

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

MEETING

Friday, February 9, 2024

1:00 pm

28th Floor Committee room, 4515 Central Boulevard, Burnaby, British Columbia

Webstream available at <https://www.metrovancover.org>

A G E N D A¹

A. ADOPTION OF THE AGENDA

1. February 9, 2024 Meeting Agenda

That the Regional Planning Committee adopt the agenda for its meeting scheduled for February 9, 2024 as circulated.

B. ADOPTION OF THE MINUTES

1. January 12, 2024 Meeting Minutes

That the Regional Planning Committee adopt the minutes of its meeting held January 12, 2024 as circulated.

pg. 4

C. DELEGATIONS

D. INVITED PRESENTATIONS

1. Carl Funk, Director, Industrial Planning & Development, Beedie / Government

Relation Committee, NAIOP and Christephen Cheng, Principal, Bunt & Associates

Subject: Metro Vancouver / Fraser Valley Industrial Parking Study, by NAIOP / Bunt

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

¹ *Note: Recommendation is shown under each item, where applicable.*

- 1. Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors** *pg. 9*

That the MVRD Board:

 - a) initiate the Metro 2050 amendment process for the Metro 2050 Type 3 Amendment to reflect accepted regional context statements and correct minor errors;
 - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024”; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.

- 2. Metro 2050 Proposed Amendments to Reflect the Electoral Area A Official Community Plan** *pg. 67*

That the MVRD Board:

 - a) initiate the Metro 2050 Type 2 and Type 3 amendment processes to reflect the Electoral Area A Official Community Plan;
 - b) give first, second, third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024”;
 - c) give first, second, third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024”; and
 - d) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.

- 3. Metro 2050 Implementation Guideline – Sewerage Area Amendment Applications** *pg. 91*

That the MVRD Board endorse the Metro 2050 Implementation Guideline – Sewerage Area Amendment Applications as presented in the report dated January 15, 2024, titled “Metro 2050 Implementation Guideline – Sewerage Area Amendment Applications”.

- 4. Updating Metro 2050 Centres and Corridors Targets – Scope of Work** *pg. 109*

That the Regional Planning Committee receive for information the report dated January 22, 2024, titled “Updating Metro 2050 Centres and Corridors Targets – Scope of Work”.

- 5. Regional Industrial Lands Strategy Bring-to-Market Project – Scope of Work** *pg. 123*

That the Regional Planning Committee receive for information the report dated January 22, 2024, titled “Regional Industrial Lands Strategy Bring-to-Market Project – Scope of Work”.

- 6. Invasive Species Best Management Practices – Japanese Beetle Guidebook** *pg. 128*

That the Regional Planning Committee receive for information the report dated January 20, 2024, titled “Invasive Species Best Management Practices – Japanese Beetle Guidebook”.

7. Manager's Report

That the Regional Planning Committee receive for information the report dated January 16, 2024, titled "Manager's Report".

F. INFORMATION ITEMS

G. OTHER BUSINESS

H. RESOLUTION TO CLOSE MEETING

Note: The Committee 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.

I. ADJOURNMENT

That the Regional Planning Committee adjourn its meeting of February 9, 2024.

Membership:

Woodward, Eric (C) – Langley Township
Kruger, Dylan (VC) – Delta
Bligh, Rebecca – Vancouver
Carreras, Korleen – Maple Ridge
Girard, Angela – North Vancouver City

Hodge, Craig – Coquitlam
Hurley, Mike – Burnaby
Johnstone, Patrick – New Westminster
Knight, Megan – White Rock
Lahti, Meghan – Port Moody

Lambur, Peter – West Vancouver
Locke, Brenda - Surrey
McEwen, John – Anmore
West, Brad – Port Coquitlam

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 1:06 pm on Friday, January 12, 2024 in the 28th Floor Committee Room, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Chair, Mayor Eric Woodward, Langley Township
 Councillor Rebecca Bligh*, Vancouver
 Councillor Korleen Carreras*, Maple Ridge
 Councillor Angela Girard*, North Vancouver City
 Councillor Craig Hodge, Coquitlam
 Mayor Mike Hurley, Burnaby
 Mayor Patrick Johnstone, New Westminster
 Mayor Megan Knight*, White Rock
 Councillor Peter Lambur, West Vancouver
 Mayor Brenda Locke*, Surrey
 Mayor John McEwen*, Anmore
 Mayor Brad West, Port Coquitlam

MEMBERS ABSENT:

Vice Chair, Councillor Dylan Kruger, Delta
 Mayor Meghan Lahti, Port Moody

STAFF PRESENT:

Jonathan Coté, Deputy General Manager, Regional Planning and Housing
 Rapinder Khaira, Legislative Services Coordinator, Board and Information Services

A. ADOPTION OF THE AGENDA

1. January 12, 2024 Meeting Agenda

It was MOVED and SECONDED

That the Regional Planning Committee adopt the agenda for its meeting scheduled for January 12, 2024 as circulated.

CARRIED

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

B. ADOPTION OF THE MINUTES

1. November 3, 2023 Meeting Minutes

It was MOVED and SECONDED

That the Regional Planning Committee adopt the minutes of its regular meeting held November 3, 2023 as circulated.

CARRIED

C. DELEGATIONS

1. Marlene Best, Interim Director of Planning and Amanda Grochowich, Manager of Community Planning, Planning Department, City of Maple Ridge

Marlene Best, Interim Director of Planning and Amanda Grochowich, Manager of Community Planning, Planning Department, City of Maple Ridge, provided a presentation titled “Metro Vancouver 2050 Amendment”, summarizing the Metro 2050 Type 2 amendment proposal for the Yennadon Lands.

D. INVITED PRESENTATIONS

No items presented.

E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER

1. 2024 Regional Planning Committee Meeting Schedule and Work Plan

Report dated January 3, 2024, from Jonathan Coté, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services, providing the Regional Planning Committee with the 2024 Work Plan, Terms of Reference, and Annual Meeting Schedule.

Members were provided with a presentation, titled “2024 Priorities and Work Plan”, providing an overview of the Regional Planning Committee’s scope and goals, the purpose of the Regional Growth Strategy, the Terms of Reference, 2024 Work Plan priorities, and shared regional planning goals.

It was MOVED and SECONDED

That the Regional Planning Committee:

- a) receive for information the Regional Planning Committee Terms of Reference and the 2024 Annual Meeting Schedule, as presented in the report dated January 3, 2024, titled “2024 Regional Planning Committee Meeting Schedule and Work Plan”; and
- b) endorse the 2024 Work Plan, as presented in the report dated January 3, 2024, titled “2024 Regional Planning Committee Meeting Schedule and Work Plan”.

CARRIED

2. **Metro 2050 Type 2 Proposed Amendment – City of Maple Ridge (Yennadon Lands)**
Report dated January 3, 2024, from Victor Cheung, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the Regional Planning Committee the opportunity to consider the City of Maple Ridge’s request to amend *Metro 2050* to accommodate industrial uses and protected natural areas through a *Metro 2050* Type 2 amendment.

Members were provided with a presentation, titled “*Metro 2050* Type 2 Proposed Regional Land Use Amendment”, providing an overview of the proposed regional land use amendment and the regional planning analysis of the site.

It was MOVED and SECONDED

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.

CARRIED

3. **Metro 2050 Implementation Guideline – Industrial and Employment Lands**
Report dated January 3, 2024, Eric Aderneck, Senior Planner, Regional Planning and Housing Services and Victor Cheung, Senior Policy and Planning Analyst, providing the Regional Planning Committee with the opportunity to consider and endorse the *Metro 2050* Implementation Guideline – Industrial and Employment Lands.

It was MOVED and SECONDED

That the MVRD Board endorse the Metro 2050 Implementation Guideline – Industrial and Employment Lands as presented in the report dated January 3, 2024, titled “Metro 2050 Implementation Guideline – Industrial and Employment Lands”.

CARRIED

4. Metro Vancouver Resident and Immigrant Behaviour Model: Phase One and Two Report

Report dated January 3, 2024, from Agatha Czekajlo, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the Regional Planning Committee with the Metro Vancouver Resident and Immigrant Behavior Model: Phase One and Two report, a component of the Metro Vancouver Social and Community Data Land Use Model project.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated January 3, 2024, titled “Metro Vancouver Resident and Immigrant Behaviour Model: Phase One and Two Report”.

CARRIED

5. Metro Vancouver Housing Data Book 2023

Report dated January 3, 2024, from Agatha Czekajlo, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the Regional Planning Committee with the updated Housing Data Book.

Members were provided with a presentation, titled “Metro Vancouver Housing Data Book”, providing an overview of the updated data on demographics, household income, housing construction, ownership, rental housing, housing need, and homelessness.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated January 3, 2024, titled “Metro Vancouver Housing Data Book 2023”.

CARRIED

6. Commercial Truck Parking on Agricultural Lands

Report dated January 3, 2024, from Eric Aderneck, Senior Planner, and Carla Stewart, Senior Planner, Regional Planning and Housing Services, providing the Regional Planning Committee with a summary on the ongoing issue of commercial truck parking occurring on the region’s agricultural land.

It was MOVED and SECONDED

That the MVRD Board:

- a) send a letter to the Minister of Transportation and Infrastructure and the Minister of Agriculture and Food advocating for provincial actions to address the issue of commercial truck parking on agricultural lands in Metro Vancouver; and
- b) send a copy of the report titled “Commercial Truck Parking on Agricultural Lands”, dated January 3, 2024, to member jurisdictions with agricultural land.

CARRIED

7. Manager’s Report

Report dated January 3, 2024, from Jonathan Coté, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services, providing the Regional Planning Committee with an update on attendance at 2024 Standing Committee events, provincial housing legislation, and the Canadian Urban Transit Association’s Housing is on the Line report.

Members were provided with a presentation titled “Provincial Housing Legislation (Bill 44, 46, and 47, 2023)”, providing an overview of the implementation timeline for the provincial housing legislation, its implications on *Metro 2050*, and on engagement to-date between Metro Vancouver and advisory committees, and municipalities.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated January 3, 2024, titled “Manager’s Report”.

CARRIED

F. INFORMATION ITEMS

No items presented.

G. OTHER BUSINESS

No items presented.

H. RESOLUTION TO CLOSE MEETING

No items presented.

I. ADJOURNMENT

It was MOVED and SECONDED

That the Regional Planning Committee adjourn its meeting of January 12, 2024.

CARRIED

(Time: 2:17 pm)

Rapinder Khaira,
Legislative Services Coordinator

Eric Woodward,
Chair

65061962 FINAL

To: Regional Planning Committee

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

Date: January 23, 2024 Meeting Date: February 9, 2024

Subject: **Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors**

RECOMMENDATION

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the Metro 2050 Type 3 Amendment to reflect accepted regional context statements and correct minor errors;
 - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024”; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.
-

EXECUTIVE SUMMARY

Metro 2050 was adopted by the Metro Vancouver Regional District Board on February 24, 2023. Over its first year, staff have identified some minor inconsistencies in terminology, formatting, numerical references, and mapping that are proposed to be corrected through a Type 3 amendment. The proposed amendment also includes mapping revisions that stem from Board-accepted regional context statements, regional land use amendments made under the municipal flexibility clause, updates to *Metro 2050* reference maps based on new data (e.g. new sensitive ecosystem inventory map), and corrections to map text and designation boundaries.

The proposed revisions are administrative in nature, and do not alter the intent of *Metro 2050*.

This amendment is an administrative amendment intended to ensure that *Metro 2050* contains the most current and correct maps and text. The proposed amendment is comprised of the following:

- **Township of Langley:** Update *Metro 2050* maps to correct a designation for one parcel based on the MVRD Board accepted Regional Context Statement dated November 25, 2016 and to fix a text labelling error on Map 12;
- **Village of Lions Bay:** Update *Metro 2050* maps to reflect the MVRD Board accepted Regional Context Statement dated July 29, 2022. The update removes the Village from the Urban Containment Boundary and re-designates the Village from ‘General Urban’ to ‘Rural’;
- **City of New Westminster:** Update *Metro 2050* maps to adjust the boundary of the Regional City Centre geography;
- **City of Pitt Meadows:** Update *Metro 2050* maps to reflect the MVRD Board accepted Regional Context Statement dated September 23, 2022;
- **City of Richmond:** Update *Metro 2050* maps to correct a minor mapping error in the Regional City Centre geography;

- **City of Vancouver:** Update *Metro 2050* maps to reflect regional land use amendments made under the municipal flexibility clause; and
- Clarification of Goal 3 Policies 3.2.3 b) and 3.4.4 c).

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider a proposed *Metro 2050* Type 3 amendment.

BACKGROUND

Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022 (*Metro 2050*) is the regional federation's collective vision for how growth will be managed to support the creation of complete, connected, and resilient communities, while protecting important lands and supporting the efficient provision of urban infrastructure. Metro Vancouver routinely reviews and updates bylaws to ensure accuracy and inclusion of up-to-date information. One year after its adoption, a Type 3 amendment to *Metro 2050* is proposed to improve readability, ensure it contains the most up-to-date and correct maps, and reflect accepted Regional Context Statements.

TYPE 3 AMENDMENTS TO METRO 2050

Metro 2050 Policy 6.3.4 i) states "housekeeping amendments to figures, tables or maps, performance measures or other items related to document structure that do not alter the intent of the regional growth strategy" as well as "amendment to mapping to incorporate maps included in Regional Context Statements" are considered Type 3 amendments. Type 3 amendments require an amendment bylaw passed by an affirmative 50% + 1 weighted vote of the MVRD Board.

Should the amendment bylaw receive an affirmative majority weighted vote of the MVRD Board at first, second, and third readings, the proposed amendment will be referred to all affected local governments for comment in accordance with *Metro 2050* Policy 6.4.2. Additionally, notification of the proposed amendment will be posted on the Metro Vancouver website to provide the members of the public with the opportunity to comment in accordance with *Metro 2050* Policy 6.4.4 c).

PROPOSED AMENDMENT

Text Amendments

The proposed amendments include the following types of minor text amendments:

- Formatting revisions such as removing double spacing, updating numeric order, and bolding or italicizing words (e.g. "*Metro 2050*" bolding removed);
- Wording revisions including hyphenating words and correcting spelling (e.g. "long-term" instead of "longerterm"); and
- Revising outdated links and references (e.g. for Policy 3.2.3 b), reference to "regional multi-hazard mapping" is removed).

The text amendments do not constitute policy or material changes, and do not alter the intent of *Metro 2050*. Given their immaterial nature, they are not included in this report but may be viewed in the attached bylaw.

Map Amendments

The list of map amendments are generally organized by their order in *Metro 2050*. Subsequent amendments are organized by jurisdiction. Material land use designation amendments that are not corrections or minor boundary adjustments stem from previously accepted Regional Context Statements that were analyzed relative to the goals and strategies of *Metro 2050* as part of the process by which the MVRD Board reviews and accepts member jurisdiction Regional Context Statements. The map amendments are an administrative process that ensures *Metro 2050* contains the most current and correct maps. For all bolded items below, refer to Attachment 1.

- **Item 1** (Attachment 1)
Map 1: Add Labels to denote Tsleil-Waututh Nation, Katzie First Nation and Musqueam Indian Band reserve lands.
- Maps 3, 4, 6, 7, 8, and 9: Remove regional land use designations for all First Nations Reserve and Treaty Lands as shown in Map 1.
- **Item 2** (Attachment 1)
Map 4: Delete the label “Langley” and replace it with “Langley Town Centre Langley Township” and “Langley Town Centre Langley City”.
- **Item 3** (Attachment 1)
Map 9: Add the UBC Malcolm Knapp Research Forest to the Natural Resource Area overlay.
- **Item 4** (Attachments 1 and 2)
Map 10: Replace Map 10 – Regional Greenway Network and Major Bikeway Network to reflect the recent Regional Parks status update project for the greenway network. The revisions are based on feedback from member jurisdictions and are detailed in Attachment 2.
- **Item 5** (Attachment 1)
Map 11: Replace Map 11 – Sensitive Ecosystem Inventory to reflect updated sensitive ecosystem inventory data.
- **Item 6** (Attachment 1)
Map 12: Correct the labelling of “Rural within the Sewerage Area” and “Sewerage Extension Area” in the legend.
- **Item 7 – City of New Westminster** (Attachment 1)
Update *Metro 2050* maps 4 and 5 to adjust the boundary of the Regional City Centre overlay geography.
- **Items 8-12 – City of Pitt Meadows** (Attachment 1 and Reference 1)
Update *Metro 2050* maps 2, 3, 4, 6, 7, and 12 to reflect the MVRD Board accepted Regional Context Statement dated September 23, 2022.

- **Item 13 – City of Richmond** (Attachment 1)
Update *Metro 2050* maps 4 and 5 to correct a minor mapping error in the Regional City Centre overlay geography.
- **Items 14-16 – City of Vancouver** (Attachments 1 and 3)
Update *Metro 2050* maps 2, 3, 4, 6, 7, and 12 to reflect regional land use amendments made under the municipal flexibility clause.
- **Item 17 – Musqueam Indian Band** (Attachment 1)
Adjust the boundaries of the Musqueam reserve lands south of the University Endowment Lands.
- **Item 18 – Township of Langley** (Attachment 1)
Update *Metro 2050* maps 2, 3, 4, 6, 7, and 12 to correct a designation for a portion of one parcel based on the MVRD Board accepted Regional Context Statement dated November 25, 2016.
- **Item 19 – Village of Lions Bay** (Attachment 1 and Reference 2)
Update *Metro 2050* maps to reflect the MVRD Board accepted Regional Context Statement dated July 29, 2022. The update adjusts the Urban Containment Boundary to exclude the Village and re-designates the Village from ‘General Urban’ to ‘Rural’.

REGIONAL PLANNING ADVISORY COMMITTEE FEEDBACK

An information report for the *Metro 2050* Proposed Type 3 Amendment was brought forward to the January 19, 2023 RPAC meeting to seek RPAC members’ feedback. No comments were provided by RPAC 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.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the *Metro 2050* amendment process for the *Metro 2050* Type 3 Amendment to reflect accepted regional context statements and correct minor errors;
 - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 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 Metro 2050 Type 3 Amendment and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

One year after the adoption of *Metro 2050*, the proposed Type 3 amendment ensures *Metro 2050* contains the most current and correct maps and fixes some immaterial text inconsistencies. The proposed revisions are administrative in nature and do not alter the intent of *Metro 2050*.

ATTACHMENTS

1. Proposed Map Amendments
2. List of *Metro 2050* Map 10 Greenway Network Revisions by Jurisdiction
3. Correspondence dated August 11, 2022, from City of Vancouver regarding amendments to the City of Vancouver's Regional Context Statement, Official Development Plan
4. Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1380, 2024

REFERENCES

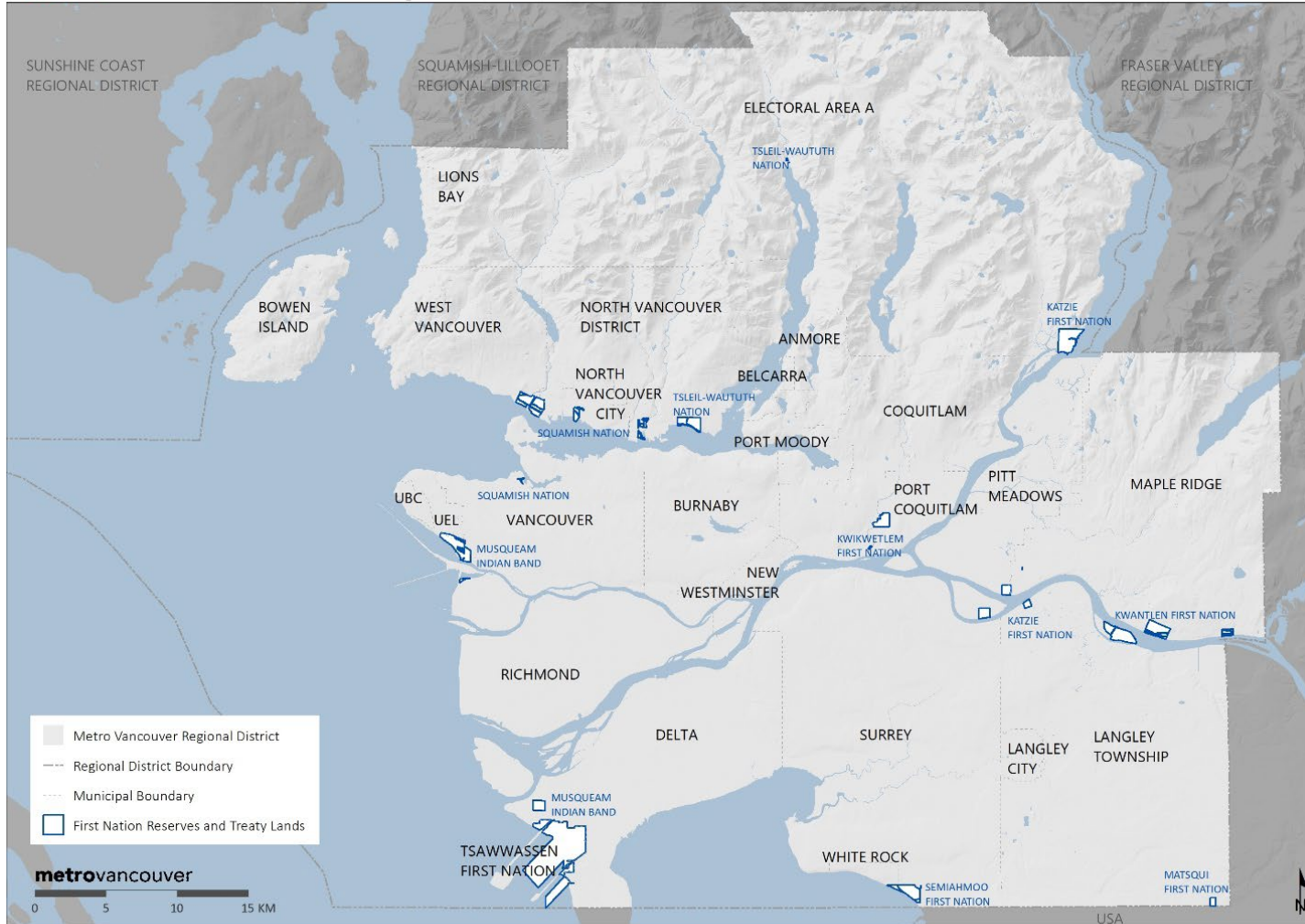
1. [City of Pitt Meadows Regional Context Statement Acceptance – staff report](#)
2. [Village of Lions Bay Regional Context Statement Acceptance – staff report](#)

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Item 1

Post-Amendment – Label Tsileil-Waututh Nation, Katzie First Nation, and Musqueam Indian Band Reserve Lands

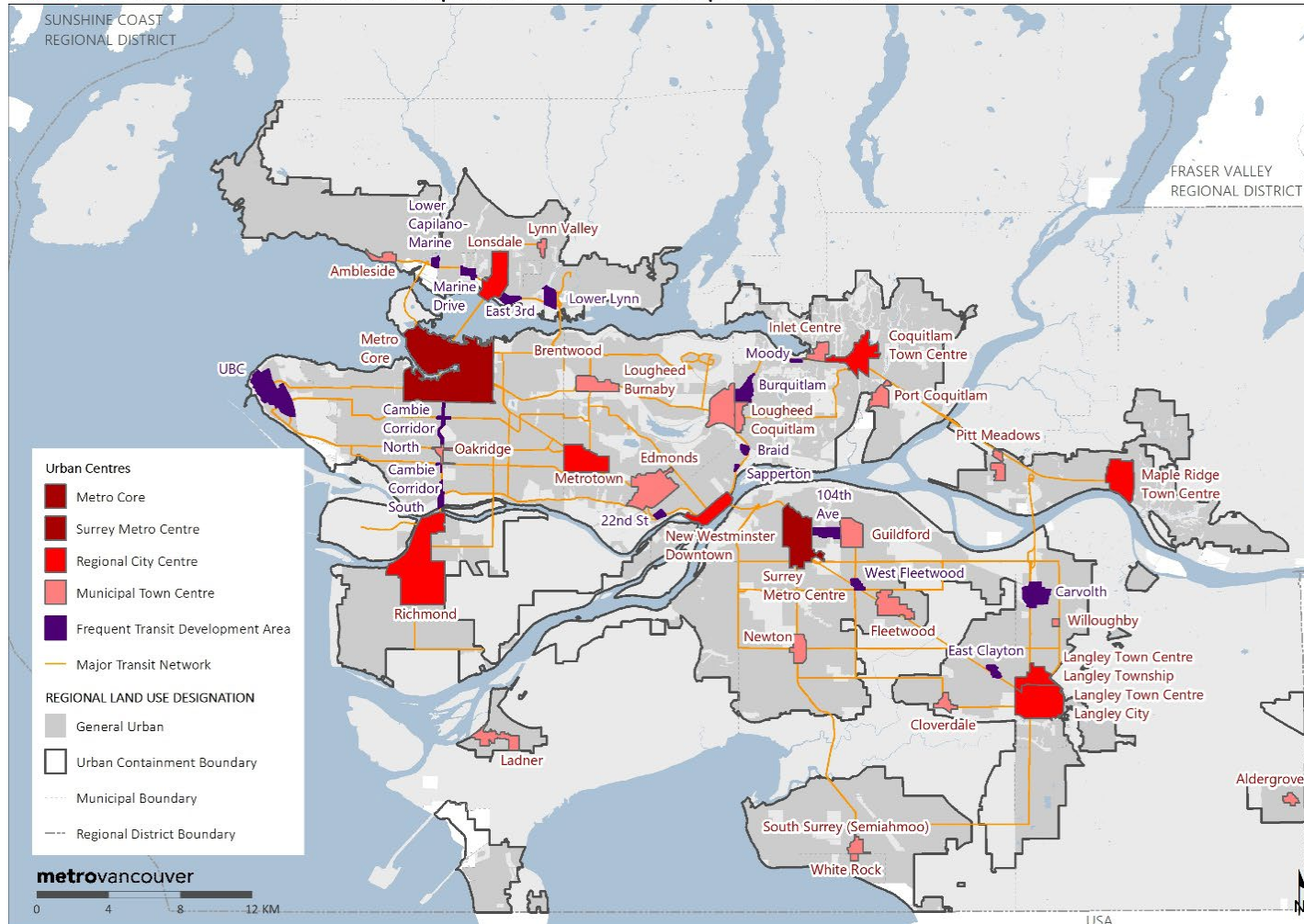
MAP 1 Metro Vancouver Region



Item 2

Post-Amendment – Label “Langley Town Centre Langley Township” and “Langley Town Centre Langley City”

MAP 4 Urban Centres and Frequent Transit Development Areas

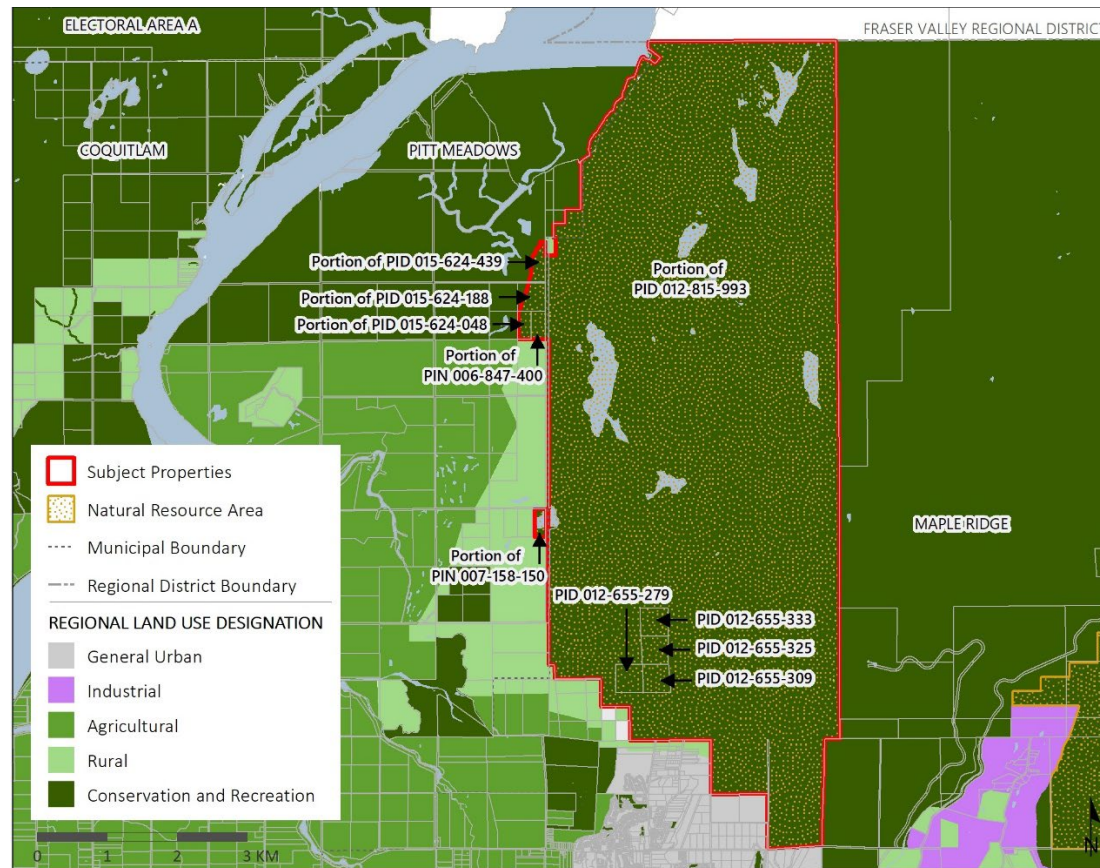


Urban Centres and FTDA are overlays for structuring residential and employment growth. The boundaries are identified by member jurisdictions. Urban Centre and FTDA overlays do not alter the intent and policies of the underlying regional land use designations.

Item 3

Post-Amendment – Add UBC Malcolm Knapp Research Forest to Natural Resource Area overlay

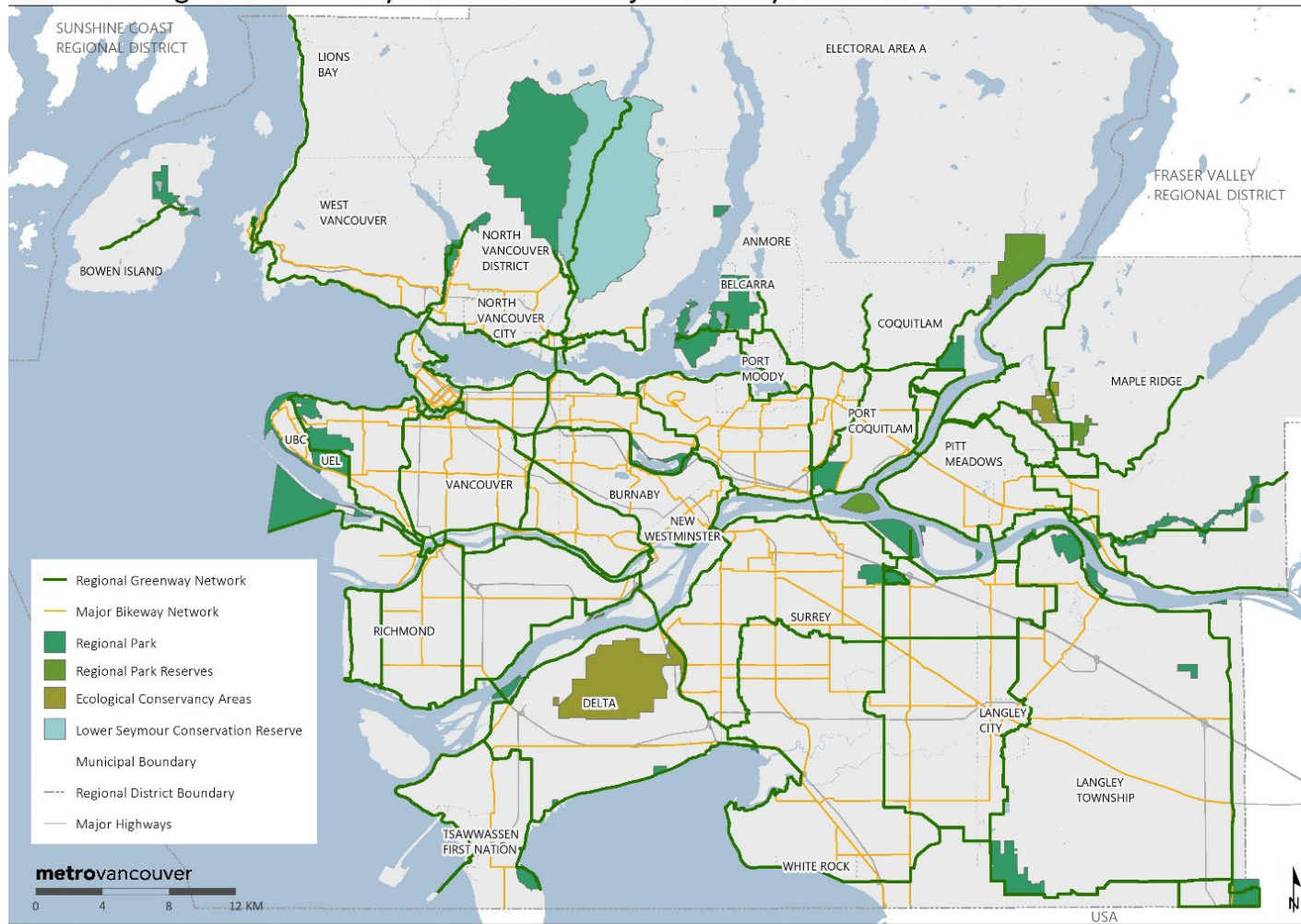
PID	Legal Description
012-655-368	DISTRICT LOT 7074, TOWNSHIP 4, RANGE 5, MERIDIAN W7, GROUP 1, NEW WESTMINSTER LAND DISTRICT, PORTION PT, (DL7074) PT SECS 2, 3, 4, & 10 TO 15, & 22 TO 26, & 35, 36



Item 4

Post-Amendment – Update map with new greenway network alignments

MAP 10 Regional Greenway Network and Major Bikeway Network

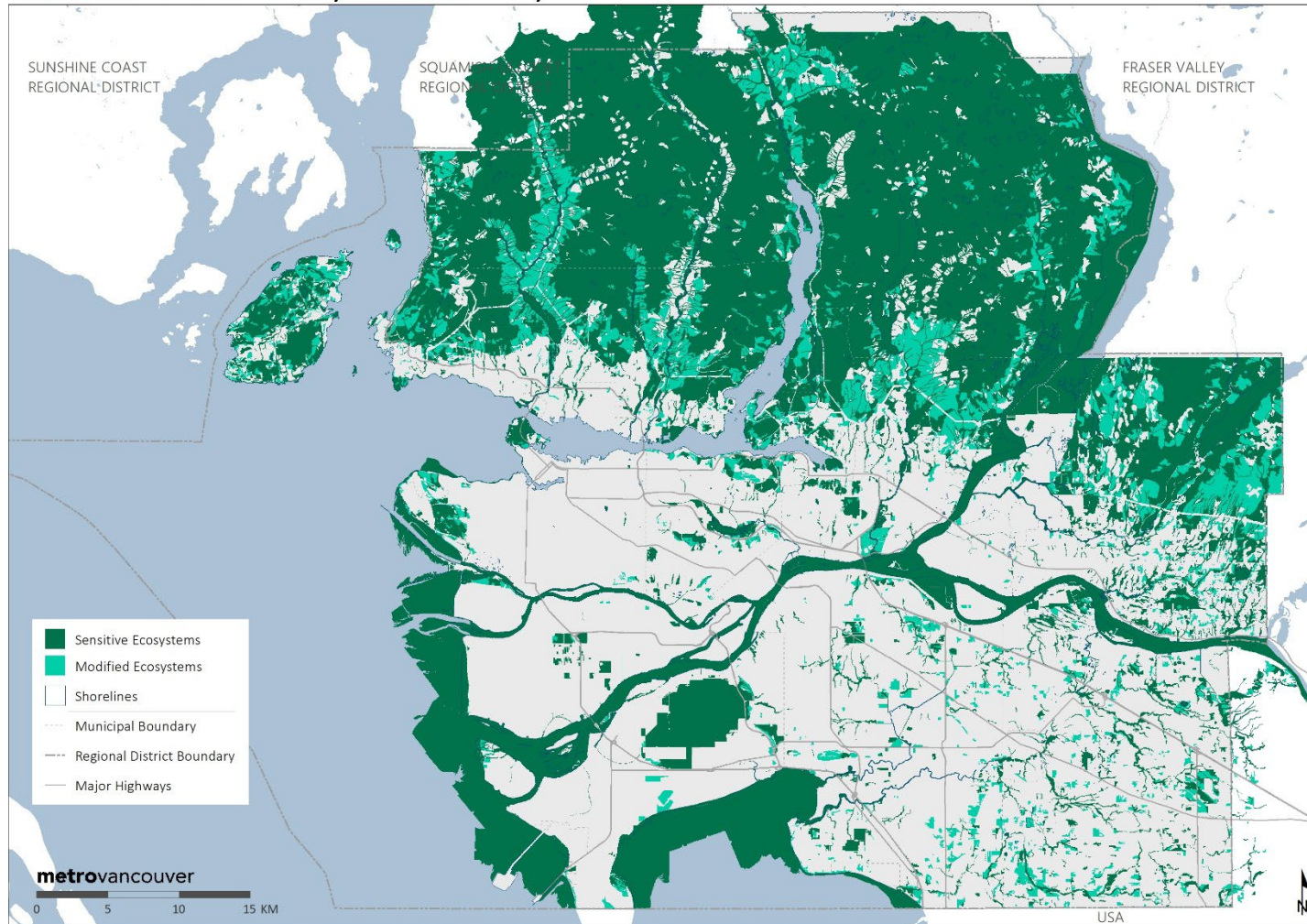


The Regional Greenway Network and Major Bikeway Network (MBN) are concepts illustrating existing and planned active transportation corridors of regional significance.

Item 5

Post-Amendment – Update map with new sensitive ecosystem inventory data

MAP 11 Sensitive Ecosystem Inventory

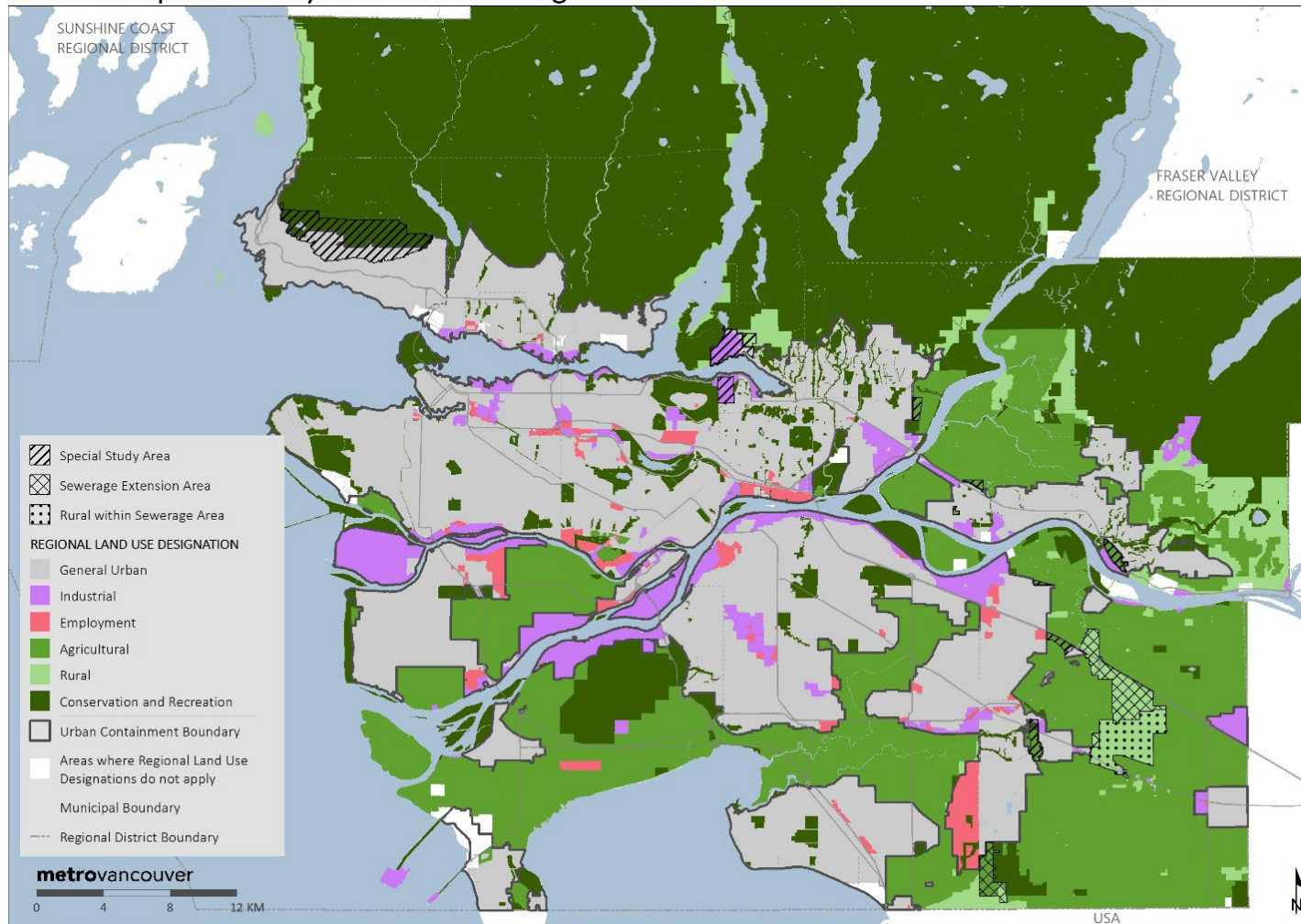


Map for reference only and does not reflect Regional Land Use Designations. An online SEI Tool is available at gis.metrovancouver.org/mvmaps/SEI and downloadable from open-data-portal-metrovancouver.hub.arcgis.com. The SEI data set is from 2020. Local ecological datasets may be more current and detailed.

Item 6

Post-Amendment – Reverse the order of “Rural within the Sewerage Area” and “Sewerage Extension Area” in the legend

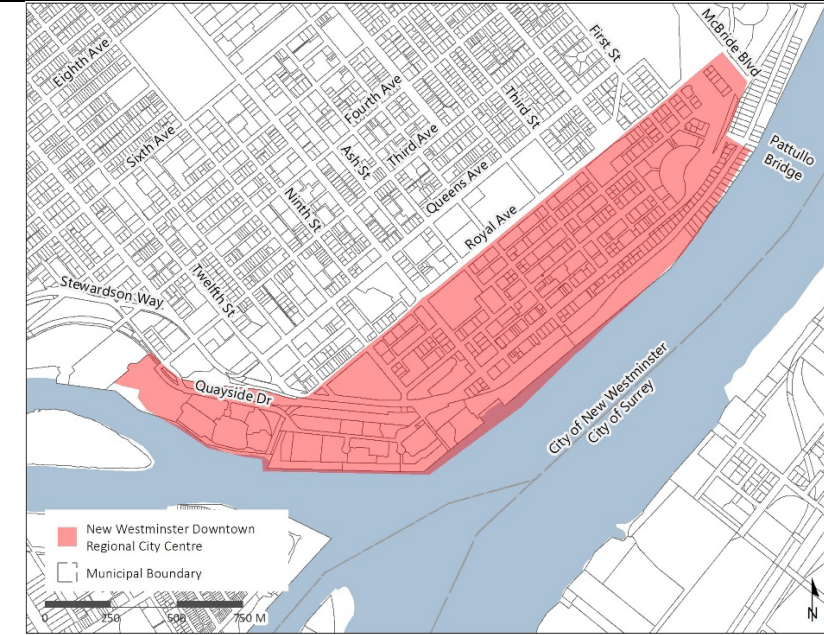
MAP 12 Special Study Area and Sewerage Extension Areas



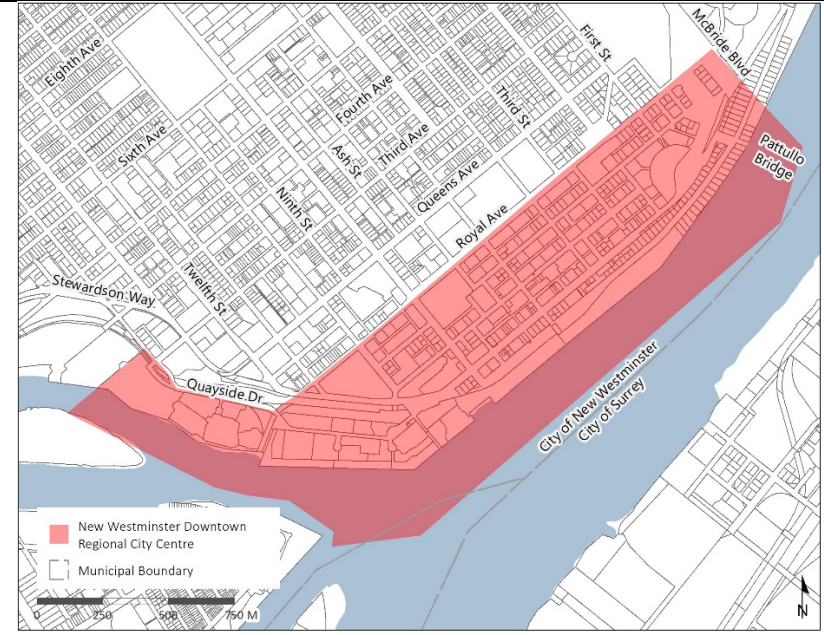
Item 7

City of New Westminster – Adjust the boundary of the Regional City Centre overlay geography (maps 4,5)

Prior to Amendment



Post-Amendment

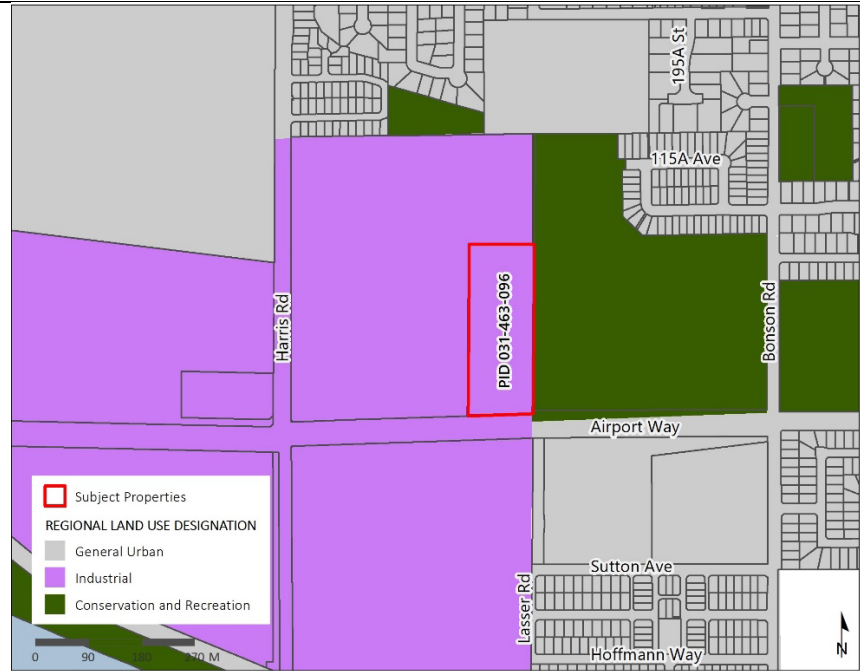


Item 8

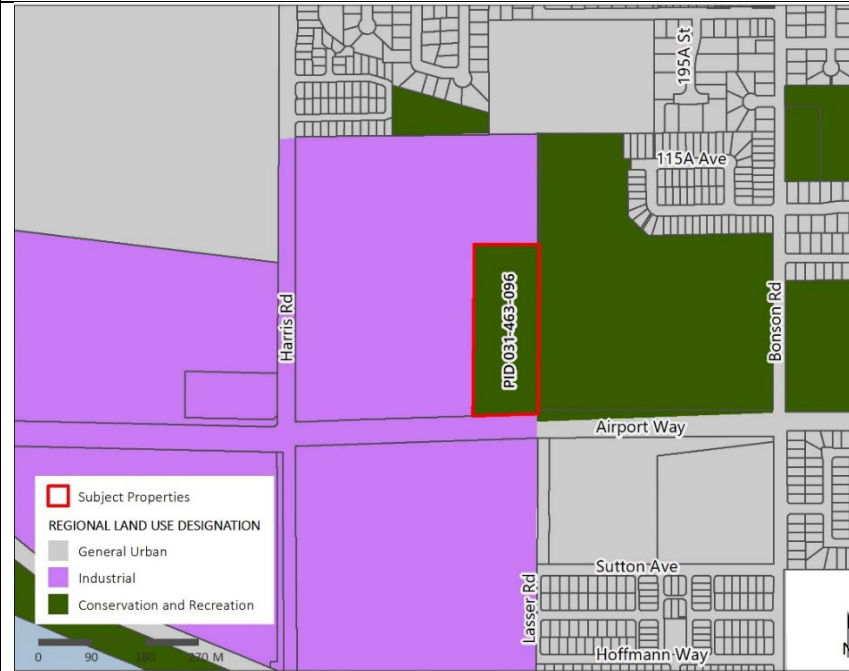
City of Pitt Meadows – Redesignate the property described below from ‘Industrial’ to ‘Conservation and Recreation’ (maps 2,3,4,6,7,12)

PID	Legal Description
031-463-096	LOT 3 DISTRICT LOT 254 GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP80530

Prior to Amendment



Post-Amendment



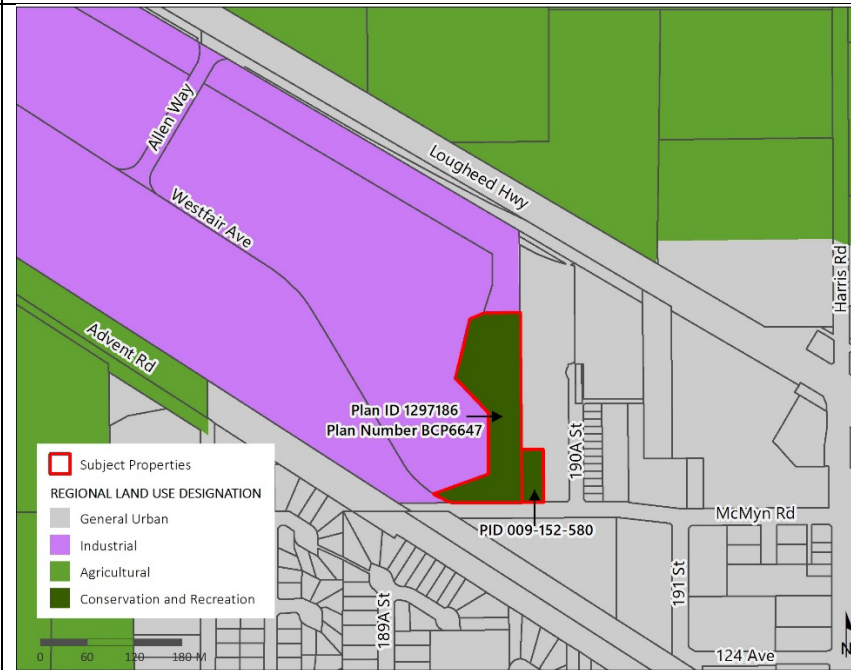
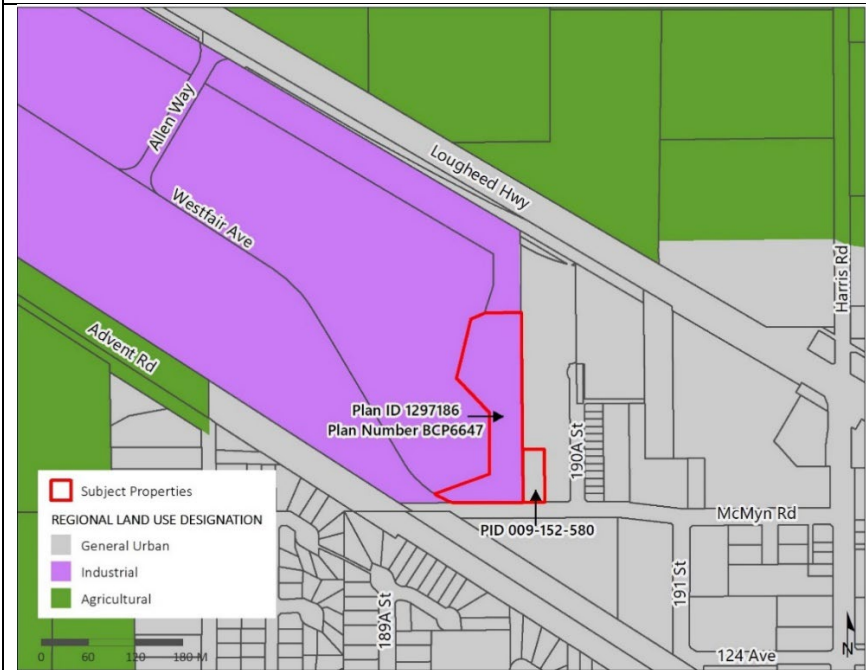
Item 9

City of Pitt Meadows – Redesignate the property described below from ‘Industrial’ to ‘Conservation and Recreation’ (maps 2,3,4,6,7,12)

Parcel Class	Plan Number
Park	BCP6647

Prior to Amendment

Post-Amendment



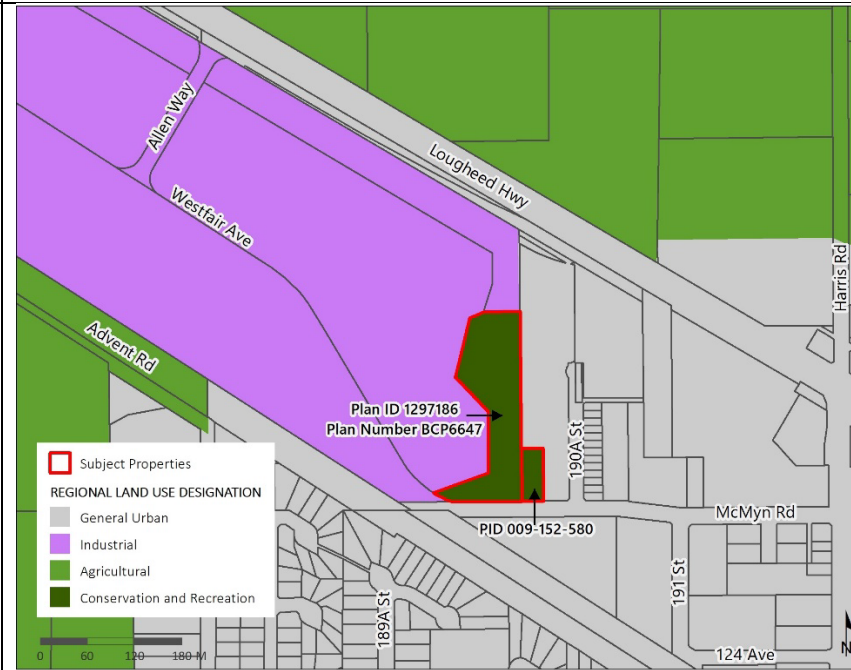
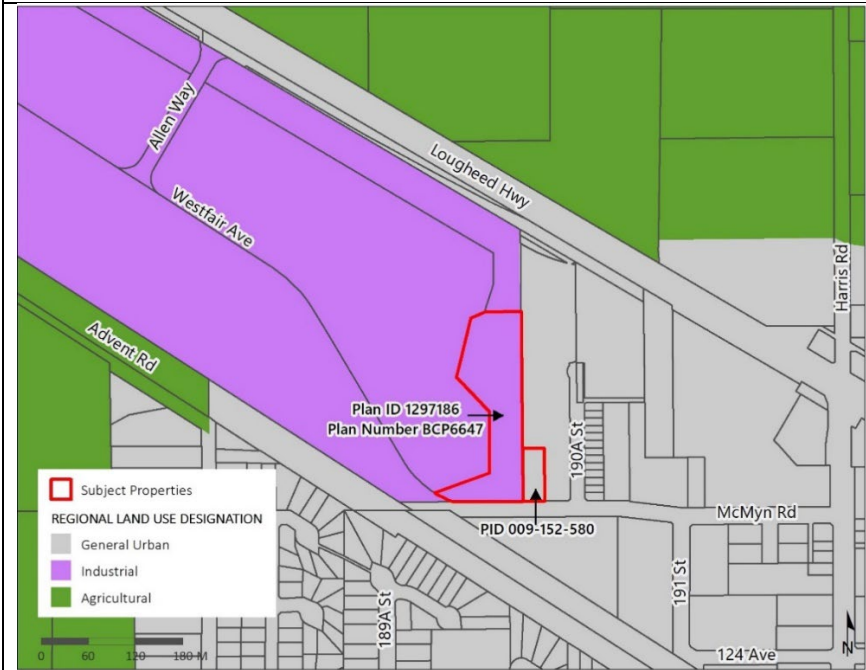
Item 10

City of Pitt Meadows – Redesignate the property described below from ‘General Urban’ to ‘Conservation and Recreation’ (maps 2,3,4,6,7,12)

PID	Legal Description
009-152-580	LOT 2 SECTION 25 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 22135

Prior to Amendment

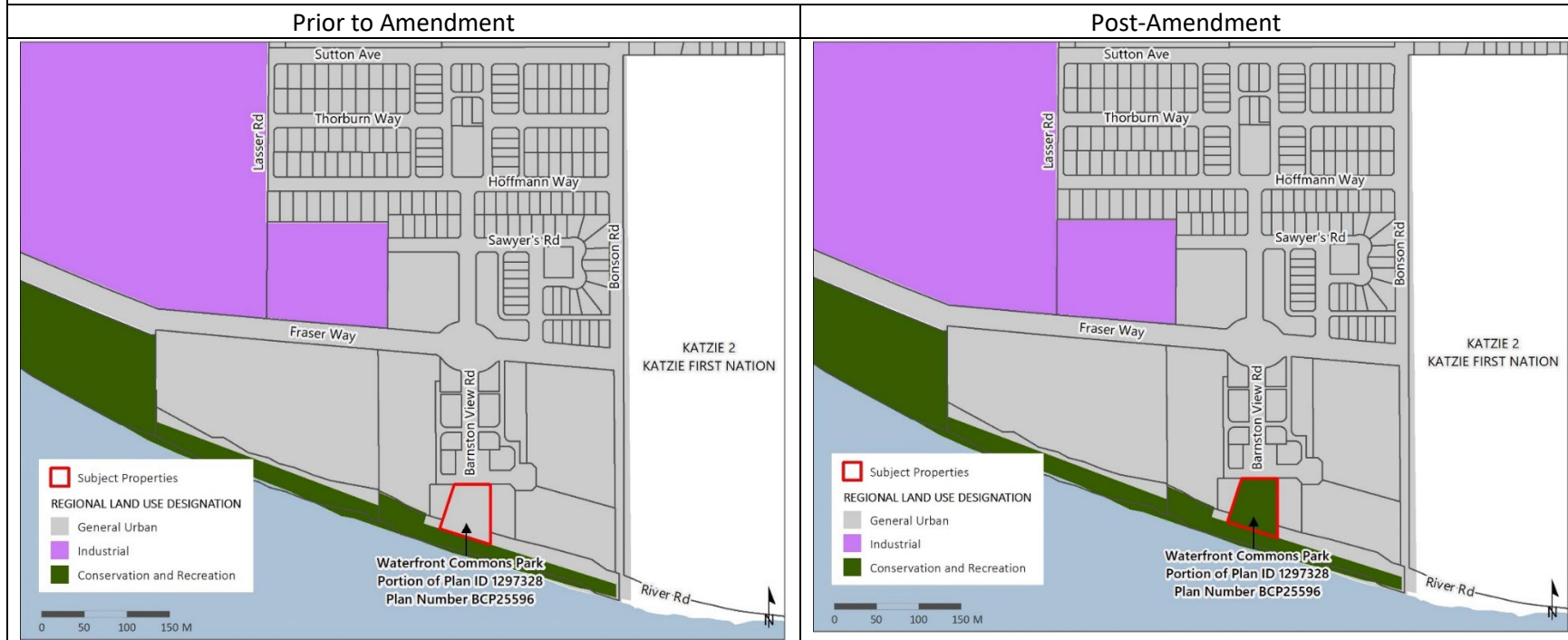
Post-Amendment



Item 11

City of Pitt Meadows – Redesignate the property described below from ‘General Urban’ to ‘Conservation and Recreation’ (maps 2,3,4,6,7,12)

Parcel Class	Plan Number
Park	BCP25596



Item 12

City of Pitt Meadows – Redesignate the portion of the property described below from ‘Agriculture’ to ‘Conservation and Recreation’ (maps 2,3,4,6,7,12)

PID	Legal Description
006-085-580	LOT 1102 DISTRICT LOT 280 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 46550

Prior to Amendment

Post-Amendment

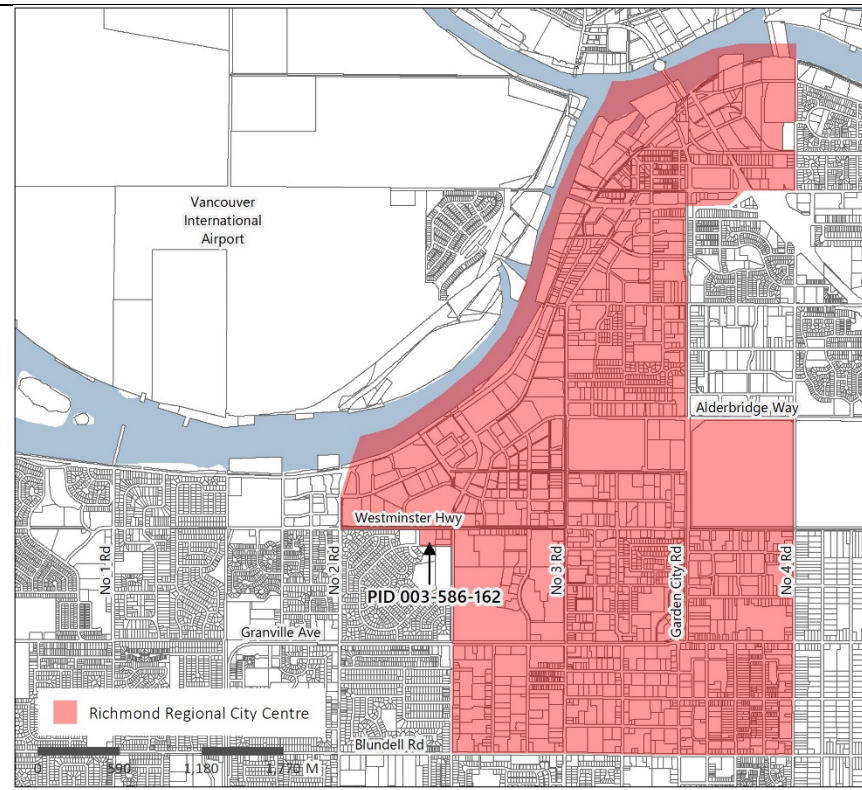


Item 13

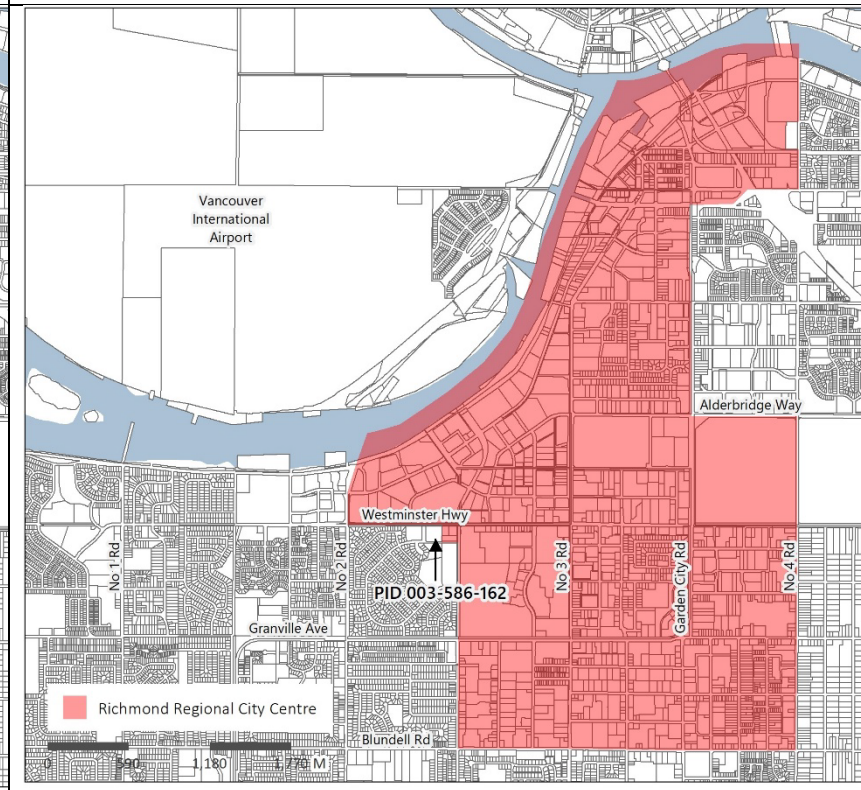
City of Richmond – Correct the Regional City Centre overlay geography by removing the property described below (maps 4,5)

PID	Legal Description
003-586-162	LOT 591, BLOCK 4N, PLAN NWP25611, SECTION 7, RANGE 6W, NEW WESTMINSTER LAND DISTRICT

Prior to Amendment



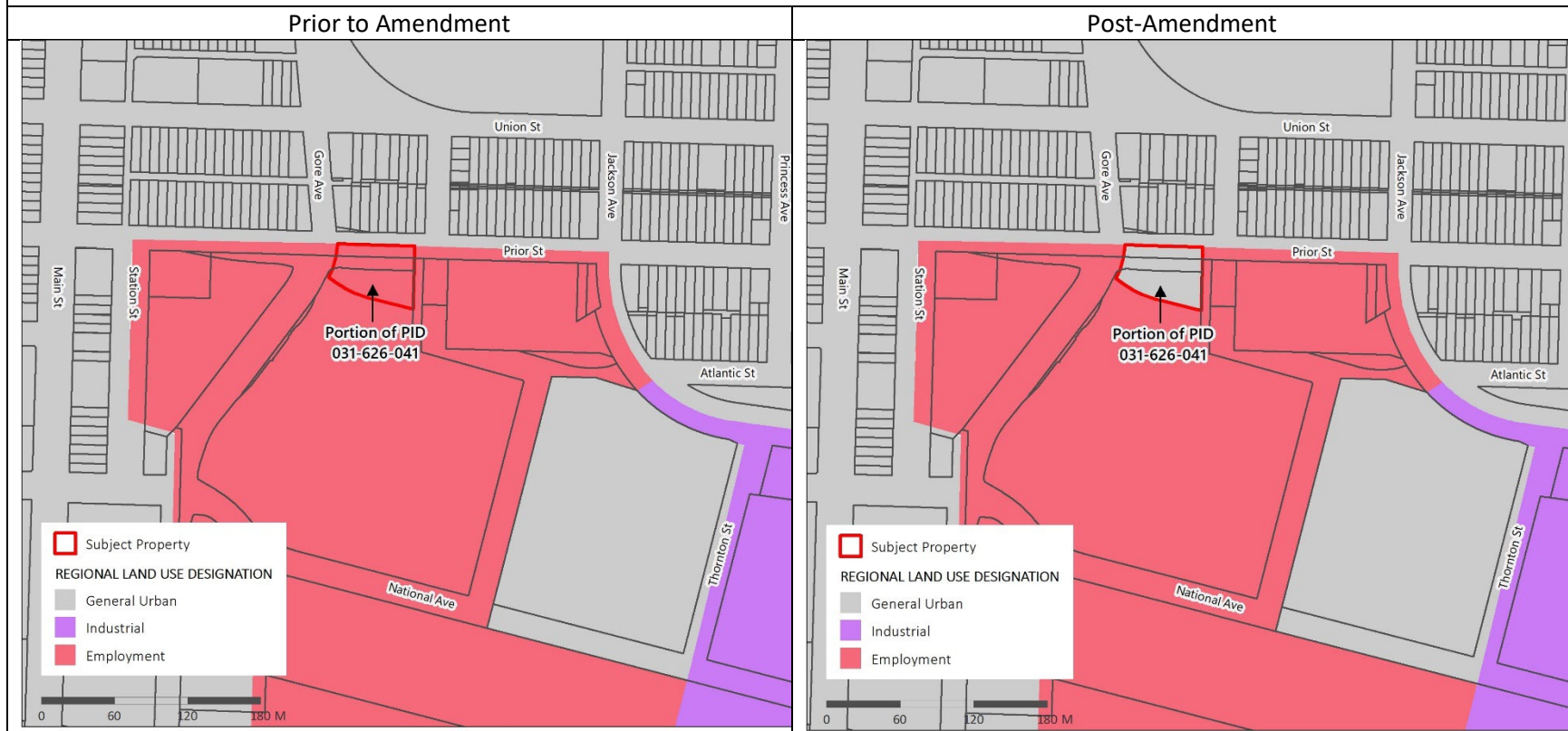
Post-Amendment



Item 14

City of Vancouver – Redesignate the portion of the property described below from “Employment” to ‘General Urban’ (maps 2,3,4,6,7,12)

PID	Legal Description
031-626-041	LOT A DISTRICT LOT 2037 GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP116059



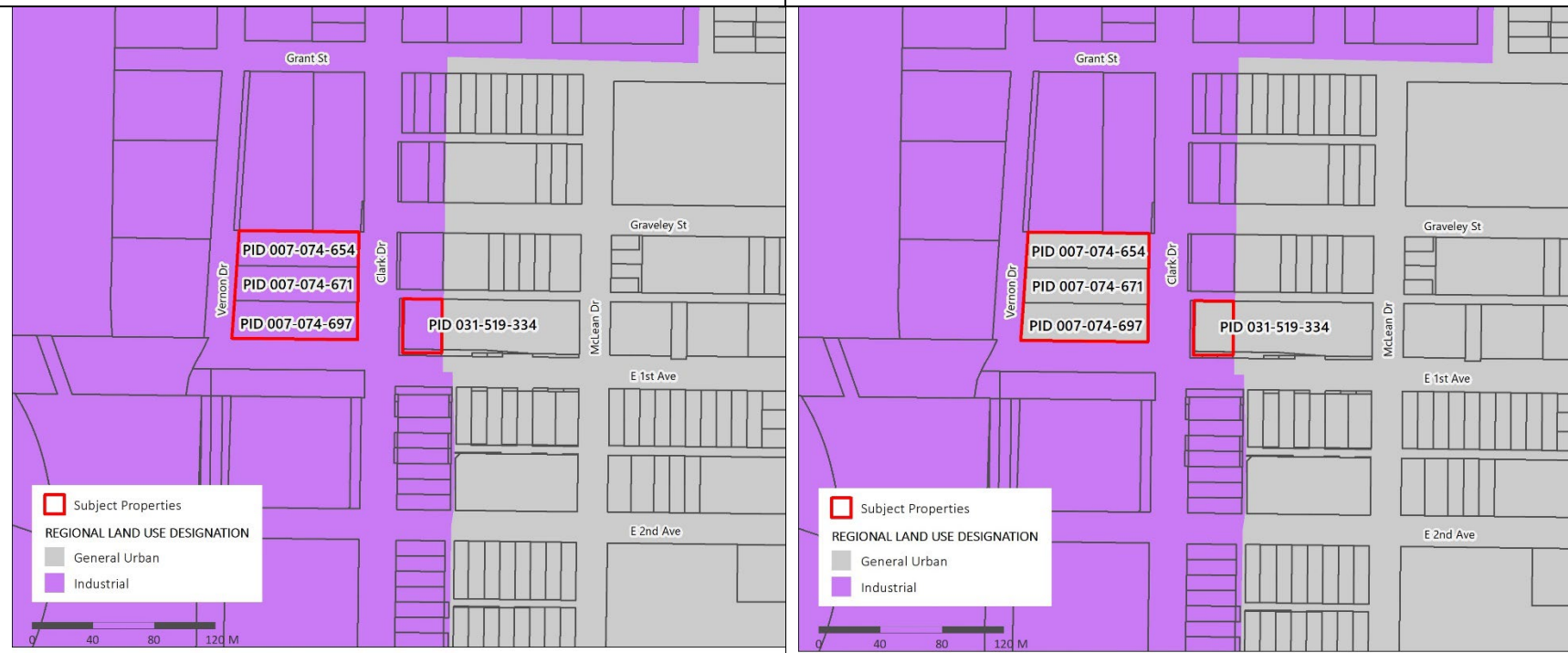
Item 15

City of Vancouver – Redesignate the properties described below from ‘Industrial’ to ‘General Urban’ (maps 2,3,4,6,7,12)

PID	Legal Description
007-074-697	LOT C BLOCK 59 DISTRICT LOT 264A PLAN 18874
007-074-671	LOT B BLOCK 59 DISTRICT LOT 264A PLAN 18874
007-074-654	LOT A BLOCK 59 DISTRICT LOTS 264A AND 2037 PLAN 18874
031-519-334	LOT 1 BLOCK 60 DISTRICT LOT 264A GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP110393

Prior to Amendment

Post-Amendment



Item 16

City of Vancouver – Redesignate the properties described below from ‘Industrial’ to ‘General Urban’ (maps 2,3,4,6,7,12)

PID	Legal Description
015-642-984	LOT 12 BLOCK 17 OF BLOCK B DISTRICT LOT 182 PLAN 186
015-642-976	LOT 11 BLOCK 17 OF BLOCK B DISTRICT LOT 182 PLAN 186

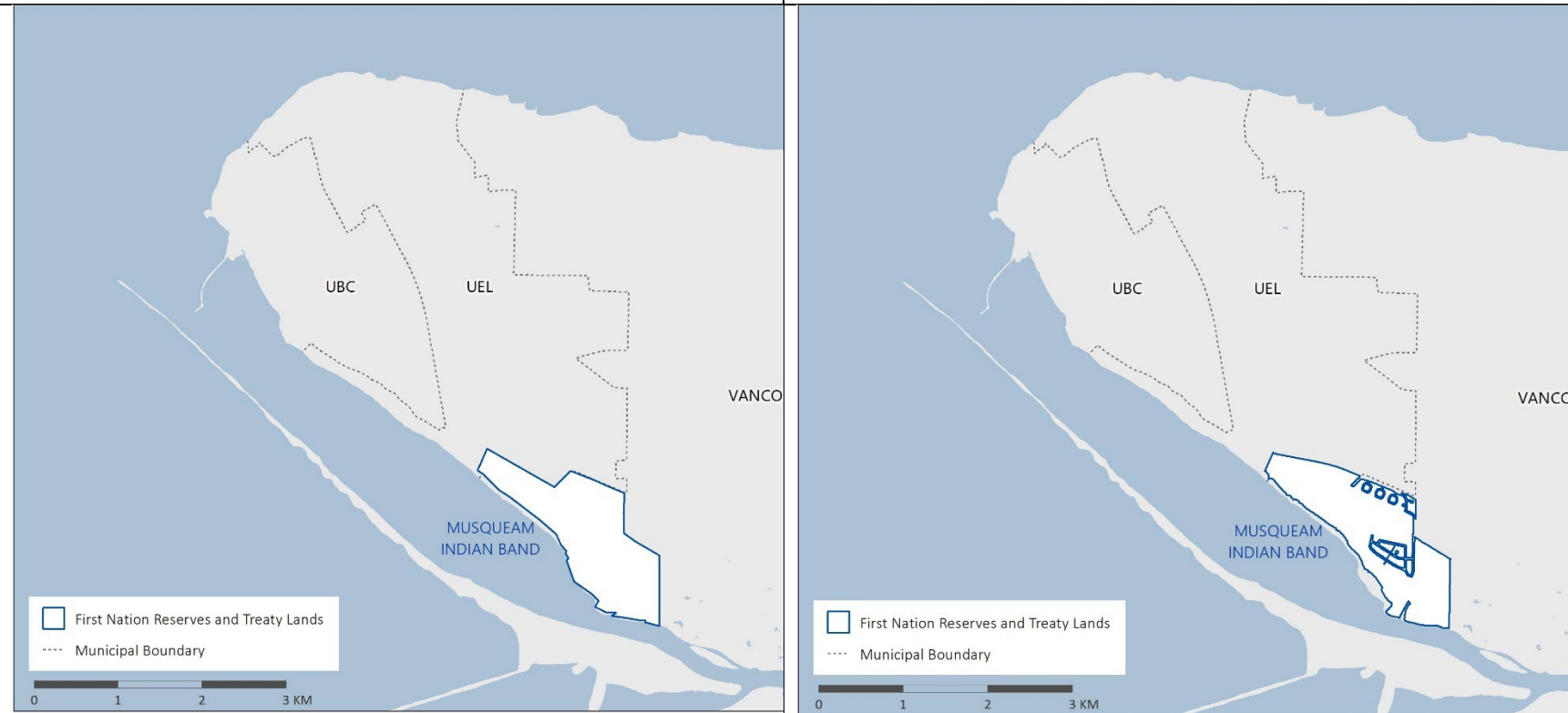


Item 17

Musqueam Indian Band – Adjust the boundaries of the Musqueam Reserve Lands south of the University Endowment Lands as shown below.

Prior to Amendment

Post-Amendment



Item 18

Township of Langley – Redesignate the portion of the property described below from ‘General Urban’ to ‘Agricultural’ to (maps 2,3,4,6,7,12)

PID	Legal Description
001-122-908	LEGAL DESCRIPTION: LOT 2 DISTRICT LOTS 19 AND 242 GROUP 2 NEW WESTMINSTER DISTRICT PLAN 68956

Prior to Amendment

Post-Amendment

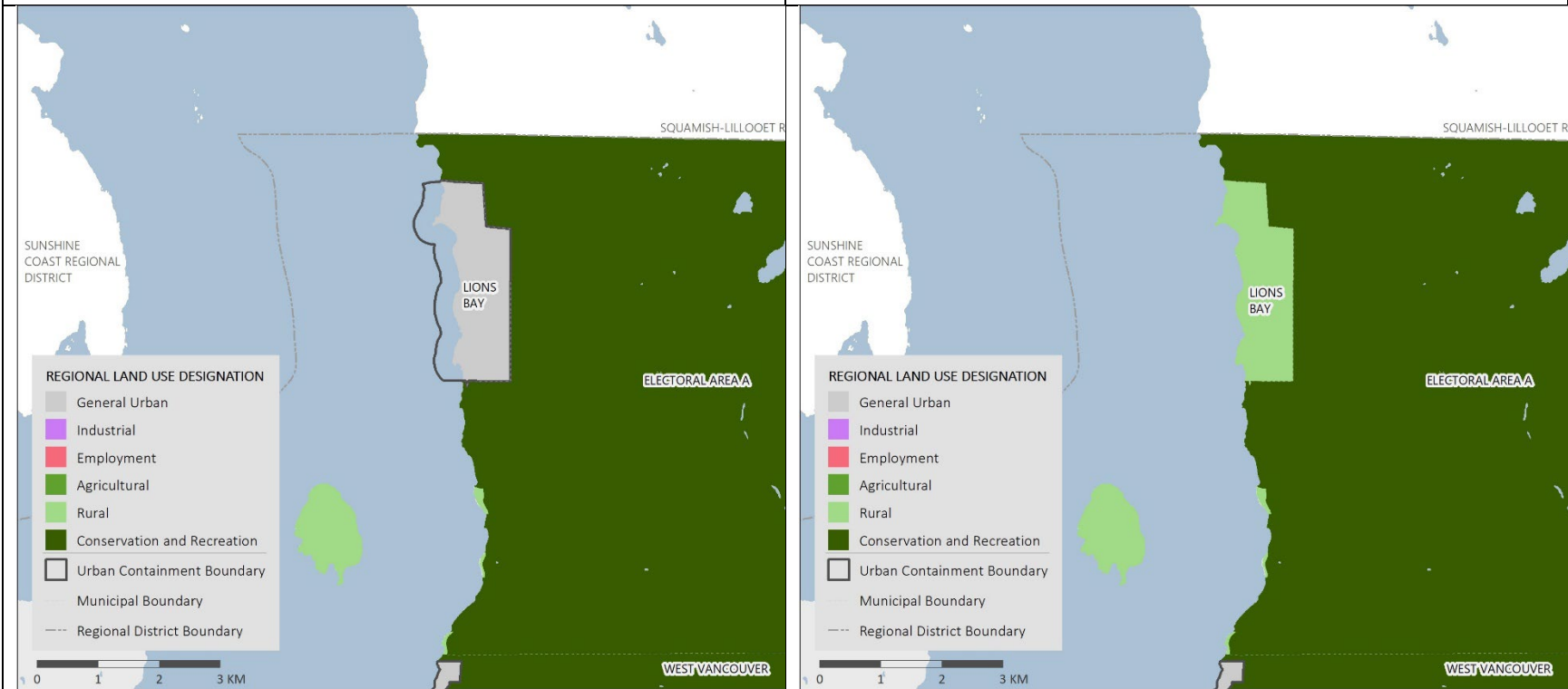


Item 19

Village of Lions Bay – Adjust the Urban Containment Boundary to exclude the Village and redesignate the Village from ‘General Urban’ to ‘Rural’ (maps 2,3,4,6,7,12)

Prior to Amendment

Post-Amendment



LIST OF METRO 2050 MAP 10 GREENWAY NETWORK REVISIONS BY JURISDICTION

Map 10 – Regional Greenway Network and Major Bike Network

Metro 2050 Type 3 Proposed Housekeeping Amendment

Anmore

- Changed alignment west of Forest Park Way from David Avenue to Aspenwood Drive / East Road
- Added alignment between Sunnyside Road and Crystal Creek Drive
- Removed alignment along Crystal Creek Drive

Bowen Island

- Removed alignment west of Bowen Bay Road on Turnstall Blvd and Whitesails Drive as it is no longer planned

Coquitlam

- Changed alignment in Northeast Coquitlam to follow Cedar Drive

Delta

- Changed alignment under Deltaport Way to show potential connection
- Changed alignment between 52 Street and Beach Grove Road from Spyglass Crescent / 16th Avenue and Gillespie Road to 17a Avenue alignment
- Changed alignment between Boundary Bay Regional Trail and Ladner Town Centre from conceptual alignment to follow 64 Street / 13 Avenue / 60B Street / Harvest Drive

Maple Ridge

- Changed alignment between 207 Street and Lougheed Highway from River Road to 117 Avenue / Laity Street / Lougheed Highway / Haney Bypass

North Vancouver

- Changed alignment west of Moodyville Park along 1st Street East and 2nd Street East
- Added alignment adjacent to Lynn Creek and across new active transportation overpass over Lynn Creek and adjacent to Keith Road / Highway 1
- Added alignment east of Seymour River Place south of Mt Seymour Parkway along Windridge Drive

Port Coquitlam

- Changed alignment north of Prairie Avenue from Prairie Avenue / Fremont Street to Devon Road / Lincoln Avenue

Richmond

- Changed alignment between Dyke road and No. 9 Road from along the South Arm of the Fraser River to Blundell Road, Nelson Road, Westminster Highway, and No. 9 Road

Surrey

- Added alignment in Tynehead Regional Park
- Changed alignment between Tannery Road and Pattullo Bridge from Tannery Road / Dyke Road to Scott Road / Old Yale Road

Vancouver

- Changed alignment west of Clark Drive to follow Great Northern Way and East 1st Avenue
- Changed alignment between Princess Avenue and Gore Avenue from Railway Street to Alexander Street

West Vancouver

- Changed alignment from Orchill Road / St George's Avenue / Nelson Avenue to Marine Drive / Raleigh Street / Royal Avenue

YVR

- Changed alignment west of McDonald Road to follow Ferguson Road



Planning, Urban Design and Sustainability
City Wide and Regional Planning

August 11, 2022

Mr. Sean Galloway
Director, Regional Planning and Electoral Area Services
Metro Vancouver
Metro Tower III, 4515 Central Boulevard
Burnaby, BC V5H 0C6

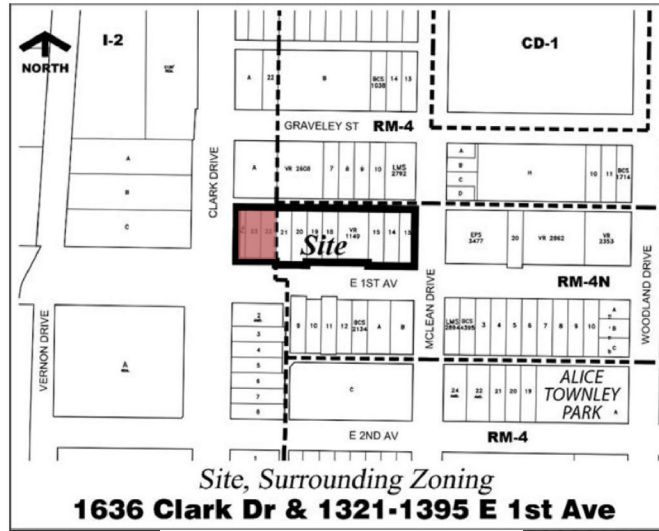
Dear Mr. Galloway:


RE: Amendments to the City of Vancouver's Regional Context Statement Official Development Plan for 1636 Clark Drive and 1321-1395 East 1st Avenue, 1002 Station Street and 250-310 Prior Street sub-area D, 1580 Vernon Street, and 1325 - 1333 East Georgia Street

The City continues to take action to increase the delivery of housing. Vancouver Council recently approved and enacted land designation amendments under the flexibility clause of the Regional Context Statement Official Development Plan (RCS ODP) and staff are writing to advise Metro Vancouver of these changes. The four approved amendments to the RCS ODP increase the delivery of social housing, rental housing, and Temporary Modular Housing (TMH).

The approved and enacted applications requiring amendments to the RCS ODP are:

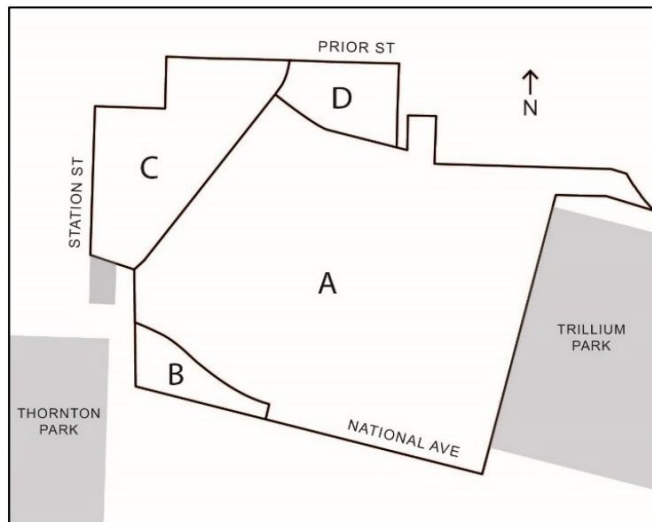
1. 1636 Clark Drive and 1321-1395 East 1st Avenue (Map A) re-designated 0.09 hectare of land from 'Industrial' to 'General Urban' for a mixed-use building including social housing, social enterprise space and a withdrawal management centre. The application was approved at the February 21, 2019 Public Hearing and the associated report is available online at: <https://council.vancouver.ca/20190129/documents/p1.pdf>. On January 25, 2022, the by-law accompanying the report was enacted by City Council.



 Area with re-designation under the RCS ODP

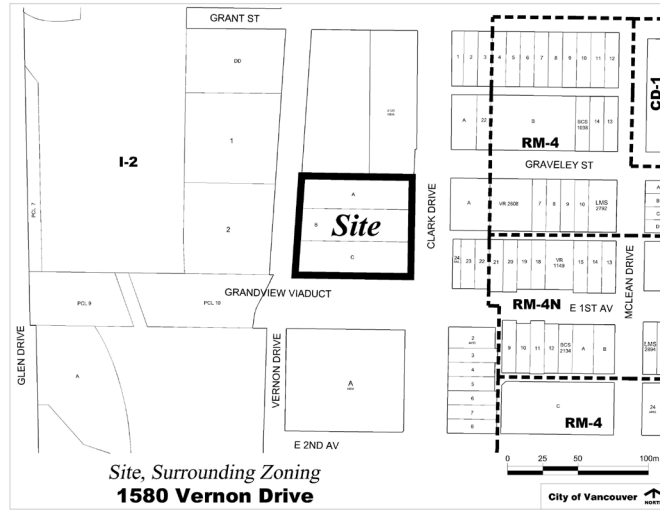
Map A – 1636 Clark Drive and 1321-1395 East 1st Avenue re-designation of site from Industrial to General Urban

- 1002 Station Street and 250-310 Prior Street (New St. Paul’s Hospital and Health Campus) sub-area D re-designated an approximate of 0.2 hectare of land from ‘Mixed Employment’ to ‘General Urban’ for a mixed-use building including rental housing and retail use. The actual parcel area will be defined when the servicing and road alignment are finalized. The application was approved at the November 5, 2019 Public Hearing and the associated report is available online at: <https://council.vancouver.ca/20191001/documents/p13.pdf>. On January 20, 2021, the by-law accompanying the report was enacted by City Council.



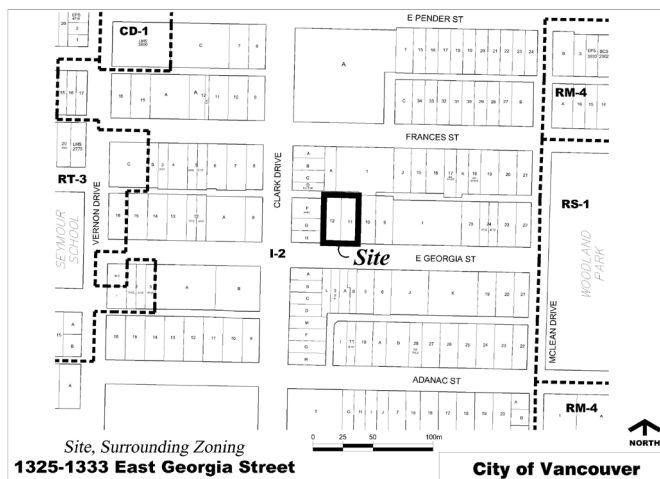
Map B – 1002 Station Street and 250-310 Prior Street sub-areas. Sub-area D re-designation of site from Mixed Employment to General Urban

- 1580 Vernon Street (Map C) re-designated 0.57 hectare of land from 'Industrial' to 'General Urban' on a temporary basis for up to 10 years to be used for TMH. The application was approved at the October 27, 2020 Public Hearing and the associated report is available online at: https://council.vancouver.ca/20201006/documents/rr_3.pdf. On November 24, 2020, the by-law accompanying the report was enacted by City Council.



Map C – 1580 Vernon Drive re-designation of site from Industrial to General Urban

- 1325 -1333 East Georgia Street (Map D) re-designated 0.12 hectare of land from 'Industrial' to 'General Urban' to be used for TMH up to a maximum of 10 years or upon expiration of the development permit. The application was approved at April 12, 2022 Public Hearing and the associated report is available online at: <https://council.vancouver.ca/20220301/documents/rr4.pdf>. On April 26, 2022, the by-law accompanying the report was enacted by City Council.



Map D – 1325 -1333 East Georgia Street re-designation of site from Industrial to General Urban

The amendments to the RCS ODP do not exceed the municipal flexibility provisions set out in Metro 2040, Metro Vancouver's Regional Growth Strategy, or in the City of Vancouver's Regional Context Statement, as the aggregate area of land affected by all the proposed re-designations under mixed employment or industrial regional land use designation does not exceed two percent (2%) of the City's total land in either of the land use designation, under section 6.2.7 (c) in Vancouver RCS. Given the time limited nature of TMH project, it is also staff's intention to return to Council when the temporary use on 1580 Vernon Street and 1325 - 1333 East Georgia Street has ceased, and to revert it back to its original and/or then intended land use designation.

Should you have any questions, please feel free to contact me.

Yours truly,

A handwritten signature in black ink, appearing to be 'Chris Robertson', with a long horizontal stroke extending to the right.

Chris Robertson,
Assistant Director, City-wide and Regional Planning
Planning, Urban Design & Sustainability

510 W Broadway, Vancouver, BC V5Z 1E9

604-873-7684

chris.robertson@vancouver.ca

cc: James Stiver, Division Manager, Regional Land Use Policy, Metro Vancouver
Eric Aderneck, Senior Planner, Regional Planning & Housing Services, Metro Vancouver
Ingrid Hwang, Planner, Planning, Urban Design & Sustainability, CoV
Dora Li, Planning Analyst, Planning, Urban Design & Sustainability, CoV

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1380, 2024
A bylaw to amend the “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” on February 24, 2023; 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:

Citation

1. The official citation of this bylaw is “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024”.

Amendment of Bylaw

2. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is amended as follows:
 - a) All instances of the words “member jurisdiction” are replaced with “Member Jurisdiction”;
 - b) All instances of the words “regional growth strategy”, with the exception of its occurrence in Section “A. Metro 2050 Scope and Linkages to Other Plans”, under the heading “Regional Growth Strategies: Legislative Authority”, are replaced with “Regional Growth Strategy”;
 - c) All instances of the words “mixed use” are replaced with “mixed-use”;
 - d) In the “Contents” section, the words “A. Metro 2050” are unbolded;
 - e) In section “B. Introduction to the Region”, under the heading “Social Context: A Culturally Diverse Region”, the double spacing between the words “diversity” and “continues” is replaced with a single space;
 - f) In section “C. Introduction to the Regional Growth Strategy”, under the heading “Responding to the Challenges: *Metro 2050* Goals”, the period after the word “Goal 5” is bolded;
 - g) In section “D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections” under the heading “Urban Containment Boundary” the word “longterm” is replaced with “long-term”;

- h) In section “D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections” under the heading “Urban Containment Boundary” the words “food producing” are replaced with “food-producing”;
- i) In section “D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections”, under the heading “Figure 4. Metro Vancouver’s Sub-regions for the Purposes of *Metro 2050* Projections”, the word “kilometers” is replaced with “kilometres”;
- j) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area”, under policy “1.2.16 a)”, a space is added following “a)”;
- k) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area”, under policy “1.2.16 b)”, a space is added following “b)”;
- l) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area”, under policy “1.2.24 c)”, the word “Include” is replaced with “include”;
- m) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area”, policy “1.2.7” is deleted;
- n) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area”, policies 1.2.8 to 1.2.28 are renumbered as 1.2.7 to 1.2.27 respectively;
- o) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area” under policy “1.2.23 a) ii)”, the word “1.2.13” is replaced with “1.2.12”;
- p) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area”, under policy “1.2.23 d)”, the word “Actions 1.2.16 and 1.2.24 c) ii)” is replaced with “Actions 1.2.15 and 1.2.23 c) ii)”;
- q) In section “E. Goals, Strategies & Actions”, under the heading “Goal 2: Support a Sustainable Economy”, under policy “2.1.4”, the words “Squamish- Lillooet” are replaced with “Squamish-Lillooet”;
- r) In section “E. Goals, Strategies & Actions”, under heading “Goal 2: Support a Sustainable Economy” under “Strategy 2.2 Protect the supply and enhance the efficient use of industrial land”, all instances of the word “industrial” are replaced with “Industrial”;
- s) In section “E. Goals, Strategies & Actions”, under the heading, “Goal 2: Support a Sustainable Economy”, under “Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability”, all instances of the word “agricultural” is replaced with “Agricultural”;

- t) In section “E. Goals, Strategies & Actions”, under “Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards”, under policy “3.2.3 b)” the words “regional multi-hazard mapping in” are deleted;
- u) In section “E. Goals, Strategies & Actions”, under the heading “Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards”, under policy “3.2.7 c)”, the numbered list items “v)” and “iv)” are reordered as “iv)” and “v)” respectively;
- v) In section “E. Goals, Strategies & Actions”, under the heading “Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards”, under policy “3.3.7 b)”, the numbered list items “i)” and “ii)” are replaced with bullet points;
- w) In section “E. Goals, Strategies & Actions”, under the heading “Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards”, policy “3.3.9” is shifted down to horizontally align with the text positioning for policy “3.3.8”;
- x) In section “E. Goals, Strategies & Actions”, under the heading “Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards”, under policy “3.4.4 c)” the words “*Emergency Program Act*” are replaced with “*Emergency and Disaster Management Act*”;
- y) In section “E. Goals, Strategies & Actions”, under “Goal 4: Provide Diverse and Affordable Housing Choices”, under policy “4.1.8 b)”, the word “and” is added after the semicolon;
- z) In Section “E. Goals, Strategies & Actions”, under “Goal 4: Provide Diverse and Affordable Housing Choices”, under policy “4.2.7 c)”, the word “and” is added after the semicolon;
- aa) In section “F. Implementation”, under the heading “Providing for Appropriate Municipal Flexibility”, under section “6.2.7 a)”, the words “one (1) regional land use” are replaced with “one regional land use”;
- bb) In section “F. Implementation”, under the heading “Type 3 Amendments to the Regional Growth Strategy”, under section “6.3.4 f)”, the words “*Agricultural Land Commission Act*” are italicized; and
- cc) In section “F. Implementation”, under the heading “Notification and Request for Comments”, under section “6.4.2 c)”, the word “and” is added after the semicolon.

Maps

3. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended as follows:

- a) Map numbered 1 is amended to add labels to denote Tsleil-Waututh Nation, Katzie First Nation, and Musqueam Indian Band reserve lands, as shown in Schedule “A” of this bylaw;
- b) Map numbered 2 is amended at its footnote by deleting the sentence, “This map is a small scale representation of the Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land-use designation boundaries.” and replacing with the following:

This map is a small scale representation of the parcel-based Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land-use designation boundaries.

- c) Map numbered 4 is amended at its footnote by deleting the sentence, “Where overlays cover areas other than General Urban or Employment, the intent and policies of the underlying regional land use designations still apply.” and replacing with:

Urban Centre and FTDA overlays do not alter the intent and policies of the underlying regional land use designations.

- d) Map numbered 4 is amended by deleting the label “Langley”, and adding the labels “Langley Town Centre Langley Township” and “Langley Town Centre Langley City” respectively, as shown in Schedule “B” of this bylaw;
- e) Map numbered 4 is amended by replacing the words “Frequent Transit Network” with “Major Transit Network”;
- f) Map numbered 9 is amended at its footnote by replacing the word “Overly” with “Overlay”;
- g) Map numbered 9 is amended at its footnote by replacing the word “licenses” with “licences”;
- h) Map numbered 12 is amended at its legend by reversing the order of the items “Rural within the Sewerage Area” and “Sewerage Extension Area”, as shown in Schedule “C” of this bylaw;
- i) Map numbered 1 is amended by adjusting the boundaries of the Musqueam Indian Band reserve lands, as shown in Schedule “D” of this bylaw; and
- j) Maps numbered 3, 4, 6, 7, 8, and 9 are amended to remove all regional land use designations for all First Nations Reserve and Treaty Lands as shown in map numbered 1.

Regional Greenway Network

- 4. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended by:

- a) adjusting the Regional Greenway Network to that as shown in Schedule “E” of this bylaw; and
- b) amending map numbered 10 to incorporate the changes outlined in section 4(a) of this bylaw.

Sensitive Ecosystem Inventory

- 5. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended by:
 - a) adjusting the Sensitive Ecosystems and Modified Ecosystems to those as shown in Schedule “F” of this bylaw; and
 - b) amending map numbered 11 to incorporate the changes outlined in section 5(a) of this bylaw.

Natural Resource Areas Overlay

- 6. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended as follows:
 - a) the Natural Resource Areas overlay is amended by adding the subject properties listed in the table below:

PID	Legal Description
012-655-333	LEGAL SUBDIVISION 14 SECTION 2 TOWNSHIP 4 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
012-655-325	LEGAL SUBDIVISION 11 SECTION 2 TOWNSHIP 4 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
012-655-309	LEGAL SUBDIVISION 6 SECTION 2 TOWNSHIP 4 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
012-655-279	LEGAL SUBDIVISION 5 SECTION 2 TOWNSHIP 4 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT

to the Natural Resource Areas overlay, as shown in Schedule “G” of this bylaw;

- b) the Natural Resource Areas overlay is amended by adding portions of the subject properties listed in the table below:

PID	Legal Description
012-815-993	DISTRICT LOT 6110 GROUP 1 NEW WESTMINSTER DISTRICT

to the Natural Resource Areas overlay, as shown in Schedule “G” of this bylaw; and

- c) amending map numbered 9 to incorporate the changes outlined in section 6(a) and (b) of this bylaw.

Regional Land Use Designations – City of Pitt Meadows

7. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended by:

- a) re-designating the subject properties, as listed in the table below:

PID	Legal Description
031-463-096	LOT 3 DISTRICT LOT 254 GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP80530

from ‘Industrial’ to ‘Conservation and Recreation’, as shown in Schedule “H” of this bylaw;

- b) re-designating the subject properties, as listed in the table below:

PID	Legal Description
1297186	Plan Number BCP6647

from ‘Industrial’ to ‘Conservation and Recreation’, as shown in Schedule “I” of this bylaw;

- c) re-designating the subject properties, as listed in the table below:

PID	Legal Description
009-152-580	LOT 2 SECTION 25 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 22135

from ‘General Urban’ to ‘Conservation and Recreation’, as shown in Schedule “I” of this bylaw;

- d) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
1297328	Plan Number BCP25596

from ‘General Urban’ to ‘Conservation and Recreation’, as shown in Schedule “J” of this bylaw;

- e) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
006-085-580	LOT 1102 DISTRICT LOT 280 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 46550

from 'Agriculture' to 'Conservation and Recreation', as shown in Schedule "K" of this bylaw;

- f) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
005-504-457	LOT 1185 DISTRICT LOT 280 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 56638

from 'General Urban to 'Conservation and Recreation', as shown in Schedule "K" of this bylaw; and

- g) amending maps numbered 2, 3, 4, 6, 7, and 12 to incorporate the changes outlined in sections 7(a) through (g) of this bylaw.

Regional Land Use Designations – Township of Langley

8. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by:

- a) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
001-122-908	LEGAL DESCRIPTION: LOT 2 DISTRICT LOTS 19 AND 242 GROUP 2 NEW WESTMINSTER DISTRICT PLAN 68956

from 'General Urban' to 'Agricultural', as shown in Schedule "L" of this bylaw; and

- b) amending maps numbered 2, 3, 4, 6, 7, and 12 to incorporate the changes outlined in section 8(a) of this bylaw.

Regional Land Use Designations – City of Vancouver

9. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by:

- a) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
031-626-041	LOT A DISTRICT LOT 2037 GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP116059

from 'Employment' to 'General Urban', as shown in Schedule "M" of this bylaw;

- b) re-designating the subject properties, as listed in the table below:

PID	Legal Description
007-074-697	LOT C BLOCK 59 DISTRICT LOT 264A PLAN 18874

007-074-671	LOT B BLOCK 59 DISTRICT LOT 264A PLAN 18874
007-074-654	LOT A BLOCK 59 DISTRICT LOTS 264A AND 2037 PLAN 18874

from 'Industrial' to 'General Urban', as shown in Schedule "N" of this bylaw;

- c) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
031-519-334	LOT 1 BLOCK 60 DISTRICT LOT 264A GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP110393

from 'Industrial' to 'General Urban', as shown in Schedule "N" of this bylaw;

- d) re-designating the subject properties, as listed in the table below:

PID	Legal Description
015-642-984	LOT 12 BLOCK 17 OF BLOCK B DISTRICT LOT 182 PLAN 186
015-642-976	LOT 11 BLOCK 17 OF BLOCK B DISTRICT LOT 182 PLAN 186

from 'Industrial' to 'General Urban', as shown in Schedule "O" of this bylaw; and

- e) amending maps numbered 2, 3, 4, 6, 7, and 12 to incorporate the changes outlined in sections 9(a) through (g) of this bylaw.

Village of Lions Bay

10. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by incorporating mapping included in an accepted Regional Context Statement by:

- a) re-designating the regional land use designation for the Village of Lions Bay from 'General Urban' to 'Rural', as shown in Schedule "P" of this bylaw;
- b) adjusting the Urban Containment Boundary to exclude the Village of Lions Bay, as shown in Schedule "P" of this bylaw; and
- c) amending maps numbered 2, 3, 4, 5, 6, 7, 8, 9, and 12 to incorporate the changes outlined in sections 10(a) and (b) of this bylaw.

City of Richmond Regional City Centre overlay

11. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended:

- a) adjusting the City of Richmond Regional City Centre overlay by removing the subject property listed in the table below:

PID	Legal Description
003-586-162	LOT 591, BLOCK 4N, PLAN NWP25611, SECTION 7, RANGE 6W, NEW WESTMINSTER LAND DISTRICT

to the City of Richmond Regional City Centre overlay, as shown in Schedule “Q” of this bylaw; and

- b) amending maps numbered 4 and 5 to incorporate the changes outlined in section 11(a) of this bylaw.

City of New Westminster Regional City Centre overlay

12. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended by:

- a) adjusting the City of New Westminister Regional City Centre overlay as shown in Schedule “R” of this bylaw; and
- b) amending maps numbered 4 and 5 to incorporate the changes outlined in section 12(a) of this bylaw.

Schedules

- 13. The following Schedules are attached to and form part of the bylaw:
 - a) Schedule “A”, Map 1;
 - b) Schedule “B”, Map 4;
 - c) Schedule “C”, Map 12;
 - d) Schedule “D”, Musqueam Indian Band Reserve Lands;
 - e) Schedule “E”, Map 10;
 - f) Schedule “F”, Map 11;
 - g) Schedule “G”, Subject Properties – Natural Resource Areas Overlay;
 - h) Schedule “H”, Subject Properties – City of Pitt Meadows;
 - i) Schedule “I”, Subject Properties – City of Pitt Meadows;
 - j) Schedule “J”, Subject Properties – City of Pitt Meadows;
 - k) Schedule “K”, Subject Properties – City of Pitt Meadows;
 - l) Schedule “L”, Subject Properties – Township of Langley;
 - m) Schedule “M”, Subject Properties – City of Vancouver;
 - n) Schedule “N”, Subject Properties – City of Vancouver;
 - o) Schedule “O”, Subject Properties – City of Vancouver;
 - p) Schedule “P”, Village of Lions Bay;
 - q) Schedule “Q”, City of Richmond Regional Centre Overlay; and
 - r) Schedule “R”, City of New Westminister Regional Centre Overlay.

Read a first, second, and third time this _____ day of _____, _____.

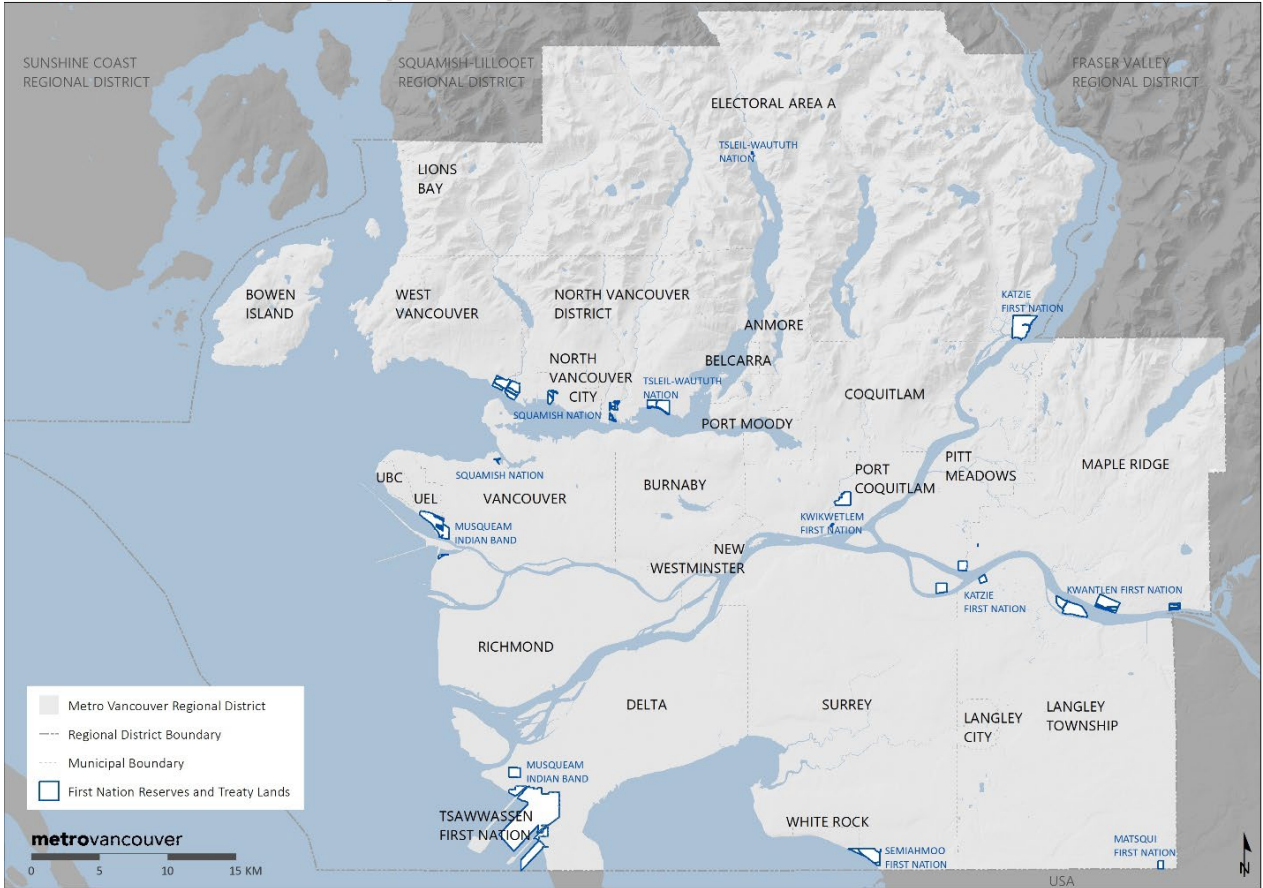
Adopted this _____ day of _____, _____.

George V. Harvie, Chair

Dorothy Shermer, Corporate Officer

Schedule A Map 1

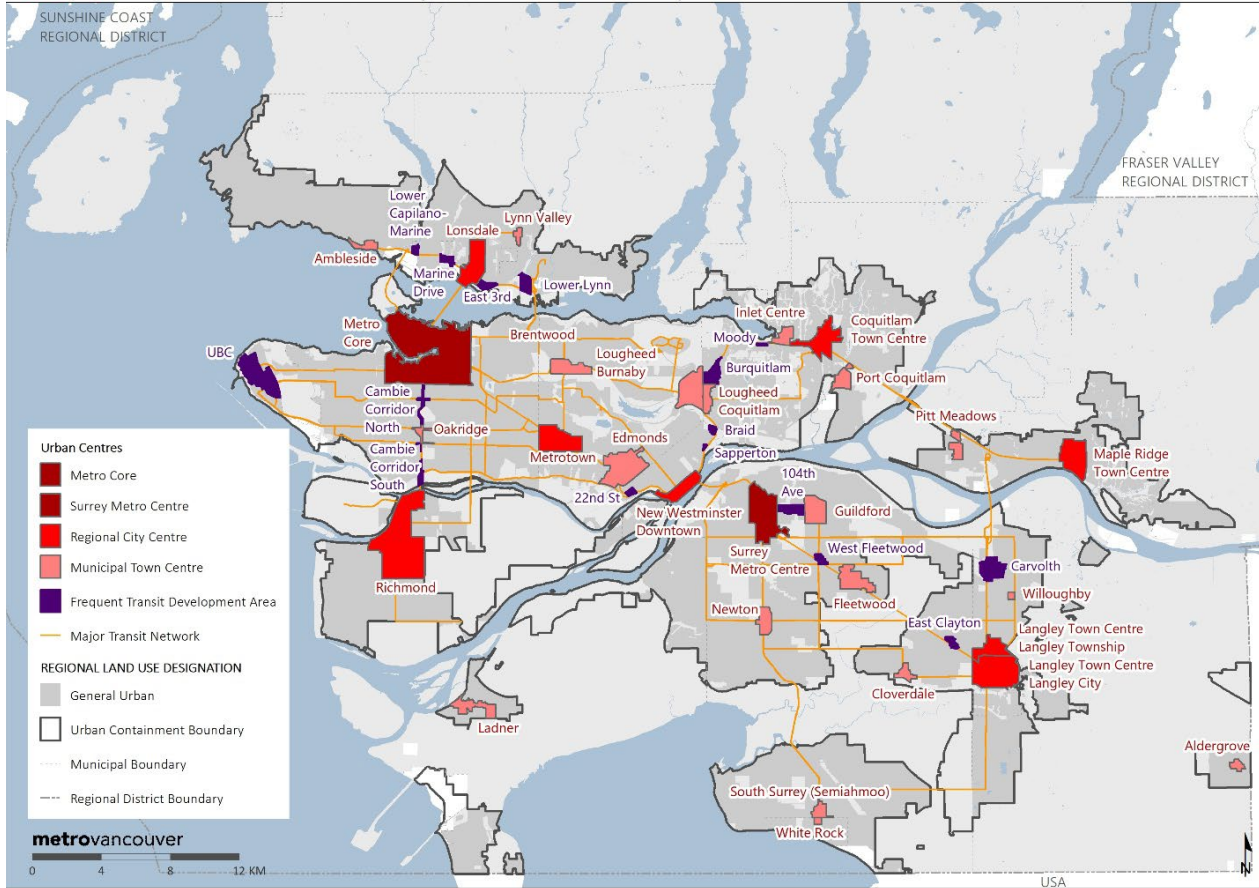
MAP 1 Metro Vancouver Region



Map for reference only.

Schedule B Map 4

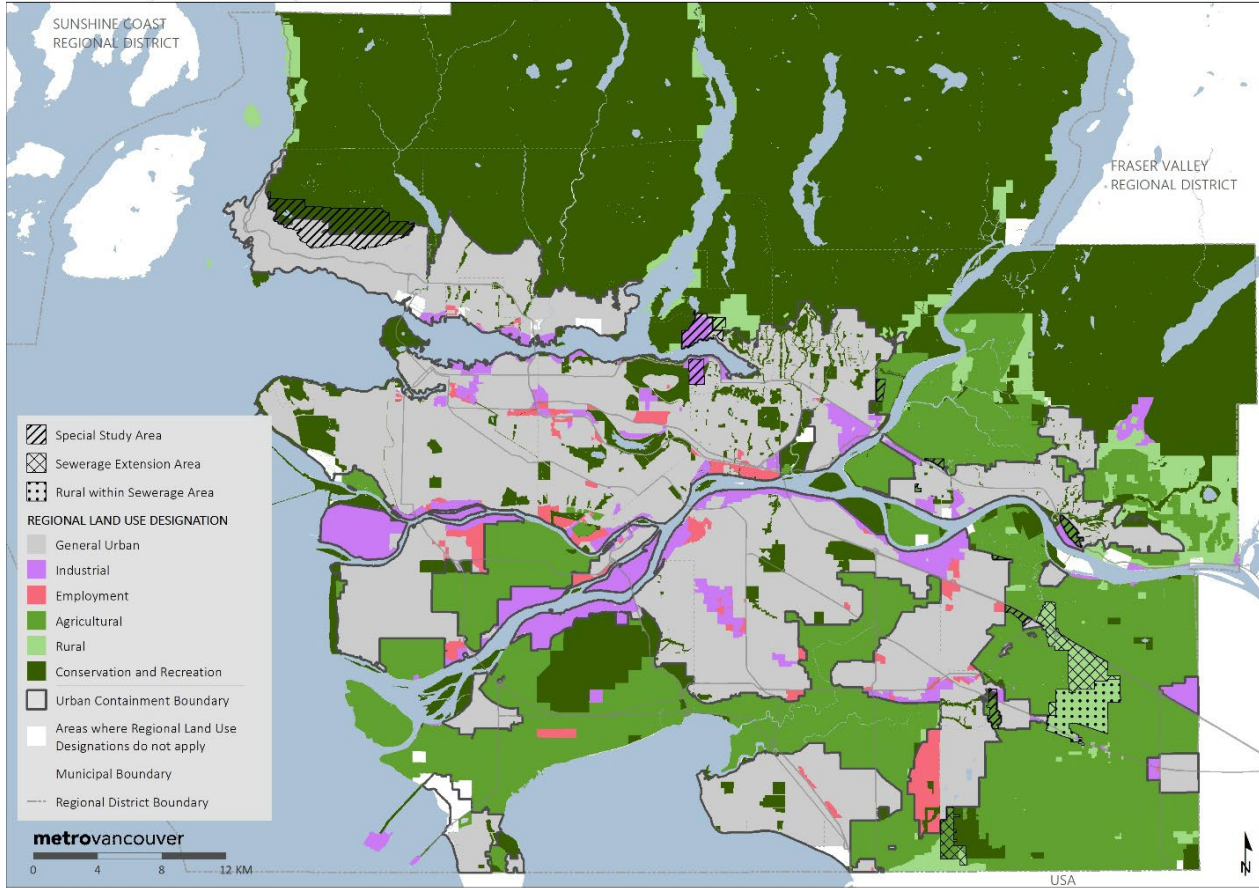
MAP 4 Urban Centres and Frequent Transit Development Areas



Urban Centres and FTDA are overlays for structuring residential and employment growth. The boundaries are identified by member jurisdictions. Urban Centre and FTDA overlays do not alter the intent and policies of the underlying regional land use designations.

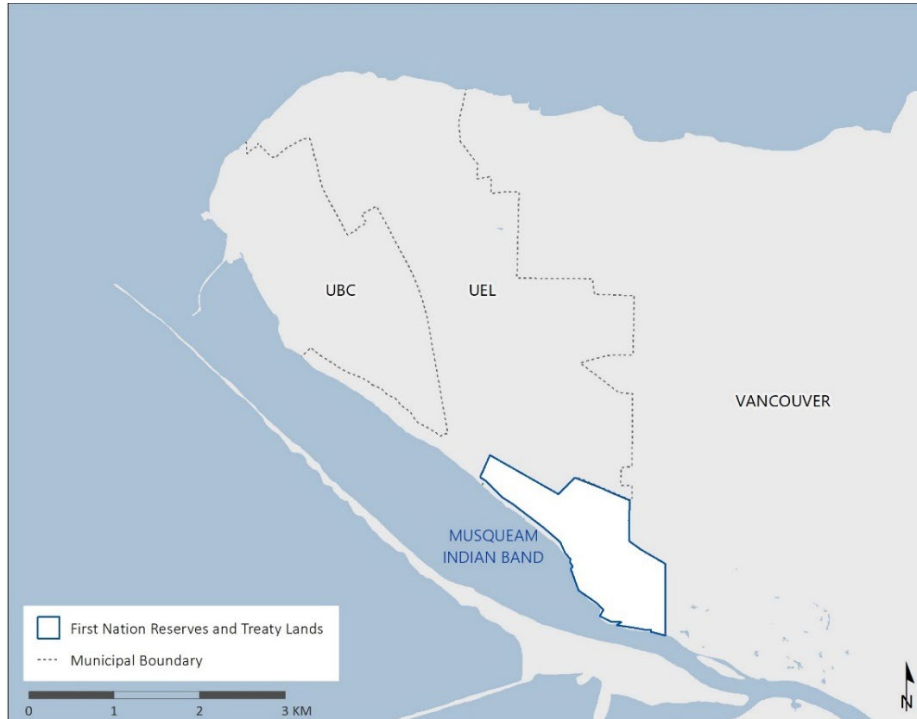
Schedule C Map 12

MAP 12 Special Study Area and Sewerage Extension Areas

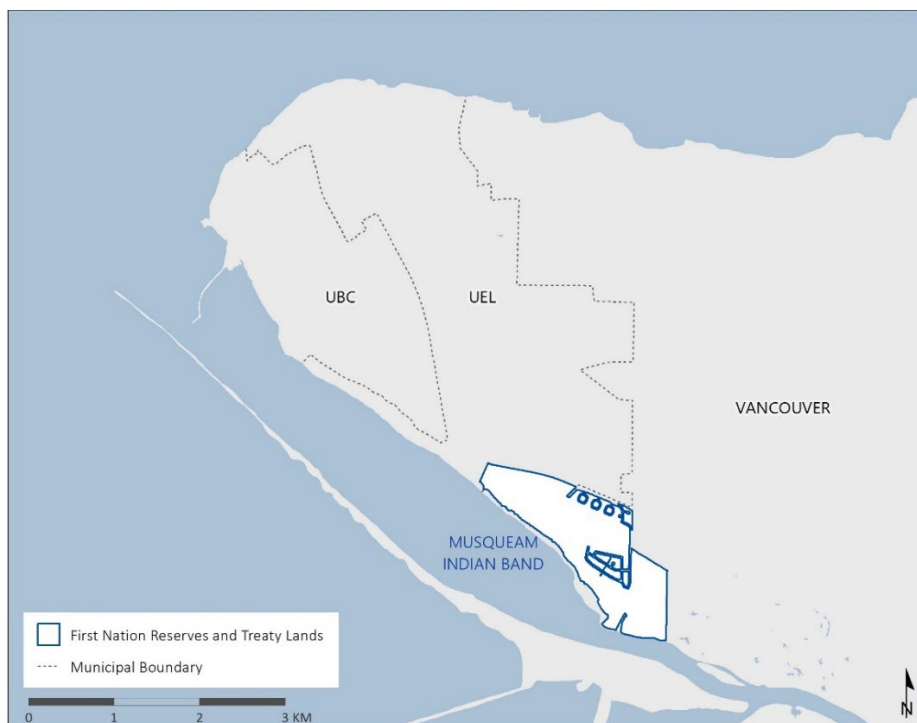


Schedule D Musqueam Indian Band Reserve Lands

Prior to Amendment

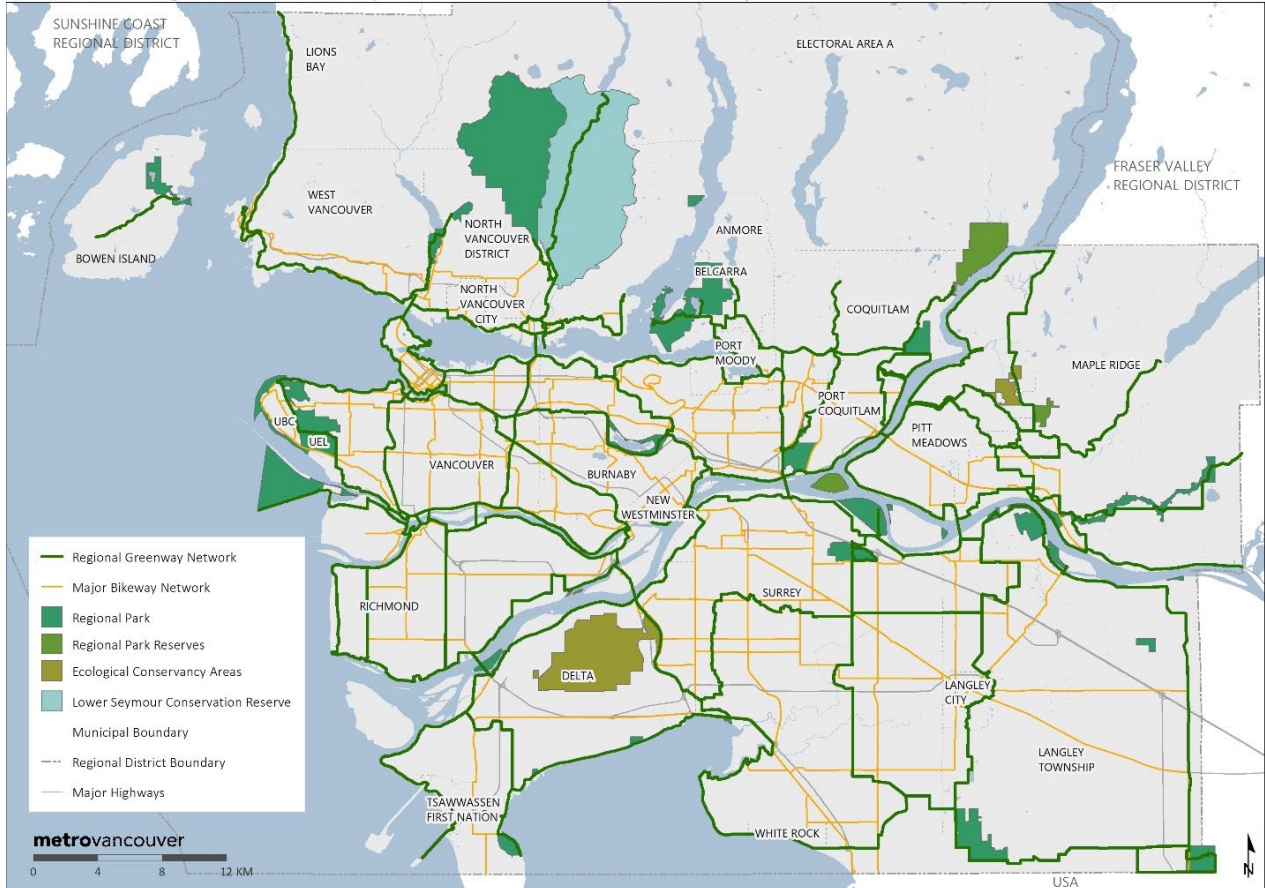


Post-Amendment



Schedule E Map 10

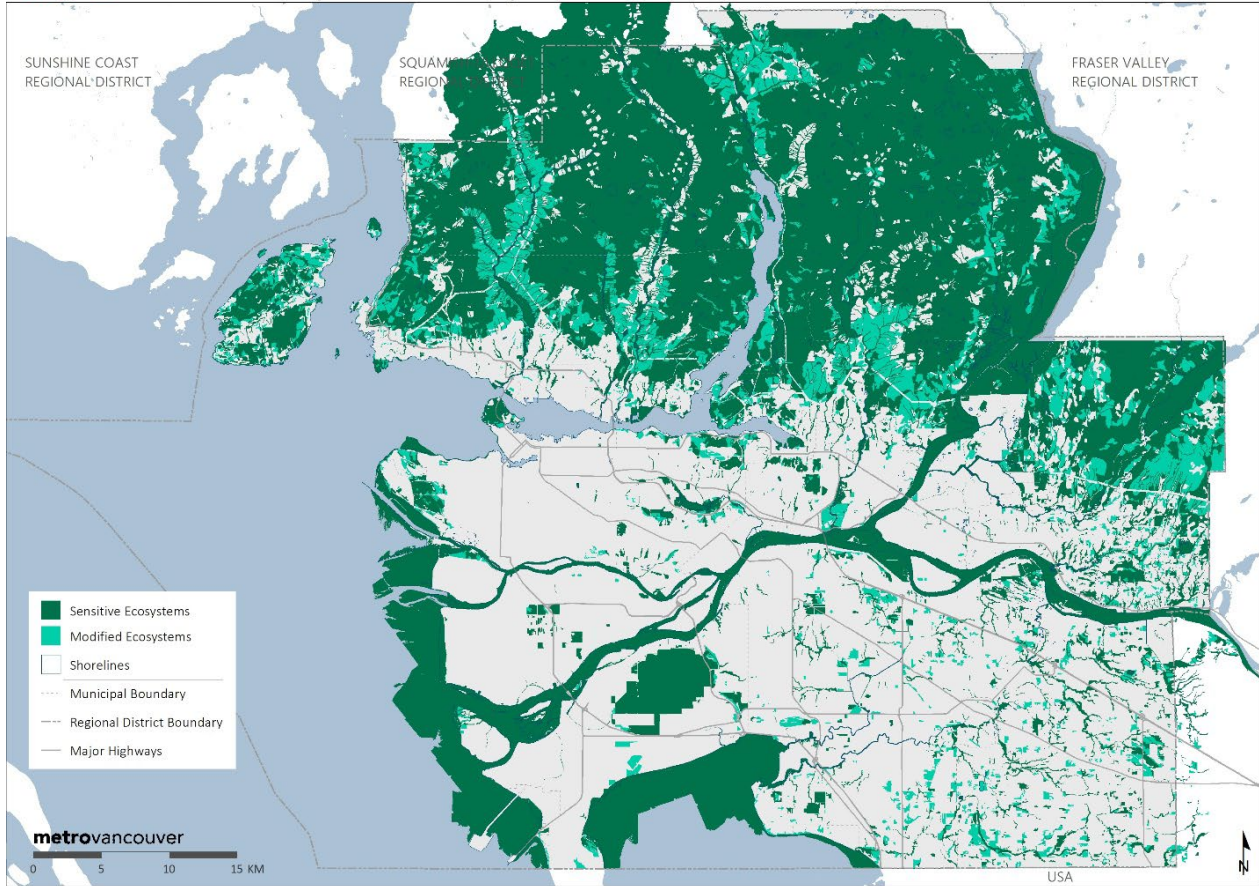
MAP 10 Regional Greenway Network and Major Bikeway Network



The Regional Greenway Network and Major Bikeway Network (MBN) are concepts illustrating existing and planned active transportation corridors of regional significance.

Schedule F Map 11

MAP 11 Sensitive Ecosystem Inventory

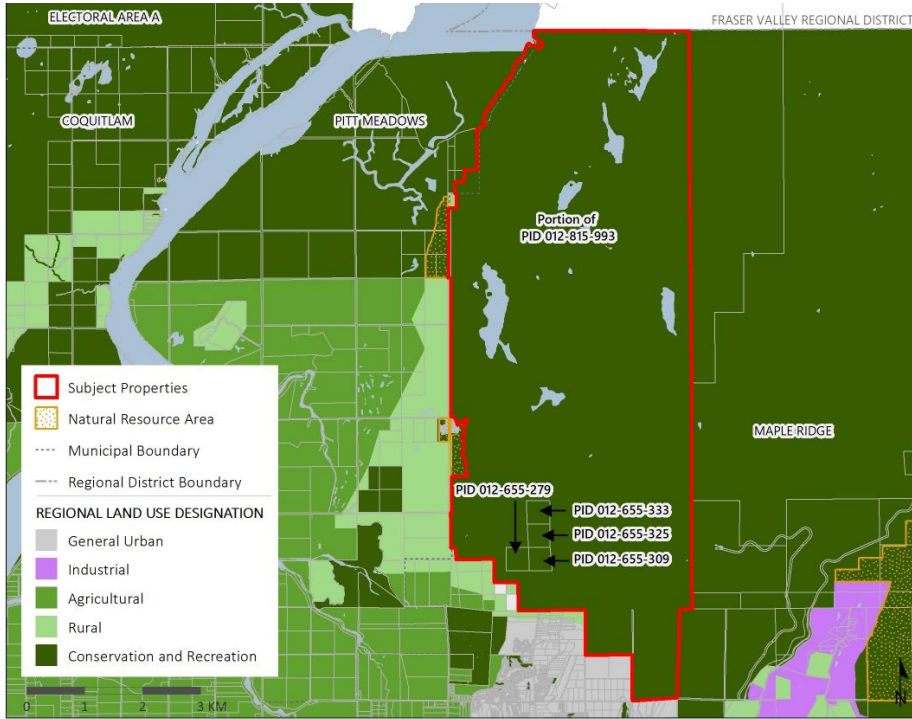


Map for reference only and does not reflect Regional Land Use Designations. An online SEI Tool is available at gis.metrovancouver.org/mvmaps/SEI and downloadable from open-data-portal-metrovancouver.hub.arcgis.com. The SEI data set is from 2020. Local ecological datasets may be more current and detailed.

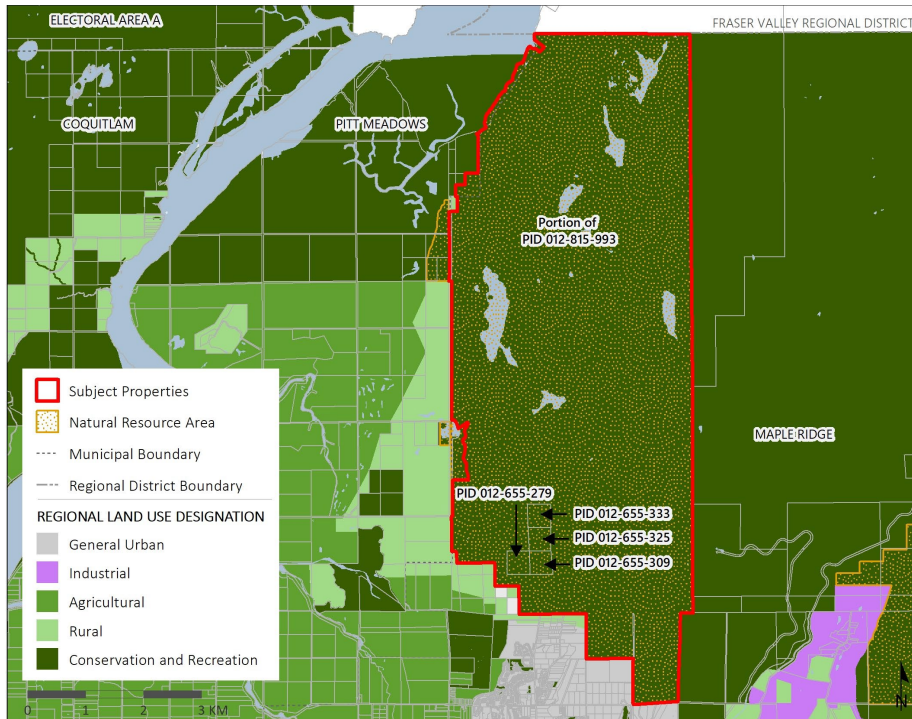
Schedule G

Subject Properties – Natural Resource Areas Overlay

Prior to Amendment



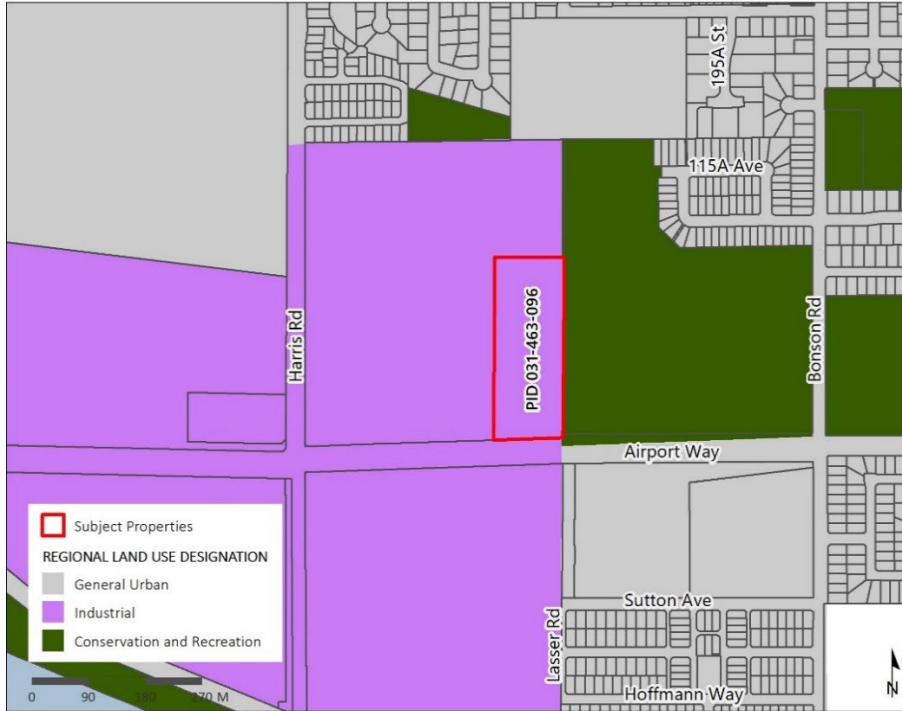
Post-Amendment



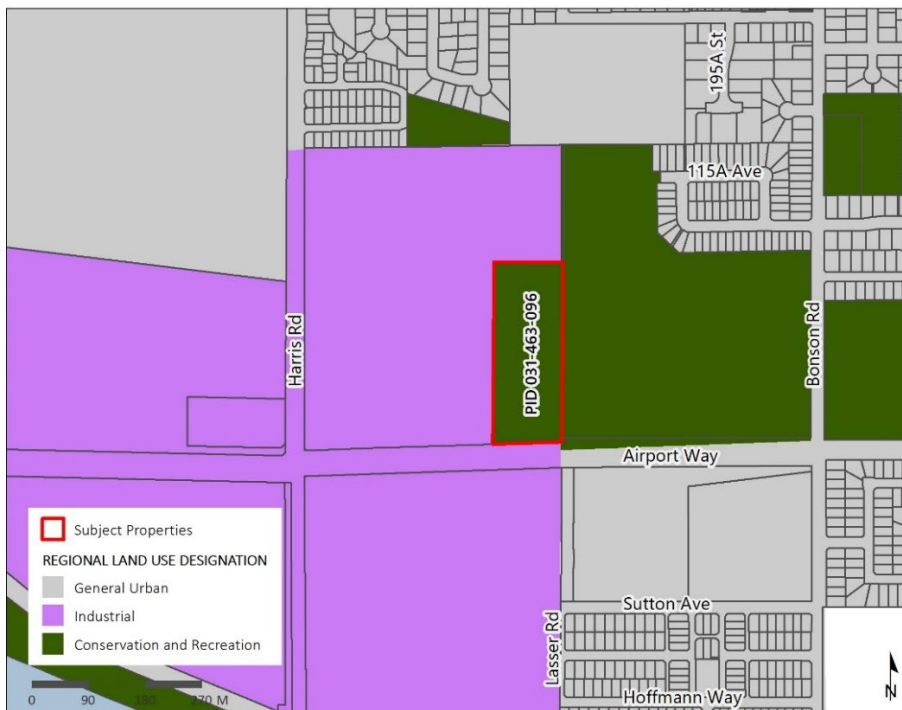
Schedule H

Subject Properties – City of Pitt Meadows

Prior to Amendment

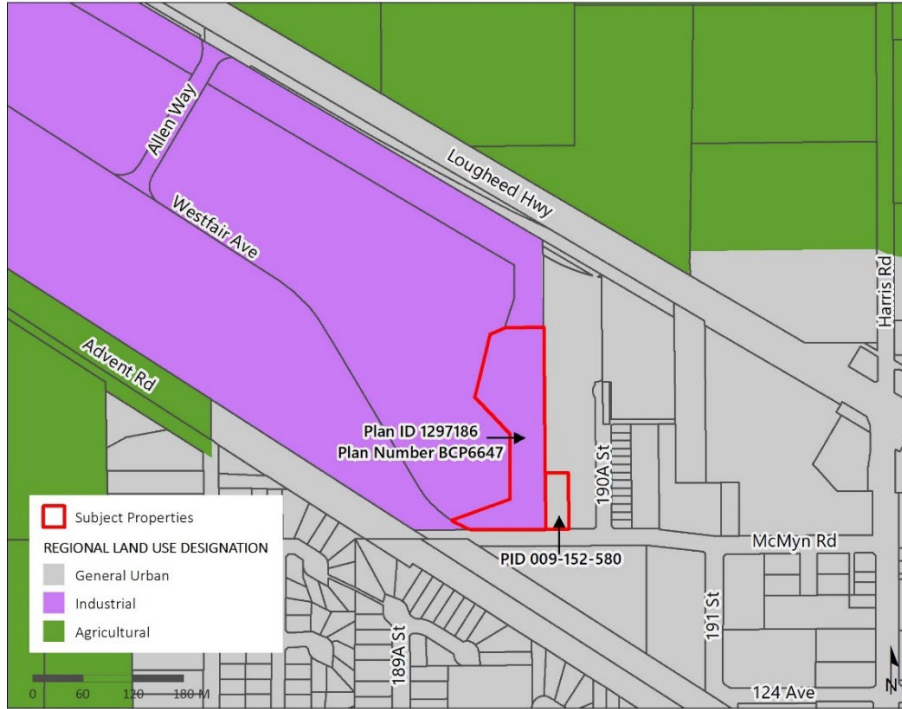


Post-Amendment

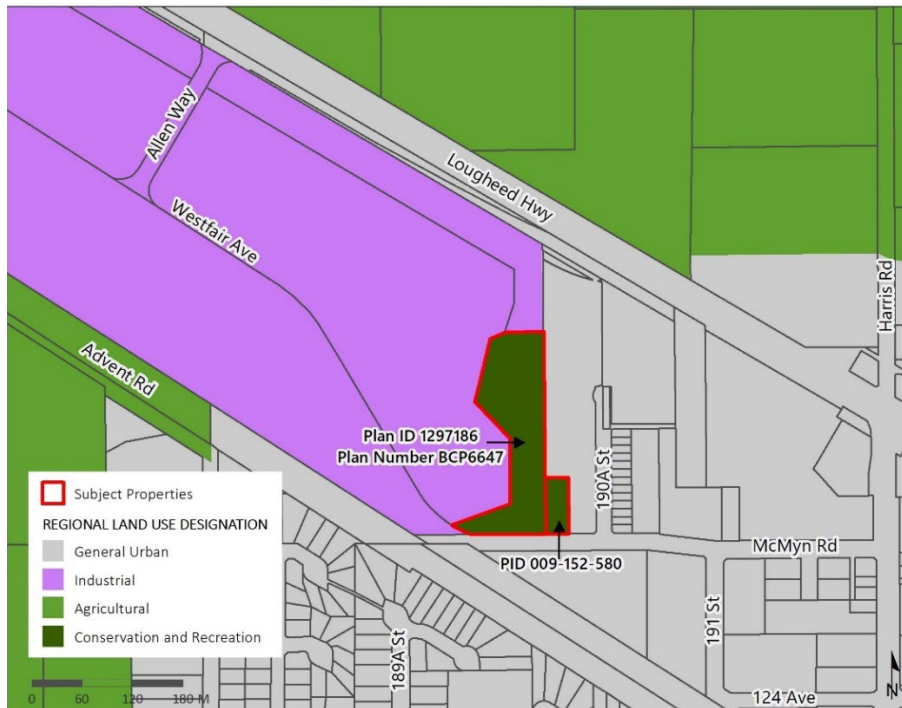


Schedule I Subject Properties – City of Pitt Meadows

Prior to Amendment

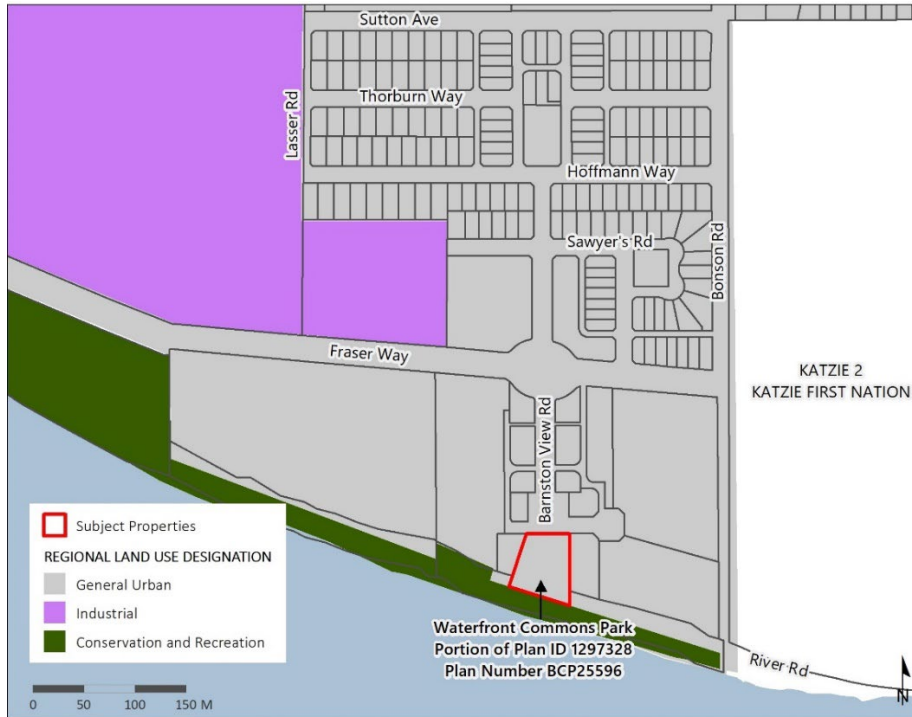


Post-Amendment



Schedule J Subject Properties – City of Pitt Meadows

Prior to Amendment



Post-Amendment

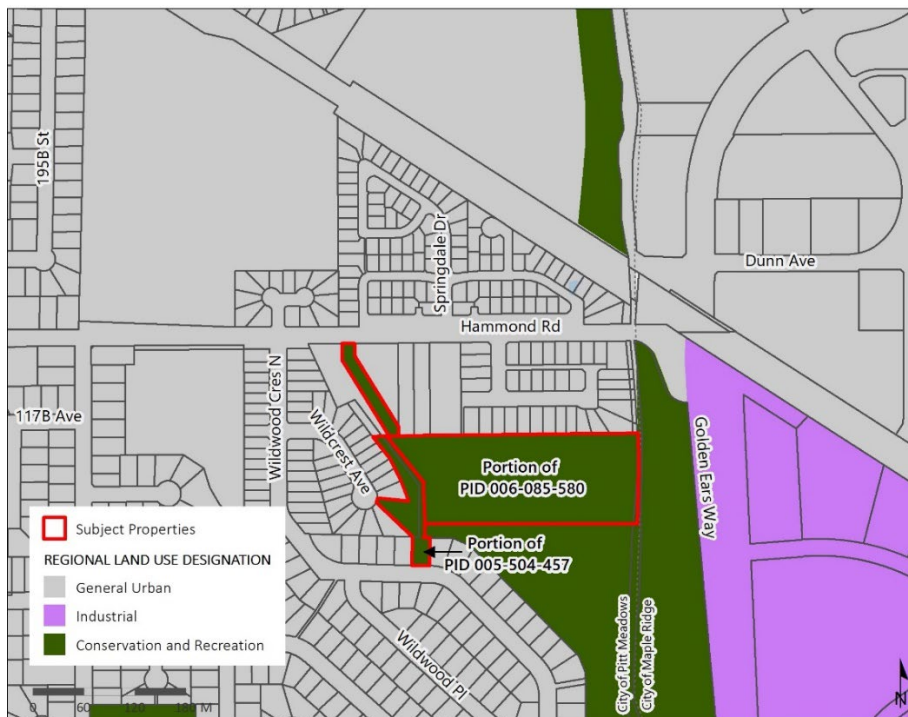


Schedule K Subject Properties – City of Pitt Meadows

Prior to Amendment



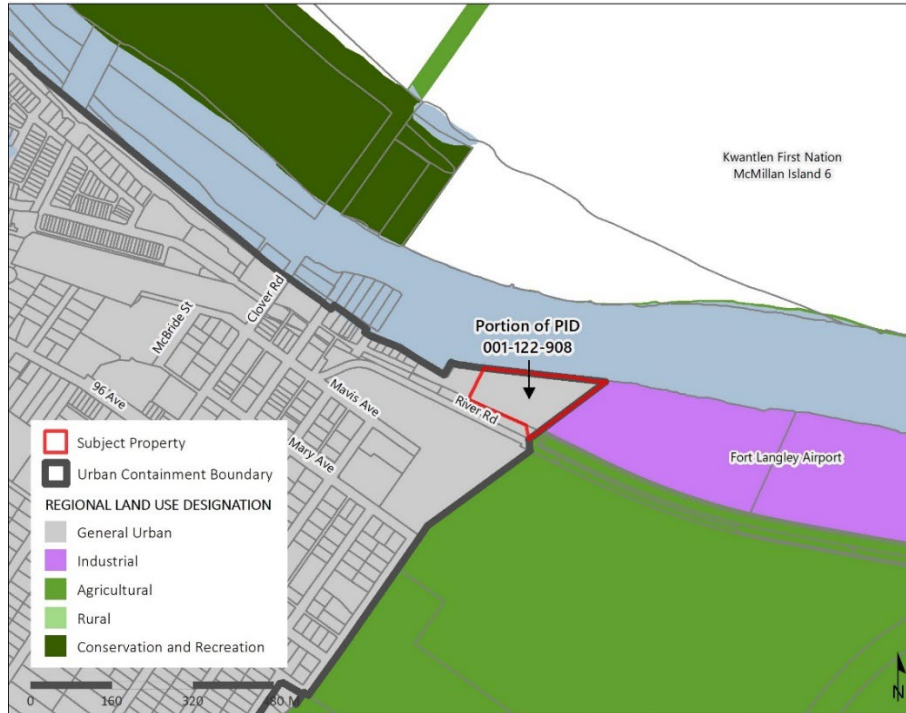
Post-Amendment



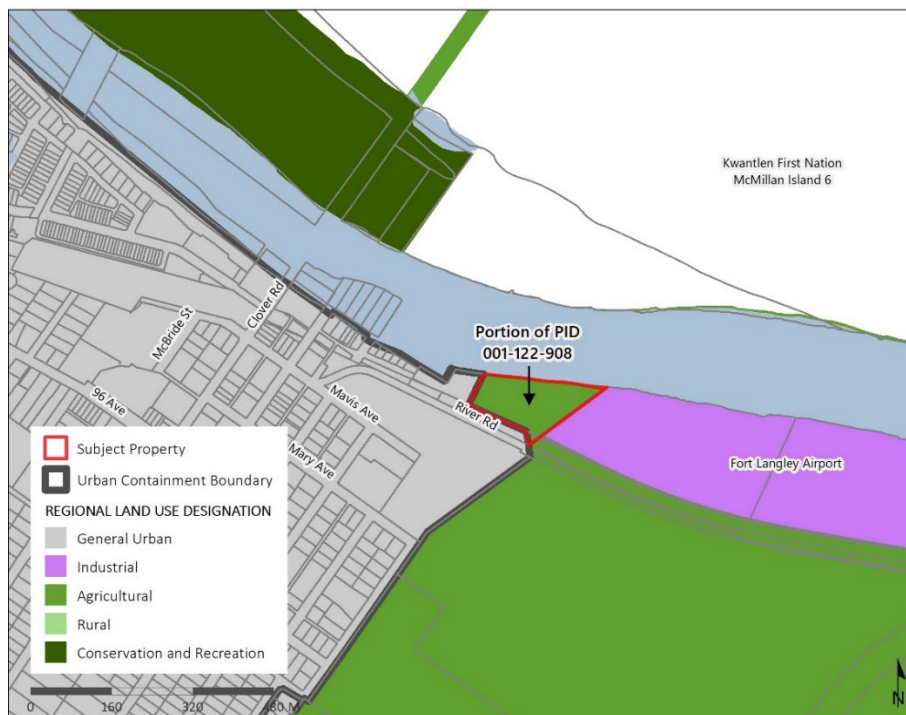
Schedule L

Subject Properties – Township of Langley

Prior to Amendment



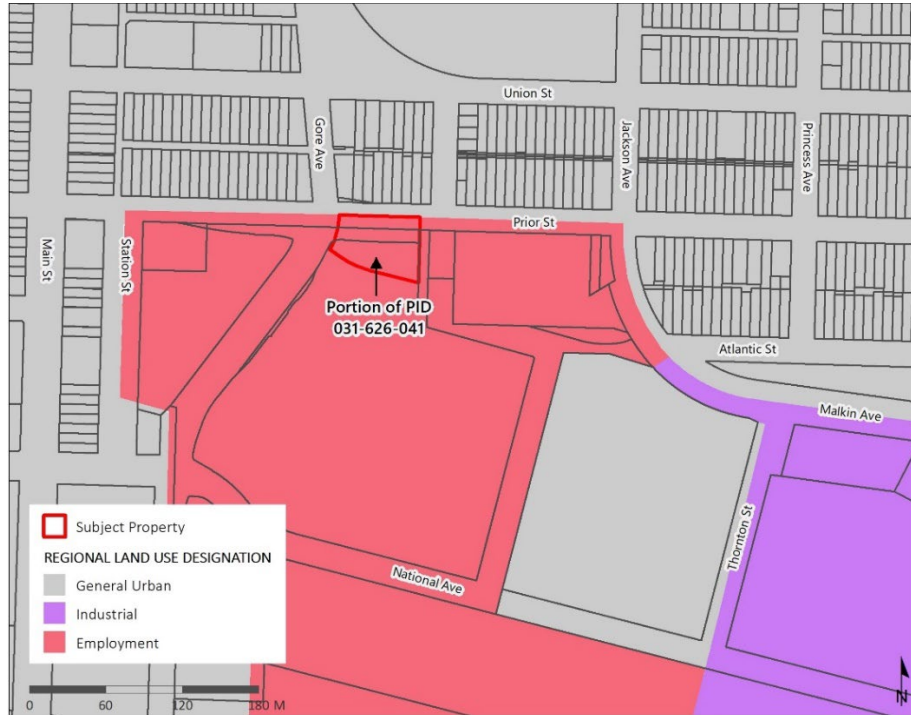
Post-Amendment



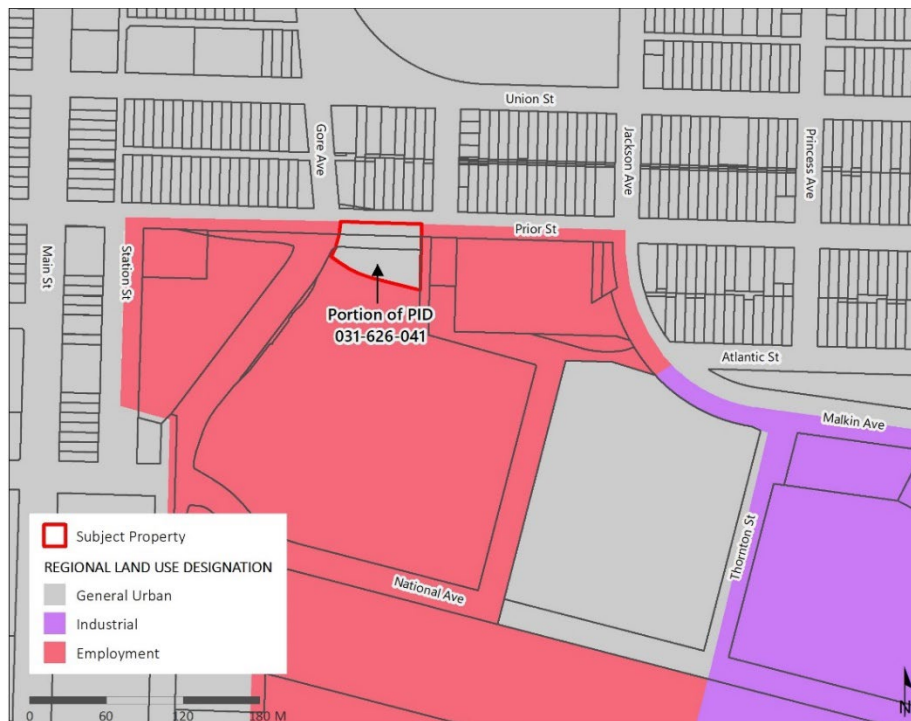
Schedule M

Subject Properties – City of Vancouver

Prior to Amendment

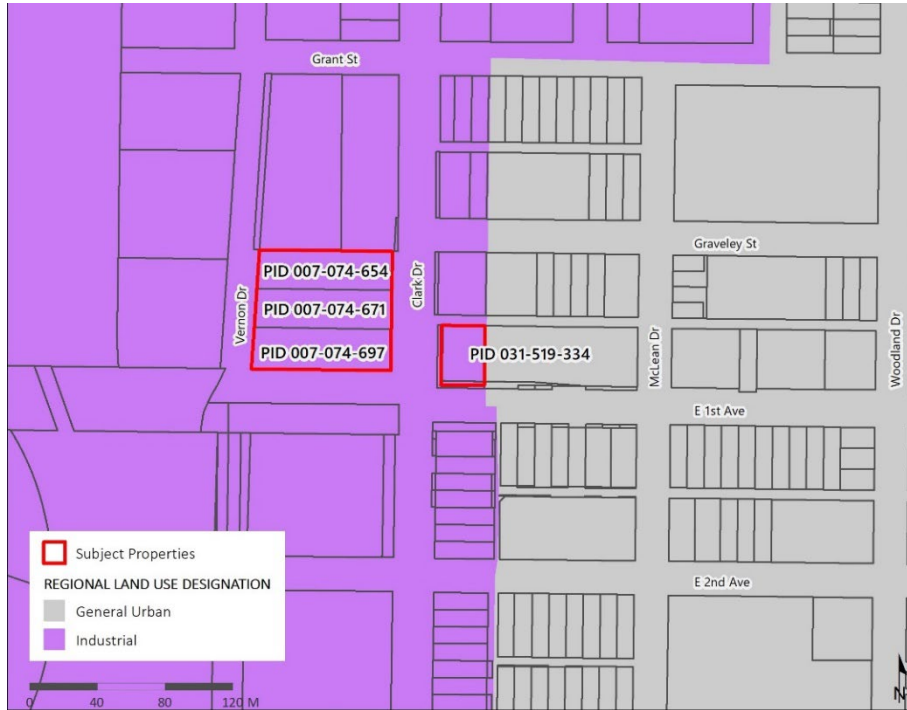


Post-Amendment

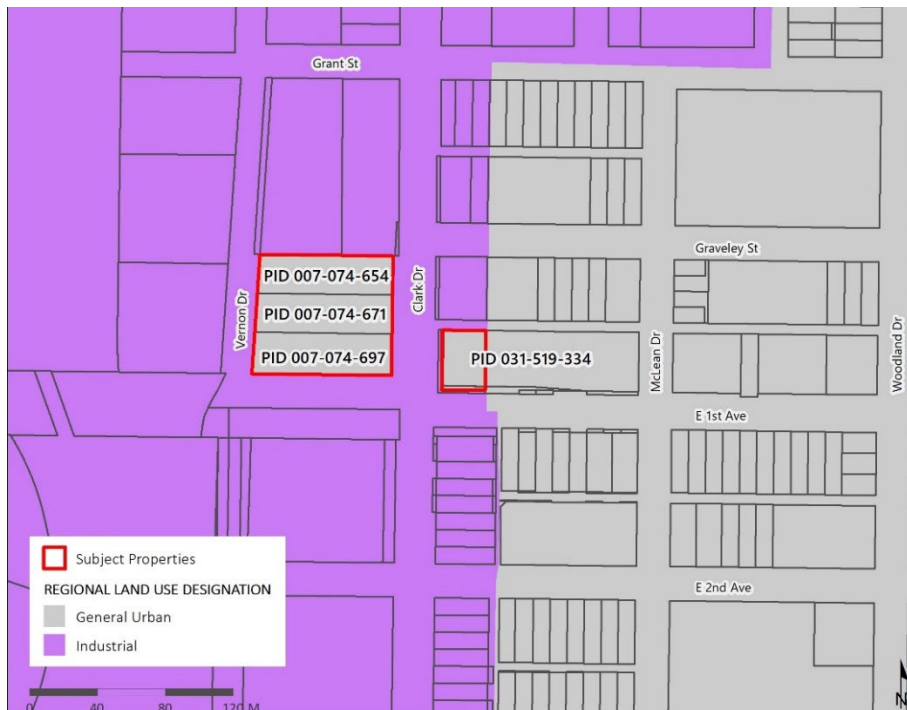


Schedule N Subject Properties – City of Vancouver

Prior to Amendment



Post-Amendment



Schedule O

Subject Properties – City of Vancouver

Prior to Amendment

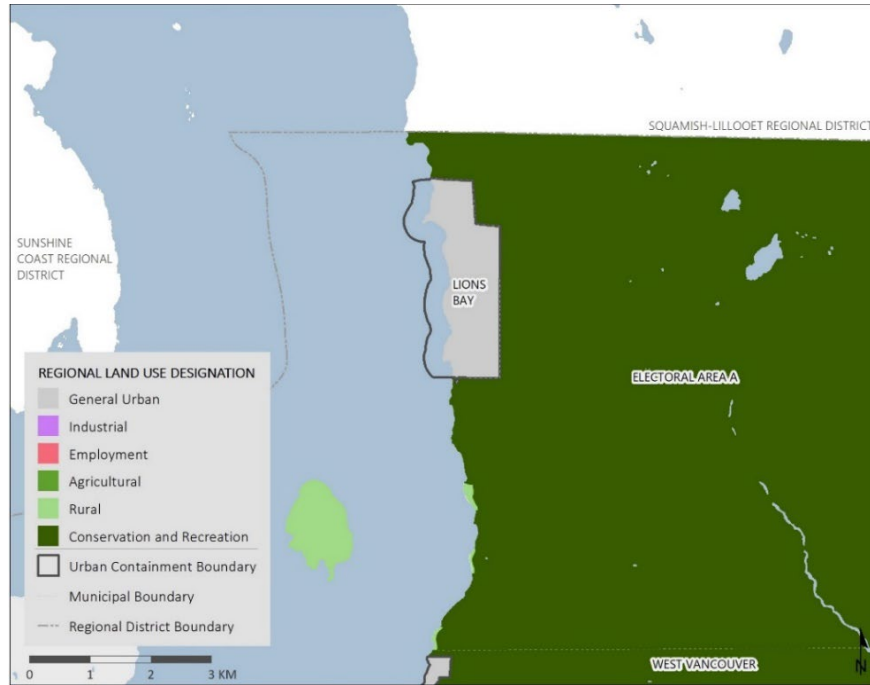


Post-Amendment

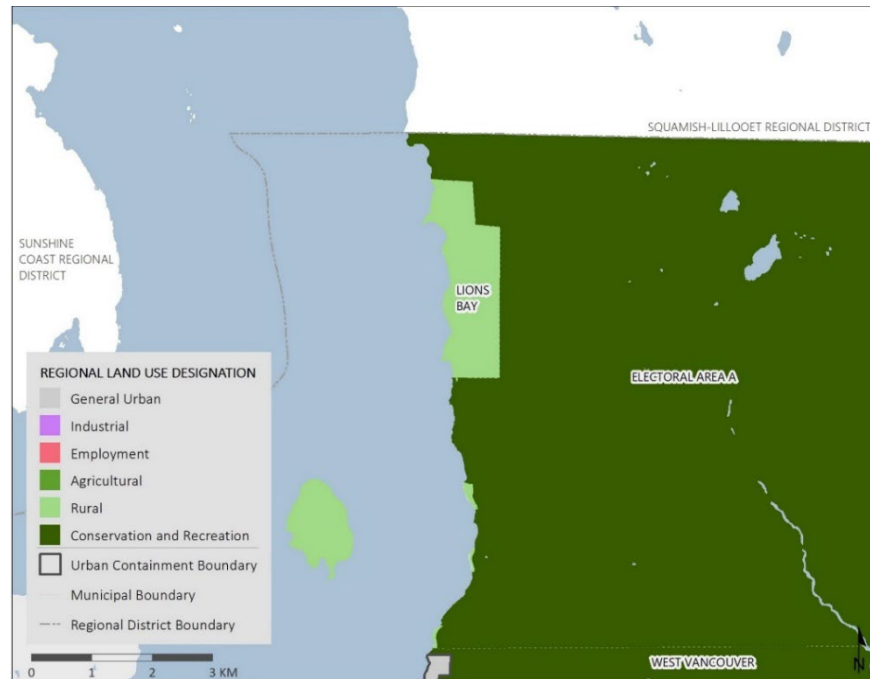


Schedule P Village of Lions Bay

Prior to Amendment

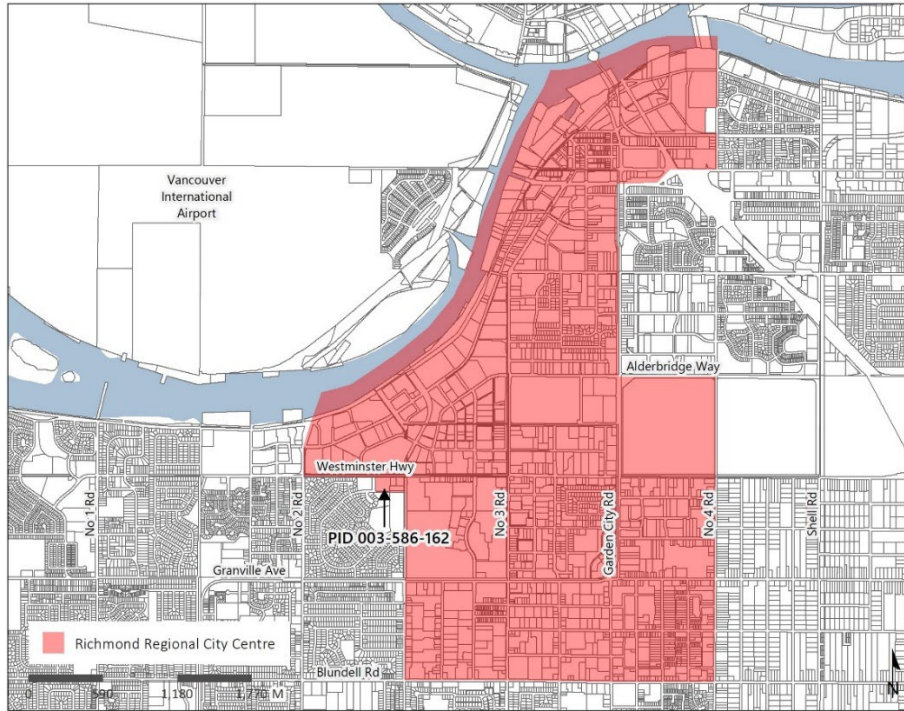


Post-Amendment

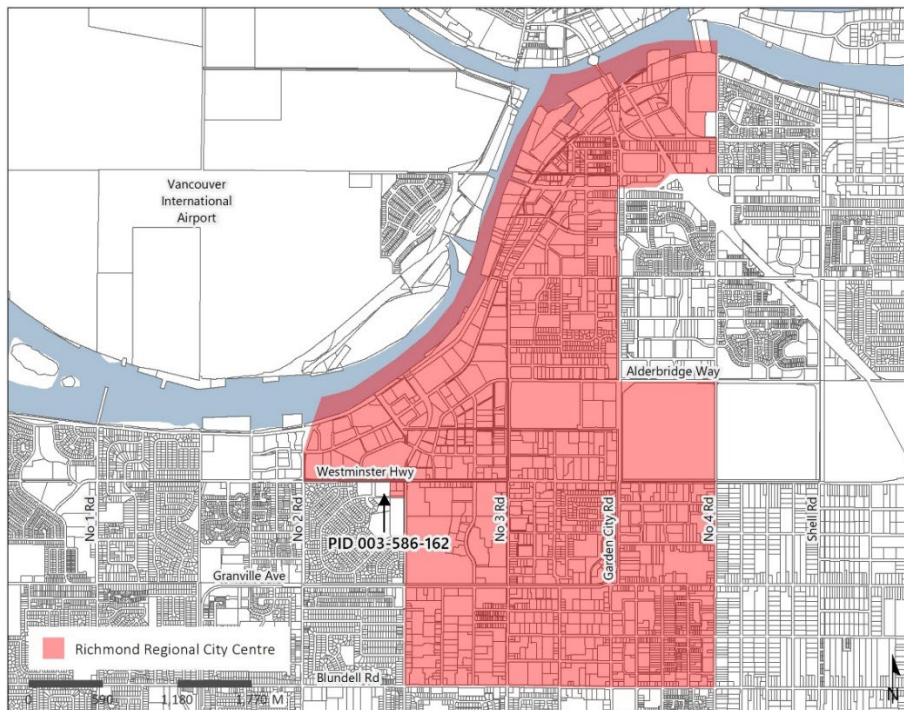


Schedule Q City of Richmond Regional Centre Overlay

Prior to Amendment



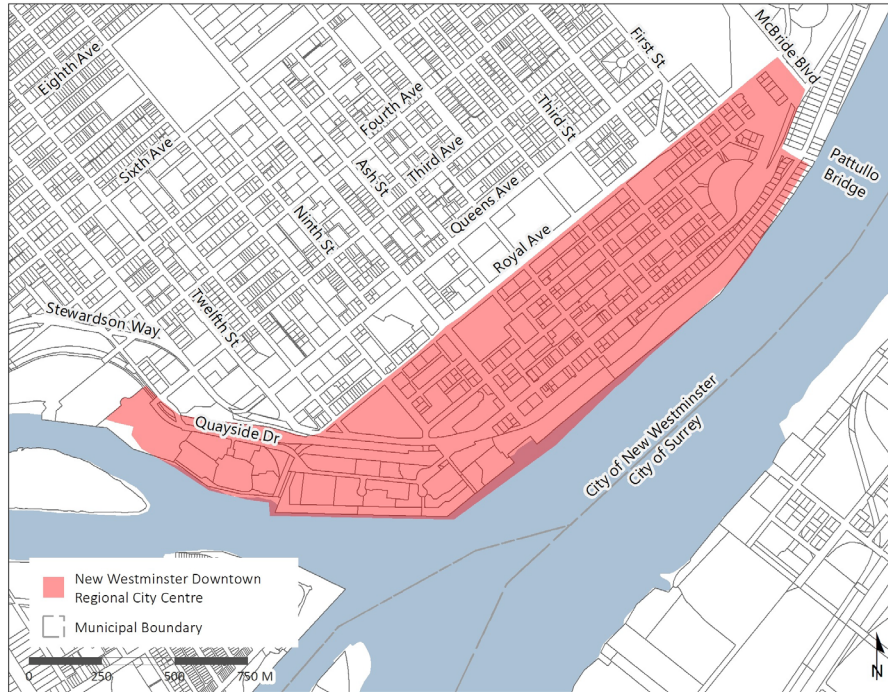
Post-Amendment



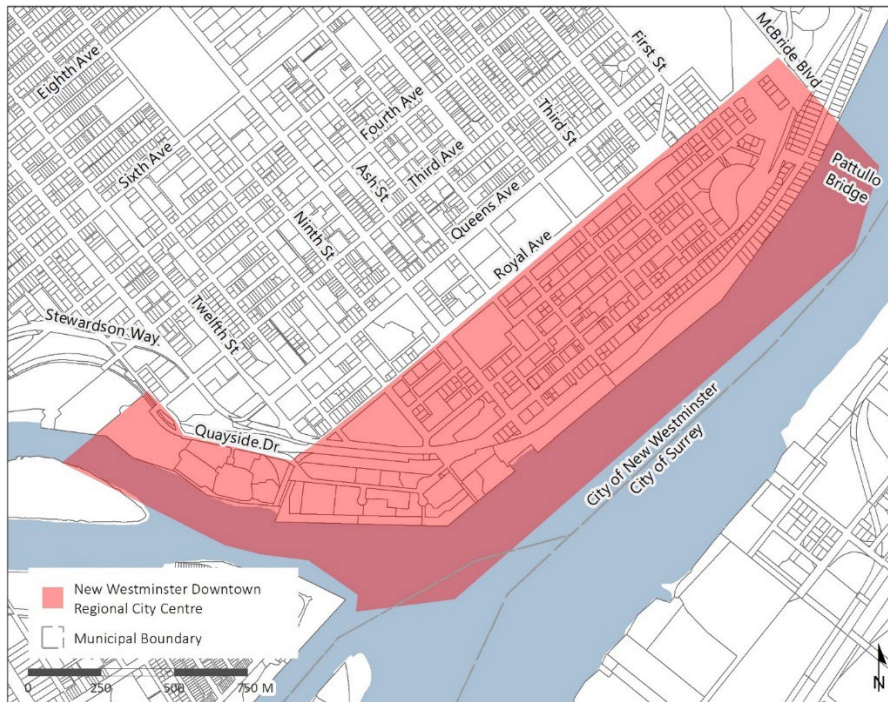
Schedule R

City of New Westminster Regional Centre Overlay

Prior to Amendment



Post-Amendment



To: Regional Planning Committee

From: Tom Pearce, Regional Planner, Regional Planning and Housing Services

Date: January 20, 2024 Meeting Date: February 9, 2024

Subject: **Metro 2050 Proposed Amendments to Reflect the Electoral Area A Official Community Plan**

RECOMMENDATION

That the MVRD Board:

- a) initiate the Metro 2050 Type 2 and Type 3 amendment processes to reflect the Electoral Area A Official Community Plan;
 - b) give first, second, third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024”;
 - c) give first, second, third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024”; and
 - d) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.
-

EXECUTIVE SUMMARY

Amendments are proposed to *Metro 2050* that will better align its land use designations with the Metro Vancouver Regional District Board-adopted 2018 Electoral Area A Official Community Plan Bylaw that applies to the majority of the rural and remote portions of the Electoral Area (excluding UBC, UEL, Bowyer Island, Passage Island, and First Nation reserve lands). Staff have identified *Metro 2050* regional land use designation changes to ninety-two parcels for the MVRD Board’s consideration.

These proposed amendments are consistent with *Metro 2050*’s goals and strategies, and bring the *Metro 2050* and OCP land use designations into closer alignment. They do not alter the intent of *Metro 2050*.

These changes are based on a detailed review of the OCP designations relative to *Metro 2050* regional land use designations and mapping improvements in the rural and remote reaches of the Electoral Area A. Given the nature of the changes, both Type 2 and Type 3 amendments to *Metro 2050* are required. As a result, two separate amendment bylaws are provided to the Committee and Board for consideration. The first requires adoption with a weighted 2/3 majority of the Board and the second requires adoption by a weighted 50%+1 vote of the Board.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board an opportunity to consider amendments to align regional land use designations with those in the 2018 Electoral Area A Official Community Plan.

BACKGROUND

In 2018, following a two-year public engagement process, the MVRD Board adopted the first-ever Official Community Plan (OCP) for approximately 500 rural and remote properties in Electoral Area A (excludes UBC, UEL and First Nation Reserves). During the development of the OCP, staff recognized the need for alignment and consistency between *Metro 2040* and the OCP. Since mapping corrections were not entertained during the *Metro 2050* update, several *Metro 2040* Electoral Area Land Use Designation inconsistencies were carried forward to *Metro 2050*. Hence, a batch of *Metro 2050* amendments is proposed to correct these inconsistencies.

LOCAL PLANNING IN RURAL AND REMOTE PORTIONS OF ELECTORAL AREA A

Metro Vancouver provides the local planning function for the rural and remote communities in Electoral Area A (excluding UBC, UEL and First Nation Reserves). Approximately 500 properties located within these communities include permanent residences, seasonal homes and vacant forested lots. The communities include the northern reaches of Indian Arm; the west side of Pitt Lake; Howe Sound mainland (lots between the District of West Vancouver and the Village of Lions Bay; and north of the Village of Lions Bay); and Barnston Island.

Legislative Context

Under section 446 of the *Local Government Act* (LGA), municipalities are required to prepare a Regional Context Statement (RCS) that shows how their OCP is consistent with the regional growth strategy (where one exists). The municipality's RCS has to be accepted by the regional district board. This same requirement does not apply to OCPs for electoral areas because the regional district board is the decision making body for both the OCP and the regional growth strategy. There is, however, a bylaw consistency requirement that regional districts must adhere to under section 445 of the LGA:

445 (1) All bylaws adopted by a regional district board after the board has adopted a regional growth strategy, and all services undertaken by a regional district after the board has adopted a regional growth strategy, must be consistent with the regional growth strategy.

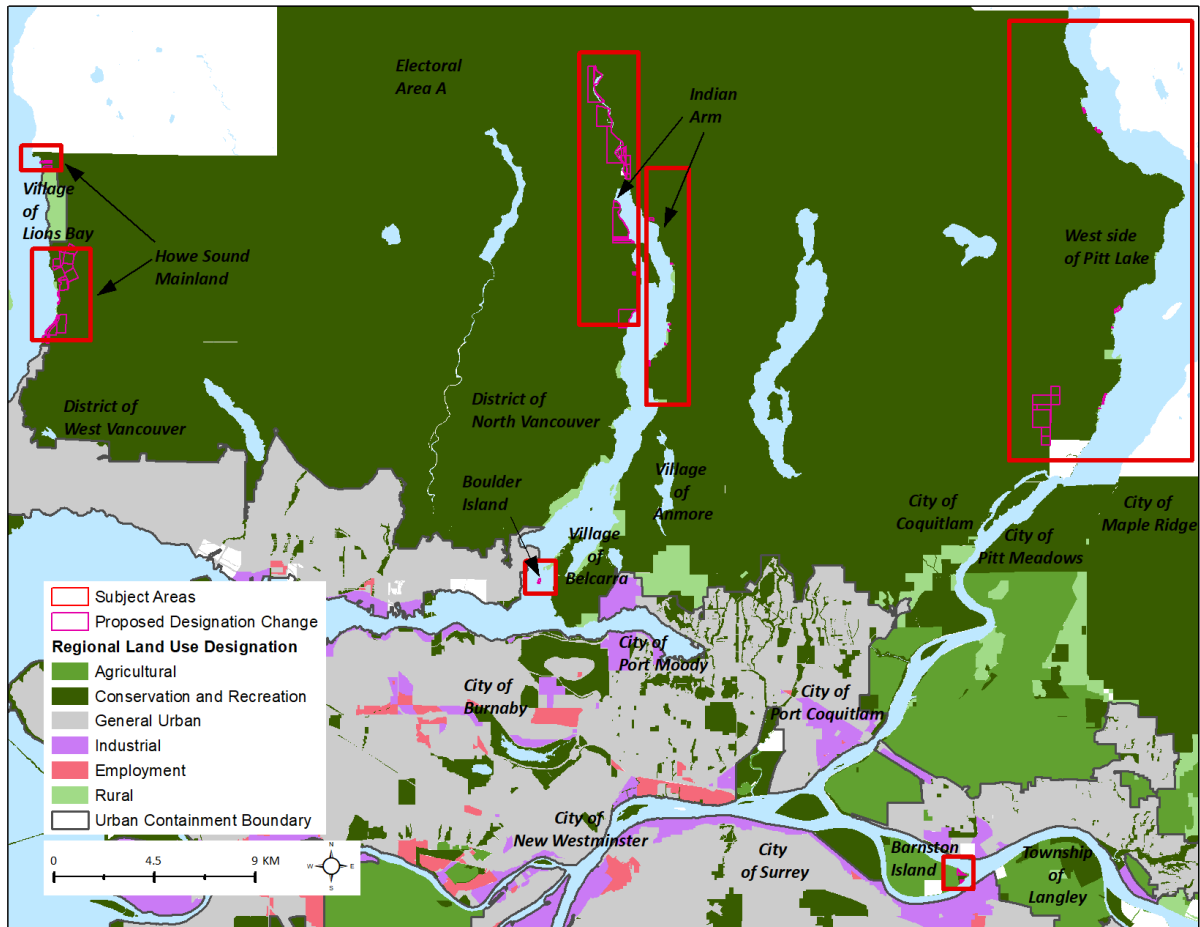
To address this requirement, the Electoral Area A OCP contains a regional growth strategy alignment section describing how the OCP bylaw is consistent with the regional growth strategy.

PROPOSED METRO 2050 LAND USE DESIGNATION AMENDMENTS

To correct historical imprecise mapping data, Metro Vancouver undertook a major upgrade of its digital parcel mapping during the development of the Electoral Area A OCP. Staff worked closely with provincial staff at GeoBC, Metro Vancouver's Real Estate Services, and the public to update mapping and establish a consistent set of OCP land use designations. These corrections resulted in some inconsistencies between the regional growth strategy and Electoral Area A OCP land use designations and the current need to amend *Metro 2050* mapping.

In total, the land use designations of ninety-two parcels were identified as being inconsistent. The map below identifies the general location of these lands. Attachment 1 (Type 2 Bylaw amendment)

and Attachment 2 (Type 3 Bylaw amendment) contain the detailed maps with the specific affected parcels.



The proposed *Metro 2050* amendments to resolve the inconsistencies are as follows.

Type 2 Amendment (maps in Attachment 1)

- 73 parcels (742.2 ha) – proposed amendment from Conservation and Recreation to Rural. These parcels have a Rural OCP Designation but currently have a *Metro 2050* Conservation and Recreation Land Use Designation. These include small and large parcels along the Howe Sound Mainland (30 parcels); Northern reaches of Indian Arm and the Indian River Valley (23 parcels); and, the West side of Pitt Lake and the northern reaches of the Widgeon Area (20 parcels). The permitted land uses on these parcels (e.g. residential cabins) most closely align with the *Metro 2050* regional Rural land use designation.
- Three parcels (6.1 ha) – proposed amendment from Agricultural to Conservation and Recreation. These parcels on Barnston Island were purchased by Metro Vancouver Regional Parks after *Metro 2040* was adopted. Metro Vancouver Regional Parks owns and operates a few parks within the ALR that are currently designated as Conservation and Recreation e.g. Brae Island Regional Park and Aldergrove Regional Park. This amendment would increase consistency.

Type 3 Amendment (maps in Attachment 2)

- 15 parcels (10.1 ha) – proposed amendment from Rural to Conservation and Recreation. These parcels (two in Howe sound, seven on Indian Arm and six on the west side of Pitt Lake) have a Natural Resource or Park OCP Designation (e.g. Crown lands, BC Park and BC Rail parcels) but have no residential leases and have a *Metro 2050* Rural designation currently.
- One parcel (1.5 ha) – proposed amendment to designate one parcel as Rural. This privately-held Boulder Island parcel currently has a Rural OCP Designation and has no *Metro 2050* Designation. This parcel most closely aligns with *Metro 2050* Rural land use designation.

These proposed amendments are consistent with *Metro 2050's* goals and strategies and generally align pre-existing low density residential uses (frequently water access only) in Electoral Area A with *Metro 2050*. There are also a limited number of undeveloped private parcels which were identified as rural in the OCP process that align best with the Rural land use designation in *Metro 2050*.

The following table summarizes the proposed *Metro 2050* amendments by Electoral Area A sub-area and amendment type:

Table 1. Proposed *Metro 2050* Regional Land Use Designation Change

Electoral Area A sub-area	Metro 2050 Amendment Type			
	Type 2 Amendment		Type 3 Amendment	
	# Parcels Conservation and Recreation to Rural	# Parcels Agricultural to Con/Rec	# Parcels Rural to Conservation and Recreation	# Parcels No designation to Rural
Howe Sound	30		2	
Indian Arm	23		7	
Pitt Lake (west side)	20		6	
Barnston Island		3		
Boulder Island				1
Total Parcels (area)	73 (742.2 ha)	3 (6.1 ha)	15 (10.1 ha)	1 (1.5 ha)
Total Parcels by Amendment Type	76 parcels with a Type 2 amendment ¹		16 parcels with a Type 3 amendment ²	

Amendment Types

Parcels that are proposed to be changed from *Metro 2050* Conservation and Recreation to Rural or from Agricultural to Conservation and Recreation are considered a Type 2 amendment under *Metro*

¹ In accordance with *Metro 2050* section 6.3.3 b), Type 2 amendments include “amendment of Agricultural or Conservation and Recreation regional land use designations” and they require an affirmative two-thirds weighted vote of the Metro Vancouver Regional District Board.

² In accordance with *Metro 2050* section 6.3.4 d) and 6.3.4 m), Type 3 amendments include “amendment from Rural to Agricultural or Conservation and Recreation regional land use designation” and “other amendments not identified in sections 6.3.1 or 6.3.3”, and they require an affirmative 50% + 1 weighted vote of the Metro Vancouver Regional District Board.

2050 section 6.3.3 b). Seventy-six parcels are identified as a Type 2 amendment, which requires an amendment bylaw passed by an affirmative two-thirds weighted vote of the Metro Vancouver Regional District Board.

Parcels that are proposed to be changed from Rural to Conservation and Recreation or from no designation to Rural are considered a Type 3 amendment, under *Metro 2050* section 6.3.4 d) and 6.3.4 m) respectively. Sixteen parcels are identified as a Type 3 amendment, which requires an amendment bylaw passed by an affirmative 50% + 1 weighted vote of the Metro Vancouver Regional District Board.

NEXT STEPS

If the amendments are initiated and the associated bylaw receives 1st, 2nd, and 3rd readings, they 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.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the Metro 2050 Type 2 and Type 3 amendment processes to reflect the Electoral Area A Official Community Plan;
 - b) give first, second, third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024”;
 - c) give first, second, third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024”;
 - d) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.
2. That the MVRD Board decline the proposed amendments to Metro 2050 to reflect the Electoral Area A Official Community Plan and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

A batch of amendments to *Metro 2050* land use designations are proposed that reflect mapping corrections and land use designation changes associated with the 2018 Electoral Area A Official Community Plan. These amendments ensure consistency between the Electoral Area A Official Community Plan and *Metro 2050*. The proposed amendments are considered to be consistent with *Metro 2050* and do not impact its five goals. Ninety-two parcels are proposed to be amended, with seventy-six parcels as a Type 2 amendment and 16 parcels as a Type 3 amendment to *Metro 2050*.

The proposed changes reflect a two-year public local planning process and extensive mapping improvements.

ATTACHMENTS

1. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024 – Type 2
2. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024 – Type 3

REFERENCES

1. [Metro 2050](#)
2. [Adoption of Metro 2050 Board Report February 24, 2023](#)
3. [Electoral Area A Official Community Plan](#)

62582240

**METRO VANCOUVER REGIONAL DISTRICT
 BYLAW NO. 1378, 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:

Citation

- 1. The official citation of this bylaw is “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024”.

Schedules

- 2. The following Schedules are attached to and form part of the bylaw:
 - Schedule “A”, Subject Properties – Howe Sound;
 - Schedule “B”, Subject Properties – Indian Arm;
 - Schedule “C”, Subject Properties – Pitt Lake; and
 - Schedule “D”, Subject Properties – Barnston Island.

Amendment of Bylaw

- 3. “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
010-765-646	BLOCK 3, EXCEPT: FIRSTLY: PART REFERENCE PLAN 4095, SECONDLY: PART HIGHWAY PLAN 45 THIRDLY: PART DEDICATED ROAD PLAN BCP11233; DISTRICT LOT 2365 PLAN 7016
009-131-566	BLOCK D, EXCEPT: FIRSTLY: PART ON HIGHWAY PLAN 45, SECONDLY: PART ON PLAN BCP8783, DISTRICT LOT 2365 PLAN 11180
009-131-591	BLOCK E EXCEPT: FIRSTLY; PART ON HIGHWAY PLAN 45 SECONDLY; PART DEDICATED ROAD ON PLAN BCP8782 DISTRICT LOT 2365 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 11180

010-766-413	BLOCK 5 EXCEPT: FIRSTLY; PART IN REFERENCE PLAN 4095 SECONDLY; PART ON HIGHWAY PLAN 45 THIRDLY; PART DEDICATED ROAD ON PLAN BCP9771 DISTRICT LOT 2365 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 7016
009-131-558	BLOCK C, EXCEPT PORTIONS IN : (1) HIGHWAY PLAN 45; (2) PLAN BCP8784; DISTRICT LOT 2365 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 11180
009-131-604	BLOCK G, EXCEPT: FIRST: PART SHOWN RED ON HIGHWAY PLAN 45 SECONDLY: PART SHOWN GREEN ON REFERENCE PLAN 11302 (SEE DF153293) THIRDLY: PART IN PLAN BCP8965 DISTRICT LOT 2365 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 11180
010-766-243	BLOCK 4 EXCEPT: FIRSTLY; PART IN REFERENCE PLAN 4095 SECONDLY; HIGHWAY PLAN 45 THIRDLY; PART DEDICATED ROAD ON PLAN BCP13273 DISTRICT LOT 2365 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 7016
008-682-607	BLOCK F, EXCEPT: FIRSTLY, PART ON HIGHWAY PLAN 45, SECONDLY, PART ON: PLAN BCP14283 DISTRICT LOT 2365 PLAN 11180
010-766-456	BLOCK 6, EXCEPT: FIRSTLY, PART REFERENCE PLAN 4095, SECONDLY, PART ON HIGHWAY PLAN 45 THIRDLY: PART IN PLAN BCP8006 DISTRICT LOT 2365 NEW WESTMINSTER DISTRICT PLAN 7016
009-131-639	BLOCK H, EXCEPT: PART SHOWN RED ON HIGHWAY PLAN 45 SAVE AND EXCEPT PART SHOWN GREEN ON REFERENCE PLAN 11302 (SEE, DF153293) DISTRICT LOT 2365 PLAN 11180
010-765-395	BLOCK 1, EXCEPT, FIRSTLY: PART IN REFERENCE PLAN 4095, SECONDLY: PART IN EXPLANATORY PLAN 5295, THIRDLY: PART ON HIGHWAY PLAN 45 DISTRICT LOT 2365 PLAN 7016
010-765-514	BLOCK 2, EXCEPT PORTIONS IN (1) REFERENCE PLAN 4095; (2) HIGHWAY PLAN 45;; (3) PLAN BCP13159; DISTRICT LOT 2365 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 7016
008-491-127	LOT 2, EXCEPT PART IN REFERENCE PLAN 16213 DISTRICT LOT 2817 PLAN 13772
009-131-655	BLOCK I, EXCEPT, FIRSTLY: PART IN STATUTORY RIGHT OF WAY PLAN 19066 SECONDLY: PART ON HIGHWAY PLAN 45 DISTRICT LOT 2365 PLAN 11180
009-141-669	THE SURFACE OF DISTRICT LOT 2150, SURVEYED AS POR MINERAL CLAIM REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
005-551-234	LOT 1 DISTRICT LOTS 2817 AND 2818 PLAN 13772
010-766-103	BLOCK B, EXCEPT: PART ON HIGHWAY PLAN 45 DISTRICT LOT 5383 PLAN 7210

009-141-502	THE SURFACE OF DISTRICT LOT 2149, SURVEYED AS OP MINERAL CLAIM REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
009-142-789	THAT PART OF THE SURFACE OF DISTRICT LOT 2157, SURVEYED AS MIN MINERAL CLAIM IN REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT EXCEPT PORTIONS IN STATUTORY RIGHT OF WAY PLAN 18970
009-142-177	THAT PART OF THE SURFACE OF DISTRICT LOT 2152 SURVEYED AS SAFETY FRACTION MINERAL CLAIM IN REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
015-896-307	THAT PART OF DISTRICT LOT 2818 LYING EAST OF THE RIGHT OF WAY OF THE PACIFIC GREAT EASTERN RAILWAY COMPANY IN REFERENCE PLAN 987, EXCEPT, FIRSTLY: PART IN REFERENCE PLAN 1831 SECONDLY: PART SHOWN AS 0.013 ACRES ON HIGHWAY PLAN 45 THIRDLY: PORTIONS SHOWN AS 0.025, 1.900 AND 0.097 ACRES ON HIGHWAY PLAN 45 GROUP 1 NEW WESTMINSTER DISTRICT
009-142-282	THAT PART OF THE SURFACE OF DISTRICT LOT 2153 SURVEYED AS H FRACTION MINERAL CLAIM IN REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
009-141-952	THE SURFACE OF DISTRICT LOT 2158, SURVEYED AS L FRACTION MINERAL CLAIM REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
009-142-690	THAT PART OF THE SURFACE OF DISTRICT LOT 2155, SURVEYED AS LY MINERAL CLAIM IN REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
009-141-731	THE SURFACE OF DISTRICT LOT 2151, SURVEYED AS TU MINERAL CLAIM REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
011-540-222	BLOCK 7, EXCEPT (A) PART IN REFERENCE PLAN 5222 AND (B) PART IN HIGHWAY PLAN 59, DISTRICT LOT 2935 PLAN 4485
011-540-354	BLOCK 8, EXCEPT (A) PART IN REFERENCE PLAN 1019 AND (B) PART IN HIGHWAY PLAN 59, DISTRICT LOT 2935 PLAN 4485
002-489-074	BLOCK 3 EXCEPT PORTIONS IN REFERENCE PLANS 1019 AND 5714 AND HIGHWAY PLAN 59, DISTRICT LOT 2935 PLAN 4485
011-539-950	BLOCK 2, EXCEPT (A) PART IN REFERENCE PLAN 1019 AND (B) PART IN HIGHWAY PLAN 59, DISTRICT LOT 2935 PLAN 4485

015-896-293	THAT PART OF DISTRICT LOT 2817 LYING EAST OF THE RIGHT OF WAY OF THE PACIFIC GREAT EASTERN RAILWAY COMPANY IN REFERENCE PLAN 987, EXCEPT: FIRSTLY, PART IN REFERENCE PLAN 1831, SECONDLY, PART ON HIGHWAY PLAN 45 GROUP 1 NEW WESTMINSTER DISTRICT
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from 'Conservation and Recreation' to 'Rural', as shown in Schedule "A" of this bylaw;

b) re-designating the subject properties, as listed in the tables below:

PID	Legal Description
015-965-619	LOT E (EXPLANATORY PLAN 3541) DISTRICT LOT 820 GROUP 1 NEW WESTMINSTER DISTRICT
006-506-267	FRACTIONAL WEST HALF LEGAL SUBDIVISION 16 SECTION 16 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT EXCEPT: PART DEDICATED ROAD ON PLAN LMP4369
006-620-698	DISTRICT LOT 1461 GROUP 1 NEW WESTMINSTER DISTRICT
012-257-214	THE SOUTH 1/2 OF BLOCK 1 DISTRICT LOT 1027 PLAN 639
004-484-061	THE NORTH 1/2 OF BLOCK 1 DISTRICT LOT 1027 PLAN 639
007-627-599	BLOCK 3 DISTRICT LOT 1027 PLAN 639
006-506-143	PARCEL "C" (579873E) LEGAL SUBDIVISION 15 SECTION 16 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
006-506-232	PARCEL "D" (579874E) LEGAL SUBDIVISION 8 SECTION 16 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT PART DEDICATED ROAD ON PLAN LMP4369
006-506-062	PARCEL "B" (579871E) LEGAL SUBDIVISION 9 SECTION 16 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT EXCEPT: PART DEDICATED ROAD ON PLAN LMP4369
006-620-647	DISTRICT LOT 1176 GROUP 1 NEW WESTMINSTER DISTRICT
015-164-292	BLOCK 2 DISTRICT LOT 1027 PLAN 639
006-124-615	FRACTIONAL LEGAL SUBDIVISION 3 SECTION 10 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
029-234-310	BLOCK F DISTRICT LOT 824 GROUP 1 NEW WESTMINSTER DISTRICT
017-590-680	BLOCK A DISTRICT LOT 824 GROUP 1 NEW WESTMINSTER DISTRICT
015-931-994	DISTRICT LOT 1436 GROUP 1 NEW WESTMINSTER DISTRICT

017-630-011	BLOCK B DISTRICT LOT 7054 GROUP 1 NEW WESTMINSTER DISTRICT
006-506-330	PARCEL "E" (579876E) LEGAL SUBDIVISION 2 SECTION 21 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
006-506-381	PARCEL "F" (579877E) WEST HALF LEGAL SUBDIVISION 1 SECTION 21 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT EXCEPT: PART DEDICATED ROAD ON PLAN LMP4369
014-655-667	DISTRICT LOT 1378 GROUP 1 NEW WESTMINSTER DISTRICT
006-600-794	DISTRICT LOT 3375 GROUP 1 NEW WESTMINSTER DISTRICT, EXCEPT PART IN PLAN LMP4370
014-655-667	DISTRICT LOT 1378 GROUP 1 NEW WESTMINSTER DISTRICT

PIN	Legal Description
6434081	BLOCK A, OF SE1/4, SECTION 10, TOWNSHIP 6, RANGE 7, WEST OF THE 7TH MERIDIAN, NEW WESTMINSTER DISTRICT
7145180	Part of Primary: SECTION 16, TOWNSHIP 6, RANGE 7, WEST OF THE 7TH MERIDIAN, NEW WESTMINSTER DISTRICT.

from 'Conservation and Recreation' to 'Rural', as shown in Schedule "B" of this bylaw;

c) re-designating the subject properties, as listed in the tables below:

PID	Legal Description
013-196-677	LEGAL SUBDIVISION 2 SECTION 16 TOWNSHIP 5 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
019-015-917	DISTRICT LOT 3052 GROUP 1 NEW WESTMINSTER DISTRICT
015-229-742	DISTRICT LOT 3143 GROUP 1 NEW WESTMINSTER ASSESSMENT DISTRICT
027-669-866	DISTRICT LOT 3051 GROUP 1 NEW WESTMINSTER DISTRICT LIMITED ACCESS, SEE CROWN GRANT BB1013941
013-196-685	LEGAL SUBDIVISION 7 SECTION 16 TOWNSHIP 5 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
017-457-637	DISTRICT LOT 3151 GROUP 1 NEW WESTMINSTER DISTRICT
002-409-801	THE WEST 10 CHAINS OF LEGAL SUBDIVISION 13 SECTION 9 TOWNSHIP 5 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
013-556-347	FRACTIONAL NORTH EAST QUARTER SECTION 12 TOWNSHIP 41 NEW WESTMINSTER DISTRICT

013-196-553	SOUTH HALF OF THE SOUTH WEST QUARTER SECTION 16 TOWNSHIP 5 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
013-556-291	LEGAL SUBDIVISION 8 SECTION 12 TOWNSHIP 41 NEW WESTMINSTER DISTRICT
013-196-529	FRACTIONAL NORTH WEST QUARTER SECTION 9 TOWNSHIP 5 RANGE 5 WEST OF THE SEVENTH MERIDIAN EXCEPT: WEST 10 CHAINS, NEW WESTMINSTER DISTRICT
013-556-231	LEGAL SUBDIVISION 1 SECTION 12 TOWNSHIP 41 NEW WESTMINSTER DISTRICT
027-691-446	BLOCK J DISTRICT LOT 6980 GROUP 1 NEW WESTMINSTER DISTRICT
027-509-397	BLOCK H DISTRICT LOT 6980 GROUP 1 NEW WESTMINSTER DISTRICT
027-439-879	BLOCK A DISTRICT LOT 7014 GROUP 1 NEW WESTMINSTER DISTRICT
027-451-631	BLOCK B DISTRICT LOT 7014 GROUP 1 NEW WESTMINSTER DISTRICT
027-523-357	BLOCK I DISTRICT LOT 6980 GROUP 1 NEW WESTMINSTER DISTRICT
027-507-297	BLOCK F DISTRICT LOT 6980 GROUP 1 NEW WESTMINSTER DISTRICT
027-508-650	BLOCK G DISTRICT LOT 6980 GROUP 1 NEW WESTMINSTER DISTRICT

PIN	Legal Description
7520410	DISTRICT LOT 3140, GROUP 1, NEW WESTMINSTER DISTRICT

from 'Rural' to 'Conservation and Recreation', as shown in Schedule "C" of this bylaw; and

d) re-designating the subject properties, as listed in the table below:

PID	Legal Description
013-260-111	PARCEL "2" (PLAN WITH FEE DEPOSITED 19818F) SECTION 10 TOWNSHIP 9 EXCEPT: PARCEL "A" (REFERENCE PLAN 4763), NEW WESTMINSTER DISTRICT
013-260-103	PARCEL "ONE" (PLAN WITH FEE DEPOSITED 19818F) SECTION 10 TOWNSHIP 9 EXCEPT: PARCEL "A" (REFERENCE PLAN 4763), NEW WESTMINSTER DISTRICT
010-890-947	LOT 10 SECTION 3 TOWNSHIP 9 NEW WESTMINSTER DISTRICT PLAN 3204

from 'Agricultural' to 'Conservation and Recreation', as shown in Schedule "D" of this bylaw.

4. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by amending maps numbered 2, 6, 8, 9, and 12 to incorporate the changes outlined in section 3 of this bylaw.

Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

George V. Harvie, Chair

Dorothy Shermer, Corporate Officer

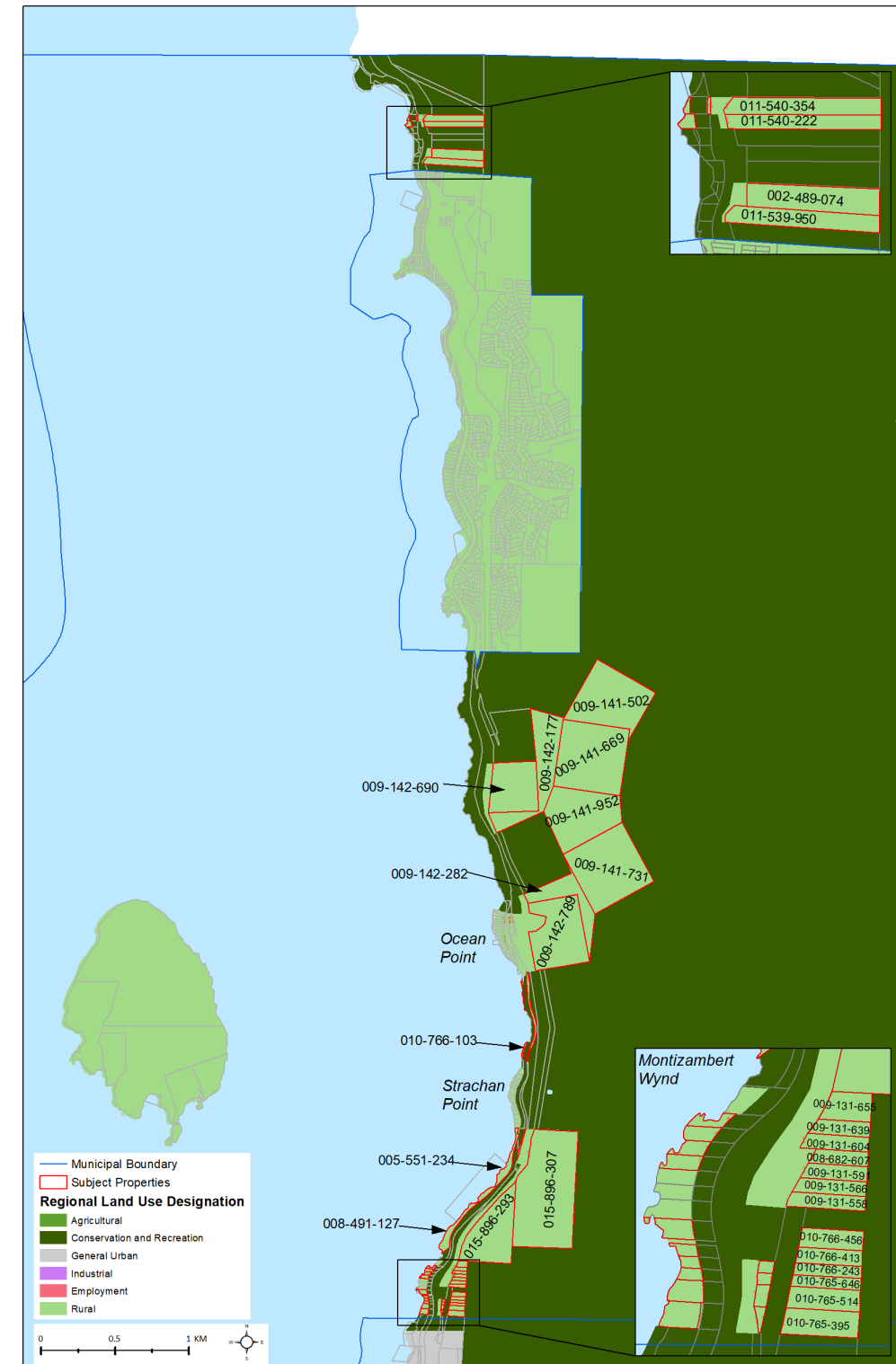
**Schedule A
Subject Properties – Howe Sound**

Howe Sound – Conservation and Recreation to Rural

PRIOR TO AMENDMENT



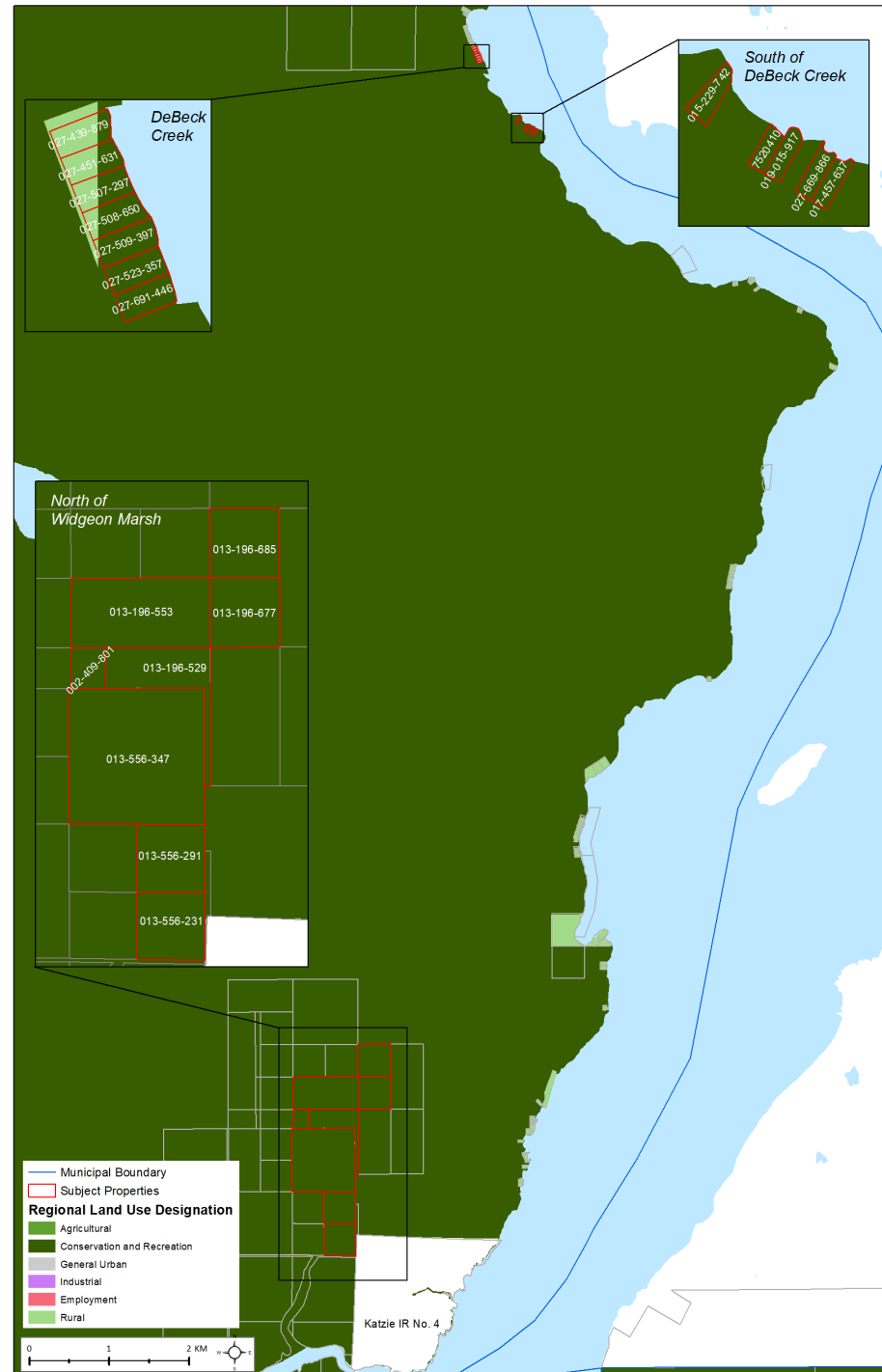
AFTER AMENDMENT



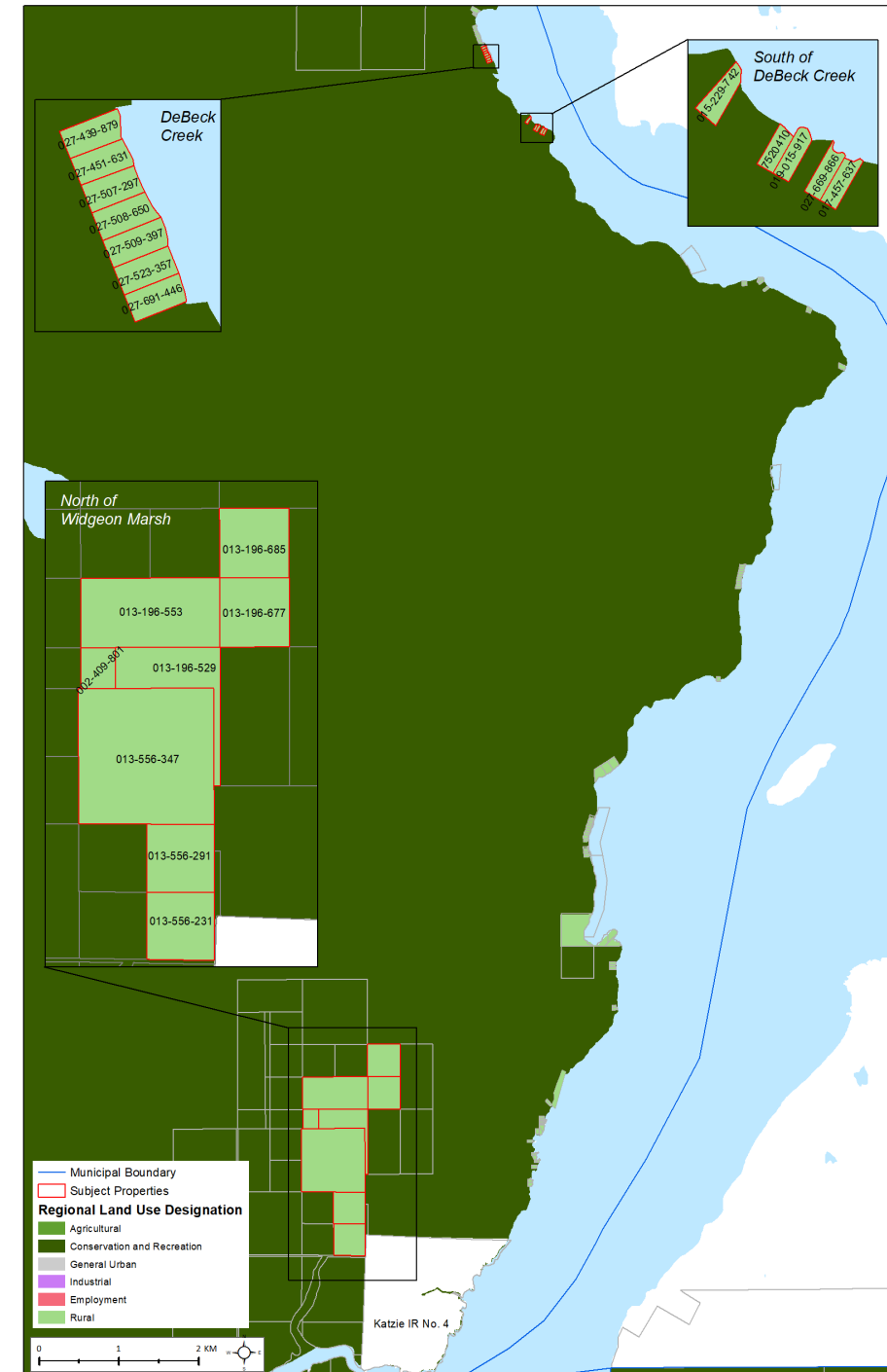
**Schedule C
Subject Properties – Pitt Lake**

West side of Pitt Lake – Conservation and Recreation to Rural

PRIOR TO AMENDMENT



AFTER AMENDMENT

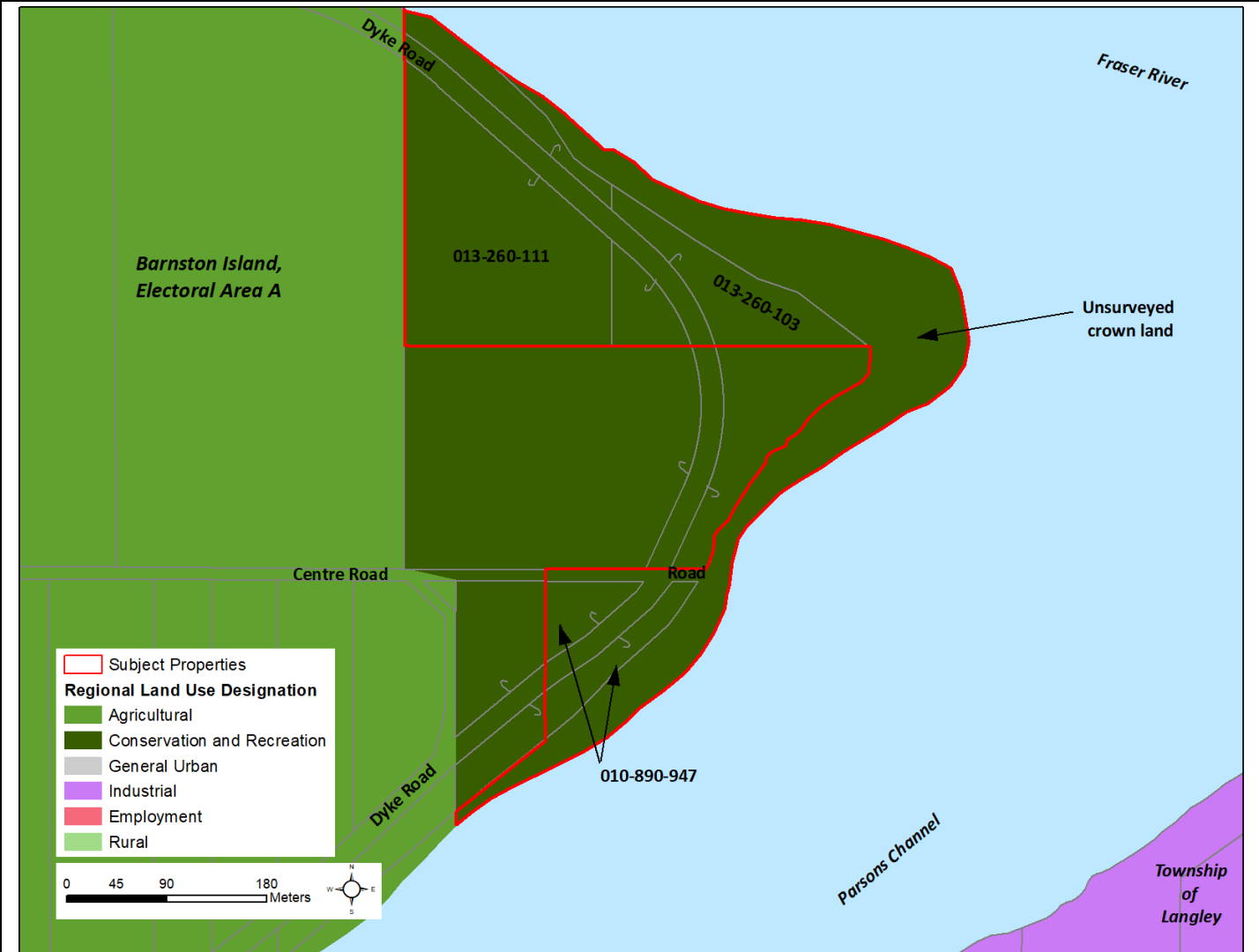
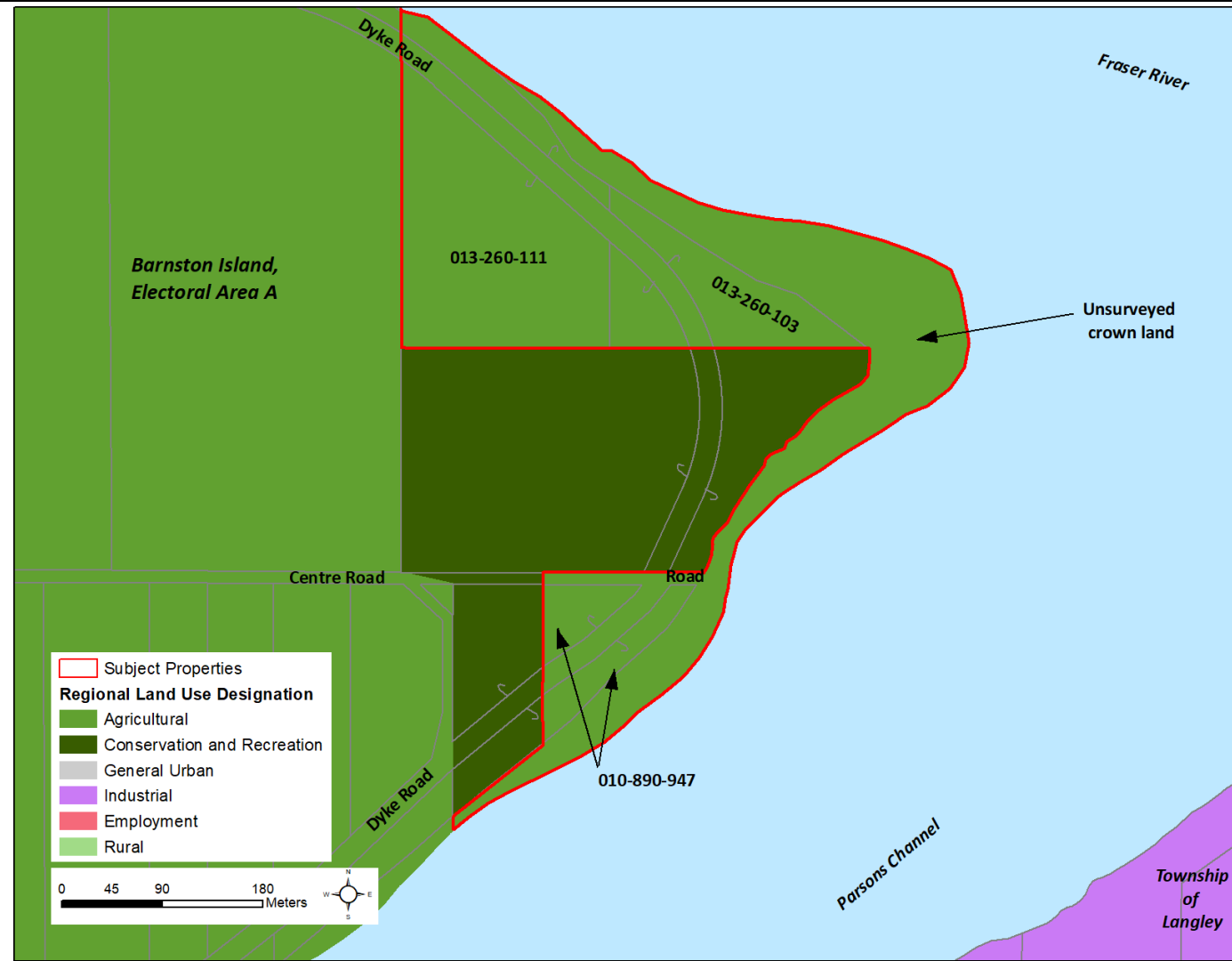


**Schedule D
Subject Properties – Barnston Island**

Barnston Island – Agricultural to Conservation and Recreation

PRIOR TO AMENDMENT

AFTER AMENDMENT



METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1379, 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:

Citation

1. The official citation of this bylaw is “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024”.

Schedules

2. The following Schedules are attached to and form part of the bylaw:
- Schedule “A”, Subject Properties – Howe Sound;
 - Schedule “B”, Subject Properties – Indian Arm;
 - Schedule “C”, Subject Properties – Pitt Lake; and
 - Schedule “D”, Subject Properties – Boulder Island.

Amendment of Bylaw

3. “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
013-345-184	THAT PART OF BLOCK I PLAN 11180 IN STATUTORY RIGHT OF WAY PLAN 19066 DISTRICT LOT 2365
010-764-381	THAT PART OF BLOCK 1 IN EXPLANATORY PLAN 5295 DISTRICT LOT 2365 PLAN 7016

from ‘Rural’ to ‘Conservation and Recreation’, as shown in Schedule “A” of this bylaw;

- b) re-designating the subject properties, as listed in the tables below:

PID	Legal Description
027-862-071	BLOCK G DISTRICT LOT 7006 GROUP 1 NEW WESTMINSTER DISTRICT

PIN	Legal Description
7286920	DISTRICT LOT 6858, GROUP 1, NEW WESTMINSTER DISTRICT
7166391	BLOCK B, DISTRICT LOT 6984, GROUP 1, NEW WESTMINSTER DISTRICT
7350741	BLOCK B, DISTRICT LOT 3152, GROUP 1, NEW WESTMINSTER DISTRICT
7451451	BLOCK B, DISTRICT LOT 824, GROUP 1, NEW WESTMINSTER DISTRICT
7451581	BLOCK C, DISTRICT LOT 824, GROUP 1, NEW WESTMINSTER DISTRICT
7451611	BLOCK D, DISTRICT LOT 824, GROUP 1, NEW WESTMINSTER DISTRICT

from 'Rural' to 'Conservation and Recreation', as shown in Schedule "B" of this bylaw;

- c) re-designating the subject properties, as listed in the table below:

PIN	Legal Description
7255480	DISTRICT LOT 6512, GROUP 1, NEW WESTMINSTER DISTRICT
7159071	BLOCK F, DISTRICT LOT 6914, GROUP 1, NEW WESTMINSTER DISTRICT
7255510	DISTRICT LOT 6513, GROUP 1, NEW WESTMINSTER DISTRICT
7255640	DISTRICT LOT 6514, GROUP 1, NEW WESTMINSTER DISTRICT
7171051	BLOCK D, DISTRICT LOT 7038, GROUP 1, NEW WESTMINSTER DISTRICT
7351510	DISTRICT LOT 199, GROUP 1, NEW WESTMINSTER DISTRICT

from 'Rural' to 'Conservation and Recreation', as shown in Schedule "C" of this bylaw;
and

- d) re-designating the subject properties, as listed in the table below:

PID	Legal Description
003-464-431	DISTRICT LOT 2050 GROUP 1 BEING AN ISLAND IN THE NORTH ARM OF BURRARD INLET KNOWN AS BOULDER ISLAND NEW WESTMINSTER DISTRICT

from no regional land use designation to 'Rural', as shown in Schedule "D" of this bylaw.

4. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by amending maps numbered 2, 6, 8, 9, and 12 to incorporate the changes outlined in section 3 of this bylaw.

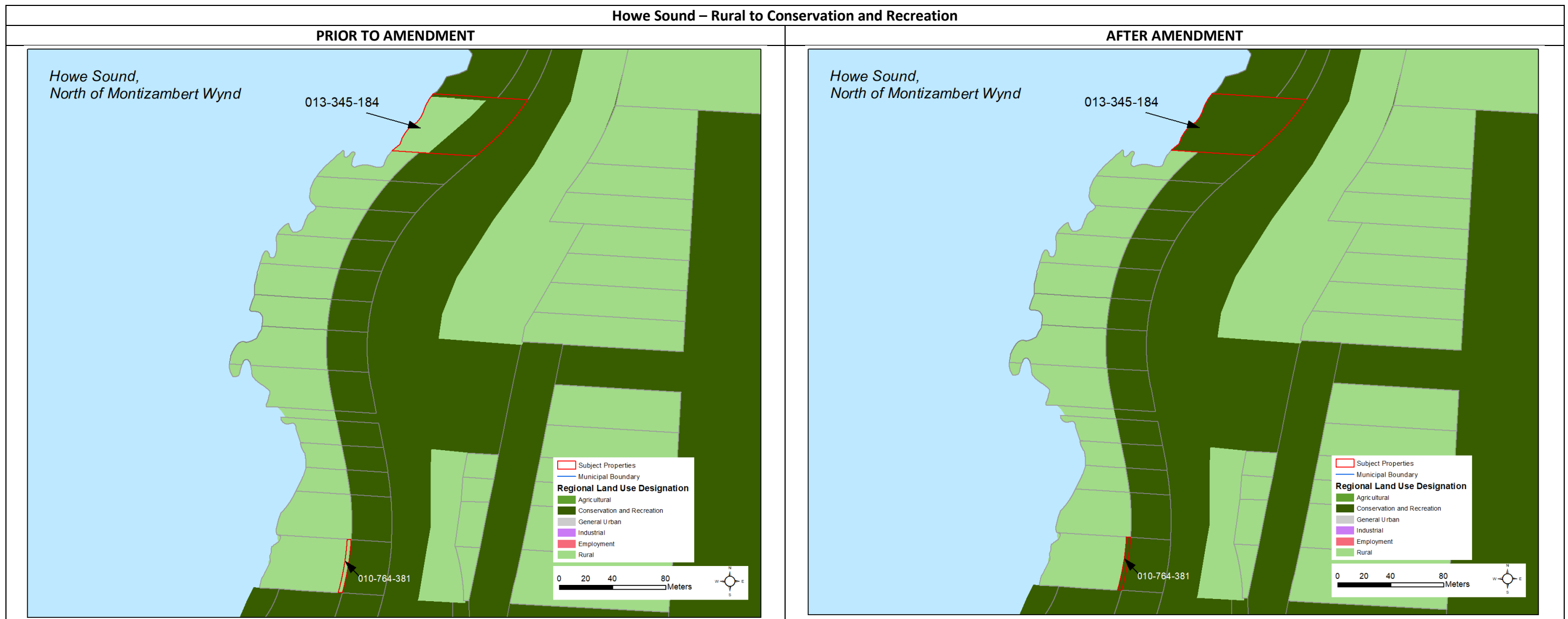
Read a first, second, and third time this _____ day of _____, _____.

Adopted this _____ day of _____, _____.

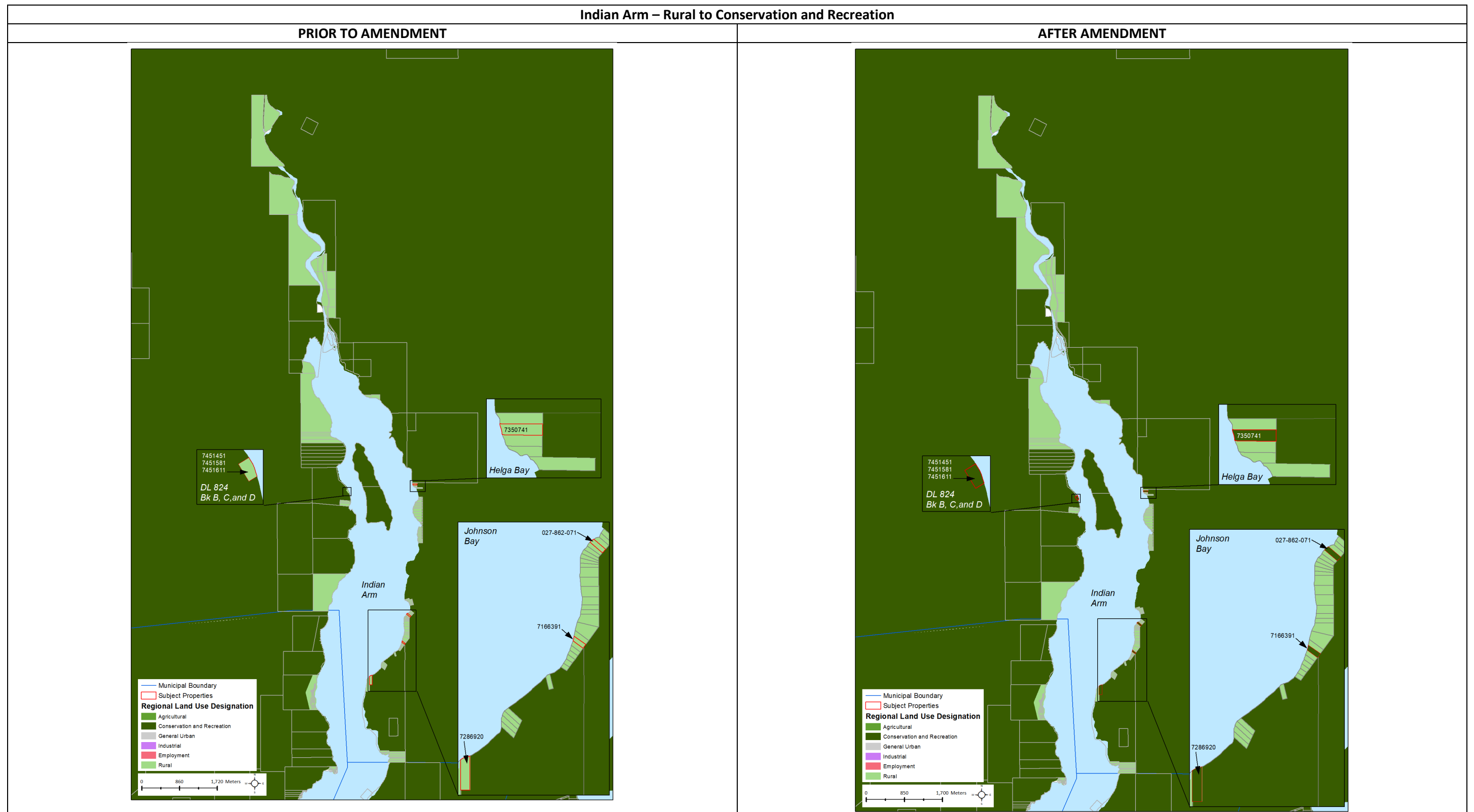
George V. Harvie, Chair

Dorothy Shermer, Corporate Officer

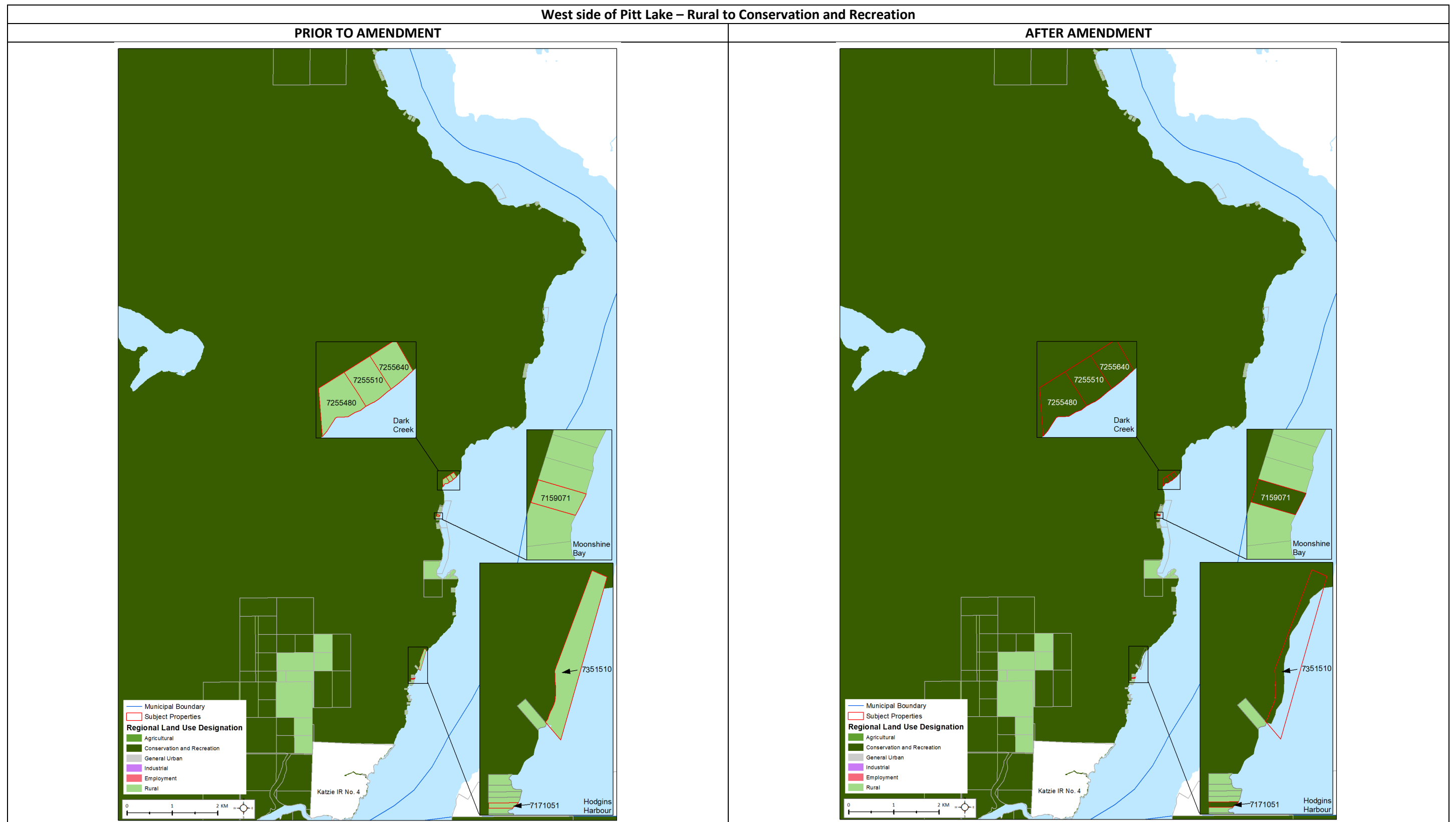
**Schedule A
Subject Properties – Howe Sound**



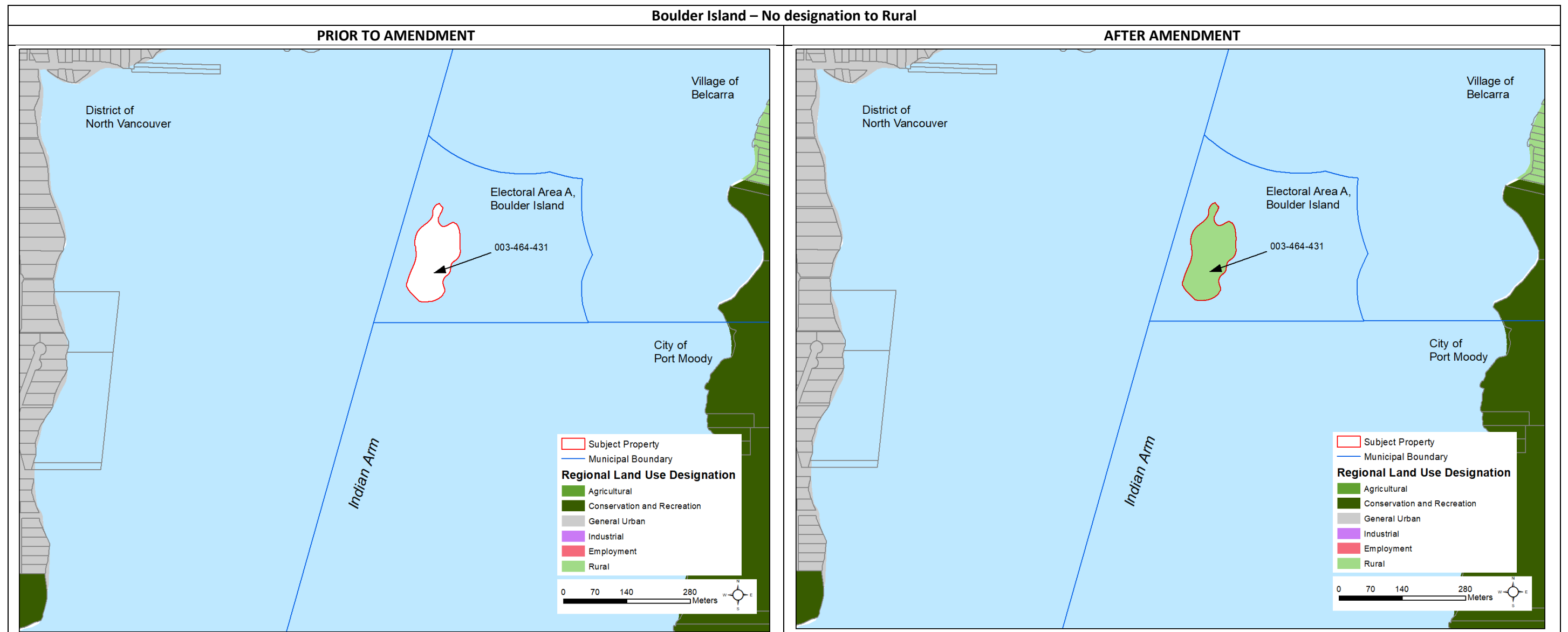
Schedule B
Subject Properties – Indian Arm



**Schedule C
Subject Properties – Pitt Lake**



**Schedule D
Subject Properties – Boulder Island**



To: Regional Planning Committee

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

Date: January 15, 2024 Meeting Date: February 9, 2024

Subject: **Metro 2050 Implementation Guideline – Sewerage Area Amendment Applications**

RECOMMENDATION

That the MVRD Board endorse the Metro 2050 Implementation Guideline – Sewerage Area Amendment Applications as presented in the report dated January 15, 2024, titled “Metro 2050 Implementation Guideline – Sewerage Area Amendment Applications”.

EXECUTIVE SUMMARY

Metro Vancouver is developing and updating a suite of implementation guidelines in an effort to support the interpretation and implementation of *Metro 2050*. Staff have recently completed the update to the Sewerage Area Amendment Applications Implementation Guideline.

The main changes in the updated *Metro 2050* Implementation Guideline – Sewerage Area Amendment Applications include:

- Describing common sewerage area amendment scenarios and corresponding board procedures;
- Updating the sewerage area amendment application process diagram; and
- Formatting for better readability.

The updated Implementation Guideline is intended to be a resource that member jurisdictions can refer to when considering applying for amendments to regional sewerage areas.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider and endorse the *Metro 2050* Implementation Guideline – Sewerage Area Amendment Applications.

BACKGROUND

Implementation Guidelines were first introduced as companion documents to support the previous regional growth strategy, *Metro 2040*, adopted in 2011. This included *Metro 2040* Implementation Guideline #7: Extension of Regional Sewerage Services (Reference 1), which has been updated following the adoption of *Metro 2050* and is being presented as a part of this report for endorsement.

METRO 2050 POLICY ON SEWERAGE EXTENSIONS

One of the key tools in *Metro 2050* supporting urban containment are policies limiting the extension of regional sewerage services to lands with a regional Rural, Agricultural or Conservation and Recreation land use designation. This is a unique and powerful tool to limit urban scales of

development requiring sewer services outside the Urban Containment Boundary. *Metro 2050* contains policy 1.1.1. that Metro Vancouver will:

Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board's opinion, that new development is consistent with the underlying regional land use designation, and where the MVRD Board determines either:

- a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or*
- b) that the connection to regional sewerage services would have no significant impact on the goals of containing urban development within the Urban Containment Boundary, and protecting lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation.*

The policy is repeated in the strategies dealing with Rural (1.3), Agricultural (2.3) and Conservation and Recreation (3.1) land use strategies.

In addition, in the Implementation section of *Metro 2050*, the following policy lays out the requirement for MVRD Board consideration of any proposed amendment to a regional sewerage area in advance of GVS&DD Board consideration. The intent is to assess consistency with the goals, strategies and actions of the regional federation's regional growth strategy first. Policy 6.8.1 states that:

All bylaws adopted, and all works and services undertaken, by Metro Vancouver Regional District, the Greater Vancouver Water District, or the Greater Vancouver Sewerage and Drainage District must be consistent with the regional growth strategy. The Greater Vancouver Sewerage and Drainage District and the Greater Vancouver Water District will not directly or indirectly supply, agree to supply, or authorize connections that enable the supply of services to a site that is developed or proposed to be developed after the date of adoption of the regional growth strategy where the nature of that development is, in the sole judgment of the Metro Vancouver Regional District Board, inconsistent with the provisions of the regional growth strategy.

For further clarity, sites within the Urban Containment Boundary that are designated General Urban, Industrial, or Employment, would be eligible for sewerage services, subject to normal Greater Vancouver Sewerage and Drainage District technical considerations, provided that the proposed development complies with the applicable policies under those designations and any such Urban Centre and Frequent Transit Development Area overlays that might apply

SUMMARY OF UPDATES TO THE IMPLEMENTATION GUIDELINE

The *Metro 2050* Implementation Guideline – Sewerage Area Amendment Applications (Attachment 1) outlines the amendment application procedures, including the relationship between the Metro Vancouver Regional District (MVRD) Board and the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board, and *Metro 2050* analysis considerations. The Implementation Guideline will be updated periodically to ensure the most current information is available to member jurisdictions.

The main changes between the updated *Metro 2050* Implementation Guideline and its *Metro 2040* predecessor include:

- Describing common sewerage area amendment scenarios and corresponding board procedures;
- Updating the sewerage area amendment application process diagram; and
- Formatting for better readability.

The updated Implementation Guideline is intended to be a resource that member jurisdictions can refer to when considering sewerage amendments.

The Implementation Guideline includes the following key sections:

- Relationship with *Metro 2050*: This section outlines *Metro 2050's* role in ensuring that the provision of regional sewerage services is aligned with principles of urban containment;
- Application Process: This section includes a brief description of the application intake process and a link to the Liquid Waste Municipal Portal; and
- Common Sewerage Area Amendment Scenarios: This section describes the scenarios under which a sewerage area amendment may be considered and which Board would be involved in the process. This section also lays out the *Metro 2050* policy analysis that would apply for assessing whether an application meets the intent of the goals, strategies, and land use designations of the regional growth strategy.

REGIONAL PLANNING ADVISORY COMMITTEE COMMENT

An information report for the *Metro 2050* Implementation Guideline – Sewerage Area Amendment Applications was brought forward to the September 15, 2023 RPAC meeting to seek RPAC members' feedback. No comments or concerns were identified by RPAC members for this implementation guideline.

ALTERNATIVES

1. That the MVRD Board endorse the *Metro 2050* Implementation Guideline – Sewerage Area Amendment Applications as presented in the report dated January 15, 2024, titled “Metro 2050 Implementation Guideline – Sewerage Area Amendment Applications”.
2. That the Regional Planning Committee receive for information the report dated January 15 2024, titled “Metro 2050 Implementation Guideline – Sewerage Area Amendment Applications” and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report as 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 – Sewerage Area Amendment Applications was updated 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 – Sewerage Area Amendment Applications.

ATTACHMENTS

1. *Metro 2050* Implementation Guideline – Sewerage Area Amendment Applications
2. Presentation re: *Metro 2050* Implementation Guideline - Sewerage Area Amendment Applications

REFERENCES

1. [Metro 2040 Implementation Guideline #7: Extension of Regional Sewerage Services](#)

61460994

Metro 2050

IMPLEMENTATION GUIDELINE Extension of Regional Sewerage Services

August 2023

Preamble

The successful implementation of [Metro 2050](#), the Regional Growth Strategy, 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

This *Metro 2050* Implementation Guideline provides guidance to member jurisdictions on sewerage area amendment applications as they relate to Metro 2050. Specifically, this Implementation Guideline outlines the process for evaluating and approving sewerage area amendment applications.

The 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

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2.0	Application Process	4
3.0	Common Sewerage Area Amendment Scenarios	4

1.0 RELATIONSHIP WITH METRO 2050

Metro 2050 Rationale

A primary goal of *Metro 2050* is urban containment, utilizing the Urban Containment Boundary (UCB) to limit the spread of urban development into the Rural, Agricultural and Conservation and Recreation areas. The UCB establishes a long-term footprint for future urban development, provides predictability for major investments in utility, road and transit infrastructure, and protects the character and viability of Rural, Agricultural, and Conservation and Recreation areas. *Metro 2050* anticipates the area within the UCB has capacity to accommodate projected urban growth through the 2050 timeframe, with the majority of future growth concentrated within Urban Centres and along transit corridors within the UCB.

Urban growth typically depends on access to regional sewerage services. To reinforce the urban containment strategy, *Metro 2050* includes policies to coordinate regional growth and utility planning, and to limit the extension of regional sewerage services into Rural, Agricultural, or Conservation and Recreation areas.

Metro 2050 Section 6.8.1, which reflects *Local Government Act* Section 865, prevents the Greater Vancouver Regional District, the Greater Vancouver Water District and the Greater Vancouver Sewerage and Drainage District from providing works and services that are inconsistent with *Metro 2050*.

All bylaws adopted and all works and services undertaken by Metro Vancouver Regional District, the Greater Vancouver Water District, or the Greater Vancouver Sewerage and Drainage District must be consistent with the regional growth strategy. The Greater Vancouver Sewerage and Drainage District and the Greater Vancouver Water District will not directly or indirectly supply, agree to supply, or authorize connections that enable the supply of services to a site that is developed or proposed to be developed after the date of adoption of the regional growth strategy where the nature of that development is, in the sole judgment of the Metro Vancouver Regional District Board, inconsistent with the provisions of the regional growth strategy.

Metro 2050 Section 1.1.1 ‘Contain Urban Development within the Urban Containment Boundary’, more specifically establishes Metro Vancouver’s role as follows:

Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board’s opinion, that new development is consistent with the underlying regional land use designation, and where the MVRD Board determines either:

- a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the goals of containing urban development within the Urban Containment

Boundary, and protecting lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation.

This policy provision is repeated in *Metro 2050* Section 1.4 for Rural areas, Section 2.3 for Agricultural areas and Section 3.1 for Conservation and Recreation areas.

Roles of Metro Vancouver Boards

The Greater Vancouver Sewerage and Drainage District (GVS&DD) provides member jurisdictions with regional sewerage collection and treatment services. The Metro Vancouver Regional District (MVRD) is responsible for the implementation and administration of *Metro 2050*. The GVS&DD's Board of Directors is distinct from, but has many directors in common with, the MVRD Board of Directors.

Connections to regional sewerage services are only provided within the GVS&DD's legally defined Sewerage areas. The GVS&DD is not permitted to provide services if the MVRD Board determines such services are inconsistent with *Metro 2050* provisions. *Metro 2050* Section 6.8.1 establishes that the MVRD Board must determine whether a proposed sewerage extension or connection is consistent with *Metro 2050* prior to the GVS&DD Board's final decision on an application.

2.0 APPLICATION PROCESS

Regional sewerage area amendment applications must be initiated and accompanied by a council resolution of the respective member jurisdiction, and should include details of the existing site, proposed development, and reason(s) for the sewerage area amendment. Following the resolution, member jurisdiction staff can submit the amendment application via the [Liquid Waste Municipal Portal](#).

Upon receipt of an application, Metro Vancouver Liquid Waste Services staff will conduct an initial technical review of the application to assess whether the lands are located within a sewerage area, the applicable sewer system capacity, service levels, and financial implications for the GVS&DD system, and if the application is compliant with applicable acts and bylaws. If there are no GVS&DD system or regulatory implications, the application is then processed accordingly. If implications are identified, Liquid Waste Services staff will provide comments to the member jurisdiction on how to revise the application.

All MVRD Board resolutions pertaining to an application to extend GVS&DD sewerage services will be sent to the GVS&DD Board for final decision. In the cases where the MVRD Board has resolved that an application is not acceptable under *Metro 2050*, the GVS&DD Board is bound by that resolution and must not approve the extension of regional services. In the cases where the MVRD Board has resolved that an application is acceptable under *Metro 2050*, the GVS&DD Board has sole discretion either to approve or deny the application.

3.0 COMMON SEWERAGE AREA AMENDMENT SCENARIOS

There are several common scenarios in which a sewerage area amendment may be considered. The assessment and approval procedure varies depending on the scenario. There may be additional scenarios beyond those described in this Implementation Guideline and will be addressed on a case-by-case basis. It is recommended that Liquid Waste Services and Regional Planning staff be contacted prior

to submitting any application that does not fall into the described scenarios to discuss the review process.

SEWERAGE AREA AMENDMENTS WITHIN THE AGRICULTURAL LAND RESERVE

If the proposed connection involves land located within the Agricultural Land Reserve, Metro Vancouver will consult the Agricultural Land Commission (ALC) to determine whether the extension of sewerage infrastructure and the service connection are acceptable to the Commission. Should the ALC determine that the extension of sewerage infrastructure and services are inconsistent with ALC policies and legislation, Regional Planning staff will generally not recommend support for the amendment. Should the ALC determine the sewerage extension is consistent with ALC policies, the general process for considering sewerage area amendments outside the urban containment boundary and a sewerage area would apply (see Section 3.5.2 of this Implementation Guideline).

SEWERAGE AREA AMENDMENTS WITHIN THE URBAN CONTAINMENT BOUNDARY

There may be lands within the UCB with a General Urban, Industrial, or Employment regional land use designation that are not included within a GVS&DD sewerage area. As these land use designations are intended for forms of development that require access to urban services, [Section 6.8](#) of *Metro 2050* states that these lands would be eligible for sewerage services provided that the proposed development complies with the applicable policies for the underlying regional land use designation, and is determined to be generally consistent with *Metro 2050*. Sewerage area amendments within the UCB are subject to GVS&DD Board approval only, however Regional Planning staff may be consulted to assess consistency with *Metro 2050*.

SEWER SERVICE EXTENSION WITHIN A SEWERAGE AREA BUT OUTSIDE THE URBAN CONTAINMENT BOUNDARY

For lands located within an existing sewerage area, but located outside the UCB, the MVRD Board must determine whether the amendment is consistent with the underlying land use designation in *Metro 2050*. The assessment process will generally follow the procedure outlined in Section 3.5.2 of this Implementation Guideline.

SEWERAGE AREA AMENDMENTS FOLLOWING A REGIONAL GROWTH STRATEGY AMENDMENT

A member jurisdiction may initiate a sewerage area amendment application for a property following the MVRD Board's adoption of a regional growth strategy amendment for that property.

3.4.1 Regional Growth Strategy Amendment with Urban Containment Boundary adjustment

Should a property be considered to be within the UCB following the approval of a regional growth strategy amendment, the subsequent sewerage area amendment application should proceed directly to the GVS&DD Board for consideration. In general, the MVRD Board would be made aware of the need for a sewerage area amendment as a part of associated the regional growth strategy amendment approvals process. An adopted regional growth strategy amendment would constitute the MVRD Board's support for the related sewerage area amendment, and recognize the amended regional land use designation as being generally consistent with *Metro 2050*. As such, these sewerage area amendment applications do not need to be reconsidered by the MVRD Board.

3.4.1 Regional Growth Strategy Amendment outside of Urban Containment Boundary

Sewerage area amendment applications for properties that are outside the UCB must be presented to the MVRD Board for consideration. Properties located outside the UCB are generally not contemplated for urban forms of development that require connection to the regional sewerage network. Regional

growth strategy amendments without an accompanying UCB boundary adjustment would follow the assessment process outlined in Section 3.5.2 of this Implementation Guideline.

SEWERAGE AREA AMENDMENTS OUTSIDE THE URBAN CONTAINMENT BOUNDARY AND A SEWERAGE AREA (on Agricultural, Rural or Conservation and Recreation designated land)

Generally, extending sewerage services onto lands with an Agricultural, Rural, or Conservation and Recreation regional land use designation are not contemplated by *Metro 2050*. However, in certain circumstances, sewerage services may be extended provided the amendment application meets the provisions of at least one of two exception clauses outlined in [Section 1.1.1](#) of *Metro 2050* (and reiterated in Sections 1.4.1 Rural Lands, 2.3.1 Agricultural Lands, and 3.1.1 Conservation and Recreation Lands).

Section 1.1.1. *Direct the GVS&DD to not allow connections to regional sewerage services to lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board’s opinion, that new development is consistent with the underlying regional land use designation, and where the MVRD Board determines either:*

- a) *that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or*
- b) *that the connection to regional sewerage services would have no significant impact on the goals of containing urban development within the Urban Containment Boundary, and protecting lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation.*

[Section 6.8](#) of *Metro 2050* establishes that any requests from member jurisdictions to amend a GVS&DD sewerage area or to provide sewer services onto lands with an Agricultural, Rural, or Conservation and Recreation regional land use designation must be presented to the MVRD Board for consideration prior to consideration by the GVS&DD Board. Should the application be determined to be consistent with *Metro 2050*, the MVRD Board would forward its resolution to the GVS&DD Board for further technical consideration of the application. The GVS&DD Board is not permitted to provide sewer services to a property if the MVRD Board determines that such services are inconsistent with the provisions of *Metro 2050*.

The general process for sewerage area amendments that must be considered by the MVRD Board is outlined in Figure 1. Once the sewerage area amendment application is referred to Regional Planning by Liquid Waste Services staff, Regional Planning staff assess the application to determine whether the amendment application meets the exception clauses included in *Metro 2050*.

3.5.1 Exception to address a public health or environmental contamination risk

In accordance with Sections 1.1.1(a), 1.4.1(a), 2.3.1(a), and 3.1.1(a) of *Metro 2050*, exceptions will be considered to ensure there is appropriate sewage treatment available to avoid the risk of public health or environmental contamination. Public health and environmental contamination risk shall be defined by provincial legislation including, but not limited to, the [Public Health Act](#), [Sewerage System Regulation](#), [Environmental Management Act](#), and [Municipal Wastewater Regulations](#). Exceptions are applicable for existing development, or new development that, in the MVRD Board’s opinion, is consistent with the

provisions of *Metro 2050*, where an on-site sewage treatment system constructed and maintained in accordance with applicable provincial regulations would not be reasonable and/or feasible.

Subject to the provisions of applicable provincial regulations, the applicant would qualify for consideration of a *Metro 2050* exception by providing an Environmental Impact Report, prepared and certified by a qualified professional, establishing that an on-site sewage treatment system constructed and maintained in accordance with applicable regulations would not be feasible. The Environmental Impact Report must include the following information:

- a. the existing use of the site, the structure(s) proposed for connection, and any anticipated changes to the use or structure(s) on the site.
- b. the rationale for connecting to the GVS&DD sewage treatment system versus an on-site sewage treatment system.
- c. the circumstances inhibiting the feasible installation, maintenance, or repair of an on-site septic system in accordance with the *Public Health Act*, the *Sewerage System Regulation* or *Environmental Management Act*, and the *Municipal Wastewater Regulation*. Such circumstances typically relate to site constraints such as soils, natural features, site configuration, flow capacity that would inhibit an on-site system, or prohibitive construction or maintenance costs.
- d. the nature of the public health or environmental risk on or adjacent to the site.
- e. the location of the existing regional or local sewer pipes proposed for connection and the proposed routing of the new sewer pipes required for connection to the subject site. Consideration will include the potential for extended sewerage infrastructure to prompt additional demands for connection to regional sewerage services from other sites. Note: proximity to an existing sewer main does not alone establish rationale for a sewerage connection.
- f. the site plan showing the proposed GVS&DD sewerage boundary footprint containing only the structure(s) to be connected within the subject site.
- g. the servicing plan showing that the works are designed to accommodate a flow capacity no greater than the capacity necessary to service the specified structure(s) and activity located within the proposed GVS&DD Sewerage Area footprint.
- h. the member jurisdiction and the landowner acknowledge that Metro Vancouver's consideration for exemption is specific to the information contained in the application, and that any works to extend the capacity for collection of liquid waste generated outside of the GVS&DD Sewerage Area footprint, within or outside of the subject site, will require a new sewerage area amendment application to the GVS&DD.

If the MVRD Board and GVS&DD Board concur that it is not reasonable to construct and maintain an on-site system to alleviate public health and/or environmental contamination risk, and determine that the service extension is consistent with the provisions of *Metro 2050*, the Boards may resolve to accept a limited extension of regional sewerage services into lands with an Agricultural, Rural, or Conservation and Recreation regional land use designation.

3.5.2 Exception with no significant impact on Metro 2050 Provisions

No significant impact applies to regional sewerage service extensions or connections that do not conflict with the intent or implementation of the provisions and intent of the goals, strategies, and land use designations of *Metro 2050*. The primary *Metro 2050* strategies that will establish the assessment criteria for determining level of impact may include, but are not limited to:

- Strategy 1.1 Contain urban development within the Urban Containment Boundary
- Strategy 1.4 Protect Rural lands from urban development
- Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability
- Strategy 3.1 Protect and enhance Conservation and Recreation lands
- Strategy 6.8 Coordination with Metro Vancouver/Greater Vancouver Boards
- Strategy 6.9 Sewerage Area Extensions (When Applicable)
- Any goals and strategies pertaining to the underlying regional land use designation and those of adjacent areas that may be affected by the amendment application

To be considered “not significant,” the amendment application must demonstrate:

- a) the nature of the development, existing or proposed, does not conflict with, or negatively impact, the Urban Containment Boundary provisions or related regional land use designations, goals, and provisions of *Metro 2050*;
- b) the extension of GVS&DD sewerage services is provided to a single, non-strata site with service access to be contained within a specified GVS&DD sewerage boundary footprint, comprising and limited to the structures proposed for sewerage connection within that site;
- c) the service connection is designed to accommodate a sewage flow capacity no greater than the capacity necessary to service the existing or proposed structure(s) and activity located within the specified GVS&DD Sewerage Area footprint on the date of approval; and
- d) the distance and routing of extended sewerage infrastructure to the subject site is proximate and located such that there is limited potential for prompting additional regional sewerage connection requests in the surrounding area.

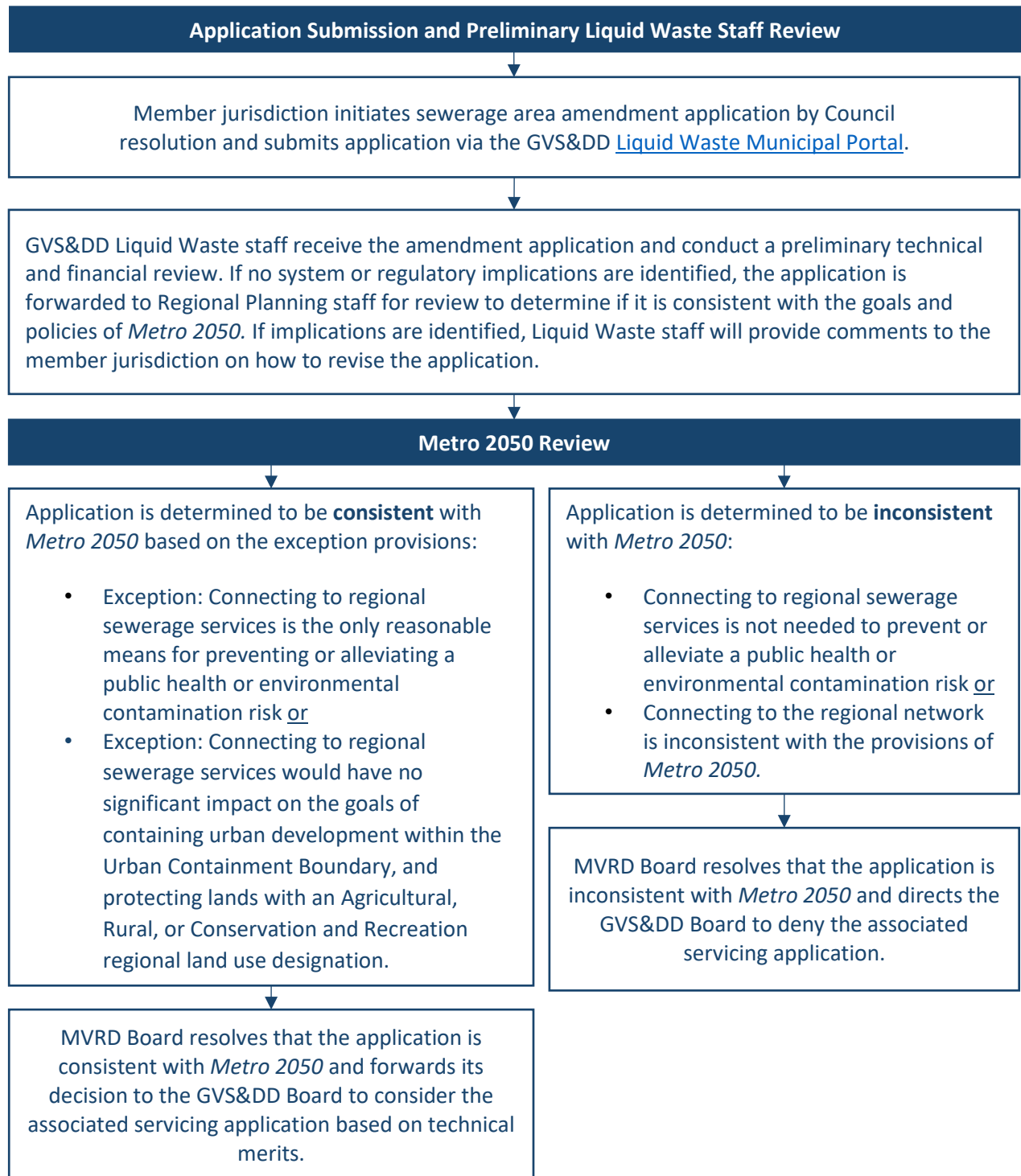
If the MVRD Board determines that a proposed service extension has no significant impact on the provisions and intent of *Metro 2050*, it may resolve to support a limited extension of regional sewerage services.

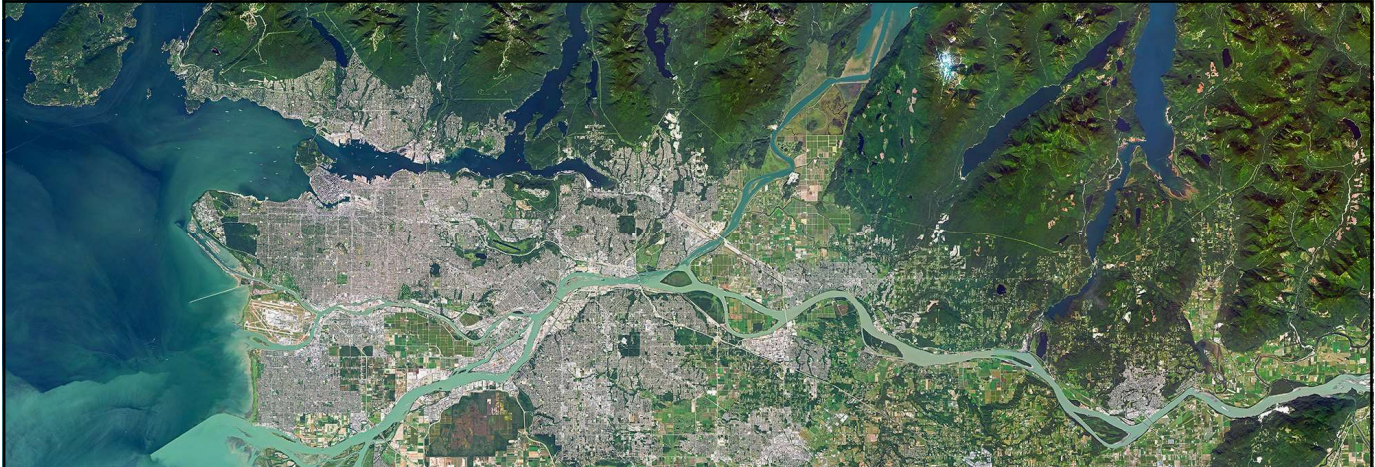
POTENTIAL CONDITIONS TO SUPPORT METRO 2050 COMPATIBILITY

The MVRD Board may determine that an amendment application proceed with conditions. Conditions will be determined on a case-by-case basis and may include, but are not limited to, situations where the extension of regional sewerage services are limited by a restrictive covenant registered on the property’s title specifying that sewerage services are provided only within a specific boundary (e.g. building footprint) and only for specified land use/structures.

In such cases, the member jurisdiction would be required to reapply to the MVRD and GVS&DD Boards for a sewerage area amendment for any proposed changes to the specified boundary, land use(s), or structure(s) specified by the restrictive covenant.

Figure 1: Sewerage Area Amendment Application Process





Metro 2050 Implementation Guideline – Sewerage Area Amendment Applications

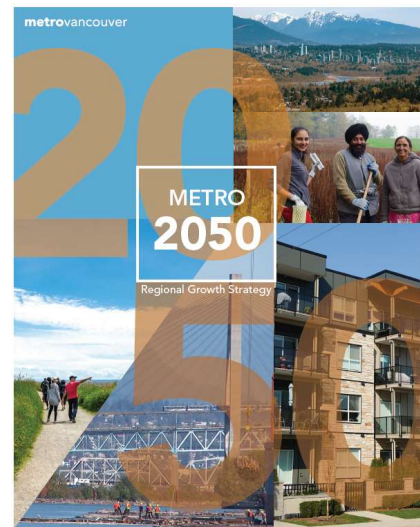
Victor Cheung

Regional Planner, Regional Planning and Housing Development, Regional Planning and Housing Services

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METRO 2050 RATIONALE

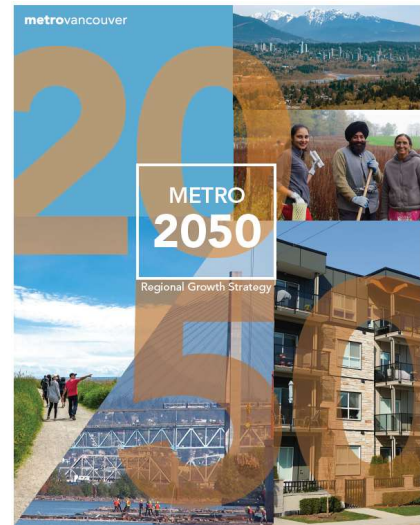
- Primary goal of Metro 2050 is urban containment
- Urban growth typically depends on access to regional sewerage services
- To reinforce the urban containment strategy, Metro 2050 includes policies to coordinate regional growth and utility planning, and to limit the extension of regional sewerage services into Rural, Agricultural, or Conservation and Recreation areas (Metro 2050 1.1.1).



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PURPOSE

- This Metro 2050 Implementation Guideline provides guidance to member jurisdictions on sewerage area amendment applications as they relate to Metro 2050.
- Outlines the process for evaluating and approving sewerage area amendment applications.



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CONSIDERATIONS FOR CONNECTION

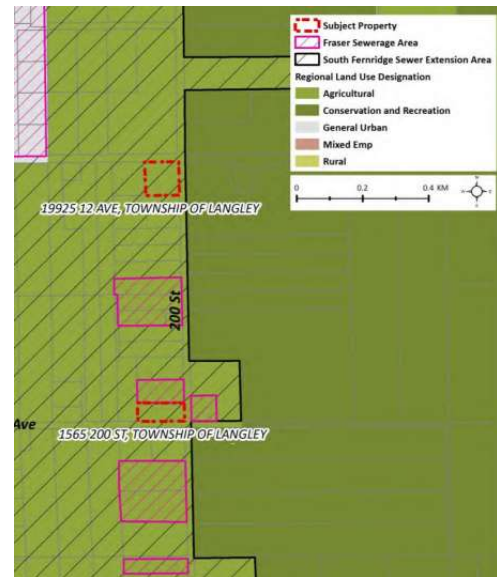
- New development is consistent with the underlying regional land use designation
- The connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk
- The connection to regional sewerage services would have no significant impact on the goals of containing urban development within the Urban Containment Boundary, and protecting lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation.

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PAST SEWERAGE AREA AMENDMENT APPLICATIONS

1565 – 200 Street and 19925 – 12 Avenue,
Township of Langley

- properties within the Metro 2050 South Fernridge Sewerage Extension Area



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PAST SEWERAGE AREA AMENDMENT APPLICATIONS

14500 Silver Valley Road, Maple Ridge

- Application for existing institutional facility
- Designated Conservation and Recreation, no further land use changes proposed
- A sanitary sewer analysis report indicates that on-site treatment is not justified due to varying and insufficient flow rates as well as potential impacts on nearby groundwater wells



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To: Regional Planning Committee

From: Mark Seinen, Senior Planner, Regional Planning and Housing Services

Date: January 22, 2024 Meeting Date: February 9, 2024

Subject: **Updating Metro 2050 Centres and Corridors Targets – Scope of Work**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated January 22, 2024, titled “Updating Metro 2050 Centres and Corridors Targets – Scope of Work”.

EXECUTIVE SUMMARY

Metro 2050 commits, as an early action, to updating the dwelling unit and employment targets for Urban Centres and Frequent Transit Development Areas via an amendment. The Updating Centres and Corridors Targets project will undertake the necessary background research and analysis to develop revised targets that are realistic yet ambitious enough to support the achievement of the shared *Metro 2050* goals (e.g., greenhouse gas emission reduction, transit-oriented affordable housing creation, increased transit ridership, putting jobs in transit friendly and walkable locations), and also provide greater clarity and identify structural improvements to *Metro 2050*'s targets to make them easier to implement. The project will be supported by a consultant and advised by a working group with a targeted completion date of early 2025. Any proposed *Metro 2050* amendments resulting from this project would occur following that in early to mid-2025 at the direction of the MVRD Board.

PURPOSE

The purpose of this report is to provide Regional Planning Committee with the objectives, scope and timeline of the Centres and Corridors Target Update for information.

BACKGROUND

Updating the dwelling unit and employment targets for Urban Centres and Frequent Transit Development Areas (FTDAs) was originally intended to be part of the development of *Metro 2050*. Staff brought a number of reports to Regional Planning Committee in support of the planned target update, culminating in the *Metro 2040* Urban Centre and Frequent Transit Development Area Policy Review Recommendations (Reference 1).

While many of the policy directions recommended in that report were implemented in *Metro 2050*, the growth targets themselves were not updated due to capacity and timeline constraints, the need for 2021 Census housing and employment data, and requirements for more fulsome engagement with member jurisdictions on the impacts of any target adjustments. For this reason, Table 2 of *Metro 2050* – Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas, was brought forward unchanged from *Metro 2040*. *Metro 2050*'s Table 2 contains the following footnote:

This table provides guidance to assist in regional and local planning. It will be updated to extend the targets out to the year 2050 in an amendment following the adoption of Metro 2050.

The Updating Centres and Corridors Targets project will consider alternatives, impacts and recommend updates to the targets within the context of *Metro 2050*, as well as the recent changes to provincial legislation for transit-oriented areas, leading toward a possible *Metro 2050* amendment in early 2025.

THE IMPORTANCE OF AMBITIOUS YET REALISTIC TARGETS

The purpose of target-setting is to identify an aspiration that reflects a vision, objectives, or a desired future state; it is not simply a prediction of the future based on extrapolation. This is a key distinction between *Metro 2050's Projections* and *Targets*. The former (i.e., population projections) is intended to be a neutral assumption of how much growth is anticipated within the region based on current trends and modelling, and broadly speaking where that growth will occur (i.e., at a sub-regional level). While the growth projections model is calibrated to reflect growth expectations within individual jurisdictions, the model largely does not consider potential policy interventions.

In contrast, the *Metro 2050* Urban Centre and FTDA target framework sets a distribution of the projected growth to specified geographies (i.e., Urban Centres and FTDA) as a means of advancing the goals and objectives of *Metro 2050* and the shared Regional Planning principle to “put growth in the right places.”

Metro 2040's target framework was ambitious, introducing housing and employment targets for both Urban Centres and emerging transit-oriented locations. Collectively, the plan sought to direct more than two-thirds (68 percent) of dwelling unit growth toward these priority growth areas. This progressive framework expanded on concepts introduced in the *Livable Region Strategic Plan*, adding granularity to growth targets and striving for a greater concentration of development in priority growth areas. *Metro 2040's* flagship target – directing 40 percent of dwelling unit growth to Urban Centres – was achieved through 2016 (the latest year for which Census data is available).

Any updates to the targets as an outcome for this project should be developed to realistically achieve our shared regional planning goals of greenhouse gas reduction, transit-oriented affordable housing creation, increasing transit ridership, reducing vehicle kilometres travelled, and growing the urban tree canopy. This must be considered together with the limitations that come from land capacity, the projected population growth from modelling, the new directions in provincial legislation for transit-oriented areas, and the realities of development economics.

KEY CONSIDERATIONS TO BE ADDRESSED

The primary task of the Updating Centres and Corridors Targets project is to review and consider updates to Table 2 of *Metro 2050* (Figure 1). It is intended to be ambitious to meet the objectives set out above, and to improve the implementation of the growth targets by resolving specific issues that have emerged since the framework was introduced in *Metro 2040*. Map 4 of *Metro 2050* sets out the location and type of the region's Urban Centres and FTDA (Attachment 1). No adjustments

to the boundaries or additions or deletions of any Urban Centres and FTDA's are within scope of this project.

Figure 1 – Dwelling and Employment Targets from Metro 2050 (Table 2)

REGIONAL TARGETS FOR RESIDENTIAL GROWTH BY LOCATION	
Location	Percent of Regional Dwelling Unit Growth 2006-2041
All Urban Centre Types	40%
Frequent Transit Development Areas	28%
<i>Urban Centre Type Breakdown</i>	
• Metropolitan Core	5%
• Surrey Metro Core	6%
• Regional City Centres	16%
• Municipal Town Centres*	13%
REGIONAL TARGETS FOR EMPLOYMENT GROWTH BY LOCATION	
Location	Percent of Regional Employment Growth 2006-2041
All Urban Centre Types	50%
Frequent Transit Development Areas	27%
<i>Urban Centre Type Breakdown</i>	
• Metropolitan Core	10%
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• Regional City Centres	19%
• Municipal Town Centres*	16%

*Includes Municipal Town Centres and High Growth Municipal Town Centres.

**This table provides guidance to assist in regional and local planning. It will be updated to extend the targets out to the year 2050 in an amendment following the adoption of Metro 2050.

The following key considerations for the Updating Centres and Corridors Targets project have been identified. Each will require analysis, option development, and extensive discussion with member jurisdictions

1. Targets are specified only on an aggregate (regional) level

The current target framework sets out the Urban Centre and FTDA targets in aggregate (i.e., regionally) based on Centre type, treating Regional City Centres, Municipal Town Centres and FTDA's as single geographies comprising numerous individual areas. Only the Metro Core and Surrey Metro Core have unique individual targets (five and six percent of growth, respectively) given their scale and the significant role each plays in the region.

While the current approach provides a helpful overview of regional growth for monitoring purposes, it has been challenging for member jurisdictions in terms of: implementation in Regional Context Statements; building a shared understanding of the roles that the respective Urban Centres and FTDA's play in supporting regional growth; determining whether each Urban Centre and FTDA is on target; and if the vision and goals of the Regional Growth Strategy are being supported. It also makes it more challenging for TransLink to plan transit investments.

This issue could be addressed by disaggregating the targets for each Urban Centre and FTDA by listing each one in an updated Table 2 of *Metro 2050*, showing how the targets add up to broader regional targets by category (e.g., Regional City Centres, all Urban Centres).

2. Targets are expressed only as shares, not as growth rates or as absolute numbers

The current Urban Centre and FTDA target framework expresses growth only as shares of total dwelling unit and employment growth, with the remaining growth distributed elsewhere in the region.¹ While this approach can support long-term policy planning, it is not helpful for member jurisdictions who want to know how much of their projected growth is targeted to occur in their respective Urban Centres and FTDA when making decisions about particular development projects or area plans. Absolute numbers and growth rates associated with each Urban Centre and FTDA could better support implementation and monitoring, although absolute numbers would have to be updated regularly with any updates to the municipal and sub-regional growth projections.

This issue could be addressed by including three sets of numbers for each Urban Centre and FTDA:

- 1) the share of regional growth targeted;
- 2) the absolute number that this growth represents (i.e., amount of population, number of dwelling units and jobs); and
- 3) the growth rate that this growth represents (i.e., from the current baseline).

3. FTDA targets are not set using FTDA geographies

The current FTDA target does not use FTDA as its policy geography; it uses an 800 metre buffer surrounding TransLink's 2040 Frequent Transit Network Concept, which is not a formal policy geography in *Metro 2050* or in any local Official Community Plan. The Updating Centres and Corridors Targets project provides an opportunity to better support growth around transit corridors and monitor FTDA over time. *Metro 2050* includes a new corridor geography, Major Transit Growth Corridors (MTGCs) (Attachment 2), which guides the creation of new FTDA around the Major Transit Network. The MTGCs may be a suitable replacement for the current FTN-based corridor geography for targeting and monitoring purposes.

4. Employment growth in the Centres and FTDA is well below targeted levels

The current employment growth targets for Urban Centres and FTDA have fallen short of targeted levels. The Updating Centres and Corridors Targets project will consider whether current employment growth targets are reasonable, factoring in the reality that 27 percent of jobs are located on industrial lands that fall outside of Urban Centres and FTDA and that are often not well-served by transit. The project will provide an opportunity to consider the tools available to Metro Vancouver and member jurisdictions to effectively encourage job growth within Urban Centres and FTDA. Additional research and collaboration with member jurisdictions, Invest Vancouver Advisory Committee, and industry stakeholders may be required to determine area-specific incentives or economic development initiatives that can best support these efforts.

5. The recent changes to provincial legislation affecting transit-oriented areas and housing targets are not yet fully understood

¹ This has led to some confusion about whether the targets are meant to be achieved or exceeded. The Target Update project will clarify that the targets are meant to be minimums.

In November 2023, the Provincial Government introduced a set of legislation intended to stimulate housing supply in transit-oriented areas. The Housing Statutes (Transit-Oriented Areas) Amendment Act (Bill 47, 2023) establishes minimum residential development heights and densities in transit-oriented areas (i.e., within 800 metres of a SkyTrain station and within 400 metres of a bus exchange) and prohibits setting minimum parking requirements. While the legislation sets out height and density minimums, amended targets and zoning can go beyond the provincial requirements for these areas. This legislation follows the Housing Supply Act, released earlier in 2023, which grants the B.C. government the authority to set housing targets in municipalities with the greatest need and highest projected population growth. Any proposed adjustments to dwelling unit targets for Urban Centres and FTDA's will have to consider the relationship between the defined transit-oriented areas, the new provincial housing targets, and the Urban Centre and FTDA geographies to ensure that they are mutually-supportive.

PROPOSED TIMELINE AND ENGAGEMENT WITH MEMBER JURISDICTIONS

This report was presented to the Regional Planning Advisory Committee (RPAC) at its meeting on January 19, 2024, seeking feedback on the six key considerations that have been outlined. RPAC members supported the project and agreed with its need and importance, but provided the following comments which will be addressed in the scope of work:

- Concern was expressed about the proposed timing of the project, with limited planning staff capacity to participate in a working group ahead of the June 30, 2024 deadline to amend zoning bylaws and Official Community Plans to comply with the new provincial housing legislation;
- There was general agreement that from RPAC this work should proceed ahead of or in parallel to updates to local Official Community Plans and preparation or Regional Context Statements for *Metro 2050*; and
- General support was expressed towards using this project as an opportunity to reconcile regional and provincial growth geographies, which could include adjusting Urban Centre and FTDA boundaries for consistency with the legislated Transit-Oriented Areas (TOAs) or advocating to the Province to update TOA boundaries to match Urban Centres and FTDA's.

Next steps for this project include:

- Engage a consultant in early 2024;
- Strike a Target Review Working Group, comprising policy or technical staff from interested member jurisdictions, TransLink, and local First Nations to meet regularly during the project;
- Host a stakeholder workshop in mid to late 2024;
- Conduct an interim check-in with Regional Planning Committee in late 2024;
- Bring forward recommendations to Regional Planning Advisory Committee, Regional Planning Committee and MVRD Board in early 2025; and
- Subject to Board direction, advance a *Metro 2050* amendment to update the Urban Centre and FTDA targets in early to mid- 2025.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Funding to support hiring a consultant in the amount of \$25,000 is part of the Board-approved 2024 Regional Planning budget.

CONCLUSION

Metro 2050 commits to updating the dwelling unit and employment targets for Urban Centres and Frequent Transit Development Areas via an amendment following its adoption. The Updating Centres and Corridors Targets project will undertake the necessary background research and analysis to develop revised targets that are realistic yet ambitious enough to support the achievement of *Metro 2050's* goals and objectives (e.g., greenhouse gas emissions reduction, transit-oriented affordable housing creation, increased transit ridership), and also identify structural improvements to *Metro 2050's* targets to make them easier to implement. The project will be supported by a consultant and advised by a member jurisdiction working group, with a targeted completion date of early 2025, followed by a potential *Metro 2050* amendment.

ATTACHMENTS

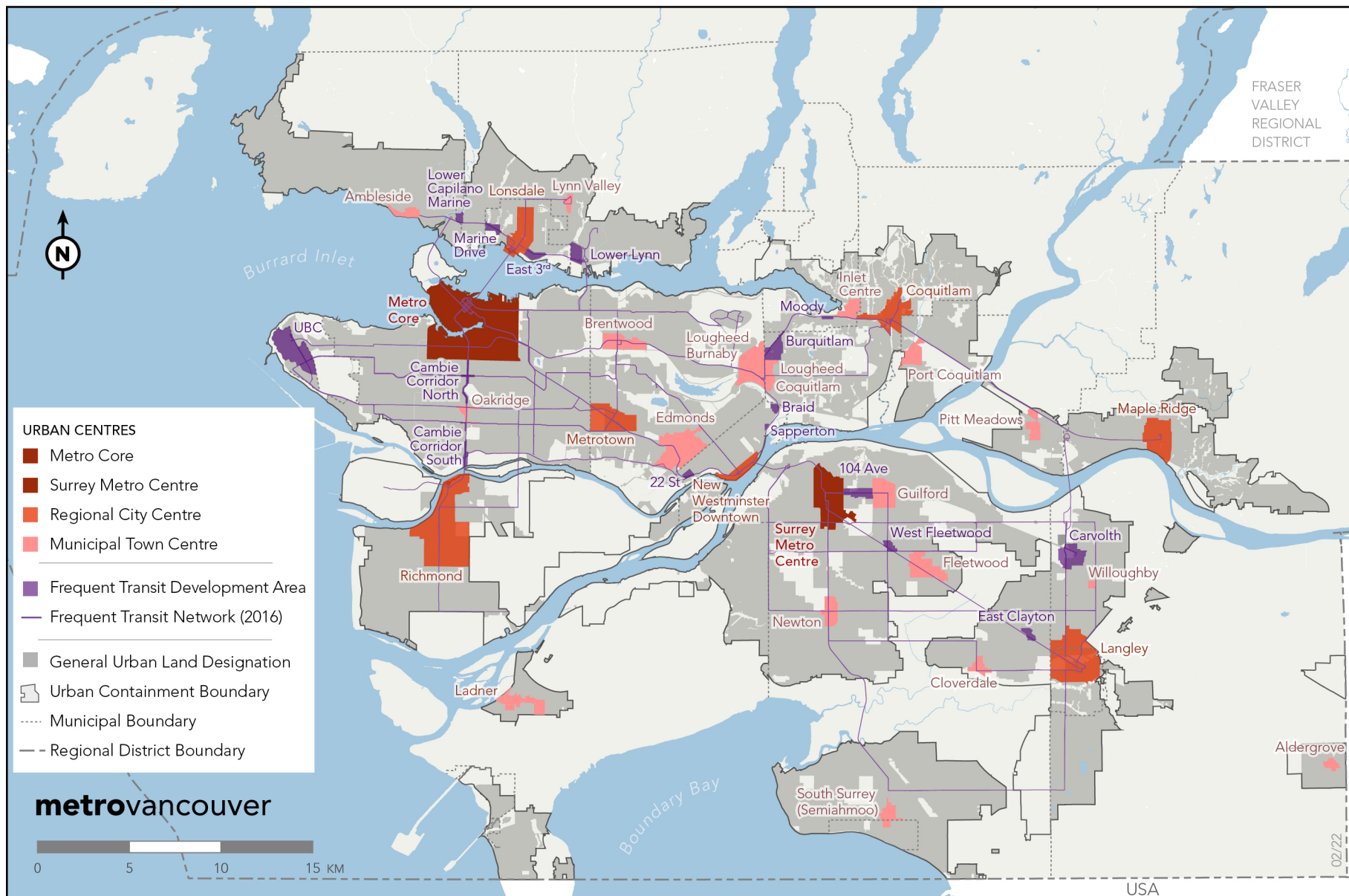
1. Map 4 of *Metro 2050* – Urban Centres and Frequent Transit Development Areas
2. Map 5 of *Metro 2050* – Major Transit Growth Corridors and Major Transit Network
3. Presentation re: Updating *Metro 2050* Centres and Corridors Target Update – Scope of Work

REFERENCES

1. [Metro 2040 Urban Centre and Frequent Transit Development Area Policy Review Recommendations](#)

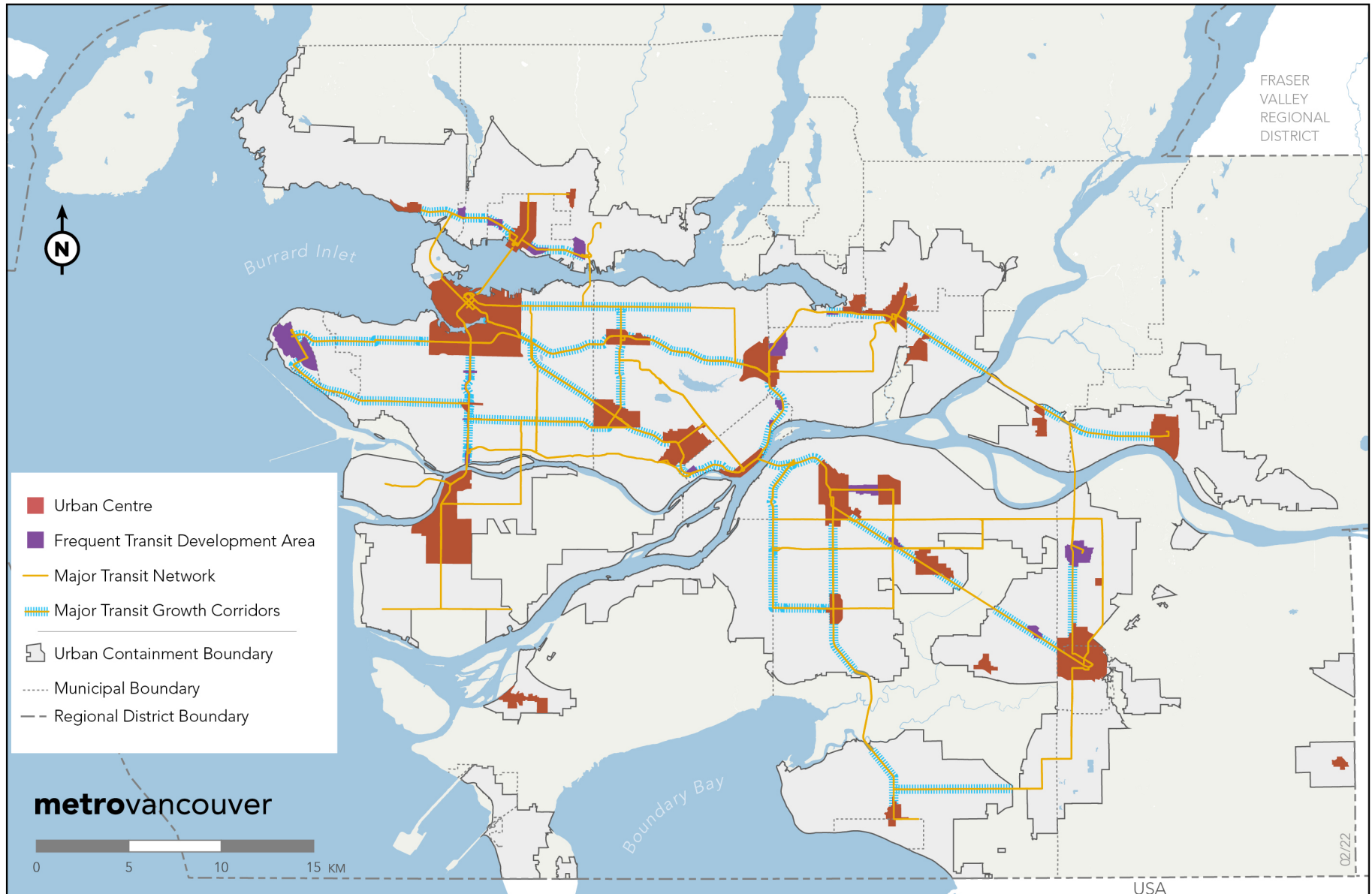
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MAP 4 Urban Centres and Frequent Transit Development Areas



Urban Centres and FTDA are overlays for structuring residential and employment growth. The boundaries are identified by member jurisdictions. Where overlays cover areas other than General Urban or Employment, the intent and policies of the underlying regional land use designations still apply.

MAP 5 Major Transit Growth Corridors and Major Transit Network



The Major Transit Growth Corridors include a buffer area of approximately 1km on either side of select segments of the Major Transit Network. Not all areas within MTGCs are appropriate for growth. The Major Transit Network is defined in Transport 2050 and is subject to periodic updates; it is shown for illustrative purposes only.



Updating Metro 2050 Centres and Corridors Targets

SCOPE OF WORK

Mark Seinen

Senior Planner, Regional Planning and Housing Services

Regional Planning Committee | February 9, 2024

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WHAT ARE TARGETS IN METRO 2050?

- Goals (not projections / forecasts) for dwelling unit and job growth
- Purpose: support the development of compact, complete, transit-oriented communities
- Only apply to:
 - Urban Centres
 - Frequent Transit Development Areas
- No targets at the local level



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2

WHAT WE ARE UPDATING AND WHY

REGIONAL TARGETS FOR RESIDENTIAL GROWTH BY LOCATION	
Location	Percent of Regional Dwelling Unit Growth 2006-2041
All Urban Centre Types	40%
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**This table provides guidance to assist in regional and local planning. It will be updated to extend the targets out to the year 2050 in an amendment following the adoption of *Metro 2050*.

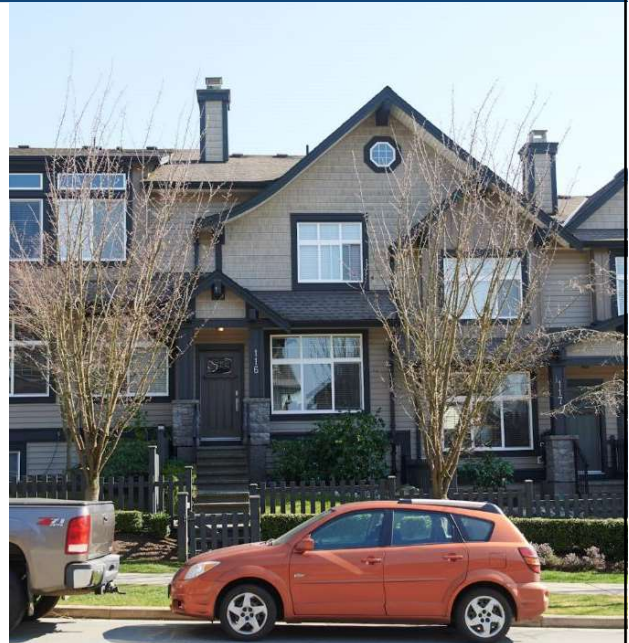
PROJECT OBJECTIVES

Ambitious Yet Realistic Targets that Can Be Implemented

1. **Generally seek to increase targets**
 - In line with ambitious regional planning goals
2. **Reality-check against:**
 - Member jurisdiction input
 - Population and housing projections
 - New provincial housing bills
3. **Fix structural issues and improve information**
 - To make implementation easier and more effective

5 KEY ISSUES

1. Targets specified only in aggregate
2. Targets expressed only as shares
3. Mismatch between FTDA target and FTDA geographies
4. Job growth in Centres & FTDA is below targeted levels
5. Provincial housing bills need to be considered



TARGETS ARE SPECIFIED ONLY IN AGGREGATE

1

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TARGETS ARE EXPRESSED ONLY AS SHARES

2

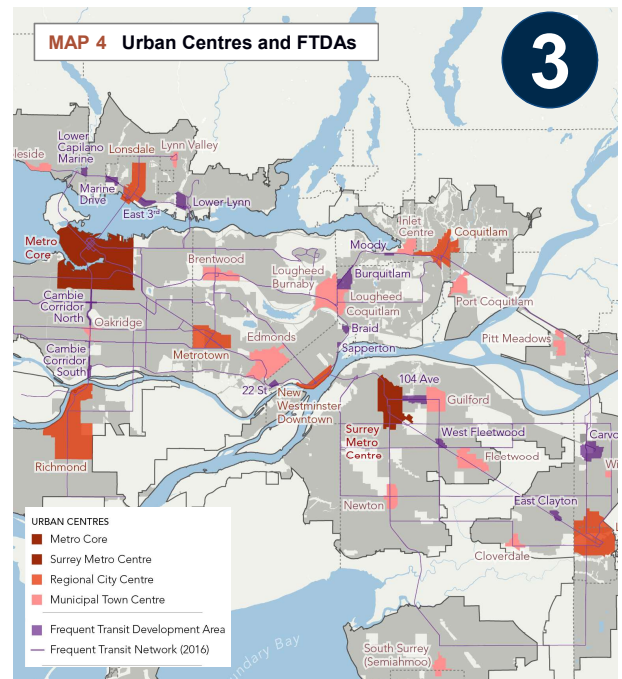
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**This table provides guidance to assist in regional and local planning. It will be updated to extend the targets out to the year 2050 in an amendment following the adoption of Metro 2050.

FTDA TARGET / GEOGRAPHY MISMATCH

- Dwelling unit target for FTDA's: 28%
- Based on FTN corridors instead of FTDA's
- Challenge of monitoring a growing and changing area
- Amend the targets or better define the geography

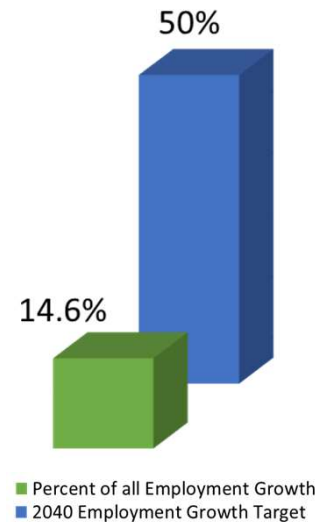


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JOB GROWTH IS BELOW TARGETED LEVELS

4

- Ambitious targets are based on the Complete Communities concept
- Need to consider options (e.g. maintain, increase)
- Project will review available tools to encourage job growth in centres



Percent of Regional Employment Growth in Urban Centres, 2006-2016

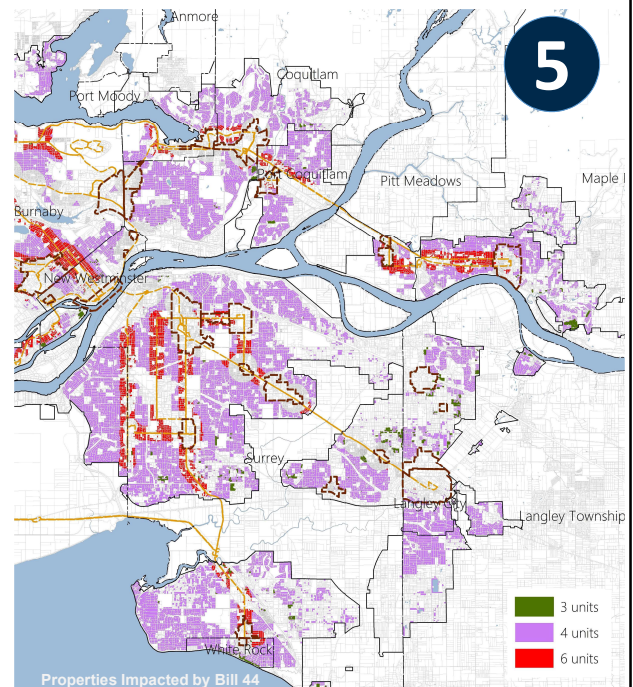
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CONSIDER NEW PROVINCIAL HOUSING LEGISLATION

5

- Bill 47 (TOAs) could increase growth in Centres & FTDA's
- Bill 44 (SSMUH) could increase growth outside Centres & FTDA's
- Bill 43 (Housing Targets) influences growth across the board
- Net effects will need to be modelled, considered and incorporated



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TIMELINE AND ENGAGEMENT

- Targets Working Group
 - Help finalize scope of work
 - Provide ongoing feedback and review
- Staff workshop in mid-late 2024
- Regional Planning Committee & Board late 2024 / early 2025
- Possible *Metro 2050* amendment in 2025



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Thank you

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To: Regional Planning Committee

From: Eric Aderneck, Senior Planner, Regional Planning and Housing Services

Date: January 22, 2024 Meeting Date: February 9, 2024

Subject: **Regional Industrial Lands Strategy Bring-to-Market Project – Scope of Work**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated January 22, 2024, titled “Regional Industrial Lands Strategy Bring-to-Market Project – Scope of Work”.

EXECUTIVE SUMMARY

The *Regional Industrial Lands Strategy* was approved by the MVRD Board in mid-2020. It sets out 10 priority actions and 34 recommendations that continue to be implemented. Metro Vancouver is advancing one priority action through the Bring-to-Market project, which entails identifying an underutilized industrial site with the potential to be redeveloped and densified / intensified.

The Metro Vancouver region is experiencing a critical shortage of industrial land. Some of the region’s remaining vacant industrial lands suffer from site or area specific challenges, such as limited infrastructure, environmental constraints, or under-sized parcels. Where vacant lands have not come to the market due to one or more of these or other challenges, municipalities may support an assessment of the constraints, and the preparation of a Bring to Market plan. This project will identify the issues that have prevented the development of the lands for a select site, and prepare a plan to advance development and achieve the host jurisdiction’s land use planning and economic development goals.

PURPOSE

To provide the Regional Planning Committee a scope of work for the Bring-to-Market project that would entail identifying a site or area that has underutilized industrial lands with a potential to be redeveloped and densified / intensified through a focused and coordinated effort.

BACKGROUND

Industrial lands are an important part of the region’s land base and economy. As has been well-documented, the Metro Vancouver region has a limited supply of industrial lands and a strong demand for industrial space which has resulted in extremely low vacancy rates, with very high rental rates and land prices. As documented in a study about the contribution of industrial lands and activities to the regional economy (Reference 1):

- Industrial lands represent 4 percent of the region’s land base;
- These industrial lands accommodate 27 percent of jobs in the region (direct employment represents 364,100);
- These jobs pay about 10 percent higher wages than the regional average; and
- Annual business activity contributes \$9 billion in taxes to various levels of government.

POLICY RESPONSE

Regional Industrial Lands Strategy

The *Metro Vancouver Regional Industrial Lands Strategy* (RILS) was approved in 2020 and contains a series of action items that continue to be implemented (Reference 2). Many of these actions are led by Metro Vancouver, but also require close coordination with various other organizations and agencies in the region. RILS identifies 34 recommendations to respond to the 4 principal challenges facing the region’s industrial lands, with 10 priority actions for early implementation. Implementing RILS requires partnerships, collaboration and support among diverse interests to achieve the vision.

Bring to Market Project Description

Amongst the 10 RILS priority actions, #6 is to “Prepare Bring-to-Market Strategies for Vacant or Under-Developed Industrial Lands”, which is described as a means to:

Proactively address issues preventing the development of vacant or under-utilized industrial lands, which may have unique site challenges, such as servicing limitations, soil qualities, and ownership assembly.

RILS identifies the Bring-to-Market action as Big Move #3, and describes the need for it as:

Certain parts of the vacant industrial land supply suffer from site-specific challenges, such as limited infrastructure support, environmental concerns, and under-sized parcels. Where vacant lands have not come to the market, local municipalities may benefit from the preparation of a bring-to-market strategy. Such a strategy would identify the issues that have prevented the development of the undeveloped or under-developed industrial land, while providing a roadmap to achieve the municipality’s economic goals for its remaining industrial lands.

A Bring-to-Market strategy for vacant or under-developed industrial lands can consider:

- a site’s or area’s relevant strengths, weaknesses, opportunities and challenges;
- new strategies to encourage reinvestment and more intensive use;
- the possibilities for municipal assembly and consolidation of fragmented parcels;
- any environmental remediation required; and
- if local servicing and infrastructure improvements are needed, and if they can be accommodated through front-ending infrastructure investment agreements.

PROJECT OUTLINE

The Bring-to-Market project will document any area-specific matters that are obstacles or barriers to developing / redeveloping and densifying / intensifying industrial lands. Local considerations and issues will be explored, documented, and recommendations provided to address such factors as:

- land ownership patterns and assembly / consolidation potential;
- servicing deficiencies and requirements;
- infrastructure funding sources;
- soil contamination and remediation requirements;
- soil geotechnical limitations; and

- environment attributes such as watercourse setbacks, etc.

Benefits

Once an appropriate industrial site or area has been identified, a study will be undertaken with the findings, lessons learned, and recommendations documented to support similar initiatives in other areas of the region. This project will also include supportive resources and references, such as a best practice guide, examples, or templates.

The project's results will benefit both the host jurisdiction and other parties by:

- addressing and overcoming local issues / obstacles to bringing additional industrial lands to market and increase the supply and capacity of the region's limited industrial lands;
- summarizing and sharing the findings, although area-specific, which could inform and support similar initiatives in other parts of the Metro Vancouver region; and
- supporting the policy goals in both RILS and *Metro 2050*, as well as advance municipal land use, economic development, and related objectives.

Process and Partners

Metro Vancouver plans to co-lead the project (be it through coordination, convening, in-kind contributions, funding), with a partner member jurisdiction. Key participants in the project will include: the host jurisdiction, as well as relevant business organizations (such as business improvement association, chamber of commerce), economic related agencies (such as an economic development office), and local industrial landowners and developers. Given the economic, employment, and transportation considerations and implications associated with such an initiative, it would also benefit from participation and key inputs by Invest Vancouver staff, the Invest Vancouver Advisory Committee, TransLink, and possibly other agencies such as the Port of Vancouver.

A terms of reference for the project has yet to be developed, but it will clearly outline the project objectives, roles, responsibilities, resources, timeline, deliverables, etc. Prior to initiation, some important components of the project must be agreed-upon by the partners including:

- one project will be selected through a call for proposals for subject participants / areas;
- Metro Vancouver will provide resources and assistance in the form of staff time, technical expertise, facilitation / collaboration role, and a limited financial contribution towards external consultant support;
- support by a consultant could supplement staff resources and expertise by completing such tasks as an analysis of the subject lands, infrastructure capacity, business information, market research, financial testing, engagement facilitation, study drafting;
- unless otherwise agreed-upon, the results of the project will be made publicly available and be shared with other member jurisdictions and parties to inform other efforts and initiatives; and
- the entire project is to be completed within one year.

The project’s recommendations could include: changes in municipal land use policies and / or regulations; infrastructure servicing upgrades; introducing municipal incentives; transportation enhancement requirements (which may include coordination with TransLink, etc.). Advancing any recommendations and timing would be the responsibility of the member jurisdiction and / or property owner(s).

Metro Vancouver cannot purchase lands, install infrastructure, or any other capital related expenditures as part of this project, although staff could help others advocate for other organizations or agencies to advance such investments and actions using the project study as supporting information.

Subject Area Criteria

Possible subject areas will need to meet established criteria to be deemed a viable and appropriate project, including:

- a member jurisdiction (both staff and political levels) prepared to make a commitment towards the project in terms of staff time, expertise, resources, and additional funding (if applicable);
- a subject site or area is designated and intended for industrial uses, as documented through relevant plans, policies, or regulation, that are evidently underutilized and not fulfilling their full potential;
- the land being privately owned, but could include some publicly-owned land that may have some industrial potential;
- a local business group / association that is supportive of the initiative, and willing to participate and support it, such as attending meetings, facilitating input from members, sharing relevant data and information, etc.; and
- interest by the development community (e.g., local industrial developers, engineering or architecture consultants) to participate to share their input, knowledge, data, etc.; however, possible benefits of the project for the site / area should not be exclusively for one property owner or developer.

Work Program Summary

The project tasks include the following:

- confirm the study area through the project selection process after a call for proposals;
- establish a project team and terms of reference, reporting schedule, etc.;
- confirm the scope, scale and desired outcomes of the project;
- compile and review available documents;
- retain a consultant;
- identify / document the issues that have prevented the development of the undeveloped / under-developed industrial lands;
- document and define strengths, weaknesses, opportunities and threats (SWOT Analysis), to encourage redevelopment and reinvestment for more intensive industrial uses;
- for each noted issue / challenge, identify a response / recommendation;

- create an action plan to achieve these goals for the industrial lands; and
- summarize the findings and document lessons that could be applicable to other similar properties or areas of the region in a final study.

NEXT STEPS

This report was presented to the Regional Planning Advisory Committee on January 19, 2024, and to the Invest Vancouver Advisory Committee on January 17, 2024 seeking feedback on the preliminary outline for the project, including possible subject areas for exploration.

Subject to any feedback received from the Regional Planning Committee, the project will be initiated and a call for proposals will be issued. A status update will be provided to the Committee and Board as the project advances. The final study and recommendations will be presented to a future meeting of the Committee and publicly shared and posted on the Metro Vancouver website. Staff anticipate calling for proposals in the Spring of 2024, with the project to be completed within a year. Depending on the interest and results, Metro Vancouver may explore expanding this initiative to address additional sites.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

A budget of \$30,000 associated with this project is included in the MVRD Board approved 2024 Regional Planning budget. Metro Vancouver will also seek other funding sources through project partners to enhance the work, as appropriate.

CONCLUSION

The *Metro Vancouver Regional Industrial Lands Strategy* was approved by the MVRD Board in 2020. Since then, Metro Vancouver has completed a number of projects to advance and implement actions to RILS. In 2024, Metro Vancouver is intending to advance one of RILS's priority actions by completing a Bring-to-Market project. This would entail working closely with a member jurisdiction, that has an identified underutilized industrial lands with potential to be redeveloped and densified / intensified, through a focused and coordinated effort to complete an assessment of the associated challenges and opportunities related to developing those lands for industrial purposes. Subject to any feedback received from the Regional Planning Committee, Metro Vancouver staff will initiate the project including a call for proposals.

REFERENCES

1. [Metro Vancouver Industrial Lands: Economic Impact and Future Importance, 2019](#)
2. [Metro Vancouver Regional Industrial Lands Strategy, 2020](#)

To: Regional Planning Committee

From: Laurie Bates-Frymel, Senior Planner, Regional Planning and Housing Services

Date: January 20, 2024 Meeting Date: February 9, 2024

Subject: **Invasive Species Best Management Practices – Japanese Beetle Guidebook**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated January 20, 2024, titled “Invasive Species Best Management Practices – Japanese Beetle Guidebook”.

EXECUTIVE SUMMARY

Adding to the existing regional library of technical guidance for priority invasive species, Metro Vancouver has worked with the Invasive Species Council of Metro Vancouver, federal and provincial authorities, member jurisdictions, and other local experts to produce a guidebook for the invasive Japanese beetle (*Popillia japonica*). This guidebook is designed to introduce local government staff and their contractors to the eradication efforts being undertaken by the multi-agency Japanese beetle response. The document also provides information about current distribution, potential impacts on the agricultural and horticultural sectors in BC, and how to identify, track, report, prevent further spread, and effectively control the Japanese beetle. In addition, the guidebook describes how this species may adapt as our climate changes, increasing the urgency to proactively control and prevent further spread of this high risk species. An accompanying one-page fact sheet has also been created to raise public awareness.

PURPOSE

To provide the Regional Planning Committee with the new Japanese beetle guidebook and accompanying fact sheet for information.

BACKGROUND

In April 2023, the MVRD Board adopted the *Climate 2050 Nature and Ecosystems Roadmap* (Reference 1), which commits Metro Vancouver to:

“Support regional invasive species management by developing and promoting best practices, tracking disposal options, and working with researchers to improve our understanding of the potential spread of invasive species as our climate continues to change”.

Metro 2050 also includes an action for member jurisdictions to:

“...reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans” (Policy Action 3.2.7c) iii)).

The Regional Planning Committee receives reports regarding best management practices for priority invasive species of concern in the region. This staff report conveys a recently-completed Guidebook for local government staff and contractors (Reference 2) and accompanying fact sheet (Reference 3) about the Japanese beetle.

HISTORY OF THE JAPANESE BEETLE IN BC

In July of 2017, Japanese beetles were detected in the False Creek area of Vancouver by the Canadian Food Inspection Agency during routine annual surveillance. This was the first time Japanese beetle had been found in BC, and it is not known how the beetles arrived. The potential consequences of Japanese beetle establishment include severe damage to nurseries, farms, lawns, landscapes, golf courses, gardens and parks, and negative impacts on BC’s horticultural and agricultural sectors (Reference 4). Further spread of this beetle would result in increased costs to impacted municipalities, industry and the public due to crop and plant losses and the cost of control measures (Reference 5). Its establishment may result in the loss of BC’s ‘Japanese beetle pest-free’ status and onerous industry requirements to establish and maintain Japanese beetle-free certification programs (Reference 4), which may impact domestic and international trade of the over 300 plant species upon which Japanese beetle feeds.

In 2018, the Invasive Species Council of BC hosted a ‘call to action’ meeting, and it was determined that no one organization held the key to eradicating the Japanese beetle. As a result, a multi-agency Japanese beetle response was initiated, overseen by a Steering Committee of representatives from the federal, provincial, regional and municipal governments, along with industry and other stakeholders.

Table 1 provides an overview of CFIA’s beetle detections in BC by year, illustrating the range expansion beyond the original detection area. The decreasing number of detections within the City of Vancouver in recent years demonstrates the effectiveness of treatment and movement restrictions.

Table 1 – Japanese Beetle Detections by Year and Geography

Year	Total number of Japanese beetles detected in BC	Municipality			
		Vancouver	Burnaby	Port Coquitlam	Others
2017	958	958	-	-	-
2018	8276	8275	-	-	Delta (1)
2019	1157	1157	-	-	-
2020	214	213	-	1	-
2021	79	73	5	1	-
2022	201	39	35	126	Richmond (1)
2023	643	4	29	611	-

OVERVIEW OF THE JAPANESE BEETLE GUIDEBOOK

In 2022, Metro Vancouver member jurisdictions requested guidance to help local governments plan for and prepare to respond to Japanese beetle detections within their boundaries. Using the existing regional best management practices as a template, Metro Vancouver retained the Invasive

Species Council of Metro Vancouver (ISCMV) to produce a guidebook. Prepared in close collaboration with members of the Japanese Beetle Steering Committee and its Communications Subcommittee, the Guidebook was designed to introduce local governments and contractors to the collaborative eradication efforts underway.

Guidebook Contents

The Japanese Beetle Guidebook contains information about the current distribution, potential impacts on the agricultural and horticultural sectors in BC, and how to identify, track, report, prevent further spread, and effectively control the Japanese beetle. The guidebook also clearly identifies roles and responsibilities for each response member, including regulatory requirements. Table 2 briefly describes the roles of the agencies represented on the Japanese Beetle Steering Committee.

Table 2 – Japanese Beetle Response Member Roles

Member	Role
Canadian Food Inspection Agency (CFIA)	The CFIA oversees surveillance efforts by distributing traps across the region and beyond, for the purposes of tracking beetle movement and the effectiveness of treatments. Informed by the previous year’s detections, the CFIA consults with the Japanese Beetle Steering Committee and establishes or revises regulated / containment areas, implements movement restrictions for regulated articles ¹ originating from the regulated areas ² , and issues movement certificates. When establishing or revising the boundaries of a regulated area, the location of all current and previous year detections, geography, impact to stakeholders, expectations concerning natural and human assisted spread of the beetle, and ease of communication with the public are considered. A CFIA-issued movement certificate is required year-round to move regulated articles out of a Japanese beetle regulated area.
Government of BC / BC Ministry of Agriculture and Food (MAF)	The MAF oversees the Japanese beetle treatment program in BC. Around detection sites, the Government of BC may issue a <i>Notice to Treat</i> public or private lands. To date, the Government of BC has been providing municipalities with larvicide at no cost. Private lands located within treatment zones may be eligible for free treatment.
Local governments ²	Local governments are responsible for treating public lands within their jurisdictions. Changes to municipal standard operating procedures (SOPs) are recommended. For example, the City of Burnaby has SOPs for handling green waste, parks operations (securing material, cleaning, etc.), and for movement of regulated articles outside parks.
Metro Vancouver	Metro Vancouver supports invasive species and solid waste management coordination across the region.
BC Landscape and Nursery	The BCLNA provides industry perspective and outreach to its members who are or may be directly impacted by the Japanese beetle response. Members

¹ As of May 2023, the regulated articles are ‘plants with soil or soil-related matter attached’, such as turf grass, sod, annuals, perennials, bulbs, shrubs, and bedding plants.

² As of May 2023, [Japanese beetle regulated areas](#) are in effect within the Cities of Burnaby, Port Coquitlam, Coquitlam, and Vancouver.

Association (BCLNA)	include landscape trades, garden centres, wholesale and retail nurseries, suppliers and others.
The Invasive Species Council of BC (ISCBC)	At the request of governments and industry, the ISCBC is serving as project facilitator for multi-agency planning, meeting, and information exchange across government and non-government stakeholders involved in the Japanese beetle response.

Climate Change Adaptation

The Guidebook also describes how the Japanese beetle may adapt as our climate continues to change. For example, researchers in the United States have observed higher Japanese beetle leaf consumption and associated plant mortality with rising temperatures (Reference 6). An extended growing season, which is also expected with climate change, will increase the probability of two Japanese beetle life cycles per year in northern latitudes around the world, including parts of Canada (Reference 7). Continued eradication efforts are recommended to minimize potential impacts on the agricultural and horticultural sectors, and to reduce control costs over the long term.

Fact Sheet

A plain language fact sheet (Reference 3) has also been produced to share information with residents. Both the fact sheet and guidebook have been posted on the Metro Vancouver website (Reference 8).

NEXT STEPS

In 2024, Regional Planning will again be partnering with the City of Burnaby and the ISCMV to produce regional best practice guides for three additional priority invasive species: bamboo, periwinkle, and cherry laurel.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The 2023 MVRD Board-approved Regional Planning budget included \$5,000 for the Japanese Beetle Guidebook.

CONCLUSION

Metro Vancouver has worked with the Invasive Species Council of Metro Vancouver and the Japanese Beetle Steering Committee to produce a guidebook for the Japanese beetle (*Popillia japonica*) in the Metro Vancouver region. Designed to introduce local government staff and contractors to the eradication efforts being undertaken, this guidebook provides information about current distribution, potential impacts on the agricultural and horticultural sectors in BC, and how to prevent further spread and effectively control the Japanese beetle. In addition, the Guidebook describes how the Japanese beetle may adapt as our climate continues to change, increasing the urgency to proactively control and prevent the spread of this high risk species. The Guidebook, and accompanying one-page fact sheet, are being shared with the Regional Planning Committee for information.

ATTACHMENT

1. Presentation re: Invasive Species Best Management Practices – Japanese Beetle Guidebook

REFERENCES

1. [Climate 2050 Nature and Ecosystems Roadmap](#)
2. [Guidebook for Japanese Beetle in the Metro Vancouver Region](#)
3. [Tackling Japanese Beetle - Fact Sheet](#)
4. [CFIA - Japanese beetle in British Columbia: an ongoing response 2018 to 2023](#)
5. [Government of BC - *Popillia japonica* \(Japanese Beetle\) Pest Alert](#)
6. Niziolek, O. K., Berenbaum, M. R., & DeLucia, E. H. (2013). [Impact of elevated CO₂ and increased temperature on Japanese beetle herbivory](#). *Insect Science*, 513-23.
7. Kistner-Thomas, E. J. (2019). [The Potential Global Distribution and Voltinism of the Japanese Beetle \(*C. Scarabaeidae*\) Under Current and Future Climates](#). *Insect Science*, 1-13.
8. [Other invasive species best management practices](#)

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Best Management Practices for Invasive Species

JAPANESE BEETLE GUIDEBOOK

Laurie Bates-Frymel

Senior Planner, Regional Planning and Housing Services

Regional Planning Committee | February 9, 2024

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GUIDEBOOK CONTENTS

- Impacts
- Climate change adaptation
- Roles, responsibilities and regulatory requirements
- History and distribution in BC
- Surveillance
- Movement restrictions
- Treatment



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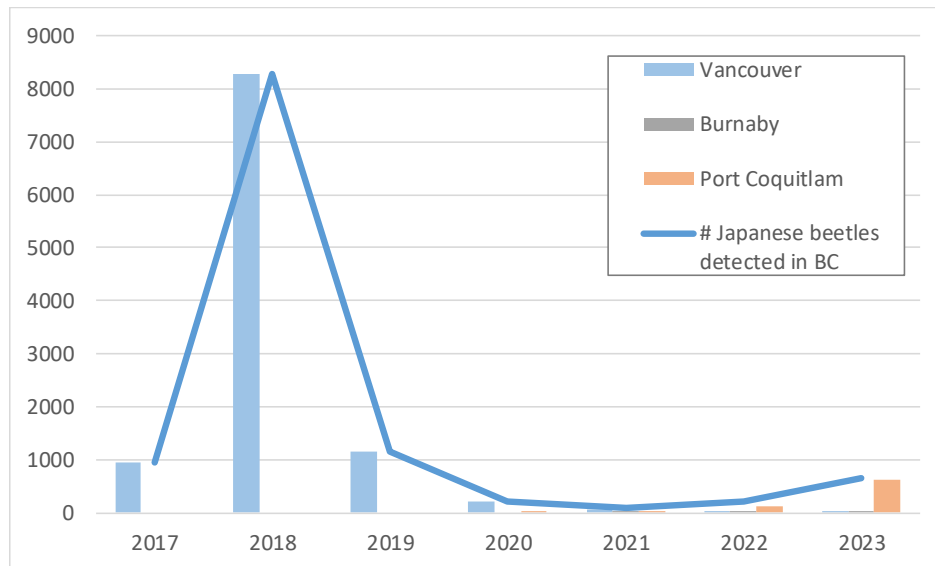
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JAPANESE BEETLE RESPONSE COLLABORATIVE

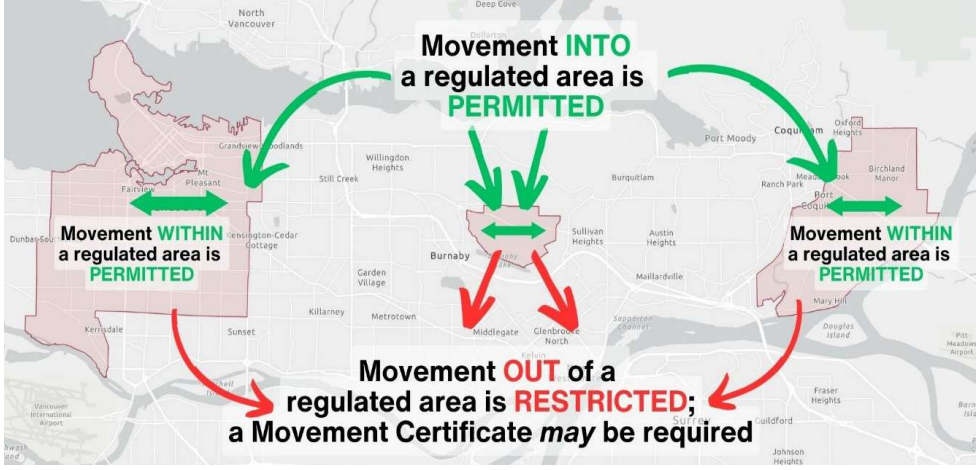
Members	Role
Canadian Food Inspection Agency (CFIA)	Oversees surveillance, establishes regulated areas, and issues movement certificates for regulated articles*
BC Ministry of Agriculture and Food (BC MAF)	Oversees treatment of public and private lands (larvicide currently free)
Local governments**	Treating public lands, standard operating procedures
Metro Vancouver	Support (e.g., the guidebook, transfer station signage)
BC Landscape and Nursery Association	Outreach to landscapers, garden centres, and nurseries
Invasive Species Council of BC	Facilitation

* Currently plant with soil and soil-related matter attached
 ** Currently the cities of Vancouver, Burnaby, and Port Coquitlam

DISTRIBUTION IN BC



JB REGULATED AREAS AS OF MAY 2023



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Credit: Steven Katovich, Bugwood.org



Thank you

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To: Regional Planning Committee

From: Jonathan Coté, Deputy General Manager, Regional Planning and Housing
Development, Regional Planning and Housing Services

Date: January 16, 2024 Meeting Date: February 9, 2024

Subject: **Manager's Report**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated January 16, 2024, titled "Manager's Report".

REGIONAL PLANNING COMMITTEE 2024 WORK PLAN

The Regional Planning Committee's Work Plan for 2024 is attached to this report (Attachment 1). The status of work program elements is indicated as pending, in progress, ongoing or complete. The listing is updated as needed to include new issues that arise, items requested by the committee, and changes to the schedule.

SFU SCHOOL OF PUBLIC POLICY – BC PRIORITIES STUDENT PROJECT

The BC Priorities Project is a partnership between SFU's School of Public Policy and provincial or municipal government partners, with the goal of giving Masters of Public Policy (MPP) students an opportunity to work on issues of concern to government agencies. This year, Metro Vancouver has partnered with a group of first-year Masters students, who will investigate tenant relocation and protection policies and practices with a focus on non-profit housing developers. The objective of this work will be to determine which municipalities within Metro Vancouver have Tenant Relocation requirements for non-profit housing providers, or a separate stream or exemptions for non-profits, identify best practices among non-profit housing providers and local governments, as well as challenges and opportunities for improvement. Deliverables of the project will include a major written report of research findings and recommendations, plus a student presentation to Metro Vancouver. Staff will report back to the Regional Planning Advisory Committee on the results of the student research, anticipated to be complete by April 2024.

COSTS OF PROVIDING INFRASTRUCTURE AND SERVICES TO DIFFERENT RESIDENTIAL DENSITIES – STUDY AND ARTICLE

To better understand the costs and revenues associated with "urban vs. sprawl" forms of residential development, Metro Vancouver completed a study in 2023 exploring municipal infrastructure capital and operating expenditures for different residential densities (Reference 1). Based on the study, a recently published article was written by a staff member (Reference 2). This important topic will also be addressed at a panel session including Metro Vancouver staff at the BC Land Summit, a multi-disciplinary conference held in Nanaimo in May 2024 (Reference 3).

ATTACHMENT

1. Regional Planning Committee 2024 Work Plan

REFERENCES

1. [Costs of Providing Infrastructure and Services to Different Residential Densities, Metro Vancouver, September 2023](#)
2. [Adding Up the Costs of Sprawl: Highs and Lows of Municipal Infrastructure Costs for Housing, Building Magazine, January 2024](#)
3. [2024 BC Land Summit](#)

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Regional Planning Committee 2024 Work Plan

Report Date: January 16, 2024

Priorities

1st Quarter	Status
Where Matters II - Final Report	Pending
Childcare Inventory Report - Update	In Progress
<i>Metro 2050</i> Climate Policy Enhancement Project - Report	In Progress
Regional Multi-Hazard Mapping Project – Final Report	In Progress
Tree Canopy Cover and Impervious Surfaces Update – Final Report	In Progress
Industrial Lands Bring to Market Initiative – Scope of Work	In Progress
<i>Metro 2050</i> Urban Centres and Corridors Target Update – Scope of Work	In Progress
Regional Food Systems Strategy Update – Scope of Work	Pending
Inclusionary Housing Policy Review – Final Report and Regional Policy Models	In Progress
What Works: Municipal Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing Update	In Progress
Matrix of Municipal Measures for Housing Affordability and Diversity - Update	In Progress
Regional Affordable Housing Strategy Update (Housing 2050) – Scope of Work	Pending
<i>Metro 2050</i> Implementation Guideline Industrial & Employment Lands	Completed
Housing Data Book update – Presentation	Completed
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
2nd Quarter	Status
Housing + Transportation Cost Burden Study Update – Final Report	Pending
Agriculture Data Book - Presentation	Pending
Agricultural Land Use Inventory - Update	Pending
Economic Value of Industrial Lands Update – Scope of Work	Pending
Hazard Risk and Vulnerability Blueprint – Scope of Work	Pending
Regional Green Infrastructure Network - Update	Pending
Projections Update (population, dwelling units and employment) - Report	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
3rd Quarter	Status
Payment for Ecosystem Services on Agricultural Lands - White Paper	Pending
Ecological Health Framework Progress Report	Pending
The Walkability Index Update - Presentation	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing
4th Quarter	Status
Regional Food Systems Strategy Engagement - Update	Pending
Economic Value of Industrial Lands Update – Final Report	Pending
Regional Parking Strategy – Final Report	Pending
Regional Affordable Housing Strategy Update (Housing 2050) – Issues and Options Discussion Paper	Pending
Performance measures dashboard - Presentation	Pending
MV extended reality modelling project update – Update	Pending
Regional Growth Strategy Amendments, Regional Context Statements, and Sewerage Area Amendments (as applicable)	Ongoing