of the Ocean Watch Action Committee, a subgroup of the Howe Sound Biosphere Region Initiative Society, were held in January and April, 2024. Committee discussion included ongoing updates on water quality; marine debris; federal and provincial marine initiatives; and work towards the updated *Ocean Watch Action Committee 2025* report.

PURPOSE

The purpose of this report is to update the MVRD Board as to the quarterly proceedings of the Ocean Watch Action Committee. Two meetings took place in this reporting period: January 12th, 2024 and April 5th, 2024.

BACKGROUND

The Ocean Watch Action Committee is overseen by the Howe Sound Biosphere Region Initiative Society (HSBRIS), which seeks to “facilitate and support the organizing and planning of complex activities that bring allegiance to balancing development, conservation, and equity in the Átl’ka7tsem/Howe Sound region”. The HSBRIS pursues three outcomes to fulfill this mission: sustainable development; biodiversity conservation; and reconciliation, equity, and inclusion.

The Ocean Watch Action Committee brings together elected officials, government staff and advisors to advance government actions identified by the *Ocean Wise Report - Ocean Watch Átl’ka7tsem/Txwnéwu7ts/Howe Sound Edition 2020*. Seven key action areas were highlighted. The Action Committee seeks to advance those actions and keep track of progress. Updates are submitted by participating organizations.

The following local governments have passed Council resolutions in support of participating in the Ocean Watch Action Committee: Bowen Island Municipality, Village of Lions Bay, District of Squamish, Town of Gibsons, Gambier Local Trust Committee, District of West Vancouver, Metro Vancouver.

Participants also include representatives from the Squamish Nation, Squamish Lillooet Regional District, Sunshine Coast Regional District Area F. Non-government organizations represented are

Ocean Wise, David Suzuki Foundation, Marine Reference Guide, and the Squamish River Watershed Society, Nicholas Sonntag Marine Education Centre, Marine Life Sanctuaries Society.

2024 QUARTERLY MEETING REPORTS

Two quarterly meetings of the Ocean Watch Action Committee have occurred to date, in January and April 2024.

January 12th 2024 Meeting of the Committee

The meeting of the Ocean Watch Action Committee for January 12th took place by Zoom and was attended by elected and stakeholder representatives from across the Howe Sound region. The main agenda items for the meeting included:

- Verbal updates from committee members towards the OWAC action tracker, with specific focus on water quality monitoring in Howe Sound;
- Sea cucumber harvesting in Howe Sound;
- Marine Debris Fund and its management;
- Update on provincial initiatives including the *Clean Coast Clean Waters Initiative* and the *Coastal Marine Strategy*;
- Update on the federal *Salish Sea Symposium* initiative;
- Preparation update for the *Ocean Watch Report 2025*.

Full meeting notes and minutes are linked in the reference section.

April 5th 2024 Meeting of the Committee

The meeting of the Ocean Watch Action Committee for April 5th took place at the District of Squamish municipal building and was attended by elected and stakeholder representatives from across the Howe Sound region. The main agenda items for the meeting included:

- Verbal updates from committee members towards the OWAC action tracker;
- Marine debris and log salvaging;
- Marine spatial planning
- Updates from the Governance Advisory Committee and the Ocean Watch Action Committee 2025 report;
- A walking tour of the Squamish waterfront to discuss and observe coastal planning work.

Full meeting notes and minutes are linked in the reference section.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

No financial implications.

CONCLUSION

The Ocean Watch Action Committee, as part of the Howe Sound Biosphere Region Initiative, brings together local governments and stakeholder organizations in the region. The committee discussed

progress towards the common seven key action areas and provides a central forum for cross pollination of information, ideas, and strategies across the Howe Sound Biosphere region.

References

Ocean Watch Action Committee meeting notes, January 12th, 2024:

<https://static1.squarespace.com/static/58c0c358ebbd1a9d3cd1ecf0/t/65ad43c07fe299399727e8e9/1705853888987/OWAC+Notes+Jan+12+2024.pdf>

Ocean Watch Action Committee meeting notes, April 5th, 2024:

<https://static1.squarespace.com/static/58c0c358ebbd1a9d3cd1ecf0/t/662549dab19ab3673cb52e09/1713719771006/OWAC+Notes+Apr+5+2024.pdf>

Ocean Watch, Howe Sound Edition 2020: Executive Summary: Overview and Future Directions.

<https://oceanorg.blob.core.windows.net/oceanorg/2023/08/Ocean-Watch-Howe-Sound-Edition-2020.pdf>

To: MVRD Board of Directors

From: Director Steve Ferguson, Township of Langley

Date: April 26, 2024 Meeting Date: May 31, 2024

Subject: **External Agency Status Report for  (Katzie First Nation) Treaty Negotiation Table**

RECOMMENDATION

That the MVRD Board receive for information the report dated April 26, 2024, titled “External Agency Status Report for  (Katzie First Nation) Treaty Negotiation Table”.

EXECUTIVE SUMMARY

This information report provides an overview of the  treaty table negotiation efforts over the past six months including: background on , information on the First Nation’s Statement of Intent area, the status of negotiations, and the roles and responsibilities of the local government representative sitting at the treaty table.

PURPOSE

To provide the MVRD Board with a status report from the appointed local government representative at the  treaty negotiations table.

BACKGROUND

As a representative appointed by Metro Vancouver to various external organizations, under Board policy, a report is to be provided to the Board of Directors on the activities of the external agency, twice annually in May and in October.

The *Memorandum of Understanding between the Union of British Columbia Municipalities and the Ministry of Indigenous Relations and Reconciliation*, renewed on September 14, 2021 at the Union of BC Municipalities Convention, includes a process for local government participation in the negotiation and implementation of treaties. Local government representatives have a seat at the  treaty table as part of the provincial negotiation team.

 TREATY NEGOTIATION TABLE

, with a current total population of approximately 650 members, has five First Nation Reserves located within the boundaries of four different local governments: Pitt Meadows, Township of Langley, Maple Ridge, and two within Metro Vancouver’s Electoral Area A.

 has been operating under a *Land Code* since 2017. A Land Code is a comprehensive law created by a First Nation to replace 44 sections of the *Indian Act* that relate to land management.

Since 2005,  has also entered into a number of Forest and Range Consultation and Revenue Sharing [agreements](#) with the provincial government.

ᑕᑖᑕᑖᑖ has been involved at the treaty negotiation table since 1994. Its Statement of Intent area (corresponding to the First Nation's traditional territory) envelops the following local government jurisdictions: Burnaby, Coquitlam, Delta, City of Langley, Township of Langley, Maple Ridge, Metro Vancouver's Electoral Area A, New Westminster, Pitt Meadows, Port Coquitlam, Richmond, Surrey, and White Rock (Attachment 1).

UPDATE ON TREATY TABLE ACTIVITIES

The ᑕᑖᑕᑖᑖ treaty table is in Stage 4 of the six-stage BC Treaty Process (Agreement-in-Principle stage). However, ᑕᑖᑕᑖᑖ is not following the traditional 6-step process as part of its treaty negotiations. Instead, ᑕᑖᑕᑖᑖ is pursuing a new approach to self-government that focuses on the needs, values, and priorities of the Nation. This new process, called incremental self-government, is being outlined in a Memorandum of Understanding negotiated between ᑕᑖᑕᑖᑖ, BC, and Canada.

As part of this incremental approach, ᑕᑖᑕᑖᑖ will negotiate a number of separate agreements with provincial and federal governments, which together could constitute a legally binding and constitutionally protected self-government agreement.

ᑕᑖᑕᑖᑖ new approach to treaty negotiations focuses on key principles such as:

- negotiations are based on the recognition of Indigenous title and rights;
- support for Indigenous self-government;
- treaties and agreements seen as flexible and living partnerships and as mechanisms to implement the *United Nations Declaration on the Rights of Indigenous Peoples*.

Tripartite negotiations have continued to take place fairly regularly over the reporting period. ᑕᑖᑕᑖᑖ treaty negotiation meetings are held in-camera. As per the *2021 Memorandum of Understanding* between the Union of BC Municipalities and the Province, negotiation updates can only be shared in-camera by the local government representative. However, for the purposes of this report, the following information can be shared publicly as it was released by the BC Treaty Commission as part of its *2023 Annual Report*.

In recent months, ᑕᑖᑕᑖᑖ First Nation has been focusing on land and resource management work, self-governance, and worked to identify and support economic opportunities. ᑕᑖᑕᑖᑖ increased government-to-government engagement efforts, and continues to work toward an updated election code.

Treaty Related Measures funding continues to support governance planning and research on fisheries interests. Treaty Related Measures are designed to resolve matters on an interim basis and to facilitate treaty negotiations. Treaty Related Measure projects are funded by Canada. Incremental self-government negotiations at this table are expected to continue at the current pace in 2024.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Treaty main table meetings and  working group meetings are held once a month. Meetings over the past year have been held online. The meetings are anticipated to continue to take place online for the rest of this year. As such, the financial implications of attending treaty table meetings are minimal. Metro Vancouver pays the meeting honoraria for local government representation at the  treaty table, and those costs were included in the 2024 budget. Thus, expenses incurred relate primarily to honoraria and staff time to attend virtual meetings.

The roles and responsibilities of table representatives, as developed over time by local government and provincial government staff, are set out in Attachment 2 of this report.

CONCLUSION

 has been involved in treaty negotiations since 1994. Currently,  is pursuing an incremental self-government agreement with BC and Canada. The table continues to meet on a regular monthly basis. The focus of negotiations has been on the exploration of options to recognize and protect  inherent title and rights.

Attachments

1. Statement of Intent Area Map: Traditional Territory Boundary, Katzie First Nation.
2. The Roles and Responsibilities of Table Representatives.

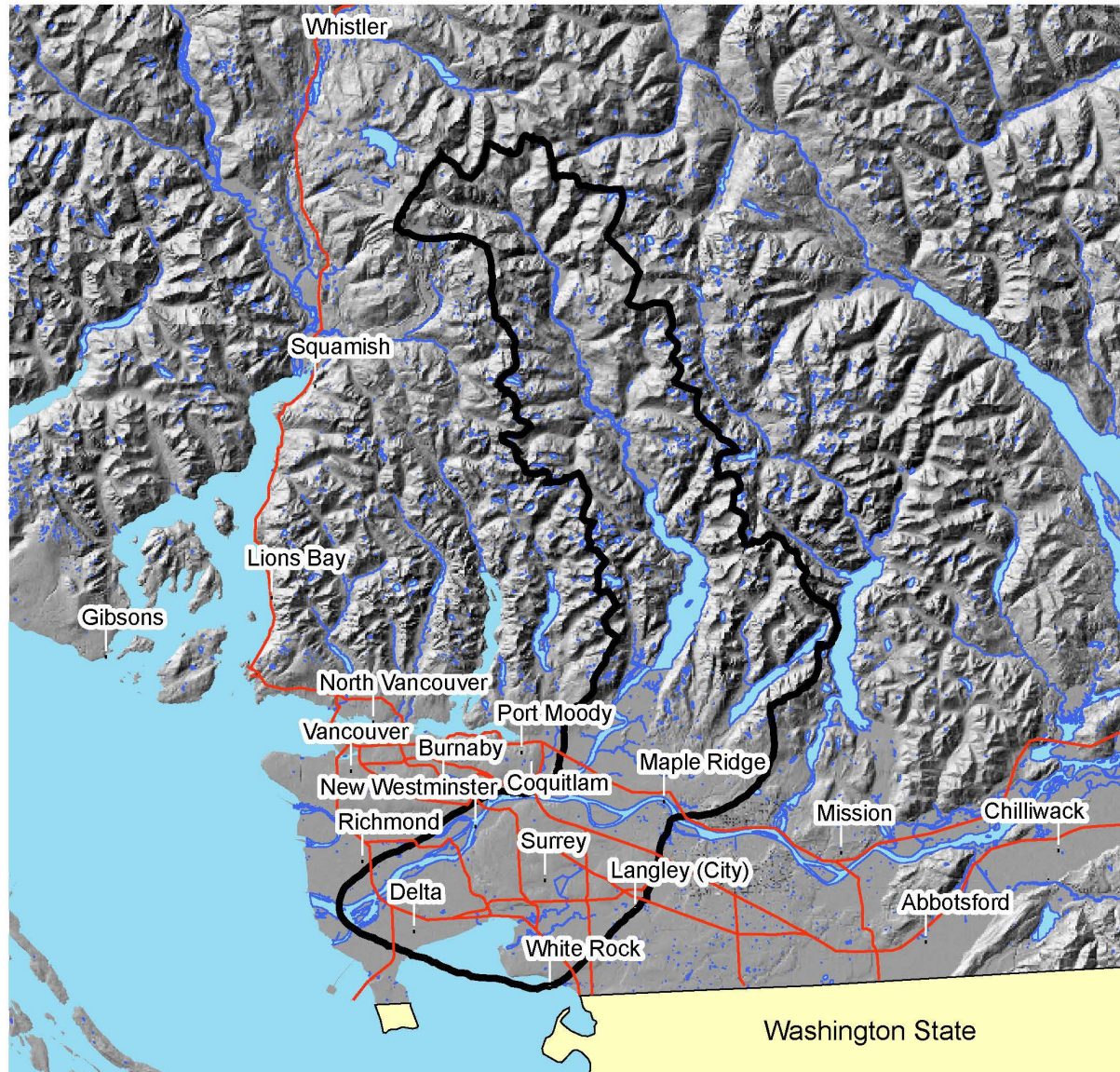
References

Memorandum of Understanding (MOU) between the Union of British Columbia Municipalities and the Ministry of Indigenous Relations and Reconciliation can be found here:

<https://www.ubcm.ca/sites/default/files/2021-09/mirr - ubcm mou 2021 - signed.pdf>

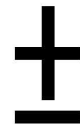
2023 Annual Report from the BC Treaty Commission can be found here:

[BC-Treaty-Commission-Annual-Report-2023.pdf \(bctreaty.ca\)](https://www.bctreaty.ca/BC-Treaty-Commission-Annual-Report-2023.pdf)



Produced by the
BC Treaty Commission

**Statement of Intent
Traditional Territory Boundary
Katzie Indian Band**



This map represents approximate boundary of the traditional territory described in the First Nation Statement of Intent. The boundary is for illustrative purposes only, and may be updated in the future.

The Roles and Responsibilities of Treaty Table Representatives

Provide information to the Indigenous Relations Committee from the Treaty Table

1. Attend Metro Vancouver's Indigenous Relations Committee meetings, engage in discussion, and record outcomes.
2. Provide regular verbal information reports on table activities.
3. Provide advice and commentary on emerging issues.
4. Provide regular written information reports and related documentation for circulation to the Indigenous Relations Committee.
5. Regularly forward original table documentation to keep the master record updated.
6. Forward technical and other information requests from the treaty table to the Indigenous Relations Committee for action.
7. Develop a personal information records system for table specific documentation.
8. Adhere to all confidentiality requirements.

Provide information from the Indigenous Relations Committee to the Treaty Table (via BC negotiators)

1. Attend table meetings, engage in discussion, and record outcomes.
2. Keep informed on treaty issues and Indigenous relations.
3. Represent member local government interests.
4. Provide advice and commentary from a community perspective on issues impacting local government interests.
5. Report back on technical and other information requested by the treaty table.
6. Develop a personal information records system for table specific documentation.

To: MVRD Board of Directors

From: Nathan Pachal

Date: April 12, 2024

Meeting Date: May 31, 2024

Subject: **External Agency Status Report for Lower Mainland Local Government Association**

RECOMMENDATION

That the MVRD Board receive for information the report dated April, 12, 2024, titled “External Agency Status Report for Lower Mainland Local Government Association”.

EXECUTIVE SUMMARY

The Lower Mainland Local Government Association ("LMLGA") is holding its 2024 Annual Conference at the Westin Whistler Resort from May 1, 2024, through May 3, 2024. The LMLGA Executive adopted a new strategic plan at the beginning of 2024.

PURPOSE

Inform the board on key current and planned activities of the LMLGA.

BACKGROUND

This report is required per Board policy.

LMLGA KEY CURRENT AND PLANNED ACTIVITIES

The LMLGA Executive has been planning its 2024 Annual Conference & AGM, which will be held May 1-3, 2024, at the Westin Whistler Resort. The Executive adopted a new strategic plan that emphasizes advocacy and building strong relationships with its membership. As a result, the Executive will present to at least two councils this year and will set up “advocacy days” for the provincial government in the summer. The Executive set a new budget to be presented to its membership, which includes starting to provide remuneration for the Executive when attending meetings, with an exemption for those who already receive remuneration for attending, such as the Metro Vancouver Regional District representative. The Executive has paused the CiviX event indefinitely as it wasn’t effectively serving its membership.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

The LGMGA Executive continues to focus on its conference, education, and advocacy goals.

To: MVRD Board of Directors

From: Malcolm Brodie, Linda Buchanan, Sav Dhaliwal, George Harvie, Mike Hurley, Patrick Johnstone, Pardeep Kooner, John McEwen, Mark Sager, Brad West, Eric Woodward

Date: May 1, 2024 Meeting Date: May 31, 2024

Subject: **External Agency Status Report for Municipal Finance Authority of BC**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 1, 2024, titled “External Agency Status Report for Municipal Finance Authority of BC”.

PURPOSE

To report to the Board of Directors on the activities of the Municipal Finance Authority of British Columbia (“MFA”).

BACKGROUND

The following is a review of activities of the MFA in 2023 during the period of October 1st to the first quarter of 2024 up to May 1st, with a focus on the activities of the past six months.

GOVERNANCE

Board of Trustee Meetings

The Board of Trustees met with management 3 times during the period of October 1, 2023 to May 1, 2024 to review operating performance, access to the financial markets, administration, and other miscellaneous items, as well as to provide oversight for our Pooled Investment Funds. Trustees and management made presentations on behalf of the MFA at various local government conferences during the year.

2023 IN REVIEW AND LOOKING FORWARD

Meetings of the Members were held on September 19, 2023 (Semi-Annual Meeting) and March 27, 2024 (Annual General Meeting).

AGM Date – MFA Act Change

Section 4 of the *MFA Act* requires the Annual General Meeting to be held no later than March 31 in each year. In 2023, the MFA requested the Ministry of Municipal Affairs to change this date from March 31 to May 15. This legislative amendment (Bill 4) was introduced on February 27, 2024, passed on March 8, 2024, and is currently in effect.

This date change will align MFA's reporting deadline with the deadline for local governments to finalize their audited financial statements. For information on how this will impact the tax levy process, see Report 7.0 MFA Tax Levy Rates.

From a **staffing perspective**, MFA made four new additions to its staff complement in the last year.

Human Resources

Shelley Hahn announced her retirement in 2023 after over 26 years with the MFA. Shelley joined the MFA in 1997 as Accounting Officer and MFA's 6th employee. Shelley was promoted to Manager of Accounting in 2000, Manager, Financial Services in 2003, Director, Business Services/Deputy Secretary in 2008, and finally Chief Services Officer in 2016. We thank Shelley for her long-standing leadership and service to the MFA; she has been a major part of the success of our organization.

Betsy Yeung was hired as MFA's new Chief Services Officer in February 2024. Betsy previously worked at City of Toronto as Senior Manager of Capital Markets. She holds an Honours degree in Mathematics, Information Systems, and Marketing from the University of Waterloo, an MBA from McMaster University and is both a Chartered Financial Analyst (CFA) and a Certified Financial Risk Manager (FRM). Betsy has over 20 years of capital markets, risk management, credit, and investment experience at major Canadian insurance and consulting companies as well as in local government. She has also served on the Investment Committees of both the York University Pension Plan as well as the FCM Green Municipal Fund.

In 2023, MFA completed hiring in Finance & Accounting to ensure continued support for growing services, operations, and reporting requirements of the MFA. **Ian Stewart** was hired as our new Treasury Payments Specialist and **Dylan Luscombe** as our Financial Analyst. **Taryn Castles** has taken on her new position as **Accountant**.

Finally, we wanted to acknowledge that **Kyle Derrick** has recently been promoted to become MFA's Manager, Investment Services. Kyle has been instrumental in helping MFA build its internal credit models as well as support our growing pooled fund product lines.

Results from operations have been as planned and **borrowing activities and lending to Members** have been steady.

RESULTS

Income from Operating Activities, Short-Term Debt Fund, Retention Fund and Capital Adequacy

MFA's Retention Fund grew to \$117 million at the end of 2023, a \$12 million increase from 2022. This was accomplished by a combination of income from operations of \$4 million, Short-Term Debt Fund earnings of \$3 million, and interest earned on the Retention Fund itself of \$5 million.

The \$12 million increase included a \$1 million fair market value gain (including expected credit loss provisions) on investment holdings for accounting purposes only (these are not realized economic gains).

The Retention Fund (\$117 million) and the Debt Reserve Fund (\$122 million) collectively comprise the total capital (\$239 million) for the organization which supports our AAA ratings per our Capital Adequacy Policy, adopted by the Board of Trustees in September 2019. Capital is needed to absorb credit or other losses at the Authority, protecting bond investors. As an AAA issuer, MFA currently holds appropriate capital of \$239 million which is adequate given the relative risks associated with assets held and the nature of its regional infrastructure banking operations.

Asset and Investment Management

Assets under management were \$10.2 billion at the end of 2023. Assets comprise of MFA's long and short-term loans to clients of \$5.6 billion, representing 1,491 outstanding long-term requests for financing (\$5.3 billion) through 28 regional districts and three other entities. Our short-term loans outstanding of \$244 million represented 451 short-term loans for financing (including equipment financing arrangements). Included in MFA's assets are cash and investments of \$4.6 billion managed internally. Of these, \$4.1 billion are held as sinking funds which reflect payments collected from clients and invested for the future retirement of debenture obligations. MFA also internally manages the Debt Reserve Fund, with investments valued at \$122 million, and the Retention Fund, containing investments valued at \$117 million at the end of the year.

BORROWING AND LENDING

Investor Relations

Management continues to actively promote MFA's credit story to institutional investors around the world. Investor development meetings are done in various formats, including one-on-one teleconference calls, one-on-one in-person meetings, and group conference presentations. Investor development is critical in differentiating MFA and achieving continuous access to the markets and the lowest cost of funds among our peers.

Triple A Credit Ratings

MFA's AAA credit ratings are the best attainable and allow MFA to access funding in the capital markets at the most favorable interest rates. On April 23 & 24, 2024, MFA presented the annual credit update in Richmond to our credit rating agencies: Moody's, Standard & Poor's (S&P), and Fitch Ratings. The conversations were constructive and very positive overall. Questions focused on housing affordability, the Province of BC budget and associated negative rating action, resilience of our lending model and credit strengths, strategic use of outsourcing, pooled investment fund management, cyber security preparedness, ESG disclosures, taxation authority, joint liability, preparing to fund many large capital projects on the horizon, refinancing risk, and capital adequacy. Following these important annual meetings with each agency, there may be additional communication with MFA's team to clarify and collect more data about our

organization. Moody’s has already reaffirmed our AAA, and the other two agencies will begin to publish their reports over the next 4 to 8 weeks.

Borrowing in the Capital Markets and Long-term Lending

MFA issued \$1.105 billion of **long-term bonds** in 2023 – overall a net increase in debt of about \$431 million from 2022, due to lower funding requirement for new loans to Members and refinancing requirements that were lower than maturing market debt. MFA issued / reopened four debentures with borrowing rates of between 3.314% to 4.014%. Throughout 2023, MFA continued to access the lowest long-term rates in Canada when compared to its Municipal peers. This borrowing program refinanced maturing debt, underpinning both existing client loans as well as 88 new loans aggregating roughly \$653 million to MFA clients. On April 2, 2024, MFA reopened our 4.05% December 2033 debenture for \$415 million (bringing the total outstanding to \$650 million) to fund a portion of April’s refinancing requirement at a re-offer yield of 4.39%.

New Long-Term Loans – 2023 Full Year		
Size	Number	Aggregate Amount (\$)
< \$1 million	15	\$ 6,174,262
Between 1 & < 5 million	18	46,241,706
Between 5 & < 10 million	8	51,450,000
Between 10 & < 15 million	2	20,470,000
≥ 15 million	1	17,171,717
	1	25,000,000
	1	25,000,000
	1	40,000,000
Total	47	\$231,507,685

Note: Figures are gross of expected credit loss provisions

Commercial Paper Issuance and Short-term Lending

MFA issued \$4.1 billion in commercial paper throughout 2023 year in weekly auctions. Short-term loans are refinanced weekly, allowing for flexibility and efficiency for clients. This program is primarily used to provide interim financing for capital projects during construction and lending for MFA’s equipment financing program. As of 2023-year end, we had \$700 million in commercial paper outstanding, funding approximately \$244 million of short-term and equipment financing loans, and \$100 million in long-term loans. We are well-positioned to respond to current and expected growth in short-term lending demands from members.

The Commercial Paper Program continues to provide low-cost short-term and equipment financing to our members. Our short-term lending rate is currently 5.6%.

Pooled Investment Funds

One Year Performance and Returns of the Funds as of March 31, 2024:

Investment Funds					
	Balances			Performance	
	(\$CAD millions)			1-Year Total Return (%)	
	2024-03-31	2023-03-31	Change	as of Fund	2024-03-31 Benchmark
PHISAs*	1,650	2,178	(528)	--	--
Money Market Fund	1,583	1,132	451	5.21	4.80
Gov't Focused Ultra-short Bond Fund	444	373	71	4.58	4.36
Short-term Bond Fund	846	804	42	3.47	3.28
FFF Short-term Bond Fund	226	203	23	3.31	3.28
Mortgage Fund	272	260	12	4.68	3.23
Diversified Multi-asset Class Fund	487	426	61	10.97	13.27
FFF Diversified Multi-asset Class Fund	109	0	109	--	--
Total AUA	5,617	5,376	241		

*Current rate for National Bank & Scotiabank Accounts is 5.55%; current rate for CIBC Accounts is 5.55% for the first \$200M, 4.97% on balances in excess of \$200M.

Diversified Multi-asset Class Pooled Fund (“DMAC”)

MFA continues to discuss the merits of the DMAC fund with clients who have long term reserves and highlight the importance of estimating long-term cash flow when investment planning. There were \$13MM in new subscriptions into the Fund in 2023, including \$5M from a new investor. As at the end of December 31, 2023, the DMAC’s market value was \$456.5M, a ributable to four investors: City of Burnaby (\$414.5M), Capital Regional District (\$15.3M), Regional District of North Okanagan (\$21.4M) and Regional District of Fraser-Fort George (\$5.2M). As at the end of 2023, the DMAC Fund experienced a Total Return of 8.49%. The DMAC Fund is s ll progressing towards its target asset mix and remains underweight in its ‘Alternative Investments’ allocation. PH&N’s Infrastructure Fund can be added to the investment fund mix.

Fossil Fuel Free Diversified Multi-asset Class Fund (“FFF DMAC”)

FFF investing is an investment approach that automatically excludes securities of entities directly involved in extraction, primary processing, or distribution of coal, oil, or natural gas. In response to the preference for FFF investing by some members, we launched our **Fossil Fuel Free Diversified Multi-asset Class Fund** in September 2023, with \$42M subscribed between two initial investors (City of Vancouver and the Resort Municipality of Whistler), and a second subscription from Vancouver of \$30MM into the Fund on December 18th. The primary purpose of the FFF DMAC Fund is to invest capital in fossil fuel free securities over the long-term to grow at a rate that exceeds inflation, while minimizing risk through asset class selection and diversification. The

fund is broadly diversified amongst Fixed Income and Equities. A multi-asset class global portfolio can offer superior risk-adjusted returns and can enhance some risk characteristics of a fixed-income only reserves portfolio - if the time horizon for the investment is truly long-term in nature.

Mortgage Fund

As the end of December 2023, almost \$270M was invested in the Mortgage Fund, with nineteen clients subscribed. MFA staff have been actively promoting the benefits of this Fund with our clients and hosted three Mortgage Fund update webinars with PH&N in 2023 (January 26th, May 11th, and October 4th). Interest from existing and potential Mortgage Fund unitholders continues to be robust with a current queue of \$52.8M including three new participants.

ENVIRONMENT, SOCIAL & GOVERNANCE (ESG)

The first year for MFA's Director of Sustainability was extremely active and collaborative. Throughout 2023 and early 2024, investor-focused sustainability disclosure standards emerged, both internationally and in Canada, along with corresponding jurisdictional and sectoral regulations. New emergency and disaster management legislation in BC will support community-level climate preparedness and resilience, and the supply of information required by these climate-related risk disclosure standards.

MFA has been engaging with sustainability, finance, and asset management staff from local governments, and collaborating with staff from multiple ministries of the Provincial government and municipal partner organizations. This work will inform MFA's own ESG strategies and priorities, and collectively advance our progress towards identifying, assessing, and managing climate risks while seizing opportunities for impact throughout BC's local government ecosystem. MFA is committed to the development and delivery of a phased and practical strategy for meeting the current and future expectations of investors, and the new and still-to-emerge standards for integrated thinking and reporting on climate and sustainability. MFA's staff is collecting the new knowledge and data being generated on this topic and is leveraging existing information from local governments through provincial and federal reporting requirements to avoid adding burden to Member borrowers. MFA staff is also considering how to prepare and share the resources MFA is gathering and producing with local governments in anticipation of comparable disclosure standards for the public sector, and in support of local governments' asset management planning and climate risk assessment requirements.

SPONSORSHIP & EDUCATION SUPPORT

MFA is proud to be a major, non-commercial supporter of education and conference events each year for both local government elected officials and staff in BC. This practice builds financial and operational strength for clients and expands and benefits MFA's reputation as part of the local government system. We primarily support financial education, in direct line with our own mandate, but also fund training in related topics such as management, leadership, asset management, risk management, and cybersecurity.

BUSINESS PLANNING

Over the last 10 years, the MFA has been on a transformational journey as we modernize and add even greater value for clients in the following five strategic focus areas:

- STAKEHOLDER ENGAGEMENT – Increasing connectivity with our stakeholders through collaboration, communication, and education to better understand their needs, add value, and enhance our reputation as a trusted partner and a thought leader on finance-related issues
- RESILIENCE & CAPACITY – Ensuring stability of the organization and our ability to serve our stakeholders while responding to external events that may impact our business
- PROFESSIONAL FINANCIAL MANAGEMENT – Enhancing our own professional practices in finance and accounting for improved efficiency, reduction of manual effort, and increased transparency
- PROGRAM DEVELOPMENT & IMPROVEMENT – Ensuring our suite of products offers the best options for our clients through active collaboration and continuous development
- TECHNOLOGY SUPPORT & SECURITY – Continuously enhancing our technology systems and practices to reduce risks and add business value

SEMI-ANNUAL MEETING 2024

The Semi-Annual General Meeting and Financial Forum event is set to take place in person in Vancouver on Tuesday, September 17, 2024, in conjunction with the UBCM Annual Convention.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

SUMMARY / CONCLUSION

n/a

To: MVRD Board

From: Craig Hodge, Director, Metro Vancouver Board, and Chair, National Zero Waste Council Management Board
Sarah Kirby-Yung, Director, Metro Vancouver Board, and National Zero Waste Council Management Board Member

Date: May 10, 2024 Meeting Date: May 31, 2024

Subject: **External Agency Status Report for the National Zero Waste Council**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 10, 2024, titled “External Agency Status Report for the National Zero Waste Council”.

EXECUTIVE SUMMARY

Metro Vancouver established the National Zero Waste Council in 2012 to advance waste prevention in Canada, as a strategy to support waste reduction in the Metro Vancouver region. The Council was formed in recognition that ambitious waste reduction targets would not be achieved unless collaborative action across sectors and jurisdictions took place. The Council is committed to work upstream on prevention; focus on transforming how goods are designed, produced, and used; and to collaborate with other leaders in government, business and community across Canada and internationally.

In 2023, the Council focused on food loss and waste through advocacy, support for business innovation, and work on developing circular food hubs. It delivered the second year of the Circular Cities and Regions Initiative; worked with the Canada Plastic Pact to recommend a circular economy for plastics; supported the advancement of reuse in Canada; and collaborated with the Canadian Standards Association and Circle Economy Leadership Canada on advancing a national roadmap for achieving a Circular Built Environment in Canada.

In 2024 the Council workplan remains focused on advancing solutions in: food loss and waste and circular food systems; reuse systems for products and packaging; continuing the circular cities and regions initiative; and advancing action on a circular built environment.

PURPOSE

To provide an update on the activities of the National Zero Waste Council in 2023 and the priorities for 2024.

BACKGROUND

The National Zero Waste Council is a leadership initiative of Metro Vancouver. It was established in 2012 to advance waste prevention, recognizing that regional success can only be sustained in a context of harmonized policy and practice across local, provincial, and federal government jurisdictions and throughout supply chains. The Council is committed to acting collaboratively with

business, government and community actors, at the national and international level, as an agent of change to prevent waste in the design, production and use of goods. Over the years, the focus of the Council has grown to include work to accelerate the transition to a circular economy an important solutions framework for designing waste out of the system and addressing climate change.

The Council forms part of Metro Vancouver's zero waste collaboration program and is supported by a Metro Vancouver Secretariat. A Management Board of elected members provides guidance and advice on the work of the Council. Metro Vancouver has two seats on the Council's Management Board; representatives are appointed annually by the Metro Vancouver Board based on recommendations from the Board Chair. Metro Vancouver is the permanent Chair of the Council Management Board.

In 2023, Directors Craig Hodge and Sarah Kirby-Yung were appointed to sit on the National Zero Waste Council Management Board. Director Hodge serves as the Chair of the Council in 2024, which is a continuation from 2023.

National Zero Waste Council – 2023 Update and 2024 Priorities

The work of the Council is advanced through strategic initiatives, partnerships, and working groups. In all cases, the work of the Secretariat is enhanced by the involvement of Council members. Currently, the Council has 185 members from across Canada. Members include:

- provincial and local governments (including agencies);
- businesses from multinational corporates to small Canadian start-ups;
- industry and trade associations; and
- NGOs and community organizations.

The Council Management Board went through a strategic planning process in 2021-2022 that resulted in the *National Zero Waste Council 2022-2025 Strategic Plan*. This document provides a strategic framework for the Council's work in the short-term. In 2023, this Strategic Plan was augmented by an in-depth review of the Council, with interviews of Management Board members, key interest holders, and Metro Vancouver staff to determine areas of success and challenge for the Council to date. This review was intended to shape key areas of focus for the Council in 2024 and beyond, as well as inform how the Council's workplan would be delivered. Highlights of findings from this review include;

- The Council has been successful in elevating attention and action in policy and practice, on waste prevention and circularity, both in the region and across Canada;
- The original intention of the Council to work nationally as a means to achieve regional targets continues to be recognized;
- Knowledge-building and knowledge-sharing remain core function areas for the Council;
- The breadth of initiatives taken on by the Council is recognized, but staff and service capacity would be better served by a narrowing of the range of project and program offerings;
- Additional new (and in some cases incubated by the NZWC) organizations with a focus on circularity are active in Canada.

Strategic Initiatives and Partnerships: 2023 Highlights and 2024 Priorities

Food Loss and Waste

In 2023, the Council worked with the Government of Canada to support innovation and policy change that will prevent and reduce food loss and waste. The Council is a member of Canada's Food Policy Advisory Council that provides policy advice and recommendations directly to the Minister of Agriculture and Agri-food Canada (AAFC). As part of the Council recommendations AAFC has undertaken the harmonization of food loss and waste definitions, in preparation for more robust measurement and monitoring work. The Council continues to participate in the Food Policy Advisory Council in 2024. The Council also continued its role as Chair of the jury adjudicating submissions to the Government of Canada's Food Waste Reduction Challenge. This three-year commitment concluded in 2023. Notably, in 2023 two finalists were awarded support for commercially-scaled projects

As part of the initiative *Toward Circular Food Systems in Canada: Scaling Citizen and Place-Based Interventions*, the Council launched in 2023 an 18-month pilot project titled *Circular Food Hubs: Mainland Nova Scotia*. This pilot project was designed to better understand how place-based circular food hubs can be an important means to reducing food waste while building long-term community resiliency, and piloted a five-step process. It further linked change agents across Canada in a peer-to-peer learning network that built the capacity of local governments, businesses and community leaders to advance circular food hubs in their own jurisdictions, including Metro Vancouver. In 2024, final knowledge-sharing webinars will be held on June 4 and June 25, featuring local government and business leaders from both within Nova Scotia and across Canada, including Metro Vancouver. External funding for this project was secured through Environment and Climate Change Canada (ECCC), Divert Nova Scotia, City of Guelph – COIL, and Halifax Partners.

Love Food Hate Waste (LFHW) Canada is a national bilingual campaign that works with businesses, governments, and community groups across Canada to prevent household food waste. It is led and coordinated by the Council, alongside eight campaign partners. The campaign is licensed to the Council through Waste Resources Action Plan (WRAP) – UK. Over the past year, the national campaign garnered over 18 million impressions and saw a growth of over 32,000 social followers – the largest digital growth seen in one year since the campaign launched in Canada.

In March 2023, the Council participated in the second global *Food Waste Action Week* – a week of coordinated activity by partners of the international LFHW campaign, with the theme '*Win. Don't Bin. Save money and time by making the most of the food you buy*'. This theme was intended to respond to the cost-of-living and, in particular, rising food costs. LFHW Canada garnered over 3 million impressions and reached an estimated 68 million Canadians through a combination of paid and unpaid activities in one week of coordinated activity and amplification.

The *Labour of Love* Campaign ran from late August to October 2023, and focused on raising awareness about the need to prevent fresh fruit and produce waste by bringing to life the journey of food, and emphasizing the role of proper storage in keeping produce fresher for longer. Five Canadian farmers' stories were shared to create a suite of promotional assets and one hero video,

which was broadcasted as a Public Service Announcement (PSA) across the country. The PSA was aired over 26,000 times and the campaign garnered over 3.2 million impressions.

Food Waste Action Week 2024 ran from March 18-24. This year's theme was *Choose What You'll Use*, and highlighted the benefits of buying loose fruits and vegetables and the importance of choosing what is right for you.

Save More, Waste Less is the citizen behaviour change intervention pilot that ran in early 2024. This four-week challenge, with a different theme each week, guided Canadians to make small changes with their fresh fruit and produce buying, storing and using habits. Over 1900 Canadians participated in the challenge with 85% of respondents indicating that the food that they throw away has decreased post-challenge. A toolkit was also developed to support challenge participants. Feedback from the post challenge survey will help to inform the contents of the Activation Toolkit for 2024.

Circular Cities and Regions Initiative

The Circular Cities and Regions Initiative (CCRI) is national collaboration developed and managed by the National Zero Waste Council, the Federation of Canadian Municipalities (through the Green Municipal Fund), the Recycling Council of Alberta, and RECYC-QUEBEC to build circular economy knowledge and capacity among local governments in Canada. 2023 was the second year of the initiative, where a new cohort of ten communities were welcomed into the CCRI's Peer-to-Peer (P2P) Network (building on the 15 that joined in 2022).

Through the CCRI's P2P Network, participating local governments received one-on-one guidance and action planning support to advance their own circular economy objectives, including producing circular economy roadmaps, while meeting regularly to discuss common barriers and solutions, and hear from experts in the field. CCRI produced *Circular Procurement: A Guide to Circular Criteria*. This web-hosted document provides guidance to procurement departments in local government, and institutions. The CCRI was recognized as a national leader in sustainability excellence, receiving a Canada Clean50 Project Award for 2023.

The CCRI remains a priority for the Council 2024. The collaboration with FCM has been renewed, and a series of in-person workshops are scheduled in the first week June to assist participating communities develop circular economy plans around food loss and waste, and the built environment.

Canada Plastics Pact (CPP)

The Council had a key leadership role in establishing the Canada Plastics Pact. The CPP operates as a pre-competitive platform, bringing together corporate leaders and other key stakeholders across the plastics supply chain to develop a shared action plan to build a circular economy for plastics packaging.

Recognizing the Council's long-standing work in the area of waste prevention in Canada and its role in creating the CPP, the Council was invited to play a leadership role in the source reduction work of the CPP in 2022, and acted as Chair of this work throughout 2023. In 2023, the Source Reduction Rapid Action Group drafted a list of problematic and unnecessary plastics that should be eliminated,

and was reviewed by partners to the CPP. A Guidance Document, *Supporting the Elimination of Unnecessary & Problematic Plastics* was released during the INC-4 Global Plastics Treaty meeting, held in Ottawa in April 2024.

Staff from the Council Secretariat and from Metro Vancouver Solid Waste Services will continue to actively participate in the CPP through 2024, and advocate for upstream changes to design out waste and pollution.

Working Groups: 2023 Highlights and 2024 Priorities

Built Environment Working Group

In 2023, the group continued to focus on assessing opportunities to enhance waste prevention and promote circular economy principles within the construction and built environment sector in Canada. Separate but related to the work of the Built Environment Working Group, in 2023, the Council was invited to participate in an Advisory Body to Circular Economy Leadership Canada (CELC) and the Canadian Standards Association (CSA) on the development of a national framework for a circular built environment in Canada.

In 2024, a *National Framework for a Circular Built Environment* was publically launched. Also in 2024, CELC and the CSA are re-convening the Advisory Body to develop an action plan for the framework. The Council will be folding the Built Environment Working Group into activities developed as part of the CELC and CSA action plan.

Reuse Working Group

The Reuse Working Group was established as a NZWC Working Group in 2023, with significant business and government leadership represented on the working group. This working group is considered to be the best collaborative on reuse in Canada. In 2023, the working group developed a scope of work – to complete a selection of reuse system case studies from North American and Europe that help to dispel ‘myths’ around the implementation of reusable products and reuse systems. A consultant was secured in 2023 to begin gathering publically available research, and developing case studies featuring the following businesses: Fresh Prep, Friendlier, Drinkfill, CHEP, TURN Systems, and Refill – a cross-sector collaborative.

Case study design and final delivery is scheduled for 2024. The remainder of 2024 will be spent focusing on communications and outreach around the implementation of reuse systems, and advocacy support that advances reuse over single-use product and packaging, particularly in the food sector.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Core funding for the National Zero Waste Council is provided by Metro Vancouver at \$120,700 annually. Council initiatives are supported through additional funding and in-kind support from partners and funding agencies. In 2024 the core funding and external funding combined form a budget for Council activities of \$220,700. Love Food Hate Waste Canada (LFHW) is funded by service fees from its eight campaign partners. In 2024 the operating budget for LFHW Canada is \$375,000.

CONCLUSION

Over the past ten years, the National Zero Waste Council has built a strong reputation across Canada by bringing together key actors from across the system to develop innovative collaborations, fund ground breaking research, and create dynamic engagement offerings that develop our collective understanding of the intersection of waste prevention and the circular economy.

In 2023 and early 2024 the Council continues to support the circular economy discussion in Canada, across multiple sectors. This includes work on policy and innovation to reduce food loss and waste across the food value chain; leading work on the development of circular food hubs in Canada, and continuing to deliver Love Food Hate Waste Canada. Additionally, the Council deepened the service and support work for participants in the Circular Cities and Regions Initiative (CCRI) to build circular economy knowledge and capacity among local governments in Canada; and advanced the elimination of problematic and unnecessary plastics packaging through the Canadian Plastics Pact.

REFERENCES

1. [National Zero Waste Council website](#)
2. [Circular Food Hubs](#) and [Peer Network](#)
3. [Love Food Hate Waste Canada](#)
4. [Circular Cities and Regions Initiative](#)
5. [Canada Plastics Pact](#)

67836202

To: MVRD Board of Directors

From: John McEwen and Eric Woodward

Date: May 10, 2024 Meeting Date: May 31, 2024

Subject: **External Agency Status Report for Metro Vancouver Regional Parks Foundation (MVRP Foundation)**

RECOMMENDATION

That MVRD Board receive for information the report dated May 1, 2024: “External Agency Status Report for Metro Vancouver Regional Parks Foundation – Update from October 1 2023 to May 1 2024”.

EXECUTIVE SUMMARY

Reports on two regular meetings and an AGM held by Metro Vancouver Regional Parks Foundation over a six- month period are provided. The Foundation’s general operations are described.

PURPOSE

To provide the MVRD Board with an update on Metro Vancouver Regional Parks Foundation activities and highlights for the period October 1 2023 to May 1 2024.

BACKGROUND

Formed in 2000, Metro Vancouver Regional Parks Foundation (MVRP Foundation) is a registered charity with a mission to protect and enhance Metro Vancouver’s Regional Parks system. The Foundation raises funds to help augment government funding for special projects and programs in Metro Vancouver’s Regional Parks.

An independent board of volunteer directors meets a minimum of four times per year to oversee the management and operation of the Foundation. Since 2007, the Foundation has received annual contribution funding from Metro Vancouver.

In addition, the Foundation ensures that it remains both a society and a registered charity in good standing. Its fiscal year runs from October 1 to September 30, and each year its financial statements are audited. The Foundation strives to provide a strong return on investment to Metro Vancouver through its contribution funding,

HIGHLIGHTS

Regular meetings of MVRP Foundation board were held on November 21, 2023 and February 6, 2024. The Annual General Meeting of the Foundation was held February 6. Audited Financial statements were received. Mark van der Zalm was elected as Chair of the Foundation. Other executive positions appointed were Sarah Marsh, Past Chair; Mike Jerowsky Vice Chair; Terri van Sleuwen, Treasurer; and Roy Millen, Member at Large. Updates were provided regarding the Foundation progress on grants to Metro Vancouver and community partners including ongoing program support of CTS Youth Society, and fundraising initiatives.

Highlights of grants and projects funded this period to Regional Parks and programs:

• Iona Beach: Birds Canada - Flying Insect Sampling/Swallow Study	\$19,584
• Pacific Spirit: Pacific Spirit Park Society – Forest Enhancement	\$9,090
• ʔéxətəm: Metro Vancouver - Coquitlam River Research Equipment	\$12,041
• Burnaby Lake: Burnaby Lake Park Association – Wildflower Meadow	\$1,000
• Derby Reach: Metro Vancouver – Ecoblitz	\$6,000
• Aldergrove: Metro Vancouver – Ecoblitz	\$2,100
• Pacific Spirit: Metro Vancouver – Nightquest	\$1,000
• ʔéxətəm: Resilient Waters – Floodgate & Salmon Study	\$10,000
• Various Regional Parks: Metro Vancouver – Silent Trails	\$9,000
• Pacific Spirit: Metro Vancouver – PAC Tools & Equipment	\$15,000
• Tynehead: Metro Vancouver – Surrey Community Access to Nature	\$2,750
• Campbell Valley: Metro Vancouver – Rowlatt Pond, Pond Dipping Opportunities -	\$15,000
• Campbell Valley: Metro Vancouver – Nature House Guest Honorariums	\$2,000
• Pacific Spirit: Pacific Spirit Park Society –For preservation of PAC	\$20,000
• Bus Grants – 65 Trips connecting 3,544 people to nature	\$38,137

Highlights of Funds raised this period include:

In December, the Foundation’s third annual **Give a Hoot Campaign** raised funds with local nonprofit organizations. Results, including matching funds, were:

• Vancouver Avian Research Centre	\$10,756.03
• KEEPS	\$4,090
• Derby Reach & Brae Island Park Association	\$340.26
• Minnekhada Park Association	\$794.92
• Burnaby Lake Park Association	\$3,461.36
• Pacific Spirit Park Society	\$9,403.41
• CTS Youth Society	3,111.28

In May, the Foundation raised \$100,000 in the fourth annual **REEL Earth Day Challenge** event in partnership with Reel Green™ at Creative BC. In the two weeks leading up to Earth Day, seven park projects were brought funded by the BC Film Industry.

○ ʔéxətəm: Resilient Waters – Floodgate & Salmon Study	\$20,000
○ Lynn Headwaters: Metro Vancouver – Reforestation Maintenance	\$15,000
○ Aldergrove: Metro Vancouver – Sedge Field Restoration	\$20,000
○ Pacific Spirit: Metro Vancouver – Grand Fir Trail Restoration	\$15,000
○ CTS Youth Society: Mishkoopitum Summer Camps:	\$15,000
○ East Area Parks: Metro Vancouver – Indigenous Public Programming	\$3,000
○ Campbell Valley Regional Park: Metro Vancouver – Pond Creation	\$10,000
○ Ecoblitz 2024	\$2,000

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

Metro Vancouver Regional Parks Foundation continues to deliver on their mission under the direction of its volunteer Board. In collaboration with Regional Parks staff and park partners and volunteers, the Foundation remains active in its commitment in fundraising for Regional Parks programs and projects.

REFERENCES

Further information on the activities of the Metro Vancouver Regional Parks Foundation can be found at www.mvrpfoundation.ca

To: MVRD Board of Directors

From: Darrell Penner, Alternate Director

Date: May 6, 2024 Meeting Date: October 26, 2023
March 14, 2024

Subject: **External Agency Status Report for Sasamat Volunteer Fire Department Board of Trustees**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 6, 2024, titled “External Agency Status Report for Sasamat Volunteer Fire Department”.

PURPOSE

To report to the Board of Directors on the activities of the Sasamat Volunteer Fire Department.

BACKGROUND

Board policy requires the reporting of activities twice annually in May and October.

KEY ACTIVITIES

The Sasamat Volunteer Fire Department (SVFD) Board of Trustees endorsed the Facilities Report for the Sasamat Fire Protection Service as presented in the report “Sasamat Volunteer Fire Department Facilities Replacement” dated October 25, 2023.

The Board receive for information the status update of the 2023 financials as presented in the report dated March 4, 2024 titled “2023 Financial Actuals – Sasamat Fire Protection Service”.

The Board instructed Metro Vancouver staff administering the SVFD Service to review the annual contribution levels from both BC Hydro and Metro Vancouver Parks and request both entities to provide an increased annual contribution at a rate agreeable to the SVFD Fire Chief and the Metro Vancouver staff administering the SVFD Service and endorse the Work Plan as presented in the report dated March 4, 2024 titled “2024 SVFD Quarterly Work Plan Update”.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no unplanned/unbudgeted financial implications associated with these activities to date.

SUMMARY/CONCLUSION

The Sasamat Fire Department Board of Trustees continues to oversee the planning, budgeting, and operation of the fire department through regular meetings and ongoing communication with the Fire Chief and Metro Vancouver SSEM staff.

To: MVRD Board of Directors

From: Craig Hodge, Director, Metro Vancouver Board, and Co-Chair, Solid Waste and Recycling Industry Advisory Committee

Date: May 13, 2024 Meeting Date: May 31, 2024

Subject: **External Agency Status Report for Solid Waste and Recycling Industry Advisory Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 13, 2024, titled “External Agency Status Report for Solid Waste and Recycling Industry Advisory Committee”.

EXECUTIVE SUMMARY

The Solid Waste and Recycling Industry Advisory Committee (Industry Advisory Committee) provides a forum for industry contribution, discussion, and advice on management planning, operations, and policy issues related to solid waste and recycling services in Metro Vancouver, as well as the ongoing solid waste management plan update.

The 2024 Industry Advisory Committee consists of 34 industry members. Key topics of discussion in 2024 will include:

- Garbage, organics and construction and demolition material capacity, and long-term disposal planning
- Generator levy and competition
- Idea Generation for an updated solid waste management plan
- Recycling capacity and product markets

PURPOSE

To provide the MVRD Board of Directors with an update on the activities of the Solid Waste and Recycling Industry Advisory Committee.

BACKGROUND

In July 2021 the Board received for information the terms of reference for the Solid Waste and Recycling Industry Advisory Committee (Industry Advisory Committee), included as Attachment 1. The committee held its first meeting in January of 2022. The Industry Advisory Committee reports through its Co-Chairs to the Zero Waste Committee and provides advice and recommendations to Metro Vancouver staff. Director Hodge serves as the Zero Waste Committee representative and Co-Chair of the Industry Advisory Committee. Under the terms of reference, the second Co-Chair is elected by the members of the Industry Advisory Committee. Lori Bryan, of the Waste Management Association of British Columbia, was re-elected as Co-Chair at the April 2024 meeting.

Industry Advisory Committee membership is self-selected through an annual open call for submissions, and membership carries a one-year term with a requirement to re-submit a statement

of interest each year. Any member of the public is welcome to observe Industry Advisory Committee meetings. Online meetings are live-streamed and recordings are posted to the website. Observers must attend in-person for in-person meetings.

Since the last update to the MVRD Board in October 2023, the committee has met five times to receive information and give feedback on the following topics:

- Disposal Ban Program Review
- Vancouver Landfill capacity
- Concrete and Asphalt Opportunities Review
- Residuals Management Options Review
- Solid Waste and Resource Management Biennial Report
- Solid Waste Management Plan Vision and Guiding Principles update

INDUSTRY ADVISORY COMMITTEE

Key Topics of Discussion

In late 2023, Metro Vancouver received feedback on priority topics and themes that Industry Advisory Committee members are most interested in discussing and developed a draft work plan for 2024.

There was considerable interest in discussing long-term disposal capacity, the generator levy and competition, residuals management, and the solid waste management plan update. At the January 2024 meeting, members participated in small group discussions to determine the best approach to addressing key topics of interest and capitalize on committee member expertise. Suggestions included:

- More small group discussions to delve more deeply into key subject areas
- Fewer information reports
- A leaner work plan focused on topics related specifically to the solid waste management plan update

The 2024 work plan now includes opportunities for small group and plenary discussions throughout the year on key topics including:

- Garbage, organics and construction and demolition capacity, and long-term disposal planning
- Generator levy and competition
- Idea generation for an updated solid waste management plan
- Recycling capacity and product markets
- Construction and demolition waste management

Industry Advisory Committee Membership

The call for new member submissions went out in February of 2024. There were 34 submissions, including 25 from returning members and nine from new members. Member biographies are available on the committee web page (Attachment 2).

Solid Waste Management Plan Update

At the committee's April 2024 meeting, members reviewed and provided feedback on the draft vision and guiding principles for the updated solid waste management plan and the draft discussion questions for the next phase of engagement: idea generation. The draft vision statement, eight guiding principles, and seven discussion questions were presented to members. Twenty-two of 34 members attended and provided input. Feedback from the Industry Advisory Committee and others will be considered and a revised draft vision and guiding principles will be presented to the Zero Waste Committee and Board for consideration.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Coordination of the Industry Advisory Committee is included in the Solid Waste Services work plan and budget.

CONCLUSION

The Solid Waste and Recycling Industry Advisory Committee provides a forum for industry contribution, discussion, and advice on management planning, operations, and policy issues related to solid waste and recycling services in Metro Vancouver, as well as the ongoing solid waste management plan update. With 34 members in 2024, including nine new and 25 returning members, there is high interest in the work of this advisory committee. The committee continues to refine its approach and focus and benefits from involving a broad range of waste and recycling industry representatives.

Attachments

1. Solid Waste and Recycling Industry Advisory Committee Terms of Reference
2. 2024 Committee Member Biographies

Reference

[Solid Waste and Recycling Industry Advisory Committee Web Page](#)

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Director Craig Hodge, Co-Chair

Metro Vancouver Board Director Craig Hodge is a City of Coquitlam Councillor, a title he has held since 2011. Director Hodge serves on the Metro Vancouver Board, and is the Vice-Chair of the Zero Waste

Committee. Director Hodge is also Chair of the National Zero Waste Council Management Board, and serves on the Metro Vancouver Regional Parks Committee and Water Committee.



Lori Bryan, Co-Chair

Lori Bryan is the Executive Director of the Waste Management Association of BC (WMABC) and has helped guide the association through a number of campaigns to ensure the private waste & recycling sector has a voice at government

level discussions, to collaborate on solutions and maintaining an open and competitive market.

Lori started in the waste sector by working for a small company in the 1990's, who she represented at WMABC meetings. She began raising a family in 1996, while continuing to be involved by working with independent companies and took on the ED position for the WMABC in 2010. Recently, she participated on the Emergency Management of BC (EMBC) committee, both for COVID-19 and the 2021 Flooding emergencies, providing guidance on waste & recycling issues to the Province.

Lori was part of the working group that brought about the Metro Vancouver IAC and became a member to continue to work together on industry solutions.



Achilles Mallari

Achilles Mallari is the President of Sierra Waste Services Ltd. His background is in Operations and Quality Management through BCIT and been focused on collection and processing of solid waste and recycling, including logistics management over the past 23 years.

Through his work, he has been involved in all aspects of operations at materials recovery processing facilities (MRF) including design, set up, and management of various facilities in BC and MB. Achilles currently leads and directly manages teams in the collection of residential curbside

and ICI materials. Achilles is also involved with municipal partners to review, design, and implement environmental initiatives. Through working with local processing facilities and participating in their meetings related to current policies and industry best practices, this helps to understand the requirements for program success.

Achilles joined the IAC to collaborate and share his experience in the industry to contribute and assist Metro Vancouver as they plan new and innovative initiatives for the industry and region.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024

Aiden Kiani

Aiden Kiani is a Professional Engineer (P.Eng.), Geotechnical / Materials and has a Master's degree in Engineering. He also holds a Master's degree in Business Administration and a Master's degree in Educational Technology

and Learning Design. Aiden is the CEO of Lock-Block Ltd. & Green-Stone Aggregate, and is an instructor at BCIT in Civil Engineering.

Aiden joined the IAC to contribute to the development of public policies, engage in the activities of the community of practice, and help shape a sustainable lifestyle in our society.

Angus MacFarlane

Angus MacFarlane has dedicated over nine years to the waste and recycling industry, involved in various roles such as management and logistics. He is passionate about the industry and problem-solving. Apart from his professional

commitment, he enjoys cycling and spending time in nature. Angus' passion for sustainability, both in his career and outdoor pursuits, reflects his commitment to making a positive impact on the environment and personal well-being.

Seeing things firsthand has inspired Angus to help find solutions and support efforts for continuous innovation in our local waste processing. By joining IAC, his aim is to actively contribute to the waste and recycling goals while also bringing his passion, experiences, and perspectives.



Christian Dietrich

Christian Dietrich is the Vice President of Recycling and Waste Services at Ecowaste Industries. Christian's entire work experience centers around waste management, specifically hazardous waste and solid waste management. He has

worked in and led teams to design, commission, operate and maintain five separate waste processing plants ranging from a hazardous waste fuel blending facility in Tennessee, to fuel production from residential waste in London UK, to anaerobic digestion of food and garden waste in Surrey, BC.

Christian has also taken part in operational teams to improve safety and operational performance at a variety of waste processing plants including, material recovery facilities, mechanical biological treatment, combined heat and power incinerator, and waste-gasification. Christian holds a BSc Environmental Science from Lake Superior State University and an MBA from Seattle University.

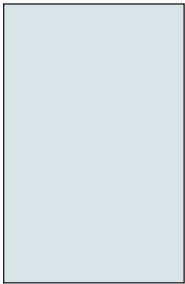


David Millman

David Millman has over 30 years of experience in the waste and recycling industry working with the private and public sector. David has worked through implantation of: Waste Bans, Bylaw changes, Recycling, Organics, Short and

Longterm Disposal Options, and COVID Protocol. Proving solution to problems in both the private and public sector. David joined the IAC to work closely with all industry partners to find cost effective solutions to current and longterm issues.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Dimitri Pantazopoulos

Dimitri Pantazopoulos is a government relations and public policy consultant with a decade of experience in the waste industry. In addition, Dimitri owns and operates a public opinion research firm, that specializes in public policy and

reputation management.

Dimitri joined the IAC to assist their client, Waste Connections, to represent their interests and the broad interests of a competitive market system and an approach to government management that emphasizes fiscal prudence.

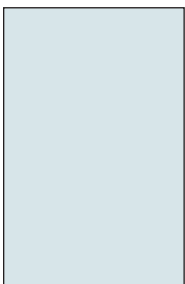


Edwin Berkhof

Coming from the Netherlands, Edwin Berkhof has always been avidly interested in sustainable recycling and agricultural practices. Edwin received a degree in Mechanical Engineering and has been in the waste industry for over

eleven years with project and operations experience in different capacities.

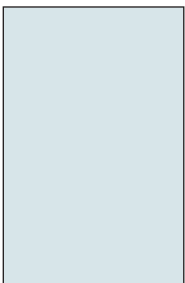
Edwin has worked in waste-to-energy solutions, Anaerobic Digestion, Composting and Mechanical Treatment Technology, and the Surrey Biofuel Facility's construction & commissioning. He currently works for Evergen Infrastructure Corp. as Vice President of Technical Services using his knowledge for the development and acquisition of new projects and to support new operations into successful integration in the corporate group.



Fabio Scaldaferrri

Fabio Scaldaferrri, owner Mattress Recycling™ (Pacific Mattress Recycling Inc.) is one of Canada's largest mattress recycling facilities. Established in 2009, Mattress Recycling™ will now processes over 200,000 mattresses per

year with a team of 18 employees and specialized equipment. Mattress Recycling™ specializes in disassembling used mattresses, box springs and futons and recovering the components within for re-manufacturing into different products. The recycling rate per mattress is over 90% and takes a different approach with its unmarketable than other companies; it turns those materials into a coal-replacement fuel that is used to heat the cement kilns in the Lower Mainland.



Glen Furtado

Glen Furtado, M.A.Sc., P.Eng. is the Senior Director of Construction Innovation for the Cement Association of Canada. His experience in progressively responsible design, management, and leadership roles extends over

25 years in the private and public sectors in USA and Canada. He has been responsible for the delivery of major infrastructure projects including, highways, interchanges, public transit, and LRT. In his current role with the Cement Association, Glen helps members, municipalities, designers, architects, and engineers meet their environmental sustainability goals through the incorporation of lower-carbon building materials in the projects they deliver for stakeholders.

Working closely with industry members and allies, Glen works to share information on best practices that help reduce the carbon intensity of the products they manufacture and deliver to their customers and stakeholders. Glen works with federal, provincial, and regional government to inform and share policy advice related to decarbonization including solid waste recycling.

Glen joined the IAC to further support Metro Vancouver's vision and mission and support the Cement Association members in finding opportunities to assist with the same through solid waste and recycling plans, industry policies, and services provided by Metro Vancouver within the region.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Gord Johnson

Gord Johnson is a co-founder that developed a proprietary process for the recovery of 100% of the material from asphalt shingles. Gord has 30 plus years of experience in building, growing, and managing companies. He is the former CEO

of Save Energy Walls, Lodgeview Entertainment & Intrepid Security.

Gord is involved with multiple jurisdictions in Canada and the US with regard to material recovery facilities and the collection of solid waste as it relates to Construction & Demolition waste especially asphalt shingles.

Gord joined the IAC as he has some experience in this field and wants to understand & apply the best practices for solid waste management not only for his company but across the region and asses if they can be applied in other areas.



Grant Hankins

Grant Hankins has been involved in the industry for close to 30 years working for private and publicly traded companies in Canada and the United States.

Grant currently owns assets and investments in the industry and is

the Chair of the Waste Management Association of BC as well as a member of Metro Vancouver’s Solid Waste Management Plan Public/Technical Advisory Committee. Grant has a MBA, an undergraduate degree in business from SFU and business diploma with Capilano University and is currently a consultant to various companies in the industry in Canada and the US.

Grant has an interest in working collaboratively with government to develop policies and processes that create a better environment, while creating a business environment that creates an open competitive and efficient market to drive higher environmental standards while doing it in a fiscally responsible manner for tax payers.

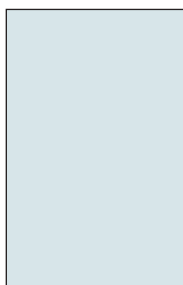


Harwant Deol

Harwant Deol has been involved in the waste management business for the last thirty years. It has given Harwant a tremendous amount of opportunity as back in their native homeland there was no potential to grow skills and abilities. Harwant

started their career in the US for an environmental company where they checked leaked tanks, took soil samples then checked contamination levels, then removed tanks and cleaned all the contamination. A short while later Harwant moved to Canada where they worked in a waste disposal company as a sales representative. Around 6 months later Harwant was promoted to sales manager where they are able to help others. Harwant also got more involved with waste transfer stations.

Harwant joined the Solid Waste and Recycling Industry Advisory Committee because they believe their experience, knowledge and exposure to the local waste collection and recycling system will help guide the future of tackling major efficiency issues and long term environmental concerns.



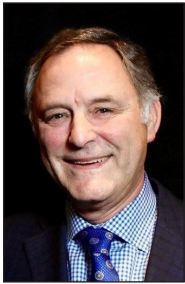
Imran Jessa

Imran Jessa has 25 years experience in the recycling business. They graduated from UNBC in 2003 with a degree in International Business.

Imran enjoys golf, and reading about politics and current events.

Imran joined the IAC to be a part of a team that will lead to a better cleaner future for a our region.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Izzie Abrams

Izzie Abrams is Vice President Government & External Affairs, Waste Connections of Canada. His career has spanned over 5 decades in the waste industry. He has held various executive positions successfully developing

and implementing growth strategies as well as government and community affairs programs. He has also held leadership roles in various trade associations, charitable foundations and not for profit organizations. Izzie holds numerous community and industry awards having been inducted into the National Waste and Recycling Association Hall of Fame in 2014.

Izzie joined the IAC to provide his industry experience and insights. As well as make a positive contribution for the advancement of better waste management practices as they relate to policy issues regarding solid waste and recycling services in Metro Vancouver.



James Collins

James Collins has worked in the local waste industry for the last 20 years, managing hazardous waste disposal, implementing recycling initiatives and providing garbage service.

James joined the IAC because he thinks it is important to participate and give back to the community. The more people that do this, the better the place is in which to live.



Jamie Kaminski

Jamie Kaminski is a Zero Waste Business Associate (ZWA, TRUE Advisor) and is President of Happy Stan's Recycling Services Ltd. Zero Waste. He is a Board Member of Zero Waste Canada and the Zero Waste International Alliance, and is Chair of

the Zero Waste Definition and Zero Waste Hierarchy working group.

Jamie's 27 years plus of experience is in solid waste management from both a ground level and policymaking perspective. His area of expertise lies within international best practices in respect to internationally accepted zero waste policies and programs. He works with fellow policy advisors to create strong, practical and enforceable policies that drive change towards zero waste. Jamie has developed extensive experience in understanding how regional policies and bylaws affect the existing waste management system from the perspective of the service provider, the client, as well as the region as a whole.

Jamie joined the IAC to support Metro Vancouver in their desire to incorporate more Zero Waste programs, policies and metrics into their solid waste management plan update.



Jasper van de Wetering

Jasper van de Wetering has 25 year experience in the cement manufacturing industry, with 11 of those years focused on environment and sustainability. For the past 6 years Jasper has focused on developing Alternative Waste Based Fuels

programs for the cement sector. Prior to their career in cement manufacturing Jasper worked for 11 years as an Environmental Analytical Chemist.

Jasper joined the IAC to promote the use of low carbon waste materials as a replacement for fossil fuels.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024

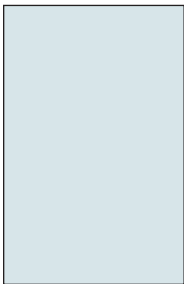


Jeff Gontovnick

Jeff Gontovnick is Managing Partner of 1-800-GOT-JUNK? Fraser Valley, Jeff operates a junk removal franchise which services roughly half of Metro Vancouver. Jeff is motivated by growth and people development, and building connections within an

industry that is constantly changing. Jeff has been involved in the waste and recycling industry for almost 20 years in various capacities, starting at the front lines on the trucks, to leading national sales teams, to business consulting, to their current role leading a franchise operation.

Jeff has always had an interest in municipal waste and recycling policy and systems, particularly in an environment like Metro Vancouver where environmentalism is a strong part of the public identity. Joining this committee will give Jeff more opportunity to learn how they can positively contribute to the region's goals.



Jenika Dimant

Jen Dimant brings 9 years of invaluable experience in the solid waste and recycling industry, showcasing a remarkable journey as the owner/operator of a local metal recycling facility. Under her guidance, the company has

witnessed exponential growth, with staff, customers, and revenue. This achievement underscores her exceptional leadership, strategic vision, and dedication to excellence in the industry.

Eager to further her involvement and impact in the solid waste and recycling sector, Jen is enthusiastic about joining the Solid Waste and Recycling Industry Advisory Committee (IAC). She recognizes the importance of collaboration and knowledge-sharing among industry professionals to address complex challenges and drive sustainable solutions. By becoming a member of the IAC, she aims to contribute her expertise, leverage her network, and stay abreast of emerging trends and best practices, ultimately advancing the goals of her company and the industry as a whole.



Jeremy Crawford

Jeremy Crawford has worked in the industry for the past 14 years in various roles and is currently the General Manager of Waste Control Services, where one of Jeremy's responsibilities is to operationalize the company's strategy and execute

its business plans.

Jeremy joined IAC to collaborate with peers within the industry and Metro Vancouver, to assist and support decision making by Metro Vancouver as it relates to solid waste and recycling services in the Metro Vancouver region.



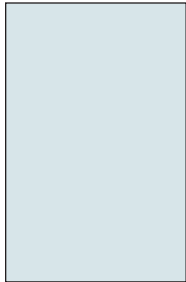
John Turner

John Turner has over 40 years of experience as a high performance, transformational and results-oriented professional with a record of success as a business development and operations leader in the energy sector; agile and decisive in driving

positive change, continuous improvement and leading teams toward achieving objectives. John started their career in the oil and gas industry, and has grown into a contributor to the commercialization of renewable fuels, green power generation, and carbon sequestration products as our understanding of GHG impacts has evolved, building relationships with industry and government leaders throughout Canada along the way.

John is very interested in transforming "waste" into a feedstock in a circular economy, and John is currently working on waste-to-biochar and waste-to-Carbonized Solid Biofuel (biocoal) company initiatives. John believes understanding the waste collection, sorting, recycling and disposal processes, within a regional governance environment, will help them contribute to ideas, initiatives, and business opportunities to reduce pressures on landfills and the associated GHG impact, and better utilize what should be viewed as a resource rather than waste.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Josh JansenVandoorn

Born and raised in Langley BC, Josh JansenVandoorn graduated from Trinity Western University and is the father of three kids.

Josh has worked in the waste industry for 12 years both on the hauling and processing side. Josh

has been a director with the Waste Management Association of BC for the last 8 years.

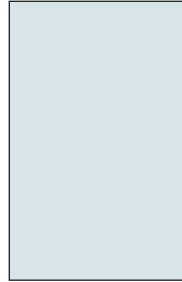


Leanne Koehn

Leanne Koehn is the Community Engagement Manager at Ridge Meadows Recycling Society (RMRS), a non-profit that works in partnership with the City of Maple Ridge to provide recycling and environmental programs and

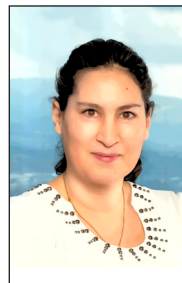
services and manage the Maple Ridge Recycling Depot. In 2018, Leanne launched Maple Ridge Repair Cafes, now in their 7th year, and annually Leanne organizes the Celebrate Earth Day in Maple Ridge festival. Their organization also runs an employment skills program at the Recycling Depot for people with diverse abilities in partnership with Community Living BC.

Leanne joined the IAC to learn more about viewpoints of diverse stakeholders, stay updated about and contribute to solid waste and recycling services and policy in Metro Vancouver.



Matthew McAra

Coming soon.



Maya Moucachen

Maya Moucachen is an Electrical Engineer and Director of Business Development at Merlin Plastics. Maya holds a MS from University of Illinois at Urbana-Champaign, an MBA from INSEAD.

Maya joined Merlin Plastics in 2012. Since 1987, Merlin Plastics has planned, developed, and refined the re-processing of PE, PP, LDPE, and PET. The company began its recycling business out of a 2,000 square foot warehouse in Delta, B.C and now operates recycling facilities totaling over one million square feet with sister plants in Alberta, Ontario, California and Oregon. Merlin Plastics has been honoured to receive various awards including in 2005 when the Recycling Council of BC recognized it with an award, "in recognition of ongoing commitment to the ideals of responsible environmental stewardship in the province of British Columbia".

Maya is passionate about the environment, and feels blessed to have a career that is consistent with her personal environmental values. She is honoured to be a member of the Solid Waste and Recycling Industry Advisory Committee.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Michael Zarbl

Michael Zarbl joined the Major Appliance Recycling Roundtable as the Executive Director in July 2017. Prior to that, Michael was the Director of Operations at Recycle BC (formerly MMBC) the Extended Producer Responsibility

program for packaging and printed paper in British Columbia. Before joining Recycle BC, he was the Senior District Manager for Waste Management of Canada Company for four years, where he was responsible for the entire operation of the Vancouver Hauling District. Prior to that, Michael held various private sector positions at major corporations such as Director of Operations with Ryder Container Terminals, a large export/import and distribution facility for Canadian manufacturers and major Canadian retailers, Distribution Centre Manager for Martin Brower of Canada (distributor for McDonald's Restaurants of Canada), and with Coca-Cola Bottling Co. He has an extensive supply chain management background with direct experience in the key activities along the supply chain, culminating in direct waste management industry experience.



Mike Lannin

Mike Lannin has been working in the waste industry in varying capacities for nearly 20 years. He is currently a manager at Super Save Group, a private waste hauling organization. Mike joined the IAC as an opportunity to learn

more about the issues surrounding the solid waste industry in the area currently, and to contribute to the ongoing development of the industry going forward.



Patrick MacNeil

Patrick MacNeil is an advocate for recycling and environmentally conscious waste handling procedures and policies that are feasible and long term minded. Patrick has worked in the waste and recycling industry for 19 years.

Patrick joined the IAC to help form policy that will have a beneficial outcome for generations to come.



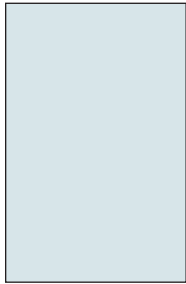
Pinky Vargas

In 2021 Pinky Vargas joined Republic Services. Prior to joining the company, Pinky worked for Washington energy utilities for 14 years, on Energy Efficiency, Community Outreach, and Account Management. Pinky also served

on Bellingham City Council for eight years and completed their term in December 2021. Pinky has extensive experience in project and account management and working with government entities on a host of issues. Pinky was born and raised in Canada and moved to the United States 24 years ago. Pinky holds a Bachelor of Science Degree in Business Management and has training in mediation and negotiation.

Pinky has been actively involved in conservation and sustainability for over 15 years. Managing our waste sustainably and responsibly is a critical issue in our world today and Pinky is compelled to be part of the solution. Pinky enjoys working among those who have the greatest impact and helping each other come to solutions for the long term. It is Pinky's personal purpose to lead local communities in environmental solutions and advocate for a circular economy, effective government, economic development, social justice, women's equality, outdoor recreation, wellness, and a good quality of life.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Ralph McRae

Ralph McRae is the Chairman & CEO of Revolution and a participant in the waste and recycling industry in Metro Vancouver for 35 years. Ralph has been involved in solid waste collection and disposal, ICI recycling, composting, construction

and demolition materials processing and the production of alternate fuels.

Ralph joined the IAC to improve the management of solid waste in the region and bring fiscal accountability to the process.



Sandy Sigmund

Sandy Sigmund is Vice President Development & Chief Marketing Officer of Encorp Pacific Canada. She has been a senior executive with Encorp since its inception in 1995 and leads the stewardship agency's marketing,

communications and program development efforts. Prior to Encorp, Sandy had an extensive career in retail management specializing in sales, marketing, and merchandising. Sandy is the Past President of the board for the Ridge Meadows Recycling Society and serves on the management board of the National Zero Waste Council.

As Encorp strives to increase the recovery and recycling rate for the obligated products under the stewardship plan we continuously search for new and innovative ways to collaborate and partner with others in the industry.



Sean Kawakami

Sean is the Business Development Manager for Convertus Group who specialize in the design, construction, finance, and operation of organic waste processing facilities. Convertus operates 12 facilities in Canada, notably

including the Nanaimo Circular Waste BC and Surrey Biofuel sites. Sean started in the industry with Rehrig Pacific and his experience in supply, collection and processing affords him a unique perspective of the solid waste industry in our province.

As a resident of the lower mainland and a solid waste professional, contributing to the long-term success of the solid waste industry in the region is important to Sean on numerous levels. Sharing information from different stakeholders on the committee can help manage the unique challenges of solid waste in our region and it is the best way to ensure industry and government are working together to develop a sustainable plan for our future.

Solid Waste and Recycling Industry Advisory Committee – Member Biographies 2024



Shad Prasad

With over 30 years in the logistics/ warehousing industry, Shad Prasad has seen a large amount of waste. Shad is driven to change habits and approach to recycling by educating people on available recycling alternatives through

awareness and education.

Shad is the Plant Manager for Cascades Recovery +, Vancouver and Surrey, where the company is involved in recycling fibre from commercial facilities throughout the lower mainland. Cascades Recovery + is committed to reducing fibre waste entering the landfills.

Shad joined the IAC to gain knowledge on future recycling goals and initiatives and how he can contribute to a greener community.



Stewart Young

Stewart Young has 20 years of experience in the waste industry as a second-generation industry professional. He grew up working all aspects of the family business until taking over as Vice President of Alpine Disposal and Recycling

until its acquisition by GFL in 2019. He was recognized for his dedication and hard work in 2015 when he was awarded the Top 20 Under 40 Business Award. Stewart is now the Regional Vice President of Solid Waste for GFL Environmental in BC. He is also co-owner of SKY Environmental and owner of Altitude Management.

Stewart joined the IAC to help contribute to the development of effective waste and recycling management strategies in Metro Vancouver.

Solid Waste and Recycling Industry Advisory Committee

Terms of Reference

Updated June 30, 2023

1. PURPOSE

The purpose of the Solid Waste and Recycling Industry Advisory Committee (IAC) is to provide a forum for industry contribution, discussion and advice on management planning, operations and policy issues related to solid waste and recycling services in Metro Vancouver.

The purpose of these terms of reference is to describe the role of the committee.

2. OBJECTIVES

The IAC will:

- Provide industry representatives with a formal structure through which they can receive information and provide management planning, operational and policy advice related to solid waste and recycling within Metro Vancouver;
- Provide Metro Vancouver with a venue to engage the private waste services sector on solid waste and recycling plans, policies, and services within the region; and
- Provide affected industry stakeholders with the opportunity to be heard and to channel ongoing feedback to Metro Vancouver, including engagement on Metro Vancouver's solid waste management plan update process as well as other waste management issues of regional importance.¹

3. MEMBERSHIP

The IAC membership is comprised of representatives of private waste and recycling collection and processing companies and their industry associations affected by existing and proposed operational and policy items related to solid waste and recycling plans, policies, and services within Metro Vancouver. A representative from the Zero Waste Committee will attend all IAC meetings and will be one of the Co-Chairs for the IAC.

Membership is voluntary, self-selecting, and carries a term of one year. The initial open call for membership will be advertised on Metro Vancouver's website and through Metro Vancouver's solid waste industry mailing list a minimum of 45 days prior to the inaugural IAC meeting. An annual open call for new members will be advertised a minimum of 30 days prior to each anniversary of the inaugural committee meeting. Existing members that wish to continue participation in the IAC will be asked to re-submit their statement of interest annually.

All private waste and recycling collection and processing industry representatives who express interest in participating in the IAC will be required to review the IAC Self-Selection Assessment Framework and complete the Statement of Interest Declaration confirming agreement and expressed intention, to work within the Terms of Reference. All persons who complete this process will become members of the IAC for a term of one year.

¹The IAC is not intended to be the sole venue or mechanism for industry consultation and engagement on the solid waste management plan update. Although the IAC will provide feedback and advice related to the plan update process, the scope of the committee includes other regional solid waste management considerations and will continue beyond the approval of the solid waste management plan.

4. EXPECTATIONS OF MEMBERS

- Members must be prepared to invest time and energy towards learning and understanding existing and proposed solid waste and recycling policies, practices, and bylaws, as well as the regional waste management system and issues associated with their administration and implementation.
- Members must be prepared to work constructively and collaboratively at committee meetings to address areas of mutual concern, recognizing the multi-faceted issues and interests of all impacted stakeholders. While it is recognized that private companies are not accountable to other members of their same industry, it is expected that all IAC members act in good faith to present the experience and concerns that are reflective of their broader community.
- Members must be prepared to commit the time required to attend monthly committee meetings, pre-read the agenda and all supporting material provided for each meeting, participate fully and constructively in committee discussions, and complete required actions and tasks on time.² Members must provide advance written notice to the Co-Chairs if they are unable to attend a meeting. Members are permitted to send alternate representatives if they are unable to attend a meeting, members must provide advance written notice to the Co-Chairs advising the name and position title of their alternate.

5. CONFLICTS OF INTEREST

Members are to file with the IAC Co-Chairs a written disclosure statement detailing their relationship with Metro Vancouver.

Examples of information that would be expected to be shared in the disclosure statements include:

- Contracts with Metro Vancouver entities;
- Contracts providing services to Metro Vancouver facilities as a sub-contractor;
- Addresses of facilities that are licensed under Metro Vancouver's Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, 1996; and
- The submission of a proposal in connection with a Metro Vancouver procurement process.

Any member or principal who does not have a relationship with Metro Vancouver must file a NIL disclosure statement to that effect. Members are asked to update that disclosure statement in a timely fashion to reflect any change of circumstances or if the IAC's deliberations expose relationships that may not have been initially apparent. Members who fail to file the requisite disclosure statement and updates will be excluded from the IAC and its deliberations until such time as he or she fully complies.

Alternate representatives are not required to provide a disclosure statement to the Co-Chairs unless the alternate representative is attending three or more IAC meetings within the year. IAC member disclosure statements will be posted online on the IAC website and publically available.

Members should excuse themselves from any IAC discussions or matters that may place them in a conflict of interest, unless explicitly requested to speak, on a majority vote of the IAC to do so. A conflict of interest is considered to be a pecuniary or other interest in the business of a Metro Vancouver entity that would cause a real or perceived conflict of interest in the member's ability to carry out his or her duties in connection with the IAC.

The Co-Chairs also have the power to remove any IAC member whose actual or potential conflicts of interest are inconsistent with a fair and objective deliberation of the issues that may come before the IAC. The Co-Chairs will rely exclusively on the information provided by members in their disclosure statements to inform such decisions.

² It is anticipated that this may represent a time commitment of 6 hours per month.

6. CHAIRS

There will be two IAC Co-Chairs. The Zero Waste Committee representative will be a Co-Chair and a second Co-Chair will be elected annually for a term of one year by a 50%+1 majority vote of voting members present.

Voting members are defined as IAC members who have held membership for at least one month prior to the day of the vote.

Co-Chair elections will take place at the meeting on the one-year anniversary of the member Co-Chair's appointment. Nominations will be called at the previous meeting, with additional nominations allowed on the day of the election.

7. ADVISORY STRUCTURE & DECISION MAKING

The IAC is an advisory body, providing advice and recommendations to Metro Vancouver staff and, through the IAC Co-Chairs, to the Independent Consultation and Engagement Panel and the Zero Waste Committee. While sincere efforts will be made to achieve consensus on recommendations and advice, consensus is not a precondition to advancing committee recommendations. Where consensus exists it will be noted, and where it does not exist, all perspectives will be included in the meeting minutes. The IAC is not generally a voting body. Voting will only occur in the following four circumstances, and in these circumstances, there will be one vote allocated per company/entity represented:³

1. annual election of the second Co-Chair;
2. updates to the terms of reference;
3. confirmation of the annual work plan; and
4. during the appeal of member's dismissal, as described in section 11 of this Terms of Reference.

In each of these scenarios, voting will be a 50% +1 majority decision-making model of votes cast.

8. WORK PLAN

A work plan for the IAC will be developed by Metro Vancouver staff based on an annual call for work plan topics submitted by IAC members reflecting priority issues they would like to see considered during the year. The work plan, once confirmed by the IAC, will guide the development of meeting agendas for the year. The work plan may be amended during the year, at the agreement of both Co-Chairs, to allow for flexibility to address emerging issues or unanticipated, time-sensitive topics. Implementation of the annual work plan is at the prerogative of IAC members and does not direct activities of Metro Vancouver staff or resources, beyond the provision of committee secretariat support functions.

9. MEETINGS

- Meetings will be held monthly, except in July, August, and December, where no meetings will be held. The meeting dates and times will be determined by the Co-Chairs in consultation with IAC members, with a confirmed pre-set schedule for all meetings within the calendar year. On agreement of both Co-Chairs, meetings may be added or canceled as appropriate.
- Metro Vancouver will provide a venue, a third-party note taker, and refreshments for meetings, or as determined otherwise by the IAC. Through 2023 all meetings will be held virtually for IAC members, with the exception of two workshops to be held in person.

³ If there are multiple members representing a single company, they will be asked to convene among themselves to determine their collective vote.

- The Co-Chairs will work with Metro Vancouver staff to draft meeting agendas and coordinate any necessary meeting materials, which will be circulated to meeting participants a minimum of 72 hours in advance of the meeting.
- The meetings will be structured to encourage free and open discussion of relevant issues within the constraints of the planned agendas.
- Meeting minutes and action trackers will be kept for each meeting, through secretariat support provided by Metro Vancouver staff.⁴ Minutes shall not reflect the names of individual speakers or their stance on issues; rather, they shall reflect the issues discussed, significant points of view on the issues and the resolutions or actions to be taken.
- A meeting quorum will be 50%+1 of active members. The IAC may establish other meeting procedures, which will be considered as an appendix to these terms of reference.
- Meetings will be open to any individuals who wish to observe the discussions either in person or through video or teleconference, although only IAC members will be provided standing to participate in the discussion. Individuals interested in observing can request meeting information two weeks in advance of the meeting time and date. Non-member stakeholders may request an opportunity to present to the IAC, through two weeks' advance written submission for consideration by the Co-Chairs.
- The IAC may invite groups and subject-matter experts to present to the IAC and provide advice and feedback on specific IAC agenda items, at the discretion of the Co-Chairs.
- All IAC agendas will be published and publicly available in advance of meetings, with IAC presentations and meeting minutes posted for information on Metro Vancouver's website.

10. CODE OF CONDUCT

This code is intended to serve as a framework to guide the spirit and intent of how IAC members are expected to deliver on the IAC's purpose, objectives, and intent in an ethical and respectful manner.

1. **Respect and Collaboration:** Discussions and debates shall take place in an atmosphere of mutual respect and solutions-oriented collaboration, recognizing the value of different perspectives and seeking to understand the interests and needs of all affected parties.
2. **Transparency:** It is expected that all members speak honestly and transparently, engaging in good-faith dialogue and sharing information openly to encourage fact-based dialogue.
3. **Treatment of other Members:** Members of the committee have a duty to treat other members with respect during IAC meetings. Specifically, members have a duty to avoid:
 - a. Disrupting meetings by making continual interruptions or whispered asides;
 - b. Making offensive or abusive remarks directed at other members;
 - c. Impugning the motives of other IAC members or supporting staff;
 - d. Ignoring the legitimate direction of the Co-Chairs.

Members who object to the behaviour of another member as identified in this code of conduct are asked to identify their concerns immediately to the IAC Co-Chairs.

11. MEMBERSHIP DISMISSAL

IAC members must recognize the importance of their commitment through active participation, regular attendance, and adherence to the IAC Terms of Reference. The following are potential reasons for membership dismissal.

⁴ Metro Vancouver staff are not members of the IAC, but will attend meetings of the IAC to provide information on various issues, respond to questions etc.

- Failure to attend two or more consecutive monthly meetings, or,
- Lack of adherence to the IAC Terms of Reference, specifically including section 10: Code of Conduct, and Section 14: Media Protocol.

At the agreement of both Co-Chairs, members who have committed one or more of the potential reasons for losing membership may be dismissed from the committee by way of written notification. The dismissed member is ineligible for reinstatement at the subsequent annual call for membership.

If the member wishes to appeal the dismissal, they can request a vote from the IAC membership, to be undertaken using secret ballot. Voting will be a 50% +1 majority decision-making model. The impacted member is not eligible to vote in this process.

12. MEMBERSHIP RESIGNATION

Members wishing to resign from IAC committee membership should provide written notice of their intent to resign, including the effective date of their resignation, addressed to the IAC Co-Chairs.

If a member leaves the IAC, the company or association the member represents can appoint another representative for the remainder of the IAC term.

13. BUDGET AND RESOURCES

Funding for general meetings, secretariat, and support expenses is provided by Metro Vancouver. Any additional funding for special projects or studies is subject to Metro Vancouver approval.

14. MEDIA PROTOCOL

Individual IAC members will not speak on behalf of the IAC unless it has been approved by the Co-Chairs in advance.

15. REVIEW OF THE IAC TERMS OF REFERENCE

The IAC will review these Terms of Reference at least every 18 months, for consideration on whether any amendments or modifications to the process are required. Amendments will be provided to the Zero Waste Committee for information.

To: MVRD Board of Directors

From: Sarah Kirby-Yung, Director, Metro Vancouver Board, and Chair, Solid Waste Management Plan Public/Technical Advisory Committee
Craig Hodge, Director, Metro Vancouver Board, and Vice Chair, Solid Waste Management Plan Public/Technical Advisory Committee

Date: May 8, 2024 Meeting Date: May 31, 2024

Subject: **External Agency Status Report for the Solid Waste Management Plan Public/Technical Advisory Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 8, 2024, titled “External Agency Status Report for the Solid Waste Management Plan Public/Technical Advisory Committee”.

EXECUTIVE SUMMARY

The Solid Waste Management Plan Public/Technical Advisory Committee, formed in June 2022, serves as a forum for contribution from individuals representing a diversity of sectors and interests to inform the review and update of the solid waste management plan. The Chair (Sarah Kirby-Yung) and Vice-Chair (Craig Hodge) of the Zero Waste Committee were selected by the MVRD Board to be the Chair and Vice-Chair of the committee. The committee has held eight meetings since it was formed, and recent work has focused on the vision and guiding principles for the solid waste management plan update, and planning work in preparation for the next phase: idea generation. A highlight of the 2024 work plan is the formation of three working groups to facilitate focused discussions on the following topics: construction and demolition waste, organics, and plastics. A recruitment process to fill some identified sector gaps will be initiated in coming months.

PURPOSE

To provide the MVRD Board of Directors with an update on the activities of the Solid Waste Management Plan Public/Technical Advisory Committee in 2023.

BACKGROUND

In November of 2019, the Board authorized initiating an update of the regional solid waste management plan. In July 2021, a report to the Zero Waste Committee outlined plans to engage on the structure and composition of the provincially required solid waste management plan public and technical advisory committee(s). The terms of reference for the Public/Technical Advisory Committee were approved by the Board in November 2021 (Attachment 1).

Director Sarah Kirby-Yung is the MVRD Board-appointed Chair of the Solid Waste Management Plan Public/Technical Advisory Committee (Public/Technical Advisory Committee), and Director Craig Hodge is the MVRD Board-appointed Vice Chair.

The committee was formed following a call for applications in 2021 with efforts made to reach a diverse range of sectors. Applications were reviewed by staff, and staff recommendations were reviewed by the Solid Waste Management Plan Independent Consultation and Engagement Panel: a panel formed to act as an independent third party providing guidance to staff and the Board on consultation and engagement. 30 members were chosen by the Board in a closed meeting.

Public/Technical Advisory Committee members represent a range of backgrounds with diverse life experience and will provide advice and input on the development of an updated solid waste management plan for the duration of the plan update process. Biographies for the committee members can be found on the website (Attachment 2).

Any member of the public is welcome to observe Public/Technical Advisory Committee meetings. As of November 2023, online meetings are live-streamed and recorded. Any observers must attend in-person at in-person meetings.

Since the last update to the MVRD Board in October 2023, the committee has held three meetings and has formed three working groups. The terms of reference for the working groups is included as Attachment 3.

SOLID WASTE MANAGEMENT PLAN PUBLIC/TECHNICAL ADVISORY COMMITTEE

Key Topics of Discussion

The Public/Technical Advisory Committee meets four to six times per year. Since the last update to the MVRD Board in October 2023, the committee has met three times to receive information and provide input on topics such as:

- Single-use item reduction and sustainable foodservice alternatives
- Approaches to enhance Public/Technical Advisory Committee member involvement and input
- 2024 work plan development
- Updates on technical studies related to concrete and asphalt recycling, and residuals management options
- Solid waste management plan draft vision and guiding principles
- Solid waste management plan issue/opportunity discussion questions in preparation for idea generation phase

At the committee's April 2024 meeting, members reviewed and provided feedback on the draft vision and guiding principles for the updated solid waste management plan and the draft discussion questions for the next phase of engagement: idea generation. Feedback from the Public/Technical Advisory Committee and others will be considered and a revised draft vision and guiding principles will be presented to the Zero Waste Committee and Board.

Working Groups

In spring 2024, the Public/Technical Advisory Committee formed three smaller working groups to allow for deeper discussion and to work towards potential solutions for solid waste challenges in the following areas: construction and demolition, organics, and plastics. These working groups meet separately from the regular Public/Technical Advisory Committee meetings, on a monthly basis

throughout 2024 (excluding summer months). Working group participation is optional, and members have selected their participation on working groups based on their areas of interest, experience, and expertise. Groups are chaired by a member of the committee and are supported by Metro Vancouver staff. Working groups will report back regularly to the full committee.

Conclusions from working group discussions will contribute to the updated solid waste management plan, with the objective of identifying specific opportunities for accelerated waste reduction and diversion, while reducing greenhouse gases and promoting a circular economy.

Membership Updates

The Public/Technical Advisory Committee began in 2022 with 30 members. As of February 2024, one member has resigned.

Based on participation trends to date and the one resignation, Metro Vancouver plans to initiate a recruitment process for additional Public/Technical Advisory Committee members to fill a few identified gaps in sector representation, including:

- Construction and demolition
- Healthcare
- Small and medium sized businesses
- Tourism and hospitality
- Workers/unions
- Urban Indigenous people

Following the recruitment process, any proposed new members would be presented to the GVS&DD Board for consideration.

Member Financial Support

Metro Vancouver continues to offer financial support to members to reduce barriers to participation, especially among members belonging to typically underrepresented or equity-denied communities. Supports may include financial support per meeting or other allowances for transportation, child care, and access to technology.

Terms of Reference

The Public/Technical Advisory Committee's Terms of Reference is being reviewed to identify ways to address gaps in procedure such as the process following member resignation or if a member moves to a new organization. Any proposed updates to the Terms of Reference would be provided to the GVS&DD Board for consideration.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Coordination of the Public/Technical Advisory Committee is included in the Solid Waste services work plan and budget.

CONCLUSION

The Solid Waste Management Plan Public/Technical Advisory Committee provides a forum for contribution from individuals representing a diversity of sectors and interests to inform the review and update of the solid waste management plan. In 2024 the committee will continue to provide input on the solid waste management plan process, particularly through the work of three working groups to allow in depth discussion on potential strategies and solutions in the following areas: construction and demolition, organics, and plastics.

Attachments

1. Solid Waste Management Plan Public/Technical Advisory Committee Terms of Reference
2. Solid Waste Management Plan Public/Technical Advisory Committee Member Biographies
3. Solid Waste Management Plan Public/Technical Advisory Committee Working Groups Terms of Reference

Reference

[Solid Waste Management Plan Public/Technical Advisory Committee Web Page](#)

Solid Waste Management Plan

Public/Technical Advisory Committee

Terms of Reference

November 17, 2021

1. PURPOSE

Over the next two to three years, Metro Vancouver will engage with governments (including Indigenous Nations), government agencies, waste and recycling industry representatives, waste producers, businesses, communities of interest, and Metro Vancouver residents to review and update the current [Integrated Solid Waste and Resource Management Plan](#) (2011). The updated solid waste management plan will build on the strengths of the current plan and identify opportunities for accelerated waste reduction and diversion, while reducing greenhouse gases and promoting a circular economy.

The purpose of the solid waste management plan public/technical advisory committee (committee) is to provide a forum for contribution from individuals from a range of backgrounds to inform the review and update of the solid waste management plan. The purpose of these terms of reference is to describe role of the committee.

2. TIMEFRAME

The committee will exist for the duration of the solid waste management plan update process.

3. SCOPE OF WORK

The committee will receive and review information, and advise on topics related to the development of the solid waste management plan. Committee members will be invited to pose questions, engage in discussion, and provide comments for consideration as the plan is developed. Potential topics for engagement with the committee include the circular economy, waste reduction and recycling, greenhouse gas emissions reduction, residuals management, asset and risk management, innovation, resilience, affordability, and collaboration and engagement.

Representatives of the 10 local Indigenous Nations will be invited to observe committee meetings at their preference. A separate Indigenous engagement strategy will help ensure a collaborative government-to-government engagement approach with Indigenous Nations whose territories include all or part of the Metro Vancouver region as well as a community engagement approach with urban Indigenous organizations, off-reserve and non-status First Nations, Métis and Inuit.

4. MEMBERSHIP

The committee will be composed of members representing a diversity of sectors and interests, who bring a variety of personal qualities, perspectives, and experiences to solid waste and recycling issues.

The following is a list of sectors/interests that could be represented by committee members:

- Adjacent regional district elected official
- Agriculture
- Circular economy

- Construction and demolition
- Extended producer responsibility programs
- Food service
- Government agencies and health authorities
- Large waste generators (e.g. academic institutions, school boards, transportation hubs, entertainment sector)
- Multi-family residences (e.g. residents, landlords, property management associations)
- Non-governmental/non-profit organizations and environmental stewardship groups
- Organics processing
- Public members-at-large (e.g. youth, seniors, and multicultural, accessibility, and resident/community associations)
- Recycling industry
- Reduction/repair/refill industry
- Retail/grocery
- Small- and medium-sized businesses, and business improvement associations, chambers of commerce, boards of trade
- Tourism and hospitality
- Waste industry
- Workers/unions

The following is a list of possible desired personal qualities, perspectives and experience of committee members:

- Demonstrates community/committee involvement and the ability to work collaboratively with others (e.g. openness to different/opposing views)
- Demonstrates personal commitment to zero waste, circular economy goals, sustainability, and climate action
- Demonstrates the ability to advance innovation
- Experienced with waste, waste reduction and recycling (i.e. lived experience, technical expertise, or both)
- Belongs to a community that is typically underrepresented (e.g. women, LGBTQ2S+, Indigenous persons, immigrants, visible minority, persons with disabilities, youth, etc.)
- Represents the interests/perspectives of a group of people/sector

5. SELECTION PROCESS

Membership will last the duration of the solid waste management plan update process. Committee members should be prepared to participate through the full term.

Committee members with the exception of the chair and vice-chair will be filled through a call for applications. Potential committee members who belong to typically underrepresented or equity-denied communities will be identified through targeted recruitment, with support mechanisms put in place to lower barriers to participation.

The call for applications will be promoted publically, and shared with our member jurisdictions and partners. Potential committee members will be asked to specify their sector/interest during the call for applications and an individual could identify more than one sector/interest. Not all sectors/interests will necessarily be represented on the committee, and more than one individual could be selected to represent a sector/interest. Following receipt of applications, the applicants will be evaluated based on

the personal characteristics outlined in the above section on membership. Recommendations for members will be reviewed by the Independent Consultation and Engagement Panel in advance of the recommendations being considered by the Zero Waste Committee and Board in closed meetings, before being released to the public.

6. CHAIRS

The committee chair and vice-chair will be members of the Zero Waste Committee, recommended by the Board Chair and selected by the Board in a closed meeting.

7. ADVISORY ROLE OF COMMITTEE

The role of the committee is advisory to Metro Vancouver. No votes will be held to determine the group's position on issues or recommendations to Metro Vancouver. Where consensus exists, it will be noted; minority opinions will be considered to have merit and will be noted.

8. MEETINGS

- a. Meetings will be held approximately 4–6 times per year for the duration of the solid waste management plan update process.
- b. The meeting dates and times will be determined by the chair and vice-chair in consultation with committee members, and will be scheduled at intervals relevant for the solid waste management plan development.
- c. The chair and vice-chair will work with Metro Vancouver staff to draft meeting agendas and coordinate meeting materials, which will be circulated to the committee in advance of meetings.
- d. The meetings will be structured to encourage dialogue and collaboration on relevant issues within the constraints of the planned agendas.
- e. Meeting minutes and action trackers will be kept for each meeting. Minutes shall not reflect the names of individual speakers or their stance on issues; rather, they shall reflect the issues discussed, significant points of view on the issues and the resolutions or actions to be taken.
- f. Meetings will be held virtually or at Metro Vancouver offices located at 4515 Central Boulevard in Burnaby, British Columbia. If unable to attend a meeting in person, a member may participate via teleconference or videoconference.
- g. A meeting quorum will be 50%+1 of active members.
- h. Meetings will be open to any individual who wishes to observe the discussions either in person or through teleconference or videoconference, although only committee members will be provided standing to participate in the discussion. Non-members may request an opportunity to present to the committee through two weeks' advance written submission for consideration by the chair and vice-chair.
- i. Metro Vancouver staff are not members of the committee, but will attend meetings to provide information on various topics, respond to questions etc.
- j. The committee may invite groups and subject matter experts to present and provide advice and feedback on specific agenda items, at the discretion of the chair and vice-chair.
- k. All committee agendas will be published and publicly available in advance of meetings, and presentations and meetings minutes posted thereafter on Metro Vancouver's website.
- l. Metro Vancouver will coordinate the venue and meeting logistics, invitations, notetaker, refreshments, and all requests received for the committee.
- m. Committee members may be reimbursed by Metro Vancouver for reasonable, out-of-pocket expenses associated with participating in meetings.

9. WORK PLAN

An annual work plan for the committee will be developed by Metro Vancouver staff based on deliverables in the solid waste management plan development. The work plan will be reviewed annually by the committee, and will guide development of meeting agendas.

10. CODE OF CONDUCT

This code is intended to serve as a framework to guide the spirit and intent of how members are expected to deliver on the committee's purpose and objectives in an ethical and respectful manner.

- a. *Respect and Collaboration*: Discussions and debates shall take place in an atmosphere of mutual respect and solutions-oriented collaboration, recognizing the value of different perspectives and seeking to understand the interests and needs of all affected parties.
- b. *Transparency*: It is expected that all members speak honestly and transparently, engaging in good-faith dialogue and sharing information openly to encourage fact-based dialogue.
- c. *Treatment of other Members*: Members have a duty to treat other members with respect during committee meetings. Specifically, members have a duty to avoid:
 - disrupting meetings by making continual interruptions or whispered asides
 - making offensive or abusive remarks directed at other members
 - impugning the motives of other members or supporting staff
 - ignoring the legitimate direction of the chair or vice-chair

Members who object to the behaviour of another member as identified in this code of conduct are asked to identify their concerns immediately to the committee chair and vice-chair. A member whose behavior repeatedly does not meet the code of conduct requirements may be asked to resign or be removed from the committee by the chair or vice-chair.

11. MEMBERSHIP RESIGNATION

Members wishing to resign from committee membership should provide written notice of their intent to resign, including the effective date of their resignation, addressed to the committee chair and vice-chair.

12. BUDGET AND RESOURCES

Funding for general meetings is provided by Metro Vancouver. Any additional funding for special projects or studies is subject to Metro Vancouver approval.

13. MEDIA PROTOCOL

Media requests will be directed to Metro Vancouver's media relations team. Individual members will not speak on behalf of the committee, unless it has been discussed and approved by the committee chair and vice-chair in advance.

The committee chair and vice-chair will be the chief spokespeople on behalf of the committee. For high profile issues, the role of spokesperson rests with the Board chair, vice-chair or the chair of the Zero Waste Committee. On technical matters or in cases where an initiative is still at the staff proposal level, a senior staff member is the appropriate chief spokesperson.

14. DECLARING CONFLICT OF INTEREST

Committee and subcommittee members must declare any conflicts of interest, real or perceived, at the outset of the process or as soon as it becomes known to the member.

Solid Waste Management Plan

Public/Technical Advisory Committee Bios



**Director Sarah Kirby-Yung,
Chair**

Metro Vancouver Board Director Sarah Kirby-Yung is currently serving her second term on Vancouver City Council. Director Kirby-Yung is on the Metro Vancouver Board and is the Chair of the Zero Waste

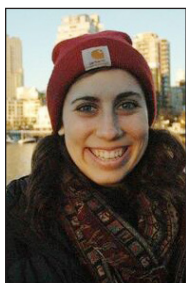
Committee. Director Kirby-Yung is also a National Zero Waste Council Board member, Liquid Waste Committee member, Pacific National Exhibition Chair, Vancouver Art Gallery Trustee, and Union of BC Municipalities Executive. Previously, she served as Commissioner and Chair of the Vancouver Park Board and her professional background is in marketing and communications, tourism, and hospitality.



**Director Craig Hodge,
Vice-Chair**

Metro Vancouver Board Director Craig Hodge is a City of Coquitlam Councillor, a title he has held since 2011. Director Hodge serves on the Metro Vancouver Board, and is the Vice-Chair of the Zero Waste

Committee. Director Hodge is also Chair of the National Zero Waste Council Management Board, and serves on the Metro Vancouver Regional Parks Committee and Water Committee.



Alice Henry

Alice Henry is a researcher and facilitator with expertise in the circular economy and collaborative decision-making. As a Program Manager with the Share Reuse Repair Initiative, she focuses on fostering a just circular transition

and the repair economy, building cultural demand for circular goods and services, and supporting circular innovators.

She also works as an Associate of OneEarth to make sustainable living more accessible, and she provides strategic insight as a member of the Vancouver Economic Commission's Advisory Board. Henry enjoys supporting innovators, public institutions, and communities as we collectively rethink how our systems can work and how our economies can better support all peoples and our planet.



Ben Liegey

Ben Liegey is a Food Waste Reduction Ambassador with more than 9 years of experience consulting organizations throughout the food supply chain. He has a food engineering background combined with an Executive MBA,

and is always passionate about promoting business sustainability through reducing food waste.

He is the Founder and CEO of Rethink2gether, a Vancouver-based consulting company helping commercial kitchens reduce food costs and improve their bottom line. Rethink2gether empowers hotels and restaurants with training, app technology to track food waste, and support to become certified against the third-party audited certification The PLEDGE™ on Food Waste. He has been a member of the Vancouver Food Policy Council in 2021–2022 and is also the Co-Producer of the Food Synergy Movie, a BC documentary about food waste solutions from farm to plate.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



Bill Chan

Bill Chan has over 25 years of senior executive management experience with Encorp / Return-It, a leading BC product stewardship organization. He was involved in the start-up phase, and directed, managed and led a dynamic team

to deliver a convenient, effective recycling network of Return-It depots for beverage containers, consumer packaging, and end of life electronic products.

Bill sits on the Board of Directors of Vancity Credit Union, Canada's largest community-based credit union with over 560,000 members and \$33 billion in assets. He is the Chair of the Audit Committee and member of the Governance and Risk Committees. His formal education includes a Chartered Professional Accountant designation (CPA, CGA) and a MBA from Asia Pacific University. He has received the ICD.D (Institute of Corporate Directors designation).



Brenda Martens

Brenda Martens has worked in the building industry for over 30 years as a practitioner, educator, and advocate in the field of regenerative building and circular economy.

Brenda has a focus on materials and waste reduction and is a TRUE (Zero

Waste) Advisor, and teaches courses on building circularity at British Columbia Institute of Technology.

She has led the zero waste efforts for many events, including the Vancouver Mini Maker Faire and Light House socials, and has spoken about waste at Buildex, Coast Waste Management Association, and the Vancouver Zero Waste 'meet-ups'. In 2018 she was appointed to the Order of British Columbia for her contributions to sustainability in the building industry.



Brianne De Man

Working alongside binners in the realm of environmental and economic justice since 2017, Brianne De Man has become a passionate advocate for the rights and voices of waste-pickers in Vancouver and globally. Brianne

is the Manager, Charitable Programs at Binners' Project, a charitable social enterprise dedicated to improving the economic opportunities of binners and destigmatizing their work as informal recyclable collectors.

In her role, Brianne is responsible for all advocacy initiatives that work to provide legitimacy and dignity to binners' work, while ensuring their voices are included in policy discussions that impact them, such as Metro Vancouver's solid waste management plan. In line with Binners' Project's mission to amplify the voices of binners at the policy level to both destigmatize their work and increase their political visibility, Brianne will be bringing those voices with her when possible to the advisory committee, ensuring binners' interests are well represented. She received a Master of Public Health from the University of Victoria in 2016.

Solid Waste Management Plan

Public/Technical Advisory Committee Bios



Christian Dietrich

Christian Dietrich is the Vice President of Recycling and Waste Services at Ecowaste Industries. Christian's entire work experience centers around waste management, specifically hazardous waste and solid waste management. He has

worked in and led teams to design, commission, operate and maintain five separate waste processing plants ranging from a hazardous waste fuel blending facility in Tennessee, to fuel production from residential waste in London UK, to anaerobic digestion of food and garden waste in Surrey, BC.

Christian has also taken part in operational teams to improve safety and operational performance at a variety of waste processing plants including, material recovery facilities, mechanical biological treatment, combined heat and power incinerator, and waste-gasification. Christian holds a BSc Environmental Science from Lake Superior State University and an MBA from Seattle University.

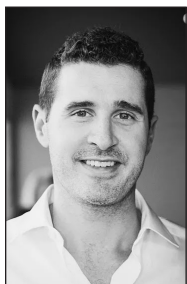


Daniel Rotman

Daniel has an M.A. in Conflict Resolution and his mission is to engage in society's large, multi-party, cross-sector problems. This has brought him to the world of waste, where he now operates a consultancy at the crossroads of

waste management and behaviour change. He has experience working in waste audits, waste planning research, private recycling and Extended Producer Responsibility.

In the community, he has been co-facilitating and developing the Master Recycler Vancouver program since 2015, co-chairing the Society Promoting Environmental Conservation (SPEC) Waste Committee since 2017, and a multi-unit residential building waste committee most recently in 2020. Daniel is thankful to be able to live and play and work on this beautiful land and tries to live in a way to protect it for generations to come.



Cody Irwin

Cody Irwin has a strong connection and love for nature, as well as a powerful draw to technology and innovation. He was born on a remote farm in Manitoba and later raised in uptown Toronto. He went on to study Mechanical Engineering

at McGill University and moved to beautiful British Columbia after graduation.

For the last decade, he has called Vancouver home. There he started his first venture, Natural Source, offering corporate food services for technology companies. Over 10 years he grew this business into a local industry leader, until the pandemic closed offices and Natural Source's client base almost completely evaporated overnight. As devastating as this was, it proved to be an amazing opportunity. By repurposing his company's resources, he was able to build ShareWares with goals of eliminating single-use waste locally and worldwide.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



Doug Schell

Doug Schell is currently the Manager of Recycling and Waste Management for BC Housing Management Commission. He has over 35 years' experience in the ever-evolving waste management sector. In collaboration with internal

and external stakeholders, he has been part of efforts to mitigate the effects of climate change through waste diversion, engagement and education.

Anyone that knows Doug sees by his example that we can all do better in reducing our waste and manage our natural resources better. He co-founded one of the first full-service recycling companies in Greater Vancouver, Waste-Not Recycling Inc. He has worked with organizations for over 30 years providing the tools to promote zero waste and continues to seek ways to reduce the barriers to recycling, especially within marginalized communities.



Grant Hankins

Grant Hankins has spent his career in the waste, recycling, and environmental industry, while achieving an MBA in the United States, an undergraduate degree from Simon Fraser University, and a business diploma from Capilano

University. While developing recycling, organics, and deposit return-to-retail programs as well as food reclamation recovery systems for the Overwaitea Food Group in BC and Alberta, he started his contributions to the broader sector by being a member of the first GVRD solid waste management plan local and technical solid waste advisory committees.

After fully developing return-to-retail programs, and in-house waste diversion systems at the Overwaitea Food Group, he worked for Browning Ferris Industries (BFI) as plant manager for its materials recovery facility, progressing to Divisional Vice

President. His career progressed to developing a first of its kind recycled glass optical sorting system for Environmental Technology. He then ventured into working for a large multinational company, Waste Management, as its Director of Operations for western Canada and northern California. He returned to Canada and was the General Manager for Progressive Waste/Waste Connections in the Lower Mainland. He now spends time investing in waste, recycling and environmental businesses, consulting within North America and is the Board Chair and President of the Waste Management Association of BC.



Hunter Bergen

Hunter Bergen's degree in architectural science sparked her passion for sustainability and environmentalism, and gave her the tools to prosper in a leadership role with Nada for nearly two years (leaving September 2022) —

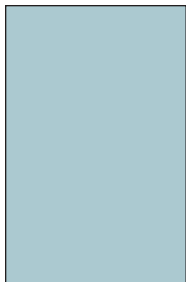
Vancouver's first package-free grocery store.

In her time with Nada, managing purchasing and inventory, she realized that there is still a lot of work to be done to make zero waste more accessible at a larger scale. While she is now travelling Australia, she continues to implement strategies of sustainability in her day-to-day life. She aims to educate, encourage, and empower individuals to realize their environmental goals through her blog *Golden Hour*, a space to provide insight and resources for environmental action and mental health.

Apart from zero waste, she has been fortunate to experience exciting industries such as photography, culinary arts, cosmetology, forestry, construction, design, touring and retail. The sum of her experiences has helped her navigate an emerging industry and she can't wait to share it with the rest of the world through the voice of the Public/Technical Advisory Committee.

Solid Waste Management Plan

Public/Technical Advisory Committee Bios



Jake Turek

Jake Turek is the Waste Management Engineer with the BC Ministry of Agriculture, and leads several files related to agricultural by-products, composting, and bioenergy. He was the Ministry lead for mortality disposal during

the 2021 atmospheric river event, working with key stakeholders to ensure farmers had the ability to dispose of mortalities in an environmentally sustainable manner. Jake has supported the development and update of disposal protocols and legislation, specifically the Code of Practice for Agricultural Environmental Management. Jake is interested in participating on the committee to ensure that agricultural waste management practices are represented, as necessary.



Jamie Kaminski

Jamie Kaminski is a Zero Waste Business Associate (ZWA, TRUE Advisor) and is President of HSR Zero Waste. He is a Board Member of Zero Waste Canada and of the Zero Waste International Alliance, and is Chair of the Zero Waste

Definition working group and Zero Waste Hierarchy working group.

Jamie's experience is in solid waste management from both a ground level and policymaking perspective. His area of expertise lies within international best practices in zero waste, and in respect to internationally accepted zero waste policies and programs. He works with fellow policy advisors to create strong, practical and enforceable policies that drive change towards zero waste. With over 27 years of active engagement in the waste and waste diversion industry working for HSR, Jamie has developed extensive experience in understanding how regional policies and bylaws affect the existing waste management system from the perspective of the service provider, the client, as well as the region as a whole.



Jaye-Jay Berggren

Jaye-Jay Berggren brings over 15 years' experience in the organic waste management industry. He is a founder and a former owner of Sea to Sky Soils, which has successfully processed Metro Vancouver organics since 2017. Jaye-Jay

boasts the establishment of a local circular economy model, which tied organic waste and compost to local food production and local food security.

He has successfully worked with numerous Indigenous communities over the last decade, and has a strong interest in fulfilling the commitments BC has made to Truth and Reconciliation, and the United Nations Declaration on the Rights of Indigenous Peoples. Jaye-Jay now continues to work towards educating others on the value of organic waste, and considers this an important resource for future generations.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



John Doherty

John Doherty is the Facilities Manager at the New Westminster Campus of Douglas College overseeing several areas including catering, parking, and waste management. He is a Prosci® Certified Change Practitioner

and has experience guiding groups through large-scale projects.

John is committed to and passionate about finding new ways to achieve lower waste output. He serves as a member of the strata council at his place of residence and brings both commercial and residential viewpoints on solid waste to the table. He has a background in security, art, and graphic design.



Kevin Huang 黃儀軒

Kevin Huang (he/him) is the co-founder and executive director of hua foundation, an organization with the mission of strengthening the capacity among Asian diasporic youth, in solidarity with other communities, to challenge, change,

and create systems for a more equitable and just future. His work has ranged from scaling culturally sensitive consumer-based conservation strategies through a project called Shark Truth, advancing municipal food policy to address inclusion and racial equity, to providing supports for youth from ethnocultural communities to reclaim their cultural identity on their own terms.

Kevin serves on committees with Vancity Credit Union, Vancouver Foundation, and the City of Vancouver; he is also on the board of two charities. Kevin's public policy experience includes managing hua foundation's work with the City of Vancouver on the single-use item reduction strategy where he oversees multi-lingual and culturally resonant stakeholder engagement and consultations.



Lori Bryan

Solid Waste and Recycling Industry Advisory Committee Elected Co-Chair.

Lori Bryan is the Executive Director of the Waste Management Association of BC (WMABC) and has helped guide the association

through a number of campaigns to ensure the private waste & recycling sector has a voice at government level discussions, to collaborate on solutions and maintaining an open and competitive market. Lori started in the waste sector by working for a small company in the 1990's, who she represented at WMABC meetings. She began raising a family in 1996, while continuing to be involved by working with independent companies and took on the ED position for the WMABC in 2010. Recently, she participated on the Emergency Management of BC (EMBC) committee, both for COVID-19 and the 2021 Flooding emergencies, providing guidance on waste & recycling issues to the Province. Lori was part of the working group that brought about the Metro Vancouver Solid Waste and Recycling Industry Advisory Committee and became a member to continue to work together on industry solutions.

Solid Waste Management Plan

Public/Technical Advisory Committee Bios



Louise Schwarz

Co-owner of Recycling Alternative, Louise brings 30+ years of experience developing and delivering best practices waste reduction and recycling programs to the Industrial, Commercial, Institutional (ICI) sector. Her

commitment to community collaborations has led Recycling Alternative to partner with numerous groups, developing and supporting some of Vancouver’s most innovative community diversion models including Vancouver Biodiesel Co-op, Food Scraps Drop Spots, Recycle in Strathcona, Zero Waste Events, and greenHUB co-location facility with community partner United We Can. Louise is currently working with local green innovators to create Vancouver’s first Green Industrial Innovation District (the GrIIDTM), focusing on circular economy and inclusive, green employment.

Louise sits on the National Zero Waste Council’s Management Board, Recycling Council of British Columbia’s Board, Encorp’s Community Advisory Committee, Share Reuse Repair Initiative’s Steering Committee, Downtown Community Court’s Advisory Council, and Urban Core’s Executive Committee. She received the ‘Woman of Distinction Award’ in 2012, the Queen’s Diamond Jubilee Medal in 2013, and City of Vancouver’s Award of Excellence for Greenest City Leadership in 2014.



Love-Ese Chile

Dr. Love-Ese Chile is Owner and Technical Director of the circular economy innovation company, Regenerative Waste Labs, where she advocates for a whole system approach to product development. In her work, Dr. Chile advises

businesses on circular product design, closed loop recovery strategies and how to communicate the value of circular products.

Love-Ese’s interests lie at the intersection of the

circular economy, bioeconomy, green chemistry, and sustainable science. She has taken her scientific training into industry and is passionate about communicating and translating her knowledge into new ventures and initiatives that will add value to our communities. As a person who comes from diverse backgrounds both personally and professionally, Love-Ese is driven to connect people who may not usually come together to co-create products and services that will lead our communities into a greener and more equitable future.



Lyndsay Poaps

Lyndsay Poaps is the Executive Director of the Recycling Council of British Columbia (RCBC). An accomplished leader with collaborative experience in multi-stakeholder consultations, she has a strong background in community

building and decision making. Before joining RCBC, she served as Executive Director for Leadnow, a national independent advocacy organization, and as Co-Chair of OPEN, an international network of digital campaign organizations. Lyndsay spent a number of years as a Communications Specialist with Metro Vancouver, with a focus on behavior change and waste diversion. She currently sits on the National Zero Waste Council Management Board.

Driven and energetic, Lyndsay has built and maintained personal and professional relationships across many communities. She was an elected Commissioner with the Vancouver Parks Board from 2002–2005, was an Urban Fellow with the City of Toronto, has been an Action Canada Fellow, and founded Fronrunner, a campaign school to train and support young women interested in running for election. Lyndsay has a Masters of Public Policy from Simon Fraser University.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



Matthew Morin

Matthew Morin is a Cree/Metis descendant of the Morin family from Sandy Bay, Saskatchewan. He has been involved with Aboriginal Life In Vancouver Enhancement (ALIVE) Society since 2018

beginning as a Youth Leader on the Board of Directors and is currently serving the role of Youth Facilitator for ALIVE Society's Truth and Reconciliation Project. Matthew was rewarded the Dwight Dory National Indigenous Youth Award by the Congress of Aboriginal Peoples in 2021. His areas of interest are in family advocacy and language revitalization.



Michael Zarbl

Michael Zarbl joined the Major Appliance Recycling Roundtable as the Executive Director in July 2017. Prior to that, Michael was the Director of Operations at Recycle BC (formerly MMBC) the Extended Producer Responsibility program

for packaging and printed paper in British Columbia. Before joining Recycle BC, he was the Senior District Manager for Waste Management of Canada Company for four years, where he was responsible for the entire operation of the Vancouver Hauling District.

Prior to that, Michael held various private sector positions at major corporations such as Director of Operations with Ryder Container Terminals, a large export/import and distribution facility for Canadian manufacturers and major Canadian retailers, Distribution Centre Manager for Martin Brower of Canada (distributor for McDonald's Restaurants of Canada), and with Coca-Cola Bottling Co. He has an extensive supply chain management background with direct experience in the key activities along the supply chain, culminating in direct waste management industry experience. Michael has a BA from Concordia University in Montreal and is fluent in both English and French.



Raman Johal

Raman Johal is the Sustainability Specialist at London Drugs. Born and raised in London, England, he moved to Vancouver in 2009. He graduated from the Sauder School of Business at UBC with a Bachelor's Degree in Commerce

and a concentration in Sustainability. He also worked for the Sustainability and Ethics group at Sauder as a research assistant, helping them expand their sustainability education.

A firm believer in responsible business and the ability for business to be a force for good, he now works for London Drugs, managing their comprehensive Green Deal program. This includes their extensive return-to-retail recycling program, where customers can bring back many of the products they purchase to be responsibly recycled. The Green Deal program has four pillars in total: upstream purchasing, energy and operations, waste minimisation, and communication and education.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



Sara Larter

Sara Larter is the Executive Director for the Vancouver Repair Collective, which offers free community repair events in the Lower Mainland that help people fix their broken gadgets, computers, or clothing in order to keep excess waste from

our landfills. Her passion is teaching and as a certified adult educator with a degree in Fashion Design and Apparel Production Management, she hopes to be able to teach new designers about the importance of sustainability in fashion and a circular economy.

Sara lives in a beautiful co-op in Vancouver with her husband and two fur-kids. When she isn't teaching or working with the Vancouver Repair Collective, she enjoys sewing, pattern making and crochet.



Sue Maxwell

Sue Maxwell is the chair of Zero Waste BC, a non-profit organization working to drive systemic change towards zero waste in BC. She is also a consultant for Ecoinspire, which for fifteen years has focused on sustainability and zero waste

planning, working with governments, Extended Producer Responsibility programs, and businesses.

Sue has been a councillor in Whistler and an active volunteer for waste reduction and community planning. She has volunteered with the Climate Caucus (Co-Chair of the Zero Waste/Circular Economy Working Group), Whistler Zero Waste Committee, Squamish-Lillooet Regional District Solid Waste Management Plan Monitoring Advisory Committee, the BC Intermunicipal Working Group on Zero Waste, Recycling Council of British Columbia Board and Policy Committee and others. She has a Master of Arts in Environment and Management from Royal Roads University and her thesis was on zero waste.



Tara Immell

Tara Immell is a university lecturer focused on financial and environmental risk management who also consults for an engineering firm in the field of solid waste management. Whether teaching or consulting, Tara is

passionate about raising everyone's awareness of how individual choices impact climate change. Tara's waste management expertise focuses on food and plastic waste. At Tetra Tech, she conducts waste audits, has written a technical roadmap on recycling plastics, and has supported US regulatory research to keep edible food out of landfills.

Tara is currently studying for a PhD at Simon Fraser University, where she has taught finance for over 20 years. She completed a Master of Agriculture degree focusing on the impact of food waste and has previous local food system experience as the general manager of the North Vancouver, West Vancouver, and Burnaby Artisan Farmers' Markets.

Solid Waste Management Plan Public/Technical Advisory Committee Bios



Ulwiana Mehta-Malhotra

Ulwiana Mehta-Malhotra is a student passionate about taking environmental action to positively impact the mindsets of her generation and better the earth. She has spearheaded initiatives to reduce waste, be it the unnecessary

disposal of food, clothing, or books, looking at how mindsets impact individual consumption and thus waste, and giving alternatives to throwing away items such as upcycling, passing on, or donating.

As a member of generation-Z, Ulwiana sees that she and her peers have the power as consumers to reduce waste, and must contribute to society's efforts to mitigate climate change so that they can live in a cleaner, greener world. She is an advocate of hopeful, solution-based thinking, and sees action through legislation as the antidote to anxiety. Ulwiana is looking forward to connecting her passion to policy to help Metro Vancouver reduce their solid waste.



Yasmin Abraham

Yasmin Abraham is Co-Founder of Kambo Energy Group and the visionary behind Empower Me, Canada's only energy and climate focused program designed for, and delivered by, members of underserved communities. Under

Yasmin's leadership, Kambo has become a leader and advocate for the inclusion of lower income families in climate policies, specifically advocating for supports for families experiencing energy poverty. Kambo's Community Power division is dedicated exclusively to reducing energy poverty and improving housing conditions with Indigenous communities.

Yasmin is a leading expert in equity-based energy and climate programming, working with governments and utilities across Canada to design and deliver inclusive solutions. Yasmin has assembled an employee roster representative of the communities they serve – 83% identify as visible minority, immigrant and/or multilingual, and 59% of employees are female.



William Selten

William Selten is an accomplished engineer with a mechanical engineering background. He has a solid background in the field of organic waste processing, specifically in processing more contaminated waste streams.

He has been involved in multiple projects from conception through to operations.

William has provided his expertise and services across the globe for various stakeholders including both public and private sectors on both new and existing organic waste processing facilities. He is passionate about improving the future of our planet by building renewable infrastructure in the waste to energy sector. Outside of work he tinkers around the house doing projects on his small acreage and attending to his animals in Whonnock, Maple Ridge, where he has lived with his family since 2019.

Solid Waste Management Plan

Public/Technical Advisory Committee Working Groups

Terms of Reference

February 2024

1. PURPOSE

The solid waste management public/technical advisory committee (committee) has proposed the formation of smaller working groups that meet separately from the regular committee meetings, to allow space for deeper discussion and to work towards potential solutions for solid waste challenges that have been raised by committee members. Working groups will report back to the full committee with their findings on a regular basis.

Conclusions from working group discussions will contribute to the work of updating the solid waste management plan with the objective of identifying opportunities for accelerated waste reduction and diversion, while reducing greenhouse gases and promoting a circular economy. In 2024, working groups will work towards potential ideas and solutions for solid waste challenges, the findings of each working group will be considered in the idea generation phase of engagement for the solid waste management plan update.

2. TIMEFRAME

The committee working groups will begin in spring 2024 with a final presentation day set for late 2024, where each working group will present their findings. Working groups will also provide updates during regular PTAC committee meetings in 2024.

3. SCOPE OF WORK

Each working group will focus on a specific solid waste topic based on areas of interest identified by committee members at previous meetings. Metro Vancouver staff will prepare proposed key issue(s) related to each working group topic. Each working group will refine and finalize key issue(s) to focus on. The key issue(s) will be the focus of the working group meetings with the goal of coming up with ideas, potential solutions, or alternatives to share with the entire committee.

The working groups will have until late 2024 to finalize their ideas or potential solutions to the key issue(s).

The agenda and format of each working group meeting will be determined by the working group Chair with input from working group members.

Working group members will be encouraged to pose questions, engage in discussion, and provide comments for consideration. Potential topics for the working groups based on areas of interest identified by committee members include: construction and demolition waste management, organics management, and plastics.

4. MEMBERSHIP

Participation in working groups is optional, and committee members may participate in as many working groups as they wish. There is no limit to the number of members each working group can have.

Working groups will meet separately from the regular committee meetings.

5. CHAIRS

The committee working groups will select a chair. The chair would lead the meetings and provide updates at the regular committee meetings throughout the year, including identifying the chosen key issue(s) for the working group, and providing updates on working group discussions to date.

6. MEETINGS

- a. Each working group can decide on the frequency of meetings for the year, and will meet outside of the regular committee meetings.
- b. Meetings can be held virtually or in-person and will be determined by working group members.
- c. Metro Vancouver staff will provide administrative and technical support (i.e. setting up online meetings, sending out email information, assisting the Chair with drafting agendas, and noting action items).
- d. Agendas and action items will be circulated to the committee in advance of meetings. The agendas and action items will be posted on the committee website.
- e. The final ideas from each working group will be presented at a committee meeting in late 2024, and will be included in an engagement summary report for the solid waste management plan update.
- f. The working groups may choose to invite subject matter experts to present and provide advice and feedback on specific agenda items.

7. Applicability of Solid Waste Management Plan Public/Technical Committee Terms of Reference

The following elements of the solid waste management plan public/technical advisory committee terms of reference also apply to the committee working groups:

- Code of Conduct
- Budget and Resources
- Media Protocol
- Declaring Conflict of Interest
- Support mechanisms in place to lower barriers to participation
- Reimbursement for reasonable, out-of-pocket expenses associated with participating in meetings

Reference:

[Solid Waste Management Plan Public/Technical Advisory Committee Terms of Reference](#)

To: MVRD Board of Directors

From: Director Sav Dhaliwal, City of Burnaby

Date: May 14, 2024 Meeting Date: May 31, 2024

Subject: **Union of BC Municipalities – Indigenous Relations Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 14, 2025, titled “Union of BC Municipalities – Indigenous Relations Committee.”

EXECUTIVE SUMMARY

The summary of the report is presented under the Highlights section of this report.

PURPOSE

To share with the Board the main points of discussions and decision taken by the committee during the reporting period.

BACKGROUND

As per the Board policy, representatives to external organizations are required to report to the Board on key activities/highlights of their respective organization twice a year.

FEBRUARY MEETING HIGHLIGHTS

The Committee received a delegation from Ministry of Public Safety & Solicitor General (PSSG) regarding implementation of Calls for Justice in the final report of the National Inquiry into Missing and Murdered Indigenous Women and Girls. The discussions focused particularly on a Red Dress alert system, which would be similar to an amber alert.

The Committee received a report on the Province’s proposed amendments to the Land Act to enable shared decision making and consent-based decision making agreements between the Province and Indigenous governing bodies under the Declaration on the Rights of Indigenous Peoples Act (DRIPA).

The Committee discussed a proposal to enter into an MOU with the First Nations Leadership Council (FNLC) and the benefit this would provide in opening up opportunities to collaborate and advocate on issues of mutual interest. The Committee also expressed support in organizing a Province-wide Community to Community forum in partnership with First Nations Summit.

The Committee also received for information an update on inclusive governance (i.e. First Nations participation on regional district boards) and a report on legislative amendments to enable First Nations to register land in the Land Title Office (LTO).

The Committee received a primer on the BC’s distinctions-based approach to relationships with Indigenous Peoples and directed staff to invite Ministry of Indigenous Relations and Reconciliation to meet with the Committee to provide more information.

RECOMMENDATIONS TO THE UBCM EXECUTIVE

- That the UBCM President respond to the letter from WLRS affirming UBCM’s support for DRIPA and local governments interest to be part of the process, with a strong reminder to respect the principle of consultation (early and inclusive dialogue) with local governments as provided for under the Community Charter and the MOU between the Province and UBCM;
- That staff monitor the scope of the Land Act amendments and the feedback from local governments at the February 21 webinar and determine what other actions might need to be taken to ensure the interests of local governments are represented; and that staff monitor the Province’s approach for input from First Nations.
- That the Committee recommend to the Executive that UBCM pursue an MOU with First Nations Leadership Council and following approval, direct staff to work with FNLC to develop a draft and to consult UBCM members on whether they support the initiative.
- That the Committee recommend renewal of the MOU to the UBCM Executive, direct staff to work towards renewing the MOU during the April Executive meeting and continue to monitor implementation.
- That the Committee direct staff to seek funding for a Province-Wide Community to Community Forum, explore holding it on the Monday before Convention or piggyback onto an Indigenous leaders’ meeting, such as the BC AFN’s AGM

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

To: MVRD Board of Directors

From: Director Craig Hodge

Date: May 10, 2024 Meeting Date: May 31, 2024

Subject: **External Agency Status Report for UBCM**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 10, 2024, titled “External Agency Status Report for UBCM”.

EXECUTIVE SUMMARY

This report updates the MVRD on the activities of UBCM for the time period October 2023 to May 2024.

PURPOSE

To report to the Board of Directors on the activities of the Union of BC Municipalities (“UBCM”).

BACKGROUND

The Union of BC Municipalities (UBCM) represents the common interests of local governments in dealings with the provincial and federal governments. UBCM is a non-partisan, member-based organization. The policy basis for the organization is developed through resolutions endorsed at its annual meeting, complemented by direct consultation and a range of working groups and committees. The Executive of UBCM, to which the GVRD provides a direct appointment, meets quarterly.

UBCM’s Recent Activities

- Executive members meet with several provincial politicians during the last week of April. Conversations were focused on housing, community safety, and infrastructure.
- Key meetings with Premier David Eby, Housing Minister Ravi Kahlon, Finance Minister Katrine Conroy, Public Safety & Solicitor General Mike Farnworth, Mental Health and Addictions Minister Jennifer Whiteside, leaders of each opposition party – MLAs Kevin Falcon, John Rustad and Sonia Furstenau.
 - Regarding **housing**, UBCM Executive members called for scaled-up provincial investment in affordable housing, supportive housing, complex care, and shelter spaces. UBCM also noted the need for improvements to BC Housing’s operations to minimize delays and pressed for incentivization for affordable development in rural and remote communities.
 - **Community safety** concerns were focused on reducing first responder costs driven by the opioid crisis and mental health calls. Police and fire departments are increasingly responding to these health-related issues, driving up costs for local governments. UBCM members are asking for long-term funding for the mental health and policing programs;

- improved coordination amongst police, health, mental health, and community service organizations; and to address police cost containment in the Police Act and public safety review.
- Adequate funding for **infrastructure** is a long-standing ask from UBCM that is even more important in light of recent provincial housing legislation. Executive members called for predictable and long-term infrastructure funding to address infrastructure deficit, regulatory compliance, climate action and servicing population growth. It is estimated that \$24 billion in core infrastructure alone (not including factors related to population growth and climate change) will need to be replaced within the next 10 years.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

This report updated the Board of Metro Vancouver on the UBCM's activities for the time period October 2023 to May 2024.

Update for Metro Vancouver January – April 2024

Compass Report 2024

WESTAC deployed its annual survey of transportation executives on October 4, 2023. The survey data is used to help raise the profile and awareness of significant issues in the Canadian transportation network, shape transportation policies at all levels of government, and address information gaps and supply chain challenges. The report was released publicly in January 2024. This year's findings reveal a landscape pressured by economic and geopolitical uncertainties, manifesting in several key challenges.

Survey respondents identified their top five current business challenges as economic slowdown, inflation, labour shortages, geopolitical instability, and supply chain resilience/sustainability. These challenges are exacerbated by a generally pessimistic business outlook, with only 20% maintaining an optimistic view for 2024—the lowest level since the inception of the Compass Survey in 2017.

The report can be found [here](#).

Ministerial Roundtable

In January, a roundtable was held for the Hon. Lisa Naylor, Minister of Transportation & Infrastructure, Government of Manitoba. This roundtable allowed Minister Naylor to hear from a diverse group of freight transportation executives across the Western Canadian transportation industry. Discussion focussed on strategic issues facing the sector and opportunities for improvement across the system.

2024 Spring Member Forum

WESTAC will host the 2024 Spring Member Forum on May 7 & 8 at the Hotel Grand Pacific in Victoria. The theme for this Forum is "Managing through Collective Challenges & Opportunities," and will focus on the current macro issues disrupting global supply chains and their impact on Canada. WESTAC members will provide insights on how operations are affected in the short term due to ongoing collective challenges disrupting trade routes. BC Premier David Eby will also present as a keynote speaker. Proceedings from the Forum will be available in early June.

Strategic Planning

WESTAC is currently developing its 2025 – 2030 Strategic Plan using a multi-staged process to provide members with various opportunities to contribute to creating the new plan. The first step was an online member survey (completed in March). This was supplemented with some targeted interviews. We will bring the survey results and supplemental information to an extended Board meeting at the Spring Member Forum to gain further input and direction from the Board.

A draft strategic plan will be circulated to all members in early fall for input, with the goal of having a draft of the new strategic plan brought forward for approval at the Board meeting on November 22 in Calgary.

Communications

Part of WESTAC's 2024 Communications Plan is to publish four op-eds this year. Two articles were published in April:

- *Business in Vancouver*: "Western Canada's supply chains are losing ground—but we can fix that." The article can be found [here](#).
- *The Hill Times*: " Budget overlooks need for trade-enabling infrastructure." The article can be found [here](#).

2024 Fall Member Forum

The 2024 Fall Member Forum will be held in Calgary on November 21 & 22. This Forum will be primarily held at the CPKC headquarters and will offer members the opportunity to see the Operations Centre and a hydrogen-powered locomotive. Peter Hall, Chief Executive Officer at econosphere inc., is confirmed to speak.

To: MVRD Board of Directors

From: Director Jen McCutcheon, Electoral Area A

Date: May 8, 2024 Meeting Date: May 31, 2024

Subject: **External Agency Status Report for the Zero Emissions Innovation Centre (ZEIC)**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 8, 2024, titled “External Agency Status Report for the Zero Emissions Innovation Centre (ZEIC).”

EXECUTIVE SUMMARY

The Zero Emissions Innovation Centre (ZEIC) is an independent, non-profit charitable organization dedicated to catalyzing innovation, economic development, and market transformation for urban climate action in British Columbia. ZEIC was established by the Government of Canada and Federation of Canadian Municipalities with a mandate to support provincial, regional, and local governments in meeting their greenhouse gas emissions reduction targets. This report provides an overview of ZEIC’s key activities over the last two quarters, including:

- The new BC Retrofit Accelerator (BCRA) Initiative, with investments from a diversity of funders and partners, targets technical and financial solutions for large residential and commercial building retrofits across urban areas within BC.
- A new area of programming focused on economic and workforce development, supply-chain resilience, and market transformation within the BC’s building sector.
- Ongoing building decarbonization programs that facilitate industry and peer-based knowledge exchange and capacity-building in the building sector.
- The Women4Climate mentorship program, which is this year focused on engagement and ways to evolve the program scope and approach to best meet regional needs and interests.
- Various ZEIC funded grant-based projects support building decarbonization, Indigenous leadership, youth engagement, and research partnerships.

ZEIC embraces a network-based model for empowering climate solutions. To date, ZEIC networks have reached over 5000 building and energy sector professionals across industry and government.

PURPOSE

This report provides an update on the key activities of the Zero Emissions Innovation Centre (ZEIC) over the past two quarters as they align with regional climate action and Metro Vancouver services.

BACKGROUND

Seeded by a \$21.7 million federal endowment, the Zero Emissions Innovations Centre (ZEIC) (Reference 1) is a purpose-built non-profit charitable organization dedicated to market transformation and enabling zero carbon communities and economies across the region and province. ZEIC is part of the Low Carbon Cities Canada network (Reference 2) established by the Government of Canada and the Federation of Canadian Municipalities (FCM).

ZEIC advances urban climate solutions through programs (Reference 3), partnerships and collaborations, pragmatic research, impact investment, granting, and education, training, and capacity-building. Working with governments, Indigenous partners, industry, and others, ZEIC supports ambitious climate policy, addresses barriers, and catalyzes, accelerates, and scales innovation to strengthen equitable and resilient communities for current and future generations.

The strategic direction of ZEIC is aligned with provincial, regional, and local climate action plans. Programs led by ZEIC help communities make progress towards emissions reduction targets. Equity, long-term affordability, community health and well-being, environmental protection, and economic development are integral to how ZEIC develops and delivers climate action programs. Local governments and mission-aligned organizations are encouraged to get involved with ZEIC and to reach out with any question or ideas for collaboration.

PROGRAM AND ACTIVITY UPDATES

ZEIC continues to deliver a variety of programs that support climate targets, market transformation, and economic prosperity, predominantly in the building sector. Additionally, ZEIC engages in activities specifically focused on equity and Indigenous-priority initiatives. A number of programs operated by ZEIC align with the Metro Vancouver's services and policy imperatives have been highlighted below:

BC Retrofit Accelerator Initiative for Large Buildings [New]

ZEIC has secured significant resources in support of the new BC Retrofit Accelerator (BCRA), which was initially seeded by a MVRD Sustainability Innovation Fund investment (\$550K over two years) as well as investments from ZEIC.

ZEIC has now fully executed its agreements for a \$13.6M grant from Natural Resources Canada for a period of just over three years. This funding will expand the retrofit accelerator program within the Metro Vancouver Region and extend the program to other urban areas of BC, such as the Capital Regional District, Kamloops, and Kelowna. Additionally, ZEIC has received a \$2M grant from a philanthropic contributor which will be used to support the BCRA initiative over the next four years. The BCRA will work closely with and local governments and First Nations as well as private sector and non-profit organizations.

The BCRA includes four main streams—market rental, non-market rental, B&C commercial, and stratas—and tools and supports will be delivered in collaboration with diversity of organizations supporting program delivery. Collaborators include the BC Non-Profit Housing Association, the Aboriginal Housing Management Association, the Building Owner's and Manager's Association of BC, the Condominium Homeowner's Association, Landlord BC, and the University of Victoria. Further opportunities for collaboration and alignment with BC Hydro and the Province of BC, among others, are being actively explored.

The BCRA will help building owners develop a high-level plan for getting their building to zero emissions and to support owners to navigate and overcome barriers related to retrofits. The initiative will contribute to enhanced capital flow and financial solutions for retrofits. The public launch of the programs for building owners is expected in fall 2024.

Economic Development & Market Transformation Initiative [New]

ZEIC has formally launched a new area of programming focused on economic development and market transformation through climate action within the building sector. This work builds on the technical knowledge base of ZEIC to focus more deliberately on the economics of local climate actions and jobs. To pursue this work, three industry experts have recently been hired by ZEIC. As part of this initiative, ZEIC will focus on workforce development, supply-chain resilience, labour impact assessments, and sustainable finance and will continue to apply an economic analysis lens across all programs. Early work under this initiative includes the recently launched BC-wide Sustainable Workforce Coalition, heat pump attraction strategy, and BCRA's retrofit-specific economic development and financing tool work.

Signature Building Decarbonization Programs

ZEIC provides three programs that advance solutions in building decarbonization and break down silos across industry associations, governments, utilities, researchers, educational institutions, suppliers, and global experts. Key activities and knowledge products over the last two quarters are provided in Attachment 1.

Zero Emissions Building Exchange

The Zero Emissions Building Exchange (ZEBx) (Reference 4) serves as a centre of excellence for the buildings industry that strengthens public, private, and civic capacities for zero emission buildings throughout British Columbia. ZEBx facilitates knowledge exchange between a variety of professionals in the building industry and maintains a community of practice through events, resource development, and communications.

Building to Electrification Coalition

The Building to Electrification (B2E) Coalition (Reference 5) serves as the secretariat for a first of its kind in Canada—a BC-based coalition of 160+ industry experts, contractors, policymakers, researchers, suppliers, non-profits, and financial institutions working collaboratively to identify and address barriers to the electrification of building heating and hot water systems. The B2E Coalition catalyzes market shifts towards building decarbonization in alignment with BC's Electrification Roadmap.

Carbon Leadership Forum British Columbia

The Carbon Leadership Forum British Columbia (CLF BC) (Reference 6) is the Province's centre of excellence for low carbon building design—accelerating the reduction of embodied carbon in buildings through the promotion of best practices and by fostering collaboration through dedicated networks for industry, government, and research leaders. Noteworthy: the sold-out BC Embodied Carbon Awards event, held on April 18, 2024 (Reference 7).

The CLF BC program has an active volunteer advisory committee composed representatives from across the building sector. Through the CLF BC program, ZEIC is a project partner with the City of Vancouver on its application to the Natural Resources Canada Code Acceleration Fund. This initiative will focus on building capacity in industry around embodied carbon and will develop tools to support commercial building retrofits.

Women4Climate Program

The Women4Climate (W4C) Program (Reference 8) is a mentorship program that contributes to the next generation of climate leaders who are working to create a healthier, more resilient, and economically prosperous urban future. In the Fall of 2024, C40 Cities announced it was ending its funding. With a desire to retain and build on the momentum generated in the last four years, ZEIC continues to work with the City of Vancouver to evaluate next steps for the W4C Program and the continued promotion of equity-centred climate action in the region into 2025 and beyond.

Equity and Indigenous Priority Initiatives

ZEIC has received multi-year funding commitments of ~\$1M from philanthropic funders. The funds will be used to support climate action programs and grants focused on equity and Indigenous priority initiatives. Staff at ZEIC are actively developing and initiating work in this area.

Grants Program

Deploying endowment proceeds and re-granting funds from philanthropic donors and other funders, ZEIC has supported several grant-based projects over the last two quarters. Examples of these projects are included in Attachment 1.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

ZEIC was established by the Government of Canada and Federation of Canadian Municipalities with a mandate to support provincial, regional, and local governments in meeting their greenhouse gas emissions reduction targets. ZEIC, through its various programs and initiatives, is empowering peer-to-peer and cross-sector knowledge sharing and is helping to build momentum, capacity, and resources to shift policy, markets, and industry in support of a more inclusive, prosperous, and healthy future. Local governments and mission-aligned organizations are encouraged to get involved with ZEIC and to reach out with any question or ideas for collaboration.

REFERENCES

1. [Zero Emissions Innovations Centre \(ZEIC\) - Homepage](#)
2. [Low Carbon Cities Canada - Homepage](#)
3. [Zero Emissions Innovations Centre \(ZEIC\) - Program Areas](#)
4. [Zero Emissions Building Exchange - Homepage](#)
5. [Building to Electrification Coalition - Homepage](#)
6. [Carbon Leadership Forum British Columbia - Homepage](#)
7. [Carbon Leadership Forum British Columbia Newsletter - April 2024](#)
8. [Women4Climate \(W4C\) Program - Homepage](#)

ATTACHMENT

1. "Additional Resources Related to the Functions of the Zero Emissions Innovation Centre", dated May 7, 2024.

Additional Resources Related to the Functions of the Zero Emissions Innovation Centre

Resources for Signature Building Decarbonization Programs

Zero Emissions Building Exchange

Resources:

- [High Performance Pre-Fab Video](#)
- [Case Study: Navigating Development with the BC Zero Carbon Step Code](#) Partners: Chard Development, RDH, and BC Hydro
- [Video – Reaching the Top Step](#) provides key insights about the Energy Step Code from the perspective of homeowners, builders, and designers. Partners: CleanBC and the City of Vancouver

Webinars:

- [Opportunities & Challenges of Decarbonization](#) (October 2023)
- [Avoid Electrical Service Upgrades](#) (November 2023)
- [Local Government Housing Early Adopter Dialogue: Affordability, Carbon & Equity--the "ACE" Card](#), (November 2023)
- [Introducing Energize Vancouver](#) (April 26, 2024)

Events:

- [Centralized v. Decentralized Ventilation](#) (November 2023; co-hosted by [BC Institute of Technology](#))
- [BUILDEX](#) featured a dedicated ZEIC education stream with sessions led by several of ZEIC's signature programs leaders (February 14 & 15, 2024)
- [Reframed Initiative: Optimizing Deep Building Retrofits](#) (March 8, 2024).

News:

- B2E & ZEBx Op-Ed | [BC's Energy Transition in Plain Sight](#) (February 23, 2024).
- Newsletters include ~3,700 registrants on [ZEBx](#) and ~1,600 registrants on the [BC Energy Step Code](#).

Training:

- [A New Trades Training Strategy for BC](#) presented with CAGBC (March 14, 2024)

Building to Electrification Coalition

Resources:

- [Empowering Sustainable Transitions: A Concept Framework to Electrifying Multi-Unit Residential Buildings in British Columbia](#) (produced April 2024).
- [Member Spotlight: Coast to Coast \(C2C\) Engineering Inc](#) (produced April 2024).
- [2023 Building to Electrification Scorecard](#) (produced March 2024).

Webinars:

- [Is BC Ready for Electrification?](#) (September 2023; co-hosted by BC Hydro)

News:

- [B2E](#) newsletter is at 630+ registrants plus.
- B2E staff are planning for the next round of B2E grant based on sector goals and B2E member insights and needs. The granting call will be launched in Q2.

Carbon Leadership Forum British Columbia

Resources:

- Case study: [Inlet View](#) (September 2023)

Webinars:

- [The City of Vancouver's New Embodied Carbon Guidelines](#) (November 1)
- [Discover Montessori: How we became a 2023 BC Embodied Carbon Winner](#) (January 19, 2024).

Events:

- The sold-out [BC Embodied Carbon Awards event](#), held on April 18, 2024 as attended by 130+ industry and government innovators and influencers. **Lisa Dominato, Councillor at the City of Vancouver and Chair of MVRD's Climate Action Committee** provided opening remarks:

"As all levels of government look to accelerate the delivery of housing, it becomes even more critical to consider the carbon impacts of more high-rise buildings and greater use of high-carbon materials such as conventional concrete. These award-winning projects and organizations have shown us that addressing embodied emissions through the lifecycle of a building is an essential, strategic, and cost-effective way to reduce emissions while creating new housing and commercial space, local and regional economic development, and jobs. We are grateful to the Zero Emissions Innovation Centre and its Carbon Leadership Forum British Columbia program for their work to bring together and strengthen the diverse community of practitioners leading the way on climate action within the building sector in Vancouver and BC."

News:

- [CLF BC](#) newsletter includes 600+ registrants.

A Selection of Recent ZEIC Funded Grant-Gased Projects

- Building Decarbonization Retrofit Microcredential Curriculum Development with the [BC Institute of Technology's Zero Emissions Buildings Learning Centre](#).
- Indigenous leadership and the Metro Vancouver youth delegation for the '2024 Youth Environmental Changemakers Summit' with [The Starfish Canada](#).
- A delegation of 14 members and/or staff from Musqueam Indian Band, Squamish Nation, Aboriginal Management & Housing Association, and the BC Indigenous Housing Society to attend the [First Nations Housing & Infrastructure West conference](#).
- The [Near Zero Research Program](#) with the City of Vancouver to accelerate and incentivize the rapid decarbonization of Vancouver homes and support knowledge-development. Lessons from this program are informing policy and action locally and beyond.

To: MVRD Board of Directors

From: Jacque Killawee, Deputy Corporate Officer, Board and Information Services

Date: May 7, 2024 Meeting Date: May 31, 2024

Subject: **Alternative Approval Process for MVRD Loan Authorization Bylaw No. 1381, 2024**

RECOMMENDATION

That the MVRD Board:

- a) re-establish the deadline for receiving elector responses for the alternate approval process for *MVRD Loan Authorization Bylaw No. 1381, 2024* as 4:30pm, July 12, 2024; and
 - b) establish that the electoral response form for the alternate approval process for *MVRD Loan Authorization Bylaw No. 1381, 2024* is to be in the form set out in Attachment 2 of the report dated May 7, 2024, titled "Alternative Approval Process for MVRD Loan Authorization Bylaw No. 1381, 2024".
-

EXECUTIVE SUMMARY

On May 3, 2024, the Vancouver Sun failed to publish the first of two statutorily required notices for the alternate approval process (AAP) for *MVRD Loan Authorization Bylaw No. 1381, 2024*. Notices must now be published on June 4 and June 11, with a new certification date of July 12, 2024. The MVRD Board is requested to re-establish the deadline for receiving responses for the AAP and approve the revised Elector Response Form.

PURPOSE

To seek Board approval for a new certification date for the AAP for *MVRD Loan Authorization Bylaw No. 1381, 2024*, along with a new elector response form with the revised date.

BACKGROUND

At the March 2024 MVRD Board meeting, the Board directed the Corporate Officer to undertake an AAP for *MVRD Loan Authorization Bylaw No. 1381, 2024* once the Inspector of Municipalities has approved the bylaw. The background for the AAP is set out in the report dated February 27, 2024, titled "Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024" (Attachment 1). At that time, the Board set a deadline for receiving elector responses of 4:00pm, June 13, 2024. This required publication of the public notices by May 6, 2024 and May 13, 2024. The Vancouver Sun failed to publish the first notice due to their error.

The missed public notice requires staff to return to the Board for approval of:

- a new deadline for certification of the alternate approval process; and
- an updated Elector Response Form (Attachment 2).

The earliest possible publication dates of the two statutorily required notices are June 4 and June 11. Ad spaces have been reserved for these dates. The new certification date based on these publication dates is July 12, 2024.

ALTERNATIVES

- 1) That the MVRD Board:
 - a) re-establish the deadline for receiving elector responses for the alternate approval process for *MVRD Loan Authorization Bylaw No. 1381, 2024* as 4:30pm, July 12, 2024; and
 - b) establish that the Electoral Response Form for the alternate approval process for MVRD Loan Authorization Bylaw No. 1381, 2024 is to be in the form set out in Attachment 2 of the report dated May 7, 2024, titled "Alternative Approval Process for MVRD Loan Authorization Bylaw No. 1381, 2024".
- 2) That the MVRD Board direct staff to obtain electoral assent through referendum or through approval of member councils.
- 3) That the MVRD Board stop the bylaw approval process and not provide financing assistance to MVHC through the MFA and request that the MVHC seek alternative approaches to funding their capital program.

FINANCIAL IMPLICATIONS

Under alternative 1, which is recommended, MVRD will be provided with the necessary authority to provide financing for the rehabilitation work MVHC needs to perform. Should this authority be reduced or not granted as under alternative 3, the ability to perform the rehabilitation work in a timely manner would be constrained, which may have a negative financial impact.

CONCLUSION

This report seeks Board approval for a new certification date and new Elector Response Form for the AAP for the *MVRD Loan Authorization Bylaw No. 1381, 2024*. Staff recommend alternative 1.

ATTACHMENTS

1. Report dated February 27, 2024, titled "Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024"
2. Elector Response Form

67895517

To: Finance Committee

From: Linda Sabatini, Director, Financial Operations

Date: February 27, 2024

Meeting Date: March 13, 2024

Subject: **Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024**

RECOMMENDATION

That the MVRD:

- a) approve that MVRD enter into an agreement with MVHC authorizing borrowing on behalf of MVHC from MFA in order to provide funding for MVHC's capital programs;
 - b) give first, second and third readings to the *"Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024 (the "Bylaw")* and forward to the Inspector of Municipalities for approval;
 - c) upon approval from the Inspector of Municipalities, direct the Corporate Officer to undertake an alternative approval process to obtain participating area approval for the Bylaw pursuant to section 407(3)(b) of the Local Government Act;
 - d) establish the deadline for receiving elector responses as 4:00pm, June 13, 2024;
 - e) establish that the electoral response shall be in the form set out in Attachment 3;
 - f) determine that a fair determination of the total number of electors in the area to which the approval process applies is 1,709,078; and
 - g) provide that the participating area approval be obtained for the entire service area under the Bylaw pursuant to section 407(3)(b) of the Local Government Act.
-

EXECUTIVE SUMMARY

MVHC is seeking to borrow through MVRD an amount up to \$70 million over the next five years, to fund required building envelope repairs, and deep retrofits to reduce greenhouse gas emissions and improve energy efficiency at several of its housing complexes.

Pursuant to Section 179 of the Community Charter of British Columbia (the "Act"), under agreement and through an adopted loan authorization bylaw, MVRD may lend to the Metro Vancouver Housing Corporation (MVHC), its wholly owned subsidiary, for the purpose of providing public housing. Adoption of the *"Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024*, provides the authority for MVRD to borrow long-term from MFA on behalf of MVHC up to \$70 million.

PURPOSE

To provide the MVRD with the authority to borrow from the Municipal Finance Authority of British Columbia (MFA) a sum not exceeding \$70 million for the purpose of lending such monies, under an agreement, to MVHC in order to fund their anticipated capital requirements over the next five years, as defined in the MVHC's capital plan.

BACKGROUND

MVHC is seeking to borrow an amount up to \$70 million over the next five years, to fund required building envelope repairs, and deep retrofits to reduce greenhouse gas emissions and improve energy efficiency at several of its housing complexes. This work is neutral to source of energy. Adoption of the *"Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024"*, provides the authority for MVRD to borrow long-term from MFA on behalf of MVHC up to \$70 million.

BORROWING BYLAW PROCESS

Under 179 (1) of the Community Charter of British Columbia (the "Act"), Metro Vancouver Regional District ("MVRD"), through an adopted loan authorization bylaw, may lend to any person or public authority, under agreement, for the purpose of providing financing to a public authority. A public authority includes a corporation that is owned by a regional district (such as MVHC). Therefore, through an approved agreement and an adopted loan authorization bylaw, MVRD may borrow funds on behalf of MVHC. As with the utilities (GVWD and GVS&DD) and member jurisdictions, this debt would be the debt of the MVRD to the MFA, and as such, it would also be a joint and several liability to the District's members.

The process to adopt a MVRD loan authorization bylaw requires approval from the Inspector of Municipalities, as well as electoral assent. There are three main methods to receive electoral assent. The first is by way of the alternate approval process where MVRD will advertise publicly the proposed changes. Ten percent or more of the electorate must respond negatively for the approval to fail. Given that the service provision to provide public housing already exists, and the only change is to authorize the long term borrowing through the MVRD, this is the recommended approach. The second option would be to seek resolution through referendum, a much slower and costly process. The final option would be to go to each member's council for approval, again a slow process and for Electoral Area 'A', the alternate approval process would be required regardless.

Section 86(3)(c) of the *Community Charter* requires that a fair determination of the total number of electors of the participating area to which the alternate approval process applies be made. The participating area of the alternate approval process is the entire geographic region of Metro Vancouver Regional District. To make the determination of the number of electors, staff requested a voter's list for the participating area from Elections BC. This was received on February 28th, 2024. This list indicated that there are 1,709,078 eligible electors. It is recommended that 1,709,078 be considered a fair determination of the number of eligible electors for the participating area. Based on the number of eligible electors, 170,908 is the number of electors who must submit signed elector response forms in order to prevent the Board from adopting the *Bylaw*.

The draft loan agreement between MVRD and MVHC, which was approved by MVHC Board on February 23, 2024, is included as Attachment 1 to this report. The Loan Authorization Bylaw is included as Attachment 2 and a sample Electoral Response Form is found in Attachment 3.

MVHC BORROWING

Several Metro Vancouver Housing projects require substantial building envelope repairs. MVHC has secured several significant grants from other levels of government to complete the repair work and

assist in meeting the *Metro Vancouver Housing 10-Year Housing Plan* targets for greenhouse gas reductions. Additional grants and funds are being sought to support the project from available funding sources. Costs not covered by grants would be funded through MVHC's budget, with a strategy of borrowing in the short term to expedite the work in order to take advantage of granting opportunities. MFA borrowing provides an alternative for MVHC and is less expensive than commercial lending institutions. The current long-term rate with MFA is 4.3% versus a loan from a financial institution at 7.2%.

Board approval is requested for a block of long-term borrowing over the next five years, in advance of any actual borrowing. This approach is necessary as it would not be operationally feasible to annually obtain necessary approvals from the Board, Inspector of Municipalities and MFA and receive electoral assent in a timely way to meet the MFA deadlines for participation in their bond issues.

The proposed borrowing of \$70 million for MVHC through MFA is identified in MVHC's capital plan. Debt servicing costs are included in the annual operating budget. The authority of the loan agreement and the adoption of the loan authorization bylaw would allow the MVHC, to finance rehabilitation projects at a number of existing properties, including Strathearn Court, Somerset Gardens, Minato West, Manor House and Le Chateau Place. Upon completion of the adoption of the long-term borrowing bylaw, MVRD will seek approval for a temporary borrowing bylaw on behalf of MVHC to provide flexibility for cash management in periods of construction. The debt would be a liability of MVHC, owing to MFA through the MVRD.

ALTERNATIVES

1. That the MVRD Board:
 - a) approve that MVRD enter into an agreement with MVHC authorizing borrowing on behalf of MVHC from MFA in order to provide funding for MVHC's capital programs;
 - b) give first, second and third readings to the "*Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024 (the "Bylaw")*" and forward to the Inspector of Municipalities for approval;
 - c) upon approval from the Inspector of Municipalities, direct the Corporate Officer to undertake an alternative approval process to obtain participating area approval for the Bylaw pursuant to section 407(3)(b) of the Local Government Act;
 - d) establish the deadline for receiving elector responses as 4:00pm, June 13, 2024;
 - e) establish that the electoral response shall be in the form set out in Attachment 3;
 - f) determine that a fair determination of the total number of electors in the area to which the approval process applies is 1,709,078;
 - g) provide that the participating area approval be obtained for the entire service area under the Bylaw pursuant to section 407(3)(b) of the Local Government Act.

2. That the Board give first, second and third readings to the "*Metro Vancouver Regional District Housing Loan Authorization Bylaw No. 1381, 2024 (the "Bylaw")*" but direct staff to obtain electoral assent through referendum or through approval of member councils.

3. That the Board not provide financing assistance to MVHC through the MFA and request MVHC seek alternative approaches to funding their capital program.

FINANCIAL IMPLICATIONS

Under alternative 1, which is recommended, MVRD will be provided with the necessary authority to provide financing for rehabilitation work to ensure necessary repairs are performed and the investment in the properties is maintained. Should this authority be reduced or not granted as under alternative 3, the ability to make necessary repairs in a timely manner would be constrained which may have a negative financial impact.

CONCLUSION

Approval of the *MVRD Loan Authorization Bylaw No 1381, 2024*, as recommended under alternative 1, provides the necessary authorization for the MVHC to borrow funds as and when required up to a maximum of \$70 million

Attachments

1. Draft Loan agreement between MVRD and MVHC
2. "*Metro Vancouver Regional District Housing Loan Authorization Bylaw No. 1381, 2024*", March 22, 2024
3. Electoral Response Form

BORROWING AGREEMENT

THIS AGREEMENT is dated [insert date] (the “Effective Date”).

BETWEEN:

METRO VANCOUVER REGIONAL DISTRICT, a regional District pursuant to the *Local Government Act* (British Columbia), having an office at 4515 Central Boulevard, Burnaby, BC, V5H 0C6

(“Metro Vancouver”)

AND:

METRO VANCOUVER HOUSING CORPORATION, a body incorporated under the *Business Corporations Act* (British Columbia), having an office at 4515 Central Boulevard, Burnaby, BC, V5H 0C6

(the “Corporation”)

(each a “Party” and together, the “Parties”)

WHEREAS:

- A. The Corporation has requested that Metro Vancouver access temporary or long-term financing on the Corporation’s behalf, from time to time;
- B. Metro Vancouver is authorized by Supplementary Letters Patent issued January 18, 1971 to provide the function of Division IV- Public Housing and under Supplementary Letters Patent issued April 30, 1974, to cause to be incorporated one or more corporations for this purpose and to invest, expend on and lent to one or more such corporations such moneys as it deemed necessary;
- C. Metro Vancouver caused to be incorporated the Metro Vancouver Housing Corporation for the purpose of providing public housing;
- D. Pursuant to section 179 (1) of the *Community Charter of British Columbia* (the “Charter”), Metro Vancouver, through a loan authorization bylaw, may incur a liability by borrowing for the purpose of lending to any person or public authority, under an agreement, subject to certain conditions;
- E. Pursuant to the Charter, the Corporation is a public authority;
- F. Pursuant to section 409 of the *Local Government Act*, Metro Vancouver, by bylaw, may temporarily borrow money not exceeding the difference between the total amount authorized in the loan authorization bylaw and the amount already borrowed in relation to that bylaw; and
- G. Pursuant to Section 179 (1)(b) of the Charter, the Parties wish to enter into this Agreement relating to the costs of any borrowing undertaken by Metro Vancouver on behalf of the Corporation, and other matters related to lending to the Corporation.

THE PARTIES agree as follows:

1. DEFINITIONS AND INTERPRETATION

1.1 In this Agreement:

- (a) **“Borrowing Costs”** means all fees, costs and expenses incurred by Metro Vancouver in connection with a Borrowing Request, including:
 - (i) the principal amount advanced from time to time and remaining outstanding under each Loan, together with the interest thereon as and at the rate contemplated in the terms of the relevant Loan;
 - (ii) any other fees, payments, or penalties related to each Loan;
 - (iii) legal and other professional fees;
 - (iv) administrative costs; and
 - (v) all other expenses of any kind.
- (b) **“Borrowing Request”** means a request made by the Corporation to Metro Vancouver by way of an approved Board resolution from the Corporation to request that Metro Vancouver provide a certain maximum amount of financing to the Corporation by undertaking borrowing on the Corporation’s behalf.
- (c) **“Charter”** has the meaning given to such term in Recital D of the above preamble.
- (d) **“Lender”** means the Municipal Finance Authority of British Columbia, from which Metro Vancouver may borrow funds in order to provide financing for the Corporation.
- (e) **“Loan”** means a loan agreement and any related instruments (including promissory notes) entered into between Metro Vancouver and the Lender, pursuant to which Metro Vancouver will borrow funds from the Lender on behalf of the Corporation in connection with a Borrowing Request; **“Term”** has the meaning given in Section 3.1.

1.2 In the interpretation of this Agreement:

- (a) words importing the singular include the plural and vice versa, and words importing persons include individuals and entities;
- (b) the words “include” and “including” are to be construed as meaning “including, without limitation”;
- (c) schedules referenced in and attached to this Agreement form part of this Agreement; and
- (d) the division of this Agreement into sections and the insertion of headings are for convenience of reference only and will not affect the construction or interpretation of the Agreement.

2. BORROWING COSTS

2.1 In connection with each Borrowing Request made by the Corporation, the Corporation will:

(a) reimburse Metro Vancouver for all Borrowing Costs incurred by Metro Vancouver in connection with such Borrowing Request, in accordance with the terms of this Agreement; and

2.2 For clarity, with respect to the Borrowing Costs relating to each Loan:

(a) the Corporation will pay to Metro Vancouver the amount of all interest payments due under the Loan, at the rate and in accordance with the payment schedule set out in the terms of the Loan;

(b) the Corporation will pay to Metro Vancouver the principal amount of the Loan in accordance with the maturity date and payment schedule set out in the terms of the Loan;

(c) the Corporation may prepay all or any portion of the principal amount owing under the Loan at any time without notice, bonus or penalty; and

(d) all advances by Metro Vancouver to the Corporation under the Loan, and all repayments of principal and interest thereof by the Corporation, will be recorded in an electronic record maintained by Metro Vancouver, which such electronic record will (absent manifest error) constitute conclusive evidence of the principal and interest owing by the Corporation to Metro Vancouver under the Loan from time to time.

2.3 For all other Borrowing Costs, Metro Vancouver will advise the Corporation of the amounts owing and the required payment date.

2.4 Payments for the Borrowing Costs may be provided by the Corporation to Metro Vancouver by way of financial entries recorded in Metro Vancouver's corporate finance system, or by any other payment method mutually agreed upon by the Parties.

3. TERM AND TERMINATION

3.1 The term of this Agreement will commence on the Effective Date and continue indefinitely until terminated by either Party in accordance with this Agreement (the "**Term**").

3.2 Without prejudice to its other rights and remedies at law, either Party may terminate this Agreement:

(a) for any reason, upon providing the other Party with 30 days' prior written notice; or

(b) if the other Party commits a breach of any of the terms of this Agreement which is irreparable, or which breach (if repairable) is not remedied by the other Party within 10 days after the service of written notice by the non-breaching Party requiring the remedy.

3.3 Upon termination of this Agreement:

- (a) Metro Vancouver will cease to provide any further financing with respect to any Borrowing Request;
- (b) the Parties will determine whether any outstanding Loan should be terminated, to the extent possible under the terms of such Loan; and
- (c) the Corporation must reimburse Metro Vancouver for all Borrowing Costs incurred or committed to prior to the termination date, including all amounts required in connection with any outstanding Loan entered into prior to the termination date.

3.4 Notwithstanding any term of the Agreement to the contrary, the provisions hereof requiring performance or fulfilment after the expiry or termination of this Agreement will survive such termination.

4. GENERAL PROVISIONS

4.1 *Entire Agreement.* This Agreement contains the entire agreement and understanding of the Parties with respect to the matters contemplated herein, and supersedes all prior and contemporaneous agreements between the Parties with respect to such matters.

4.2 *Notices.* All notices under this Agreement will be in writing, and will be given to and received by the addressee on the day when it is delivered, by hand, courier, email, or registered mail, at the addresses of the Parties on the first page, or to such other address as may be otherwise designated by a Party.

4.3 *Further Assurances.* Each Party will from time to time execute and deliver all such further documents and instruments and do all acts and things as the other Party may reasonably require to give effect to this Agreement.

4.4 *Waiver.* The waiver by a Party of any failure on the part of the other Party to perform in accordance with any of the terms of this Agreement is not to be construed as a waiver of any future or continuing failure, whether similar or dissimilar.

4.5 *Third Party Rights.* Nothing in this Agreement will be construed to give any rights or benefits to anyone other than the Parties.

4.6 *Governing Law and Jurisdiction.* This Agreement is governed by and will be construed in accordance with the laws of the Province of British Columbia and the laws of Canada applicable therein, and the Parties attorn to the exclusive jurisdiction of the courts of British Columbia.

4.7 *Counterparts and Electronic Delivery.* This Agreement may be executed electronically and in counterparts, and an executed signature page may be delivered by a Party by electronic transmission.

IN WITNESS WHEREOF the Parties have executed this Agreement as of the Effective Date.

METRO VANCOUVER REGIONAL DISTRICT
by its authorized signatories

Jerry W. Dobrovolny, P.Eng, MBA
Chief Administrative Officer

Harji Varn
Chief Financial Officer

METRO VANCOUVER HOUSING CORPORATION
by its authorized signatories

Jerry W. Dobrovolny, P.Eng, MBA
Commissioner

Harji Varn
Chief Financial Officer

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1381, 2024**

**A bylaw to authorize the borrowing of up to seventy million dollars (\$70,000,000) for
the purpose of lending to the Metro Vancouver Housing Corporation**

WHEREAS:

- A. Pursuant to the powers granted under 179 (1) of the *Community Charter of British Columbia* (the “Act”), Metro Vancouver Regional District (“MVRD”), through an adopted loan authorization bylaw, may lend to any person or public authority, under agreement, for the purpose of providing financing to the public authority, subject to certain conditions;
- B. Pursuant to the Act, a public authority includes a corporation that is created or owned by a regional district;
- C. The MVRD is authorized by Supplementary Letters Patent issued on January 18, 1971 to provide the function of Division IV – Public Housing and under Supplementary Letters Patent issued on April 30, 1974, and to cause to be incorporated one or more corporations for this purpose and to invest in, expend on and lend to one or more such corporations such moneys as it deemed necessary;
- D. The MVRD caused to be incorporated the Metro Vancouver Housing Corporation (“MVHC”) for the purpose of providing public housing;
- E. The MVRD wishes to borrow a sum of not exceeding seventy million dollars (\$70,000,000) for the purpose of lending such monies under an agreement to the MVHC for the purpose of funding capital projects;
- F. The maximum term for which a debenture may be issued to secure the debt created by this bylaw is for a term not to exceed number of 30 years; and
- G. Participating area approval is required under section 407(3)(b) of the *Local Government Act* and has been obtained by way of alternative approval process.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

- 1. **Citation**
The official citation of this bylaw is “Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024”.
- 2. The MVRD is authorized to borrow, from time to time and as required, a sum up to but not exceeding at any one time the aggregate principal amount of seventy million dollars (\$70,000,000) in lawful money of Canada, for the purpose of lending such monies to the MVHC for capital projects, upon such terms and conditions specified under agreement dated March 22, 2024.

3. The maximum term for which debentures may be issued to secure the debt created by this bylaw is 30 years.

Read a first, second and third time this _____ day of _____, _____.

Approved by the Inspector of Municipalities this _____ day of _____, _____.

Approved by the Electors this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

George V. Harvie, Chair

Dorothy Shermer, Corporate Officer

Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024

ELECTOR RESPONSE FORM

By completing this elector response form I oppose the Metro Vancouver Regional District (“MVRD”) intention to adopt “Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024” which authorizes MVRD to borrow, up to seventy million dollars (\$70,000,000), for the purpose of lending such monies to the Metro Vancouver Housing Corporation to allow it to undertake required building envelope repairs and mechanical servicing upgrades to extend the lifecycle of several of its housing complexes, upon such terms and conditions specified under agreement dated March 22, 2024, unless a vote is held.

I, the undersigned, hereby certified that:

- I am a Canadian citizen;
- I am 18 years of age or older;
- I have resided in British Columbia for at least 6 months before the day I signed this form;
- I have resided in, or been the registered owner of real property, in the Metro Vancouver Regional District where the alternative approval process is being conducted, for at least 30 days; live, or own property in the area defined for the alternative approval process;
- I am not disqualified under the *Local Government Act*, or any other enactment from voting in an election or otherwise disqualified by law; and
- I have not signed or submitted another elector response form with respect to this Bylaw.

Address			
Full Name			
	<table style="width: 100%; border: none;"> <tr> <td style="width: 60%; border-bottom: 1px solid black; text-align: center;">Last Name (Surname)</td> <td style="width: 40%; border-bottom: 1px solid black; text-align: center;">First Name</td> </tr> </table>	Last Name (Surname)	First Name
Last Name (Surname)	First Name		
Signature	Date		

- Choose one: I am a resident elector (see reserve for eligibility requirements)
- I am a non-resident property elector who lives in another community and owns property in the jurisdiction located at:

_____ (address)

(see reverse for additional eligibility requirements)

**Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024,
Elector Response Form** (Continued from page 1)

The deadline for submitting this elector response form to the Metro Vancouver Regional District is **4:00 pm on June 13, 2024**. Electronic copies will not be accepted. Mail to: Metro Vancouver, Attention: Corporate Officer, 4515 Central Blvd, Metrotower III, Burnaby, BC V5H 0C6. Or deliver in person to the Information Centre on the 29th floor of Metrotower III, 4515 Central Blvd, Burnaby

The Metro Vancouver Regional District Board may proceed with the adoption of *Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024* unless 170,908 electors sign and submit a completed copy of this Elector Response Form to the Metro Vancouver Regional District by the deadline.

A person must not sign more than one Elector Response Form in relation to this alternative approval process.

Additional information can be found on the attached information sheet about the subject of this alternative approval process as well as the elector qualifications.

REGISTERED OWNER CONSENT TO A PERSON REGISTERING AS A NON-RESIDENT PROPERTY ELECTOR

Complete the following section only if there is more than one registered owner for the property. Each registered owner must provide written consent to the person registering as a Non-Resident Property Elector. The person designated as the Non-Resident Property Elector must be one of the owners of the property, and must be one of the individuals granting consent.

We, together with the person registering as a Non-Resident Property Elector, constitute the majority of registered owners of real property situated in the Metro Vancouver Regional District, and hereby give consent to:

Surname, Given Name of Person Designated to be the Non-Resident Property Elector

to be registered as the Non-Resident Property Elector for the jointly-owned property described above.

Registered Owner's Surname, Given Name

Signature

Registered Owner's Surname, Given Name

Signature

Registered Owner's Surname, Given Name

Signature

Add a page with additional signatures if required.

Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024
ELECTOR RESPONSE FORM

By completing this elector response form, I oppose the Metro Vancouver Regional District (“MVRD”) intention to adopt “Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024” which authorizes MVRD to borrow, up to seventy million dollars (\$70,000,000), for the purpose of lending such monies to the Metro Vancouver Housing Corporation to allow it to undertake required building envelope repairs and mechanical servicing upgrades to extend the lifecycle of several of its housing complexes, upon such terms and conditions specified under agreement dated March 22, 2024, unless a vote is held.

I, the undersigned, hereby certified that:

- I am a Canadian citizen;
- I am 18 years of age or older;
- I have resided in British Columbia for at least 6 months before the day I signed this form;
- I have resided in, or been the registered owner of real property, in the area defined for the alternative approval process in Metro Vancouver Regional District for at least 30 days;
- I am not disqualified under the *Local Government Act*, or any other enactment from voting in an election or otherwise disqualified by law; and
- I have not signed or submitted another elector response form with respect to this Bylaw.

Address			
Full Name			
	<table style="width: 100%; border: none;"> <tr> <td style="width: 60%; border-bottom: 1px solid black; text-align: center;">Last Name (Surname)</td> <td style="width: 40%; border-bottom: 1px solid black; text-align: center;">First Name</td> </tr> </table>	Last Name (Surname)	First Name
Last Name (Surname)	First Name		
Signature	Date		

- Choose one: I am a resident elector (see the background information sheet for eligibility requirements)
- I am a non-resident property elector who lives in another community and owns property in the jurisdiction located at:

_____ (address)

(see the background information sheet for eligibility requirements)

**Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024,
Elector Response Form** (Continued from page 1)

The deadline for submitting this elector response form to the Metro Vancouver Regional District is **4:30 pm on July 12, 2024**. Electronic copies will not be accepted. Mail to: Metro Vancouver, Attention: Corporate Officer, 4515 Central Blvd, Metrotower III, Burnaby, BC V5H 0C6, or deliver in person to the Information Centre on the 29th floor of Metrotower III, 4515 Central Blvd, Burnaby

The Metro Vancouver Regional District Board may proceed with the adoption of *Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024* unless 170,908 electors sign and submit a completed copy of this Elector Response Form to Metro Vancouver Regional District by the deadline.

A person must not sign more than one Elector Response Form in relation to this alternative approval process.

Additional information can be found on the attached information sheet about the subject of this alternative approval process as well as the elector qualifications.

REGISTERED OWNER CONSENT TO A PERSON REGISTERING AS A NON-RESIDENT PROPERTY ELECTOR

Complete the following section only if there is more than one registered owner for the property. Each registered owner must provide written consent to the person registering as a Non-Resident Property Elector. The person designated as the Non-Resident Property Elector must be one of the owners of the property and must be one of the individuals granting consent.

We, together with the person registering as a Non-Resident Property Elector, constitute the majority of registered owners of real property situated in the Metro Vancouver Regional District, and hereby give consent to:

Surname, Given Name of Person Designated to be the Non-Resident Property Elector

to be registered as the Non-Resident Property Elector for the jointly-owned property described above.

Registered Owner's Surname, Given Name

Signature

Registered Owner's Surname, Given Name

Signature

Registered Owner's Surname, Given Name

Signature

Add a page with additional signatures if required.

To: Regional Parks Committee

From: David Leavers, Division Manager, Visitor and Operations Services, Regional Parks

Date: April 19, 2024 Meeting Date: May 8, 2024

Subject: **MVRD Regional Parks Regulation Amendment Bylaw No. 1384, 2024 – Amends Bylaw No. 1177, 2012**

RECOMMENDATION

That the MVRD Board:

- a) give first, second, and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1384, 2024*; and
 - b) adopt *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1384, 2024*.
-

EXECUTIVE SUMMARY

In February 2024, the MVRD Board approved a pilot program to permit alcohol consumption in designated areas of six regional parks from Friday, June 28 to Monday, October 14, during park hours.

A bylaw amendment is required given the current bylaw does not provide authorization for the consumption of alcohol without (a) a licence issued under the *Liquor Control and Licensing Act*; and (b) a park permit.

Staff propose to add a new “or” option under subsection 3.5 (c) to the bylaw to permit the designation of public places as places where liquor may be consumed.

This report summarizes this one proposed amendment required to enable the implementation of the MVRD Board-approved pilot program to permit alcohol consumption in regional parks.

PURPOSE

To consider an amendment to the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012* that proposes one change to enable the implementation of the MVRD Board-approved pilot program to permit alcohol consumption in regional parks in 2024.

BACKGROUND

On March 22, 2024, the MVRD Board approved a Pilot Program to Permit Alcohol Consumption in Regional Parks in designated areas of six regional parks in 2024, and directed staff to report back with the required bylaw amendment to *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012* to authorize the designation of specific areas of select regional parks where liquor may be consumed.

In addition, the MVRD Board directed staff to report back with a draft “Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw” to ensure compliance with the *Liquor Control and Licensing Act* of the Province of British Columbia. This new bylaw is proposed in a separate report.

The MVRD Board-approved pilot program for 2024 will permit responsible alcohol consumption in designated areas at six regional parks:

- i. Boundary Bay Regional Park
- ii. Brunette-Fraser Regional Greenway
- iii. Campbell Valley Regional Park
- iv. Capilano River Regional Park
- v. Derby Reach Regional Park
- vi. Iona Beach Regional Park

Pending the approval of both this bylaw amendment and a new “Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw,” the 2024 pilot program will run from Friday, June 28, 2024 to Monday, October 14, 2024 with alcohol consumption to be permitted at any time during park hours during the duration of the pilot program.

PROPOSED AMENDMENT

The *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012* states at section 3.5 that “No person shall possess or consume liquor within a regional park unless such possession and consumption is pursuant and in compliance with:

- (a) A licence issued under the *Liquor Control and Licensing Act*; and
- (b) A park permit.”

An amendment to *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012* is required to authorize the designation of specific areas of select regional parks where alcohol may be consumed.

Staff propose to add an “or” option under subsection 3.5 (c) to the bylaw to authorize the consumption of alcohol in designated areas of specific regional parks (Attachment 1).

- (c) A Metro Vancouver Regional District bylaw designating public places where liquor may be consumed, in accordance with section 73(2) of the *Liquor Control and Licensing Act*, SBC 2015, c. 19, as amended.

ALTERNATIVES

1. That the MVRD Board:
 - a) give first, second, and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1384, 2024*; and
 - b) adopt *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1384, 2024*.

2. That the MVRD Board receive for information the report dated April 19, 2024 titled “MVRD Regional Parks Regulation Amendment Bylaw No. 1384, 2024, Amends Bylaw 1177, 2012” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

The proposed pilot program for the consumption of alcohol will give staff the opportunity to assess any additional costs related to the pilot program. It is anticipated that signage, park operations, ranger, patrol, and waste management costs will be minimal and can be funded within existing approved operating budgets.

CONCLUSION

Staff are recommending the approval of one amendment to the *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1177, 2012* that is required to enable the implementation of the MVRD Board approved pilot program to permit alcohol consumption in Regional Parks.

ATTACHMENTS

1. *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1384, 2024*

66379325

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1384, 2024
A bylaw to amend “Metro Vancouver Regional District Regional Parks Regulation Bylaw
No. 1177, 2012”**

WHEREAS:

- A. The Metro Vancouver Regional District Board (the “Board”) adopted “Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012”; and
- B. The Board wishes to amend the “Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012”.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

- 1. The official citation of this bylaw is “Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1384, 2024”.

Amendment of Bylaw

- 2. “Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012” is amended as follows:

- a) Section 3.5 is deleted and replaced with the following:

- 3.5 No person shall possess or consume liquor within a regional park unless such possession and consumption is pursuant to and in compliance with:

- (a) a licence issued under the *Liquor Control and Licensing Act*, SBC 2015, c. 19, as amended; and
 - (b) a park permit; or
 - (c) a Metro Vancouver Regional District bylaw designating public places where liquor may be consumed, in accordance with section 73(2) of the *Liquor Control and Licensing Act*, SBC 2015, c. 19, as amended.

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

George V. Harvie, Chair

Dorothy Shermer, Corporate Officer

To: Regional Parks Committee

From: David Leavers, Division Manager, Visitor and Operations Services, Regional Parks

Date: April 16, 2024 Meeting Date: May 8, 2024

Subject: **MVRD Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024**

RECOMMENDATION

That the MVRD Board:

- a) give first, second, and third reading to *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*; and
 - b) adopt *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*.
-

EXECUTIVE SUMMARY

In March 2024, the MVRD Board approved a pilot program to permit alcohol consumption in designated areas of six regional parks from Friday, June 28, 2024 to Monday, October 14, 2024, during park hours.

The Province of British Columbia has jurisdiction over possession and consumption of liquor. The *Liquor Control and Licensing Act* makes it unlawful for people to possess open liquor or consume liquor in a number of places, including parks, that are not private places; however, the province has delegated authority to regional districts and other local governments to, by bylaw, designate public places where liquor may be consumed, and it has prescribed how this must be done.

This bylaw ensures compliance with the Province of British Columbia's requirements and enables the implementation of the MVRD Board-approved pilot program to permit alcohol consumption in six regional parks in 2024.

PURPOSE

To propose a new bylaw that will enable the implementation of the MVRD Board-approved pilot program to permit alcohol consumption in six regional parks in 2024.

BACKGROUND

On March 22, 2024, the MVRD Board approved a Pilot Program to Permit Alcohol Consumption in Regional Parks in designated areas of six regional parks in 2024, and directed staff to report back with an amendment to *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012* to authorize the designation of specific areas of select regional parks where liquor may be consumed. This required bylaw amendment is proposed in a separate report.

In addition, the MVRD Board directed staff to report back with a draft "Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw" to ensure compliance with the *Liquor*

Control and Licensing Act (British Columbia). This bylaw is required to contain information related to the approved pilot program. This report responds to this MVRD Board direction.

The MVRD Board-approved pilot program for 2024 will permit alcohol consumption in designated areas at six regional parks:

- i. Boundary Bay Regional Park
- ii. Brunette-Fraser Regional Greenway
- iii. Campbell Valley Regional Park
- iv. Capilano River Regional Park
- v. Derby Reach Regional Park
- vi. Iona Beach Regional Park

Pending the approval of both the aforementioned bylaw amendment and a new “Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw,” the 2024 pilot program will be able to proceed from Friday, June 28, 2024 to Monday, October 14, 2024 with alcohol consumption permitted at any time during park hours during the duration of the pilot program.

PROVINCE OF BRITISH COLUMBIA REQUIREMENTS

The province of British Columbia has jurisdiction over possession and consumption of liquor. The *Liquor Control and Licensing Act* s. 73 makes it unlawful for people to possess open liquor or consume liquor in a number of places, including parks, that are not private places; however, at subsection (2), the province has delegated authority to regional districts and other local governments to, by bylaw, “designate a public place over which [we] [have] jurisdiction, or part of such a place, as a place where liquor may be consumed,” and it has prescribed how this must be done.

The *Liquor Control and Licensing Regulation* sets out further direction for regional districts and other local governments at section 197:

- 197 A bylaw under section 73 (2) of the Act designating a public place as a place where liquor may be consumed must
- (a) require the person responsible for the public place to post signs setting out
 - (i) the boundaries of the public place, and
 - (ii) the hours that liquor may be consumed, and
 - (b) describe the number and size of the signs and how they are to be posted.

MVRD CONSUMPTION OF LIQUOR IN REGIONAL PARKS BYLAW

Given these Provincial requirements, a draft “Consumption of Liquor in Regional Parks Bylaw” has been prepared to contain these required details of the pilot program (Attachment 1).

By embedding the program information in a dedicated bylaw, the program can be altered or cancelled by amending or repealing the bylaw as required.

The new bylaw:

- Includes an effective date of June 28, 2024

- Includes a number of new definitions that are referenced, including “designated area,” which means any portion of a regional park that has been designated as a public place in which liquor may be consumed
- Identifies the six regional parks that are included in the pilot program
- Specifies the dates and hours in 2024 when liquor may be consumed in any designated area

Pilot Program Site Signage

In addition, and as required by the *Liquor Control and Licensing Regulation*, the sign specifications are included in the bylaw and requires that Regional Parks will post signs setting out the boundaries of each of the designated areas and the dates and hours during which liquor may be consumed. Each designated area will be required to have at least four signs to designate the boundaries of a designated area. Signs will include a visual representation (map) of the designated area. Maps of the designated areas within each of the six parks have been developed and are included as Schedule A of the draft bylaw, as required.

Staff are currently working with both the Vancouver Coastal Health Authority and the Fraser Health Authority to include health messaging on public communications materials. In addition, signage at waterfront locations will have messaging that swimming and alcohol don't mix.

ALTERNATIVES

1. That the MVRD Board:
 - a) give first, second and third reading to *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*; and
 - b) adopt *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*.
2. That the MVRD Board receive for information the report dated April 16, 2024 titled “Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

The proposed pilot program for the consumption of alcohol will give staff the opportunity to assess any additional costs related to the pilot program. It is anticipated that signage, park operations, ranger, patrol, and waste management costs will be minimal and can be funded within existing approved operating budgets.

CONCLUSION

Staff are recommending the approval of the “Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024” that is required to enable the implementation of the MVRD Board-approved pilot program to permit alcohol consumption in Regional Parks.

ATTACHMENTS

1. *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1385, 2024
A bylaw for consumption of liquor in regional parks

WHEREAS:

- A. The Board of Directors of the Metro Vancouver Regional District (the “Board”) may, pursuant to section 73(2) of the *Liquor Control and Licensing Act*, SBC 2015, c. 19, designate a public place over which it has jurisdiction, or part of such a place, as a place where liquor may be consumed; and
- B. The Board of Directors of the Metro Vancouver Regional District wishes to designate certain public places within regional parks as places where liquor may be consumed.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is “Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024”.

Effective Date

2. This bylaw will come into effect on June 28, 2024.

Schedule

3. The following Schedule is attached to and forms part of the bylaw:
- Schedule “A”, Maps of Designated Areas.

Definitions

4. In this bylaw:

“**designated area**” means any portion of a regional park that has been designated under section 5 of this Bylaw as a public place in which liquor may be consumed;

“**liquor**” means, subject to the Liquor Control and Licensing Regulation, beer, wine, spirits or other products intended for human consumption and that contain more than 1% of alcohol by volume;

“**Liquor Control and Licensing Act**” means the *Liquor Control and Licensing Act*, SBC 2015, c.19, as amended;

“**Liquor Control and Licensing Regulation**” means the Liquor Control and Licensing Regulation, B.C. Reg. 241/2016, as amended;

“**park manager**” means the person designated as park manager under *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012*;

“park officer” means a person appointed as a park officer under *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012*;

“park permit” has the same meaning as in *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012*;

“public place” includes a place, building or vehicle to which the public is invited or has or is allowed access; and

“regional park” means lands acquired, dedicated, held or occupied as park, including lands dedicated as regional parks or regional trails under the *B.C. Park (Regional) Act* and continued under the *B.C. Local Government Act*, lands dedicated by Metro Vancouver Regional District, water lot areas leased or otherwise held by Metro Vancouver Regional District, and all trails, greenways, ecological conservancy areas, park reserves and any other sites acquired, dedicated, held, occupied, managed, or designated as park land under the jurisdiction or administration of Metro Vancouver Regional District.

Designated Areas and Hours

5. The portions of these regional parks, listed in the table below:

Regional Park
Boundary Bay Regional Park
Brunette-Fraser Regional Greenway
Campbell Valley Regional Park
Capilano River Regional Park
Derby Reach Regional Park
Iona Beach Regional Park

and as shown in Schedule A of this bylaw are designated as public places where liquor may be consumed in accordance with this bylaw.

6. Liquor may be consumed in a designated area from:
- (a) June 28, 2024, to September 2, 2024, during the hours of 7:00 AM to 10:00 PM;
 - (b) September 3, 2024, to September 23, 2024, during the hours of 7:00 AM to 8:00 PM;
- and
- (c) September 24, 2024, to October 14, 2024, during the hours of 7:00 AM to 7:00 PM.
7. A person must not consume liquor in an area of a regional park that is located:
- a) Outside of a designated area; or
 - b) Within a designated area but otherwise subject to a valid park permit;
- unless otherwise permitted under a park permit.

Sign Specifications

8. The park manager or their delegate must post signs setting out the boundaries of each designated area and the dates and hours during which liquor may be consumed in the designated area.
9. Each designated area must have at least four signs to designate the boundaries of the designated area.
10. The signs to be posted in accordance with section 8 must:
 - (a) Be at least 30 centimetres by 45 centimetres in size;
 - (b) Be affixed to posts or park infrastructure such as fences and kiosks; and
 - (c) Include a visual representation of the designated area.

Offences

11. Offences set out in the *Liquor Control and Licensing Act* and *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012* apply to a person who consumes liquor in a regional park outside of:
 - (a) A designated area; or
 - (b) The hours set out in section 6 of this bylaw.

Severability

12. If any part or provision of this bylaw is for any reason held to be invalid or unenforceable by a decision of a court of competent jurisdiction, it will be severed and the validity of the remaining portions of this bylaw will not be affected.

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

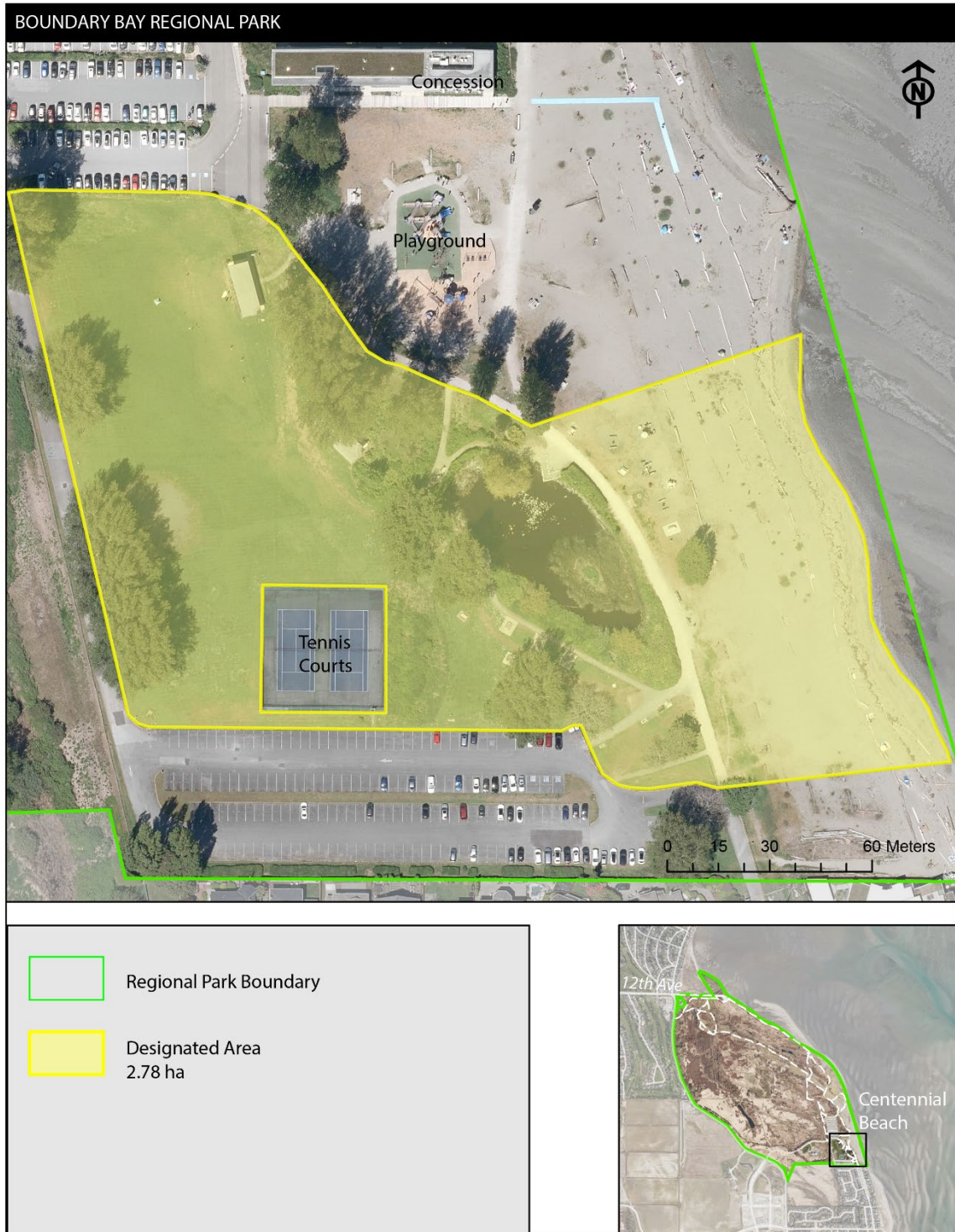
George V. Harvie, Chair

Dorothy Shermer, Corporate Officer

Schedule A

Maps of Designated Areas

Boundary Bay Regional Park



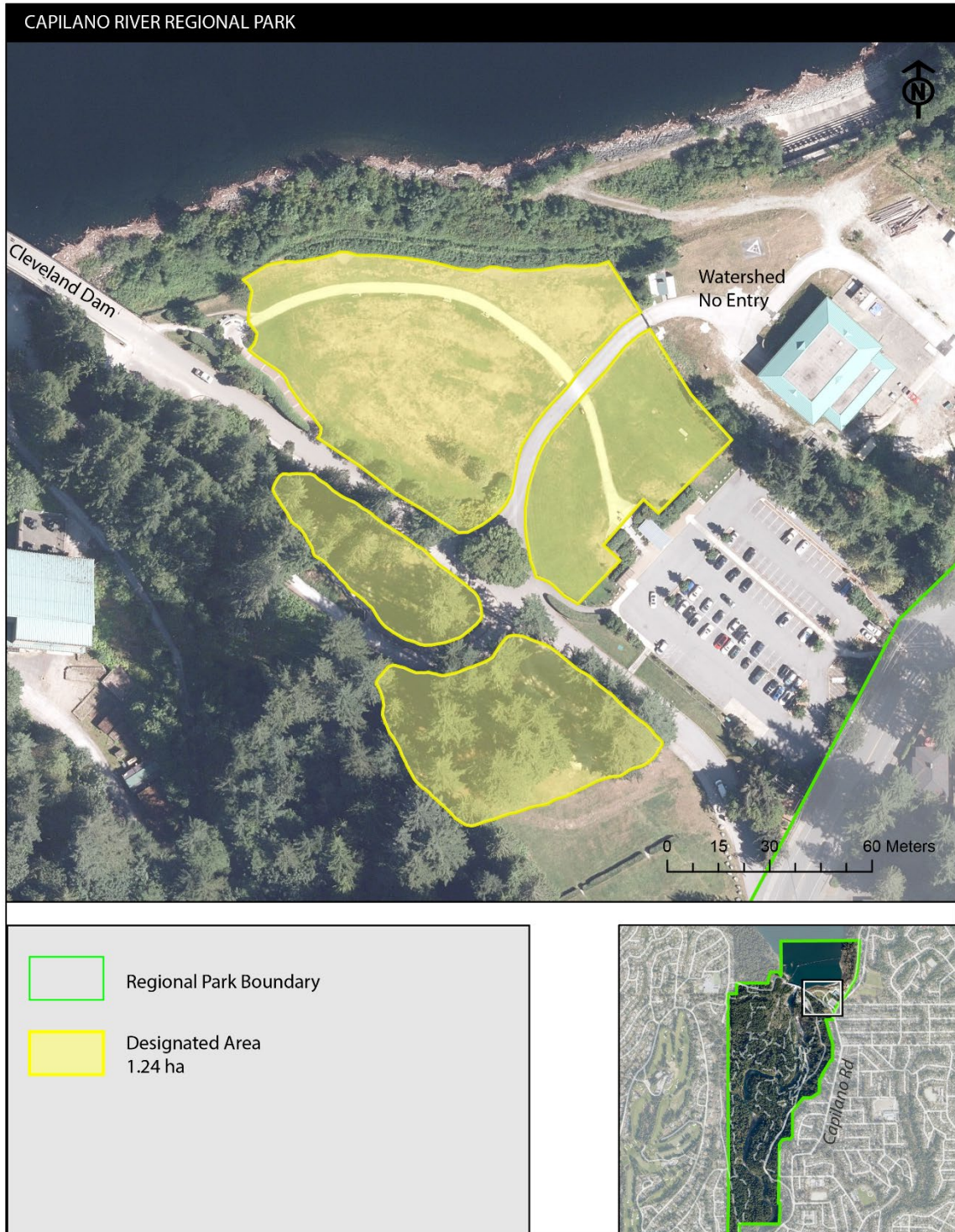
Brunette-Fraser Regional Greenway



Campbell Valley Regional Park





Capilano River Regional Park



Derby Reach Regional Park



Legend:

-  Regional Park Boundary
-  Designated Area
2.0 ha



Iona Beach Regional Park



To: Finance Committee

From: Dorothy Shermer, Director, Board and Information Services

Date: May 6, 2024 Meeting Date: May 15, 2024

Subject: **Metro Vancouver Regional District Remuneration Bylaw Update**

RECOMMENDATION

That the MVRD Board:

- a) give first, second, and third reading to *Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024*; and
 - b) adopt *Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024*.
-

EXECUTIVE SUMMARY

The current remuneration bylaw was adopted in 2007 and includes outdated references to the Greater Vancouver Regional District (GVRD) and the 1/3 non-accountable allowance for elected officials' work-related expenses, which was eliminated by federal legislation enacted in 2017, and in effect since January 1, 2019. A new remuneration bylaw is proposed to repeal and replace *Greater Vancouver Regional District Regional Board and Committee Remuneration Bylaw Number 1057, 2007* to ensure consistency with current legislation and improve ease of interpretation and application. Changes to meeting fee caps and meeting eligibility for the Board Chair and Board Vice Chair are also proposed. No changes are being proposed to remuneration rates or the method or schedule for determining remuneration rates.

PURPOSE

To present *Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024* for Board consideration of three readings and adoption.

BACKGROUND

The current remuneration bylaw was adopted in 2007. The bylaw includes outdated references to the Greater Vancouver Regional District (GVRD) as well as to the 1/3 non-accountable allowance for elected officials' work-related expenses, which was eliminated by federal legislation enacted in 2017, and in effect since January 1, 2019. It is advisable to repeal and replace *Greater Vancouver Regional District Regional Board and Committee Remuneration Bylaw Number 1057, 2007* to ensure consistency with current legislation. During this administrative review, several other changes are proposed.

PROPOSED CHANGES

Proposed changes to the Remuneration Bylaw include the following: 1) replacing all references to the Greater Vancouver Regional District (GVRD) with references to the Metro Vancouver Regional District (MVRD); 2) removing all references to the 1/3 non-accountable allowance for elected officials' work-related expenses, which was eliminated in 2019; and 3) identifying Canada Revenue Agency's Directive on Travel as the reference for reimbursement of expenses related to meals and incidentals in addition to mileage, and removing embedded links to other organizations.

Changes for Improving Interpretation and Application

Additional changes are proposed for improving interpretation and application of the remuneration system. The reference to year one of the four-year cycle in determining salary remuneration will be updated to 2024, which is in accordance with the existing four-year cycle. General provisions are added to specify that requests for remuneration and expense claims must be submitted as soon as possible, and in all cases no later than April 30 of the year following the meeting or event; this will ensure accurate annual reporting of remuneration and expenses. The daily meeting fee cap is moved to general provisions rather than repeated for each position. The position "committee members who are not Board members" is removed as this is already covered by "Board and committee members except Board Chair and Board Vice Chair."

References to members serving on "Courts of Revision for the lists of electors" has been removed as redundant, as the MVRD requires same day registration for Electoral Area election and does not maintain a list of electors. "Courts of Revision for parcel tax roll" has been updated to "parcel tax roll review panels" to align with current legislation. Requirements for travellers to make their own travel arrangements have been removed as the MVRD now offers assistance with making travel arrangements on behalf of elected officials. The definition of "layover equivalent to an overnight stop" is specified as a layover of 12 or more hours; this ensures that layovers under 12 hours do not end continuous travel for the purpose of determining eligibility for upgrades.

Eligibility of Meetings of Outside Organizations

Board and Committee Members who are appointed by the Board to outside organizations to represent the MVRD are remunerated for attending meetings of these outside organizations, where the outside organization does not provide any remuneration. The Board Chair and Vice Chair are currently excluded from this remuneration as their eligibility is not expressly stated within Schedule B. Since their appointment as representative is within the purview of the Board, it is proposed that the Board Chair and Board Vice Chair be remunerated for attending meetings of outside organizations when appointed by the Board. This mirrors the current eligibility for Board Chair and Vice Chair remuneration for attending select committee meetings as appointed by the Board.

Adjustment to Meeting Fee Cap

The Board Chair and Board Vice Chair are currently subject to an annual 18-meeting fee cap for their attendance at standing committees. As standing committees are established solely at the discretion of the Board Chair, it is appropriate and necessary for a standing committee meeting fee cap to be in place in order to prevent abuse. However, the number of standing committee meetings requiring Board Chair and Board Vice Chair attendance has significantly increased, with the result that the cap of 18 meetings is usually reached early in the year. It is therefore proposed that the 18 meeting cap be increased to 67 meetings. The 67 meeting fee cap limits the Board Chair's compensation through salary and standing committee meeting fees to 100% of the median salary of MVRD Mayors, whereas the current cap limits remuneration to 81.75% of the median salary of MVRD Mayors (i.e. 75% of the median salary of MVRD Mayors plus 18 meeting fees). This new meeting fee cap would apply to both the Board Chair and the Board Vice Chair.

ALTERNATIVES

1. That the MVRD Board:
 - a) give first, second, and third reading to *Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024*; and
 - b) adopt *Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024*.
2. That the MVRD Board received for information the report dated March 7, 2024 regarding Metro Vancouver Regional District Remuneration Bylaw.

FINANCIAL IMPLICATIONS

The adoption of *Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024* as recommended may result in an increase of up to \$51,450 in total annual elected official remuneration expenses due to the adjustment to meeting fee caps. This increase is expected to be accommodated within existing budgets.

CONCLUSION

A new remuneration bylaw is proposed to repeal and replace *Greater Vancouver Regional District Regional Board and Committee Remuneration Bylaw Number 1057, 2007* to ensure consistency with current legislation. Alternative 1 is recommended.

ATTACHMENTS

1. *Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024*.

66638688

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1383, 2024**

A bylaw to establish payment of remuneration and expenses for Board and Committee Members.

WHEREAS:

- A. The Board of Directors of the Metro Vancouver Regional District (the “Board”) is authorized by section 226 of the *Local Government Act* and section 122 of the *Community Charter* to exercise powers by bylaw or resolution; and
- B. The Board wishes to provide for the payment of remuneration and expenses to Board and committee members;

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is “Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024”.

Repeal of Bylaw

2. “Greater Vancouver Regional District Regional Board and Committee Remuneration Bylaw Number 1057, 2007” and all amendments thereto are hereby repealed.

Schedule(s)

3. The following Schedules are attached to and form part of the bylaw:
 - Schedule “A”, Salary Remuneration;
 - Schedule “B”, Remuneration for Attendance at Meetings;
 - Schedule “C”, Qualifying Meetings; and
 - Schedule “D”, Payment of Expenses.

Remuneration of Board Chair, Vice Chair and Electoral Area A Director

4. The Metro Vancouver Regional District (the “MVRD”) will pay the amounts set out in Schedule A to this bylaw as remuneration to the Board Chair, Board Vice Chair, and the Electoral Area A Director for fulfillment of their respective duties as Board Chair, Board Vice Chair, and Electoral Area A Director. Where the Alternate Chair or Alternate Vice Chair of the Board is serving as Chair or Vice Chair because the Chair or Vice Chair is unable to serve because they are not a Member of the Greater Vancouver Water District or the Greater Vancouver Sewerage and Drainage District as the case may be, the MVRD will pay to that Alternate Chair or Vice Chair remuneration in the amount set out in Schedule A.

Payment for Board and Committee Meetings and Other Attendances

- 5. The MVRD will pay the amounts set out in Schedule B to this bylaw for each attendance by the Board Chair or Board Vice Chair at a meeting specified in Schedule B, and for each attendance by a Board Member, Committee Member, or Committee Chair except Board Chair and Board Vice Chair at a qualifying meeting as defined in Schedule C to this bylaw. These amounts are in addition to the salary amounts provided for under section 4 of this bylaw for the Board Chair, the Board Vice Chair, and the Electoral Area A Director.

Expenses

- 6. The MVRD will pay the expenses incurred by Board and Committee Members as set out in Schedule D to this bylaw.

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

George V. Harvie, Chair

Dorothy Shermer, Corporate Officer

Schedule A

Schedule A to Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024

Salary Remuneration

General Provisions:

1. The median of the gross salaries of the mayors in the MVRD will be determined every 4 years ("4 Year Cycle"). The first 4 Year Cycle will commence in the year 2024.
2. For year 1 of each 4 Year Cycle, the median gross salary will be calculated using information obtained from the previous year's Statements of Financial Information [RGH1] produced by each municipality in the MVRD pursuant to the *Financial Information Act* R.S.B.C. 1996 c.140 and will include all of the mayors' remuneration including salary, any taxable benefits, and any transportation/vehicle allowance.
3. For year 2 of each 4 Year Cycle, the 12-month Vancouver Consumer Price Index for the preceding calendar year will be applied to the median gross salary calculated during year 1 of the 4 Year Cycle and the rates adjusted accordingly.
4. For year 3 of each 4 Year Cycle, the 12-month Vancouver Consumer Price Index for the preceding calendar year will be applied to the year 2 adjusted median gross salary and the rates adjusted accordingly.
5. For year 4 of each 4 Year Cycle, the 12-month Vancouver Consumer Price Index for the preceding calendar year will be applied to the year 3 adjusted median gross salary and the rates adjusted accordingly.
6. Rates established during any year will be retroactive to January 1 of that year.

Rates of Pay:

Position:	Annual Salary:
1. Board Chair	An amount equivalent to 75% of the median of the gross salaries of the mayors in the MVRD as calculated pursuant to the General Provisions above.
2. Board Vice Chair	An amount equivalent to 50% of the sum paid to the Board Chair.
3. Alternate Board Chair and Alternate Board Vice Chair	An amount equivalent to 6% of the sum paid to the Board Chair.
4. Electoral Area A Director	An amount equivalent to 30% of the sum paid to the Board Chair.

Schedule B

Schedule B to Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024

Remuneration for Attendance at Meetings

General Provisions:

1. Requests for remuneration and expense claims must be submitted as soon as possible, and in all cases no later than April 30 of the year following the meeting or event.
2. All meeting fees combined have a daily cap of 1% of the Board Chair's annual salary.

Position:

Calculation for determining payment:

- | | |
|--|--|
| 1. Board Chair and Board Vice Chair | 0.5% of the Board Chair's annual salary for:
a) each meeting attended when serving on any select committee;
b) each meeting attended when serving on any standing committee, subject to an annual overall cap of 67 standing committee meetings;
c) each meeting of outside organizations attended where the Board Chair or Vice Chair has been appointed by the Board to represent the MVRD, provided no other payment is received from such organizations; and
twice that amount when a meeting lasts longer than 4 hours. |
| 2. Board and Committee Members except Board Chair and Board Vice Chair | 0.5% of the Board Chair's annual salary for each meeting attended and twice that amount when a meeting lasts longer than 4 hours. |
| 3. Committee Chair except Board Chair and Board Vice Chair | A monthly amount equivalent to 0.5% of the Board Chair's annual salary as payment for meetings with staff of the Regional District and other routine business of their committees including reviewing agendas, signing correspondence, and other matters of a routine administrative nature. Such payment is in addition to the amount paid under item 2, above.

0.5% of the Board Chair's annual salary for each event the Committee Chair or designate attends for events or occasions as an official representative of the Regional District, including but not limited to: the official opening of facilities, public events sponsored by a committee, or such other events or occasions as may be authorized by the Board Chair; and for non-routine meetings with staff or the Board Chair or Vice Chair, or other Board Members including briefings for newly appointed Committee Chairs and Vice Chairs and substantive policy discussions as may be authorized by the Board Chair. |

Schedule C

Schedule C to Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024

Qualifying Meetings

The following will be considered qualifying meetings for the purposes of determining entitlement to remuneration for attendance as provided for in section 5 of this bylaw:

1. meetings, workshops, and strategic planning sessions of the Board to which all Board Members have been invited;
2. meetings of a select or standing committee of which they are a member;
3. meetings of a subcommittee of a select or standing committee of which they are a member;
4. public information meetings and public hearings where the Board appoints a panel;
5. parcel tax roll review panels for the Electoral Area of the MVRD to which they are appointed;
6. meetings of outside organizations where the Board Member has been appointed by the Board to represent the MVRD, provided no other payment is received from such organizations;
7. meetings of outside organizations (excluding courses and similar education or research activities, conventions, seminars, workshops, and conferences (“Events”)) where the Board Member has been nominated by the Board to serve on the outside organization’s board or governing body, and where meeting attendance and associated expenses have been approved by the Board at the time of nomination;
8. such other meetings or occasions on the business of the MVRD as authorized by the Board Chair within the Board approved budget;
9. except as set out in sections 10 and 11 below, Events within the scope of the Board approved budget for Events, which have been approved by a resolution passed by the standing committee that has oversight of the general government budget, and where the attendance and associated remuneration has been authorized by the Board Chair;
10. Events attended by Board Chair, Board Vice Chair, or Electoral Area Director where there are sufficient funds within the Board approved budget for Events; and
11. where remuneration for attendance at Events will exceed a Board approved budget, a request for remuneration for attendance at an Event must be made to the Board and the Board may pass a resolution authorizing remuneration for attendance at an Event.

Schedule D

Schedule D to Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024

Payment of Expenses

General Provisions:

1. Travellers are expected to minimize expenses and travel time such as overnight stays wherever possible based upon the particular circumstances of their travel.
2. The lowest available fares applicable or appropriate to particular itineraries shall be sought and bookings shall be made as far in advance as possible.
3. Taxis, shuttles, and local transportation services are alternative means of transportation for short local trips.
4. Travellers must complete their own travel expense claim forms.
5. A summary of travellers' travel expenses will be posted on the Metro Vancouver website.

Position:

1. Payment to Board and committee members for expenses incurred:
 - a) in attending courses, conventions, seminars, workshops and conferences as approved by the Board Chair;
 - b) in attending a meeting on the business of the MVRD as approved by the Board Chair

Payment:

- a) Travel time to and from a particular destination at .5% of the Board chair's annual salary for travel time less than 4 hours and twice that amount when travel time is longer than 4 hours with the exception that the Board Chair and Board Vice Chair are not entitled to payments for their travel time.
- b) Meals and incidentals based on Canada Revenue Agency's Directive on Travel. The traveller is not eligible for reimbursement where meals are provided.
- c) Actual and reasonable out-of-pocket expenses for hotel accommodation and registration fees as applicable.
- d) Mileage based on acceptable non-taxable mileage rates in Canada Revenue Agency's Directive on Travel. This does not apply to attendance at qualifying meetings within the MVRD.
- e) Air travel based on the following:
 - i. The standard for air travel is economy class.
 - ii. Where continuous air travel exceeds nine hours, a minimum of six of which being flight time, the traveller may choose:
 - a) to travel economy class; or
 - b) to travel business/executive class, if available; or
 - c) to travel economy class with scheduled arrival being an extra day ahead of the business purpose of the travel, in which

case the traveler will be paid for the extra day the meeting rate of .5% of the Board Chair's salary notwithstanding section a) above.

"continuous air travel" starts at the scheduled departure time of flight, and ends with the arrival at destination or with an overnight stop or layover of 12 or more hours.

- f) Rail travel, with the standard for rail travel as the next highest class after the full economy class.
 - g) Taxis, shuttles, and local transportation services based on receipts for actual and reasonable out-of-pocket expenses including gratuities.
2. Payment to Board members who have been nominated by the Board to outside organizations and where meeting attendance outside MVRD boundaries and associated expenses have been approved by the Board at the time of nomination
- a) Travel time to and from a particular destination at .5% of the Board Chair's annual salary for travel time less than 4 hours and twice that amount when travel time is longer than 4 hours with the exception that the Board Chair and Board Vice Chair are not entitled to payments for their travel time.
 - b) Meals and incidentals based on Canada Revenue Agency's Directive on Travel. The traveler is not eligible for reimbursement where meals are provided.
 - c) Actual and reasonable out-of-pocket expenses for hotel accommodation, and registration fees as applicable.
 - d) Mileage based on acceptable non-taxable mileage rates in Canada Revenue Agency's Directive on Travel.
3. Payment to Board and committee members for hosting
- Actual and reasonable expenses for hosting meals and refreshments.

To: Metro Vancouver Regional District (MVRD) Board

From: Dorothy Shermer, Corporate Officer
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning

Date: April 18, 2024 Meeting Date: May 31, 2024

Subject: **Regional Growth Strategy Amendment Bylaw No. 1376, 2024 – City of Maple Ridge (Yennadon Lands)**

RECOMMENDATION

That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated April 18, 2024, titled “Regional Growth Strategy Amendment Bylaw No. 1376, 2024 – City of Maple Ridge (Yennadon Lands)”; and
 - b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024*.
-

EXECUTIVE SUMMARY

In January 2024, the MVRD Board initiated a Type 2 amendment to *Metro 2050*, and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376*. The amending bylaw would redesignate 22913 127 Avenue, 22992 127 Avenue, 22870 127 Place, 22948 128 Avenue, 22990 128 Avenue, 23008 128 Avenue, 23154 128 Avenue, 12640 228 Street, 12639 232 Street, 12685 232 Street, 12759 232 Street, 12761 232 Street, and 12791 232 Street from General Urban and Agricultural to Industrial and Conservation and Recreation to accommodate future industrial uses and protect a portion of the site for nature on a 25.4 hectare site. The proposed amendment would also adjust the Urban Containment Boundary to include 23154 128 Avenue and 12791 232 Street (approx. 2 hectares).

As required by the *Local Government Act* and *Metro 2050*, Metro Vancouver notified affected local governments, local First Nations, and other regional agencies of the proposed amendment to provide an opportunity for comment. Eleven responses were received, with a majority expressing either support or no objection. One public comment was also received through the Metro Vancouver website expressing support. *Bylaw No. 1376* is now before the Board for consideration of adoption.

PURPOSE

To provide the MVRD Board with a summary of comments received as a result of the notification to affected local governments and agencies; and an opportunity to consider adoption of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024* (Attachment 1).

BACKGROUND

At its January 26, 2024 meeting, the MVRD Board passed the following resolution:

That the MVRD Board:

- a) *initiate the Metro 2050 amendment process for the City of Maple Ridge’s requested regional land use designation amendment from General Urban and Agricultural to Industrial and Conservation and Recreation for the lands located at 22913 127 Avenue, 22992 127 Avenue, 22870 127 Place, 22948 128 Avenue, 22990 128 Avenue, 23008 128 Avenue, 23154 128 Avenue, 12640 228 Street, 12639 232 Street, 12685 232 Street, 12759 232 Street, 12761 232 Street, and 12791 232 Street;*
- b) *give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024”; and*
- c) *direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.*

Metro Vancouver gave notice to affected local governments, local First Nations, and agencies by way of a letter dated March 1, 2024. The amendment notice was also posted on the Metro Vancouver website. This report provides the comments received, and the amendment bylaw for consideration of adoption by the MVRD Board.

PROPOSED METRO 2050 REGIONAL LAND USE DESIGNATION AMENDMENT

Metro Vancouver received the application to amend *Metro 2050* on August 2, 2023. The requested *Metro 2050* Type 2 Amendment requires adoption through an affirmative two-thirds weighted vote of the MVRD Board. As the City of Maple Ridge is a signatory to *Metro 2050*, adoption of the amended OCP Bylaw cannot occur until the MVRD Board has adopted the amending bylaw for *Metro 2050*. A link to the staff report that went to the Board in January 2024 evaluating the proposed amendment is found in Reference 1.

COMMENTS FROM AFFECTED LOCAL GOVERNMENTS, EXTERNAL AGENCIES AND LOCAL FIRST NATIONS

Metro Vancouver received correspondence (Attachment 2) in response to the notification of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024* from affected local governments, local First Nations, and external agencies including: City of Coquitlam, City of Langley, City of New Westminster, City of Port Moody, Tsawwassen First Nation, City of White Rock, Matsqui First Nation, Squamish Nation, the Agricultural Land Commission, TransLink, and the Vancouver Fraser Port Authority.

The comments reflect mix of support/no objection, as follows:

Affected Local Governments

- City of Coquitlam indicated no objections to the proposed amendment;
- City of Langley indicated no objections or concerns with regards to the proposed amendment;
- City of New Westminster indicated no formal objections to the proposed amendment, and provided feedback regarding edge design and measures for enhancing and protecting the area proposed for the Conservation and Recreation designation;

- City of Port Moody noted that the proposed amendment aligned with *Metro 2050* and stated no objections;
- Tsawwassen First Nation indicated no objections to the proposed amendment; and
- City of White Rock indicated no objections to the proposed amendment.

Local First Nations

- Matsqui First Nation expressed concerns about the loss of agricultural land.
- Squamish Nation indicated no objections to the proposed amendment.

Other Regional Organizations

- The Agricultural Land Commission indicated no objections to the proposed amendments, as none of the subject lands are within the Agricultural Land Reserve. Agricultural Land Commission staff encourage the consideration of urban-side edge planning measures in any future development of the subject lands to mitigate the potential for urban/rural conflict with adjacent ALR lands across 232 Street;
- TransLink indicated that the proposed RGS amendments are generally consistent with Transport 2050, the Regional Transportation Strategy (RTS), as long as permitted uses align with the *Metro 2050* regional 'Industrial' land use designation description. However, they noted some concerns that the proposed municipal zoning allows some uses that have potential to become significant trip generators; and
- Vancouver Fraser Port Authority expressed support, noting that this application will increase the availability of industrial land in Maple Ridge, providing economic and employment opportunities.

COMMENTS FROM THE GENERAL PUBLIC

Metro Vancouver received one comment from the general public, which was in support of the proposed amendment (see Attachment 2).

REGIONAL CONTEXT STATEMENT

Metro 2050 amendment requests often trigger consequential revisions to the requesting municipality's Regional Context Statement to ensure consistency between the Official Community Plan and *Metro 2050*. The updated Regional Context Statement is usually part of the OCP amendment, and is submitted to Metro Vancouver for consideration concurrently with proposed amendment, once the Board has given initial readings to the amendment bylaw. In this case, the City of Maple Ridge has not submitted an amended Regional Context Statement as part of this bylaw amendment application. City staff have advised that they plan to submit one that reflects this application for consideration of acceptance in the near future. Once it is submitted, staff will prepare a report for committee and Board consideration. Going forward, the Board will see updated Regional Context Statements concurrently with consideration of the final reading of the *Metro 2050* amendment bylaws, or final reading/adoption of the amendment bylaw will not be considered until it is received. This is consistent with the *Metro 2050* Implementation Guideline on *Metro 2050* Amendments.

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 April 18, 2024, titled “Regional Growth Strategy Amendment Bylaw No. 1376, 2024 – City of Maple Ridge (Yennadon Lands)”; and
 - b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024*.
2. That the MVRD Board decline the proposed amendment for 22913 127 Avenue, 22992 127 Avenue, 22870 127 Place, 22948 128 Avenue, 22990 128 Avenue, 23008 128 Avenue, 23154 128 Avenue, 12640 228 Street, 12639 232 Street, 12685 232 Street, 12759 232 Street, 12761 232 Street, and 12791 232 Street and notify the City of Maple Ridge of the decision as well as the rationale for the decline.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the acceptance of the proposed Type 2 Amendment. Metro Vancouver will notify the applying member jurisdiction that the amendment bylaw was adopted. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

CONCLUSION

The City of Maple Ridge submitted a request for a Type 2 Amendment to *Metro 2050* for a 25.4-hectare site located at 22913 127 Avenue, 22992 127 Avenue, 22870 127 Place, 22948 128 Avenue, 22990 128 Avenue, 23008 128 Avenue, 23154 128 Avenue, 12640 228 Street, 12639 232 Street, 12685 232 Street, 12759 232 Street, 12761 232 Street, and 12791 232 Street. The proposed regional land use designation amendment would redesignate the site from General Urban and Agricultural to Industrial and Conservation and Recreation to accommodate future industrial uses and protect a portion of the site for nature. The proposed amendment would also adjust the Urban Containment Boundary to include 23154 128 Avenue and 12791 232 Street.

In January 2024, the MVRD Board initiated the amendment process and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376*. During the notification period, eleven responses were received, with a majority indicating either support or no objection. One public comment indicating support was also received through the website. This report provides a summary of comments received and attaches the amendment bylaw for consideration of adoption by the MVRD Board.

ATTACHMENTS

1. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376.
2. Correspondence received regarding “Regional Growth Strategy Amendment Bylaw No. 1376 – City of Maple Ridge (Yennadon Lands)”.
3. Metro Vancouver Staff Report, titled “Metro 2050 Type 2 Proposed Amendment – City of Maple Ridge (Yennadon Lands)”, dated January 3, 2024.

METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1376, 2024
A bylaw to amend “Metro Vancouver Regional District Regional Growth Strategy
Bylaw No. 1339, 2022”

WHEREAS:

- A. The Metro Vancouver Regional District Board (the “Board”) adopted “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022”; and
- B. The Board wishes to amend “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022”.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

1. Citation

- 1.1 The official citation of this bylaw is “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024”.

2. Schedule

- 2.1 The following Schedule is attached to and forms part of the bylaw:
- Schedule “A”, Subject Properties.

3. Amendment of Bylaw

- 3.1 “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is amended by:

- a) re-designating the subject properties, as listed in the table below:

PID	Legal Description
000-606-367	LOT 46, PLAN NWP31436, PART NE1/4, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
009-102-078	LOT 2, PLAN NWP22339, PART NE1/4, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
005-835-020	LOT 55, PLAN NWP40879, PART NE1/4, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
005-835-038	LOT 56, PLAN NWP40879, PART NE1/4, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
000-669-474	PARCEL A, LOT 8, PLAN NWP5467, SECTION 20, TOWNSHIP 12, NEW WESTMINSTER LAND DISTRICT, REF PL 8148

from ‘General Urban’ to ‘Industrial’, as shown in Schedule “A” of this bylaw;

b) re-designating the subject properties, as listed in the table below:

PID	Legal Description
006-474-853	LOT 43, PLAN NWP30199, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
003-269-477	LOT 44, PLAN NWP30199, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT

from 'Agricultural' to 'Industrial', as shown in Schedule "A" of this bylaw;

c) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
002-061-651	LOT 4, PLAN NWP5430, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT, EXCEPT PLAN 23424, LMP12700
011-157-607	PARCEL B, LOT 8, PLAN NWP5467, SECTION 20, TOWNSHIP 12, NEW WESTMINSTER LAND DISTRICT, (REF PL 13094)
002-061-635	LOT 3, PLAN NWP5430, SUBLOT 1, PART NE1/4, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT, EXCEPT PLAN PARCEL "A" RP22408, P23424
011-157-569	LOT 5, PLAN NWP5467, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
011-157-585	LOT 6, PLAN NWP5467, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
011-157-593	LOT 7, PLAN NWP5467, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT

from 'General Urban' to 'Industrial', as shown in Schedule "A" of this bylaw;

d) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
002-061-651	LOT 4, PLAN NWP5430, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT, EXCEPT PLAN 23424, LMP12700
011-157-607	PARCEL B, LOT 8, PLAN NWP5467, SECTION 20, TOWNSHIP 12, NEW WESTMINSTER LAND DISTRICT, (REF PL 13094)
002-061-635	LOT 3, PLAN NWP5430, SUBLOT 1, PART NE1/4, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT, EXCEPT PLAN PARCEL "A" RP22408, P23424
011-157-569	LOT 5, PLAN NWP5467, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
011-157-585	LOT 6, PLAN NWP5467, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT

011-157-593	LOT 7, PLAN NWP5467, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
-------------	---

from 'General Urban' to 'Conservation and Recreation', as shown in Schedule "A" of this bylaw; and

- e) amending the Urban Containment Boundary to exclude the subject properties, as listed in the table below:

PID	Legal Description
006-474-853	LOT 43, PLAN NWP30199, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT
003-269-477	LOT 44, PLAN NWP30199, SECTION 20, TOWNSHIP 12, GROUP 1, NEW WESTMINSTER LAND DISTRICT

as shown in Schedule "A" of this bylaw.

- 3.2 "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by amending maps numbered 2, 3, 4, 5, 6, 7, 8, 9, and 12 to incorporate the changes outlined in section 3.1 of this bylaw.

Read a first, second, and third time this 26 day of January, 2024.

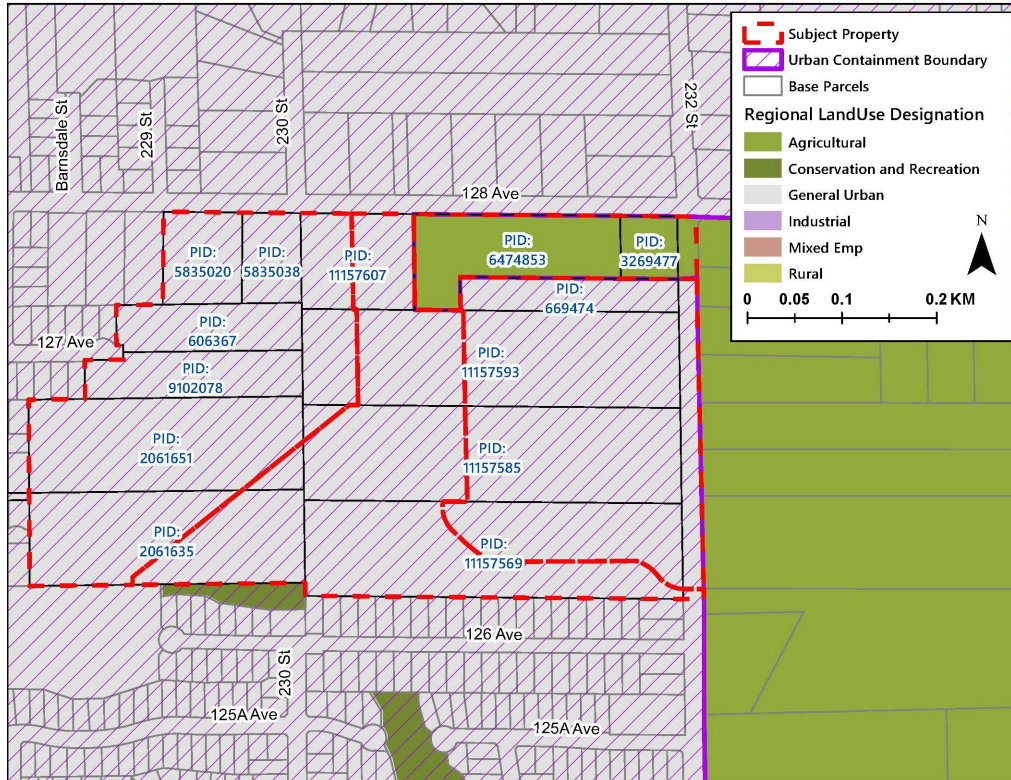
Adopted this _____ day of _____, _____.

George V. Harvie, Chair

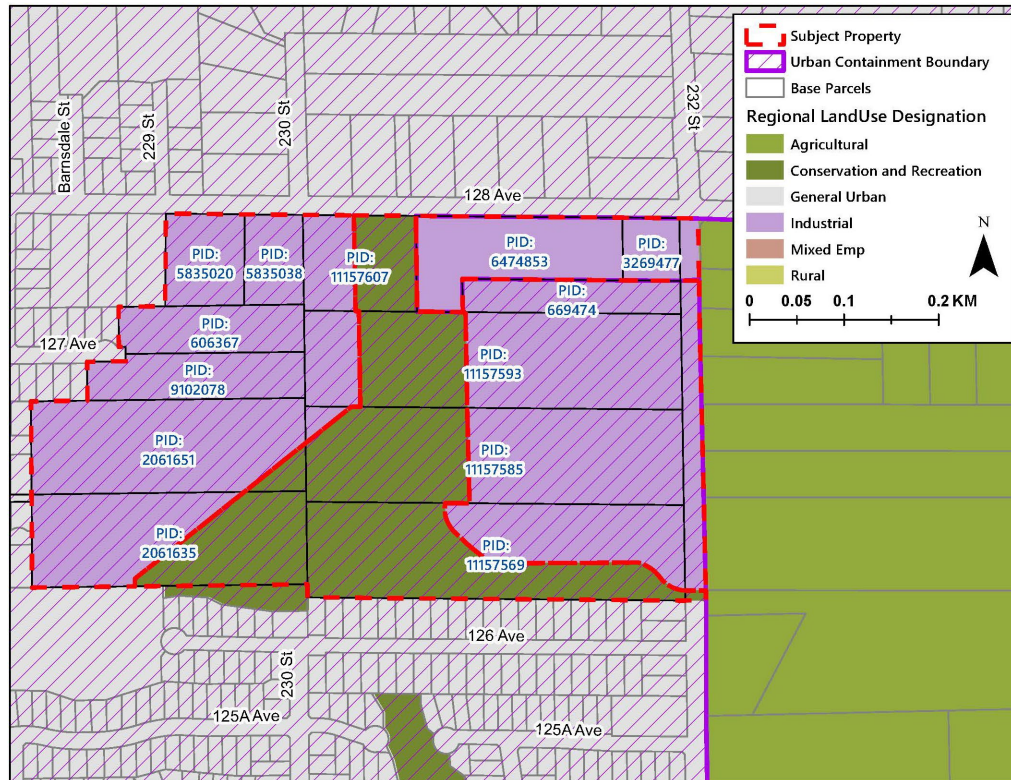
Dorothy Shermer, Corporate Officer

Schedule A Subject Properties

Prior to Amendment



Post Amendment





March 28, 2024

Our File: 01-0480-20/RD13-01/2024-1

Doc #: 5234029.v1

Jonathan Cote – Deputy General Manager, Regional Planning and Housing Development
Metro Vancouver
4515 Central Boulevard
Burnaby, BC V5H 0C6

By e-mail: jonathan.cote@metrovancover.org

RE: Metro 2050 Regional Growth Strategy Amendment Bylaw No. 1376, 2024 – City of Maple Ridge (Yennadon Lands)

Thank you for the opportunity to review and comment on the proposed Regional Growth Strategy (RGS) Amendment Bylaw No. 1376, 2024 regarding the Yennadon Lands in the City of Maple Ridge.

After reviewing the attached Metro Vancouver staff report, Coquitlam staff does not have any comments regarding the proposed Type 2 amendment to the RGS, to change regional land use designations and amend the Urban Containment Boundary in the City of Maple Ridge, provided that the additional information requested by Metro Vancouver is provided and deemed acceptable by Metro staff.

Please note that these are only staff comments, and Coquitlam Council has not received or 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 cmcbeath@coquitlam.ca or by phone at 604-927-3436.

Regards,

A handwritten signature in black ink, appearing to read "Chris McBeath".

Chris McBeath, RPP, MCIP
Program Manager, Regulatory Coordination and Policy Reform

c- Mayor and Council, City of Coquitlam
Andrew Merrill, General Manager, Planning and Development, City of Coquitlam

From: Marcin Pachcinski
Sent: Thursday, April 18, 2024 4:47 PM
To: Mikayla Tinsley
Cc: Victor Cheung
Subject: FW: Proposed Metro 2050 Type 2 Amendment (Yennadon Lands)

From: Carl Johannsen <cjohannsen@langleycity.ca>
Sent: Thursday, April 18, 2024 4:30 PM
To: Jonathan Cote <Jonathan.Cote@metrovancover.org>
Cc: Francis Cheung <fcheung@langleycity.ca>; Roy Beddow <rbeddow@langleycity.ca>
Subject: re: Proposed Metro 2050 Type 2 Amendment (Yennadon Lands)

Hello Jonathan,

Thank you for your March 1, 2024 letter inviting written comments on the proposed Type 2 RGS Amendment regarding the Yennadon Lands in the City of Maple Ridge.

We have reviewed the proposal and have no concerns or comments.

Regards,

Carl

CARL JOHANNSEN
DIRECTOR OF DEVELOPMENT SERVICES

City Hall, 20399 Douglas Crescent, Langley BC V3A 4B3
P 604.514.2815 E cjohannsen@langleycity.ca



Our Mission: A vibrant, healthy and safe community.

The City of Langley respectfully acknowledges that the land on which we gather is on the traditional unceded territory of the q̓ícəy̓ (Katzie), q̓w̓ a:n̓ é̓ n̓ (Kwantlen), Mathxwí (Matsqui), and SEMYOME (Semiahmoo) First Nations.

Metro Vancouver
CAO Executive Offices

APR 19 2024

RECEIVED

April 18, 2024

George V. Harvie
Chair, Metro Vancouver Board
Via email: CAOAdministration@metrovancover.org

Dear Chair Harvie,

Re: Metro 2050 Type 2 Proposed Regional Growth Strategy Amendment City of Maple Ridge (Yennadon Lands)

At a meeting on April 8, 2024, New Westminister City Council received and discussed Metro Vancouver's letter dated March 1, 2024 regarding the City of Maple Ridge's application to amend the Regional Growth Strategy (RGS). Council passed the following motions:

THAT Council advise Metro Vancouver that the City of New Westminister has no formal objection to the City of Maple Ridge's application to amend the regional land use designation of 13 properties known as "the Yennadon Lands" from General Urban and Agricultural to Industrial and Conservation, and include them within the Urban Containment Boundary.

THAT Council direct staff to send a letter to Metro Vancouver following this meeting providing:

- a. Council's resolution on Maple Ridge's amendment application,
- b. a summary of Council's related discussion, if any, and meeting minutes,
- c. feedback on the application related to removal of lands from the Agricultural Land Reserve, and
- d. staff's recommendations, as detailed in the Recommended Feedback section of this report.

As a general principle, New Westminister does not support the loss of regional agricultural land, expansion of Urban Containment Boundaries (UCBs), nor removal of lands from the Agricultural Land Reserve. The City strongly supports the RGS goals of focusing growth and protecting agricultural lands for the long term, as a vital asset for both the economic viability of the region and for local food production. However, in this case, given both the increase in industrial land and protection of green space, and the relatively small expansion of the UCB, the proposed amendment could be considered a reasonable tradeoff between various regional goals. Key to this is the provision of nearly 30% of the total site for green space.

Though a formal objection is not being made, the following four items of feedback are offered to the Board, in their final consideration of the Yennadon Lands amendment proposal:

1. It is recommended that application of the edge design guidelines (developed to date in the process), and enhanced edge design in all areas where industrial uses abut residential uses, agricultural land, and/or green spaces, be required as a condition of Metro Vancouver approval;
2. It is recommended that, in addition to edge design, tree protection and replacement for any development on the Yennadon Lands as well as protection and enhancement of the urban forest within the area designated for Conservation and Recreation should be required as a condition of Metro Vancouver's approval;
3. It is recommended that the connectivity between the area proposed to be designated for Conservation and Recreation on the Yennadon Lands and immediately adjacent areas with the same designation and/or protection in some form, be confirmed and/or established by Metro Vancouver prior to approval; and,
4. It is recommended that legal protection of the area proposed for the Conservation and Recreation designation (e.g. through conservation covenant or parkland dedication) be required as a condition of Metro Vancouver's approval.

Sincerely,



Jackie Teed, Director
Planning and Development

Att: City Council Meeting Resolutions, Monday April 8, 2024



Corporation of the City of NEW WESTMINSTER

A vibrant, compassionate, resilient city where everyone can thrive.

CITY COUNCIL MEETING

RESOLUTIONS

Monday, April 8, 2024, 6:00 p.m.

3. CONSENT AGENDA

3.8 Metro 2050 Amendment Application: City of Maple Ridge

MOVED and SECONDED

THAT Council advise Metro Vancouver that the City of New Westminster has no formal objection to the City of Maple Ridge's application to amend the regional land use designation of 13 properties known as "the Yennadon Lands" from General Urban and Agricultural to Industrial and Conservation, and include them within the Urban Containment Boundary; and,

THAT Council direct staff to send a letter to Metro Vancouver following this meeting providing:

- a. Council's resolution on Maple Ridge's amendment application,
- b. a summary of Council's related discussion, if any, and meeting minutes,
- c. feedback on the application related to removal of lands from the Agricultural Land Reserve, and
- d. staff's recommendations, as detailed in the Recommended Feedback section of this report.

ADOPTED ON CONSENT

Certified to be a true and correct copy of

Regular Council
Minutes - April 8, 2024

Date Certification April 10, 2024

~~Jacques Kikawou, City Clerk~~


MARIUS MIKLEA ASSISTANT CORPORATE OFFICER

Urban” and “Agricultural” to “Industrial” and “Conservation and Recreation”, and to revise the region’s Urban Containment Boundary.

The proposed changes to the land use designation and Urban Containment Boundary are a ‘Type 2’ amendment to *Metro 2050*, requiring a two-thirds weighted vote of the Metro Vancouver Board in favour of the amendment. Although some of the proposed land use changes would be considered Type 3 amendments the City of Maple Ridge has packaged all proposals together as a Type 2 amendment.

On June 28, 2023, the remnant one property (23154 128 Avenue) within the Yennadon Lands area received approval to be excluded from the ALR by the ALC as it was deemed to be “unsuitable for agriculture”.

First, second and third readings of the MVRD amendment bylaw were given on January 26, 2024, 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 April 18, 2024), the MVRD Board will consider 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 to *Metro 2050* 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 approximately twenty-six (26) 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:

- Supporting the creation of compact, mixed-use, walkable communities as this proposed development will create an employment area close to an established residential neighbourhood, where residents and workers can take advantage of a short commute to work or trip for services;
- Increasing and expanding the supply of industrial lands in the region, particularly, supporting those that would support employment opportunities within an existing residential context;
- Supporting coordination of land use and transportation across the region which includes encouraging the integration of active transportation options for future communities to and from the industrial park;

Additionally, out of the 25.4 hectares subject site, 7.4 hectares are suggested to be converted from General Urban to a Conservation and Recreation regional land use designation. This portion of land includes ecosystems that are sensitive and modified. If legal mechanisms such as conservation covenants or parkland dedication are applied, these lands will contribute toward region-wide efforts to protect 50% of the region's land base by 2050.

The two anticipated impacts of the requested amendment are around Metro Vancouver utilities, specifically their Liquid Water Services (GVS&DD) and Water Services (GVWD). While the subject lands are not within the Fraser Sewerage Area, the City of Maple Ridge is required to submit a separate application to the GVS&DD should the intent be to service and connect these lands to the regional sewerage area. Furthermore, the City has been requested to provide utility servicing, water demand forecast, and population details to Metro Vancouver's Liquid Water Services as soon as it is available. This information will be used to conduct an impact analysis on sewer servicing, municipal water systems, and regional water systems for the affected area. The MVRD staff report notes that the City's water distribution system must be capable of providing fire flows to the subject site as Metro Vancouver's water transmission system cannot be relied on to provide fire flows.

Staff have reviewed the commentary provided in the MVRD Board report dated January 12, 2024, 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 in Appendix B for reference.

ALR Implications

The "Agricultural" regional land use designation is, for the most part, aligned with the provincial Agricultural Land Reserve (ALR). None of the thirteen properties in the Yennadon Lands area are in the ALR; the properties at 23154 128 Avenue and 12791 232 Street have been deemed to be "unsuited for agriculture" and were removed from the Agricultural Land Reserve by the Agricultural Land Commission on June 28, 2023. A copy of the ALC's decision letter, dated July 28, 2023, can be found within the MVRD report in Appendix B.

The City's staff report emphasizes the importance of the Agriculture Edge Planning Guidelines and buffer/edge considerations as part of the Yennadon Lands Employment Park Design Guidelines to alleviate any impacts of the industrial development proposed for the subject site on the surrounding agricultural lands.

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.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the proposed amendment.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

None are identified at this time. White Rock is being invited to comment on a Regional Growth Strategy Amending Bylaw as required by the *Local Government Act* and *Metro 2050 RGS* and as a member municipality of the MVRD.

CLIMATE CHANGE IMPLICATIONS

As with any development in White Rock, the City is interested in ensuring that amendments to the Metro 2050 RGS, will result in compact and sustainable development that addresses climate change mitigation and sustains environmental values.

OPTIONS / ALTERNATIVES

The following alternative options are available for Council's consideration:

1. Council support staff forwarding a letter on its behalf to Metro Vancouver expressing the City's opposition to the City of Maple Ridge's Yennadon Lands Land Use Designation amendment to the Regional Growth Strategy along with the comments noted in this report.
2. Council declines to participate in providing comments to Metro Vancouver City of Maple Ridge's Yennadon Lands Land Use Designation amendment.

CONCLUSION

Metro Vancouver is seeking comment on a proposed amendment to the Regional Growth Strategy. The requested Type 2 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 of 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's request for comment.

Respectfully submitted,



Anne Berry
Director, Planning and Development Services
Acting Chief Administrative Officer

Appendix A: Letter from Metro Vancouver received March 1, 2024

Appendix B: Land Use Designation Amendment to Metro 2050 City of Maple Ridge –
Yennadon Lands

April 12, 2024

File: 01-0480-20-03

Via email: jonathan.cote@metrovancover.org

Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 0C6

To Whom It May Concern:

**Re: Response to *Metro 2050* Type 2 Proposed Amendment – City of Maple Ridge
(Yennadon Lands)**

At the Regular Council meeting held on April 9, 2024, Council considered the attached report dated April 9, 2024, from the Community Development Department – Policy Planning Division and passed the following resolution:

CW22/056-057

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. 1376, 2024 as recommended in the report dated April 9, 2024, from the Community Development Department – Policy Planning Division regarding Notification of *Metro 2050* Land Use Designation Amendment Request – Yennadon Lands, City of Maple Ridge.

Sincerely,



Tracey Takahashi
Deputy Corporate Officer

Encl.



City of Port Moody

Report/Recommendation to Council

Date: April 9, 2024
 Submitted by: Community Development Department – Policy Planning Division
 Subject: Notification of *Metro 2050* Land Use Designation Amendment Request –
 Yennadon Lands, City of Maple Ridge

Purpose

To present an invitation for comments from Metro Vancouver regarding a proposed Type 2 amendment to *Metro 2050*, the regional growth strategy, from the City of Maple Ridge to change the regional land use designation from General Urban and Agricultural, to Industrial and Conservation and Recreation for thirteen properties.

Recommended Resolution(s)

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. 1376, 2024 as recommended in the report dated April 9, 2024, from the Community Development Department – Policy Planning Division regarding Notification of *Metro 2050* Land Use Designation Amendment Request – Yennadon Lands, City of Maple Ridge.

Background

At its January 26, 2024, regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the Metro Vancouver Board:

- a) *initiate the Metro 2050 amendment process for the City of Maple Ridge's requested regional land use designation amendment from General Urban and Agricultural to Industrial and Conservation and Recreation for the lands located at 22913 127 Avenue, 22992 127 Avenue, 22870 127 Place, 22948 128 Avenue, 22990 128 Avenue, 23008 128 Avenue, 23154 128 Avenue, 12640 228 Street, 12639 232 Street, 12685 232 Street, 12759 232 Street, 12761 232 Street, and 12791 232 Street;*
- b) *give first, second, and third readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024; and*
- c) *direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.*

The notification letter from Metro Vancouver to the City of Port Moody, which includes a link to the associated report to the Metro Vancouver Board of Directors, is included as **Attachment 1**.

Discussion

The City of Maple Ridge (CoMR) is requesting a Type 2 amendment to *Metro 2050*, the regional growth strategy, for an area comprising thirteen properties totalling 25.4 hectares (ha). These properties are located south-west of the intersection of 232 St and 128 Ave and are bound by the Agricultural Land Reserve (ALR) and by single-detached residential neighbourhoods.

Of the thirteen properties comprising this amendment request, eleven properties (23.4 ha) are located within the Urban Containment Boundary (UCB) and have a regional land use designation of General Urban. The remaining two properties (approx. 2 ha), have an Agricultural regional land use designation and are located outside of the UCB. None of the subject properties are within the ALR. It is noted that the CoMR describes the existing uses on the subject properties as ranging from single-detached residential use to vacant, underutilized lots.

The proposed amendment would adjust the UCB to include the two excluded properties, and to redesignate the subject site's regional land use designations from General Urban and Agricultural to Industrial (18 ha) and Conservation and Recreation (7.4 ha). A summary of Metro Vancouver staff comments regarding how the proposed amendment relates to *Metro 2050* goals is provided in Table 1.

Table 1: Summary of the proposed amendment in relation to Metro 2050 goals

<i>Metro 2050</i> Goal	Metro Vancouver Staff Comments
<p><u>Goal 1: Create a Compact Urban Area</u></p> <p><i>Consideration 1: Urban Containment</i></p> <p><i>Consideration 2: Development of resilient, healthy, connected & complete communities</i></p>	<ul style="list-style-type: none"> • 92% of the subject site is within the UCB; the expansion of the UCB would be approx. 2 ha or 8% of the total subject site. • The two properties currently outside of the UCB are deemed “unsuited for agriculture” and removal from the ALR was completed on June 28, 2023. • Metro Vancouver staff note there is a supportable rationale for expanding the UCB and creating a consistent regional land use designation across the site given the surrounding context. • Under the subject site's current designation, most of it would have likely developed for low-density residential uses – not contributing to <i>Metro 2050</i> goals that envision complete communities. • The subject site is not within an Urban Centre or Frequent Transit Development Area (FTDA), however, it would be considered appropriate for light industrial use. • To fit within existing residential contexts and support the creation of a complete community, the envisioned employment area is intended to be

<p><i>Consideration 2: Addressing Climate Change</i></p>	<p>policy 3.2.1 a) that speaks to increasing lands protected for nature.</p> <ul style="list-style-type: none"> • While the proposed redesignation would result in development of presently underdeveloped, treed lands, should the replacement trees (required by CoMR bylaw) be appropriately planted and maintained within the UCB, then this proposed amendment would contribute to targets in <i>Metro 2050</i> policy 3.2.1 b) to increase total regional tree canopy cover within the UCB. • In terms of the proposal's impacts on Climate Action, the regional analysis is inconclusive as there was no comprehensive analysis of greenhouse gas emissions associated with the project or a baseline provided in the application materials.
<p><u>Goal 4: Provide Diverse and Affordable Housing Choices</u></p> <p><i>Consideration 1: Expanding the supply and diversity of housing</i></p>	<ul style="list-style-type: none"> • In its current context (adjacent to low density residential use and with a General Urban designation), it isn't anticipated that the subject site would generate increased density or diverse housing forms; and therefore, would not contribute to the region's related goals of achieving greater housing supply and diversity.
<p><u>Goal 5: Support Sustainable Transportation Choices</u></p> <p><i>Consideration 1: Supporting efficient movement of goods and services</i></p> <p><i>Consideration 2: Supporting sustainable transportation options</i></p>	<ul style="list-style-type: none"> • The subject site is strategically located from a goods movement perspective – a desirable attribute from a regional transportation perspective. • The site is served by two bus routes that link the Yennadon area to a <i>Metro 2050</i> Regional City Centre and to the West Coast Express (during extended routing in peak hours). • The proposed development plan includes a pathway and trail system that connects to the surrounding residential neighbourhood. Additionally, the CoMR staff report identifies future plans for active transportation facilities in the area. • Metro Vancouver staff note that the benefit of the existing and planned infrastructure to support sustainable transportation options could be increased by enhancing bus route service, developing TDM measures, and expediting and coinciding the construction of the active transportation facilities.

- | | |
|--|--|
| | <ul style="list-style-type: none"> • Despite the above, trips to and from this site are still anticipated to be primarily from single occupancy vehicles. |
|--|--|

Staff Recommendation

The proposed amendment aligns with *Metro 2050* in several ways, including through the addition of well-located, site-specific Industrial lands and 7.4 ha of Conservation and Recreation lands. Metro Vancouver staff note that, on balance, the proposed amendment supports the policies in *Metro 2050* relating to *Goal 1: Create Compact Urban Areas*, *Goal 2: Support a Sustainable Regional Economy*, and *Goal 5: Support Sustainable Transportation Choices*.

When considering *Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards*, Metro Vancouver staff indicate that the proposed amendment is aligned and supports the policies under *Metro 2050* Strategy 3.1 and 3.2. Lastly, when discussing *Goal 4: Provide Diverse and Affordable Housing Choices*, Metro Vancouver staff note the region's urgent need for additional housing supply, but highlight the proposal's economic and employment opportunities and the suitability of residential development in alternative areas such as Urban Centres and areas with a wider range of transportation options.

Considering the above, and that given the site-specific context a proliferation of similar amendments is not expected by Metro Vancouver staff, Port Moody staff have not identified any concerns or objections to provide to the Metro Vancouver Board on the proposed regional land use designation amendment request from the City of Maple Ridge.

Other Option(s)

THAT the following comments be provided to the Metro Vancouver Regional Board.

Financial Implications

There are no financial implications associated with the recommendations of this report.

Communications and Public Engagement Initiatives

Notification by Metro Vancouver of the *Metro 2050* amendment request is consistent with the requirements of section 437(2) of the *Local Government Act* and sections 6.4.2 and 6.4.4 of *Metro 2050*.

Council Strategic Plan Goals

This is an initiative that affects the City of Maple Ridge and as such is not relevant to the Port Moody Council Strategic Plan (2023-2026).

Attachment(s)

1. Notification Letter from Metro Vancouver dated March 1, 2024.

Report Author

Ellen Molloy, M.PI
Planning Technician

Report Approval Details

Document Title:	Notification of Metro 2050 Land Use Designation Amendment Request - Yennadon Lands, City of Maple Ridge.docx
Attachments:	- Notification Letter from Metro Vancouver dated March 1, 2024.pdf
Final Approval Date:	Mar 29, 2024

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli, Manager of Policy Planning - Mar 25, 2024

Kate Zanon, General Manager of Community Development - Mar 26, 2024

Stephanie Lam, City Clerk and Manager of Legislative Services - Mar 27, 2024

Lindsay Todd, Manager of Communications and Engagement - Mar 28, 2024

Paul Rockwood, General Manager of Finance and Technology - Mar 28, 2024

Kate Zanon, General Manager of Community Development, for Anna Mathewson, City Manager
- Mar 29, 2024

From: Jonathan Cote
Sent: Wednesday, March 27, 2024 4:02 PM
To: Marcin Pachcinski
Cc: Victor Cheung
Subject: FW: Metro 2050 Type 2 Proposed Amendment - City of Maple Ridge (Yennadon Lands)
Attachments: Outlook-gh0fp5s2.png; image001.png; Metro 2050 Type 2 Proposed Amendment - City of Maple Ridge (Yennadon Lands) - 2024 Mar 1 - Outgoing to Tsawwassen First Nation.pdf; Metro 2050 Type 2 Proposed Amendment - City of Maple Ridge (Yennadon Lands) - 2024 Mar 1 - Outgoing to Tsawwassen First Nation.pdf

From: TFN Referrals <referrals@tsawwassenfirstnation.com>
Date: March 27, 2024 at 3:45:19 PM PDT
To: Maureen Trainor <Maureen.Trainor@metrovancover.org>
Cc: Robin Buss <rbuss@tsawwassenfirstnation.com>
Subject: Re: Metro 2050 Type 2 Proposed Amendment - City of Maple Ridge (Yennadon Lands)

Hi Maureen,

I have assessed this document on behalf of the Treaty Rights and Title (TRT) department with Tsawwassen First Nation (TFN), and we have no concerns regarding this file, at this time. However, the TRT department requests all copies of interim and final environmental and archaeological reports produced for this project.

hay čx^w qə
Thank you

Amelia Cooper, B.A., Cert.
Referrals Analyst
Treaty Rights and Title Department
Tsawwassen First Nation
1926 Tsawwassen Drive, Tsawwassen, BC V4M 4G4
C 604-619-6930

From: Maureen Trainor <Maureen.Trainor@metrovancover.org>
Sent: Friday, March 1, 2024 11:39 AM
To: Laura Cassidy <lcassidy@tsawwassenfirstnation.com>; Maryanne Adams <madams@tsawwassenfirstnation.com>; TFN Referrals <referrals@tsawwassenfirstnation.com>
Cc: Kim Baird <kbaird@tsawwassenfirstnation.com>; Chair Harvie <chair@metrovancover.org>; Jerry Dobrovolny <Jerry.Dobrovolny@metrovancover.org>; Heather McNell <Heather.McNell@metrovancover.org>; Jonathan Cote <Jonathan.Cote@metrovancover.org>
Subject: Metro 2050 Type 2 Proposed Amendment - City of Maple Ridge (Yennadon Lands)

Some people who received this message don't often get email from maureen.trainor@metrovancover.org. [Learn why this is important](#)

Dear Chief Laura Cassidy and Members of Executive Council:

On behalf of Chair Harvie, please find attached correspondence regarding Metro 2050 Type 2 Proposed Amendment - City of Maple Ridge (Yennadon Lands). Original letter to arrive by Canada Post.

Regards,

Maureen Trainor
Office Manager and Executive Assistant
CAO Executive Office
t. 604-436-6919
c. 604-218-3130

April 16, 2024

George V. Harvie
Chair, Metro Vancouver Board
Sent via email to: CAOAdministration@metrovancouver.org

Metro Vancouver
CAO Executive Offices

APR 16 2024

RECEIVED

Dear Chair Harvie,

RE: Response to Land Use Designation Amendment to Metro 2050 City of Maple Ridge – Yennadon Lands

On March 1, 2024, White Rock City Council received your correspondence regarding the proposed amendment to *Metro 2050* Regional Growth Strategy. Council adopted the following resolution at the April 15, 2024 Regular Council meeting:

THAT Council:

1. Receive for information the corporate report dated April 15, 2024 from the Director of Planning and Development Services, titled "Response to Land Use Designation Amendment to Metro 2050 City of Maple Ridge – Yennadon 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 request by the City of Maple Ridge 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.

Attached is the corporate report which was provided to Council for information.

If you have any questions, please contact Anne Berry, Director of Planning and Development Services, at aberry@whiterockcity.ca or 604 541 2293. Thank you.

Sincerely,



T. Arthur
Director of Corporate Administration

Attachment: Corporate report dated April 15, 2024

cc: Mayor and Council, City of White Rock
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

WHITE ROCK
City by the Sea!

www.whiterockcity.ca

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: April 15, 2024
TO: Mayor and Council
FROM: Anne Berry, Director of Planning and Development Services
SUBJECT: Response to Land Use Designation Amendment to Metro 2050 City of Maple Ridge – Yennadon Lands

RECOMMENDATIONS

THAT Council:

1. Receive for information the corporate report dated April 15, 2024 from the Director of Planning and Development Services, titled “Response to Land Use Designation Amendment to Metro 2050 City of Maple Ridge – Yennadon 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 request by the City of Maple Ridge 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.
-

EXECUTIVE SUMMARY

The purpose of this report is to notify Council of a proposed amendment to *Metro 2050* Regional Growth Strategy (RGS) and to provide an opportunity to comment on the proposed amendment.

BACKGROUND

The City of Maple Ridge has initiated an amendment to the RGS to change the regional land use designation for thirteen properties, called “Yennadon Lands”, totalling 25.4 hectares (62.76 acres) located southwest of the intersection of 232 Street and 128 Avenue for future employment uses. The proposed amendment would:

- 1) Modify the Urban Containment Boundary to include 23154 128 Avenue and 12791 232 Street (approximately 2 hectares in total);
- 2) Redesignate the regional land uses from *General Urban* and *Agricultural* to *Industrial* (18ha) and *Conservation and Recreation* (7.4ha) to accommodate future industrial uses and protect a portion of the site for nature.

Prior to the City of Maple Ridge approving an Official Community Plan amendment bylaw, the Agricultural Land Commission (ALC) will need to approve the exclusion of the remaining one (1) property (of the 13 properties in the Yennadon Lands areas) from the Agricultural Land Reserve (ALR), following which the RGS would need to be amended by the Metro Vancouver Regional District (MVRD) Board to change the regional land use designation from “General

From: Cynthia Collins <cynthia.collins@matsqui.com>
Sent: Friday, May 10, 2024 11:13 AM
To: Jonathan Cote <Jonathan.Cote@metrovancover.org>
Cc: Alice Mckay <alice.mckay@matsqui.com>
Subject: CR-12-01

WARNING: This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.

I know this is late but at the same time as being read it sounded like agricultural lands would be more or less protected and in the same readings it changed to amending it to change from agriculture to industrial- what happened to saving the agriculture lands?

Population growth is one thing but eating is another tool for survival -if you take away more land that is to grow food you lose a part of survival and sustainability practices



Cynthia Collins

Forestry/ Environment/ Referral Officer/Governing Body

Phone 604-826-6145 **Mobile** 604-832-9716

Email cynthia.collins@matsqui.com

5720 Julian Drive, Abbotsford, BC, V4X 3R2

From: RPH - Regional Planning
Sent: Wednesday, March 13, 2024 9:22 AM
To: Victor Cheung
Cc: Natasa Eeckhout
Subject: FW: [Squamish Connect] 3 Updates

From: Squamish Connect <do-not-reply@squamishconnect.com>
Sent: Tuesday, March 12, 2024 3:03 AM
To: RPH - Regional Planning <RPH-RegionalPlanning@metrovancover.org>
Subject: [Squamish Connect] 3 Updates

This is an automated email, please respond to any notifications on Squamish Connect.

1 comment on things you're watching

New Comment

Helga Harlander (Squamish Nation) posted a comment

Hi Natasa,

We have no comment on this proposed amendment.

Best regards, Helga

PROJECT NAME

Metro 2050 Type 2 Proposed Amendment City of Maple Ridge (Yennandon Lands)
ISSUING AGENCY FILE NUMBER(S)

CR-12-01
REFERRAL ID

2516

[View this Submission](#)

2 referrals' statuses were changed

Referral Submission Status Changed

Helga Harlander (Squamish Nation) changed the status of 66515927 - ICI Society |
AddressBC First Nations Grant to Preliminary Review

PROJECT NAME

ICI Society | AddressBC First Nations Grant
ISSUING AGENCY FILE NUMBER(S)

66515927
ID

2514
STATUS

Preliminary Review

[View this on Squamish Connect](#)

Referral Submission Status Changed

Helga Harlander (Squamish Nation) changed the status of CR-12-01 - Metro 2050 Type 2 Proposed Amendment City of Maple Ridge (Yennandon Lands) to Complete

PROJECT NAME

Metro 2050 Type 2 Proposed Amendment City of Maple Ridge (Yennandon Lands)
ISSUING AGENCY FILE NUMBER(S)

CR-12-01
ID

2516
STATUS

Complete

[View this on Squamish Connect](#)

April 18, 2024

ALC Planning Review: 46794

Jonathan Cote
Deputy General Manager, Regional Planning and Housing Development
Metro Vancouver
Jonathan.cote@metrovancover.org

**Re: March 1, 2024 Referral of Metro 2025 Type 2 Proposed Amendment
City of Maple Ridge (Yennadon Lands)**

Thank you for the referral of the above noted Metro 2050 Land Use Designation amendment for review and comment by the Agricultural Land Commission (“ALC”).

The 13 parcels referenced in the referral, known collectively as the ‘Yennadon Lands’ within the City of Maple Ridge, were excluded from the Agricultural Land Reserve (ALR) through several exclusion applications dating back to 2003. Most recently, the last remaining ALR property within the Yennadon Lands (PID 006-474-853) was approved for exclusion in June 2023 by ALC Resolution #307/2023. The ALR boundary has now been amended accordingly and public ALR mapping data will be updated to reflect this decision shortly.

As none of the subject lands are within the ALR, the ALC has no objection to the proposed amendments to the Regional Growth Strategy designation from Agricultural and General Urban to Industrial and Conservation & Recreation, and the inclusion of two of the properties in the Metro Vancouver Urban Containment Boundary.

ALC staff encourage the consideration of urban-side edge planning measures outlined in Part 3 of the Ministry of Agriculture and Food [Guide to Edge Planning](#) in any future development of the subject lands to mitigate the potential for urban/rural conflict with adjacent ALR lands across 232 Street.

The ALC strives to provide a detailed response to all referrals affecting the ALR; however, you are advised that the lack of a specific response by the ALC to any draft provisions cannot in any way be construed as confirmation regarding the

consistency of the submission with the ALCA, the regulations, or any decisions of the Commission. This response does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

If you have any questions about the above comments, please contact the undersigned at 236-468-3276 or by e-mail at ALC.Referrals@gov.bc.ca.

Sincerely,

PROVINCIAL AGRICULTURAL LAND COMMISSION

A handwritten signature in black ink, appearing to read 'Mike Bandy', written in a cursive style.

Mike Bandy, Regional Planner

CC: Ministry of Agriculture and Food – Attention: Jeff Weightman

46794m2



TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

April 18, 2024

George Harvie
Chair, Metro Vancouver Board
4515 Central Boulevard,
Burnaby, BC VB5H 0C6

Dear Chair Harvie,

RE: Metro 2050 Type 2 Proposed Amendment – City of Maple Ridge (Yennadon Lands)

Thank you for your correspondence and the opportunity for TransLink to provide input on the City of Maple Ridge's requested amendment to the *Metro 2050* Regional Growth Strategy (RGS) for the Yennadon Lands. Consistent with policy in [Transport 2050](#), the Regional Transportation Strategy (RTS), TransLink supports the location of major trip generating land uses within Urban Centres and Frequent Transit Development Areas (FTDAs), and other significant trip generating uses along the Frequent Transit Network (FTN). We also support maximizing the intensification of growth to the greatest degree possible within the existing Urban Containment Boundary (UCB). Our [Transit-Oriented Communities Design Guidelines](#) and summary [primer](#) speak further to how communities can be designed to be as supportive of transit and active transportation as possible.

TransLink has reviewed the proposed RGS amendment and finds that it is generally consistent with the RTS, with that assessment being conditional on permitted uses being limited to those that generate a low number of trips and align with the RGS regional 'Industrial' land use designation description. The application materials note that the City of Maple Ridge's Zoning Bylaw amendment would designate the properties as "M-7 Employment Park Zone". The proposed M-7 zone allows some uses that have potential to become significant trip generators. If the City were to permit these higher trip generating uses on the subject properties, the potential trips generation would result in an inconsistency with the goals of the RTS.

Should the MVRD Board approve this amendment, we strongly recommend that the City of Maple Ridge:

- Structure the zoning for the properties so that higher trip generating uses are not permitted; this would include (as examples) but not be limited to civic, educational and training facilities, and indoor commercial recreation opportunities, all of which appear to be permitted under the proposed M-7 Employment Park Industrial Zone.
- Work with the applicant to identify opportunities to integrate active transportation facilities into the site design.

- Improve active transportation connections from the site to (1) the West Coast Express at Port Haney Station, and (2) the FTN, Major Transit Network (MTN) and future Langley-Haney Place Bus Rapid Transit (BRT) corridor at Haney Place bus exchange.
 - Reach out to TransLink at jpme@translink.ca to discuss potential cost sharing opportunities to provide safer connections to the Major Bikeway Network (MBN) along Abernethy Way. Road, cycling, and walking upgrades could be eligible for cost share funding through [TransLink's Municipal Funding Program](#).
- Refer to TransLink's [TDM Guidelines for Development in Metro Vancouver](#) to inform Transportation Demand Management (TDM) policies in new developments.
 - Reach out to TransLink to explore opportunities for TDM options for future commuters to and from the site. If seeking support on TDM planning, fill out the intake form on the [TransLink for Organizations](#) page to work directly with TransLink's TDM team.

Conclusion

TransLink's key comments discussed above are provided based on our legislated mandate to review requested RGS amendments and advise Metro Vancouver on implications to the regional transportation system, and to provide a regional transportation system that supports the RGS. The RTS further directs TransLink to work with partner agencies toward aligned transportation and land use, with the RGS being of critical importance for regional transportation and land use alignment. Should you have any questions or wish to discuss our feedback, please contact Matt Craig, Director, System Planning, at Matt.Craig@translink.ca.

Regards,



Sarah Ross

VP, Transportation Planning and Policy, TransLink

cc: Kevin Quinn, CEO, TransLink
Matt Craig, Director, System Planning, TransLink
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver
Jonathan Cote, Deputy General Manager, Regional Planning & Housing Development, Metro Vancouver
Amanda Grochowich, Manager of Community Planning, City of Maple Ridge



April 18, 2024

Jonathan Cote
Deputy General Manager, Regional Planning and Housing Development
Metro Vancouver Regional District
4515 Central Boulevard Metrotower III
Burnaby, BC V5H 0C6

Dear Jonathan Cote:

Re: Referral from Metro Vancouver Regional District re: Yennadon Lands

This letter is in response to the Metro Vancouver Regional District (the District) referral request submitted to the Vancouver Fraser Port Authority (the port authority) via email on March 1, 2024. The referral email invites comment on the proposed *Metro 2050* Type 2 amendment for the City of Maple Ridge (Yennadon Lands).

Proposed Amendment

The port authority understands that the City of Maple Ridge is requesting a Type 2 amendment to *Metro 2050* for a 25.4-hectare site, comprising 13 properties located south-west of the intersection of 232 Street and 128 Avenue (Yennadon Lands). The proposed amendment would adjust the Urban Containment Boundary to include 23154 128 Avenue and 12791 232 Street, as well as redesignate the regional land uses of the site from General Urban and Agricultural to Industrial (18ha) and Conservation and Recreation (7.4ha) to accommodate future industrial uses and protect a portion of the site for nature.

Although this area is not in close proximity to a major transportation network or has access to a waterway to facilitate trade-enabling industrial activity, the port authority supports Maple Ridge's application to increase the availability of industrial land to attract light industrial activities within their municipality. This area will provide economic and employment opportunities to residents in the technology sector, light manufacturing and professional office development.

While the site is located outside the port authority's jurisdiction, we appreciate the opportunity to provide our support and to highlight the importance of continuing to look for ways to increase the availability of industrial land within the Metro Vancouver region.

Yours truly,

Theresa Rawle, Director, Planning & Development
Vancouver Fraser Port Authority

cc Karen Rendek, Manager, Land Use Planning, Vancouver Fraser Port Authority
Naomi Horsford, Manager, Municipal & Stakeholder Relations, Vancouver Fraser Port Authority
Ken Berglund, Senior Land Use Planner, Planning & Development, Vancouver Fraser Port Authority

Yennadon Lands RGS Amendment Public Comments

Comment	Name	Postal Code	Created
This is a good plan. However, the amount of conservation land seems excessive, considering it is far beyond the setback for the stream in this area. Removing it would allow for more industrial land while still preserving the most crucial green space.	Jun Youl Kim	V1M	3/14/2024 19:19

To: Regional Planning Committee

From: Victor Cheung, Senior Policy and Planning Analyst
Regional Planning and Housing Services

Date: January 3, 2024 Meeting Date: January 12, 2024

Subject: **Metro 2050 Type 2 Proposed Amendment – City of Maple Ridge (Yennadon Lands)**

RECOMMENDATION

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Maple Ridge’s requested regional land use designation amendment from General Urban and Agricultural to Industrial and Conservation and Recreation for the lands located at 22913 127 Avenue, 22992 127 Avenue, 22870 127 Place, 22948 128 Avenue, 22990 128 Avenue, 23008 128 Avenue, 23154 128 Avenue, 12640 228 Street, 12639 232 Street, 12685 232 Street, 12759 232 Street, 12761 232 Street, and 12791 232 Street;
 - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024”; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.
-

EXECUTIVE SUMMARY

The City of Maple Ridge is requesting a Type 2 *Metro 2050* Amendment for a 25.4 hectare site comprised of 13 properties located south-west of the intersection of 232 Street and 128 Avenue. The proposed amendment would adjust the Urban Containment Boundary to include 23154 128 Avenue and 12791 232 Street (approximately 2 hectares in total), and redesignate the regional land uses from General Urban and Agricultural to Industrial and Conservation and Recreation to accommodate future industrial uses and protect a portion of the site for nature.

The proposed amendment has been assessed in relation to applicable *Metro 2050* goals and policies as follows:

- Would add 18 hectares of Industrial land to contribute to the region’s industrial land supply, which is facing a critical shortage;
- Would add 7.4 hectares of Conservation and Recreation land and may contribute to the region’s lands protected for nature target, if additional legal mechanisms are applied;
- Would redesignate 2 hectares of Agricultural land and 23.4 hectares of General Urban land;
- The introduction of industrial uses has the potential to negatively affect adjacent agricultural uses; the effects are being addressed through the Yennadon Lands Employment Park Design Guidelines; and
- The subject properties are strategically located from a goods movement perspective, and while currently not well serviced by transit, the City has future plans for active transportation options in the area.

The requested *Metro 2050* Type 2 amendment bylaw requires adoption through an amendment bylaw passed by an affirmative two-thirds weighted vote of the MVRD Board. Although some of the proposed land use changes would be considered Type 3 amendments the City of Maple Ridge has packaged all proposals together as a Type 2 amendment.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider the City’s request to amend *Metro 2050* to accommodate industrial uses and protected natural areas through a *Metro 2050* Type 2 amendment.

BACKGROUND

On August 2, 2023, Metro Vancouver received a request from the City of Maple Ridge to consider a *Metro 2050* amendment for the subject site. The proposed amendment would expand the Urban Containment Boundary and amend regional land use designations from General Urban and Agricultural, to Industrial and Conservation and Recreation. Proposed amendments are provided to the Regional Planning Committee and MVRD Board for consideration.

SITE CONTEXT

The subject site is 25.4 hectares in size and comprises 13 properties (Table 1). It is bounded respectively by the Agricultural Land Reserve to the north and east and an existing single detached residential neighbourhood to the south and west (Figure 1). The subject site is currently largely within the Urban Containment Boundary (92 percent), with the exception of the properties at 23154 128 Avenue and 12791 232 Street (approximately 8 percent or 2 hectares), which are designated Agricultural in *Metro 2050*.

The majority of the subject lands are designated Agricultural in the City’s Official Community Plan (OCP) and zoned RS-3 (One Family Rural Residential) and RS-2 (One Family Suburban). The subject lands are designated General Urban and Agricultural in *Metro 2050* (Figure 2) and the City of Maple Ridge’s Regional Context Statement. None of the lands are within the Agricultural Land Reserve. The City’s staff report on the proposal notes that the existing uses on the lands range from single-family use to vacant underutilized lands (Attachment 2). Additional site information can be found in the City’s submission and staff report (Attachments 1 and 2), and a summary of the existing site description is provided in Table 1.

Table 1. Existing Site Description

Address	Current Zoning	Current OCP Land Use Designation	Current Regional Land Use Designation	Inside the Urban Containment Boundary?
22913 127 Avenue	RS-3	Agricultural	General Urban	Yes
22992 127 Avenue	RS-3	Agricultural	General Urban	Yes
22870 127 Place	RS-3	Agricultural	General Urban	Yes
22948 128 Avenue	RS-3	Agricultural	General Urban	Yes
22990 128 Avenue	RS-2	Agricultural	General Urban	Yes
23008 128 Avenue	RS-3	Agricultural	General Urban	Yes

Table 2. Proposed Site Designations

	Current	Proposed
Metro 2050	General Urban and Agricultural	Industrial (18 ha) and Conservation and Recreation (7.4 ha)
OCP	Agricultural	Industrial and Conservation
Zoning	RS-2 (Single Detached Suburban Residential) and RS-3 Single Detached Rural Residential	M-7 (Employment Park Zone)

Figure 2. Existing Regional Land Use Designations

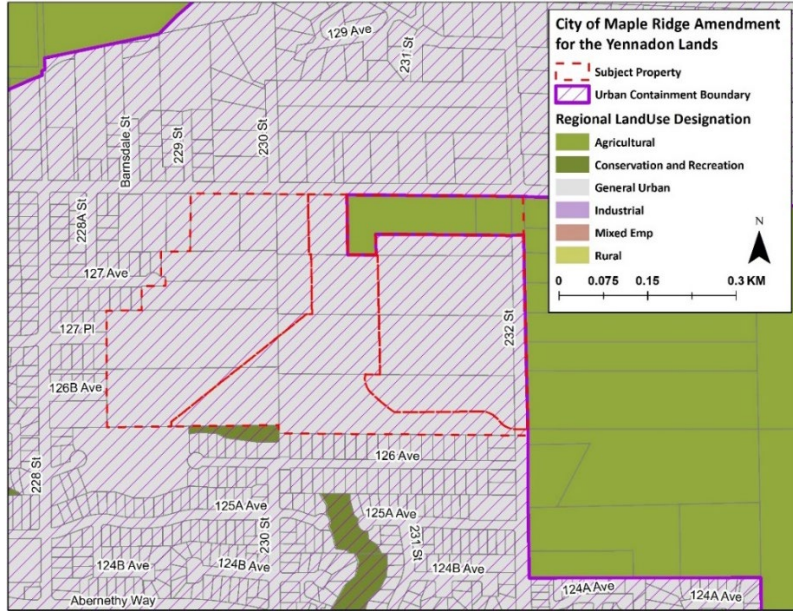
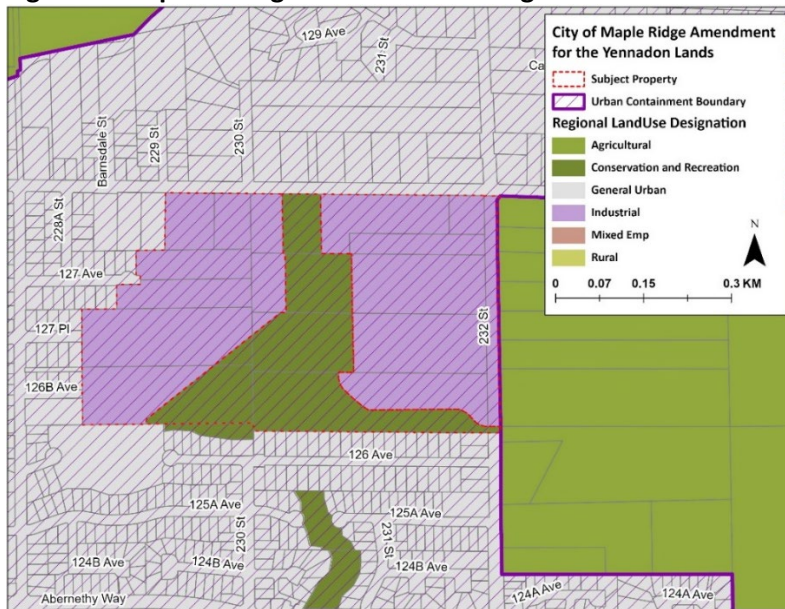


Figure 3. Proposed Regional Land Use Designations



Should the application proceed, an updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change will be required. Maple Ridge will submit an updated RCS for consideration of acceptance should the MVRD Board initiate and give initial readings to the proposed *Metro 2050* amendment bylaw.

REGIONAL PLANNING ANALYSIS

The City of Maple Ridge's proposed *Metro 2050* amendment has been assessed in relation to the applicable goals and policies of the Regional Growth Strategy. The intent of the assessment by Regional Planning staff is to identify any potential regional planning implications and the regional significance of the proposed land use changes in consideration of *Metro 2050*, not to duplicate the municipal planning process. *Metro 2050* sets out a long-term regional vision to support growth and change while protecting the natural environment, fostering community well-being, and supporting economic prosperity, among other objectives (Reference 1). Staff's role in assessing amendment requests is primarily to consider any implications to the shared *Metro 2050* vision, goals and strategies from a long-term, regional perspective. A summary of the regional analysis is provided as follows.

Goal 1: Create a Compact Urban Area

Goal 1 of *Metro 2050* includes strategies to concentrate urban development within the Urban Containment Boundary, and to direct growth to a network of Urban Centres and along transit corridors, with an aim to support the development of resilient, healthy, connected, and complete communities with a range of services and amenities.

Consideration 1: Urban Containment

The majority of the subject site (92%) is currently within the Urban Containment Boundary; the proposed amendment will expand the Urban Containment Boundary by approximately 2 hectares or 8% of the subject site. The properties that are currently outside the Urban Containment Boundary have been deemed to be "unsuited for agriculture" and were approved for removal from the Agricultural Land Reserve by the Agricultural Land Commission on June 28, 2023. These properties are surrounded on three sides by lands that are within the Urban Containment Boundary and designated General Urban. Given this context, there is a supportable rationale that these lands be included with a regional land use designation that is consistent with the site as a whole, and be included within the Urban Containment Boundary. Staff do not believe the amendment will lead to a proliferation of proposed amendments given the site context described above.

Consideration 2: Development of resilient, healthy, connected & complete communities

The proposal will create an employment area in close proximity to an established residential neighbourhood, where residents and workers can take advantage of a short commute to work or trip for services. Under the site's current designation, the majority of the site would likely have been redeveloped as low density residential, which would not have positively contributed to building a complete community as envisioned in Goal 1 of *Metro 2050*. Although the site is not located within an Urban Centre or a FTDA, the location would be considered an appropriate location for light industrial uses. The employment area is intended to be small-scaled with limited building heights and sizes and includes design guidelines and subjected to a Development Permit, to better fit within the neighbourhood and support the creation of a complete community. The

proposal supports the City's 2014 Commercial & Industrial Strategy which identified the need for an additional 69-93 hectares of additional industrial lands by 2040. The creation of this employment area is consistent with strategy 1.3 of *Metro 2050*, in particular policy 1.3.7 a) that states that member jurisdictions will support the creation of compact, mixed use, walkable communities. On balance the proposed amendment supports the policies in Goal 1.

Goal 2: Support a Sustainable Regional Economy

Goal 2 of *Metro 2050* includes strategies to promote land development patterns that support a diverse regional economy. This includes the protection and enhancement of the region's supply of industrial and agricultural lands, while supporting employment opportunities close to where people live.

Consideration 1: Enhancement of the region's supply of industrial lands

It has been well documented in the Metro Vancouver Regional Industrial Lands Strategy and other reports that the region is facing a critical shortage of industrial lands. 27 percent of the region's jobs are located on industrial lands, and there continues to be significant demand for industrial lands with very low vacancy rates, which is constraining the region's economic and employment growth. The proposed amendment, if approved, would add 18 hectares of new industrial land that would support employment opportunities within an existing residential context. The creation of this employment area is consistent with strategy 2.1 of *Metro 2050*, in particular policy 2.1.10 a) which states that member jurisdictions will support economic opportunities and context specific industrial and employment areas.

The small scale nature of this employment area supports policy 1.2.24 c) ii) that discourages the creation of major trip generating non-residential uses outside of Urban Centres and Frequent Transit Development Areas. The City's Commercial and Industrial Strategy identifies the Yennadon lands as a potential location of employment uses. It is not clear what uses are intended for the new industrially-designated lands, other than the City's staff report noting that "the technology sector, light manufacturing companies, and professional offices" would be appropriate for the site. The Industrial regional land use designation does not support stand-alone office uses, as those should be more appropriately located in commercial areas, and in Urban Centre locations in particular.

Consideration 2: Impact on the region's agricultural lands

Metro 2050 recognizes the importance of agricultural lands and their significance as a part of the region's economy and in supporting regional resilience. The proposed amendment, if approved, will result in the loss of 2 hectares of agricultural land. The Agricultural regional land use designation is, for the most part, aligned with the provincial Agricultural Land Reserve. The strategies and policies of *Metro 2050* recognize the primacy of the Province's role in identifying and protecting agriculturally viable lands in the region. None of the subject properties are in the Agricultural Land Reserve; the properties at 23154 128 Avenue and 12791 232 Street have been deemed to be "unsuited for agriculture" and were removed from the Agricultural Land Reserve by the Agricultural Land Commission on June 28, 2023 (Attachment 3). The City's staff report references Agriculture Edge Planning Guidelines and buffer / edge considerations as part of the Yennadon Lands Employment Park Design Guidelines as a means to mitigate any impacts of the industrial development of the site on surrounding agricultural lands.

While the proposed amendment involves the redesignation of Agricultural lands, they are not within the Agricultural Land Reserve. Efforts have been incorporated into the application to minimize impacts on the surrounding agricultural lands. Given the shortage of industrial lands in Metro Vancouver, providing 18 hectares of new industrial lands to the region is considered a benefit to the region and on balance the proposed amendment can be considered to support the policies in Goal 2 in *Metro 2050*.

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Goal 3 includes strategies to protect, enhance, restore and connect ecosystems while advancing land uses that reduce greenhouse gas emissions and improve resilience to climate change impacts.

Consideration 1: Protecting Conservation and Recreation Lands

The proposed amendment would redesignate 18 hectares of the subject lands from General Urban lands to Industrial. While this will result in the development of presently underdeveloped and treed lands, 25.4 hectares of the site are currently already set aside for development with a General Urban land use designation. The amendment, if approved, will preserve 7.4 hectares by redesignating a portion of the site from General Urban to a Conservation and Recreation regional land use designation. This portion of the subject site includes lands that contain sensitive and modified ecosystems which have been identified as critically important for the region to protect. If other legal mechanisms such as conservation covenants or parkland dedication are also applied, these lands would contribute towards *Metro 2050's* target set out in policy 3.2.1 a) to “increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050.” The City’s staff report and Design Guideline further notes protections for Coho Creek through setbacks and storm water management.

The City’s Tree Protection and Management Bylaw includes requirements for retaining and replacing trees. If replacement trees are planted in suitable locations, within the Urban Containment Boundary and maintained to ensure they achieve more tree canopy cover than the original trees, then the proposed amendment will contribute towards *Metro 2050's* target set out in policy 3.2.1 b) to increase the total regional tree canopy cover within the Urban Containment Boundary from 32 to 40 percent by 2050.

Given the supportive policies included in this application, and the proposed resignation of 7.4 hectares of lands to Conservation and Recreation that contain sensitive and modified ecosystems currently designated as General Urban in *Metro 2050*, the proposed amendment is aligned and supports the policies *Metro 2050* Strategy 3.1 and 3.2.

Consideration 2: Addressing Climate Change

In terms of the proposals impacts on Climate Action, the regional analysis is inconclusive as there was no comprehensive analysis of greenhouse gas emissions associated with the project or a baseline provided in the application materials. Future amendments to *Metro 2050* may allow for greater consideration of these elements, keeping in mind that analysis is at the land use scale, not development proposal scale.

Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 includes strategies that encourage greater supply and diversity of housing to meet a variety of needs.

Consideration 1: Expanding the supply and diversity of housing

Given the subject properties' existing General Urban regional land use designation, and existing uses that include rural and suburban single-family dwellings, it is not anticipated that these properties would generate any increased density or additional supply of diverse forms of housing under current conditions. Although the region is in urgent need of additional housing supply; low-density, single-detached forms of housing will not have a significant impact on the region's goal to achieve greater housing supply and diversity (in tenure, size, and type), and housing options that will meet a variety of needs, including affordable housing. This amendment will enable economic and employment opportunities while addressing the need for greater housing diversity in alternative areas more suited for residential development such as Urban Centres and areas with a wider range of transportation options to reduce auto dependency.

Goal 5: Support Sustainable Transportation Choices

Goal 5 includes strategies that encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services.

Consideration 1: Supporting efficient movement of goods and services

The subject site is strategically located from a goods movement perspective. Although Maple Ridge does not designate truck routes, 232 Street is classified as a municipal road with no truck travel restrictions. 232 Street connects with significant nearby goods movement corridors such as Abernethy Way and Dewdney Trunk Road. The site's strategic location from a goods movement perspective makes the proposed land use designation change to Industrial desirable from a regional transportation perspective.

Consideration 2: Supporting sustainable transportation options

The site is served by two transit routes (i.e., the 733 and 741), both of which have variable headways throughout the day. These bus routes link the Yennadon area to Haney Place, a Metro 2050 Regional City Centre, with extended routings during peak hours to connect with West Coast Express commuter rail services at Port Haney Station. The proposed development plan includes a pathway and trail system that connects to the surrounding residential neighbourhood. The City's staff report notes that there are future plans for active transportation facilities on both 128 Avenue and 232 Street.

The presence of transit and introduction of new active transportation infrastructure should help expand sustainable transportation options in this part of the region. To increase the benefits of this infrastructure, the City can work with TransLink to enhance transit service on both the 733 and 741 routes (as was done recently in September 2023) and develop Transportation Demand Management programs for the site. Expediting construction of the 128 Avenue and 232 Street active transportation facilities in conjunction with site development would also increase benefits. Despite these opportunities to improve sustainable transportation options, trips to and from this

site are still anticipated to be primarily from single occupancy vehicles. On balance the proposed amendments support the policies in Goal 5 in *Metro 2050*.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES

Below is a summary of anticipated impacts on Metro Vancouver’s utilities.

Liquid Waste Services (GVS&DD)

The subject lands are not within the Fraser Sewerage Area; therefore a separate application to the GVS&DD will be required should the intent be to service and connect these lands to the regional sewerage system. Sewer servicing for this area has not been included in the design for the Golden Ears Pump Station, or the proposed expansion of Northwest Langley WWTP. Detailed flow and population estimates are required to perform an impact analysis. As soon as utility servicing and population details are available, the City is requested to forward the information to Metro Vancouver’s Liquid Waste Services. Normal sewer servicing amendment application processes will be required prior to connecting any Industrial designated properties to the regional sewer system.

Water Services (GVWD)

The City’s staff report does not provide an estimation of the increase in population served and associated water demand resulting from this redesignation and rezoning. As soon as the water demand and population details are available, the City is requested to forward the information to Metro Vancouver’s Water Services. The City of Maple Ridge’s water distribution system must be capable of providing fire flows to the subject lands as Metro Vancouver’s water transmission system cannot be relied on to provide fire flows.

REGIONAL PLANNING ADVISORY COMMITTEE COMMENTS

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for comment on November 10, 2023. Staff from the City of Maple Ridge presented on the amendment application and were available to answer questions from committee members.

REGIONAL GROWTH STRATEGY AMENDMENT PROCESS AND NEXT STEPS

If the amendment is initiated and the associated bylaw receives 1st, 2nd, and 3rd readings, it will then be referred to affected local governments, local First Nations and relevant agencies, as well as posted on the Metro Vancouver website for a minimum of 45 days to provide an opportunity for comment. *Metro 2050* identifies additional public engagement opportunities that may be used at the discretion of the MVRD Board including: appearing as a delegation to the Regional Planning Committee or the MVRD Board when the amendment is being considered; conveyance of comments submitted from the respective local public hearing to the MVRD Board, and hosting a public information meeting (digitally or in person). All comments received will be summarized and included in a report advancing the bylaw to the MVRD Board for consideration of final adoption. An updated RCS from the City of Maple Ridge will be considered at the same Board meeting as final adoption of the proposed amendment.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the *Metro 2050* amendment process for the City of Maple Ridge’s requested regional land use designation amendment from General Urban and Agricultural to Industrial and Conservation and Recreation for the lands located at 22913 127 Avenue, 22992 127 Avenue, 22870 127 Place, 22948 128 Avenue, 22990 128 Avenue, 23008 128 Avenue, 23154 128 Avenue, 12640 228 Street, 12639 232 Street, 12685 232 Street, 12759 232 Street, 12761 232 Street, and 12791 232 Street;
 - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024”; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.
2. That the MVRD Board decline the proposed amendment for 22913 127 Avenue, 22992 127 Avenue, 22870 127 Place, 22948 128 Avenue, 22990 128 Avenue, 23008 128 Avenue, 23154 128 Avenue, 12640 228 Street, 12639 232 Street, 12685 232 Street, 12759 232 Street, 12761 232 Street, and 12791 232 Street, and notify the City of Maple Ridge of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the initiation of the City of Maple Ridge’s proposed Type 2 Amendment. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the Local Government Act. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs.

CONCLUSION

The City of Maple Ridge has requested that the MVRD Board consider a Type 2 amendment to *Metro 2050* for a 25.4 hectare site in the Yennadon neighbourhood comprising 13 properties south-west of the intersection of 232 Street and 128 Avenue to redesignate the subject properties from General Urban and Agricultural to Industrial and Conservation and Recreation. The amendment also proposes to adjust the Urban Containment Boundary to include 23154 128 Avenue and 12791 232 Street (approximately 2 hectares). This amendment would introduce 18 hectares of Industrial and 7.4 hectares of Conservation and Recreation designated lands which will enable future employment growth and may protect sensitive and modified ecosystems. It will also result in the loss of approximately 2 hectares of Agricultural lands which have been deemed to be “unsuited for agriculture” and were removed from the Agricultural Land Reserve by the Agricultural Land Commission on June 28, 2023.

Additional information is required to fully assess liquid waste and water servicing implications for this application, should it proceed. This information can be received post-bylaw adoption during the development planning stage.

ATTACHMENTS

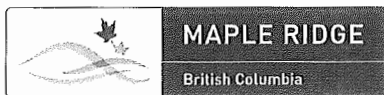
1. Correspondence dated August 25, 2023, from City of Maple Ridge, to Metro Vancouver Board re: City of Maple Ridge Regional Containment Boundary Adjustment and Regional Growth Strategy Amendment for the Yennadon Lands (2016-195-CP)

2. City of Maple Ridge Staff Report, dated April 5, 2022 (File: 2016-195-CP)
3. Exclusion letter from the Agricultural Land Commission dated June 28, 2023 for 23154 128 Avenue, Maple Ridge
4. ~~Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1376, 2024~~
5. ~~Presentation re: Metro 2050 Type 2 Proposed Amendment – City of Maple Ridge (Yennadon Lands)~~

REFERENCES

1. [Metro 2050](#)

62128156



August 25, 2023

File No.: 2016-195-CP

Metro Vancouver Board
 c/o Dorothy Shermer, Director/Corporate Officer, Board & Information Services
 Metrotower III, 4730 Kingsway
 Burnaby, BC V5H 0C6
Dorothy.Shermer@metrovancover.org

Dear Ms Shermer,

Re: City of Maple Ridge Regional Containment Boundary Adjustment and Regional Growth Strategy Amendment for the Yennadon Lands (2016-195-CP)

The City of Maple Ridge is in the process of re-designating 13 properties, called the "Yennadon Lands" for future employment uses. The properties range in size from 0.5 ha (1.5 acres) to 4 ha (10 acres), total approximately 25.4 hectares (63 acres) and are generally located at the south-west of the intersection of 232 Street and 128 Avenue.

The Yennadon Lands were identified as a potential location for employment in the City's Commercial & Industrial Strategy. The proposal includes the adjustment of the Urban Containment Boundary to include two of the properties as well as an amendment to the Regional Growth Strategy to redesignate the area from General Urban and Agricultural to Industrial.

Summary of Proposal and Background

To allow the redesignation of the Yennadon Lands, the following is required:

- Regional Containment Boundary Adjustment to include 23154 128 Ave and 12791 232 Street;
- Regional Growth Strategy Amendment from General Urban and Agricultural to Industrial and Conservation and Recreation;
- Official Community Plan Amendment from Agricultural to Industrial and Conservation;
- Re-zoning from "RS-2 Single Detached Suburban Residential" and "RS-3 Single Detached Rural Residential" to "M-7 Employment Park Zone"; and
- Development Permit for Yennadon Lands Employment Park and Natural Features.

The redesignation of the Yennadon Lands could facilitate the creation of a unique opportunity where the area could serve the needs of the technology sector, light manufacturing companies, and professional offices; all of which offer a high employment density. A significant area of creeks and wetlands will also be preserved in City ownership as a result of this redesignation and future development.

Council Resolutions

At the April 12, 2022 Regular Council Meeting, Maple Ridge Council reviewed the Official Community Plan Amending Bylaws pertaining to the Yennadon Lands (Attachment A) and passed the attached resolutions (Attachment B) including this excerpt:

5. Subject to third reading of Official Community Plan Amending Bylaw No. 7734-2021, Official Community Plan Amending Bylaw No. 7735-2021 and Official Community Plan Amending Bylaw 7383-2022, that staff be directed to include the Type 2 Minor Amendments related to the Yennadon Land Regional Growth Strategy amendment package, that will be forwarded to Metro Vancouver;

At the May 24, 2022 Regular Council Meeting, Maple Ridge Council passed the following resolution (Attachment C):

That Official Community Plan Amending Bylaw No. 7734-2021, Official Community Plan Amending Bylaw No. 7735-2021 and Official Community Plan Amending Bylaw 7383-2022 be granted third reading.

As one of the properties within the Yennadon Lands was within the Agricultural Land Reserve, application 2022-170-AL to exclude 23154 128 Ave from the Agricultural Land Reserve was presented to Council at the October 18, 2022 Committee of the Whole Council Meeting, presented at the November 22, 2022 Public Hearing, and forwarded to the Agricultural Land Commission for consideration at the November 29, 2022 Regular Council Meeting (Attachment D).

On June 28, 2023, City of Maple Ridge staff were notified that the Agricultural Land Commission approved the exclusion application for 23154 128 Ave from the Agricultural Land Reserve (Attachment E).

The City of Maple Ridge requests that the Metro Vancouver Board amend the Regional Containment Boundary to include the two identified properties as well as amend the Regional Growth Strategy for the illustrated properties from "General Urban" and "Agricultural" to "Industrial" and "Conservation and Recreation" (Attachment F).

Should Metro Vancouver staff require any additional information regarding this matter, please contact Amanda Grochowich, Manager of Community Planning at 604-467-7493 or agrochowich@mapleridge.ca

Sincerely,



Charles R. Goddard,
Director of Planning

Attachment A: City of Maple Ridge Planning Staff Report dated April 5, 2022
Attachment B: Council Resolution from April 12, 2022
Attachment C: Council Resolution from May 24, 2022
Attachment D: Council Resolution from November 29, 2022
Attachment E: Decision from Agricultural Land Commission
Attachment F: Proposed Regional Containment Boundary and Regional Growth Strategy Land Use Designation Adjustment

Cc:

Amanda Grochowich, Manager of Community Planning, City of Maple Ridge agrochowich@mapleridge.ca
Victor Cheung, Senior Policy & Planning Analyst, Metro Vancouver, Victor.Cheung@metrovancover.org
Heather McNeil, Deputy CAO, Policy & Planning, Metro Vancouver, Heather.McNeil@metrovancover.org
Jonathan Cote, Deputy GM, Regional Planning and Housing Development, Metro Vancouver, Jonathan.Cote@metrovancover.org

City of Maple Ridge
11995 Haney Place, Maple Ridge, BC V2X 6A9 Canada . Tel: 604-463-5221 . Fax: 604-467-7329
enquiries@mapleridge.ca . www.mapleridge.ca



mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council

FROM: Chief Administrative Officer

MEETING DATE: April 5, 2022

FILE NO: 2016-195-CP

MEETING: C o W

SUBJECT: Employment Lands: Re-designation of the Yennadon Lands to Industrial
(Employment Park Category)
Second Reading
Official Community Plan Amending Bylaw No. 7734-2021 (Policy); and
Official Community Plan Amending Bylaw No. 7735-2021 (Land Use Designation)
First and Second Reading
Official Community Plan Amending Bylaw No. 7838-2022 (Land Use Designation)

EXECUTIVE SUMMARY:

The Yennadon Lands were identified as a potential location for future employment uses in the City's Commercial & Industrial Strategy, with the Strategy recommending that planning for the additional supply of employment land should begin now in order to best satisfy future demand in an increasingly competitive region. The Yennadon Lands are comprised of 13 properties. They range in size from 0.5 ha (1.5 acres) to 4 ha (10 acres). The total land area is 25.4 hectares (63 acres), and are generally located at south-west of the intersection of 232 Street and 128 Avenue.

At the May 11, 2021 Regular Council Meeting, Council granted first reading to Official Community Plan Amending Bylaw No. 7734-2021 (Appendix A) and Bylaw No. 7735-2021 (Appendix B), to allow re-designation of the Yennadon Lands for an employment future.

Following first reading, internal and external referral processes took place. This report outlines the referral responses received and what changes are proposed to the draft plan, reflecting the referral responses received. The report also outlines the latest information as it relates to regional and provincial processes with Metro Vancouver and the Agricultural Land Commission, respectively.

With the information received through the referral process, it has been noted that the development and servicing of the Yennadon Land properties will require a collective approach in order to facilitate future uses that will offer a high employment density. As such, lot consolidation policies are proposed as an amendment to Official Community Plan Amending Bylaw No. 7734-2021. The intent of these policies is to ensure the development of a cohesive road network, servicing access and environmental compensation package, while being able to unlock the maximum employment potential of these lands as flexibly as possible.

Additionally, through the referral process, it has become necessary to re-draw the boundaries of the properties associated with Official Community Plan Amending Bylaw No. 7735-2021. Official Community Plan Amending Bylaw No. 7735-2021, as amended, has had two properties removed – the properties known as 12791 232 Street and 23154 128 Avenue.

- The property at 23154 128 Avenue has been removed due to the development application (2019-119-RZ) associated with the site moving towards a Commercial future, and its own associated Official Community Plan Amending Bylaw.
- The property 23154 128 Avenue will now be captured under Official Community Plan Amending Bylaw No. 7838-2022 (Appendix C) and it is anticipated that the Yennadon Land Employment Park policies and development permit guidelines will apply to the future development of this property.

As such, it is proposed that Council consider the amended Official Community Plan Amending Bylaw No. 7734-2021 and amended Official Community Plan Amending Bylaw No. 7735-2021 for second reading, and Official Community Plan Amending Bylaw No. 7838-2022 for first and second reading.

Should Council direct, Official Community Plan Amending Bylaw No. 7734-2021, as amended, and Bylaw No. 7735-2021, as amended, may be forwarded to an upcoming Council Meeting for consideration of second reading and Official Community Plan Amending Bylaw No. 7838-2022 may be forwarded to an upcoming Council Meeting for consideration of first and second reading, and then the three bylaws may be forwarded to Public Hearing.

RECOMMENDATIONS:

1. That in respect of Section 475 of the Local Government Act, opportunity for early and on-going consultation has been provided by way of posting Official Community Plan Amending Bylaw No. 7734-2021, Official Community Plan Amending Bylaw No. 7735-2021, and Official Community Plan Amending Bylaw No. 7838-2022 on the municipal website and the referral process together with an invitation to the public, Metro Vancouver and the Agricultural Land Commission to comment; and Council considers it unnecessary to provide any further consultation opportunities, except by way of holding a Public Hearing on the bylaws;
2. That Official Community Plan Amending Bylaw No. 7734-2021, as amended, be given second reading and forwarded to Public Hearing;
3. That Official Community Plan Amending Bylaw No. 7735-2021, as amended, be given second reading and forwarded to Public Hearing;
4. That Official Community Plan Amending Bylaw No. 7838-2022 be given first and second reading and forwarded to Public Hearing;
5. Subject to third reading of Official Community Plan Amending Bylaw No. 7734-2021, Official Community Plan Amending Bylaw No. 7735-2021 and Official Community Plan Amending Bylaw No. 7838-2022, that staff be directed to include the Type 2 Minor Amendments related to the Yennadon Land Regional Growth Strategy amendment package, that will be forwarded to Metro Vancouver; and further
6. That the following terms and conditions be met prior to final reading of Official Community Plan Amending Bylaw No. 7838-2022:
 - i. That 23154 128 Avenue be removed from the Agriculture Land Reserve;
 - ii. That the Metro Vancouver Urban Containment Boundary be amended; and
 - iii. That the subject properties are included in the Fraser Sewerage Area and/or request, via Council resolution, for permission to connect to the City of Maple Ridge sewer mains.

1.0 CONTEXT:

1.1 The Yennadon Lands (128 Avenue and 232 Street)

The Yennadon Lands are comprised of 13 properties. They range in size from 0.5 ha (1.5 acres) to 4 ha (10 acres). The total land area is 25.4 hectares (63 acres). The subject properties are located outside of and adjacent to the City's Urban Area Boundary, but are largely within the Region's Urban Containment Boundary (see Appendix D for a map of the area).



Figure 1 - The Yennadon Lands

The existing uses on the lands range from single-family use to vacant underutilized lands, according to BC Assessment data. The properties abut urban single-family development on the west and south boundaries; Agricultural Land Reserve to the east and north, and suburban single family lots on the north side of 128 Avenue. A historic commercial node, as well as Yennadon Elementary School, are located within 200-400 m of the subject properties.

Currently, the subject properties are designated Agricultural in the OCP and are zoned RS-3 (One Family Rural Residential) and RS-2 (One Family Suburban Residential). All of the properties, except one property located near the northeast corner of the area, are located outside the Agricultural Land Reserve. The majority of these properties are designated General Urban in the Regional Growth Strategy.

The City has received an application for the north-east property (12791 232 Street / 2019-119-RZ) to rezone the subject property from RS-2 (Single Detached Suburban Residential) to CS-1 (Service Commercial) to permit the future construction of a two-storey commercial building. This application requires an amendment to the OCP to re-designate the land use from Agricultural to Commercial.



Figure 2- 12791 232 highlighted within the Yennadon Lands

Council granted first reading to Zone Amending Bylaw No. 7558-2019 and considered the early consultation requirements for the Official

Community Plan (OCP) amendment No. 7557-2019 on July 9, 2019. The Zone Amending Bylaw and OCP Amendment received second reading on January 18, 2022, went through Public Hearing on February 15, 2022 and received third reading on February 22, 2022.

Going forward, the subject site 12791 232 Street will not form a part of the Official Community Plan Amending land use designation bylaws associated with this staff report.

1.2 Concept Plan Development and Overview

Council directed staff to undertake an employment land use re-designation process and consultation strategy for the Yennadon Lands at the June 18, 2019 Council Workshop Meeting. At the March 31, 2020 Council Workshop meeting, staff provided an update on the Yennadon Lands Re-designation process, including the proposed community engagement process that was postponed due to the pandemic. At that meeting, Council directed that the previously endorsed Yennadon Lands process be

revised and that staff work with the consultant to prepare some preliminary land use concepts for Council to review prior to proceeding with public consultation.

At the July 14, 2020 Council Workshop meeting, staff in collaboration with a consultant, presented three preliminary land use concepts for Council to review. At that meeting, Council directed staff to move forward with a public consultation process, taking into account the public health orders in effect at the time.

At the December 8, 2020 Council workshop meeting, Council endorsed “Concept #2 – Neighbourhood Innovations Village” and directed staff to move forward with an Official Community Plan Amending Bylaw.

The concept endorsed by Council at the end of 2020 provided for a 100% employment future for the developable areas of the Yennadon Lands. Based on Council comments, as well as what was heard from the community during the public consultation process, the following elements have been integrated into the policy work, design guidelines, or the land use schedule map associated with the re-designation of the Yennadon Lands towards an employment future:

- **Suitable Mix of Employment Uses:** The employment area will need to have an appropriate mix and size of employment uses to generate suitable levels of job creation, while still affording a sensitive transition to the surrounding residential uses.
- **Neighbourhood Business Scale and Character:** The design of the employment area will be limited to business activities primarily occurring inside a building to contain nuisance noise, odour, and other negative impacts. The building form will be more of a residential height and massing in the western area with generous landscape retention and reduced parking if possible. The eastern area may have larger and more conventional light industrial buildings.
- **Innovative Mixed Uses:** The development of this site may include a mix of employment uses.
- **Environmental Sensitivity:** Coho Creek will be protected and enhanced with the appropriate setbacks and a progressive stormwater management system on site.
- **Trail Network:** A comprehensive trail network will connect to the adjoining communities and provide a rich amenity for both the businesses and residents to enjoy, promoting a healthy walking/biking culture.
- **Resilience and Adaptability:** This employment neighbourhood will be designed and planned so that there is diversity and choice of business parcels and units that may adapt and consolidate or expand over time.
- **Climate-Change Responsive:** The infrastructure and servicing will be designed for increased storm flows and special events, so the neighbourhood has the ability to weather through extreme climatic conditions with additional precautionary measures, including floodways and dry pond areas for emergency stormwater storage.

The intent is to create a complete neighbourhood, within the existing residential area, where residents and business owners can live, work and play within a five to ten-minute walk or bicycle ride of their residence. This employment area should be uniquely smaller and scaled to fit with the surrounding neighbourhood, offering the potential for a variety of smaller scaled buildings with limited building heights and sizes.

The natural environmental area of the site will be conserved, as the Coho Creek Conservation Area, with the required 30 metre setback areas to buildings and trails along its edges. The employment area

will be linked by trails and natural open spaces, which in turn will be connected to the adjoining communities.

A natural interconnected pathway and trail system is recommended for the site that connects to the surrounding neighbourhoods. The trails should be slightly elevated to avoid flooding and may require elevated boardwalk sections in some of the riparian areas near the stream, or in particularly low wet areas.

A gravel horse trail runs along the south side of 128th Avenue adjoining the site. There are no formal trails through the site. There are plans for a comprehensive bike lane and walking path for both 128th Avenue and 232nd Street in the future, that will incorporate bike lanes and a sidewalk/trail network.

Official Community Plan Amending Bylaws No. 7734-2021 and No. 7735-2021 were drafted to integrate the Yennadon Lands Concept Plan into the Official Community Plan. The two bylaws were presented at the May 4, 2021 Committee of the Whole Council Meeting and were subsequently forwarded to the May 11, 2021 Regular Council Meeting for Council consideration of first reading.

Official Community Plan Amending Bylaws No. 7734-2021 and No. 7735-2021 were granted first reading at the May 11, 2021 Regular Council Meeting.

Following the consideration and granting of first reading to the two Official Community Plan Amending Bylaws, staff initiated the referral and consultation process, set out under Section 475 of the Local Government Act, which was endorsed at the time of first reading. This report highlights and responds to comments received through the referral and consultation process, noting that future site specific development applications will require additional studies, and referrals to outside agencies.

2.0 DISCUSSION:

This section will outline the agencies involved in the referral process and the response of each. In addition, modifications to the Official Community Plan Bylaws, including the proposed amendments to the Yennadon Lands policies and Development Permit, will be laid out.

2.1 Yennadon Lands Referral Process

As a part of the referral process, staff sent out referral requests to a number of external stakeholders and internal departments for their comments regarding the proposed redesignation of the Yennadon Lands towards an employment future. Returned comments are high-level, as site-specific details will come through the development application process. When development applications come before Council, additional studies typically found through the municipal rezoning process may be required. Such development related studies may include geotechnical assessments, ground-water impact assessments, servicing and infrastructure studies, agricultural impact assessments, environmental impact assessments (where development may encroach into some Environmentally Sensitive Areas), as well as significant tree and habitat balance assessments. Development applicants will be required to rezone (to the proposed new M-7 Employment Park Industrial zone discussed in Section 2.5 below) and obtain a development permit to regulate the form and character of new buildings.

2.1.1 External Stakeholders

As per typical municipal referral processes, the following external stakeholders received a referral / comment request regarding the re-designation of the Yennadon Lands towards an employment future:

- Agriculture Land Commission
- Metro Vancouver
- Ministry of Forests, Lands, Natural Resource Operations and Rural Development
- School District No. 42
- TransLink

While the comments are summarized below, the complete responses are available in Appendix F. Comment requests were also sent to the Katzie and Kwantlen First Nations.

Agricultural Land Commission (ALC)

The ALC noted that one Yennadon Lands parcel is within the Agricultural Land Reserve (ALR). As such, this ALR parcel is still subject to the ALC Act and its regulations, and ALC staff, at this time, do not support the proposed redesignation of the property from Agricultural to Industrial. The ALC does acknowledge that the City is aware that the remaining ALR parcel will need to go through the ALC exclusion process in order to permit Industrial uses on that site and that should the City choose to forward an exclusion application to the ALC, the ALC will review the merits of the exclusion proposal at that time.

The ALC also noted that the Yennadon Lands abut ALR land on the eastern perimeter, across from 232 Street and suggested that City staff should consult the Ministry of Agriculture, Food and Fisheries' Guide to Edge Planning when considering the establishment of a vegetative buffer along the non-ALR /ALR boundary.

Following receipt of the ALC's comments, a staff-to-staff meeting was held to gain clarity on the recent changes to the ALR exclusion request process, given the exclusion history associated with the Yennadon Land properties. Specifics related to this process are outlined in Section 5.0, Intergovernmental Implications, below. As well, City staff reassured ALC Staff that the edge planning guidelines have been considered and integrated, as appropriate, within the Yennadon Lands Development Permit Guidelines.

Metro Vancouver

Metro Vancouver provided comments from staff in the Regional Planning and Housing Services, Water Services, and Parks and Environment Departments. The complete letter is available in Appendix F.

Regional Planning staff noted the potential need to redesignate the land regionally, given the proposed land uses under the Industrial designation, as well as the proposed process. Following receipt of Metro Vancouver's comments, a staff-to-staff meeting was held to gain clarity on the timelines associated with the adoption of *Metro 2050*. Specifics related to this process are outlined in Section 5.0, Intergovernmental Implications, below.

Regional Planning staff also noted the need for sensitive industrial development given the surrounding non-industrial land uses, as well as the impacts of urban edge development on agricultural land. Regional Planning staff have also requested that some additional guidelines be incorporated into the Yennadon Lands Development Permit Guidelines. Where feasible, staff have made these amendments (discussed in further detail below).

Water Services staff noted the importance of early engagement with Metro Vancouver's Water Services department noting the proximal impacts associated with the development of the Yennadon Lands to Metro Vancouver's mains. City staff will connect with Water Services staff, as appropriate, throughout the redesignation process of the Yennadon Lands and on a site-by-site basis through the future development application process.

Parks & Environment staff note that the Concept Plan identifies a trail or multi-use pathway along the 128 Avenue side of the Yennadon Lands that is consistent with the *Regional Greenways 2050* plan.

Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNROD)

Ministry staff note that the Yennadon Lands require regulation under the Provincial Water Sustainability Act (WSA) in collaboration with City staff, and offered the following guidance for future development within the area, as new development will likely change the water storage and attenuation capacity of the area. The Ministry encourages a holistic review of the site, including both environmental protection planning and integrated stormwater / drainage plans for the area with specific details noted in the latest provincial documents and resources. Ministry staff note the potential flexibility for FLNROD, the City of Maple Ridge and landowners to responsibly manage and integrate development within these areas. The full responses provided by FLNROD is available in Appendix F.

City staff note the recent work conducted by the City on the Alouette River Integrated Stormwater Management Plan and provided a reminder that the typical municipal development application process does require stormwater and drainage management plans. The proposed consolidation policy, discussed below, will also assist in strengthening the ability for a development application to flexibly accommodate the provincial regulations.

School District No. 42

School District No. 42 noted in their referral response that the proposed redesignation would affect the student population for the catchment areas currently served by Yennadon Elementary and Garibaldi Secondary School. The complete letter is available in Appendix F.

City Engineering staff confirm that Yennadon Elementary is located approximately 200m to the east and that traffic volumes at peak school times may be a challenge at the 128 Ave / 232 Street intersection. Currently, some of the vacant properties within the Yennadon Lands are unofficially used as overflow parking for parents taking their children to school due to the congestion at drop off and pick up times. The City is actively working with the School District to address the congestion issues.

TransLink

TransLink staff note that their comments are based on their legislated mandate to review OCP amendments, as well as policy direction outlined in the Regional Transportation Strategy (RTS) and the Transit-Oriented Communities Design Guidelines. As such, TransLink staff had the following comments:

- Noting the infrequency of the bus routes currently servicing the Yennadon Lands, that it would be important for the City to provide safe, accessible, and comfortable active transportation routes from the site to both the Haney Place Bus Exchange as well as the West Coast Express at Port Haney Station;
- That TransLink encourages the City to improve the safety of active transportation modes surrounding the site, such as adding signalized crosswalks at key pedestrian crossings, sidewalks on both sides of the roads along 232 Street and 128 Avenue, and improving the existing bus stops on these roads to increase the comfort and attractiveness for transit as a travel option in the area.
- Noting that 232 Street is a Major Road Network (MRN), the City would be required to obtain TransLink approval for any new accesses to/from the MRN.
- Encourage City staff to incorporate the TDM Guidelines for New Developments in Metro Vancouver and/or develop a TDM Plan for the site.

City staff have noted these comments and made the appropriate amendments to policy and development permit guidelines as appropriate. The complete letter is available in Appendix F.

2.1.2 Internal Stakeholders

In addition to the external organizations, referrals are sent to internal departments including Building, Economic Development, Engineering, Environment, Development, Fire, and Parks.

The Yennadon Lands were identified as a potential location for future employment uses in the City's Commercial & Industrial Strategy, with the Strategy recommending that planning for the additional supply of employment land should be a high priority in order to best satisfy future demand in an increasingly competitive region. This area aligns with the intent of the current Official Community Plan policies for inclusion as employment lands, as the lands are generally flat, have access to an arterial and collector roadway, and servicing runs adjacent to the properties, as well as the City's recent Economic Development Strategy.

It is noted in the Commercial & Industrial Strategy that a mixed employment campus-style business park could be a suitable form of development in this area. The Strategy recommends development with a key focus on restricting heights, while also encouraging building forms and uses that are in keeping with the surrounding residential context. It was originally noted that the Yennadon Lands could eventually serve the needs of the technology sector, light manufacturing companies, and professional offices, all of which offer a high employment density.

As many City Departments were involved throughout the creation and development of the Yennadon Lands Concept Plan, internal referral comments were few, with the proposed Concept Plan largely reflecting departmental aspirations. Where relevant, internal comments also spoke to relevant external comments, including where possible further regional alignment could take place, such as through economic development and active transportation opportunities. The comments received from the Engineering Department largely pertain to future development application processes, and will be of interest to potential applicants, the referral response is included in Appendix G.

2.2 Yennadon Lands Land Use Designation & OCP Policies

In order to implement the Yennadon Lands Concept Plan, Official Community Plan Amending Bylaw No. 7734-2021 (Appendix A, Schedule 1) introduces a new category to the existing Industrial land use designation. Some of the existing policies of Chapter 6 Employment have been updated, where appropriate, but the majority of Official Community Plan Policy Amending Bylaw No. 7734-2021 is proposed to integrate the Industrial Land Use Employment Park Category policies into OCP Chapter 6.

The Industrial (Employment Park Category) is intended to help create a more "complete community" by providing a range of employment opportunities where local residents and future business owners can live, work and play within a five to ten minute walk or bicycle ride of their residence.

In the past, industrial and commercial/residential areas have not always been good neighbours as industrial uses often bring noise, visual impacts, and large truck traffic to local areas. Therefore, the design of the employment area will be limited to business activities occurring primarily inside a building to contain nuisance noise, odour, and other negative impacts. Development will be directed in a sensitive and scaled manner so that the Employment Park is compatible with the adjoining residential neighbourhood.

Through the referral process, it has been noted that the development and servicing of these properties will require a collective approach in order to facilitate future uses that will offer a high employment density. As such, lot consolidation policies are proposed as an amendment to Official Community Plan Amending Bylaw No. 7734-2021. The intent of these policies is to ensure the development of a cohesive road network, servicing access and environmental compensation package, while being able to unlock the employment potential of these lands as flexibly as possible. The following consolidation policy amendments to the Employment Park policies are proposed:

- That Maple Ridge will require a minimum lot consolidation of 75,000 square meters for employment park development on the eastern portion of the Yennadon Lands (Policy 6-55 b)
- That Maple Ridge will require a minimum lot consolidation of 35,000 square meters for employment park development on the western portion of the Yennadon Lands (Policy 6-55 d)

The complete set of policies, including proposed amendments, is included in Official Community Plan Amending Bylaw No. 7734-2021, which is attached as Schedule 1 to Appendix A.

2.3 Yennadon Lands Employment Park Development Permit Guidelines

In conjunction with the Industrial Land Use (Employment Park Category) policies, specific Development Permit Guidelines (Appendix A, Schedule 2) have been developed for the Yennadon Lands Employment Park, which is proposed for integration into Chapter 8, Development Permit Areas, of the Official Community Plan. The intent of these guidelines is to shape the form of development to reflect Council and community comments, while remaining flexible and open to a range of uses.

The Development Permit Guidelines go through general design guidelines, such as site planning essentials, as well as specifics pertaining to site planning, landscaping, access and parking, and building design and massing.

Since first reading, a number of amendments have been made to the proposed Development Permit Guidelines:

- Update references to reflect the most recent guidelines, standards and bylaws.
- Update of some graphics for clarity.
- More specific wording relating to Access and Transportation, reflecting comments received through the external stakeholder review process.
- More specific wording relating to the opportunity for trails, open space, and active transportation opportunities, reflecting comments received through the internal and external stakeholder review process.
- Clarification on possible flexibility as it relates to the stormwater management and drainage strategies for the Yennadon Lands Employment Park.
- New guidelines that speak to wildlife and bird friendly designs, as requested by Metro Vancouver.
- Clarification regarding green roofs, and the maintenance of, as requested by Metro Vancouver.
- Removal of the Live/Work possibility, given the changing market demands, intent to align with future regional land use designations, and Council's desire for no residential use in the area.
- Update of the Design Checklist to reflect the proposed amendments.

The complete set of Development Permit Guidelines is included in Official Community Plan Amending Bylaw No. 7734-2021 (Policy), which is attached as Schedule 2 to Appendix A.

2.4 Yennadon Lands Employment Park Official Community Plan Land Use Map

It is intended, with the Official Community Plan Amending Bylaws that the 'Schedule B' Land Use Map and 'Schedule C' Natural Features Map will be amended to reflect the change in land use and designation. The Yennadon Lands Employment Park designation is proposed to change from 'Agricultural' to 'Industrial' and 'Conservation', as identified in the attached land use maps.

Since first reading of Official Community Plan Amending Bylaw No. 7735-2021, one of the Yennadon Lands properties have advanced through the development application process towards a Commercial future. As such, amendments to the boundaries of Official Community Plan Amending Bylaw No. 7735-

2021 (Appendix B) are now required as well as the introduction of Official Community Plan Amending Bylaw No. 7838-2022 (Appendix C).

Official Community Plan Amending Bylaw No. 7735-2021, as amended, has had two properties removed – the properties known as 12791 232 Street and 23154 128 Avenue. As mentioned above, 12791 232 Street is moving towards a Commercial future through the development application approval process and has recently received third reading. Therefore, it will not be subject to the Yennadon Land policies. The property 23154 128 Avenue will now be captured under Official Community Plan Amending Bylaw No. 7838-2022 and the Yennadon Land Employment Park policies and development permit guidelines will apply. The introduction of Official Community Plan Amending Bylaw No. 7838-2022 may assist with unlocking the potential of the Yennadon Lands in an expedited manner.

2.5 Yennadon Lands Employment Park and the City of Maple Ridge Zoning Bylaw

The implementation of the Yennadon Lands Concept Plan takes place in conjunction with a new zone in the City’s Zoning Bylaw, proposed as the M-7 Employment Park Industrial zone. Official Community Plan Amending Bylaw No. 7734-2021 (Appendix A) includes amendments to the zoning matrix, which identifies zones that are permitted under each land use designation, in Appendix C of the Official Community Plan. This form of matrix has been updated to reflect the new land use category proposed for this area.

Given that the M-3 Business Park Industrial Zone will be used as the basis for the M-7 Employment Park Industrial Zone, it is anticipated that the minimum lot area and dimensions, density, and lot coverage will be nearly the same, or the same, as the M-3 Zone. Setbacks are proposed to somewhat differ from those in the M-3 zone, noting the close proximity of the existing residential developments abutting the Yennadon Lands. It is also anticipated that portions of the Yennadon Lands will have a lower building height in order to reflect the neighbourhood context. While originally envisioned to be part of the the Yennadon Lands Second Reading Report, the M-7 Employment Park Industrial Zone will come forward as a complementary report in the near future in order to accommodate any Council comment regarding the zone parameters, including proposed principal and accessory uses.

2.6 Next Steps

Staff prepared Official Community Plan Amending Bylaw No. 7734-2021 (Appendix A), Bylaw No. 7735-2021 and Bylaw No. 7838-2022 (Appendix B) to re-designate the Yennadon Lands for an employment future. These bylaws have been amended to reflect intergovernmental referral comments, as well as regional processes, and are proposed for second reading at an upcoming Council meeting.

Figure 2 - OCP Amending Bylaw Process



Development applications proposing employment land uses continue to be able to come before Council. Development applications are able to proceed through the development application process,

providing they align with the endorsed concept and Official Community Plan Amending Bylaw No. 7734-2021 (Policy), Bylaw No. 7735-2021 and Bylaw No. 7838-2022 (Land Use Designation). When that occurs, through these site-specific development applications, additional studies typically found through the municipal rezoning process may take place. Such studies may include geotechnical assessments, ground-water impact assessments, servicing and infrastructure studies (including drainage plans), agricultural impact assessments, environmental impact assessments (where development may encroach into some Environmentally Sensitive Areas), as well as significant tree and habitat balance assessments.

Development applicants will be required to rezone to the proposed new M-7 Employment Park Industrial zone discussed in Section 2.5 above and obtain a development permit to regulate the form and character of new buildings.

3.0 STRATEGIC ALIGNMENT

Implementing strategic plans related to local infrastructure and the economy, including the City's commercial and industrial land base, is a Council priority as established under its Growth pillar of the 2019-2022 City of Maple Ridge Strategic Plan.

4.0 POLICY IMPLICATIONS

The proposed land use re-designation of the Yennadon Lands to an employment future is supported through the recommendations of the Commercial & Industrial Strategy and the existing industrial policies in the OCP. OCP policies 6-41 and 6-42 speak to identifying additional employment lands within the City and set out compatibility criteria used to determine feasibility of new employment land. Specifically, the subject properties align with the intent of the current OCP policies for inclusion as employment lands, as the lands are generally flat, have access to arterial and collector roadways, and development servicing is located adjacent to the properties.

5.0 INTERGOVERNMENTAL IMPLICATIONS

5.1 Agricultural Land Commission

In 2004, the Agricultural Land Commission (ALC) permitted 12 of the 13 Yennadon Land properties to be removed from the Agricultural Land Reserve. This was a voluntary process, so only those property owners that chose to participate went through the exclusion process. As such, one property in the northeast corner (23154 128 Avenue) of the Yennadon Lands area will need to go through the ALC exclusion process to permit employment uses on that site. In accordance with the latest provincial changes in Bill 15, the current owner will have to request that the City make this exclusion application on their behalf.

Once the property owner requests an exclusion application be made, staff will bring a report before Council requesting permission to send the property to the Agricultural Land Commission to explore the possibility of exclusion.

Should the property be excluded from the Agricultural Land Reserve, the City will be able to move Official Community Plan Amending Bylaw No. 7838-2022 through the regional redesignation process required by Metro Vancouver in order to facilitate servicing and future employment uses at this site.

5.2 Metro Vancouver

The Regional Growth Strategy (RGS), titled "Metro Vancouver 2040: Shaping Our Future", manages growth by establishing growth boundaries throughout the region. The Yennadon Lands are largely

located within the Region's Urban Containment Boundary (see Appendix D) for the Region's Urban Containment Boundary).

Staff note that the potential for an adjustment to the City's Urban Area Boundary was contemplated during the previous Regional Growth Strategy review in 2006 and the lands were therefore, designated as General Urban by the Region (i.e. the majority of the Yennadon Lands are within the Region's Urban Containment Boundary). However, two properties in the northeast corner are outside of the Region's Urban Containment Boundary. These properties will require a land use designation change at the Metro Vancouver level, as well as an adjustment to the Urban Containment Boundary to permit employment uses.

As Metro Vancouver has been undertaking a review of the Regional Growth Strategy, Metro Vancouver staff have requested that minor amendments to the Regional Plan be held until the regional planning process has been complete. Third reading of the Yennadon Lands bylaws will be used as the spring-board for these future conversations, as Metro Vancouver has indicated support for the City's intent to provide additional employment lands in the region.

According to the latest information, Metro Vancouver has recently completed a draft of the updated Regional Growth Strategy, *Metro 2050*. At time of report writing, *Metro 2050* is intended to be presented to the regional board at the end of March, 2022 for consideration of first and second reading. If passed, letters for formal acceptance will be sent out to local governments in early May and Metro Vancouver will require local governments to pass resolutions for approval. These resolutions are due to Metro Vancouver by July, 2022.

Should Official Community Plan Amending Bylaws 7734-2021, 7735-2021 and 7838-2022 receive third reading, following a public hearing, staff will move forward with the regional land use redesignation requirements to the appropriate regional growth strategy.

An application by the City, to the Greater Vancouver Sewerage & Drainage District Board, is required to achieve regional approval to include the Yennadon Lands within the Fraser Sewerage Area for more intensive employment activities to take place at this site. The intent is to support urban level servicing and an application to the Board will be considered through this process.

6.0 INTERDEPARTMENTAL IMPLICATIONS

Community Planning staff have been working collaboratively with our Development & Environment colleagues, as well as with Engineering, Parks, Recreation & Culture, Building and Economic Development staff, on the pursuit of employment opportunities for the Yennadon Lands. It is anticipated that these departments will continue to be involved throughout the Yennadon Lands Employment Park Re-designation process. Additionally, staff from Legislative Services and Communications Departments will continue to provide support with community outreach and communication initiatives.

7.0 FINANCIAL IMPLICATIONS

The ongoing pursuit of employment lands, specifically with the Yennadon Lands Employment Park, is included in the Planning Department 2022 Work Program.

CONCLUSION:

The Yennadon Lands were identified as a potential location for future employment uses in the City's Commercial & Industrial Strategy. This area aligns with the intent of the current Official Community

Plan policies for inclusion as employment lands, as the lands are generally flat, have access to an arterial and collector roadway, and servicing runs adjacent to the properties.

Official Community Plan Amending Bylaw No. 7734-2021 and Bylaw No. 7735-2021 received first reading on May 11, 2021. Following the internal and external referral process, the amended bylaws are before Council for consideration of second reading. The introduction of Official Community Plan Amending Bylaw No. 7838-2022 is before Council for consideration of first and second reading.

These three bylaws propose to re-designate the Yennadon Lands for an Employment Park. Should Council direct, Official Community Plan Amending Bylaw No. 7734-2021, Bylaw No. 7735-2021 and Bylaw 7838-2022 would be forwarded to an upcoming Council Meeting for consideration of second reading and then forwarded to an upcoming public hearing.

“Original signed by Amanda Grochowich”

Prepared by: **Amanda Grochowich, MCIP, RPP**
Planner 2

“Original signed by Charles Goddard”

Reviewed by: **Charles R. Goddard, BA, MA**
Director of Planning

“Original signed by Christine Carter”

Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM, Planning & Development Services

“Original signed by Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

- Appendix A: Official Community Plan – Schedule A – Amending Bylaw No. 7734-2021 (as amended)
Schedule 1 – Chapter 6, 6.4.2 Employment Parks
Schedule 2 – Chapter 8, Yennadon Lands Employment Park Development Permit Area Guidelines
- Appendix B: Official Community Plan – Schedule B – Amending Bylaw No. 7735-2021 (as amended)
Schedule 1 & 2 – Urban Area Boundary and Land Use Maps
- Appendix C: Official Community Plan – Schedule B – Amending Bylaw No. 7838-2022
Schedule 1: Land Use Map
- Appendix D: Urban Area Boundary and Urban Containment Boundary Map
- Appendix E: City of Maple Ridge Work-to-Date
- Appendix F: External Referral Comments
- Appendix G: Internal Referral Comments

CITY OF MAPLE RIDGE

BYLAW NO. 7734-2021

A Bylaw to amend the Official Community Plan Bylaw No. 7060-2014

WHEREAS Section 477 of the Local Government Act provides that the Council may revise the Official Community Plan;

AND WHEREAS it is deemed desirable to amend Schedule "A" to the Official Community Plan;

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

1. This Bylaw may be cited for all purposes as "Maple Ridge Official Community Plan Policy Amending Bylaw No. 7734-2021."
2. That the Table of Contents is amended by inserting 6.4.2 Employment Park after 6.4.1 Industrial Lands and renumbering the following sections accordingly.
3. That Chapter 6 Employment, 6.4 Industrial Opportunities, 6.4.1 Industrial Lands, Policy 6-44 is amended by deleting the policy and replacing with the following:

"6 – 44 The Industrial land use designation is a key component of achieving a compact community. Within the Industrial designation, there are 3 industrial categories, the components of which are highlighted in this chapter:

- a) Business Park Industrial – lands that are located in the Maple Meadows Industrial Park and Albion Industrial Area. The Business Parks provide for a range of industrial uses and services, with an emphasis on landscaping and design.
 - b) Employment Park Industrial – lands that are located in the Yennadon Lands Employment Park. Employment Park Industrial provides for a range of employment uses close to where people live while reducing possible negative impacts on existing surrounding neighbourhoods.
 - c) General Industrial – lands that are located throughout the community and provide for a range of services and general industrial uses."
4. That Chapter 6 Employment is amended by inserting 6.4.2 Employment Park, a copy of which is attached hereto and forms a part of this bylaw as Schedule 1, following 6.4.1 Industrial Lands and renumbering the remaining sections, policies, and associated policy references accordingly.
 5. That Chapter 8 Development Permit Area Guidelines be amended by inserting the following after "Ground-Oriented Residential Infill" on the Title Page:

- ◆ Yennadon Lands Employment Park

6. That Chapter 8 Development Permit Area Guidelines, Section 8.2 Application and Intent be amended by inserting the following after 8.2 (9):

“10. Yennadon Lands Employment Park pursuant to Section 488 of the Local Government Act to establish guidelines for the form and character of intensive light industrial use and for the protection of natural features and ecologically significant land.”

7. That Chapter 8 Development Permit Area Guidelines is amended by inserting the Yennadon Lands Employment Park Development Permit Area Guidelines, a copy of which is attached hereto and forms a part of this bylaw as Schedule 2, following after Section 8.14 Ground Oriented Residential Infill Development Permit Guidelines.

8. That Appendix C Zoning Matrix, Industrial Designations* be amended by inserting the following between “General Industrial Category” and “Business Park Category”:

Employment Park Category * (Subject to policies in Section 6.4.2)	M-7 Employment Park Industrial
---	--------------------------------

9. That Appendix C Zoning Matrix, Industrial Designations*, Business Park Category be amended by removing the reference to ‘Section 6.4.2’ and replacing it with ‘Section 6.4.3’ and that “M-7 Employment Park Industrial” be added after “M-3 Business Park”.

10. Maple Ridge Official Community Plan Bylaw No. 7060-2014 as amended is hereby amended accordingly.

READ a first time the 11th day of May, 2021.

READ a second time as amended the day of 202X.

PUBLIC HEARING held the day of , 202X.

READ a third time the day of , 202X.

ADOPTED, the day of , 202X.

PRESIDING MEMBER

CORPORATE OFFICER

6.4.2 EMPLOYMENT PARK

ISSUES

- The City's Commercial & Industrial Strategy recommends planning for the additional supply of employment land in order to best satisfy future demand in an increasingly competitive region.
- The Yennadon Lands are identified as a potential location for future employment use in the City's Commercial & Industrial Strategy. The impetus in identifying the Yennadon Lands for employment use was largely due to the lands being generally flat and underutilized, with the potential for urban level servicing, and located on arterial and collector roadways.

OBJECTIVE

- The aim of an Employment Park is to create a more "complete community" by providing a range of employment opportunities where local residents and future business owners can live, work and play within a five to ten minute walk or bicycle ride of their residence.
- In the past, industrial and commercial areas have not always been good neighbours as they have brought consequences such as noise, visual impacts, and undesirable traffic to local areas. Therefore, the design of the employment area will be limited to business activities inside the building to eliminate nuisance noise, odour, and other negative impacts.
- The Yennadon Lands Employment Park is 25.4 hectares (63 acres) in the north central part of the City of Maple Ridge. It is located on the south edge of 128 Avenue and the west edge of 232 Avenue. As it is bordered by residential land uses on the south and west edges, the Commercial & Industrial Strategy recommends development with a key focus on restricting heights, while also encouraging building forms and uses that are in keeping with the surrounding residential context.

POLICIES

6 - 51 Maple Ridge will designate Employment Parks in areas where there is an opportunity to increase job densities. The intent for high density Employment Parks is to encourage the right type and size of employment facilities that will help increase job opportunities close to home, as new and mature local businesses to locate closer to where their employees live.

6 - 52 Maple Ridge will direct development in a sensitive and scaled manner so that the Employment Park is compatible with the adjoining residential neighbourhood.

6 - 53 An Employment Park will have an appropriate mix and size of employment uses to generate suitable levels of job creation, while still affording a sensitive transition to the surrounding uses.

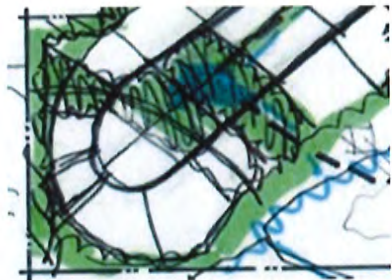
6 – 54 Maple Ridge will designate the Yennadon Lands, generally located south of 128th Ave and west of 232nd Street, for an Employment Park use. The Yennadon Lands serve growing industries, that include the technology sector, light manufacturing companies, and professional offices, all of which offer a high employment density.

6 – 55 Maple Ridge will consider an Employment Park development for the Yennadon Lands noting that:

- a)The eastern portion of the Yennadon Lands Employment Park may have larger and more conventional light industrial buildings;
- b) Maple Ridge will require a minimum lot consolidation of 75,000 square meters for employment park development on the eastern portion of the Yennadon Lands;
- c) The western portion of the Yennadon Lands Employment Park will have a building form that is similar to that of a single-detached residential dwelling height and massing with generous landscape retention and reduced parking, where possible;
- d) Maple Ridge will require a minimum lot consolidation of 35,000 square meters for employment park development on the western portion of the Yennadon Lands; and
- d) Development must align with the Yennadon Lands Employment Park Development Permit Area Guidelines found in Chapter 8 of the City's Official Community Plan.

YENNADON LANDS EMPLOYMENT PARK

DESIGN GUIDELINES



ACKNOWLEDGEMENTS

The City of Maple Ridge would like to sincerely thank the following contributors who helped shape these design guidelines to help ensure that what is planned and developed for the Yennadon Lands Employment Park is sensitive to the adjoining residential neighbourhoods and the natural environment.

Mayor and Council

*Mayor M. Morden and Councillors
Judy Dueck, Kiersten Duncan, Chelsea Meadus, Gordy Robson, Ryan Svendsen, and Ahmed Yousef,
for their leadership*

Planning and Development Services staff

*Christine Carter, General Manager Planning & Development Services
Charles Goddard, Director of Planning
Lisa Zosiak, Manager of Community Planning
Amanda Grochowich, Planner and Project Manager
Rod Stott, Environmental Planner
Mike Pym, Environmental Planner*

Engineering Services staff

*David Pollock, General Manager Engineering Services
Rachel Ollenberger, Manager of Infrastructure Development
Mark Halpin, Manager of Transportation*

Parks and Recreation Services staff

Chad Neufeld, Manager of Parks Planning and Development

Economic Development staff

Wendy Dupley, Director of Economic Development

***The thirteen property owners of the Yennadon Lands Employment Park lands
and
and the residents of the Yennadon area, and other Maple Ridge community residents
who helped shape these design guidelines***

*These design guidelines were completed by the
City of Maple Ridge
in association with
Michael von Hausen, FCIP, CSLA, LEED AP
MVH Urban Planning & Design Inc.*

CONTENTS

Design Guidelines Guide	
Overview.....	4
Purpose.....	4
How to Use these Guidelines.....	4
1.0 Design Administration and Framework Policies	
1.1 Intent and Use.....	5
1.2 Administration and Interpretation.....	5
1.3 Development Permit Area Application	5
1.4 Site Location, Size and Characteristics.....	6
1.5 Watercourses and Natural Features.....	7
1.6 Access and Transportation.....	9
1.7 Trails, Open Space, Parks and Recreation.....	9
1.8 Stormwater Management.....	10
2.0 Employment Area Development Concept and Principles	
2.1 Employment Area Development Concept	11
2.2 Guiding Principles.....	12
3.0 Design Guidelines	
3.1 General Guidelines: Site Planning Essentials	
3.1.1 Minimize site disturbance and enhance natural features.....	13
3.1.2 Locate building and parking to minimize impact on natural areas.....	13
3.1.3 Locate buildings close to the streets with pedestrian access.....	13
3.1.4 Create adequate weather protection and passive solar gain.....	13
3.1.5 Locate main employee parking to the side and rear of the site.....	13
3.1.6 Locate storage and loading to the side and rear of the site.....	13
3.1.7 Manage stormwater on site.....	13
3.1.8 Create a landscaped strip at the front, rear and sides of site.....	13
3.2 Specific Guidelines and Standards	
3.2.1 Overall site planning.....	14
3.2.2 Overall landscape plan.....	14
3.2.3 Landscape strips and screens.....	15
3.2.4 Tree retention and replacement.....	16
3.2.5 Fencing.....	16
3.2.6 Street design standards and pedestrian connections.....	17
3.2.7 Entrance gateways.....	18
3.2.8 Access and parking.....	19
3.2.9 Loading, service, storage and refuse.....	20
3.2.10 Building size and massing.....	20
3.2.11 Building design and articulation.....	21
3.2.12 Building materials and colour.....	24
3.2.13 Crime prevention through environmental design.....	25
3.2.14 Signage and wayfinding.....	25
3.2.15 Site Lighting.....	26
3.2.16 Landscape Requirements.....	26

Design Guidelines Guide

Overview

These guidelines are specific to the Yennadon Lands Employment Park. They are unique in that they direct development in a neighbourhood sensitive and scaled manner so that the Employment Park is compatible with the adjoining residential neighbourhood. In the past, industrial areas have not always been good neighbours as they have brought consequences such as noise, visual impacts, and undesirable traffic to local areas. The City of Maple Ridge wants to prevent those negative consequences as much as possible.

In the case of the Yennadon Lands Employment Park, the intention is to bring the right type and size of employment facilities into the neighbourhood, so it increases job opportunities close to home and provides opportunities for new and mature businesses to locate closer to where their employees live. This approach will help residents drive less, walk and bike more, and reduce the overall greenhouse gas footprint that longer commutes create.

At the same time, as reducing commuting and providing space for businesses to grow, the City wants to provide pathways and trails, as well as other natural areas and tree conservation with any contemplated development in this new Employment Park. The scale, character and size of the buildings will also be carefully reviewed to ensure they fit into the valued west coast character of the neighbourhood. Sensitive site planning, landscape buffers, and screening will help these businesses integrate better with the surrounding established residential communities. Finally, access and traffic will be limited to the arterial roads in the area so that local streets are not impacted by the development to the extent possible.

Purpose

Property owners, developers, and consultants including architects, landscape architects and engineers will use these guidelines and the associated design review checklist to shape their development permit applications. City of Maple Ridge staff will measure the development permit applications submissions against the guidelines and checklist to suggest potential improvements. In the end, the City of Maple Ridge wants to make the development review and approvals process as clear and self-evident as possible to help reduce unnecessary delays and assure quality design. Most importantly, the City wants to create an outstanding and sought-after Yennadon Lands Employment Park: a local neighbourhood-sensitive employment area that all residents and businesses can be proud of as a progressive alternative to longer commutes.

How to Use These Guidelines

1. A Development Permit Application will be completed that conforms to the City of Maple Ridge *Zoning Bylaw* requirements and other design standards, regulations, and bylaws including but not limited to the *Maple Ridge Subdivision and Development Servicing Bylaw*, the *Off-Street Parking and Loading Bylaw*, the *Strategic Transportation Plan*, *Tree Protection and Management Bylaw*, *Natural Features Development Permit Application*, and the *Watercourse Protection Development Permit Application*.
2. The four sections that follow include:
 - a. Section 1.0 Design Administration and Framework Policies
 - b. Section 2.0 Employment Park Design Concept and Principles describes the approved overall site development concept and the accompanying principles that guide development;
 - c. Section 3.0 contains the specific Design Guidelines that apply to individual development parcels; and
 - d. Section 4.0 is a summary Design Review Checklist to ensure that applicants have covered all the guidelines adequately.
3. Following staff review, amendments will be required to the Development Permit Application as conditions for approval with the intention of improving the quality of site planning and design.

1.0 Design Administration and Framework Policies

1.1 Intent and Use

- 1.1.1 These guidelines and associated design guideline checklist will be used to guide development of the Yennadon Lands Employment Park. They will be used by the City of Maple Ridge to review and evaluate Development Permit Applications.
- 1.1.2 Applicants will respond to each guideline and checklist item that applies to their specific site in the context of the entire development area (see Section 4: Design Review Checklist).

1.2 Administration and Interpretation

- 1.2.1 The use of the term "City" shall mean "The City of Maple Ridge."
- 1.2.2 Where there is conflict with other bylaws, policies, or Area Plans adopted by the City, those bylaws, policies, or Area Plans will have priority over these guidelines.
- 1.2.3 Where a descriptive section, illustration, or photograph accompanies a guideline, it is provided for information purposes only to enhance the understanding of the guideline.
- 1.2.4 Where "shall" is used in the guideline, the guideline is considered mandatory.
- 1.2.5 Where "should" is used in a guideline, the intent is that the guideline is strongly encouraged, but can be varied where unique or unforeseen circumstances provide for courses of action that would satisfy or generally be seen as equivalent to the intent of the guideline.
- 1.2.6 Where the guideline requires submission of studies, analysis, or other information, the City of Maple Ridge shall determine the exact requirements and timing of the studies, analysis, or information.
- 1.2.7 Bylaws, policies, and regulations will be cross-referenced where possible in these guidelines, but it is up to the applicant to ensure that they comply with all applicable bylaws, policies, and regulations in accordance with the City of Maple Ridge's requirements whether or not they are mentioned in these guidelines.

1.3 Development Permit Area Application

- 1.3.1 In accordance with Section 488 of the *Local Government Act*, the City of Maple Ridge is permitted to designate Development Permit Areas to create special requirements for certain forms of development, including the form and character of intensive residential, commercial, industrial or multi-family residential development, and for the protection of natural features and ecologically significant land.
- 1.3.2 A Development Permit Area is intended to address special development circumstances, and if a property is within a Development Permit Area, certain types of development activity cannot proceed without a Development Permit being issued by Council.
- 1.3.3 An Industrial Development Permit is required for all new development within the urban area on lands designated industrial on Schedule B of the Official Community Plan other than in those circumstances indicated in in Section 8.4 Development Permit Exemptions. The following form and

character guidelines apply to industrial development on this unique neighbourhood site but are not necessarily appropriate for general industrial uses.

1.4 Site Location, Size and Characteristics

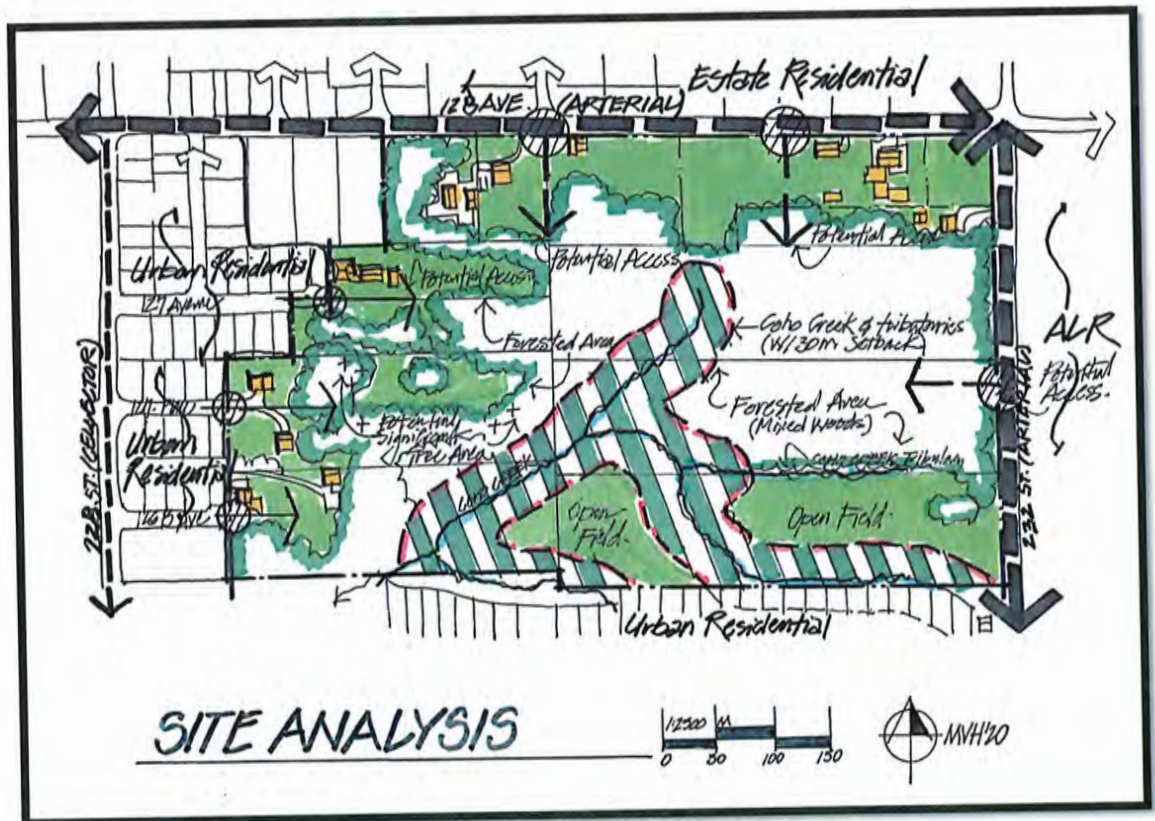
- 1.4.1 The Yennadon Lands Employment Park is 25.4 gross hectares (63 acres) in the north central part of the City of Maple Ridge. It is located on the south edge of 128 Avenue and the west edge of 232 Street. It is bordered by residential land uses on the south and west edges. Thirteen properties make up the Employment Area. The properties range in size from 0.5 hectares (1.50 acres) up to 4 hectares (10.0 acres).
- 1.4.2 The west side of the Yennadon Lands Employment Park has newer urban residential homes on standard single-detached lots. On the southwest edge of the Employment Park, set back from Coho Creek, are clusters of townhomes. Along the south Employment Park of the site are older urban residential lots adjoining the south edge of Coho Creek. East of the Employment Park along 232 Street are large lot homes built on the Agricultural Land Reserve. North of the Employment Park on 128 Avenue are older estate lot homes. On the northeast corner of 232 Street and 128 Avenue is a Petro Canada Service Station and associated commercial uses. The Yennadon Elementary School is also located in behind the Service Station northeast of 128 Avenue and 232 Street.
- 1.4.3 The northern and western edges of the Employment Park have current large lot residential uses. One small farm is located in the northeast corner of the Employment Park. The balance of the site is vacant, treed, or open fields with Coho Creek and its tributaries running through the south and central part of the site. The open parts of the site have views north to the Golden Ears mountain peaks but much of the potential views are obscured by the existing forested area. The site is relatively flat but is punctuated by mounds and lower wet areas.



Orthographic photo of site and adjoining uses

1.5 Watercourses and Natural Features

- 1.5.1 In accordance with Section 8.9 of the Official Community Plan, a Watercourse Protection Development Permit application is required for all development and building within 50 meters of top-of-bank of all water features such as creeks, wetlands, ponds, or ditches, for the preservation, protection, restoration and enhancement of watercourse and riparian areas. Coho Creek and its tributaries run east to west and northeast to southwest through the site in the south and central part of the site.
- 1.5.2 Pursuant to Section 8.10 of the Official Community Plan, a Natural Features Development Permit application shall be required for all development and subdivision to ensure the protection, restoration, and enhancement of the natural environment.
- 1.5.3 Outside of dedicated watercourse and natural feature protection areas, restrictive covenants shall be utilized to assist with protection of tree retention areas, and high risk natural hazard areas, where necessary.
- 1.5.4 Re-designation to a "Conservation" land use designation within the Official Community Plan shall be required through a future rezoning application.

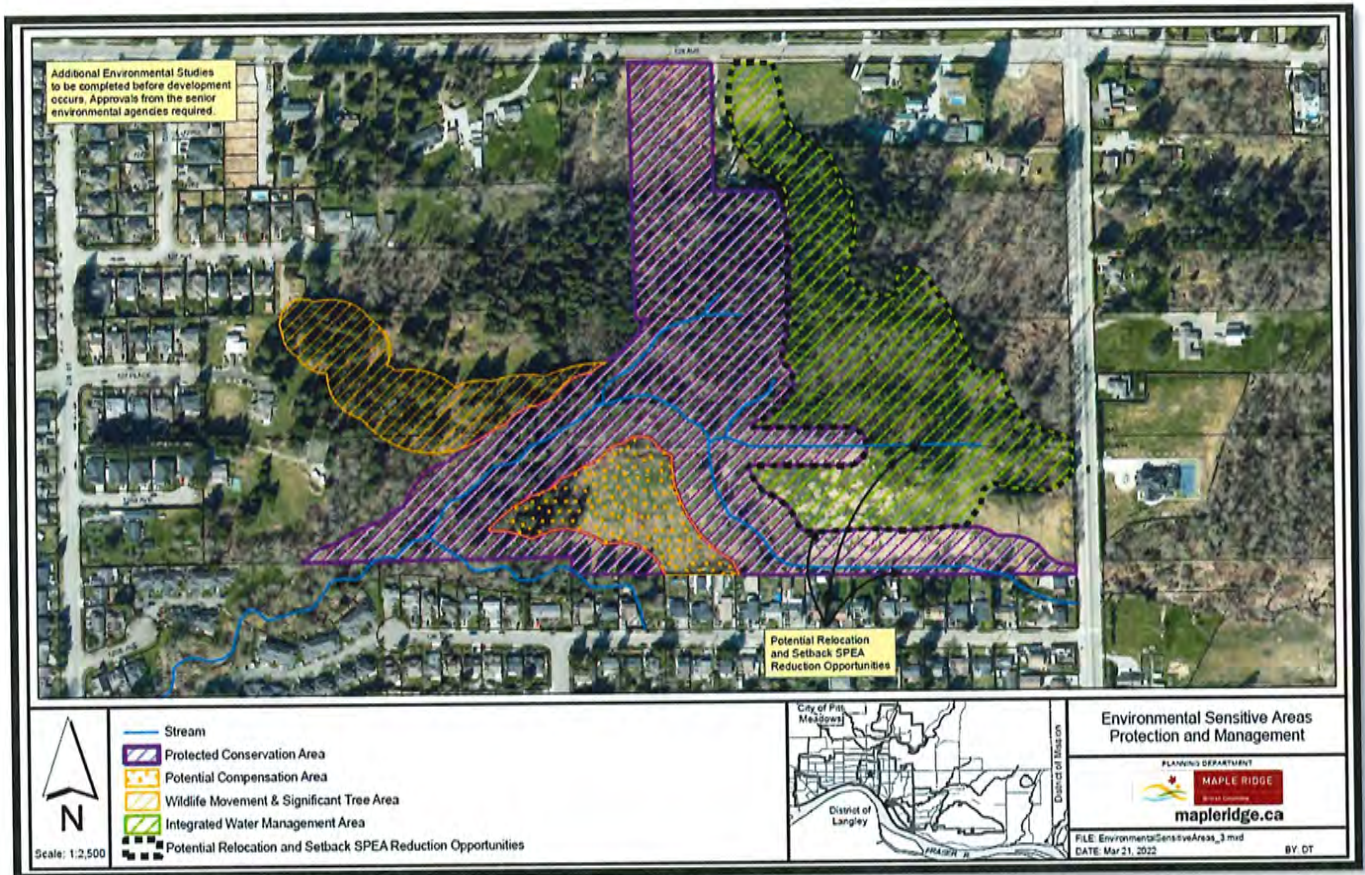


Summary site analysis and core Coho Creek Conservation Area

- 1.5.5 The City's Tree Protection and Management Bylaw will apply to the tree retention, removal, and replacement requirements for each development application as the majority of the site is covered with dense mixed forest of deciduous and coniferous trees. There are a few clusters of what appear to be significant Western Red Cedar and Hemlock tree stands near the west edge of the site. There

could also be further specimens, but a detailed tree inventory and management plan would be required to confirm their value and condition.

- 1.5.6 As per municipal requirements and legislative requirements of senior environmental agencies Coho Creek is fish-bearing and therefore requires a 30-meter setback with a 15-meter setback along the south side of the tributary where it abuts historical residential properties facing 126 Avenue on the east side of the site. The surrounding riparian corridor provides an important refuge to a variety of fish, wildlife and flora species and it provides an important wildlife movement corridor through the site. It helps provide greenway connections east and west and north to south as part of a larger watershed sub-catchment area. No buildings, impervious surfaces, infrastructure or site disturbance are permitted in this setback area.



Yennadon Lands Employment Park Environmental Sensitive Areas Protection and Management Concept

- 1.5.7 The Municipal Streamside Protection Regulation setbacks are determined with the assistance of a qualified environmental professional of record. Variances, relocations, or disturbance shall require input from senior environmental agencies. Wetlands and water management areas shall be evaluated by a qualified environmental professional along with the assistance of the Provincial WSA and the City.
- 1.5.8 Portions of these sensitive water management areas are potentially considered to be developable, but site designs must include consideration for integration of naturalized stormwater designs within these areas. Senior environmental agencies have noted a willingness to consider some development within the identified water management areas outside of protected headwater habitat

areas on condition there is a significant effort to retain contiguous headwater areas/wetland features and clusters of healthy trees around headwater areas.

- 1.5.9 There is a remnant central “island” of land in the south-central area of the site that may be considered for the east tributary stream compensation and a reduced setback to 22.5 meters for the balance of Coho Creek. A further environmental study shall be required to confirm the merit and feasibility of the various creek management and compensation options.

1.6 Access and Transportation

- 1.6.1 128 Avenue connects to the Golden Ears Bridge to the west and 232 Street connects south to Abernethy and Dewdney Trunk Road. Each of these roads will provide limited access to the site and no direct single-site access. Further road-widening dedication and improvements will be required as a condition of development and appropriate road standards for interior roads.
- 1.6.2 Transportation Impact Assessments are required through the development application process.
- 1.6.3 Where possible, innovative solutions to school related congestion issues will be considered.
- 1.6.4 Where feasible, developments are encouraged to align with the Transportation Demand Management Guidelines for Development in Metro Vancouver, as amended, in conjunction with the City’s Off-Street Parking and Loading Bylaw and Zoning Bylaw, as amended.

1.7 Trails, Open space, Parks and Recreation

- 1.7.1 A gravel horse trail runs along the south side of 128 Avenue adjoining the site. There are some informal trails by residents on the western edge. There are regional and municipal plans for a comprehensive bike lane and walking path for both 128 Avenue and 232 Street in the future that will incorporate bike lanes and a sidewalk/trail network.



A gravel horse trail is located along the south side of 128 Avenue and informal trails exist on the west edge of the site adjoining the residential area

- 1.7.2 A natural interconnected pathway and trail system is shown on the concept plan (Section 2.1) for the site that connects to the surrounding neighbourhoods. The trails should be slightly elevated to avoid flooding and may require elevated boardwalk sections in some of the riparian areas near the stream or in particularly low wet areas. In addition, should pedestrian bridges be required, these

bridges should be designed and constructed so that they create minimum disturbance in the riparian areas.

- 1.7.3 Where possible, trail and greenway development considered for the plan area will align and support the objectives identified in *Regional Greenways 2050*.

1.8 Stormwater Management

- 1.8.1 Any development shall demonstrate compliance with the City's stormwater management requirements as outlined in the drainage section of the City's Design Criteria Manual and in accordance with Provincial and Metro Vancouver design standards.
- 1.8.2 Stormwater management strategies shall be coordinated with geotechnical recommendations, environmental protection areas, and tree retention plans as protected watercourses, surrounding wetland habitat, and water management areas will be the major recipient of seasonal groundwater and stormwater runoff.
- 1.8.3 Green infrastructure solutions must be incorporated into the stormwater management plan.
- 1.8.4 Water quality treatment for runoff from roads/parking areas is required before it enters into protected setback areas and into the more sensitive water management areas zones.
- 1.8.5 A bio-pond is required on at least each half of the Yennadon Lands (eastern portion and western portion) to provide for community detention and water quality treatment prior to discharge to the Coho Creek or existing municipal drainage system.
- 1.8.6 For fish-bearing water courses, any stormwater flow shall be filtered and scrubbed via biofiltration and exfiltration on developable portions of the site before it enters into protected sensitive areas.

2.0 Employment Area Development Concept and Principles

2.1 Employment Area Development Concept

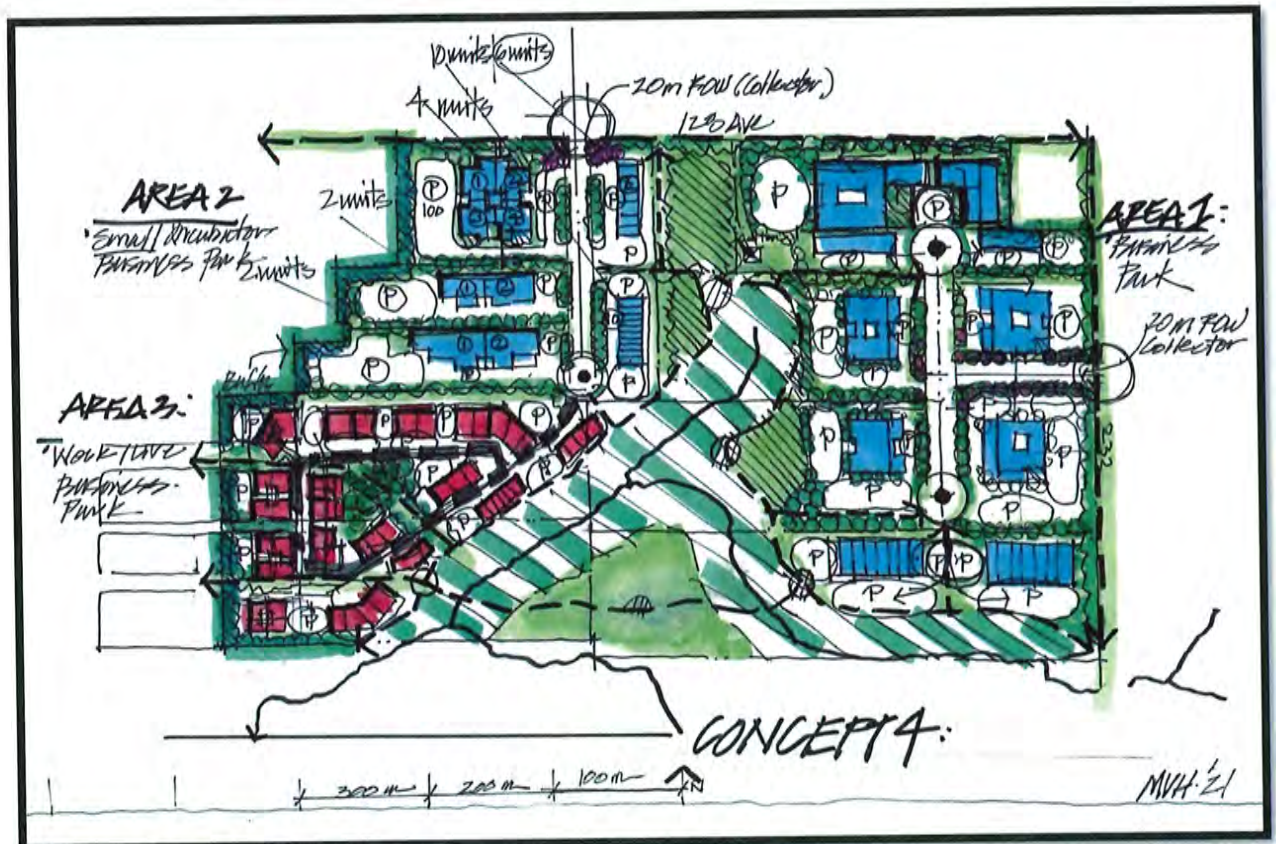
2.1.1 Complete Yennadon Lands Vision: Live, Work, and Play with Nature

The intent is to create a complete neighbourhood where residents and business owners can live, work and play within a five to ten-minute walk or bicycle ride of their residence. This employment area should be uniquely smaller scaled to fit with the surrounding neighbourhood, offering the potential for a variety of smaller scaled buildings with limited building heights and sizes. Residential uses will be limited to potential work/live units in the west sector (see Development Concept Plan below).

2.1.2 Nature and Eco-Industrial Network Potential: The natural environmental area of the site will be conserved as the Coho Creek Conservation Area with the required 30 metre setback areas to buildings and trails along its edges. The employment area will be linked by trails and natural open spaces, which in turn will be connected to the adjoining communities. Businesses are also encouraged to form an Eco-industrial Network to minimize waste and optimize the "circular economy" where waste becomes a potential raw material for another local business. (see Eco-Industrial Park Handbook:

<https://openknowledge.worldbank.org/handle/10986/31456>

and article; <https://link.springer.com/article/10.1007/s10098-016-1224-x>)



Yennadon Lands Employment Park Development Concept

2.2 Guiding Principles

- 2.2.1 **Suitable Mix of Employment Uses:** The employment area will need to have an appropriate mix and size of employment uses to generate suitable levels of job creation while still affording a sensitive transition to the surrounding residential uses.
- 2.2.2 **Neighbourhood Business Scale and Character:** The design of the employment area will be limited to business activities inside the building to eliminate nuisance noise, odour, and other negative impacts. The building form will be more of a residential height and massing in the western area with generous landscape retention and reduced parking if possible. The eastern area may have larger and more conventional light industrial buildings.
- 2.2.3 **Innovative Mixed Uses:** The development of this site may include a mix of employment uses.
- 2.2.4 **Environmental Sensitivity:** Coho Creek will be dedicated to the City and protected and enhanced with the appropriate setbacks and a progressive stormwater management system on site.
- 2.2.5 **Trail Network:** A comprehensive trail network will connect to the adjoining communities and provide a rich amenity for both the businesses and residents to enjoy, promoting a healthy and walking/biking culture.
- 2.2.6 **Resilience and Adaptability:** This employment neighbourhood will be designed and planned so that there is diversity and choice of business parcels and units so they can adopt and consolidate or expand over time.
- 2.2.7 **Climate-Change Responsive:** The infrastructure and servicing will be designed for increased storm flows and special events.

The intention is that each of the businesses will be part of a greater community that engenders environmental stewardship, economic prosperity, and social responsibility as core to their values.

3.0 Design Guidelines

3.1 General Guidelines: Site Planning Essentials

The following are requirements for each Development Permit Application:

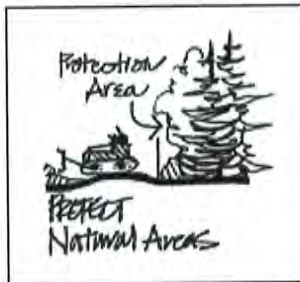


3.1.1 Minimize site disturbance and enhance natural features

The site is sensitive to any alterations of the landscape, especially those areas adjoining Coho Creek. There shall be no disturbance within the stream setback area. Other areas with significant trees will be retained where possible and enhanced with native planting.

3.1.2 Locate building and parking to minimize impact on natural areas

Buildings and required parking shall be located outside the stream setback area. Additional parking or storage areas can be completed with pervious surfaces and surface storage to permit temporary retention, subsurface water recharge and reduce off-site erosion. Any trails or pathways should be located outside the stream setback area.

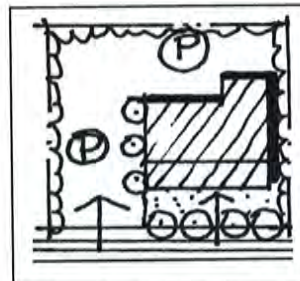


3.1.3 Locate buildings close to the streets with pedestrian access

Since this area is intended to be pedestrian friendly and residential scale on the west portion of the site, buildings will be required to meet the minimum setback requirements unless visitor parking is proposed in the front yard setback. Direct pedestrian pathway access from the street and parking to the building will be required.

3.1.4 Create adequate building weather protection and passive solar gain

Broad overhangs and other methods to protect the building and pedestrians shall be required as part of a genuine west coast approach to design of the buildings and landscape.



3.1.5 Locate main employee parking to the side and rear of the site

Only visitor parking will be permitted in the front yard area. Other parking is required to be located in side yards or rear yards.

3.1.6 Locate storage, service and loading to the side and rear of the site

Storage, service and loading are required to be located to the sides or rear of the property to minimize potential conflicts with visitors and pedestrians as well as reduce undesirable visual impacts.

Parking to the side and rear of the building; visitor parking may be in front.

3.1.7 Manage stormwater on site

Rainwater management will be important so that Coho Creek will receive unpolluted water and nurture the local fish population. No excess runoff will be permitted from any site and will be retained on site in the event of a storm or other rain event in accordance with City of Maple Ridge Design Criteria Manual and environmental standards. The use of Green Infrastructure must be incorporated in to the site designs.



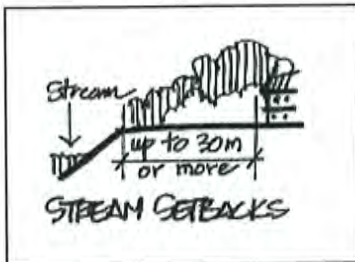
3.1.8 Create a landscaped strip at the front, rear and sides of site

To buffer the visual intrusion of larger buildings, storage, and parking, a landscape strip will be required along the front yard, side yards and rear yard. The specifications for planting, width, and fencing are included in the Specific Guidelines that follow. Landscape design plans should be coordinated with the stormwater management plan to utilize vegetation to address retention, detention and water quality.

3.2 Specific Guidelines and Standards

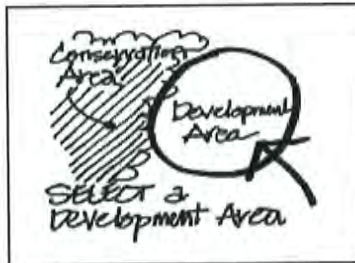
These guidelines generally follow the *M7 Employment Park Industrial Zone* requirements within the *City of Maple Ridge Zoning Bylaw No. 7600-2019* and may be more specific in some cases to attain the *Yennadon Lands Employment Park Development Concept and Guiding Principles* (Sections 2.1 and 2.2 of this document).

3.2.1 Overall Site Planning



3.2.1.1 The minimum development setback from Coho Creek is 30 metres. No buildings, improvements, or site disturbance are permitted in this setback area. The development setback area will be defined by the measurement from the top of bank of Coho Creek and require *Natural Features and Watercourse Protection Development Permits*.

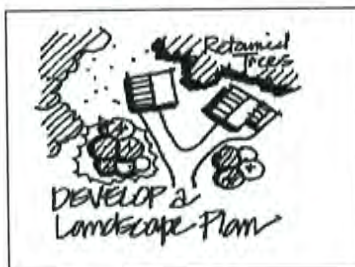
3.2.1.2 The undeveloped portion of the lot shall have all erosion and sediment control mitigation measures in place and be in compliance with the *Maple Ridge Watercourse Protection Bylaw No. 6410-2006*, or as amended.



3.2.1.3 Developments are encouraged to incorporate Low Impact Development (LID) techniques into site planning. Applicants should consider employing techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drainpipes into vegetated areas.

3.2.1.4 All landscaping areas shall meet or exceed the *Metro Vancouver Regional District Stormwater Source Control Design Guidelines 2012*, or as amended.

3.2.2 Overall Landscape Plan



3.2.2.1 A registered British Columbia Landscape Architect shall develop a Landscape Plan for each parcel.

3.2.2.2 The landscape plan is to retain and enhance the natural settings as much as possible with no disturbance to the natural areas to be conserved outside the building sites. Landscape elements should follow an informal design and be understated.

3.2.2.3 Landscaping on site shall provide definition to pedestrian corridors; adequate screening between sites; soften the transition between adjacent uses; and create interesting views and focal points in and to other parts of the overall employment area including the central natural area.



3.2.2.4 Landscape design shall extend and complement the central natural area of the site and complement the adjoining residential development with natural plantings, accent planting, and specimen planting, where appropriate.



Landscape for energy efficiency and conservation

- 3.2.2.5 The scale and location of plant material shall complement and be consistent with the scale and massing of the building(s) and the street trees.
- 3.2.2.6 The Landscape Plan shall include vegetation and trees to be retained and protected during construction by distinct fencing (Section 3.2.5).
- 3.2.2.7 Site grading and excavation should retain topsoil on site and create the least site disturbance where possible.
- 3.2.2.8 All final site grading must match adjoining, undisturbed natural grades and should be integrated with the stormwater master plan.
- 3.2.2.9 The Landscape Plan should consider energy efficiency and conservation in the selection and placement of plants including the following:
 - 3.2.2.9.1 Providing shade in the summer and light in the winter to the buildings through deciduous tree planting;
 - 3.2.2.9.2 Allowing daylight to active building frontages;
 - 3.2.2.9.3 Permitting natural drainage and ground-water recharge through the placement of planting and planting beds; and
 - 3.2.2.9.4 Redirecting rainwater from rooftop runoff into vegetated areas or rain barrels for later irrigation use.

3.2.3 Landscape Strips and Screens



3.0 metre landscape strip in the front yard and exterior side lot

- 3.2.3.1 A landscape strip is required at the property line along the street front and exterior side lot. Visitor parking is permitted in the front yard only in addition to pedestrian access to the building.
- 3.2.3.2 A recommended selection of native trees, shrubs and groundcovers are recommended to cover at least 75 percent of the ground in this landscape strip area. The balance is recommended to be natural grasses or no-pesticide lawn grasses. Low shrubs (planted at 1.0 metre minimum on centre and trees at a maximum 7 metres on centre) should be planted to screen parked cars but allow visual access to the building for safety purposes.



3.0 metre landscape screen in the side and rear yards

- 3.2.3.3 All planting on the property shall be native, water-conserving, herbaceous and/or woody plant species suitable for the City of Maple Ridge.
- 3.2.3.4 A landscape screen is required in the side and rear yards and along any lot line edge where a trail is required. These buffer/screen strips shall be planted with native evergreen species and are to be continuous and solid adjoining residential uses.
- 3.2.3.5 It is recommended that Building Owners and Tenants maintain the planting media and plant material in accordance with generally accepted landscape maintenance practices, and replacing each as necessary.

3.2.4 Tree Retention and Replacement



3.2.4.1 A tree survey is required by a certified arborist to determine recommendations for tree retention, removal and management in accordance with the *Tree Protection and Management Bylaw No. 7133-2015*.

3.2.4.2 A Tree Management Plan should be developed as part of the required Landscape Plan to minimize disturbance on the site and reduce associated development costs in accordance with the *Tree Protection and Management Bylaw No. 7133-2015*. . If the tree plan is coordinated with storm water management, site grading, road layout, and building layout, site development costs should be reduced.



3.2.4.3 Groups of trees should be retained to protect against potential isolated tree hazard situations. Associated vegetation at the base of trees should be retained to minimize disturbance of existing soil conditions.

3.2.4.4 Trees on adjacent property must not be cut, pruned or have roots severed or disturbed during construction. Large tree roots encroaching on construction areas shall be left intact up to the foundation. Fill or any other material shall be kept well clear of existing trees. Foreign materials and substances should be prevented from entering or leaching into soils and definitely not be stored or placed in the tree protection areas. At the same time, root systems of retained trees shall be protected from compaction and grade changes.

3.2.4.5 All trees identified for preservation shall be protected during construction unless it is otherwise demonstrated that they are a safety hazard or require removal to accommodate an approved building or structure in accordance with the *Tree Protection and Management Bylaw No. 7133-2015*.

3.2.5 Fencing



Chain-link fencing integrated with evergreen hedge

3.2.5.1 No fencing is permitted in the front yard and external side yard areas, except treatments like low decorative wood rail fencing as part of a coordinated landscape plan to a maximum of 1.2 metres.

3.2.5.2 Fencing is limited to the internal side yards and rear yard areas and shall not exceed 3.6 metres.

3.2.5.3 Fencing adjoining residential areas shall either be constructed with materials consistent with fence materials and design generally used in the residential neighbourhood or can be chain-link fencing if complemented by a solid evergreen hedge on the outside of the fence.

3.2.5.4 Any fencing will meet the requirements of *Section 403 – Visual Clearances at Intersections of the Zoning Bylaw*.

3.2.6 Street design standards and pedestrian connections

3.2.6.1 Collector standard roads are required in accordance with the Subdivision and Servicing Bylaw, as amended from time to time.

3.2.6.2 There shall be a separate pedestrian sidewalk connection between the street and the front door of the building or buildings.

3.2.6.3 It is required that a trail network as shown on the concept plan be provided along the Coho Creek setback area and through the development to connect up to the residential areas south and west of the site and with the proposed multi-use trail along 128 Avenue and 232 Street.

3.2.6.4 A 5.0 metre dedicated public-right-of-way shall be required along the Coho Creek setback areas and between properties to permit an interconnected trail system and as an amenity to businesses and residents.

3.2.6.5 Standard trail/pathways include a 2.5 metre pathway with a 250 mm shoulder on both sides (see Figure 2 below).



Trail with 2.5 metre width and 250 mm shoulder

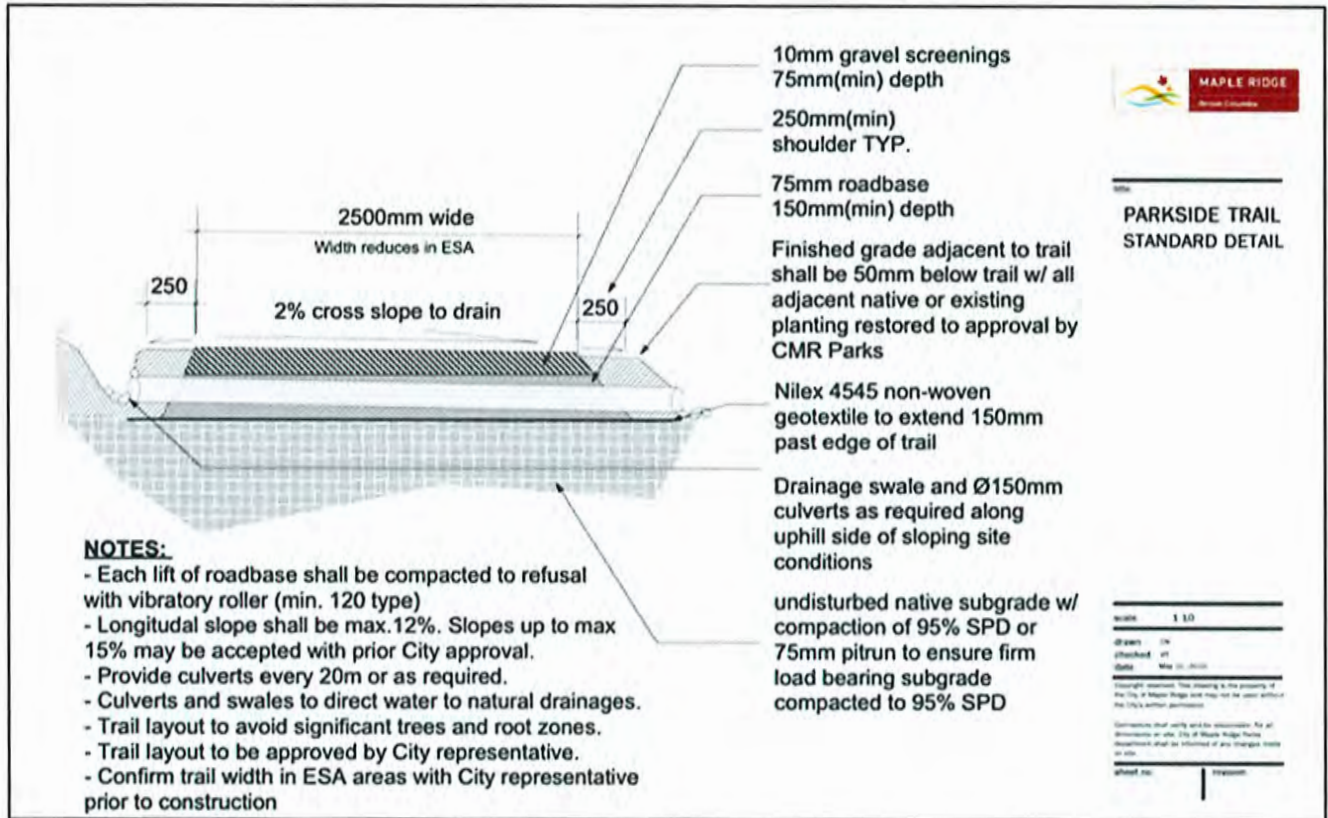


Figure 2: PARKSIDE TRAIL Standard Detail
City of Maple Ridge standard cross-section for trails

3.2.7 Entrance Gateways

- 3.2.7.1 Entrance gateways shall be located at the entrance of the Employment Park at 128 Avenue and at the entrance to the east section on 232 Street. Gateways are to be set on private property.
- 3.2.7.2 The gateways shall set and reflect the character of the employment areas and create a distinct recognition of entrance into an employment area through entrance signage and a potential special paving treatment.
- 3.2.7.3 Materials used in their natural state are encouraged such as stone and wood.



The entrance gateways are to be neighbourhood scale and using natural materials combined with native landscaping

3.2.8 Access and Parking

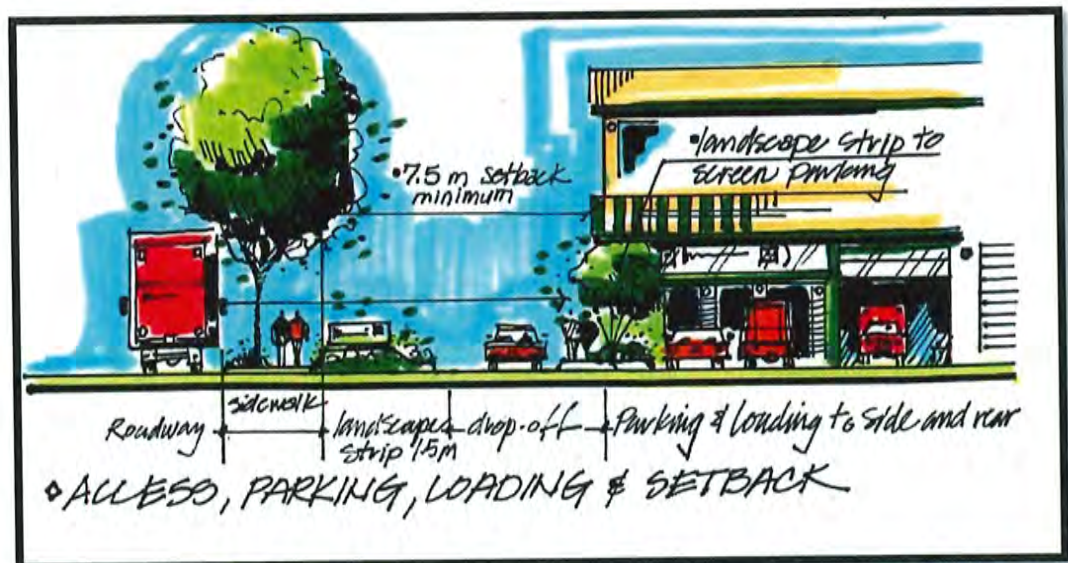


Visitor parking only in the front yard setback area



Pedestrian access from street to front entrance of building

- 3.2.8.1 Generally, only one access per property is permitted. Access may be shared with adjoining uses to minimize driveway along the street, but will need to be reviewed on a case by case basis. Additional access widths may be required.
- 3.2.8.2 Only visitor parking is permitted in the front yard or external side yard areas. All other parking is required to be on the interior side yards or the rear yard areas.
- 3.2.8.3 Locate disabled parking spaces near the front door of the building, providing ramp or other universal design access.
- 3.2.8.4 All non-vehicular routes shall meet City of Maple Ridge Accessibility Standards and be fully accessible. Sidewalks and paved pathways shall be wide enough for wheelchairs or scooters and should include a tactile strip for the visually impaired.
- 3.2.8.5 Curb cuts and curb let-downs shall be provided in appropriate locations to facilitate safe, convenient, and direct access from parking spaces to buildings for people with disabilities.
- 3.2.8.6 Parking areas shall be divided into smaller sections by planting trees every six parking stalls with shrubs and groundcover to break up and green the parking areas.
- 3.2.8.7 Parking areas shall be graded to direct runoff to the landscaped areas as part of the site's stormwater management plans.
- 3.2.8.8 A distinct pedestrian pathway connection shall be provided between the parking area and the main building where there are multiple layers of parking.



3.2.9 Loading, service, storage and refuse



Loading and service bays to the side and rear of the building



Screening of service and loading areas

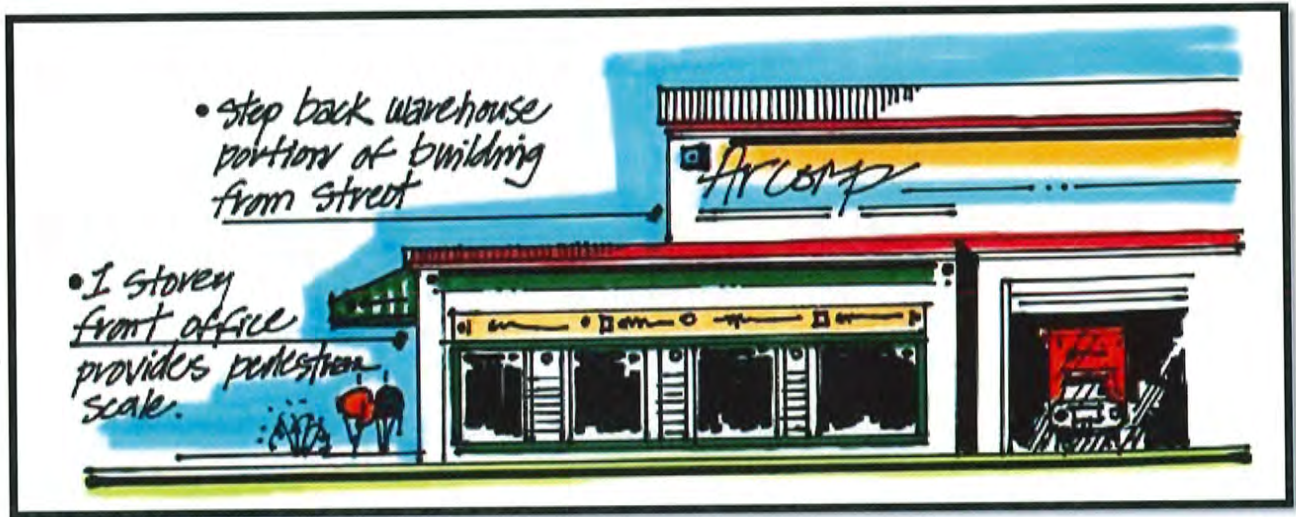
- 3.2.9.1 Loading and service bays shall be located to the side and rear of the building with access to the side of the building.
- 3.2.9.2 Loading and service bays shall be screened from adjoining properties.
- 3.2.9.3 No storage materials shall exceed the height of the fencing and screening.
- 3.2.9.4 Ensure construction waste is recycled where feasible.
- 3.2.9.5 A comprehensive waste reduction program is encouraged among landowners that can provide recycling and reuse in close proximity of industrial and commercial owners and/or tenants.
- 3.2.9.6 Refuse receptacles shall be located indoors or within service areas out of view from pedestrian access. Garbage and waste material should be stored in containers that are weather-proof and animal resistant in accordance with Waste Management Guidelines.

3.2.10 Building size and massing



Buildings shall be scaled appropriately and front the street

- 3.2.10.1 The front of the building will face the street.
- 3.2.10.2 It is recommended that the front of the building be articulated with wall divisions, building setbacks/protrusions or punched windows to break up long wall surfaces and create interest and scale along the street front.
- 3.2.10.3 The front reception and offices could be lower than the back of house warehouse and storage areas to create pedestrian scale and interest along the street.
- 3.2.10.4 Ancillary or accessory buildings, including structures used for storing materials or refuse containers should be visually screened from public streets with dense evergreen planting or should be designed and finished in a manner consistent and harmonious with the principal building.



The overall concept is to create a green campus of buildings that scale with the neighbourhood.

3.2.11 Building design and articulation



West coast architecture with wood, glass, and steel

- 3.2.11.1 Compatible architecture is encouraged – a range of styles, scale, massing, articulation, and glazing suitable for light industrial buildings with a west coast flair by using wood and steel accents where appropriate.
- 3.2.11.2 Broad overhangs for weather protection of both building and pedestrians shall be considered.
- 3.2.11.3 Offices, reception, sales, and other public use areas shall be located at the front of the buildings and face the adjoining street.
- 3.2.11.4 Main entry areas should be highly articulated with at least 50 percent glazing and a distinct front door design and broad overhangs in roof structure and details.

3.2.11.5 Design should incorporate wild-life and bird friendly design. Elements could include:

- 3.2.11.5.1 Apply visual markers to the exterior of glass surfaces.
- 3.2.11.5.2 Interrupt reflective glass by increasing the density of external visual markers and/or include adapted fenestration patterns, external blinds, shutters, sunshades, grilles, louvers, or artwork.
- 3.2.11.5.3 Design corner windows, glass walkways, glass railings and other similar features to reduce the appearance of clear passage to sky or vegetation.
- 3.2.11.5.4 Dampen reflections by using canopies or sunshades to cover windows at ground level and/or by using screens, drapes or blinds to increase the opacity of clear glass.



No blank walls; walls with texture, glazing, and colours

3.2.11.6 Building shall have no blank walls. Where there are major extents of wall surfaces, glazing, texture, graphics, and colours provide visual interest and break up the massive surface.

3.2.11.7 Mechanical elements on building roofs shall be screened with appropriate materials that blend in with the building design.

3.2.11.8 Natural lighting and ventilation should be maximized where possible by creating windows oriented to sunlight and operable windows for natural ventilation.

3.2.11.9 Energy efficient fixtures, programmable thermostats and lighting are recommended to reduce energy demand and minimize operating costs.

3.2.11.10 The installation of green roofs are supported, where possible and appropriate, providing the owner of the building maintains the roof planting media and plant material in accordance with generally accepted green roof maintenance practices, replacing each as necessary.

3.2.11.11 Each site shall have an employee amenity area for the common use of employees and visitors that could include a simple sitting area with shelter.

3.2.11.12 Main building entries should be clearly identifiable from the street or entry driveway.

3.2.11.13 Renewable energy features should be considered, such as solar and geothermal energy where feasible.

3.2.11.14 Locate building ventilation systems to minimize noise and exhaust on pedestrian areas, adjacent residential development, and outdoor spaces.

3.2.11.15 Bicycle racks and bicycle storage for employees is required to advance bicycling to work. Bicycle parking should be visible, in well-lit areas and the



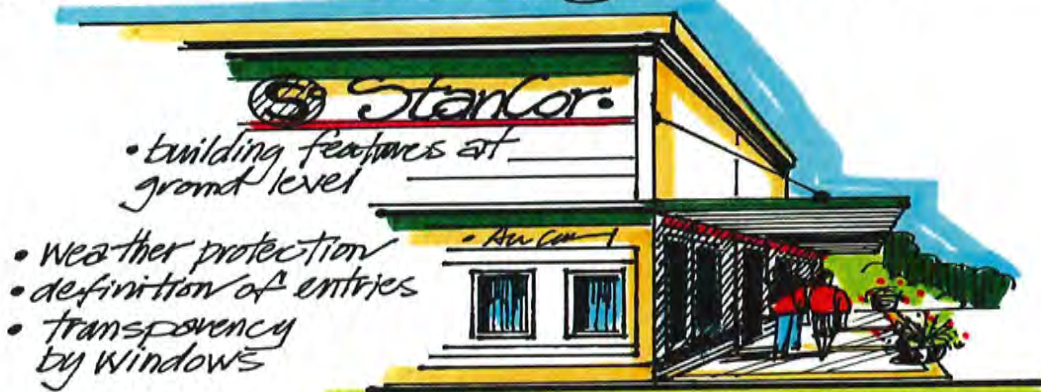
Each building shall have an employee amenity area

bicycle racks should be of theft-resistant materials, securely anchored to the ground. In addition, showers and lockers are encouraged.

- 3.2.11.16 Main building entries should provide generous weather protection that is designed to be an integral feature of the building's architectural character.
- 3.2.11.17 Larger sites that are developed with more than one building should provide a weather protected walkway system to connect building entries within the site, and coordinated with adjacent sites if possible.
- 3.2.11.18 Canopy and/or awning systems detailing should consider integrated signage, lighting, and display systems.
- 3.2.11.19 Canopy and awning systems depth should be maximized to provide greater weather protection, as well as reduce the scale impact of larger buildings.
- 3.2.11.20 Weather protection elements on overhangs may be considered in required yards and landscaped setbacks.
- 3.2.11.21 Ground-oriented pedestrian "streets" through large footprint buildings are encouraged to create connections to on-site circulation routes and amenities, consistent with a campus-like high-tech environment. Such circulation through buildings should be clearly identified and designed for use by the public.



◆ BREAK UP THE BOX – Building Articulation.



◆ WEATHER PROTECTION & PEDESTRIAN SCALE

3.2.12 Building materials and colour



Wood, stone, steel, and glass should be elemental to design

- 3.2.12.1 Wood, stone, and glass should be elemental to the buildings and building clusters to emphasize the west coast locale and contemporary design.
- 3.2.12.2 Materials like vinyl, aluminum siding, and brick facing are not preferred or should be only a portion of the building materials. Accents in wood and stone are recommended.
- 3.2.12.3 Exposed concrete shall be sandblasted or clad in split faced granite or similar material.
- 3.2.12.4 Construction materials should consider recycled content where possible.
- 3.2.12.5 Clear or muted colours, used with stains, or earth tone-coloured materials are recommended; accent colours shall be permitted on special building elements such as trim and around the entrance ways.



The building materials should help reduce the volume and scale of the buildings to help them fit better into the Yennadon neighbourhood.

3.2.13 Crime Prevention Through Environmental Design



3.2.13.1 Crime Prevention Through Environmental Design (CPTED) principles shall be incorporated into site planning and building design by ensuring convenient, safe and identifiable access routes to building entrances, and other principal areas of the site and buildings.

3.2.13.2 Design the site and building so that there is natural surveillance, allowing people to easily view what is happening around them from the parking lots, entrance areas, storage areas and loading bays. Entries and walkways should be highly visible and well-lit with minimum hidden or blind corners.

3.2.14 Signage and wayfinding

3.2.14.1 All signage shall conform with the City of Maple Ridge Sign Bylaw.



Signage should complement building design and placement

3.2.14.2 Signage design, materials and message boards should be integrated and complement the scale, colours and materials of the building.

3.2.14.3 In multi-tenant buildings, signs shall be designed to present a unified appearance using a single sign at the entrance and separate signs in a consistent sign strip along the mid-part of the building/buildings.

3.2.14.4 Entrance signs to the site should be ground-mounted and simple in character to display the street number and name of the complex.

3.2.14.5 Entrance signage to the site shall be monument based and shall be combined with landscape design to integrate the sign into the site planning and design.

3.2.14.6 Only one individual tenant sign is permitted in a coordinated sign strip area.



Smaller monumental entrance signage using building materials and west coast look complements a local neighbourhood landscape

3.2.15 Site Lighting

- 3.2.15.1 Lighting shall be designed following a 'dark sky policy' with direct lighting only (full-cut-off) so lighting is directed and there is minimum off-site impacts especially on adjacent residential neighbourhoods.
- 3.2.15.2 Even within the development discreet front entrance lighting and other visitor parking lighting is lower pedestrian scale (LED energy efficient lighting and directed and complements the adjoining street lighting).
- 3.2.15.3 Security lighting is directed and does not flood-off site.
- 3.2.15.4 Other accent lighting including up-lighting for the entrance signage, pedestrian pathway lighting, and specimen trees is acceptable and encouraged as part of a unified landscape and building lighting plan.
- 3.2.15.5 Sidewalk lighting will be coordinated with the street design.

3.2.16 Landscape Requirements

- 3.2.16.1 All landscape methods and materials should meet current BCSLA/BCNTA Landscape Standards.
- 3.2.16.2 Native British Columbia species should be maximized. Any supplemental planting should be compatible in variety and size.
- 3.2.16.3 Reference the Watercourse and Natural Features Development Permit and/or the Urban Tree List for Metro Vancouver in a Changing Climate for a lists of potential native landscape plant list.
- 3.2.16.4 Minimize cultivated, decorative, and non-indigenous plants and lawns. Naturalized landscapes should be the general approach to reduce maintenance, enhance wildlife, and water use.
- 3.2.16.5 Tall tree species should be located to minimize impact on views from neighbouring properties.
- 3.2.16.6 All trees shall be provided with a sufficient depth of soil volume to meet or exceed a total of 10m³ of soil volume per new tree planted.



Diversity of native plant materials that grow well in local site conditions is important to the health and growth of the site landscaping

CITY OF MAPLE RIDGE

BYLAW NO. 7735-2021

A Bylaw to amend the Official Community Plan Bylaw No. 7060-2014

WHEREAS Section 477 of the Local Government Act provides that the Council may revise the Official Community Plan;

AND WHEREAS it is deemed desirable to amend Schedule "B" and Schedule "C" to the Official Community Plan;

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

1. This Bylaw may be cited for all purposes as "Maple Ridge Official Community Plan Amending Bylaw No. 7735-2021."
2. To amend the Urban Area Boundary, as shown in Schedule 1 Map No. 1037, to include the Yennadon Lands in their entirety.
3. Those parcels or tracts of land and premises known and described as:

Parcel A, Lot 8, Plan NWP5467, Section 20, Township 12, New Westminster Land District, REF PL 8148;

Lot 7, Plan NWP5467, Section 20, Township 12, Group 1, New Westminster Land District;

Lot 6, Plan NWP5467, Section 20, Township 12, Group 1, New Westminster Land District;

Lot 5, Plan NWP5467, Section 20, Township 12, Group 1, New Westminster Land District;

Lot 3, Plan NWP5430, Sublot 1, Part NE1/4, Section 20, Township 12, Group 1, New Westminster Land District, Except Plan PARCEL "A" RP22408, P23424;

Lot 4, Plan NWP5430, Section 20, Township 12, Group 1, New Westminster Land District, Except Plan 23424, LMP12700;

Lot 2, Plan NWP22339, Part NE1/4, Section 20, Township 12, Group 1, New Westminster Land District;

Lot 46, Plan NWP31436, Part NE1/4, Section 20, Township 12, Group 1, New Westminster Land District;

Lot 55, Plan NWP40879, Part NE1/4, Section 20, Township 12, Group 1, New Westminster Land District;

Lot 56, Plan NWP40879, Part NE1/4, Section 20, Township 12, Group 1, New Westminster Land District;

Parcel B, Lot 8, Plan NWP5467, Section 20, Township 12, New Westminster Land District, (REF PL 13094); and

and outlined in heavy black line on Map No. 1038 and 1039, a copy of which is attached hereto as Schedule 2 and forms part of this Bylaw, are hereby re-designated to Industrial (Employment Park Category) and Conservation.

4. Maple Ridge Official Community Plan Bylaw No. 7060-2014 as amended is hereby amended accordingly.

READ a first time the 11th day of May, 2021.

READ a second time as amended the day of 202X.

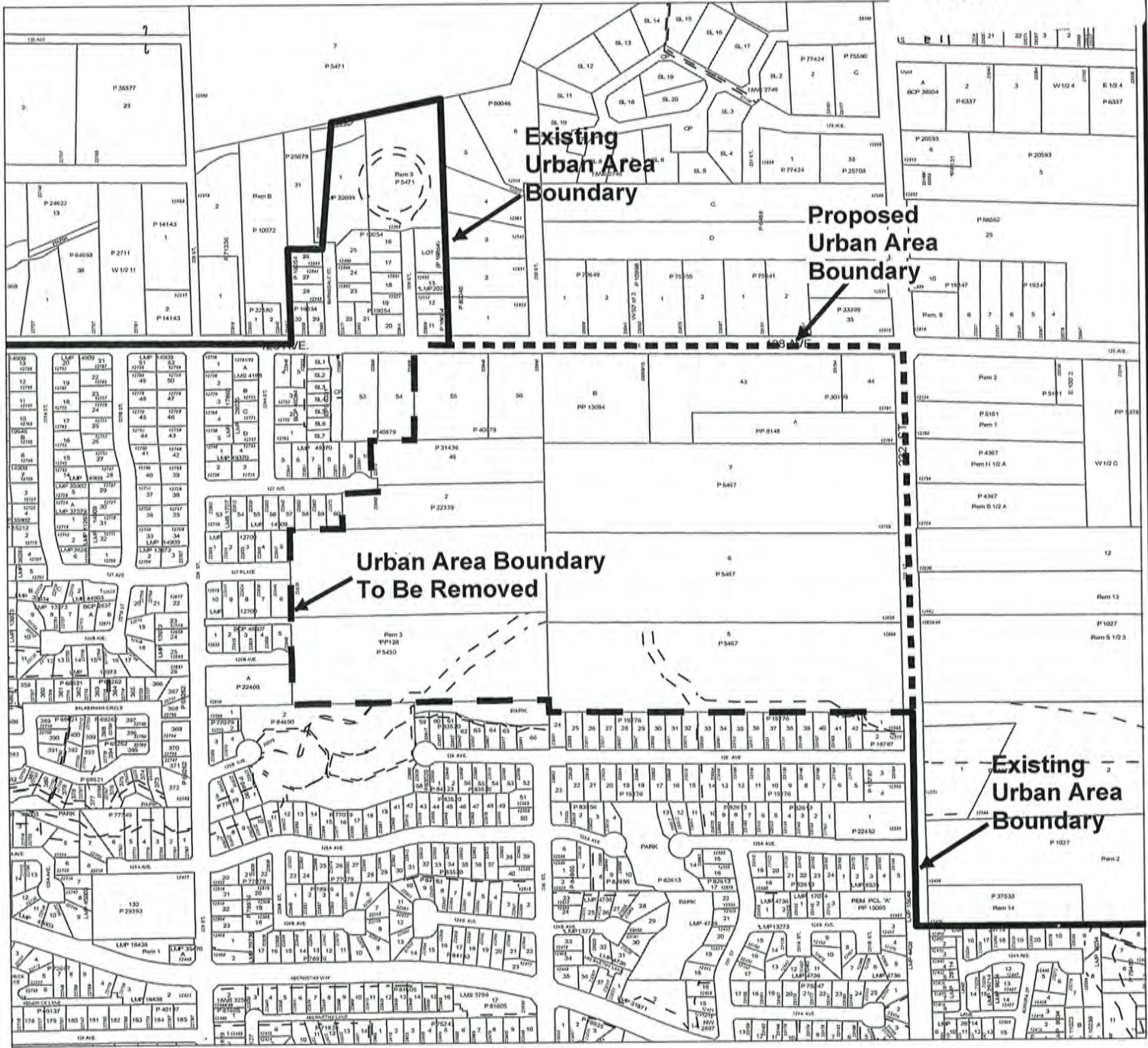
PUBLIC HEARING held the day of , 202X.

READ a third time the day of , 202X.

ADOPTED, the day of , 202X.

PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

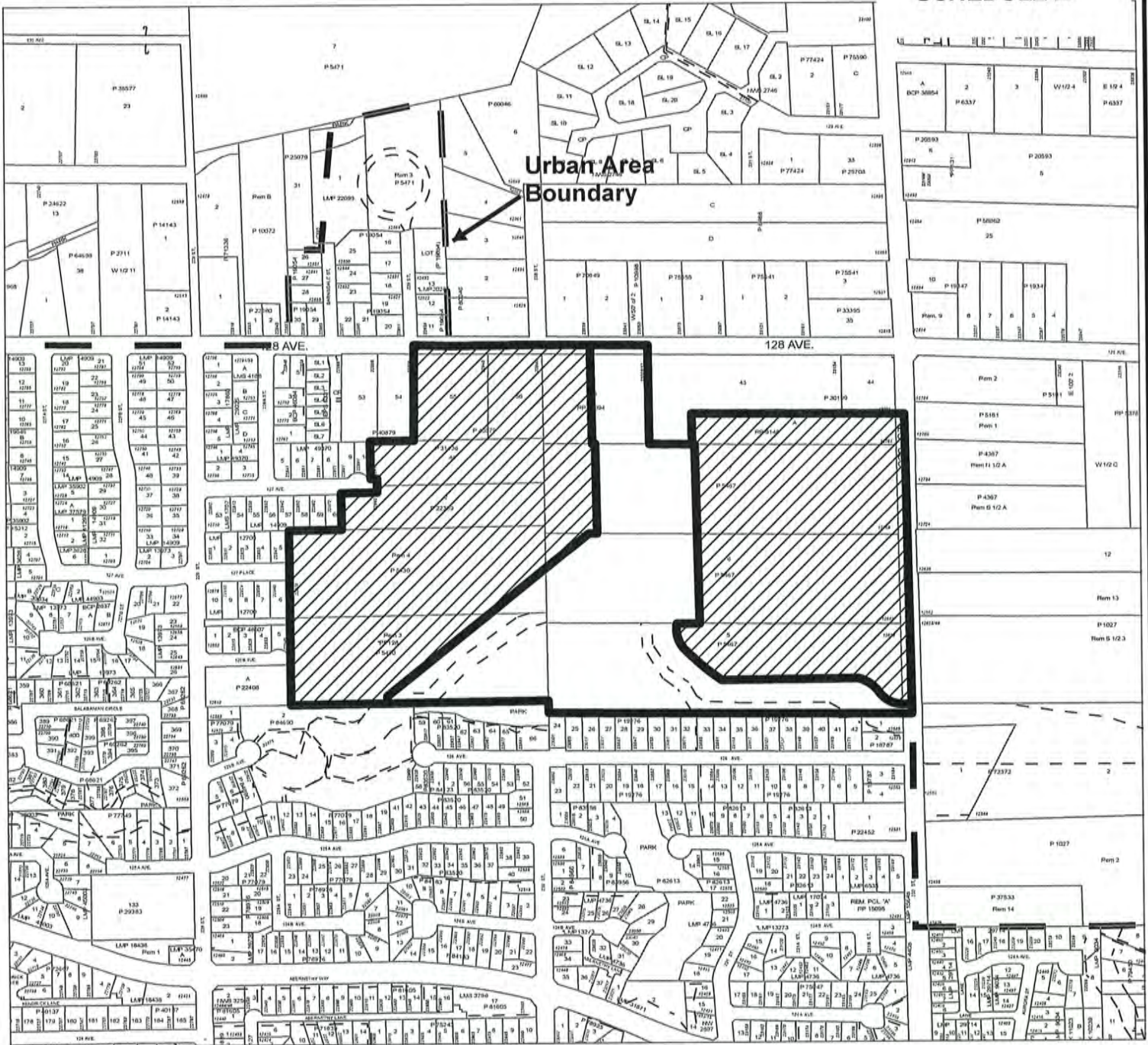
Bylaw No. 7735-2021

Map No. 1037

Purpose: To Amend the Urban Area Boundary as shown

— — Remove Existing Boundary - - - - Add Proposed Boundary






MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7735-2021

Map No. 1038

From: Agricultural

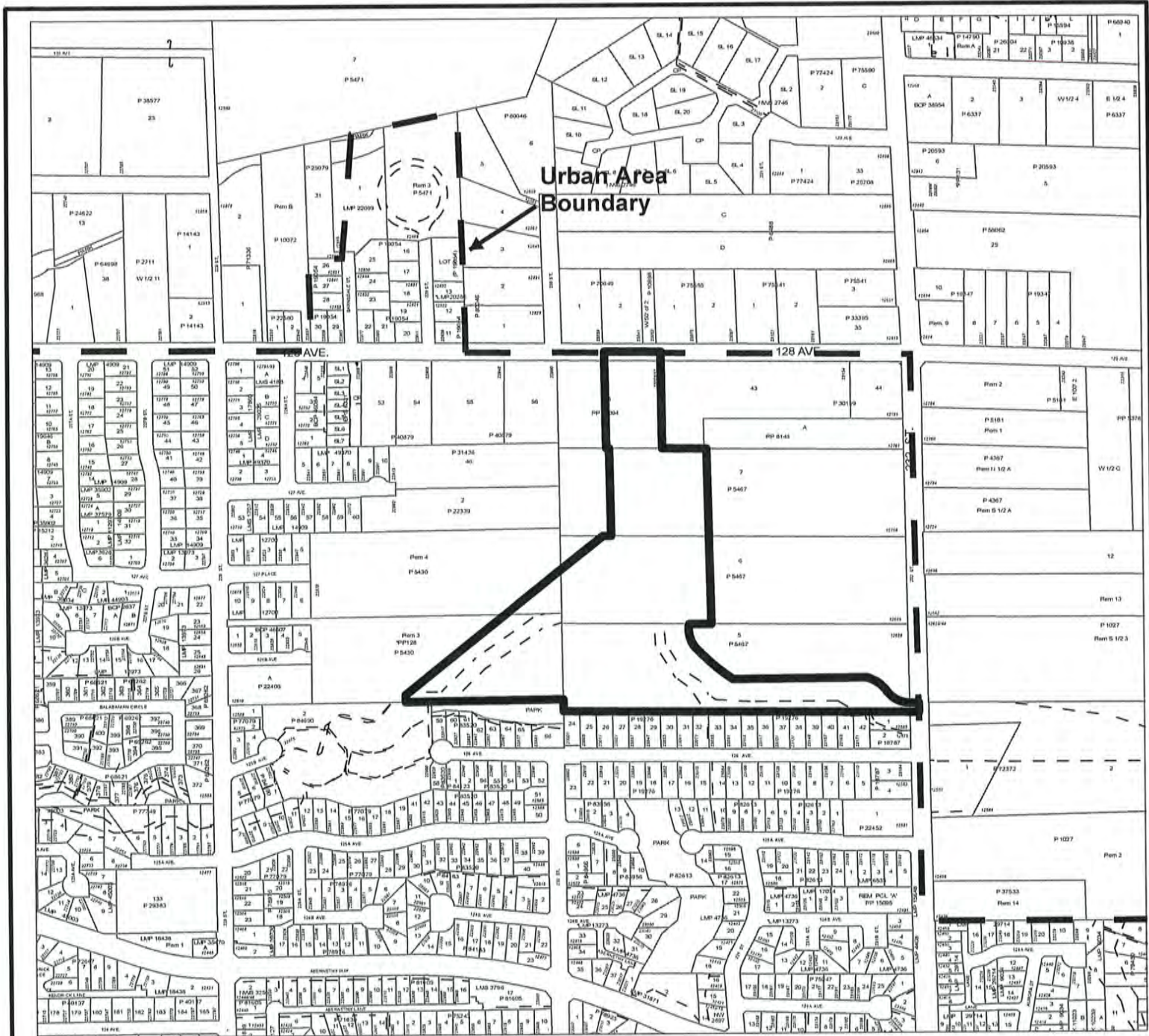
To:  Industrial

 Conservation



 Urban Area Boundary





MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7735-2021
 Map No. 1039
 Purpose: To Amend Schedule C as shown
 From:
 To: To Add To Conservation



Urban Area Boundary
 624 of 667



CITY OF MAPLE RIDGE

BYLAW NO. 7838-2022

A Bylaw to amend the Official Community Plan Bylaw No. 7060-2014

WHEREAS Section 477 of the Local Government Act provides that the Council may revise the Official Community Plan;

AND WHEREAS it is deemed desirable to amend Schedule "B" to the Official Community Plan;

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

1. This Bylaw may be cited for all purposes as "Maple Ridge Official Community Plan Amending Bylaw No. 7838-2022."
2. Those parcels or tracts of land and premises known and described as:

Lot 43, Plan NWP30199, Section 20, Township 12, Group 1, New Westminster Land District

and outlined in heavy black line on Map No. 1056, a copy of which is attached hereto as Schedule 1 and forms part of this Bylaw, are hereby re-designated to Industrial (Employment Park Category).
4. Maple Ridge Official Community Plan Bylaw No. 7060-2014 as amended is hereby amended accordingly.

READ a first time the day of 2021.

READ a second time as amended the day of 202X.

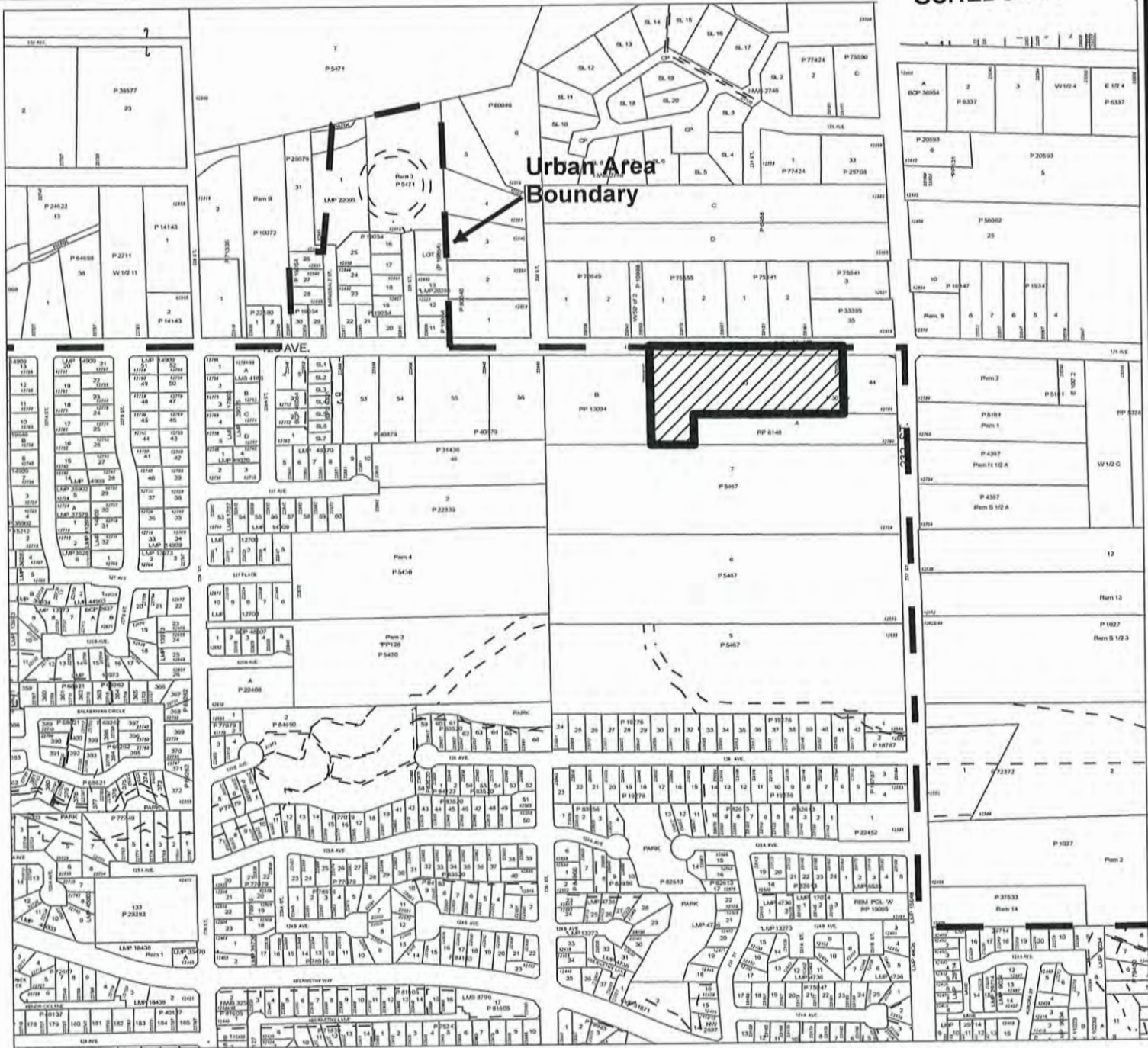
PUBLIC HEARING held the day of , 202X.

READ a third time the day of , 202X.

ADOPTED, the day of , 202X.

PRESIDING MEMBER

CORPORATE OFFICER



MAPLE RIDGE OFFICIAL COMMUNITY PLAN AMENDING

Bylaw No. 7838-2022

Map No. 1056

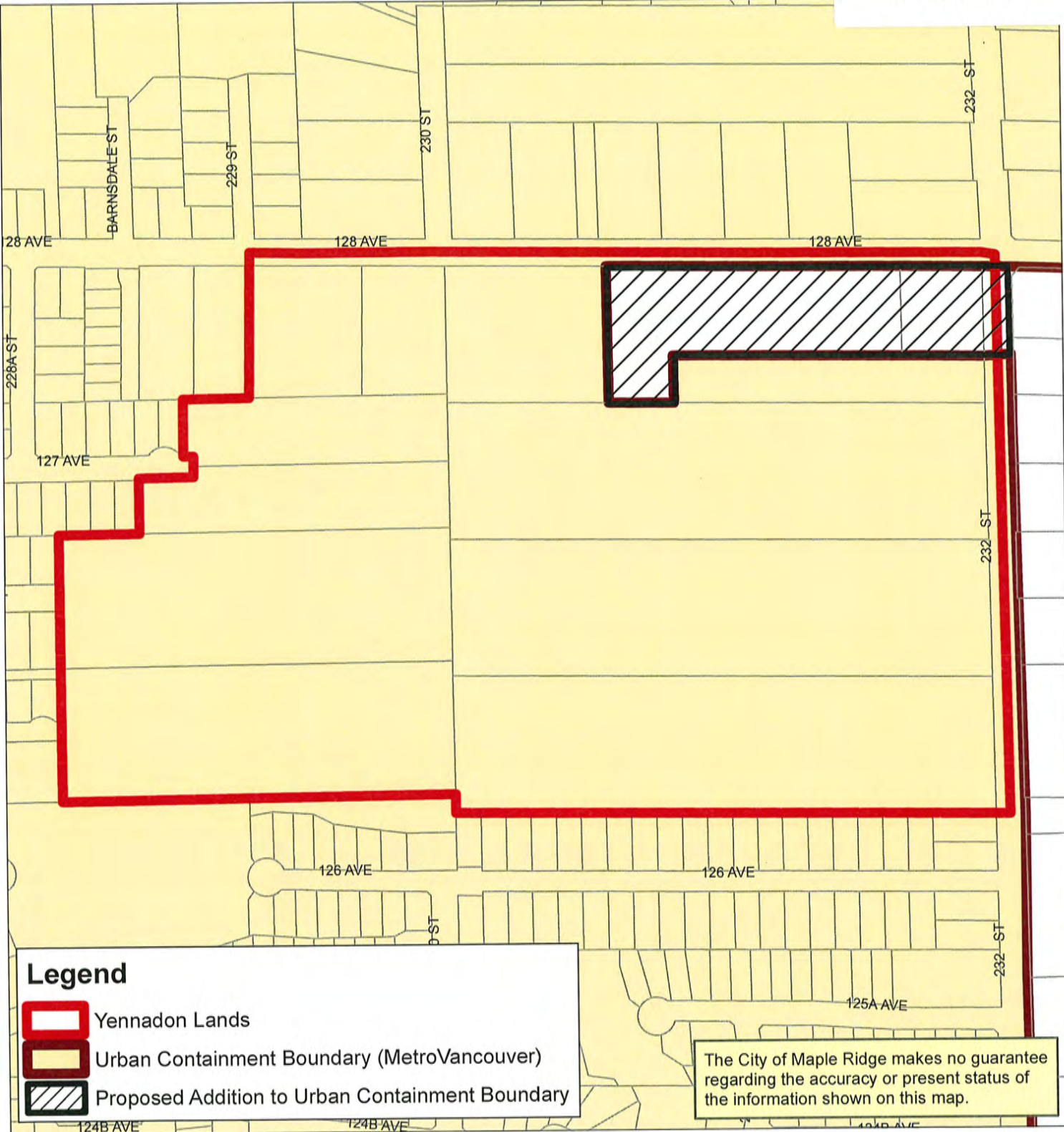
From: Agricultural

To:  Industrial






 Urban Area Boundary





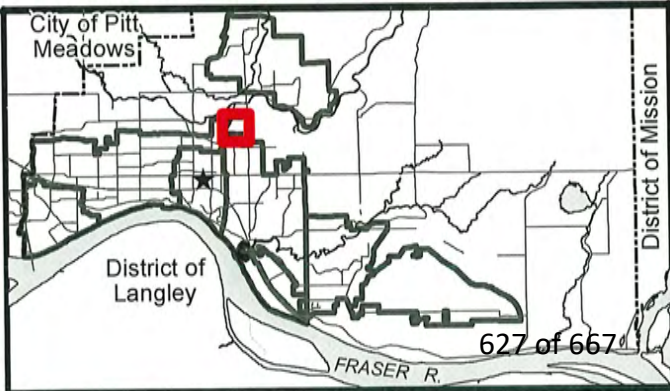
Legend

-  Yennadon Lands
-  Urban Containment Boundary (MetroVancouver)
-  Proposed Addition to Urban Containment Boundary

The City of Maple Ridge makes no guarantee regarding the accuracy or present status of the information shown on this map.



Scale: 1:4,000



Proposed Addition to Urban Containment Boundary

PLANNING DEPARTMENT



mapleridge.ca

FILE: YennadonLands.mxd
 DATE: Jun 22, 2020

BY: DT

Appendix E – Yennadon Lands Work to Date

At the May 10, 2016 Council meeting, staff were directed to initiate a process to re-designate 13 subject properties, generally located at 128th Avenue and 232nd Street, towards an employment land use designation. The direction was in keeping with the City's Commercial & Industrial Strategy: 2012-2042, which could facilitate the creation of a unique opportunity for a campus-style business park in the future.

On April 16, 2019 staff provided Council with a general update on an Employment Lands Process underway in the City of Maple Ridge, which included a focus on the suitability of the Yennadon Lands for future employment purposes. At that meeting, the Yennadon Lands were referred back to staff to meet with the landowners to assess their future interest in the lands.

A Landowners Workshop was held at Yennadon Elementary School on June 6, 2019 from 6 – 8pm. Twelve letters were sent out to the landowners, representing all 13 properties, inviting them to attend. At the Workshop, 18 people attended, representing 11 of the properties.

On June 18, 2019, staff provided a verbal update to Council on the outcomes of the June 6, 2019 Workshop with Yennadon Landowners, namely that there were strong levels of support for an employment future – although some expressed interest only in the OCP amendment and not in redeveloping their properties in the short term.

At the June 18, 2019 Council Workshop meeting, Council directed: 1) staff to undertake an employment land use re-designation process and consultation strategy for the Yennadon Lands; and 2) that any new applications, or those already in-stream that have not reached third reading, be deferred until any potential OCP amendments are presented at Public Hearing and given third reading, with the exception of applications that propose future employment land uses.

At the March 31, 2020 Council Workshop meeting, staff provided an update on the Yennadon Lands Re-designation process, including the proposed community engagement process that was postponed due to the pandemic. At that meeting, Council directed that the previously endorsed Yennadon Lands process be revised and that staff work with the consultant to prepare some preliminary land use concepts for Council to review prior to proceeding with public consultation.

At the July 14, 2020 Council Workshop meeting, staff in collaboration with a consultant, presented three preliminary land use concepts for Council to review. The three preliminary Concepts were informed by the outcomes of the site analysis, on transportation/access, site servicing, environmental features, stormwater management, and parks/trails/recreation requirements for future development within the area. At that meeting, Council directed staff to move forward with a public consultation process, taking into account the public health orders in effect at the time.

Through October 2020, staff in collaboration with the consultant conducted a consultation process that consisted of a Landowners Workshop, a Virtual Public Open House, and a Community Survey. The December 8, 2020 Council Workshop report goes through what was heard from the various consultation activities and outlined possible next steps for Council to consider in the pursuit of additional employment land opportunities for Maple Ridge. The re-designation of the Yennadon Lands to an employment future will garner opposition and community comment.

At the December 8, 2020 Council workshop meeting, Council endorsed “Concept #2 – Neighbourhood Innovations Village” and directed staff to move forward with an Official Community Plan Amending Bylaw.

Official Community Plan Amending Bylaws No. 7734-2021 and No. 7735-2021 were drafted to integrate the Yennadon Lands Concept Plan into the Official Community Plan. The two bylaws were presented at the May 4, 2021 Committee of the Whole Council Meeting and were subsequently forwarded to the May 11, 2021 Regular Council Meeting for Council consideration.

Official Community Plan Amending Bylaws No. 7734-2021 and No. 7735-2021 were granted first reading at the May 11, 2021 Regular Council Meeting.

Following the consideration and granting of first reading to the two Official Community Plan Amending Bylaws, staff initiated the referral and consultation process set out under Section 475 of the Local Government Act, which was endorsed at the time of first reading.



September 27, 2021

Agricultural Land Commission
 201 – 4940 Canada Way
 Burnaby, British Columbia V5G 4K6
 Tel: 604 660-7000 | Fax: 604 660-7033

Reply to the attention of Shannon Lambie
 ALC Planning Review: 46794
 Local Government File: 2016-195-CP

Amanda Grochowich, Planner
 City of Maple Ridge
agrochowich@mapleridge.ca

Re: Employment Lands: Re-designation of the Yennadon Lands to Industrial

Thank you for forwarding a copy of the City of Maple Ridge (the "City") council report for the proposed re-designation of the "Yennadon Lands" (the "Proposal") for review and comment by the Agricultural Land Commission (ALC). The following comments are provided to help ensure that the Proposal is consistent with the purposes of the *ALC Act*, the Agricultural Land Reserve (ALR) General Regulation, the ALR Use Regulation, and any decisions of the ALC.

The Proposal includes an Official Community Plan (OCP) Amending Bylaw to allow re-designation of the Yennadon Lands (identified as 13 properties – one of which is in the ALR) from *Agricultural* in the OCP to *Industrial* (Employment Park Category). The 13 properties are currently zoned *RS-3* (One Family Rural Residential) and *RS-2* (One Family Suburban Residential) and designated as *General Urban* in the Regional Growth Strategy.

In 2020, City Council endorsed a concept that provided for a 100% employment future for the developable areas of the Yennadon Lands. The City indicates that the *Industrial* (Employment Park Category) designation is intended to help create a more "complete community" by providing a range of employment opportunities within a five-to-ten-minute walk or bicycle ride from residential areas.

As noted, one parcel in the Yennadon Land area is within the ALR (23154 128th Avenue; PID: 006-474-853). The other 12 parcels were excluded from the ALR as a result of several exclusion applications:

- In 2003, by ALC Resolution #543/2003, the ALC excluded five parcels (18 ha in total) from the Yennadon Lands Area. In the decision, the Commission discussed the proposal and felt that the physical limitations which impact the properties render them unsuitable for agriculture. It also noted that the exclusion of the subject properties would directly and negatively impact those lands remaining in this block of ALR, which are for the most part, made up of small rural holdings. The Commission therefore felt that the exclusion of those lands remaining in this block of ALR located to the south of 128 Ave. and to the west of 232 St. should be

delegated to the CEO to facilitate the exclusion of those lands when the property owners choose to pursue it. Henceforth, the following properties were excluded:

- In 2004, by ALC Resolution #374/2004 the ALC excluded five parcels (4.4 ha) from the Yennadon Lands area.
- In 2004, by ALC Resolution #375/2004, the ALC excluded one parcel (1.1 ha) from the Yennadon Lands area.
- In 2018, by ALC Resolution #158/2018, the ALC excluded one parcel from the Yennadon Lands area (0.4 ha).

The remaining ALR parcel is still subject to the ALC Act and its regulations, and as such ALC staff, at this time, do not support the proposed redesignation of the property from *Agricultural* to *Industrial*. The Proposal acknowledges that the remaining ALR parcel will need to go through the ALC exclusion process in order to permit *Industrial* uses on that site. The City further acknowledges that as a result of changes to the exclusion process, the City will need to make this exclusion application on their behalf. Should the City choose to forward an exclusion application to the ALC, the ALC can review the merits of the proposal at that time.

ALC staff also note that the Yennadon lands abut the ALR on eastern perimeter, across 232 Street. While the road will provide some natural buffering, the attached design guidelines did not provide further details regarding proposed setback and buffering provisions along the ALR boundary. City staff may wish to consult the Ministry of Agriculture, Food, and Fisheries' *Guide to Edge planning* and consider the establishment of a vegetative buffer along the non-ALR/ALR boundary.

The ALC strives to provide a detailed response to all referrals affecting the ALR; however, you are advised that the lack of a specific response by the ALC to any draft provisions cannot in any way be construed as confirmation regarding the consistency of the submission with the ALCA, the Regulations, or any decisions of the Commission.

This response does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

If you have any questions about the above comments, please contact the undersigned at 236-468-2026 or by e-mail (shannon.lambie@gov.bc.ca).

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION

S. Lambie

Shannon Lambie, Regional Planner

CC: Ministry of Agriculture – Attention: Jeffrey Weightman
(Jeffrey.weightman@gov.bc.ca)

46794m1

Amanda Grochowich

From: FLNR SurreyLandManage ARFD FLNR:EX
<AuthorizingAgency.SurreyLandManage@gov.bc.ca>
Sent: September 22, 2021 2:13 PM
To: Amanda Grochowich
Subject: RE: Formal Referral Request: 2016-195-CP Re-designation of the Yennadon Lands to Industrial (Employment Park Category)

EXTERNAL EMAIL: Don't click on links or open attachments you don't trust.
COURRIEL EXTERNE: Ne cliquez pas sur les liens et n'ouvrez pas les pièces jointes suspects.

Hi,

The area in question is composed of Municipal and private property; Crown Land interests are unaffected. Crown Land Authorizations has no comments on this proposal.

Thank you,



Esme Fysh (*she/her*)

Authorizations Specialist (Land)

Ministry of Forests, Lands & Natural Resource Operations and Rural Development

Crown Land Authorizations – South Coast Regional Office

T: (236) 455-1904 E: Esme.Fysh@gov.bc.ca

Located on the ancestral territories of the Shxw'ow'hamel, Katzie, Kwantlen, Sto:lo, Skawahlook, Seabird Island, Tsawwassen, Hul'qumi'num, Kwikwetlem, Semiahmoo, and Musqueam Peoples.

From: Amanda Grochowich <>
Sent: September 8, 2021 2:44 PM
To: FrontCounter BC FLNR:EX <FrontCounterBC@gov.bc.ca>
Cc: Employment Lands <employmentlands@mapleridge.ca>
Subject: Formal Referral Request: 2016-195-CP Re-designation of the Yennadon Lands to Industrial (Employment Park Category)

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello,

Please see attached City of Maple Ridge Council report which discusses the proposed re-designation of the Yennadon Lands to Industrial (Employment Park Category). It includes an Official Community Plan Amending Bylaw for First Reading. This Amending Bylaw received First Reading at the May 11, 2021 Council meeting. The report also includes Development Permit Area Guidelines, which are attached for your information.

We are requesting that any comments from the Ministry of Environment be received within 30 days from the date of this letter. In the meantime, should you have any questions or require further information please contact Amanda Grochowich at 604.463.5221 ext 5566 or agrochowich@mapleridge.ca.

Thank you,

Amanda Grochowich, MCIP, RPP
Planner



City of Maple Ridge
11995 Haney Place, Maple Ridge, BC V2X 6A9
Tel: 604-463-5221 ext 5566 Fax: 604-466-4327
[Web](#) [Open Government Portal](#)

This message is intended only for the use of the individual or entity named above, and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf your receipt of this message is in error and not meant to waive privilege in this message. Please notify us immediately, and delete the message and any attachments without reading the attachments. Unauthorized dissemination and use is prohibited. Correspondence with any government body, including City of Maple Ridge Council and staff, is subject to disclosure under the Freedom of Information and Protection of Privacy Act. Thank you.

October 7, 2021

File: CR-07-01-MRI
Ref: 47876918

Amanda Grochowich, MCIP, RPP, Planner
City of Maple Ridge
11995 Haney Place
Maple Ridge, BC V2X 6A9

Dear Ms. Grochowich:

Yennadon Lands OCP Amendment, Your File No. 2016-195-CP

Thank you for the opportunity to review and comment on this Official Community Plan amendment application, which is for the re-designation of the Yennadon Lands for future employment uses.

This letter provides comments from Metro Vancouver staff from the Regional Planning and Housing Services, Water Services, and Parks and Environment Departments.

Regional Planning and Housing Services

13 properties, 25.4 hectares in area, known as the Yennadon Lands, comprises the proposed amendment area. The subject area is split-designated Agricultural and General Urban by *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, and a portion falls outside of the Urban Containment Boundary and is within the Agricultural Land Reserve (ALR).

1. The referral package indicates that the City of Maple Ridge proposes to amend its OCP land use designation for the subject area to Industrial (Employment Park Category). It is unclear whether the City intends to request an amendment to the current *Metro 2040* regional land use designations to either Industrial or Mixed Employment; confirmation is needed. The intended differences between the two designations are:
 - The regional Industrial designation is intended for light and heavy industrial uses; does not permit residential uses (including live / work); and
 - The regional Mixed Employment designation is intended for industrial uses as well as a range of employment uses and limited commercial uses that support the primary industrial function; does not permit residential uses (including live / work).

As a comparison, the current General Urban regional land use designation (for a majority of the subject area), permits residential uses as well as commercial centres supported by shopping, services and institutions.

48127578

2. Any industrial uses proposed in the area should be designed and developed in a manner so as to avoid possible conflicts with surrounding non-industrial land uses. Information about industrial land uses including intensification and densification can be found on Metro Vancouver's website: www.metrovancouver.org/services/regional-planning/industrial-lands.
3. Agricultural lands in the region are often negatively impacted by urban edge development and noticeably benefit from the use of extensive buffering on the urban edge of development sites. Consider applying the Ministry of Agriculture recommendations for promoting compatibility along the agricultural-urban edge included in their [Guide to Edge Planning](#) for this development site.
4. Goods movement and associated truck routes are critically important for most types of industrial uses, and thus the connections with the City's and region's transportation network should be closely considered as part of future needs for this area.
5. Depending on the scale of employment planned, this location may be a source of major trip-generating uses which are more consistent with regional Urban Centres or Frequent Transit Development Areas. Please confirm how the City defines 'major-trip generating uses' beyond what is in the City's current Regional Context Statement and provide additional information on how Single Occupancy Vehicle traffic will be managed to and from this location.
6. As noted on the map below titled "Maple Ridge Official Community Plan Amending", the City plans to designate lands in yellow as 'Conservation' in the OCP; the lands in green are currently regionally designated Conservation and Recreation in *Metro 2040*. Would the City also consider re-designating the lands in yellow to the regional Conservation and Recreation regional land use designation as part of this *Metro 2040* amendment? Re-designation to Conservation and Recreation would align with *Metro 2040* and *Metro 2050's* draft policies under Goal 3, increasing protection for some of the sensitive ecosystems in this area (Figure 1) and supporting ecosystem connectivity across the landscape.



Figure 1 Sensitive Ecosystems (Dark Purple) and Modified Ecosystems (slightly disturbed sensitive ecosystems - Light Purple) from Metro Vancouver's Sensitive Ecosystem Inventory (2014)

7. Regarding protected sensitive ecosystems and significant trees, those areas are significantly reduced in Concept 4 compared to Concept 2 (shown below). Is the City able to provide additional information about the rationale for this change?



8. Regarding "Appendix A – Schedule 2 - DP Guidelines", we ask that the City consider:
- adding a guideline about all building owners maintaining the planting media and plant material in accordance with generally accepted landscape maintenance practices, replacing each as necessary;
 - including a guideline encouraging installation of green roofs where possible and appropriate, and ensuring the owner of the building maintains the roof planting media and plant material in accordance with generally accepted green roof maintenance practices, replacing each as necessary;
 - adding a guideline about using wildlife-friendly design (e.g. [bird-friendly design](#) reduces bird mortality and supports biodiversity); and
 - referring to the [Urban Tree List for Metro Vancouver in a Changing Climate](#). Note that many of the tree species listed on page 28 (e.g. red alder, vine maple, red maple, paper birch, pacific dogwood, western redcedar, western hemlock) may not tolerate future climate conditions.
9. Consider assessing the potential changes this land use will have on the City's tree canopy cover, carbon storage and carbon sequestration abilities, and other ecosystem services. Will tree retention and replacement requirements under the City's Tree Protection and Management Bylaw allow the City to retain its overall canopy cover within the urban containment boundary? This information will be helpful to assess Maple Ridge's contribution to the regional tree canopy cover target in the *Metro 2050* draft. The intent is that all member jurisdictions will aim to retain or increase canopy cover in urban areas. By Metro Vancouver's calculations, the regional 40% target is achievable if members currently below 40% tree canopy within the Urban Containment Boundary (UCB) increase by 6-15%, and those currently above 40% retain their tree canopy; in 2014 Maple Ridge had [46% within the UCB in 2014](#).
10. Depending on how the City wishes to proceed with this OCP amendment application, a Type 2 RGS amendment will be required to amend the UCB, amend the Agricultural regional land use designation, and amend the General Urban regional land use designation to either Industrial or Mixed Employment. This can all be done with one amendment. Details on the process and

requirements associated with a Type 2 amendment are set out in [Regional Growth Strategy Implementation Guideline #2](#).

Water Services

11. Metro Vancouver's closest water infrastructure is the GVWDs 914 mm diameter Maple Ridge Main which is south of the development area and runs parallel to Abernathy Way crossing at 227 Street, 228 Street and 232 Street, and the GVWD's 762 mm diameter Maple Ridge Main which runs within the road alignment of 232 Street, south of Abernathy Way to Dewdney Trunk Road. The proposed development will not impact Metro Vancouver Water Services Operations and Maintenance. Early engagement with Metro Vancouver's Water Services staff is recommended to assess proximal impacts associated with project to these mains.
12. When available, please provide projected water demand for the redevelopment to Water Services staff.
13. In addition to water conservation in the landscaping plans, it is recommended that water conservation measures be considered in the *Building Design and Articulation*, including low flow plumbing and water reuse systems.

Parks & Environment

14. The *Regional Greenways 2050* plan (RG2050) is not identified or discussed in the staff report to Council. RG2050 identifies a proposed greenway route along the portion of 128th Avenue which forms the northern boundary of the subject properties. This greenway alignment was identified in consultation with Maple Ridge staff, and *Policy 5.1.14(e)* of the draft *Metro 2050* includes notes that member jurisdictions will "... support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10."
15. The two concept plans included in the staff report identify a trail or a multi-use path along the 128th Avenue side of the proposed development area which is consistent with RG2050. The drawings and staff report do not formally identify them as "regional greenway" or link it to the regional plan. It is noted that while RG2050 was developed in consultation with staff of member jurisdictions it was not formally adopted by councils.

Thank you once again for providing Metro Vancouver with the opportunity to comment on this proposed amendment. We are encouraged to see the City of Maple Ridge's efforts to increase the supply of industrial and employment lands particularly as the Metro Vancouver region has an acute shortage of industrial lands and strong demand for industrial space.

We look forward to continuing to work with you to ensure that the growth planned through this and other developments continues to align with the regional growth strategy and the City's Regional Context Statement, and that Metro Vancouver's population, employment and servicing demand and growth projections are up to date.

If you have any questions, please contact me at 604-451-6024 or carla.stewart@metrovancover.org.

Sincerely,



Carla Stewart, MCAHP, MCIP, RPP
Senior Planner, Regional Planning & Housing Services

JS/cs

48127578



February 22, 2022
City of Maple Ridge
11995 Haney Place, Maple Ridge, BC
V2X 6A9

Sent by email: rstott@mapleridge.ca
agrochowich@mapleridge.ca

Attention: Rodney Stott and Amanda Grochowich, City of Maple Ridge

Re: Review of *Water Sustainability Act* applicability at Yennadon Lands, Maple Ridge

Thank you for the meeting regarding the Yennadon area on January 25, 2022. We understand this area is undergoing review to prepare a new Community Plan to re-designate the area to Industrial. This area will require regulation under the Provincial *Water Sustainability Act* (WSA) with strong collaboration with the City of Maple Ridge. Please accept the following guidance and conditions to ensure the City's plans and future (private) development applications are compliant with the WSA.

Climate change and extreme weather events are strengthening the call for protection and restoration of British Columbia's watersheds to ensure community health and wellbeing. Streams and wetlands play a significant role in flood mitigation, drought prevention, climate change, water quality and water quantity. The modernized WSA legislation has a strong focus on sustainability of our watersheds for now and into the future. Section 16 (Mitigation Measures) offers powers for Statutory Decision Makers to require mitigation measures if project works are likely to impact the water quality, water quantity, and/or the aquatic ecosystem of a stream.

The Yennadon area is comprised of streams, headwater wetlands, and wet-land complexes, that when developed, will likely change the water storage and attenuation capacity of the area, potentially resulting in flashy flows to the downstream environment. Additionally, the existing streams and wetlands on the Yennadon Lands have ecological value that may be negatively impacted by proposed development. It is the Ministry of Forests, Lands, Natural Resource Operations and Rural Development's (FLNRORD) determination that modifications to this area do have potential to negatively impact the downstream receiving environments if they are not managed holistically.

To avoid harm to the Yennadon area, a watershed-based approach to the protection, mitigation, and restoration of the area needs to be taken with the goals of maximum habitat protection and habitat gains on the site. Long term health and functionality of the natural water features identified on site (particularly headwater areas), management of local drainage issues related to

Ministry of Forests, Lands, Natural
Resource Operations and Rural Development

Surface Water Authorizations
South Coast Natural Resource Region
Website: www.gov.bc.ca/water

Suite 200, 10428 - 153 St
Surrey BC V3R 1E1
Phone: (604) 586-4400
Fax: (604) 586-4444



seasonal flooding, high water tables, and drainage would all need to be considered in a comprehensive manner with input from both the City and the senior environmental agencies. A holistic review of the site should involve a comprehensive **Environmental Protection Plan (EPP)** and an **Integrated Stormwater Management Plan (ISMP)** prepared by the City.

An ideal EPP would consider the role of mature forests, and wildlife corridors to the functionality of the aquatic ecosystem. Potential for enhancement, restoration and compensation on the larger site must maintain ecological function and natural processes and should follow the City of Maple Ridge's policies and routine best practices to result in net habitat gains wherever possible. Detailed information will be required from the environmental and forestry professionals on how the healthier mature forest areas surrounding the wetlands, watercourses, and sensitive headwater areas are going to be protected or retained to assist with maintaining ecological integrity, diversity, and with the natural water management services they provide for the area. A risk assessment would need to be provided to ensure avoidance or mitigation of impacts such as blowdown, compaction, or wildlife concerns from occurring in and around the forest edge areas. Suitable buffers would need to be created for these areas.

An ISMP focused on natural drainage and flood management practices that utilize existing natural features as well as comprehensive bio-engineering solutions (e.g., facilities on developable lands that are designed to enhance, mimic, and resemble natural areas, features, and processes) for the entire Yennadon site would be best. FLNRORD should review/approve these plans to ensure compliance with the WSA, and to provide future developers greater certainty that their development aligns with Provincial legislation. Detailed information from the qualified environmental professionals on how the headwaters to Coho Creek and the contiguous wetland features are going to be protected, retained, and maintained with suitable base flows. Stormwater plans and habitat enhancement designs in the marginal surrounding wetted areas will be required. Appropriate qualified environmental professionals will need to work with FLNRORD wetland experts with regards to the marginal wetland areas and the contiguous wetland areas with respect to classification, protection, mitigation, and compensation. Any major variations from a pre-agreed ISMP would need to be reviewed and approved by the Province prior to implementation, possibly through a WSA authorization process.

The EPP, ISMP, and any future applications in the Yennadon area, should include a detailed assessment of headwater areas, micro wetlands flowing directly into the streams, and other surrounding water features (ponds, including isolated, discrete ephemeral wetlands) that contribute directly to health, flows, food/nutrients, or habitat for fish bearing systems. The plans should aim to follow the principles of the BC Environmental Mitigation Policy (<https://www2.gov.bc.ca/gov/content/environment/natural-resource-stewardship/laws-policies-standards-guidance/environmental-guidance-and-policy/environmental-mitigation-policy>), which state first and foremost to avoid impacts to streams, ponds, wetlands, and surrounding riparian habitat that directly contribute to the health and connectivity of these aquatic ecosystems. Non-avoidance will likely require a much more rigorous process and requirements for compensation.



There is potential for flexibility by FLNRSDM's to work with the City of Maple Ridge and landowners to responsibly manage, integrate, and use best practices around some of the existing marginal outlying wetland areas that have been historically disturbed. FLNRSDM's may consider relocation of marginal streams/ditches or reduction of Streamside Protection Regulation (SPR) setbacks along some of the less sensitive water conveyance channels and wetted areas/marginal micro- wetlands identified on site if a valid biological rationale can justify how the compensation and mitigation on site would result in a healthier, functional riparian zone and integrated stormwater management zone for the larger site. For example, there may be potential for relocation of some sections of drainage conveyance ditches and more isolated wetlands and ponds on the condition that they are adequately compensated for elsewhere on site and will provide both functional habitat and stormwater management.

The province has updated much of the guidance regarding working around water. Please refer to the links below for the most up to date information:

- [Working Around Water - Province of British Columbia \(gov.bc.ca\)](#)
- [A User's Guide for Changes In and About a Stream in B.C.](#) replaced the [User's Guide for Working In and Around Water \(2005\)](#) on January 10, 2022.
- [Requirements and Best Management Practices for Making Changes In and About a Stream in B.C.](#) replaced the [Standards and Best Management Practices for Instream Works \(2004\)](#) on January 10, 2022.
- [Appendix](#) to the Requirements and Best Management Practices for Making Changes In and About a Stream in B.C.
- [Frequently Asked Questions](#) about the updated guidance

I encourage you to share this letter of advice with your planning and engineering departments, along with any other applicable personnel within the City of Maple Ridge.

If you have any questions or concerns regarding this guidance, please contact our team.

Sincerely,

Emily Elsliger
Assistant Water Manager | Stream Management
South Coast Region
Email: Emily.Elslinger@gov.bc.ca (with cc' to: WaterActReferrals.LowerMainland@gov.bc.ca)

September 10, 2021

City of Maple Ridge
11995 Haney Place
Maple Ridge, BC V2X 6A9

Attention: Amanda Grochowich

Dear Ms. Grochowich:

Re: File #: 2016-195-CP
Subject: Re-designation of the Yennadons Lands to Industrial (Employment Park Category)

The proposed application would affect the student population for the catchment areas currently served by Yennadon Elementary and Garibaldi Secondary School.

Yennadon Elementary has an operating capacity of 628 students. For the 2020-21 school year the student enrolment at Yennadon Elementary was 657 students (104.6% utilization) including 79 students from out of catchment.

Garibaldi Secondary School has an operating capacity of 1050 students. For the 2020-21 school year the student enrolment at Garibaldi Secondary School was 946 students (90% utilization) including 273 students from out of catchment.

Sincerely,



Flavia Coughlan
Secretary Treasurer
The Board of Education of School District No. 42 (Maple Ridge – Pitt Meadows)

cc: Rick Delorme
David Vandergugten
Derek Oppedisano



TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

October 22, 2021

Amanda Grochowich
Planner
Planning & Development
11995 Haney Place,
Maple Ridge, BC, V2X 6A9

Dear Ms. Grochowich,

Re: Proposed OCP Amendment No. 7734-2021 (Yennadon Lands)

Dear Ms. Grochowich,

Thank you for your correspondence dated September 17, 2021 and for the opportunity to provide early comments on the City of Maple Ridge Official Community Plan Amending Bylaw No. 7734-2021, which seeks to re-designate the Yennadon Lands (128th Avenue and 232nd Street) from Agricultural to Industrial (Employment Park Category) for the purpose of creating a business park.

TransLink provides comments on our partner agency plans and initiatives based on:

- Our legislated mandate to review OCP amendments and development proposals for regional transportation implications, and to support Metro Vancouver's Regional Growth Strategy (RGS);
- Policy direction in the [Regional Transportation Strategy](#) (RTS) to work with partner agencies in advancing shared regional objectives and integrated land use and transportation planning; and
- The [Transit-Oriented Communities Design Guidelines](#) (TOCDGs), a tool to support the planning and design of communities that integrate land use with sustainable transportation.

After reviewing the materials, we have the following key comments:

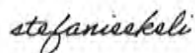
- TransLink supports the focus of population and employment growth in designated Urban Centres, Frequent Transit Development Areas (FTDAs) and within 800-metres (approximately 10-minute) walkshed of the Frequent Transit Network (FTN), where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. The site is currently served by routes 741 and 733 both of

which have a frequency of 30 to 60 minutes on weekdays but may not operate throughout the entire day or on 7 days a week. Both routes offer service to the FTN at Haney Place bus exchange and to Port Haney West Coast Express (WCE) station. Given that the site is located outside of Maple Ridge Town Centre and is not located within a 10-minute walk to the Frequent Transit Network (FTN), improving active transportation connections to the FTN will be important in promoting sustainable modes of travel to/from the site and to deter the use of private automobiles. Noting that any bikeway improvements would need to be designed to minimize conflicts with buses, it would be particularly important to provide safe, accessible, and comfortable active transportation routes from the site to:

- the FTN and RapidBus at Haney Place bus exchange; and,
- the West Coast Express (WCE) at Port Haney Station.
- We encourage the City to look for opportunities to improve the safety of active transportation modes surrounding the site, such as adding signalized crosswalks at key pedestrian crossings and sidewalks on both sides of the road along 232nd Street and 128th Avenue. We also suggest improving existing bus stops on these roads to include bus shelters, to increase the comfort and attractiveness of transit as a travel option in the area.
- Given that 232nd Street is part of the Major Road Network (MRN), the City would be required to obtain TransLink approval should any new accesses to/from the MRN be proposed. The South Coast British Columbia Transportation Authority (SCBCTA) Act requires that a municipality have TransLink approval to take, authorize or permit any action that:
 - Reduces the capacity of the Major Road Network (MRN) to move people; and/or
 - Prohibits the movement of trucks on any road (except for Provincial highways).
- TransLink's TravelSmart team has recently completed the TDM Guidelines for New Developments in Metro Vancouver (attached). We strongly encourage the City to refer to these guidelines to develop a TDM Plan for the site, given it is not located within the regionally designated Town Centre or in close proximity to the FTN. A TDM plan would aid in reducing incentives to drive alone and would help to promote sustainable modes of travel. Please contact the TravelSmart team at travelsmart@translink.ca for further information.

We appreciate the opportunity to provide comment on the OCP Amendment for the Yennadon Lands and look forward to continued coordination with the City of Maple Ridge. Please contact me at stefanie.ekeli@translink.ca should you have any questions or wish to discuss further.

Kind regards,



Stefanie Ekeli
Planner, Partner Planning

Attachments: TransLink's TDM Guidelines for New Developments in Metro Vancouver



TO: Planning Department (Amanda Grochowich) **DATE:** February 9, 2022

FROM: Engineering Department (Rachel Ollenberger)

ENG. FILE NO.: 11-5245-20-Yennadon Employment lands

The Planning department has referred out the proposed OCP Amendment No.:7734-2021 (Yennadon Lands) to allow

Water:

The Yennadon Lands ("The Lands") are currently serviced by municipal water on both 128 Avenue and 232 Street. Each application to develop will be required to model the existing water system to determine if there is capacity to service the proposed development. That analysis report is also required to provide recommendations on the required diameter of any new watermains to ensure the development meets the City's requirement for fire flows.

Sewage:

The Lands are currently serviced by municipal sewer on both 128 Avenue and 232 Street. As with water, each application to develop will be required to model the existing sanitary system to determine if there is capacity to service the proposed development. The City's current sewer master plan has flagged that the sanitary sewer on 232 Street is at capacity and upgrades may be required. As is the practice, if a development wished to proceed ahead of schedule infrastructure upgrades, they can access the City's Latecomer Policy and/or development cost charge reductions to recoup construction costs. The sewer main on 128 Avenue is a trunk main and direct connection by individual services are not permitted.

As with water, the analysis report submitted in support of a development will provide recommendations on the required diameter of any new sewer mains to ensure the development meets the City's design criteria.

As mentioned in this report, there are two properties that are currently outside Metro Vancouver's Urban Containment Boundary (UCB). If the UCB is not adjusted to include these two properties prior to an application being received, they will need to be requested, via a Council resolution, for permission to connect to the City's sewer mains.

Drainage:

Currently the Lands are serviced by a municipal storm sewer on 232 Street only. Any development application will be required to address road drainage as part of their application. The Lands are bisected by Coho Creek and that watercourse provides a key focus on how drainage and stormwater will be managed and integrated into the design guidelines for future applications. There is a focus on proposing green infrastructure alternatives in the design of the buildings to ensure runoff volumes and water quality are being addressed.

Servicing will be designed to anticipate climate change including floodways and dry pond areas for emergency stormwater management.

Groundwater and the impact of a high groundwater table on the ultimate design of the buildings and servicing will need to be addressed on an application by application basis.

Traffic and Transportation:

The City has Traffic Impact Assessment Guidelines that may be triggered by a development application. 232 Street is an arterial road and no single-site direct access will be permitted. 128 Avenue is a collector and direct access will be discouraged. It is anticipated that new roads will be used to access the internal site. Both existing fronting roads are designated bike routes and bike facilities will be incorporated into the servicing designs. In addition, 128 Avenue is a horse route and the existing horse trail established to the west will be continued east. There will be no road connections to the existing residential streets to the west.

Yennadon Elementary is located approximately 200m to the east and traffic volumes at peak school times are a challenge at the 128 Avenue/232 Street intersection. Currently some of the vacant lands within the study are used unofficially as overflow parking for parents taking their children to school due to the congestion at drop off and pick up times. The City is actively working with the School District to address congestion issues.

232 Street is part of the Major Road Network (MRN) and any new accesses to/from the MRN will require Translink approval. As development applications are made, Engineering will review opportunities to improve existing bus stops which could include the construction of bus shelters.

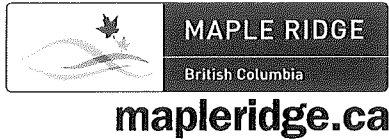
Development Sequencing:

Under Concept 2 there is little ability to “leapfrog” development. New road access from 128 Avenue must align with 230 Street on the north side of 128 Avenue. New road access from 232 Street must be a sufficient distance from the 128 Avenue/232 Street intersection. All services, except for drainage, need to be brought from these existing roads. The internal road layout is flexible depending on the type and size of application that the City receives. It is anticipated that the first application will determine the layout of the Lands.

As applications to developer are received there may be additional studies and requirements that are required. Ground truthing may also impact how servicing is to be addressed.

Regards,

Rachel Ollenberger, ASCT
Manager of Infrastructure Development



I hereby certify this to be a true and correct copy of a resolution passed by the Council of the City of Maple Ridge at its Regular Council meeting held on April 12, 2022:

R/2022-CM-123

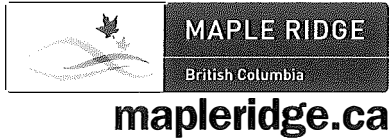
1. That in respect of Section 475 of the Local Government Act, opportunity for early and on-going consultation has been provided by way of posting Official Community Plan Amending Bylaw No. 7734-2021, Official Community Plan Amending Bylaw No. 7735-2021, and Official Community Plan Amending Bylaw No. 7838-2022 on the municipal website and the referral process together with an invitation to the public, Metro Vancouver and the Agricultural Land Commission to comment; and Council considers it unnecessary to provide any further consultation opportunities, except by way of holding a Public Hearing on the bylaws;
2. That Official Community Plan Amending Bylaw No. 7734-2021, as amended, be given second reading and forwarded to Public Hearing;
3. That Official Community Plan Amending Bylaw No. 7735-2021, as amended, be given second reading and forwarded to Public Hearing;
4. That Official Community Plan Amending Bylaw No. 7838-2022 be given first and second reading and forwarded to Public Hearing;
5. Subject to third reading of Official Community Plan Amending Bylaw No. 7734-2021, Official Community Plan Amending Bylaw No. 7735-2021 and Official Community Plan Amending Bylaw No. 7838-2022, that staff be directed to include the Type 2 Minor Amendments related to the Yennadon Land Regional Growth Strategy amendment package, that will be forwarded to Metro Vancouver; and further
6. That the following terms and conditions be met prior to final reading of Official Community Plan Amending Bylaw No. 7838-2022:
 - i. That 23154 128 Avenue be removed from the Agriculture Land Reserve;
 - ii. That the Metro Vancouver Urban Containment Boundary be amended; and
 - iii. That the subject properties are included in the Fraser Sewerage Area and/or request, via Council resolution, for permission to connect to the City of Maple Ridge sewer mains.

Dated this 27th day of July, 2023

Patrick Hlavac-Winsor
Acting Corporate Officer

CITY OF MAPLE RIDGE

11995 Haney Place, Maple Ridge, BC V2X 6A9, Canada | Tel: 604-463-5221 | Fax: 604-467-7329 | mapleridge.ca
enquiries@mapleridge.ca



I hereby certify this to be a true and correct copy of resolutions passed by the Council of the City of Maple Ridge at its Regular Council meeting held on May 24, 2022:

R/2022-CM-157

That Maple Ridge Official Community Plan Amending Bylaw No. 7734-2021 be given third reading.

R/2022-CM-158

That Maple Ridge Official Community Plan Amending Bylaw No. 7735-2021 be given third reading.

R/2022-CM-159

That Maple Ridge Official Community Plan Amending Bylaw No. 7735-2021 be given third reading.

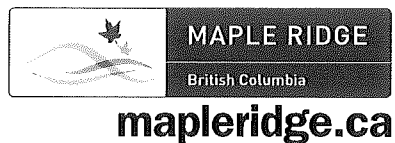
Dated this 27th day of July, 2023

A handwritten signature in black ink, appearing to read "Patrick Hlavac-Winsor", is written over a horizontal line.

Patrick Hlavac-Winsor
Acting Corporate Officer

CITY OF MAPLE RIDGE

11995 Haney Place, Maple Ridge, BC V2X 6A9, Canada | Tel: 604-463-5221 | Fax: 604-467-7329 | mapleridge.ca
enquiries@mapleridge.ca



I hereby certify this to be a true and correct copy of a resolution passed by the Council of the City of Maple Ridge at its Regular Council meeting held on November 29, 2022:

R/2022-CM-372

THAT Exclusion Application 2022-170-AL be forwarded to the Agricultural Land Commission for their review and consideration.

Dated this 27th day of July, 2023

A handwritten signature in cursive script, appearing to read "Patrick Hlavac-Winsor". The signature is written over a horizontal line.

Patrick Hlavac-Winsor
Acting Corporate Officer

CITY OF MAPLE RIDGE

11995 Haney Place, Maple Ridge, BC V2X 6A9, Canada | Tel: 604-463-5221 | Fax: 604-467-7329 | mapleridge.ca
enquiries@mapleridge.ca



T: 604-660-7000
 E: ALCBurnaby@Victoria1.gov.bc.ca
 201 - 4940 Canada Way, Burnaby
 B.C., Canada V5G 4K6

June 28, 2023

ALC File: 66390

Adam Rieu
City of Maple Ridge
DELIVERED ELECTRONICALLY

Dear Adam Rieu:

Re: Reasons for Decision - ALC Application 66390

Please find attached the Reasons for Decision of the South Coast Panel for the above noted application (Resolution #307/2023). As agent, it is your responsibility to notify the applicant accordingly.

Please note that the submission of a \$150 administrative fee may be required for the administration, processing, preparation, review, execution, filing or registration of documents required as a condition of the attached Decision in accordance with s. 11(2)(b) of the ALR General Regulation.

Under section 33.1 of the *Agricultural Land Commission Act* ("ALCA"), the Chair of the Agricultural Land Commission (the "Commission") has 60 days to review this decision and determine if it should be reconsidered by the Executive Committee in accordance with the ALCA. You will be notified in writing if the Chair directs the reconsideration of this decision. The Commission therefore advises that you consider this 60-day review period prior to acting upon this decision.

Under section 33 of the ALCA, a person affected by a decision (e.g. the applicant) may submit a request for reconsideration. A request to reconsider must now meet the following criteria:

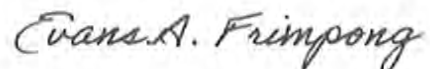
- No previous request by an affected person has been made, and
- The request provides either:
 - Evidence that was not available at the time of the original decision that has become available, and that could not have been available at the time of the original decision had the applicant exercised due diligence, or
 - Evidence that all or part of the original decision was based on evidence that was in error or was false.

The time limit for requesting reconsideration of a decision is one year from the date of the decision's release, as per [ALC Policy P-08: Request for Reconsideration](#).

Please refer to the ALC's [Information Bulletin 08 – Request for Reconsideration](#) for more information.

Please direct further correspondence with respect to this application to
ALC.SouthCoast@gov.bc.ca

Yours truly,



Evans Frimpong, Land Use Planner

Enclosures: Reasons for Decision (Resolution #307/2023)
Schedule A: Decision Map

cc: City of Maple Ridge (File 2022-170-AL) Attention: Adam Rieu

66930d1



AGRICULTURAL LAND COMMISSION FILE 66390
REASONS FOR DECISION OF THE SOUTH COAST PANEL

Exclusion Application Submitted Under s.29(1) of the Agricultural Land Commission Act

Applicant: City of Maple Ridge

Agent: Adam Rieu, City of Maple Ridge

Property: Parcel Identifier: 006-474-853
Legal Description: Lot 43 Section 20 Township
12 New Westminster
District Plan 30199
Civic: 23154 - 128th Avenue, Maple Ridge
Area: 1.62 ha (entirely within the ALR)

Panel: Ione Smith, South Coast Panel Chair
Susan Gimse'
Holger Schwichtenberg

OVERVIEW

- [1] The Property is located within the Agricultural Land Reserve (ALR) as defined in s. 1 of the *Agricultural Land Commission Act* (ALCA).
- [2] The Applicant is applying to the Agricultural Land Commission (the "Commission") under s.29(1) of the ALCA to exclude the Property (1.62 ha) from the ALR (the "Proposal").
- [3] The Proposal was considered in the context of the purposes and priorities of the Commission set out in s. 6 of the ALCA:

6 (1) The following are the purposes of the commission:

- (a) to preserve the agricultural land reserve;
- (b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest; and,
- (c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.

(2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:

- (a) the size, integrity and continuity of the land base of the agricultural land reserve;
- (b) the use of the agricultural land reserve for farm use.

EVIDENTIARY RECORD

- [4] The Proposal, along with related documentation from the Applicant, Agent, local government, and Commission is collectively referred to as the "Application". All documentation in the Application was disclosed to the Agent in advance of this decision.
- [5] On April 6, 2023, a Notice of Exclusion Meeting was held with the Agent and the City of Maple Ridge. On April 20, 2023, the Panel conducted a meeting with the Applicant and Agent via video conference (the "Exclusion Meeting"). An exclusion meeting report was prepared and was certified as accurately reflecting the observations and discussions of the Exclusion Meeting by the Agent on May 11, 2023 (the "Exclusion Meeting Report").

BACKGROUND

- [6] The City of Maple Ridge's Staff Report dated November 29, 2022, states that the Property is the last remaining ALR property within the Yennadon Lands.
- [7] In 2011, the City of Maple Ridge (the "City") referred the draft Albion Flats concept plan to the Commission which included the proposal to exclude a number of remnant ALR parcels located throughout the City. The Commission partially endorsed the draft concept plan by Resolution #2635/2011 (Planning File Legacy #26551) and identified several 'remnant parcels' throughout the City as "*unsuited to agriculture or otherwise warranting exclusion*". It was expected that the City would eventually apply to exclude these lands from the ALR.

ANALYSIS AND FINDINGS

- [8] The Application mentions that exclusion of the Property would allow City staff to continue with the regional approvals required at the Metro Vancouver Regional District, for the remaining Yennadon Area Planning process.
- [9] The Panel notes that the Property was considered as one of the remnant parcels that the Commission has identified as 'unsuited for agriculture' warranting exclusion from the ALR. The Panel confirms that the Property was previously endorsed for exclusion in 2011 as part of its review of the 2011 Albion Flats concept plan, though not tied to any of the conditions associated with the Albion Flats Review.

DECISION

- [10] For the reasons given above, the Panel approves the Proposal to to exclude the Property (1.62 ha) from the ALR (the "Proposal") subject to the following condition:
- (a) Siting of the Proposal in compliance with Schedule A of this decision.
- [11] These are the unanimous reasons of the Panel.
- [12] A decision of the Panel is a decision of the Commission pursuant to s. 11.1(3) of the ALCA.
- [13] Resolution #307/2023
Released on June 28, 2023



A handwritten signature in black ink that reads 'Ione Smith'.

Ione Smith, Panel Chair

On behalf of the South Coast Panel



Schedule A: Decision Map

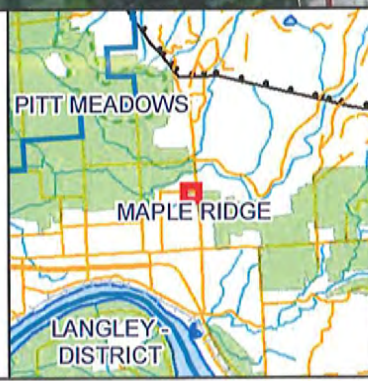
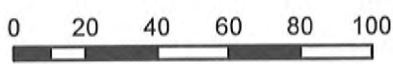
2022 ESRI / Maxar Orthophoto

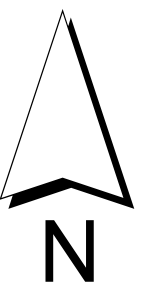
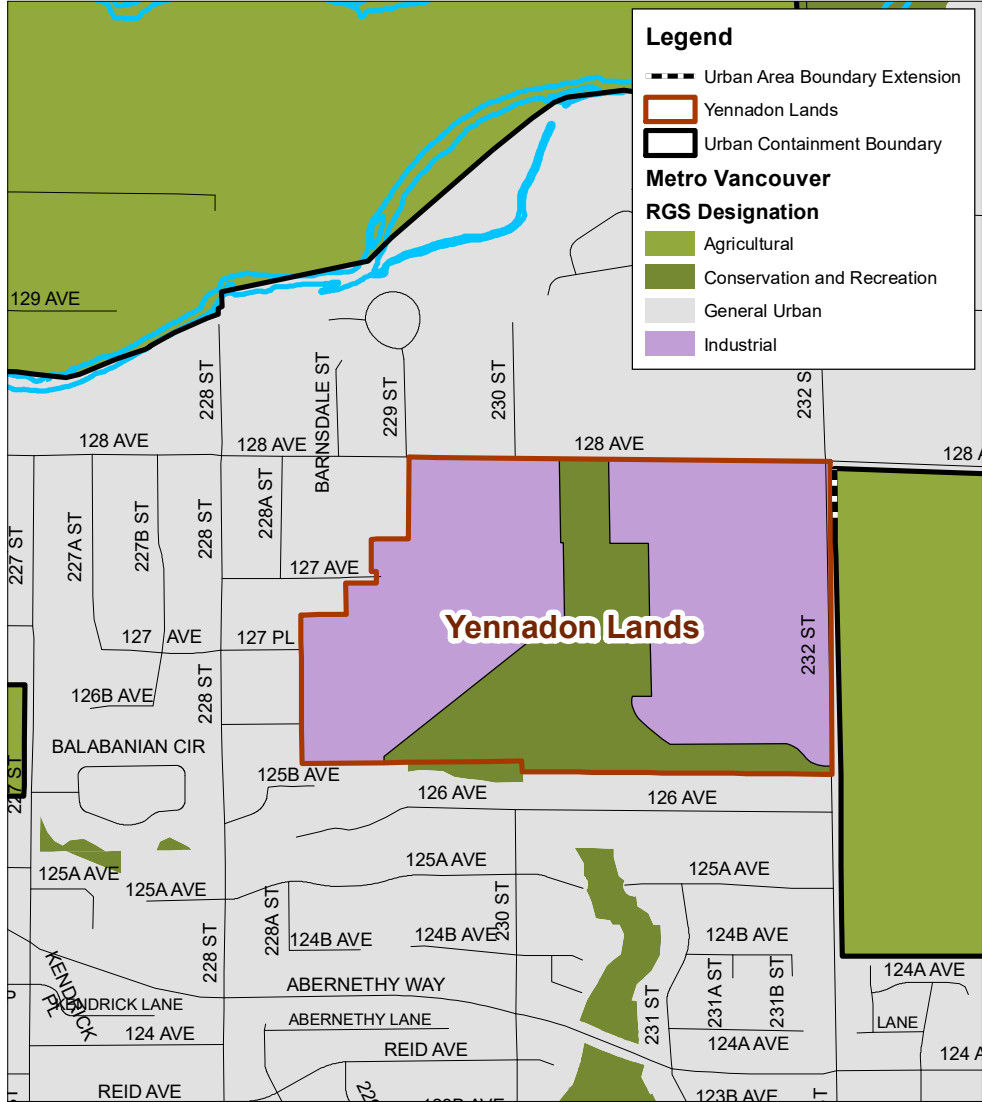
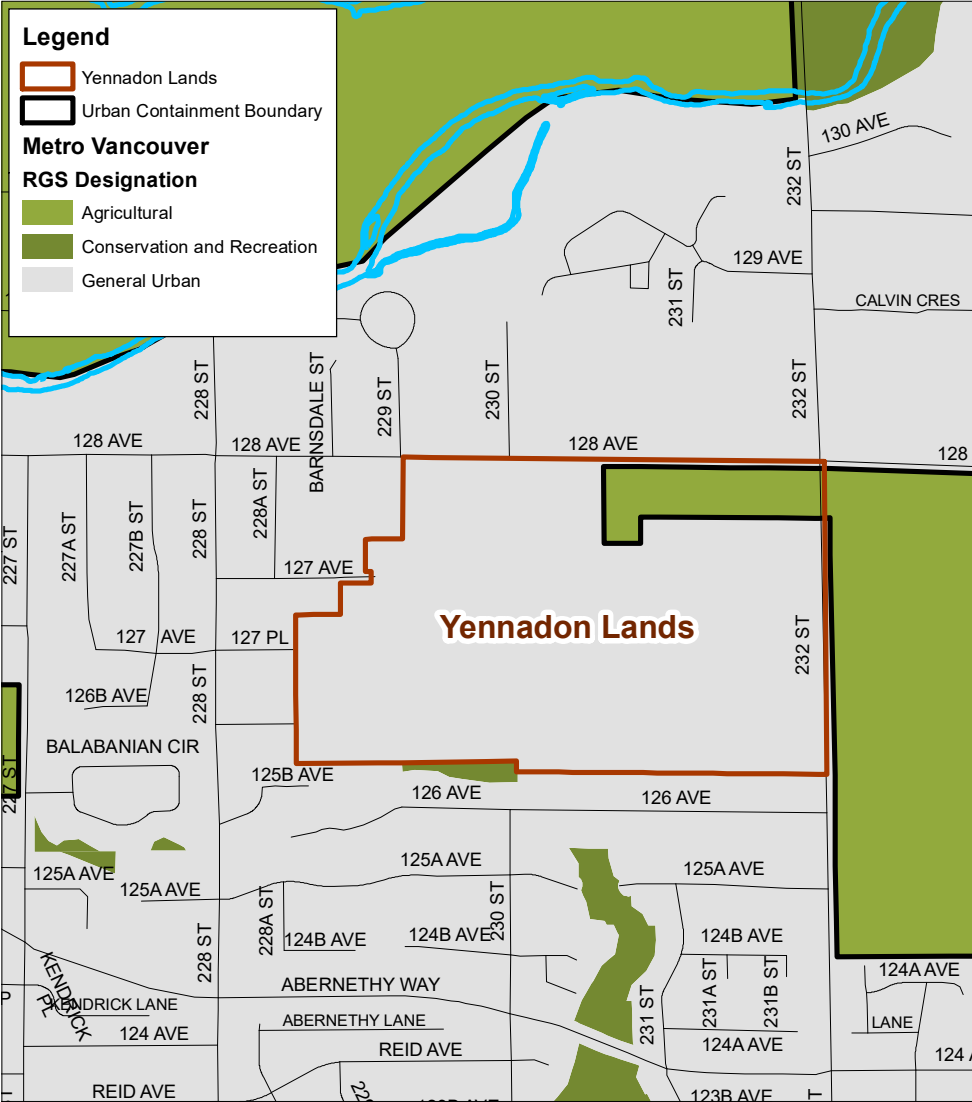
MAPSHEET NO:
92G.028
LOCAL GOVERNMENT:
Maple Ridge



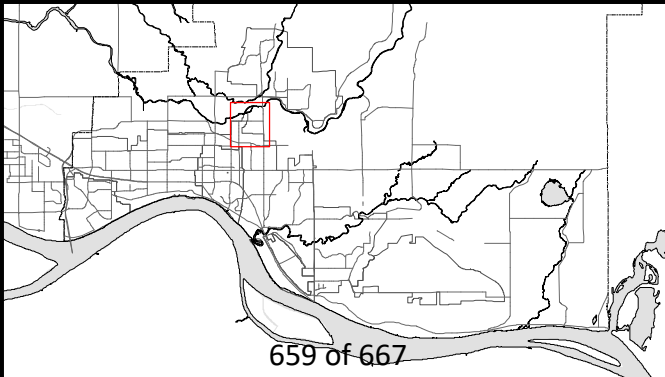
ALC FILE NO: 66390	RESOLUTION NO: 307/2023
MAP PRODUCED: June 15, 2023	
MAP SCALE: 1:2,000	
DATA SOURCES & NOTES: ALC, BCGW & ESRI / Maxar. Contains information licensed under Open Government License - British Columbia.	
Map for reference only. Accuracy not guaranteed.	

-  Conditionally Approved Exclusion Area
-  Subject Property
-  Agricultural Land Reserve
-  PMBC Parcel Cadastre





Scale: 1:10,000



659 of 667

Proposed Urban Containment Boundary And RGS Designation Amendment

PLANNING DEPARTMENT



mapleridge.ca

FILE: MetroVanUCBAmendment.mxd

DATE: Aug 24, 2023

BY: DT

June 28, 2023

ALC File: 66390

Adam Rieu
City of Maple Ridge
DELIVERED ELECTRONICALLY

Dear Adam Rieu:

Re: Reasons for Decision - ALC Application 66390

Please find attached the Reasons for Decision of the South Coast Panel for the above noted application (Resolution #307/2023). As agent, it is your responsibility to notify the applicant accordingly.

Please note that the submission of a \$150 administrative fee may be required for the administration, processing, preparation, review, execution, filing or registration of documents required as a condition of the attached Decision in accordance with s. 11(2)(b) of the ALR General Regulation.

Under section 33.1 of the *Agricultural Land Commission Act* (“ALCA”), the Chair of the Agricultural Land Commission (the “Commission”) has 60 days to review this decision and determine if it should be reconsidered by the Executive Committee in accordance with the ALCA. You will be notified in writing if the Chair directs the reconsideration of this decision. The Commission therefore advises that you consider this 60-day review period prior to acting upon this decision.

Under section 33 of the ALCA, a person affected by a decision (e.g. the applicant) may submit a request for reconsideration. A request to reconsider must now meet the following criteria:

- No previous request by an affected person has been made, and
- The request provides either:
 - Evidence that was not available at the time of the original decision that has become available, and that could not have been available at the time of the original decision had the applicant exercised due diligence, or
 - Evidence that all or part of the original decision was based on evidence that was in error or was false.

The time limit for requesting reconsideration of a decision is one year from the date of the decision’s release, as per [ALC Policy P-08: Request for Reconsideration](#).

Please refer to the ALC's [Information Bulletin 08 – Request for Reconsideration](#) for more information.

Please direct further correspondence with respect to this application to
ALC.SouthCoast@gov.bc.ca

Yours truly,



Evans Frimpong, Land Use Planner

Enclosures: Reasons for Decision (Resolution #307/2023)
Schedule A: Decision Map

cc: City of Maple Ridge (File 2022-170-AL) Attention: Adam Rieu

66930d1



AGRICULTURAL LAND COMMISSION FILE 66390
REASONS FOR DECISION OF THE SOUTH COAST PANEL

Exclusion Application Submitted Under s.29(1) of the Agricultural Land Commission Act

Applicant: City of Maple Ridge

Agent: Adam Rieu, City of Maple Ridge

Property: Parcel Identifier: 006-474-853
Legal Description: Lot 43 Section 20 Township
12 New Westminster
District Plan 30199
Civic: 23154 - 128th Avenue, Maple Ridge
Area: 1.62 ha (entirely within the ALR)

Panel: Ione Smith, South Coast Panel Chair
Susan Gimse'
Holger Schwichtenberg

OVERVIEW

- [1] The Property is located within the Agricultural Land Reserve (ALR) as defined in s. 1 of the *Agricultural Land Commission Act* (ALCA).
- [2] The Applicant is applying to the Agricultural Land Commission (the “Commission”) under s.29(1) of the ALCA to exclude the Property (1.62 ha) from the ALR (the “Proposal”).
- [3] The Proposal was considered in the context of the purposes and priorities of the Commission set out in s. 6 of the ALCA:

6 (1) The following are the purposes of the commission:

- (a) to preserve the agricultural land reserve;
 - (b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest; and,
 - (c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.
- (2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:
- (a) the size, integrity and continuity of the land base of the agricultural land reserve;
 - (b) the use of the agricultural land reserve for farm use.

EVIDENTIARY RECORD

- [4] The Proposal, along with related documentation from the Applicant, Agent, local government, and Commission is collectively referred to as the “Application”. All documentation in the Application was disclosed to the Agent in advance of this decision.
- [5] On April 6, 2023, a Notice of Exclusion Meeting was held with the Agent and the City of Maple Ridge. On April 20, 2023, the Panel conducted a meeting with the Applicant and Agent via video conference (the “Exclusion Meeting”). An exclusion meeting report was prepared and was certified as accurately reflecting the observations and discussions of the Exclusion Meeting by the Agent on May 11, 2023 (the “Exclusion Meeting Report”).

BACKGROUND

- [6] The City of Maple Ridge’s Staff Report dated November 29, 2022, states that the Property is the last remaining ALR property within the Yennadon Lands.
- [7] In 2011, the City of Maple Ridge (the “City”) referred the draft Albion Flats concept plan to the Commission which included the proposal to exclude a number of remnant ALR parcels located throughout the City. The Commission partially endorsed the draft concept plan by Resolution #2635/2011 (Planning File Legacy #26551) and identified several ‘remnant parcels’ throughout the City as “*unsuited to agriculture or otherwise warranting exclusion*”. It was expected that the City would eventually apply to exclude these lands from the ALR.

ANALYSIS AND FINDINGS

- [8] The Application mentions that exclusion of the Property would allow City staff to continue with the regional approvals required at the Metro Vancouver Regional District, for the remaining Yennadon Area Planning process.
- [9] The Panel notes that the Property was considered as one of the remnant parcels that the Commission has identified as ‘unsuited for agriculture’ warranting exclusion from the ALR. The Panel confirms that the Property was previously endorsed for exclusion in 2011 as part of its review of the 2011 Albion Flats concept plan, though not tied to any of the conditions associated with the Albion Flats Review.

DECISION

- [10] For the reasons given above, the Panel approves the Proposal to to exclude the Property (1.62 ha) from the ALR (the “Proposal”) subject to the following condition:
- (a) Siting of the Proposal in compliance with Schedule A of this decision.
- [11] These are the unanimous reasons of the Panel.
- [12] A decision of the Panel is a decision of the Commission pursuant to s. 11.1(3) of the ALCA.
- [13] Resolution #307/2023
Released on June 28, 2023

A handwritten signature in black ink that reads 'Ione Smith'.

Ione Smith, Panel Chair

On behalf of the South Coast Panel

COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Metro Vancouver Regional District

Board Meeting Date – Friday, May 31, 2024

This information item, listing recent information received by committee, is provided for the MVRD Board's information. Please access a complete PDF package [here](#).

Regional Planning Committee – May 10, 2024

Delegation Summaries:

C1 Greg Moore

Subject: Metro 2050 Climate Policy Enhancement Study – Recommendations

No Executive Summary provided

Mayors Committee – May 16, 2024

Delegation Summaries:

No delegations presented

Information Items:

E2 Smart Waste Program and Draft Tipping Fee Bylaw Updates