

**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL PLANNING COMMITTEE**

**MEETING**

**Thursday, July 4, 2024**

**9:00 am**

**28<sup>th</sup> Floor Committee room, 4515 Central Boulevard, Burnaby, British Columbia**

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

**A G E N D A<sup>1</sup>**

**A. ADOPTION OF THE AGENDA**

**1. July 4, 2024 Meeting Agenda**

That the Regional Planning Committee adopt the agenda for its meeting scheduled for July 4, 2024 as circulated.

**B. ADOPTION OF THE MINUTES**

**1. June 14, 2024 Meeting Minutes**

That the Regional Planning Committee adopt the minutes of its meeting held June 14, 2024 as circulated.

*pg. 4*

**C. DELEGATIONS**

**1. Keith Broersma, Senior Planner, City of Surrey**

Subject: City of Surrey Metro 2050 Amendment Applications; 7880-128 St and Hazelmere)

*pg. 7*

**D. INVITED PRESENTATIONS**

**E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER**

**1. Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)**

That the MVRD Board:

- a) initiate the *Metro 2050* amendment process for the City of Surrey’s requested regional land use designation amendment from Industrial to Employment for the lands located at 7880-128 Street;
- b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024”; and
- c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.

*pg. 11*

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<sup>1</sup> Note: Recommendation is shown under each item, where applicable.

- 2. Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)** pg. 99  
That the MVRD Board decline the proposed amendment to *Metro 2050* to extend the Urban Containment Boundary and redesignate properties at 18115, 18147 and 18253 - 0 Avenue from Rural to General Urban, based on the analysis in the report titled “*Metro 2050* Type 2 Proposed Amendment – City of Surrey (Hazelmere)” dated June 24, 2024 and notify the City of Surrey of the decision.
- 3. Request for Sanitary Service Connection at 1525 200 Street – Township of Langley** pg. 334  
That the MVRD Board:  
a) resolve that sewer service for the property at 1525 200 Street, Township of Langley is generally consistent with the provisions of *Metro 2050*; and  
b) forward the requested Fraser Sewerage Area amendment application for property at 1525 200 Street in the Township of Langley to the GVS&DD Board for consideration.
- 4. Metro 2050 Implementation Guideline – Regional Affordable Rental Housing Target** pg. 344  
That the MVRD Board endorse the *Metro 2050* Implementation Guideline – Regional Affordable Rental Housing Target as presented in the report dated June 3, 2024, titled “*Metro 2050* Implementation Guideline – Regional Affordable Rental Housing Target”.
- 5. What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing** pg. 363  
That the MVRD Board:  
a) receive for information the report dated June 3, 2024, titled “What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing”; and  
b) forward “What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing” and its attachment to member jurisdictions for information with an offer for staff or Council presentations upon request.
- 6. Metro Vancouver Population Projection Update** pg. 421  
That the MVRD Board receive for information the report dated June 21, 2024, titled “Metro Vancouver Population Projections Update”.
- 7. Manager’s Report** pg. 427  
That the Regional Planning Committee receive for information the report dated June 13, 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 July 4, 2024.

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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

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**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL PLANNING COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 1:00 pm on Friday, June 14, 2024 in the 28<sup>th</sup> Floor Committee Room, 4515 Central Boulevard, Burnaby, British Columbia.

**MEMBERS PRESENT:**

Chair, Director Eric Woodward, Langley Township  
 Vice Chair, Director Dylan Kruger, Delta  
 Director Rebecca Bligh, Vancouver  
 Councillor Korleen Carreras, Maple Ridge  
 Councillor Angela Girard, North Vancouver City\*  
 Director Craig Hodge, Coquitlam  
 Director Patrick Johnstone, New Westminster  
 Director Megan Knight, White Rock\*  
 Director Meghan Lahti, Port Moody  
 Councillor Peter Lambur, West Vancouver  
 Director Brenda Locke, Surrey\* (arrived at 1:01 pm)

**MEMBERS ABSENT:**

Director Mike Hurley, Burnaby  
 Director John McEwen, Anmore  
 Director Brad West, Port Coquitlam

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

**STAFF PRESENT:**

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

**A. ADOPTION OF THE AGENDA**

**1. June 14, 2024 Meeting Agenda**

**It was MOVED and SECONDED**

That the Regional Planning Committee adopt the agenda for its meeting scheduled for June 14, 2024 as circulated.

**CARRIED**

**B. ADOPTION OF THE MINUTES**

**1. May 10, 2024 Meeting Minutes**

**It was MOVED and SECONDED**

That the Regional Planning Committee adopt the minutes of its meeting held May 10, 2024 as circulated.

**CARRIED**

**C. DELEGATIONS**

**1. Doreann Mayhew, General Manager of Development, City of Delta**

Upon the request of the Chair the delegation agreed to be available for questions.

**D. INVITED PRESENTATIONS**

No items presented.

1:01 pm Director Locke arrived at the meeting.

**E. REPORTS FROM COMMITTEE OR CHIEF ADMINISTRATIVE OFFICER**

**1. Metro 2050 Regional Context Statement – City of Delta**

Report dated May 16, 2024, from Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services, Regional Planning and Housing Services and Victor Cheung, Regional Planner, Electoral Area and Implementation Services, Regional Planning and Housing Services, presenting the Regional Planning Committee and the MVRD Board with the opportunity to consider acceptance of the City of Delta’s Regional Context Statement.

**It was MOVED and SECONDED**

That MVRD Board accept the City of Delta Regional Context Statement as submitted to Metro Vancouver on April 24, 2024.

**CARRIED**

**2. Manager’s Report**

Report dated May 14, 2024, from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services, providing the Regional Planning Committee with an update on a project adjustment to the review of employment levels and targets in Urban Centers and Frequent Transit Development Areas.

**It was MOVED and SECONDED**

That the Regional Planning Committee receive for information the report dated May 14, 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 June 14, 2024.

**CARRIED**

(Time: 1:02 pm)

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Rapinder Khaira,  
Legislative Services Coordinator

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Eric Woodward,  
Chair

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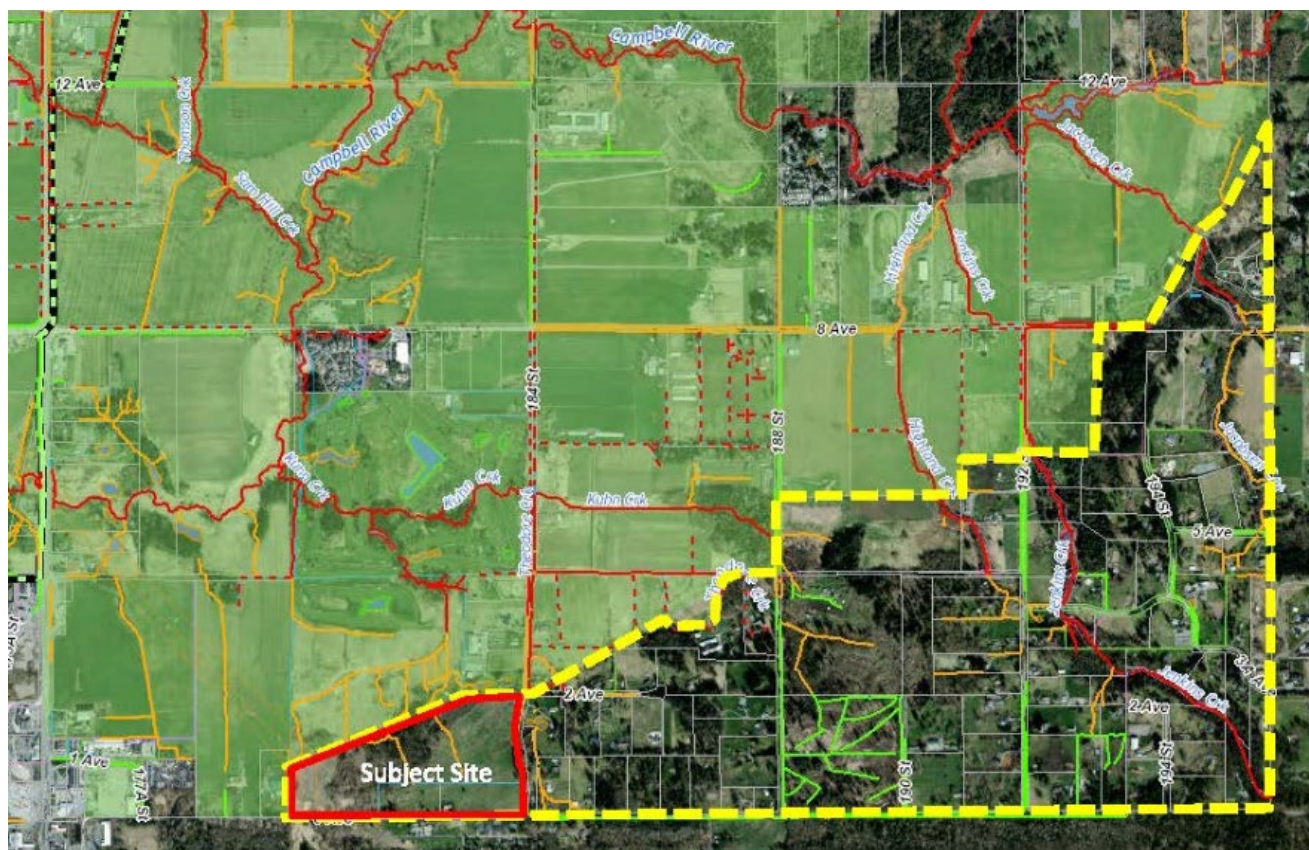
## Summary for Metro Vancouver Amendment at 18115/47 & 18253 – 0 Avenue, Surrey

---- for July 4/24 Regional Planning Committee (RPL) meeting ----

- Proposed RGS Amendment from **RURAL** to **GENERAL URBAN** for portion of the site, amend UCB to include non-ALR portion of site, and include non-ALR portion of site within GVS&DD Fraser Sewerage Area
- Considered at the June 21, 2024 RPAC meeting
- Surrey File No. 7914-0213-00

### Site and Surrounding Context

The subject site consists of 3 properties with a total area of 52 hectares, located along 0 Avenue and 184 Street in South Surrey. A portion of the site is within the ALR. The properties are bordered by the Hazelmere golf course to the north and the US border to the south, and by agricultural acreages to the west and east. The site is sloped and contains some water courses and various raptor nests.



Map showing site and non-ALR portion of Hazelmere Valley (yellow boundary) (ALR is in green).





# Summary for Metro Vancouver Amendment at 7880 – 128 Street, Surrey

---- for July 4/24 Regional Planning Committee (RPL) meeting ----

- Proposed RGS Amendment from **INDUSTRIAL** to **EMPLOYMENT**
- Considered at the June 21, 2024 RPAC meeting
- Surrey File No. 7923-0090-00

## Site and Surrounding Context

The subject 1.3-hectare site is located at 7880 – 128 Street in the Newton industrial area and is designated “Industrial” in both the Metro Vancouver 2050 Regional Growth Strategy (RGS) and the City’s Official Community Plan (OCP) and is currently zoned “Light-Impact Industrial Zone (IL)”.

To the north, the property is directly adjacent to the group of properties that make up the Central Newton Cultural Commercial District (CNCCD). To the south and east the property is surrounded by industrial uses. To the west, across 128 Street, there are also industrial uses.



## Central Newton Cultural Commercial District

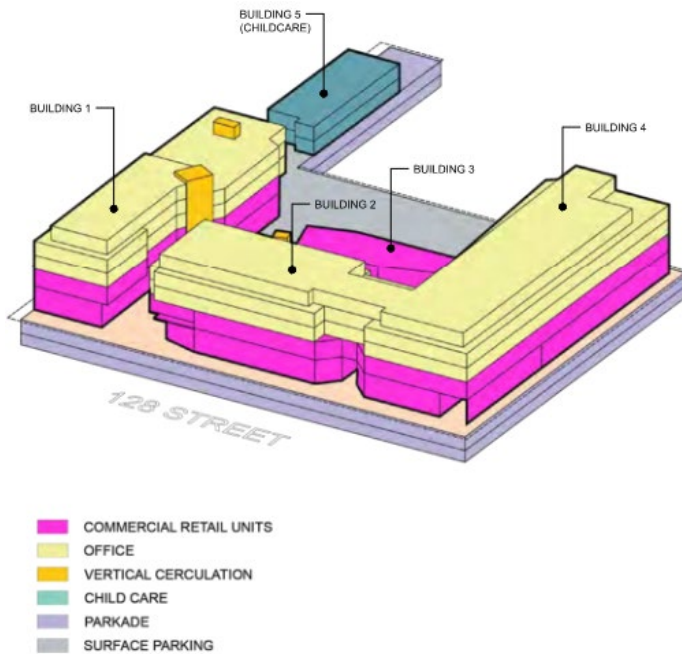
Properties within the CNCCD are designated “Mixed Employment” in the OCP and “Employment” in the RGS.

The intention of the CNCCD is to encourage commercial uses to locate on the lands designated Mixed Employment around the intersection of 80 Avenue and 120 Street, with the intent that, elsewhere in Newton, these uses would not be encouraged on Industrial lands.



## Development Proposal

- **Metro Vancouver 2050 Amendment** from Industrial to Employment;
- **OCP Amendment** from Industrial to Mixed Employment;
- **Local Area Plan Amendment** to include the subject site within the CNCCD;
- **Rezoning** from Light Impact Industrial Zone (IL) to Comprehensive Development Zone (CD); and
- **Development Permit** to permit development of 3 commercial buildings and a child care building. Retail is proposed on the Floors 1-2, with office uses on Floors 3-5.



## Development Proposal Timeline

**May 1, 2023:** Surrey Council considered a staff report recommending denial of the proposed land use changes at the Regular Council – Land Use Meeting, and directed that staff were to proceed with reviewing the proposal in more detail.

**February 12, 2024:** Surrey Council approved the recommendations in Planning & Development Report No. 7923-0090-00 at the Regular Council – Land Use Meeting and set a date for Public Hearing.

**February 26, 2024:** Following the Public Hearing, Surrey Council passed a resolution to grant Third Reading to the proposed OCP Amendment and Rezoning Bylaws and endorsed referring the application to Metro Vancouver for a Metro Vancouver 2050 Amendment.

**June 21, 2024:** The project is reviewed at the Metro Vancouver Regional Planning Advisory Committee Meeting.

**July 4, 2024:** The project is reviewed at the Metro Vancouver Regional Planning Committee (RPL) Meeting.

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To: Regional Planning Committee

From: Marcin Pachcinski, Division Manager of Electoral Area and Implementation Services,  
Mikayla Tinsley, Senior Policy and Planning Analyst, Regional Planning and Housing  
Services

Date: June 3, 2024 Meeting Date: July 4, 2024

Subject: **Metro 2050 Type 3 Proposed Amendment – City of Surrey (7880 128 St)**

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### RECOMMENDATION

That the MVRD Board:

- a) initiate the *Metro 2050* amendment process for the City of Surrey’s requested regional land use designation amendment from Industrial to Employment for the lands located at 7880-128 Street;
  - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024”; and
  - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.
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### EXECUTIVE SUMMARY

The City of Surrey is requesting a Type 3 amendment to *Metro 2050* for a 1.3 hectare parcel located on the east side of 128 Street and south of 80 Avenue in the Newton Industrial area, directly adjacent to the Newton Cultural Commercial District. The proposed amendment would redesignate the regional land use from Industrial to Employment to accommodate commercial uses, including retail, office space, and a childcare facility. The requested *Metro 2050* Type 3 amendment bylaw requires an affirmative 50% + 1 weighted vote of the MVRD Board. The proposed amendment has been assessed in relation to applicable *Metro 2050* goals and policies. There is some concern that this proposal could lead to additional requests to redesignate industrial lands nearby. However, the direct impacts from redesignating this small parcel of industrial land would be small, and the amendment is compatible with several of the goals in *Metro 2050*. Based on this review, on balance, the proposed amendment is supportable. The key points of regional analysis for this application are as follows:

- The proposed amendment would redesignate 1.3 hectares of land with a regional Industrial land use designation that is strategically located from a goods movement perspective;
- The 16 hectare Newton Cultural Commercial District was created by the City of Surrey in 2014 (including support from Metro Vancouver for regional land use redesignation from Industrial to Employment) to contain the loss of industrial lands and conversion to other uses. Adding the subject site to the Newton Cultural Commercial District may increase pressure for adjacent lands to seek redesignation to non-industrial uses;
- The proposed amendment would add 1.3 hectares of land with a regional Employment land use designation, and likely lead to the creation of jobs, as commercial uses tend to provide a higher density of jobs;

- While provisions in *Metro 2050* stipulate that it is preferable to concentrate commercial uses within Urban Centres and Frequent Transit Development Areas, the subject site is located near bus routes with frequent service and a greenway; and
- The City of Surrey staff report estimates that the proposed amendment would lead to an increase in vehicle trip generation compared to the site’s current Industrial use.

### PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider the City’s request to amend Metro 2050 to accommodate commercial uses, including retail, office space, and a childcare facility through a Metro 2050 Type 3 amendment.

### BACKGROUND

On March 21, 2024, Metro Vancouver received a request from the City of Surrey to consider a *Metro 2050* amendment for the subject site. The proposed amendment would amend the regional land use designation for the site from Industrial to Employment. Proposed amendments are brought to the Regional Planning Advisory Committee, Regional Planning Committee and MVRD Board for consideration.

### SITE CONTEXT

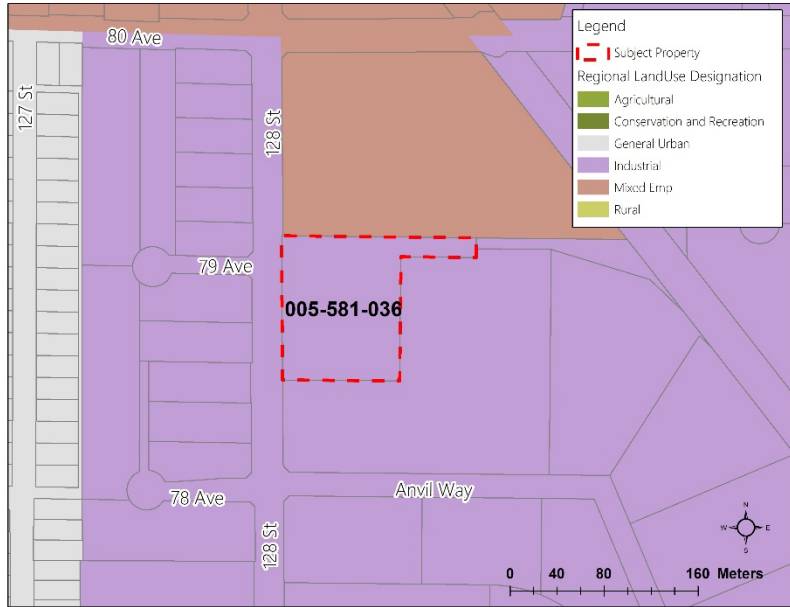
The subject site is a single parcel that is approximately 1.3 hectares in size. It is bounded by commercial uses to the north, and industrial uses to the east, west, and south. The City’s staff report notes that the subject site is abutting, but not within, the Central Newton Cultural Commercial District.

Figure 1 – Site Context

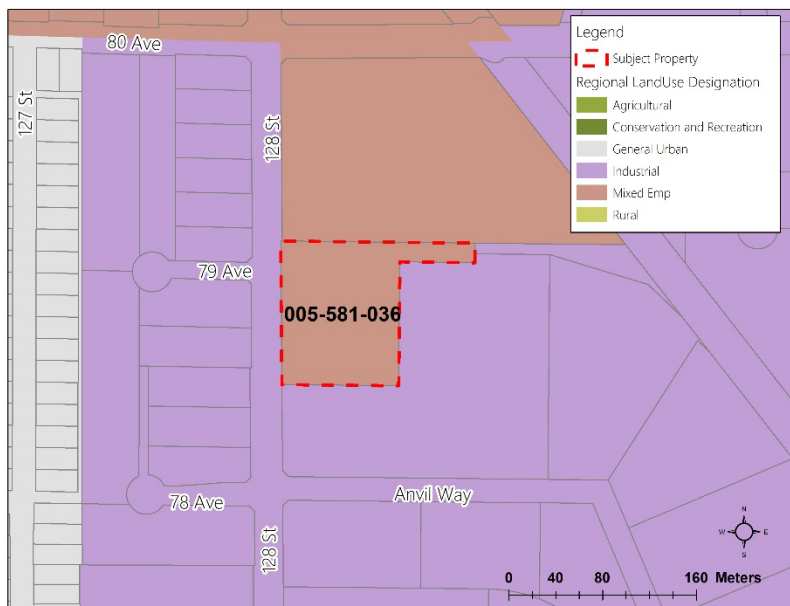


The Central Newton Cultural Commercial District was created to address development pressure to introduce commercial uses throughout the Industrial lands in Newton. As such, the plan concentrates commercial uses on lands designated Mixed Employment around the intersection of 80 Avenue and 120 Street, with the intent that, elsewhere in Newton, these uses would not be permitted on Industrial lands to help retain Industrial uses. The City of Surrey intends to add the subject lot to the Central Newton Cultural Commercial District plan area, should Metro Vancouver approve the Metro 2050 amendment.

**Figure 2 – Existing Regional Land Use Designations**



**Figure 3 – Proposed Regional Land Use Designations**



The proposal would see the site developed into two five storey commercial buildings and one childcare building with a total FAR of 2.0. The commercial building would consist of retail uses on the ground and second floors, and office uses on floors three through five.

**Table 1 – Proposed Lot Area and Floor Area**

<b>Lot Area</b>	
<b>Gross Site Area</b>	13,453 sq.m.
<b>Road Dedication</b>	345 sq.m.
<b>Net Site Area</b>	13,109 sq.m.
<b>Floor Area</b>	
<b>Retail</b>	10,472 sq.m.
<b>Office</b>	14,685 sq.m.
<b>Childcare</b>	1,060 sq.m.
<b>Total</b>	26,218 sq.m.

**PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT**

On February 26, 2024, the City of Surrey held a public hearing and granted 3<sup>rd</sup> reading to the respective OCP and zoning amendment bylaws. The proposal would amend the City’s OCP and Zoning Bylaw for the subject site to accommodate commercial uses. The City can only proceed to adopt the proposed OCP amendments after the MVRD Board approves the corresponding *Metro 2050* Type 3 amendment given the change of land use being requested. The proposed land use changes are outlined in Table 2 and on Figures 2 and 3.

**Table 2 – Proposed Site Designations**

	<b>Current</b>	<b>Proposed</b>
<b><i>Metro 2050</i></b>	Industrial	Employment
<b>OCP</b>	Industrial	Mixed Employment
<b>Zoning</b>	IL (Light Impact Industrial Zone)	CD (Comprehensive Development Zone)

**REGIONAL PLANNING ANALYSIS**

The City of Surrey’s proposed *Metro 2050* amendment has been assessed in relation to the applicable goals and policies of the Regional Growth Strategy. The intent of the assessment by Regional Planning staff is to identify regional planning implications and the regional significance of the proposed land use changes in consideration of *Metro 2050*, not to duplicate the municipal planning process. *Metro 2050* sets out a long-term regional vision to support growth and change while protecting the natural environment, fostering community well-being, and supporting economic prosperity, among other objectives. Staff’s role in assessing amendment requests is primarily to consider any implications to the shared *Metro 2050* vision, goals and strategies from a long-term, regional perspective. A summary of the regional analysis is provided as follows.

Goal 1: Create a Compact Urban Area

Goal 1 of *Metro 2050* includes strategies to concentrate urban development within the Urban Containment Boundary, and to direct growth to a network of Urban Centres and along transit

corridors, with an aim to support the development of resilient, healthy, connected, and complete communities with a range of services and amenities.

*Consideration 1: Contain urban development within the Urban Containment Boundary*

The proposed amendment does not affect the Urban Containment Boundary.

*Consideration 2: Focus growth in Urban Centres and Frequent Transit Development Areas*

The subject site is not located within an Urban Centre or Frequent Transit Development Area. The shared regional vision in *Metro 2050* sets out that major commercial uses are most strategically located within Urban Centres and Frequent Transit Development Areas. However, the subject site does have good transit service, with two current bus routes, the 323 and 393 routes, with the former providing Frequent Transit Network service, with all-day frequencies under 15 minutes and peak-period services under 10 minutes.

*Consideration 3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities*

*Metro 2050* encourages member jurisdictions to locate a variety of services, including local serving retail uses and child care facilities in areas with good access to transit to support the development of resilient, healthy, connected, and complete communities. The proposed amendment would introduce office, retail and childcare, all of which are in strong demand in a fast growing community. The 2023 Survey of Licensed Child Care Spaces in Metro Vancouver showed that the City of Surrey is particularly lacking in childcare spaces, with only 18.3 childcare spaces per 100 children under the age of 12 (Reference 1). The inclusion of retail, office and child care uses into this location would generally support the regional goal of creating complete communities with a range of services and amenities.

Goal 2: Support a Sustainable Regional Economy

Goal 2 of *Metro 2050* includes strategies to promote land development patterns that support a diverse regional economy. This includes the protection and enhancement of the region's supply of industrial and agricultural lands, while supporting employment opportunities close to where people live.

*Consideration 1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live*

Although commercial uses and employment are needed in every community, the shared regional vision set out in *Metro 2050* sets out that they should be primarily focused in Urban Centres and Frequent Transit Development Areas. While provisions in *Metro 2050* stipulate that it is preferable to concentrate commercial uses within Urban Centres and Frequent Transit Development Areas, the subject site is located in a fast growing community that is well served by transit and other transportation options. The proposed amendment will result in the creation of additional office, retail and child care related jobs in a location that is easily accessible. Economic activity on industrial lands also contributes directly to employment and plays a significant role in helping to support a diverse regional economy. As noted in the Economic Value of Industrial Lands to the Metro Vancouver Region study, not all jobs are the same, and the average wages from industrial jobs are higher than the regional average (Reference 2). The proposed amendment would be mixed

in terms of supporting the regional goal to support the development of a diverse regional economy. The proposal would increase economic activity and jobs on the site, but this would come at the expense of losing a small site of strategically located industrial land in the region.

*Consideration 2: Protect the supply and enhance the efficient use of industrial land*

The supply of industrial lands in Surrey and the region is limited and in high demand as documented in the Metro Vancouver Regional Industrial Lands Strategy and the 2020 Regional Industrial Lands Inventory (References 3 and 4).

In 2014, a Regional Growth Strategy land use designation amendment from the City of Surrey created the 16 hectare Newton Cultural Commercial District. One stated objective of this new commercial district was to stop and contain the ongoing loss of industrial lands and intrusion of commercial uses into the surrounding areas. This is confirmed and stated in the City's staff report submitted in support of this proposal where it notes:

*In order to relieve commercial pressure on Industrial lands throughout the community, the Central Newton Cultural Commercial District was established so that cultural and commercial uses could be focused in one area, thus protecting and maintaining the integrity of the remaining industrial lands.*

Metro Vancouver staff note that a change in the regional land use designation from Industrial to Employment will further erode the city's and region's supply and capacity of industrial lands. When considering a re-designation from Industrial to Employment or any other designation, it is important to consider whether accepting this request will lead to additional requests. If this application is approved, it is likely that there will be further pressure for land use changes, conversions, and speculation in the area, that will result in increased pressure for more non-industrial uses on designated Industrial lands.

The City's staff report on this proposal notes similar concerns:

*Approval of the current proposal would draw commercial uses farther south along 128 Street, further eroding the industrial land base, and providing increasing pressure for adjacent lands to redevelop to non-industrial uses.*

*The proposed development, if approved, would put pressure on other Industrial lands in Surrey to be converted to commercial uses, including other lands located in the Newton industrial area.*

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Goal 3 of *Metro 2050* includes strategies to protect, enhance, restore and connect ecosystems while advancing land uses that reduce greenhouse gas emissions and improve resilience to climate change impacts.

*Consideration 1: Protect, enhance, restore, and connect ecosystems*

The City's staff report notes that the applicant has proposed to remove one mature cottonwood tree on-site and plant 40 replacement trees (including birch, maples, spruce and cherry trees),



which exceeds the City’s 1:1 replacement requirement. As the site is within the Urban Containment Boundary, planting 40 trees on site will contribute to the *Metro 2050* regional urban tree canopy cover target to increase the total regional tree canopy cover within the urban containment boundary to 40 percent by the year 2050. This is provided that: the tree species are resilient to harsh urban conditions (i.e. high temperatures, summer drought); sufficient soil volume is provided; and the trees are regularly irrigated and properly maintained so they can reach full maturity.

*Consideration 2: Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards*

The proposed amendment application is not expected to negatively affect the shared *Metro 2050* objective to advance land use, infrastructure, and human settlement patterns that collectively improve our resilience to climate change impacts and natural hazards. The site is not located within a high-probability hazard area, according to Metro Vancouver’s Regional Multi-Hazard Mapping Project.

Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 of *Metro 2050* includes strategies that encourage greater supply and diversity of housing to meet a variety of needs. The proposed amendment does not enable or impact residential development, therefore the Goal 4 strategies and policies of *Metro 2050* are not applicable.

Goal 5: Support Sustainable Transportation Choices

Goal 5 of *Metro 2050* includes strategies that encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services.

*Consideration 1: Supporting sustainable transportation options*

The subject site is located close to transit with many sustainable transportation options, which supports increasing the intensity of uses at the site. The subject site is directly served by two current bus routes, the 323 and 393 routes, with the former providing Frequent Transit Network service, with all-day frequencies under 15 minutes and peak-period services under 10 minutes. Moreover, the site is directly linked by a bike lane on 128 Street, connecting facilities on both 80 Avenue and 76 Avenue, and a multi-use path on the nearby Serpentine Greenway (which is part of the Regional Greenway Network).

However, these assets seemingly did not inform the design of the proposed project. The project is largely being designed to accommodate private vehicles, and will likely drive significantly more vehicle traffic to the area compared to the site’s current industrial use. The City of Surrey’s amendment application materials estimate that the site will generate approximately 900 vehicles per hour in the peak and 713 off-street parking spaces, primarily underground, are proposed. To help manage this incremental demand, the applicant is being required to construct a new traffic signal at 79 Avenue and extensions of existing turn bays at 80 Avenue, along with unspecified improvements to pedestrian and transit infrastructure along 128 Street.

*Consideration 2: Supporting efficient movement of goods and services*

128 Street is a designated truck route and part of the Major Road Network, which makes the site favourable for industrial uses. Given the importance of protecting industrial lands with access to goods movement networks set out in *Metro 2050*, the site's proximity to truck routes and major roads does not support a change in land use to commercial-oriented uses from a regional goods movement perspective.

**IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES**

*Water Services (GVWD)*

The City's staff report does not provide an estimation of the increase in population served and the associated water demand resulting from this redesignation and rezoning. As soon as the population and water demand details are available, the City is requested to forward the information to Metro Vancouver's Water Services.

*Liquid Waste Services (GVS&DD)*

The proposed amendment should be of minimal hydraulic impact on Metro Vancouver's sewer conveyance system.

**REGIONAL PLANNING ADVISORY COMMITTEE COMMENTS**

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for comment on May 17, 2024. Staff from the City of Surrey presented on the amendment application and in response to a question from committee members, confirmed that a transportation impact analysis was completed.

**REGIONAL CONTEXT STATEMENT**

An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change is required from the City of Surrey prior to final adoption of the amendment bylaw. It is expected that the City will submit the updated RCS for consideration of acceptance if the Board chooses to initiate the proposed amendment process for *Metro 2050* and gives 1st, 2nd and 3rd readings to the *Metro 2050* amendment bylaw. The updated RCS will then be considered alongside the final adoption of the amendment bylaw. This process is in alignment with the regional growth strategy and associated implementation guidelines. Once received, Metro Vancouver has 120 days to accept or not accept the RCS.

**REGIONAL GROWTH STRATEGY AMENDMENT PROCESS AND NEXT STEPS**

Subsequent to the Regional Planning Advisory Committee meeting, Metro Vancouver staff will prepare a report for the Regional Planning Committee and MVRD Board with a draft amendment bylaw for consideration. If the amendment bylaw receives 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> 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 for 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 amendment bylaw and updated RCS to the MVRD Board for consideration of final adoption.

### **ALTERNATIVES**

1. That the MVRD Board:
  - a) initiate the *Metro 2050* amendment process for the City of Surrey’s requested regional land use designation amendment from Industrial to Employment for the lands located at 7880-128 Street;
  - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024”; and
  - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.
2. That the MVRD Board decline the proposed amendment for 7880-128 Street, and notify the City of Surrey of the decision.

### **FINANCIAL IMPLICATIONS**

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the initiation of the City of Surrey’s proposed Type 3 Amendment. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs.

### **CONCLUSION**

The City of Surrey has requested that the MVRD Board consider a Type 3 amendment to *Metro 2050* for a 1.3 hectare site in the Newton Industrial area to change the land use designation from Industrial to Employment. This proposal would add 1.3 hectares of lands with a regional Employment land use designation to accommodate commercial uses, including retail, office space, and a childcare facility. It will also result in the loss of 1.3 hectares of well-located Industrial land. Metro Vancouver staff are concerned that this proposal could lead to further applications to convert adjacent industrial land, which was meant to be contained through the creation of the 16 hectare Newton Cultural Commercial District. However, the subject site is quite a small parcel, and therefore the direct impact of redesignation is minor.

From a transportation perspective, the proposed amendment is likely to generate significantly more vehicle trips than its current industrial use. Although commercial uses are more ideally located in Urban Centres and Frequent Transit Development Areas, the site does have frequent bus service and is located near a greenway. The proposed amendment is also likely to confer benefits in terms of job creation and the provision of amenities, such as childcare, in the area. Therefore, staff have concluded that, on balance, the proposed amendment is supportable.

The proposed amendment is unlikely to have a significant impact on Metro Vancouver’s sewer conveyance system. Additional information is required to fully assess water servicing implications for this application, should it proceed. This information can be received post-bylaw during the development planning stage. Staff recommend Alternative 1.

## ATTACHMENTS

1. City of Surrey Regional Growth Strategy Amendment Application and Staff Report, dated March 21, 2024 (File: 7923-0090-00)
2. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392

## REFERENCES

1. [The 2023 Survey of Licensed Child Care Spaces in Metro Vancouver](#), Metro Vancouver, December 2023.
2. [Economic Value of Industrial Lands to the Metro Vancouver Region Study](#), Metro Vancouver, 2019
3. [Regional Industrial Lands Strategy](#), Metro Vancouver, June 2020.
4. [Metro Vancouver 2020 Regional Industrial Lands Inventory: Technical Report](#), Metro Vancouver, March 2021.

67028732



the future lives here.

March 21, 2024

File: 7923 0090 00

Metro Vancouver Board  
 c/o Dorothy Shermer, Director/Corporate Officer, Board & Information Services  
 Metrotower III, 4730 Kingsway  
 Burnaby, BC V5H 0C6  
[Dorothy.Shermer@metrovancover.org](mailto:Dorothy.Shermer@metrovancover.org)

Dear Ms. Shermer,

**RE: City of Surrey Regional Growth Strategy Amendment Application for property located at 7880 – 128 Street (Development Application No. 7923-0090-00)**

The City of Surrey is processing a land development application at 7880 – 128 Street in Newton to permit the development of three commercial buildings and a child care building. The proposal includes a Regional Growth Strategy (RGS) amendment application, to redesignate the subject site from “Industrial” to “Employment”.

#### Summary of Proposal and Background

To allow for the proposed development of three commercial buildings and a child care building, the following is required:

- **Regional Growth Strategy Amendment** from Industrial to Employment;
- **Official Community Plan Amendment** from Industrial to Mixed Employment;
- **Official Community Plan Text Amendment** to allow a higher density (2.0 FAR) in the Mixed Employment designation;
- **Local Area Plan Amendment** to include the subject within the Central Newton Cultural Commercial District;
- **Rezoning** from “Light Impact Industrial Zone (IL)” to “Comprehensive Development Zone (CD)”; and
- **Development Permit** for Form and Character.

#### Council Resolution

At the Regular Council – Land Use meeting held on February 12, 2024 Surrey City Council passed Resolution R24-248 (Attachment “A”) to refer Development Application No. 7923-0090-00 to Metro Vancouver for consideration and approval of a Type 3 Amendment to the Regional Growth Strategy (RGS) designation of the subject site from “Industrial” to “Employment”, upon the application receiving Third Reading.

This resolution was passed after reviewing Planning & Development Report No. 7923-0090-00 (Attachment “B”) detailing the extent of the proposed development as well as subsequent Metro Vancouver RGS and Surrey Official Community Plan (OCP) amendments that would be required

prior to any final development approvals being granted. Application No. 7923-0090-00 received Third Reading from Surrey City Council at its Regular Council – Public Hearing meeting on February 26, 2024 (Attachment “C”). Therefore, an application is now being made to Metro Vancouver for the above proposed amendments.

City of Surrey staff have discussed the proposed RGS amendment with Metro Vancouver staff and it was confirmed that, in order for the City of Surrey OCP amendment to be finalized to permit the proposed development, the Metro Vancouver RGS amendment would require Metro Vancouver Board approval.

The City of Surrey requests that the Metro Vancouver Board amend the Regional Growth Strategy for the illustrated property (Attachment “D”) from “Industrial” to “Employment”.

We also advise that we will be forwarding a Surrey Council resolution regarding an updated Regional Context Statement for this site in the very near future.

Should Metro Vancouver staff require any additional information regarding this matter, please contact Keith Broersma, the project Planner, at 604-591-4766 or at [kbroersma@surrey.ca](mailto:kbroersma@surrey.ca).

Yours,



Ron Gill  
Chief Development Approvals Officer  
Planning & Development Department

KB/

**Attachments:**

- Attachment “A”: February 12, 2024 Surrey Council Resolution Supporting Application to Metro Vancouver
- Attachment “B”: City of Surrey Planning & Development Report No. 7923-0090-00, dated February 12, 2024
- Attachment “C”: February 26, 2024 Surrey Council Resolution Granting Third Reading
- Attachment “D”: Proposed Regional Growth Strategy Land Use Designation Adjustment

Cc: Keith Broersma, Senior Planner, City of Surrey, [kbroersma@surrey.ca](mailto:kbroersma@surrey.ca)  
Preet Heer, Manager, Community Planning, City of Surrey, [PHeer@surrey.ca](mailto:PHeer@surrey.ca)  
Victor Cheung, Senior Policy & Planning Analyst, Metro Vancouver, [Victor.Cheung@metrovancover.org](mailto:Victor.Cheung@metrovancover.org)  
Heather McNell, Deputy CAO, Policy & Planning, Metro Vancouver, [Heather.McNell@metrovancover.org](mailto:Heather.McNell@metrovancover.org)  
Jonathan Cote, Deputy GM, Regional Planning and Housing Development, Metro Vancouver, [Jonathan.Cote@metrovancover.org](mailto:Jonathan.Cote@metrovancover.org)

## D. ITEMS REFERRED BACK

1. **7923-0090-00**  
**7880 - 128 Street**  
Owner: o850795 B.C. Ltd.  
Director Information: L. Brar, G. Brar, R. Khaira, J. Khaira  
No Officer Information Filed as at December 31, 2022.  
Agent: L. Kwan  
**Regional Growth Strategy Amendment from "Industrial" to "Employment"**  
**OCP Amendment from "Industrial" to "Mixed Employment"**  
**OCP Text Amendment to allow a higher density in the "Mixed Employment" designation**  
**Development Permit**  
**LAP Amendment to include the subject site in the Central Newton Cultural Commercial District**  
**Rezoning from IL to CD**  
*to permit the development of 3 commercial buildings and a child care building.*

It was Moved by Councillor Kooner  
Seconded by Councillor Annis  
That: That:

1. A Bylaw be introduced to amend the Official Community Plan (OCP) Figure 3: General Land Use Designations for the subject site from "Industrial" to "Mixed Employment", and a date for Public Hearing be set.
2. A Bylaw be introduced to amend the OCP Figure 42: Major Employment Areas for the subject site by changing the designation from "Industrial" to "Mixed Employment", and a date for Public Hearing be set.
3. A Bylaw be introduced to amend OCP, Table 7a: Land Use Designation Exceptions within the "Mixed Employment" designation by adding site specific permission for the subject site to permit a density up to 2.00 FAR (net calculation), and a date for Public Hearing be set.
4. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the OCP, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
5. Council authorize staff to refer the application to Metro Vancouver for consideration of the following upon the application receiving Third Reading: to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the site from "Industrial" to "Employment".

6. A Bylaw be introduced to rezone the subject site from "Light Impact Industrial Zone (IL)" to "Comprehensive Development Zone (CD)" and a date be set for Public Hearing.
7. Council approve the applicant's request to vary the Sign By-law as described in Appendix I.
8. Council authorize staff to draft Development Permit No. 7923-0090-00, including a comprehensive sign design package, generally in accordance with the attached drawings (Appendix II).
9. Council instruct staff to resolve the following issues prior to final adoption:
  - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
  - (b) submission of a road dedication plan to the satisfaction of the Approving Officer;
  - (c) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
  - (d) review of the project by the Advisory Design Panel and resolution of design comments to the satisfaction of the General Manager, Planning & Development Services;
  - (e) submission of a finalized landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
  - (f) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
  - (g) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
  - (h) approval from Metro Vancouver for a Regional Growth Strategy site designation amendment from "Industrial" to "Employment";
  - (i) registration of a Section 219 Restrictive Covenant to adequately address the City's needs with respect to public art, to the satisfaction of the General Manager, Planning & Development Services; and
  - (j) registration of an access easement on the neighbouring property to the north at 7928 – 128 Street for the purposes of Fire access on the subject site.



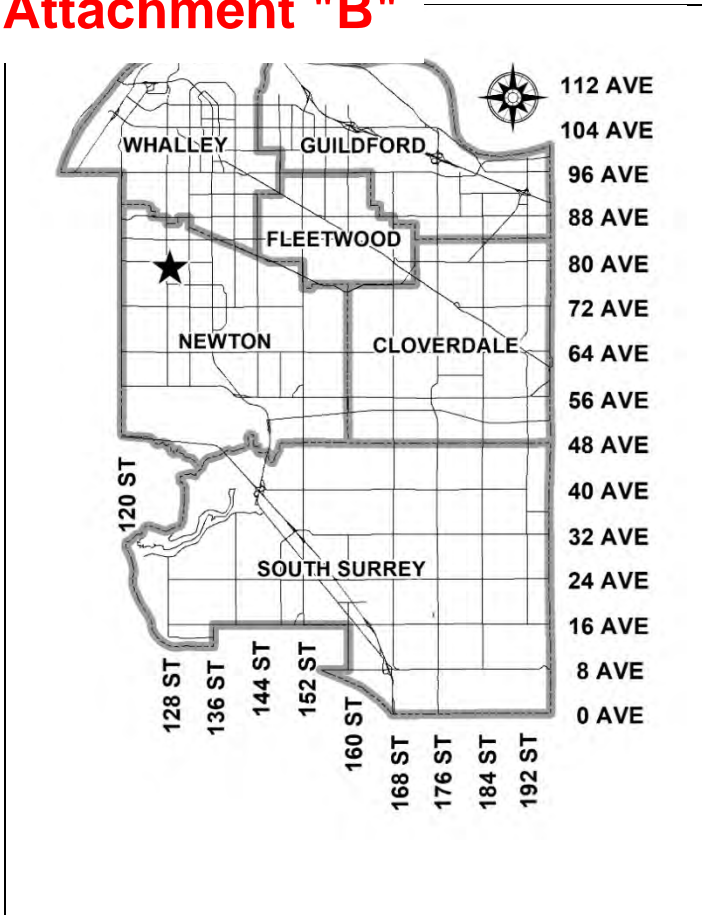
10. Council pass a resolution to amend the Central Newton Cultural Commercial District (CNCCD) to include the subject property within the boundary of the CNCCD, when the project is considered for final adoption.  
RES.R24-248 Carried
- It was Moved by Councillor Kooner  
Seconded by Councillor Stutt  
That "Surrey Official Community Plan Bylaw, 2013, No. 18020, Text Amendment Bylaw, 2024, No. 21170" pass its first reading.  
RES.R24-249 Carried
- The said Bylaw was then read for the second time.
- It was Moved by Councillor Annis  
Seconded by Councillor Bose  
That "Surrey Official Community Plan Bylaw, 2013, No. 18020, Text Amendment Bylaw, 2024, No. 21170" pass its second reading.  
RES.R24-250 Carried
- It was then Moved by Councillor Hepner  
Seconded by Councillor Annis  
That the Public Hearing on "Surrey Official Community Plan Bylaw, 2013, No. 18020, Text Amendment Bylaw, 2024, No. 21170" be held at City Hall on February 26, 2024, at 7:00 p.m.  
RES.R24-251 Carried
- It was Moved by Councillor Kooner  
Seconded by Councillor Stutt  
That "Surrey Comprehensive Development Zone 177 (CD 177), Bylaw, 2024, No. 21171" pass its first reading.  
RES.R24-252 Carried
- The said Bylaw was then read for the second time.
- It was Moved by Councillor Hepner  
Seconded by Councillor Bose  
That "Surrey Comprehensive Development Zone 177 (CD 177), Bylaw, 2024, No. 21171" pass its second reading.  
RES.R24-253 Carried
- It was then Moved by Councillor Stutt  
Seconded by Councillor Kooner  
That the Public Hearing on "Surrey Comprehensive Development Zone 177 (CD 177), Bylaw, 2024, No. 21171" be held at City Hall on February 26, 2024, at 7:00 p.m.  
RES.R24-254 Carried

# Attachment "B"

City of Surrey  
**ADDITIONAL PLANNING COMMENTS**

Application No.: 7923-0090-00

Planning Report Date: February 12, 2024



**PROPOSAL:**

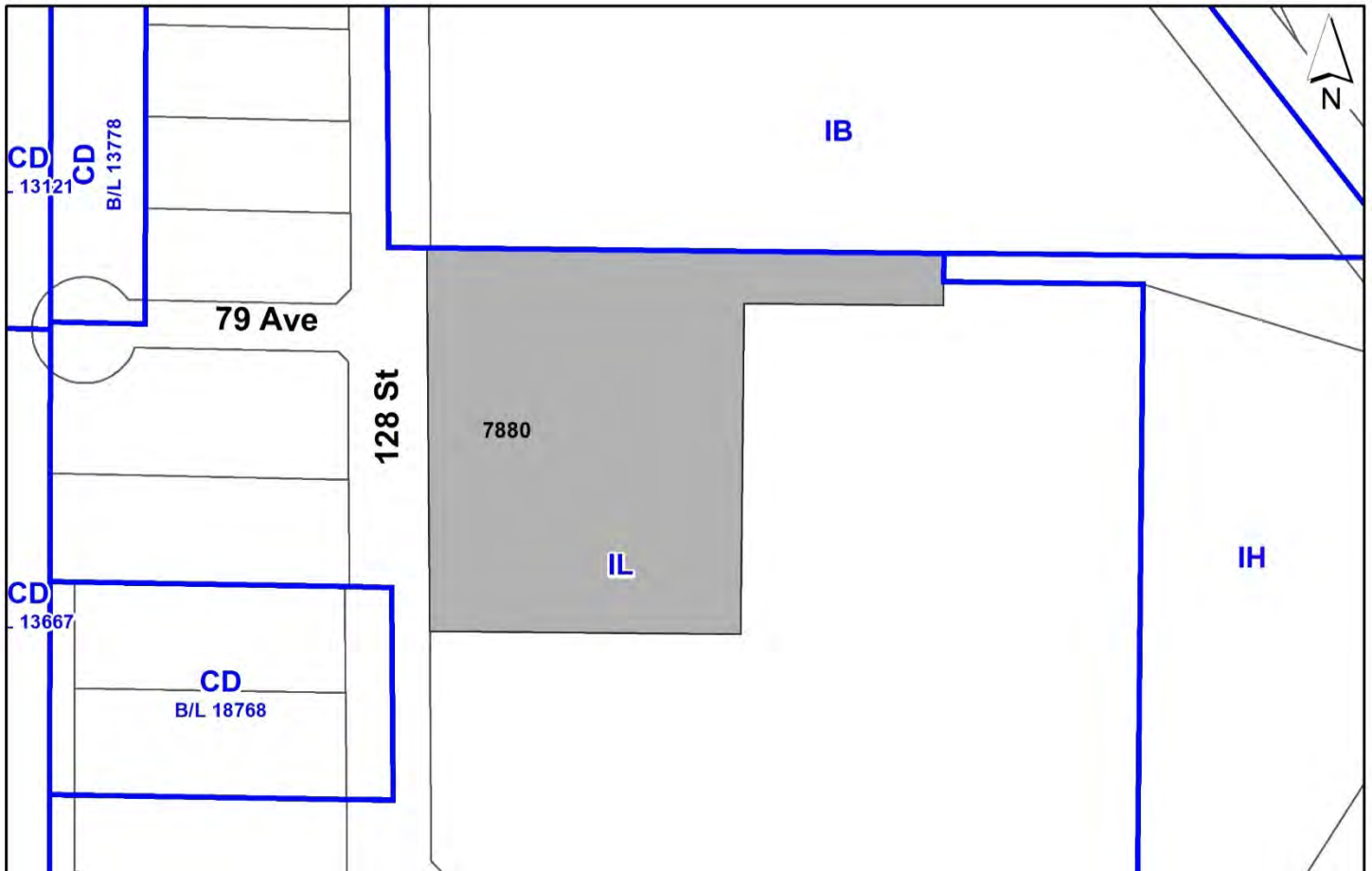
- **Regional Growth Strategy Amendment** from Industrial to Employment
- **OCP Amendment** from Industrial to Mixed Employment
- **OCP Text Amendment** to allow a higher density in the Mixed Employment designation
- **Development Permit**
- **LAP Amendment** to include the subject site in the Central Newton Cultural Commercial District
- **Rezoning** from IL to CD

to permit the development of three commercial buildings and a child care building.

LOCATION: 7880 - 128 Street

ZONING: IL

OCP DESIGNATION: Industrial



## RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
  - OCP Amendment; and
  - Rezoning.
- Refer the application to Metro Vancouver upon Council granting Third Reading for consideration of an amendment to the Metro Vancouver Regional Growth Strategy (RGS) designation from "Industrial" to "Employment".
- Approval to vary the Sign By-law through a comprehensive sign design package.
- Approval to draft Development Permit for Form and Character.

## DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposing an amendment to the Official Community Plan (OCP) from Industrial to Mixed Employment and an OCP text amendment to allow a density higher than the 1.0 floor area ratio (FAR) permitted in the Mixed Employment OCP designation.
- Proposing an amendment to the Metro Vancouver Regional Growth Strategy (RGS) from Industrial to Employment.
- Proposing to vary regulations in the Sign By-law by allowing fascia signage on the second storey.

## RATIONALE OF RECOMMENDATION

- At the May 1, 2023, Regular Council- Land Use meeting, Council considered a Stage 1 Planning Report for a proposal to amend the Official Community Plan (OCP), a Metro Vancouver Regional Growth Strategy (RGS) amendment and to rezone the site to a Comprehensive Development (CD) Zone. Staff recommended that the application be referred back to staff to work with the applicant to develop a proposal that complies with the site's Industrial designation in both the OCP and Metro Vancouver's RGS (Appendix VII).
- At the May 1, 2023, Regular Council- Land Use meeting, staff's motion "*That Application 7923-0090-00 be referred back to staff to work with the applicant to develop a proposal that complies with the site's Industrial designation in both the Official Community Plan (OCP) and Metro Vancouver's Regional Growth Strategy (RGS)*" was defeated (RES.R23-939).
- Since that time staff have worked with the applicant to resolve site planning, access, design and other considerations. The proposal is now being presented for Council's consideration and for by-law introduction.

- 
- The proposal will trigger the requirement for a Metro Vancouver RGS amendment. An RGS amendment from Industrial to Employment would be considered a Type 3 Minor Amendment. It would require an affirmative 50% + 1 weighted vote of the Metro Vancouver Board.
  - The proposed buildings achieve an attractive architectural built form, which utilizes high quality materials and contemporary lines. The street interface has been designed to a high quality to achieve a positive urban experience between the proposed building and the public realm.
  - As this project is proposing ground floor and second floor commercial retail units (CRUs), it is reasonable to allow the second floor retail premises to also have fascia signage. The proposed fascia signs are of an appropriate size and scale in relation to the proposed building.

## RECOMMENDATION

The Planning & Development Department recommends that:

1. A By-law be introduced to amend the OCP Figure 3: General Land Use Designations for the subject site from Industrial to Mixed Employment and a date for Public Hearing be set.
2. A By-law be introduced to amend the OCP Figure 42: Major Employment Areas for the subject site by changing the designation from Industrial to Mixed Employment and a date for Public Hearing be set.
3. A Bylaw be introduced to amend OCP, Table 7a: Land Use Designation Exceptions within the "Mixed Employment" designation by adding site specific permission for the subject site to permit a density up to 2.00 FAR (net calculation), and a date for Public Hearing be set.
4. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
5. Council authorize staff to refer the application to Metro Vancouver for consideration of the following upon the application receiving Third Reading: to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the site from Industrial to Employment.
6. A By-law be introduced to rezone the subject site from "Light Impact Industrial Zone (IL)" to "Comprehensive Development Zone (CD)" and a date be set for Public Hearing.
7. Council approve the applicant's request to vary the Sign By-law as described in Appendix I.
8. Council authorize staff to draft Development Permit No. 7923-0090-00, including a comprehensive sign design package, generally in accordance with the attached drawings (Appendix II).
9. Council instruct staff to resolve the following issues prior to final adoption:
  - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
  - (b) submission of a road dedication plan to the satisfaction of the Approving Officer;
  - (c) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
  - (d) review of the project by the Advisory Design Panel and resolution of design comments to the satisfaction of the General Manager, Planning & Development Services;

- (e) submission of a finalized landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
  - (f) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
  - (g) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
  - (h) approval from Metro Vancouver for a Regional Growth Strategy site designation amendment from Industrial to Employment;
  - (i) registration of a Section 219 Restrictive Covenant to adequately address the City's needs with respect to public art, to the satisfaction of the General Manager, Planning & Development Services; and
  - (j) registration of an access easement on the neighbouring property to the north at 7928 – 128 Street for the purposes of Fire access on the subject site.
10. Council pass a resolution to amend the Central Newton Cultural Commercial District (CNCCD) to include the subject property within the boundary of the CNCCD, when the project is considered for final adoption.

## SITE CONTEXT & BACKGROUND

Direction	Existing Use	OCP/NCP Designation	Existing Zone
Subject Site	Industrial	Industrial	IL
North:	Commercial	Mixed Employment	IB
East and South:	Industrial	Industrial	IL
West (Across 128 Street):	Industrial	Industrial	IL and CD (By-law No. 18768)

### Context & Background

- The subject property is approximately 1.3 hectares in size and is located on the east side of 128 Street and approximately 150 metres south of 80 Ave. in the Newton Industrial area. It is designated “Industrial” in the Official Community Plan (OCP), and “Industrial” in Metro Vancouver’s Regional Growth Strategy (RGS).

- Given the site's current Industrial designation under the RGS, an amendment to the RGS from Industrial to Employment would be required should the proposal be supported by Council. This would involve an affirmative 50% +1 weighted vote of the Metro Vancouver Regional District Board. Metro Vancouver indicates that public engagement opportunities would also be required as part of their process. Public engagement opportunities may include notification on the Metro Vancouver website, request for written comments on the Metro Vancouver website, opportunities for the public to appear as a delegation to the Regional Planning Committee or the Metro Vancouver Regional District Board, conveyance of comments from the Surrey Public Hearing to the Metro Vancouver Regional District Board and/or hosting a public information meeting.
- The subject property is abutting, but not within, the group of properties that make up the Central Newton Cultural Commercial District (CNCCD). Properties within the CNCCD, to the north of the subject site, are designated "Mixed Employment" in the OCP. The intention of the CNCCD is to encourage commercial uses to locate on the lands designated Mixed Employment around the intersection of 80 Avenue and 120 Street, with the intent that, elsewhere in Newton, these uses would not be permitted on Industrial lands to help retain Industrial uses.
- As the subject site is abutting the CNCCD, it is proposed that should Council and Metro Vancouver approve the proposal, the subject lot would be added to the CNCCD plan area.

## DEVELOPMENT PROPOSAL

### Planning Considerations

- The subject application includes the following components:
  - A Metro Vancouver Regional Growth Strategy (RGS) amendment from "Industrial" to "Employment";
  - An Official Community Plan amendment from Industrial to Mixed Employment, with a site-specific amendment to allow density beyond the 1.0 FAR limit of the Mixed Employment designation;
  - A Rezoning from "Light Impact Industrial Zone (IL)" to "Comprehensive Development Zone (CD)"; and
  - A Development Permit for Form and Character for commercial buildings.
- The proposal consists of two commercial buildings and one child care building. The commercial building contains commercial retail uses on the ground and second floors and office uses on floors three through five.

	Proposed
<b>Lot Area</b>	
Gross Site Area:	13,453 sq.m.
Road Dedication:	345 sq.m.
Net Site Area:	13,109 sq.m.
<b>Number of Lots:</b>	1
<b>Building Height:</b>	5 storeys (22 metres)
<b>Floor Area Ratio (FAR):</b>	2.0 FAR
<b>Floor Area</b>	
Retail:	10,472 sq.m.
Office:	14,685 sq.m.
Child care:	1,060 sq.m.
Total:	26,218 sq.m.

## Referrals

- Engineering:** The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as outlined in Appendix III.
- Parks:** Newton Athletic Park is the closest active park with amenities including, outdoor sport courts, a playground, outdoor sport fields, and is 800 metres walking distance from the development. There is no park within a reasonable walking distance with natural area.
- Surrey Fire Department:** No concerns. The applicant is required to register an access easement on the property to the north at 7928 – 128 Street for the purposes of Fire protection on the subject site prior to final adoption.
- Advisory Design Panel:** As part of the updated (December 2023) ADP review process, the application was not subject to review by the ADP prior to Council introduction but will proceed to ADP after Third Reading, should Third Reading be granted. The Panel's recommendations are to be satisfactorily addressed prior to final adoption.

## Transportation Considerations

### Traffic Impacts

- The applicant was required to submit a transportation impact analysis (“TIA”) to support the subject proposal. Based on the TIA, the site is anticipated to generate approximately fifteen vehicles per minute in the peak hour.
- Based on the results of the TIA, the applicant is required to provide the following improvements in order to mitigate the site-generated traffic impacts to the surrounding road network and intersections:



- Construction of a new traffic signal at the intersection of 79 Avenue and 128 Street;
- Contribution towards improvements along 128 Street to support increased pedestrian and transit activity; and
- Construction of left-turn bay extensions at the intersection of 80 Avenue and 128 Street.

### Access, Parking and Transit

- The subject site is proposed to be accessed via two driveways from 128 Street. The northern driveway is the main access to the site, providing access to the surface parking on the site and all buildings. The northern driveway aligns with 79 Avenue and is proposed to be signalized, allowing for full movement access. The southern driveway provides direct access to the underground parkade.
- According to the Zoning Bylaw, a total of 711 parking spaces are required to be provided on site. The applicant is proposing to provide 713 parking spaces on site, meeting the Zoning Bylaw requirements.
- The site is served by a north-bound bus stop approximately 50 metres away on 128 Street, and by a south-bound bus stop approximately 130 metres away on 128 Street. These bus stops are served by Bus Routes 323 and 393.

### **Sustainability Considerations**

- The applicant has met all of the typical sustainable development criteria, as indicated in the Sustainable Development Checklist. In addition, the applicant is providing a green roof on the centrally located two-storey building.

## **POLICY & BY-LAW CONSIDERATIONS**

### **Regional Growth Strategy**

- The subject site is designated Industrial in Metro Vancouver's Regional Growth Strategy (RGS). The applicant is proposing an amendment to the RGS to redesignate the subject site from Industrial to Employment.
- The proposed RGS amendment would require an affirmative majority (50%+1) weighted vote of the Metro Vancouver Board but would not require a regional public hearing. If Council grants Third Reading to this proposal, then a referral will be made to the Metro Vancouver Board for this aspect of the proposal.

### **Official Community Plan**

#### Land Use Designation

- The subject site is designated Industrial in the Official Community Plan (OCP). The applicant is seeking an OCP designation amendment from Industrial to Mixed Employment and an OCP

text amendment to allow a density higher than the 1.0 floor area ratio (FAR) permitted in the Mixed Employment OCP designation.

#### Amendment Rationale

- The proposed amendment is being brought forward for Council's consideration as per direction received from Council on May 1, 2023.

#### **Land Use Plan Central Newton Cultural Commercial District (CNCCD)**

- The subject property is abutting, but not within, the group of properties that make up the Central Newton Cultural Commercial District (CNCCD). Properties within the CNCCD, to the north of the subject site, are designated "Mixed Employment" in the OCP and are intended to be developed as the only commercial lots in this area (Appendix VI).
- The Central Newton Cultural Commercial District (CNCCD) was developed to provide a legitimate location for a number of existing commercial businesses that had been occupying Industrial land in this area. At the time the area was designated in 2013, there was pressure throughout the Industrial lands in Newton, including in the East Newton Business Park, to introduce banquet halls as well as retail and service uses. A number of these commercial uses had already become established in some areas, in particular at the Payal Centre, which is located on the east side of 128 Street at 82 Avenue. In order to relieve commercial pressure on Industrial lands throughout the community, the Central Newton Cultural Commercial District was established so that cultural and commercial uses could be focused in one area, thus protecting and maintaining the integrity of the remaining industrial lands.
- The intention of the CNCCD is to encourage commercial uses to locate on the lands designated Mixed Employment around the intersection of 80 Avenue and 120 Street, with the intent that, elsewhere in Newton, these uses would not be permitted on Industrial lands.
- As the subject site is abutting the CNCCD, it is proposed that should Council and Metro Vancouver approve the proposal, the subject lot would be added to the CNCCD plan area.

#### **CD By-law**

- The applicant proposes to rezone the subject site from "Light Impact Industrial Zone (IL)" to "Comprehensive Development Zone (CD)", based on the "Community Commercial Zone (C-8)".
- The table below provides an analysis of the development proposal in relation to the requirements of the Zoning By-law, including the "Community Commercial Zone (C-8)", and parking requirements.

<b>C-8 Zone (Part 36)</b>	<b>Permitted and/or Required</b>	<b>Proposed CD Zone</b>
<b>Permitted Uses:</b>	Principal Uses: 1. Retail stores excluding adult entertainment store, secondhand stores and pawnshops. 2. Personal service uses excluding body rub parlours. 3. General service uses excluding funeral parlours and drive-through banks. 4. Beverage container return centres. 5. Eating establishments excluding drive-through restaurants. 6. Neighbourhood pubs. 7. Liquor store. 8. Office uses excluding social escort services and methadone clinics. 9. Parking facilities. 10. Automotive service uses. 11. Indoor recreational facilities. 12. Entertainment uses. 13. Assembly halls. 14. Community services. 15. Child care centres. 16. Cultural uses. Accessory Uses: One caretaker unit per lot.	Principal Uses: 1. Retail stores excluding adult entertainment store, secondhand stores and pawnshops. 2. Personal service uses excluding body rub parlours. 3. General service uses excluding funeral parlours and drive-through banks. 4. Beverage container return centres. 5. Eating establishments excluding drive-through restaurants. 6. Neighbourhood pubs. 7. Liquor store. 8. Office uses excluding social escort services and methadone clinics. 9. Parking facilities. 10. Indoor recreational facilities. 11. Entertainment uses. 12. Assembly halls. 13. Community services. 14. Child care centres. 15. Cultural uses. Accessory Uses: One caretaker unit per lot.
<b>Floor Area Ratio:</b>	0.80	2.00
<b>Lot Coverage:</b>	50%	54%
<b>Yards and Setbacks</b>		
North:	7.5m	3.0m
East:	7.5m	3.0m
South:	7.5m	4.0m (with Building 5 at om)
West:	7.5m	4.0m
<b>Height of Buildings</b>		
Principal buildings:	12m	22m
Accessory buildings:	4.5m	4.5m
<b>Parking (Part 5)</b>	<b>Required</b>	<b>Proposed</b>
<b>Number of Stalls</b>		
Retail:	222	222
Office:	364	364
Eating Establishment:	91	96
Child care:	31	31
Total:	711	713

C-8 Zone (Part 36)	Permitted and/or Required	Proposed CD Zone
<b>Bicycle Spaces</b>		
Visitor Parking:	11	28

- The permitted uses proposed in the CD Zone largely reflect the uses of the C-8 Zone with the main differences being that the parking facility use and automotive use are not proposed in the CD Zone. Retail stores are limited to a maximum size of 370 square metres, with the exception that one store may be up to 466 square metres in area. Eating establishments are limited to 150 square metres, except that 640 square metres of eating establishment(s) above 150 square metres may also be permitted. Limiting the retail store size and eating establishment size allows the applicant to meet the Zoning Bylaw parking requirements.
- The CD Zone proposes a higher floor area ratio (FAR) at 2.00 relative to the 0.80 FAR permitted under the C-8 Zone. The proposed FAR reflects the significant amount of retail space and office space proposed on the site.
- The C-8 Zone has a maximum lot coverage of 50% and the applicant is proposing a lot coverage of 54%.
- The proposed setbacks are lower than the C-8 Zone. The proposed 4.0 metre west setback brings the building closer to 128 Street, creating a more urban pedestrian environment and enhances surveillance of the public realm along the street. The 3.0 metre north yard setback allows for the retention of the trees on the neighbouring lot. The 3.0 metre east yard setback and the 4.0 metre south yard setback provide an appropriate interface with the adjacent parcels.
- The CD Zone proposes a 5-story building height at 22 metres relative to the 12 metre building height permitted by the C-8 Zone. The proposed building height reflects the 5-storey proposal.
- The applicant is required to provide 288 retail parking spaces, 367 office parking spaces and 30 child care parking spaces, and 26 eating establishment parking spaces for a total of 711 required parking spaces. The applicant is providing 713 parking spaces in total, exceeding the parking requirement. Sixty-seven (67) parking spaces are proposed as surface parking, with the remainder provided underground.
- The applicant is also providing 28 bike surface parking spaces for the retail space.

**Sign Bylaw**

- The applicant is proposing a Comprehensive Sign Design Package to allow for individual unit fascia signs on the second floor.
- The Sign Bylaw does not permit individual businesses on the second floor to each have a fascia sign. As this project is proposing ground floor and second floor commercial retail units (CRUs), it is reasonable to allow the second floor retail premises to also have fascia signage. The proposed fascia signs are of an appropriate size and scale in relation to the proposed building.

- The second floor fascia signage will be placed on the lower portion of the second floor on the 128 Street elevation, where it will complement the ground floor CRU signage and not detract from the two-storey design element. On the interior of the site, the second floor signage will be placed higher up on the second floor due to the exterior second floor skywalk.
- The fascia signage will be illuminated channel letter signage. Retail blade signage is also proposed on the ground floor. No free-standing signs are proposed.

### **Public Art Policy**

- The applicant will be required to provide public art or register a Restrictive Covenant agreeing to provide cash-in-lieu, at a rate of 0.5% of construction value, to adequately address the City's needs with respect to public art, in accordance with the City's Public Art Policy requirements. The applicant will be required to resolve this requirement prior to consideration of Final Adoption.

### **PUBLIC ENGAGEMENT**

- Pre-notification letters were sent on April 12, 2023 and again on December 21, 2023 with the updated proposal. The Development Proposal Sign was originally installed on April 13, 2023 and the updated sign was installed on December 22, 2023. Staff received one general inquiry about the proposal – no concerns were identified.

### **DEVELOPMENT PERMITS**

#### **Form and Character Development Permit Requirement**

- The proposed development is subject to a Development Permit for Form and Character.
- The proposed development generally complies with the Form and Character Development Permit guidelines in the Official Community Plan (OCP) and the design guidelines of the Central Newton Cultural Commercial District (CNCCD).
- The applicant has worked with staff to provide an attractive and unique commercial node on 128 Street, located just south of the existing CNCCD. The design includes strong pedestrian focus. The pedestrian experience is enhanced with an ample central outdoor plaza area, and large walkways with commercial “spill out” space. The architectural design has a modern aesthetic with an emphasis on a two-storey expression. The majority of the parking is located underground, and surface parking is minimal with landscaping and safe crossings.
- The site consists of three buildings. There is a northern building along 128 Street, and a larger southern building on 128 Street, which is joined to a central portion of the building via a second floor skywalk to this main building. A separate smaller child care building is located on the eastern portion of the site. With the exception of the child care building, the ground floor and second floors are proposed as commercial retail spaces, connected with a second floor outdoor walkway. The third to fifth floors are proposed as office space.

- The buildings along 128 Street have their massing modulated with a pedestrian breezeway in the south portion of the building, and a significant notch on floors three through five to break up the massing. Further massing refinement is anticipated prior to final adoption.
- The streetscape along 128 Street provides a strong 2-storey expression, differentiating the first and second floor commercial retail units from the office floors above. The two-storey experience highlights individual storefronts with contemporary rectilinear forms to create a more dynamic elevation. The office above uses glazing to create a more typical office character. The elevation uses different materials and colour palette to provide this distinction of uses. The applicant is also stepping back the fifth floor approximately 2.5 metres which reduces the massing along the street and towards the north and south abutting properties.
- A two-storey child care building is proposed in the northeast corner of the site. The ground floor contains classrooms, offices, a staff room and a kitchen/laundry. The second floor contains more classrooms and storage rooms. The 3<sup>rd</sup> floor has an outdoor play area on the roof. A ground floor outdoor play area is also proposed to the east of the building.
- A central outdoor plaza area is a key part of the design and is meant to help activate the site by providing for a social gathering space. The applicant provides 3 scenarios for how the space may be used:
  - Open Space Fountain – typical summer use, with movable chairs and tables, and allows maximum circulation for shoppers;
  - Special Event Market – the inground fountains are turned off and there is more space for tables, market tents, etc.; and
  - Concert/Cultural Event – the inground fountains are turned off, and there is room for a stage and outdoor seating.
- The applicant is also proposing to provide a third floor outdoor amenity area in the southern building along 128 Street and a fifth floor outdoor amenity area in the northeast corner of the main building. These amenity areas for employees include landscaping, outdoor seating and eating areas.
- High quality materials and careful detailing are used to achieve a high quality building treatment. The proposed exterior materials include brick (dark gray, almond), standing seam steel cladding (black), folded wall (heartwood), and glass curtain wall.
- The applicant is required to bring the project to the Advisory Design Panel as a condition of Third Reading. The applicant will be required to satisfactorily address the Panel's comments prior to final adoption.

### Outstanding Items

- There are a number of Urban Design items that remain outstanding that will be addressed prior to Final Adoption. These items include: refinements to the pedestrian realm and building massing, and coordination of drawings.

## Landscaping

- The landscaping includes a mix of trees, shrubs, and ground cover. The landscaping concept will provide a safe pedestrian environment, attractive landscaping features, and a combination of plantings that will provide visual interest throughout the year. It is noted that the landscaping plans will be updated to conform with the attached architectural plans.
- Decorative paving is proposed at the north main vehicular entrance and at the various pedestrian crossings on the site. Permeable concrete unit pavers are proposed for the surface parking spots. Various pedestrian connections are proposed throughout the site.
- A large central pedestrian plaza is proposed with different paving materials, including stone accent tiles, sawcut concrete, and buff limestone tile pavers. The plaza includes trees and seating areas, as well as unique lighting features.
- The proposal also includes third floor and fifth floor outdoor amenity area for employees with some landscaping and seating areas, an outdoor children's play area adjacent to the child care building, and a green roof on the central 2-storey building. Bike racks and benches are proposed throughout the site.

## TREES

- Terry Thrale, ISA Certified Arborist of Woodbridge Tree Consulting Arborists Ltd. prepared an Arborist Assessment for the subject property. The table below provides a summary of the proposed tree retention and removal by tree species:

**Table 1: Summary of Proposed Tree Preservation by Tree Species:**

Tree Species	Existing	Remove	Retain
<b>Alder and Cottonwood Trees</b>			
Alder and Cottonwood	1	1	0
<b>Total (excluding Alder and Cottonwood Trees)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Replacement Trees Proposed (excluding Boulevard Street Trees)</b>		<b>40</b>	
<b>Total Retained and Replacement Trees Proposed</b>		<b>40</b>	

- The Arborist Assessment states that there is one (1) cottonwood tree on the site, which is proposed to be removed. The applicant is proposing to retain the off-site trees along the northern property line, and the underground parkade is setback 3 metres from the north property line.
- For the tree that cannot be retained, the applicant will be required to plant trees on a 1 to 1 replacement ratio. This will require a proposed total of 1 replacement tree on the site. The applicant is proposing 40 replacement trees, exceeding City requirements.

- The new trees on the site will consist of a variety of trees including birch, maples, spruce and cherry trees.
- In summary, a total of 40 trees are proposed to be retained or replaced on the site.

#### INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Proposed Variances to the Sign By-law
Appendix II.	Proposed Site Plan, Building Elevations, Landscape Plans and Perspective
Appendix III.	Engineering Summary
Appendix IV.	Summary of Tree Survey, Tree Preservation and Tree Plans
Appendix V.	OCP Redesignation Map
Appendix VI.	CNCCD Inclusion Map
Appendix VII.	Initial Planning Report No. 7923-0090-00, dated May 1, 2023

*approved by Shawn Low*

Don Luymes  
General Manager  
Planning and Development

KB/ar



## PROPOSED SIGN BY-LAW VARIANCES

#	Proposed Variances	Sign By-law Requirement	Rationale
1	To allow second floor fascia signs for individual second floor businesses.	<p>i) a maximum of one fascia sign per lot frontage may be located above a first storey to identify the name and/or address of the building to which it is attached, provided no more than one such sign shall be permitted on any one façade of the building above the first storey;</p> <p>ii) a maximum of one fascia sign per lot frontage may be located above a first storey pertaining to the tenant that occupies the largest percentage of the total floor area above the first storey, provided no more than one such sign shall be permitted on any one façade of the building above the first storey;</p> <p>iii) all fascia signs above the first storey shall be located on the top floor of the building. (Part 5, Section 27(2)(a.i))</p>	As this project is proposing ground floor and second floor commercial retail units (CRUs), it is reasonable to allow the second floor retail premises to also have fascia signage. The proposed fascia signs are of an appropriate size and scale in relation to the proposed building.



**ARCHITECTURAL DRAWINGS**

**BUSINESS PARK DEVELOPMENT**  
7880 128 STREET,  
SURREY, BC



# PROGRAM SUMMARY

ADDRESS	7880 128, SURREY, BRITISH COLUMBIA			
LEGAL DESCRIPTION	LOT 97 SECTION 20 TOWNSHIP 2 PLAN NWP57353 NWD			

SITE AREA	(Sqft)	(Sqm)	(Acre)	(Ha)
GROSS AREA	144,813	13,453	3.32	1.35
ROAD DEDICATION	3,709	345	0.09	0.03
NET AREA (AFTER DEDICATION)	141,103	13,109	3.24	1.31

ZONING	CURRENT	PROPOSED
	IL	CD BASED ON IB

FAR(NET)	PERMITTED	PROPOSED
FAR BASED ON NET AREA		2.00
TOTAL FLOOR AREA(Sqft)		282,210

ZONING	SETBACKS	PERMITTED	PROPOSED
	NORTH(ALONG NEIGHBOURING LOT)		3.00 m
	SOUTH(ALONG NEIGHBOURING LOT)		4.00m
	EAST(ALONG NEIGHBOURING LOT)		3.00m
	WEST(ALONG 128 STREET)		4.00 m

BUILDING HEIGHT	PERMITTED	PROPOSED
		5 STOREY

SITE COVERAGE(NET)	(Sqft)	(Sqm)	(%)	REMARKS
PROPOSED	73333	6,813	51.97%	

FAR CALCULATION (BUILDING #1,2,3,4 & 5)				
(EXCLUDING PARKING)	COMMERCIAL (Sqft)	OFFICES (Sqft)	CHILD CARE USES (Sqft)	BUILDABLE (Sqft)
MAIN FLOOR LVL	54,058	0	5,440	59,497
SECOND FLOOR LVL	58,669	0	5,440	64,109
THIRD FLOOR LVL	0	60,246	527	60,773
FOURTH FLOOR LVL	0	60,246	0	60,246
FIFTH FLOOR LVL	0	37,585	0	37,585
TOTAL FLOOR AREA(NET)	112,727	158,078	11,406	282,210

PARKING REQUIREMENTS BREAKDOWN					
USES	UNIT NUMBER	AREAS	PARKING REQUIREMENT	PARKING REQUIRED	PROVIDED(@Surface, Parkade Lvl-1 & Parkade Lvl-2)
CHILD CARE		1060 sqm	0.70 CAR SPACE PER EMPLOYEE + 0.15 CAR SPACE PER LICENSED CHILD FOR DROP OFF	30	30
OFFICES		14685 sqm	2.5/100 sqm	367	367
EATING ESTABLISHMENT	CRU - UNDER 150 SQM #9 , #10, #18, #19, #20, #28, #29, #32	#9 - 106 sqm, #10 - 106.1 sqm, #18 - 133.2 sqm, #19 - 149.5 sqm, #20 - 147.8 sqm, #28, #29 - 148.8 sqm, #32 - 76.9 sqm	3/100sqm	26	26
	CRU - 150 SQM TO 950 SQM - #1, #2, #3, #17, #30, #31	#1, #2, #3 - 338.9 sqm, #17 - 219.2sqm, #30, #31 - 207 sqm	10/100sqm	77	79
RETAIL UNITS	CRU UNDER 372 SQM - #4, #5, #6, #7, #8, #11, #12, #13, #14, #15, #16, #22 - #28, #33 - #63	7677 sqm	2.75/100sqm	211	211
TOTAL				711	713
SMALL CARS		35% OF REQUIRED STALLS	248.8 SAY 249		107
ACCESSIBLE		2%OF REQUIRED STALLS	14.2 SAY 14		18
LOADING BAY					2
BICYCLE PARKING (COMMERCIAL)		0.1/100sqm VISITOR BICYCLE	10.6 SAY 11		28



300 - 8800 177A Street, Surrey, BC V0T 0R1  
100 West 2nd Avenue, Vancouver, BC V6C 1H4  
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2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Date	Description

Issues / Revisions

Seal

Project Title  
**BUSINESS PARK DEVELOPMENT**

Project Address  
**7880 128 STREET SURREY, BC**

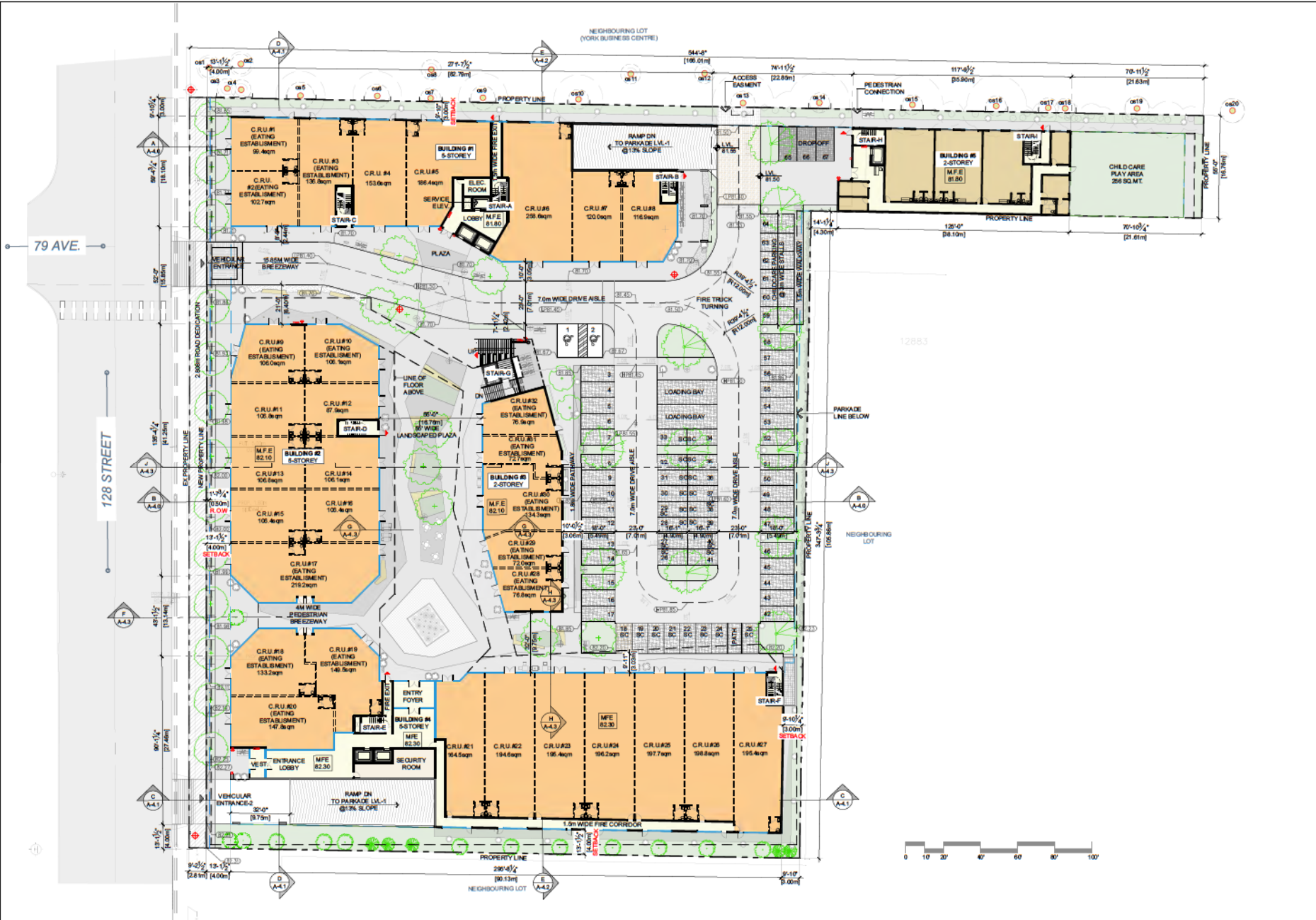
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Checked By PV	Project ID 2404_2302

Sheet Title  
**PROGRAM SUMMARY**

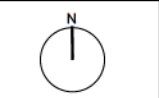
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Issues / Revisions
Seal

**Project Title**  
**BUSINESS PARK DEVELOPMENT**

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**7880 128 STREET**  
**SURREY, BC**

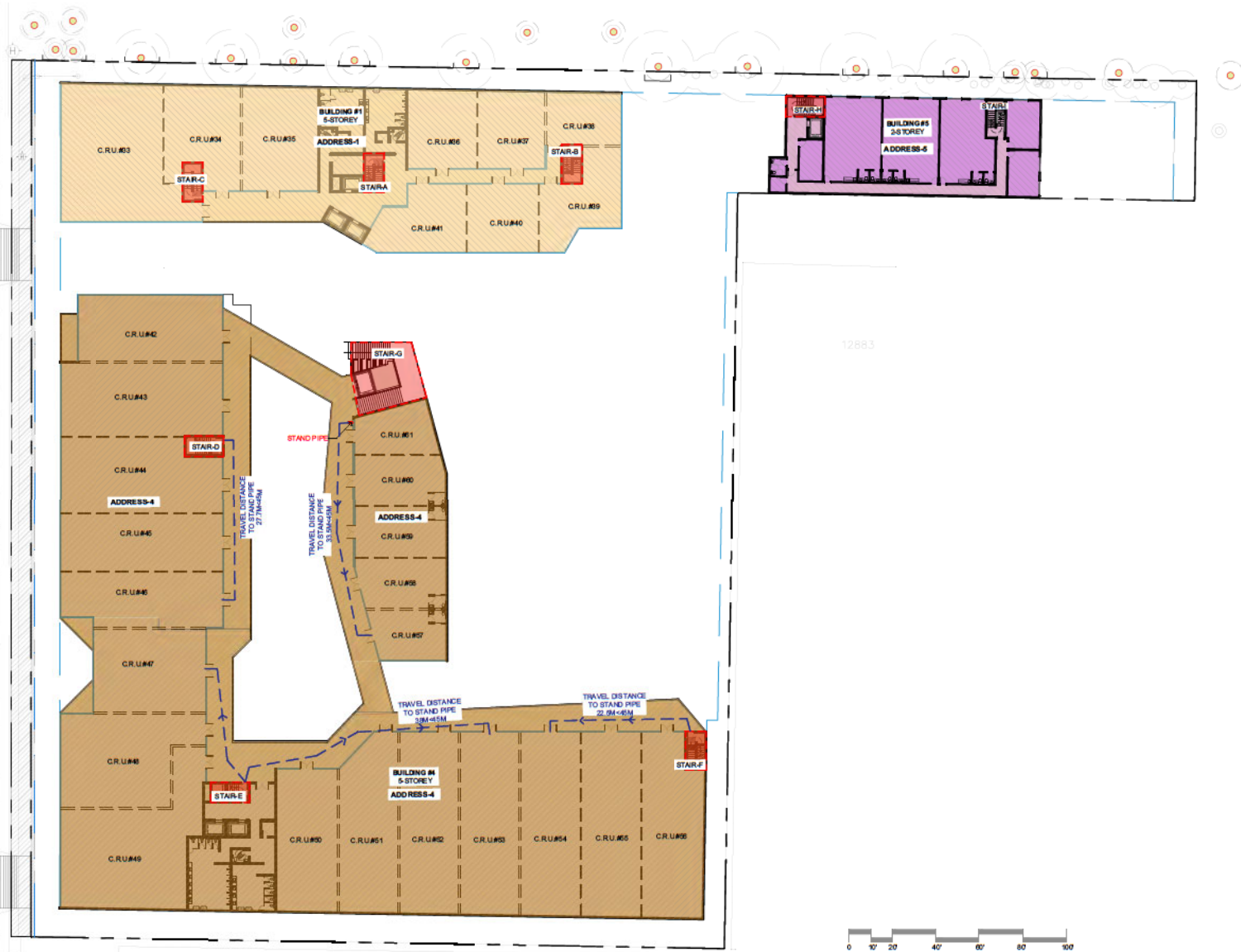
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**SITE PLAN**

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**Issues / Revisions**

Issue / Revision	Date

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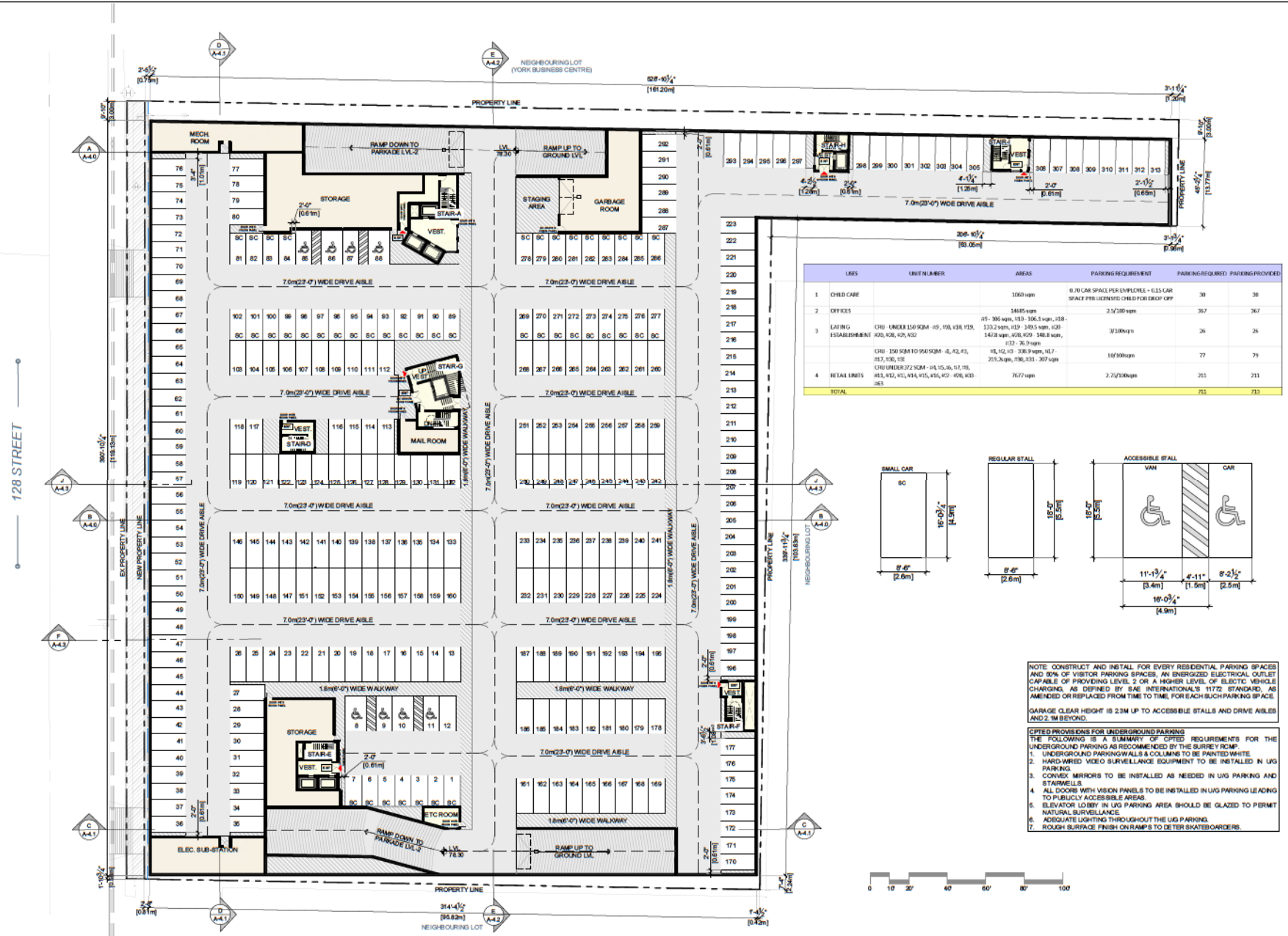
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**Sheet Title**  
**FIRE ACCESS PLAN LEVEL-2**

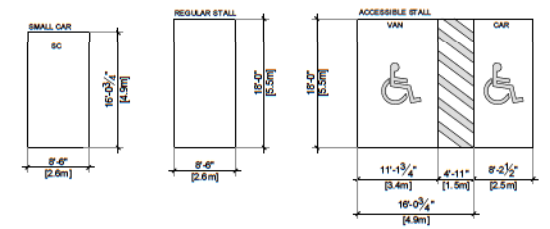
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USES	UNIT NUMBER	AREAS	PARKING REQUIREMENT	PARKING REQUIRED	PARKING PROVIDED	
1	CHILD CARE	1000 sqm	0.70 CAR SPACE PER EMPLOYEE + 0.15 CAR SPACE PER LICENSED CHILD FOR DROP OFF	30	30	
2	OFFICES	34675 sqm	2.2/100 sqm	367	367	
3	EATING ESTABLISHMENT	CRU UNDER 150 SQM - 105, 110, 130, 125, 400, 408, 409, 452 CRU 130 SQM TO 250 SQM - 42, 43, 44, 45, 46, 102, 103, 104, 105, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313	147.5 sqm, 408, 409, 348.8 sqm, 157, 76.9 sqm, 14, 12, 13, 238.9 sqm, 167, 215.3 sqm, 190, 131, 207 sqm	3/100 sqm	26	26
4	RETAIL UNITS	7677 sqm	2.2/200 sqm	211	211	
<b>TOTAL</b>				<b>731</b>	<b>731</b>	



NOTE: CONSTRUCT AND INSTALL FOR EVERY RESIDENTIAL PARKING SPACES AND 80% OF VISITOR PARKING SPACES, AN ENERGIZED ELECTRICAL OUTLET CAPABLE OF PROVIDING LEVEL 2 OR A HIGHER LEVEL OF ELECTRIC VEHICLE CHARGING, AS DEFINED BY IEC INTERNATIONAL'S 1172 STANDARD, AMENDED OR REPLACED FROM TIME TO TIME, FOR EACH SUCH PARKING SPACE.

GARAGE CLEAR HEIGHT IS 2.3M UP TO ACCESSIBLE STALLS AND DRIVE AISLES AND 2.1M BEYOND.

- CITED PROVISIONS FOR UNDERGROUND PARKING**
- THE FOLLOWING IS A SUMMARY OF CITED REQUIREMENTS FOR THE UNDERGROUND PARKING AS RECOMMENDED BY THE SURREY RCMP.
- UNDERGROUND PARKING WALLS & COLUMNS TO BE PAINTED WHITE TO PUBLICLY ACCESSIBLE AREAS.
  - HARD-WIRED VIDEO SURVEILLANCE EQUIPMENT TO BE INSTALLED IN UG PARKING.
  - CONVEX MIRRORS TO BE INSTALLED AS NEEDED IN UG PARKING AND STAIRWELLS.
  - ALL DOORS WITH VISION PANELS TO BE INSTALLED IN UG PARKING LEADING TO PUBLICLY ACCESSIBLE AREAS.
  - ELEVATOR LOBBY IN UG PARKING AREA SHOULD BE GLAZED TO PERMIT NATURAL SURVEILLANCE.
  - ADGUAATE LIGHTING THROUGHOUT THE UG PARKING.
  - ROUGH SURFACE FINISH ON RAMP'S TO DETER SKATERS/BOARDERS.



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2023-06-21	Revised / comments
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2023-03-07	Preliminary Application

Issues / Revisions

Project Title  
**BUSINESS PARK DEVELOPMENT**

Project Address  
**7800 128 STREET SURREY, BC**

Drawn By  
GSV

Checked By  
JW

Sheet Title  
**PARKADE LVL.1**

Scale  
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Project Title  
**BUSINESS PARK DEVELOPMENT**

Project Address  
**7880 128 STREET SURREY, BC**

Drawn By GSV	Date 2024-03-07
Checked By JW	Project ID S08_2302

Sheet Title  
**SECOND FLOOR PLAN**

Scale  
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**A-2.2**



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Project Address  
**7880 128 STREET SURREY, BC**

Drawn By OSV	Date 2024-03-07
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Sheet Title  
**THIRD FLOOR PLAN**

Scale  
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Sheet No.

**A-2.3**





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2023-06-21	Reviewed / comments
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Issues / Revisions

Seal

Project Title  
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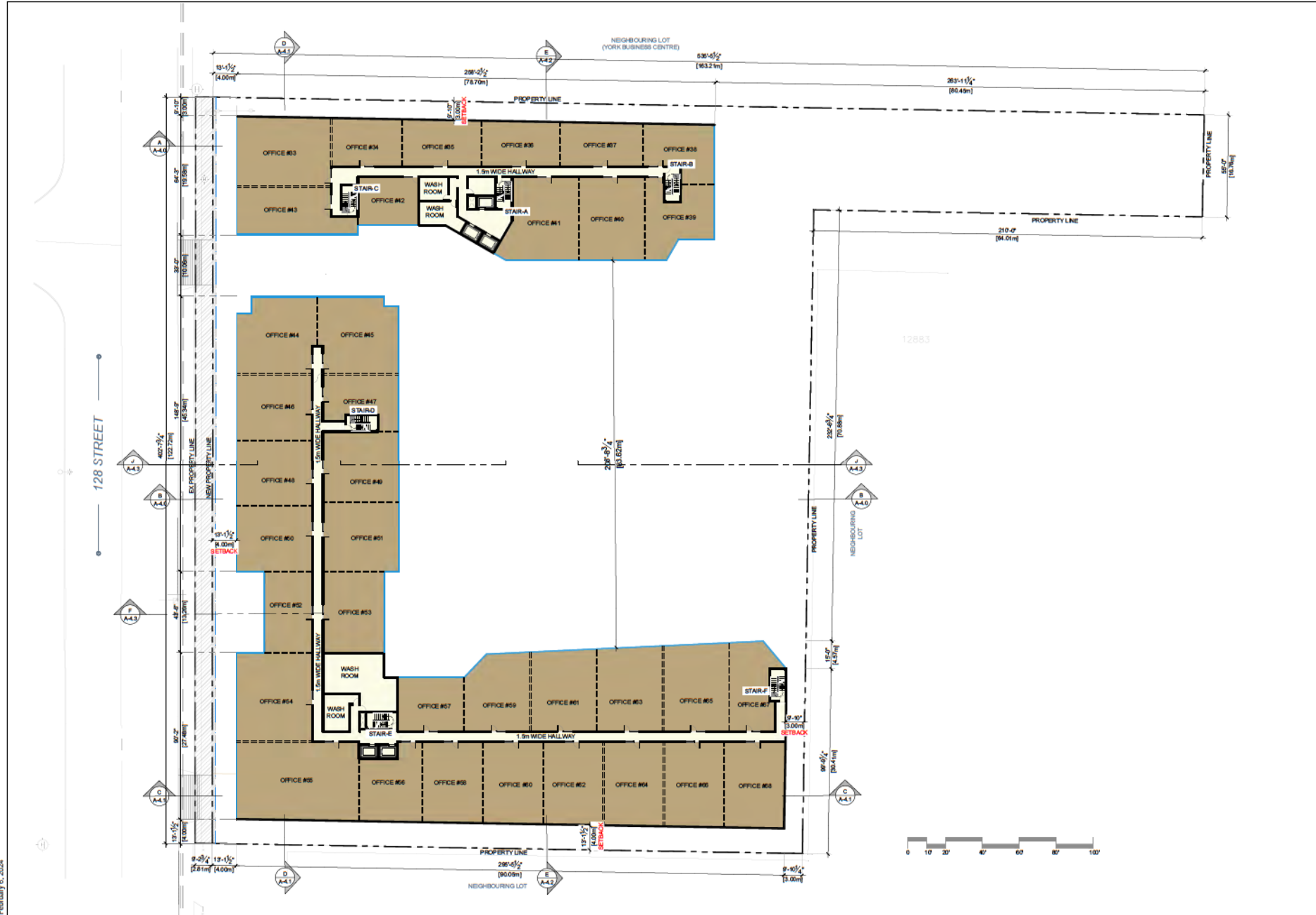
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Drawn By OSV	Date 2023-03-07
Checked By JW	Project ID S018_2302

Sheet Title  
**FOURTH FLOOR PLAN**

Scale  
 N.T.S.

Sheet No.  
**A-2.4**



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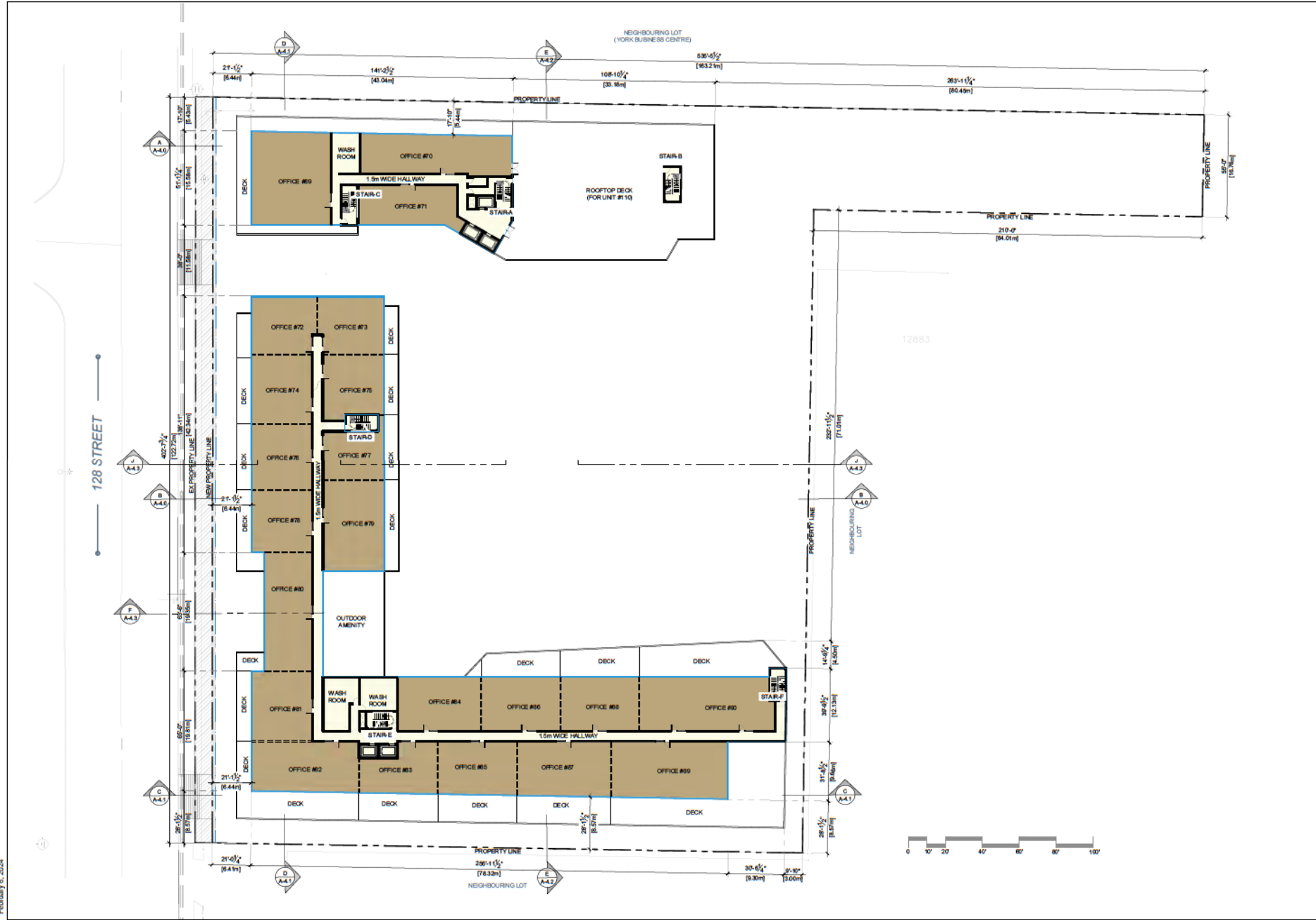
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Sheet Title  
**FIFTH FLOOR PLAN**

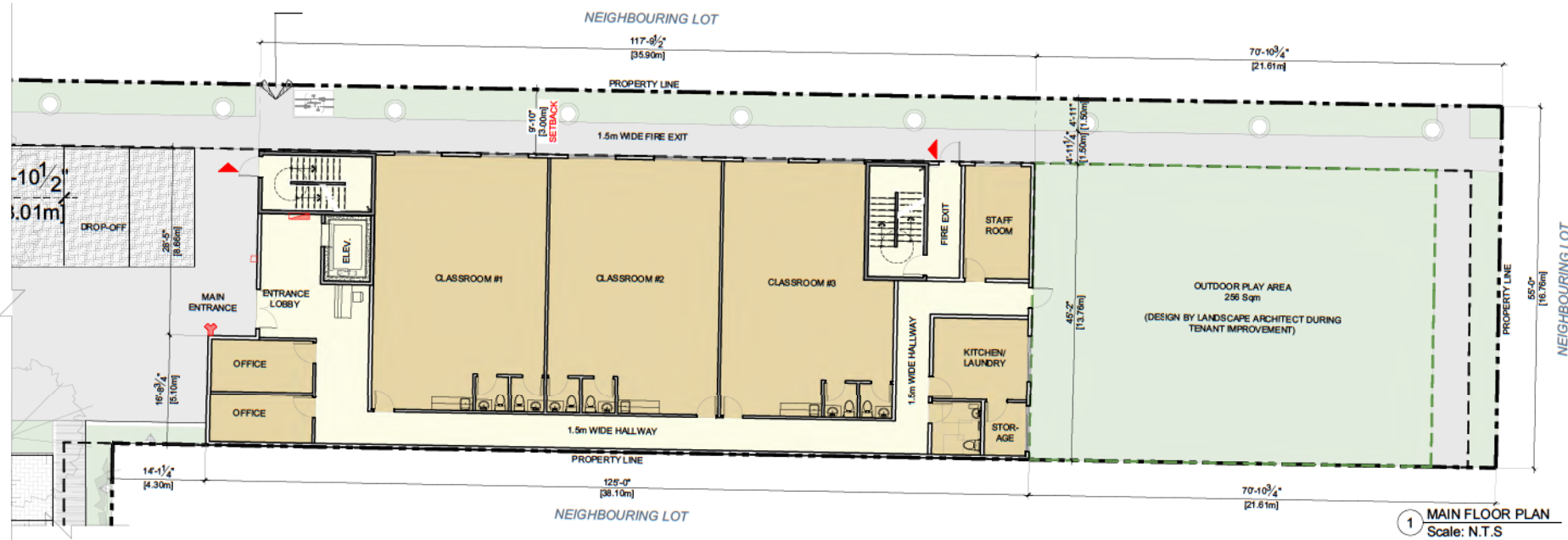
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① MAIN FLOOR PLAN  
 Scale: N.T.S

**PROGRAM SUMMARY**

	INFANTS	3-5 YR	TOTAL
KIDS	36	75	111
TEACHERS	1 PER 4 KIDS = 9	1 PER 8 KIDS = 9	18
NAPROOM	YES	NO	
CUBBIES	PER CHILD	PER CHILD	111
INDOOR PLAY AREA	3.7 SQM/CHILD	3.7 SQM/CHILD	
OUTDOOR AREA	6 SQM/CHILD	6 SQM/CHILD	

Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Revised / comments
2023-12-12	Revised / comments
2023-10-31	Revised / comments
2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions

Seal

Project Title  
**BUSINESS PARK DEVELOPMENT**

Project Address  
**7880 128 STREET SURREY, BC**

Drawn By OSV	Date 2024-03-07
Checked By JW	Project ID 2408_2302

Sheet Title  
**CHILD CARE FLOOR PLANS**

Scale  
 N.T.S

Sheet No.  
**A-2.7**

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NEIGHBOURING LOT

NEIGHBOURING LOT

**2 SECOND FLOOR PLAN**  
 Scale: N.T.S

Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Revised / comments
2023-12-12	Revised / comments
2023-10-31	Revised / comments
2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions

Issue	Revisions

Project Title  
**BUSINESS PARK DEVELOPMENT**

Project Address  
**7880 128 STREET  
 SURREY, BC**

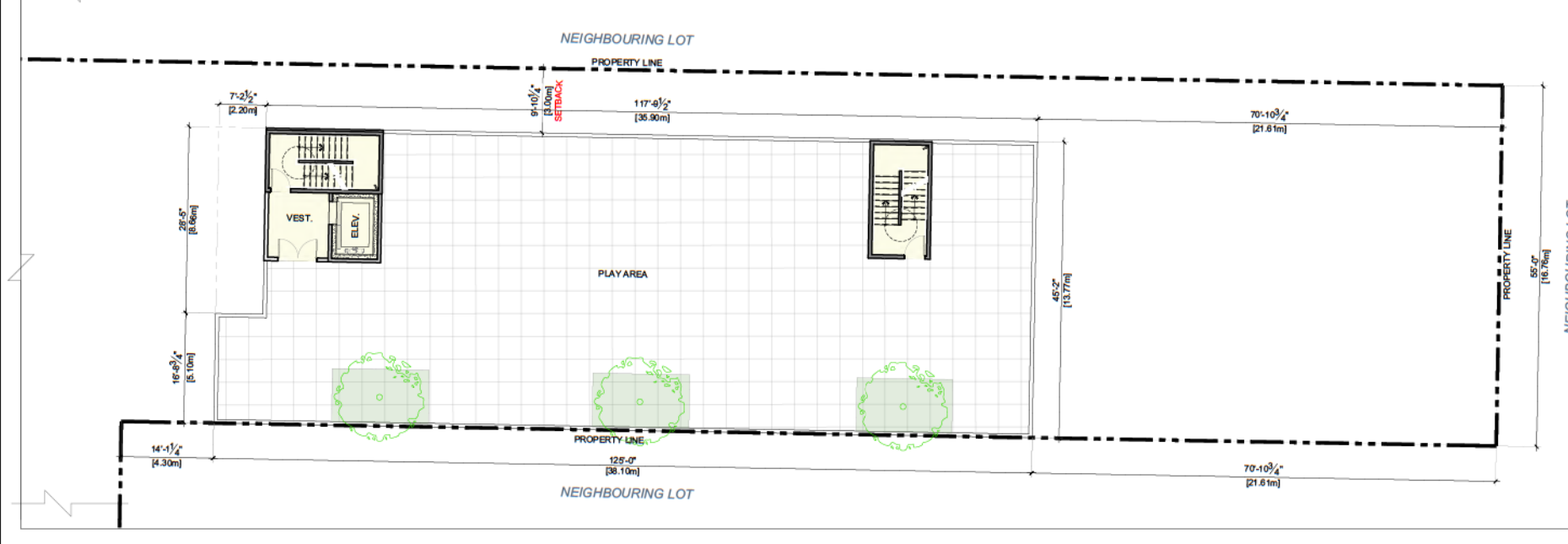
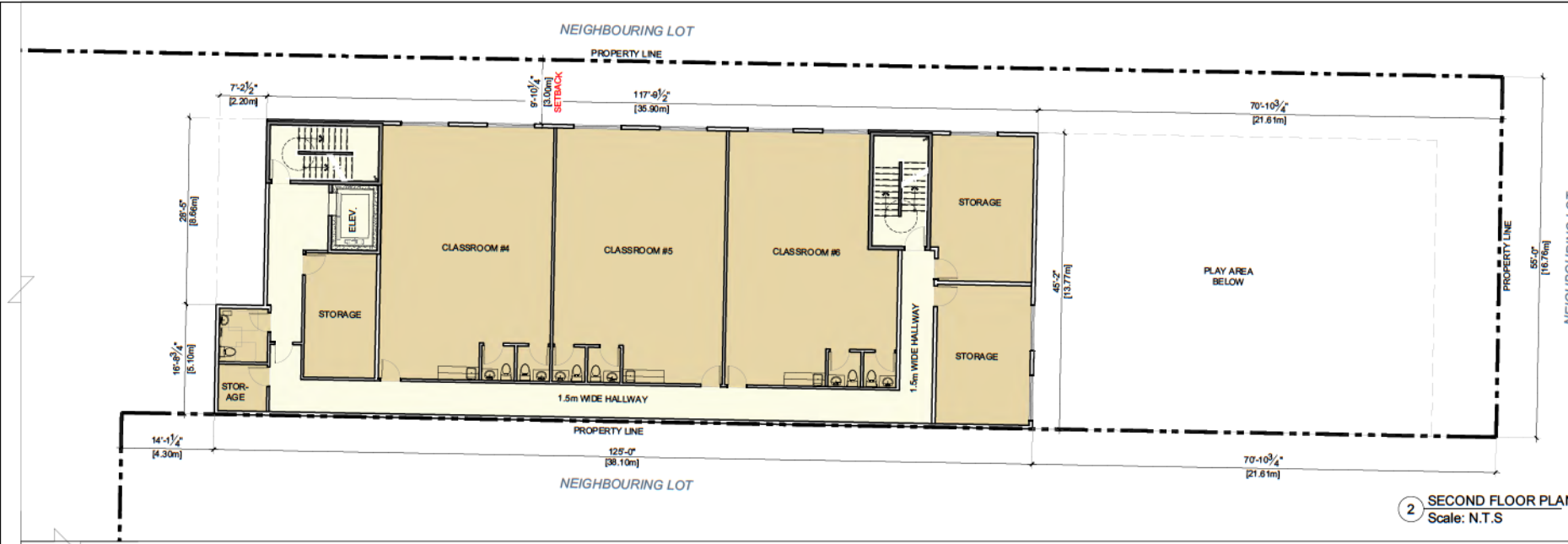
Drawn By OSV	Date 2023-03-07
Checked By JW	Project ID 2023_2302

Sheet Title  
**CHILD CARE FLOOR PLANS**

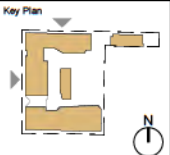
Scale  
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Sheet No.

**A-2.8**



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**1 BUILDING -1 WEST ELEVATION**  
 Scale: 1/32"=1'-0"



**2 BUILDING -1 NORTH ELEVATION**  
 Scale: 1/32"=1'-0"

2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Date	Description
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Issues / Revisions

Seal

Project Title  
**BUSINESS PARK DEVELOPMENT**

Project Address  
**7880 128 STREET SURREY, BC**

Drawn By  
 OSV Date  
 2023-03-07

Checked By  
 PV Project ID  
 2408\_2302

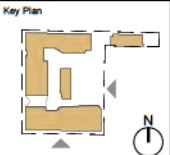
Sheet Title  
**ELEVATIONS**

Scale

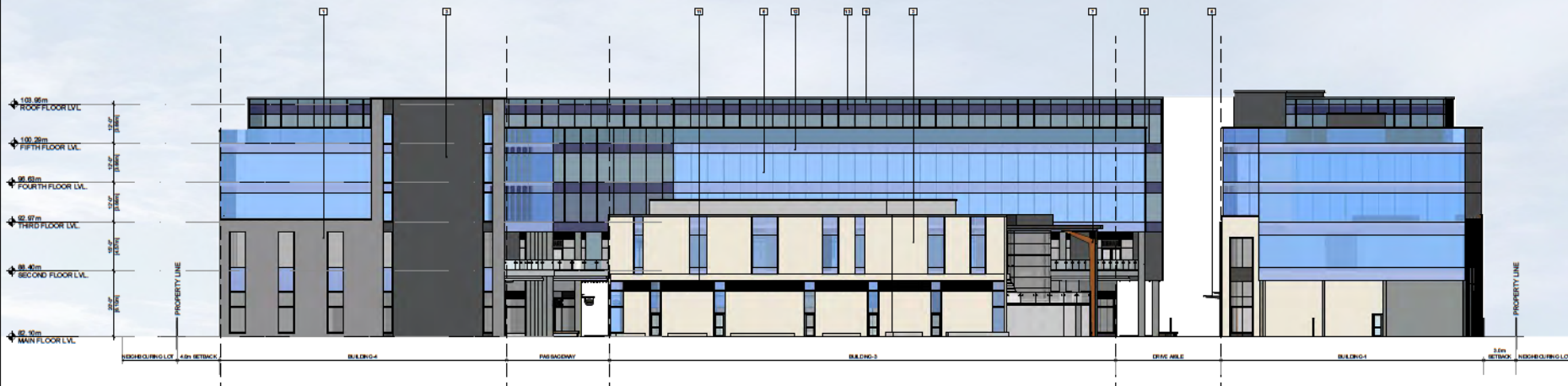
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**A-3.11**

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**1 BUILDING-1 SOUTH ELEVATION**  
 Scale: 1/32"=1'-0"



**2 BUILDING -1 EAST ELEVATION**  
 Scale: 1/32"=1'-0"

2024-02-06	Issued for Council Meeting
2024-01-16	Revised / comments
2023-12-12	Revised / comments
2023-10-31	Revised / comments
2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Date	Description
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Issues / Revisions

Seal

Project Title  
**BUSINESS PARK DEVELOPMENT**

Project Address  
**7880 128 STREET SURREY, BC**

Drawn By GVV	Date 2023-03-07
Checked By JW	Project ID S08_2302

Sheet Title  
**ELEVATIONS**

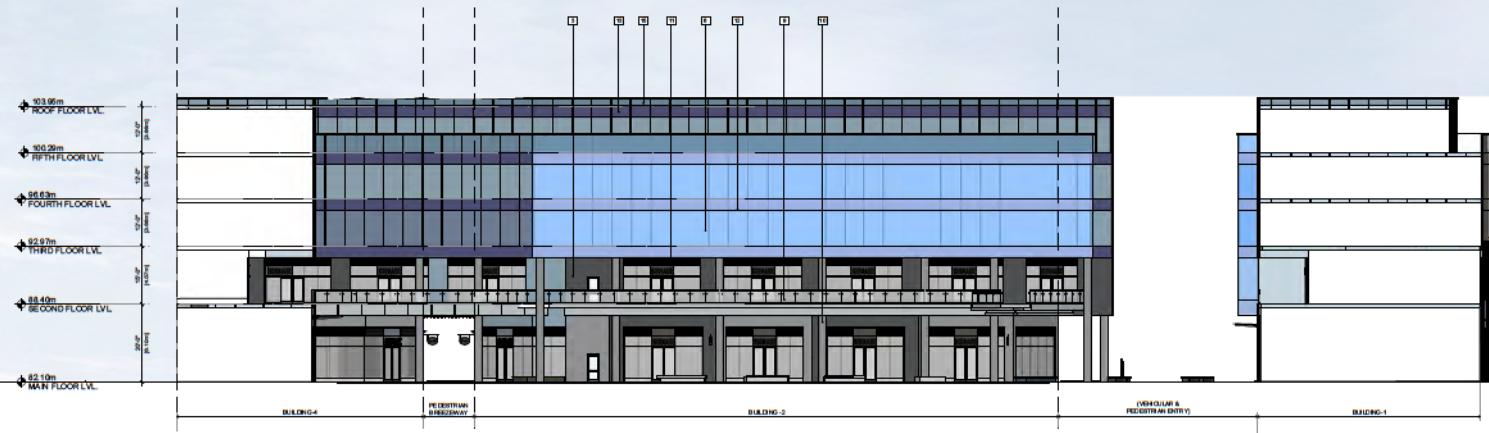
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Sheet No.  
**A-3.12**

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**1 BUILDING-1 - SOUTH ELEVATION**  
 Scale: 1/32"=1'-0"



**2 BUILDING-2 & 4 - EAST ELEVATION**  
 Scale: 1/32"=1'-0"

Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Revised / comments
2023-12-12	Revised / comments
2023-10-31	Revised / comments
2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions
Seal

**Project Title**  
**BUSINESS PARK DEVELOPMENT**

**Project Address**  
**7880 128 STREET**  
**SURREY, BC**

**Drawn By** OSV **Date** 2024-03-07  
**Checked By** JPV **Project ID** 2404\_2302

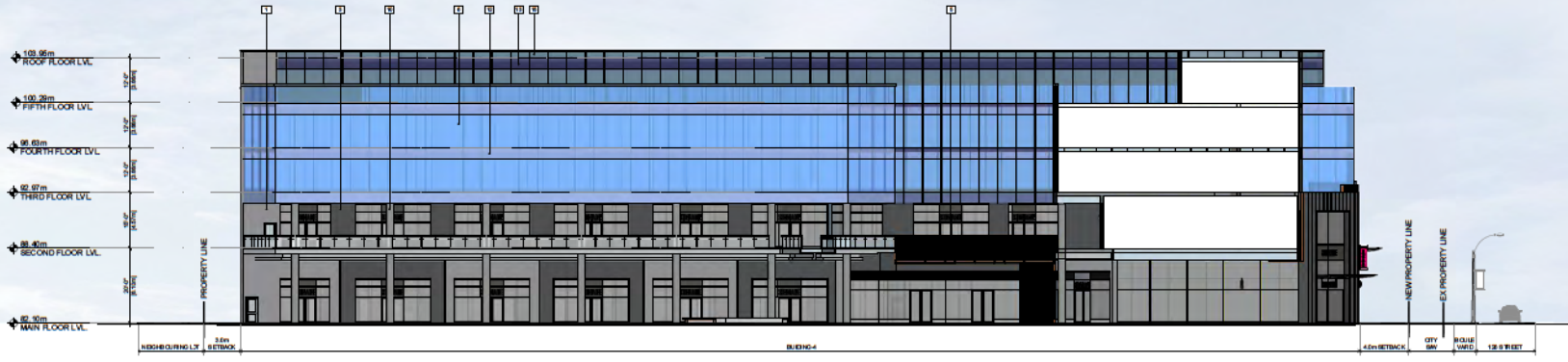
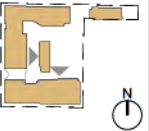
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**ELEVATIONS**

**Scale**  
**Sheet No.**

**A-3.13**

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**Key Plan**



**1 BUILDING-4 - NORTH ELEVATION**  
 Scale: 1/32"=1'-0"



**2 BUILDING-2 - WEST ELEVATION**  
 Scale: 1/32"=1'-0"

2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
2023-12-12	Reviewed / comments
2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Date	Description
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**Issues / Revisions**

Issue / Revision	Date

**Project Title**  
**BUSINESS PARK DEVELOPMENT**

**Project Address**  
**7880 128 STREET**  
**SURREY, BC**

Drawn By OSV	Date 2023-03-07
Checked By JW	Project ID S018_2302

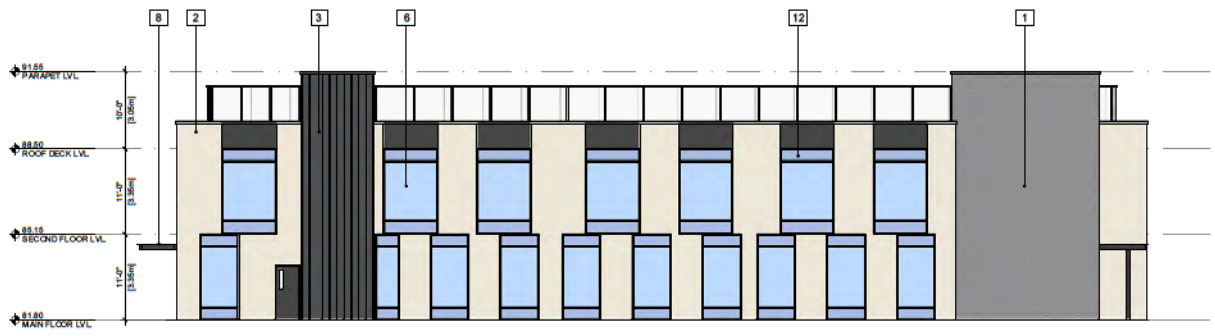
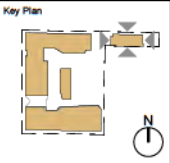
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**ELEVATIONS**

**Scale**

**Sheet No.**  
**A-3.14**



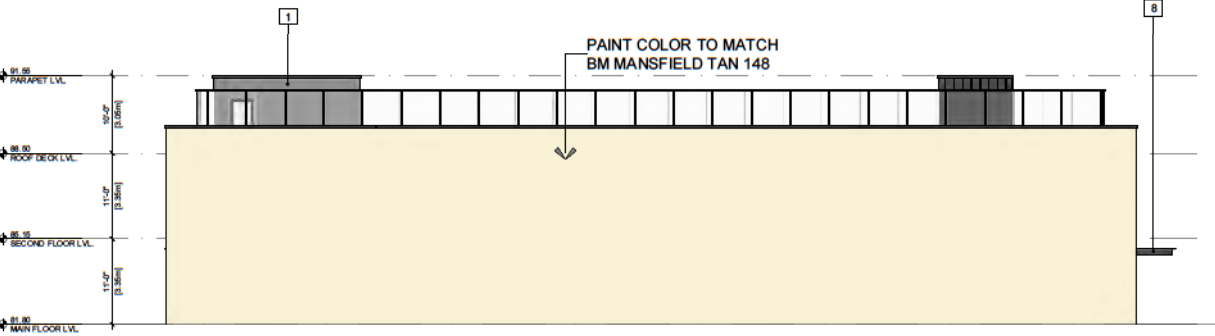
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**1 BUILDING-2 NORTH ELEVATION**  
 Scale: 1/16"=1'-0"



**3 BUILDING-2 EAST ELEVATION**  
 Scale: 1/16"=1'-0"



**3 BUILDING-2 SOUTH ELEVATION**  
 Scale: 1/16"=1'-0"



**4 BUILDING-2 WEST ELEVATION**  
 Scale: 1/16"=1'-0"

Date	Description
2024-02-06	Issued for Council Meeting
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2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
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2023-03-07	Preliminary Application

Issues / Revisions

Seal

Project Title  
**BUSINESS PARK DEVELOPMENT**

Project Address  
**7880 128 STREET SURREY, BC**

Drawn By DEV	Date 2024-03-07
Checked By JW	Project ID S018_2302

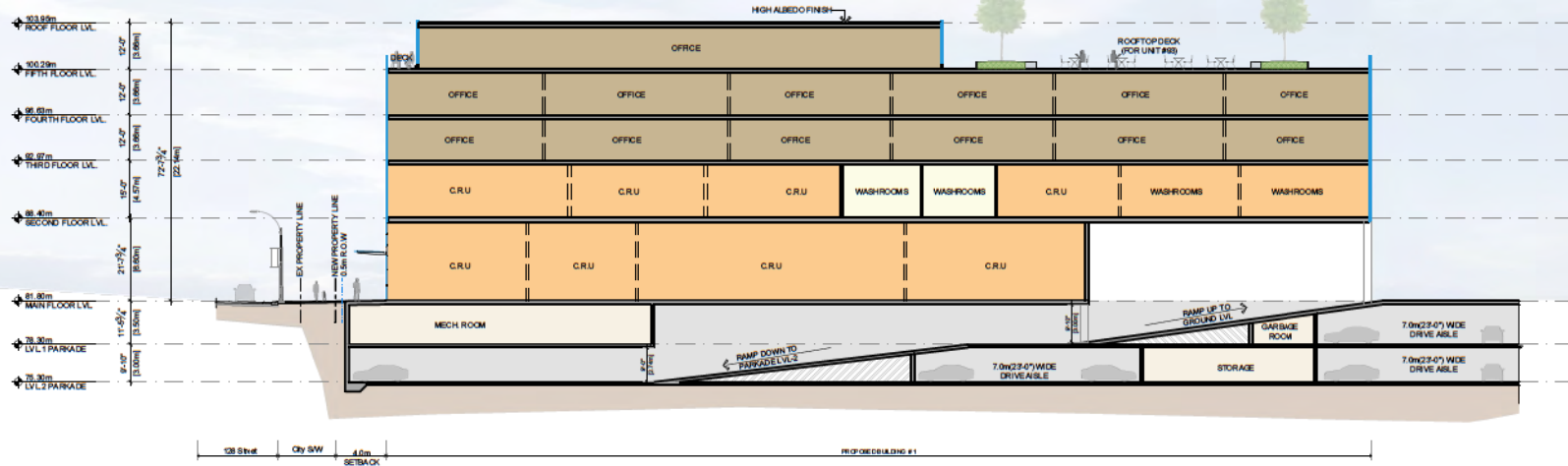
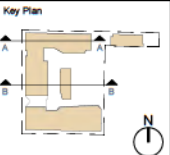
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**CHILDCARE BUILDING ELEVATIONS**

Scale

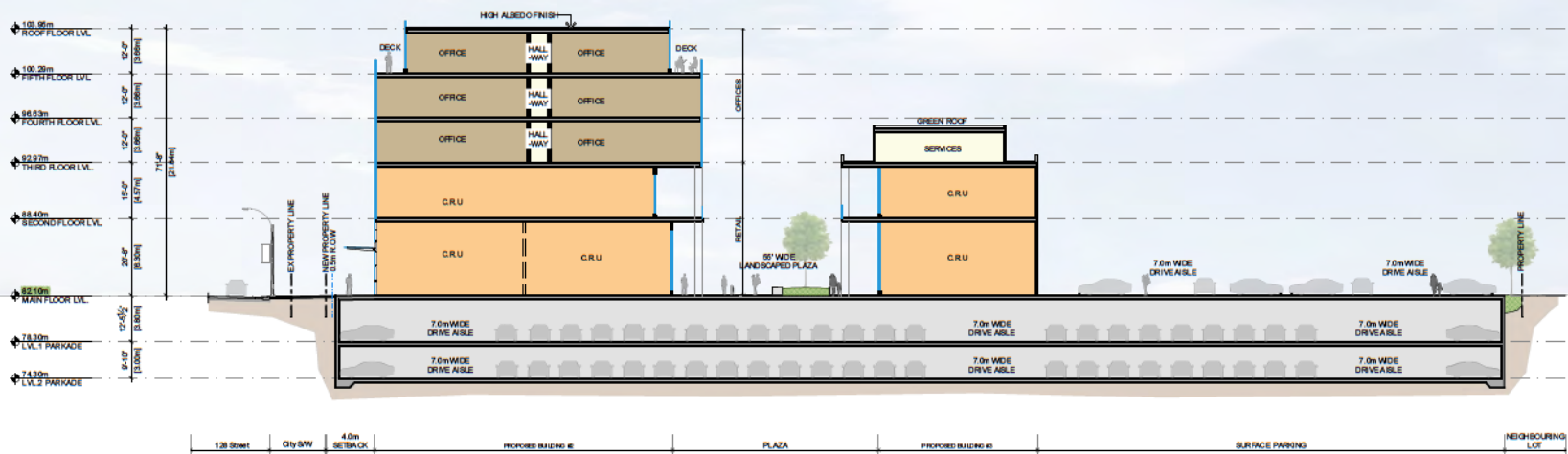
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**A-3.15**

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**1 SECTION A-A**  
Scale: N.T.S



**2 SECTION B-B**  
Scale: N.T.S

Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Revised / comments
2023-12-12	Revised / comments
2023-10-31	Revised / comments
2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Date	Description

Issues / Revisions

Issue	Revisions

Project Title

**BUSINESS PARK DEVELOPMENT**

Project Address

**7880 128 STREET SURREY, BC**

Drawn By

OSV

Date

2024-03-07

Checked By

JV

Project ID

2408\_2302

Sheet Title

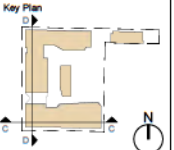
**SECTIONS**

Scale

Sheet No.

**A-4.0**

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Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Reviewed / comments
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2023-10-31	Reviewed / comments
2023-07-27	Reviewed / comments
2023-06-21	Reviewed / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions

Issue

**Project Title**  
**BUSINESS PARK DEVELOPMENT**

**Project Address**  
**7880 128 STREET SURREY, BC**

Drawn By: OSV Date: 2023-03-07  
 Checked By: JPV Project ID: SURE\_2302

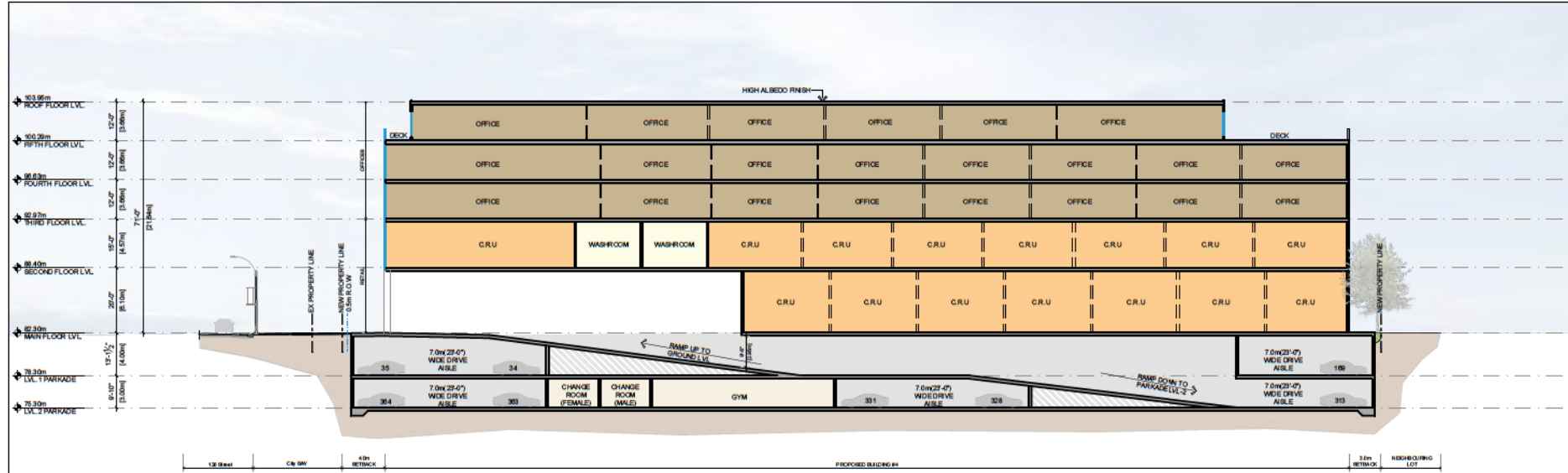
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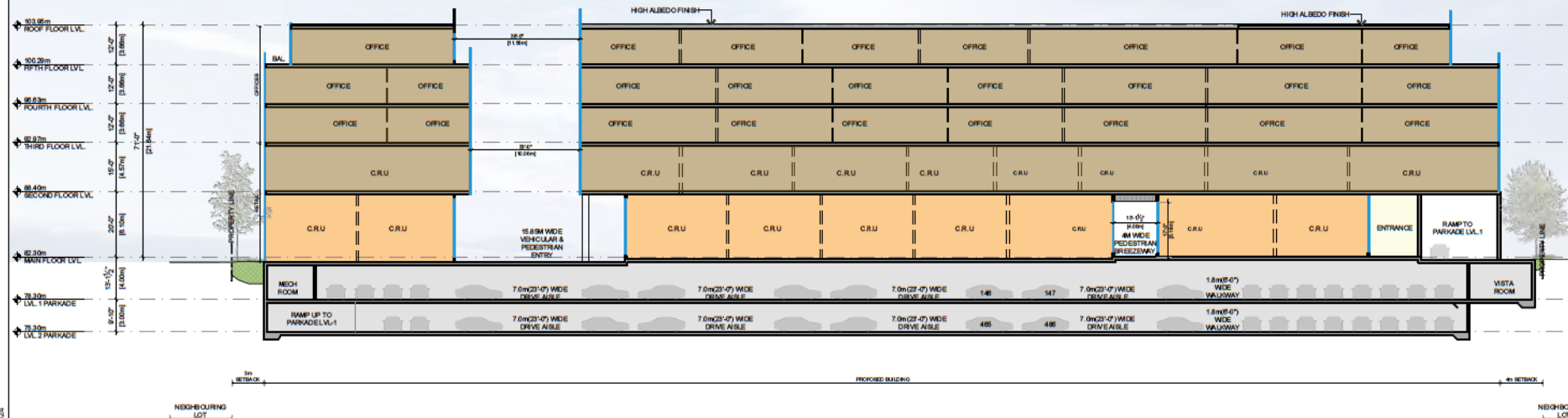
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Sheet No.

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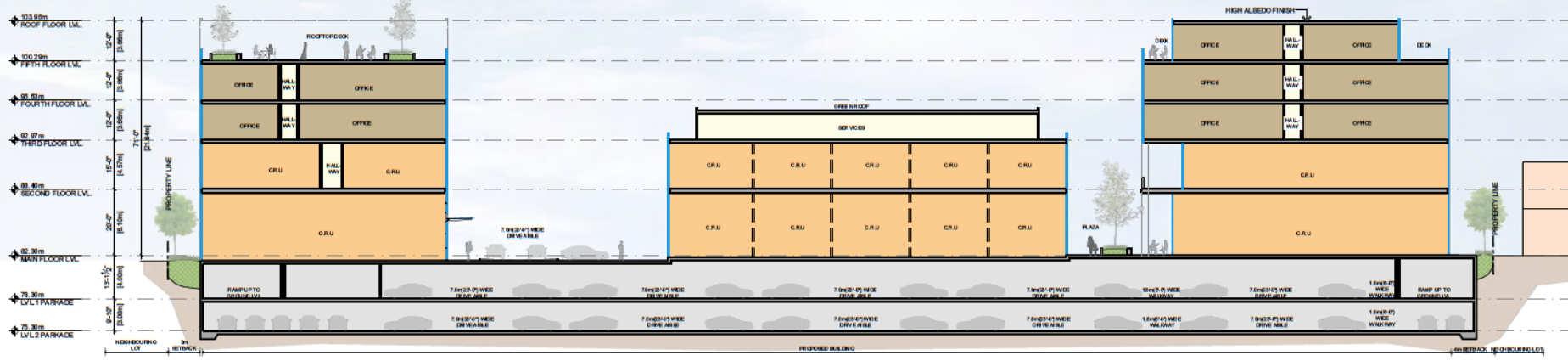
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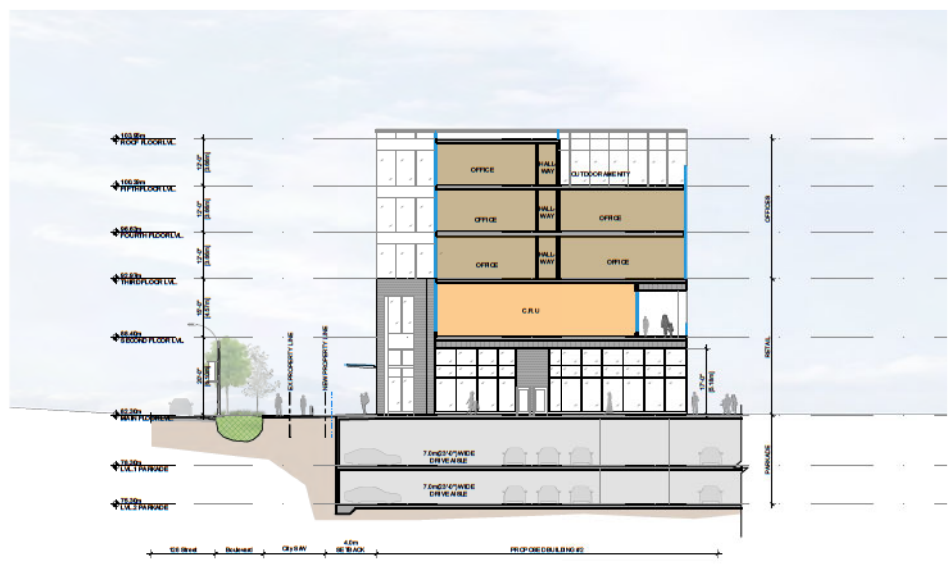
**2 SECTION D-D**  
 Scale: N.T.S

February 6, 2024

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1 SECTION E-E  
Scale: N.T.S



2 SECTION F-F  
Scale: N.T.S

Date	Description
2024-02-06	Issued for Council Meeting
2024-01-16	Revised / comments
2023-12-12	Revised / comments
2023-10-31	Revised / comments
2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions	
Issue	Revisions

Project Title  
**BUSINESS PARK DEVELOPMENT**

Project Address  
**7880 128 STREET SURREY, BC**

Drawn By  
GVV

Checked By  
JV

Date  
2024-03-07

Project ID  
S04E\_2302

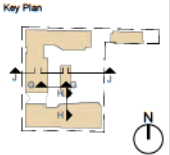
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Scale

Sheet No.

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2023-07-27	Revised / comments
2023-06-21	Revised / comments
2023-06-08	For Workshop
2023-03-15	DP Application
2023-03-07	Preliminary Application

Issues / Revisions

Seal

**Project Title**  
**BUSINESS PARK DEVELOPMENT**

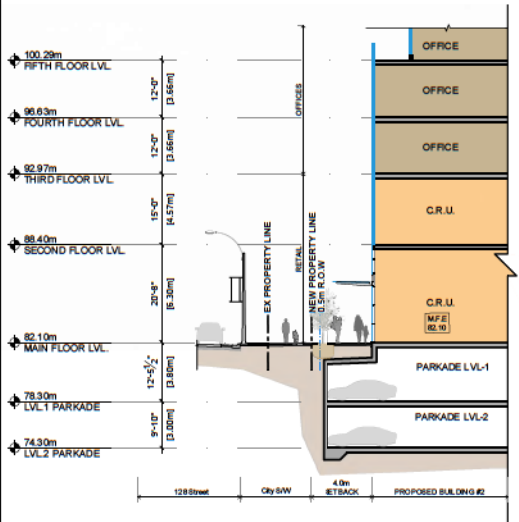
**Project Address**  
**7880 128 STREET**  
**SURREY, BC**

Drawn By OSV	Date 2023-03-07
Checked By JW	Project ID S048_2302

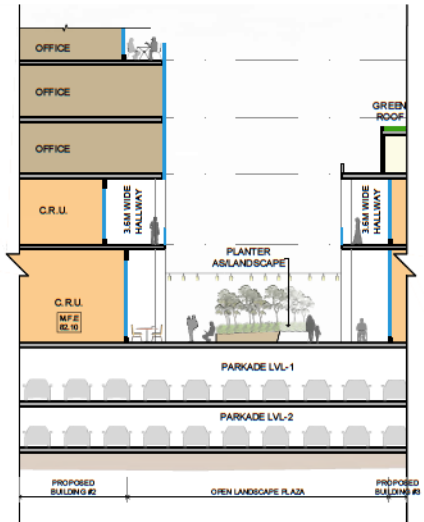
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Scale

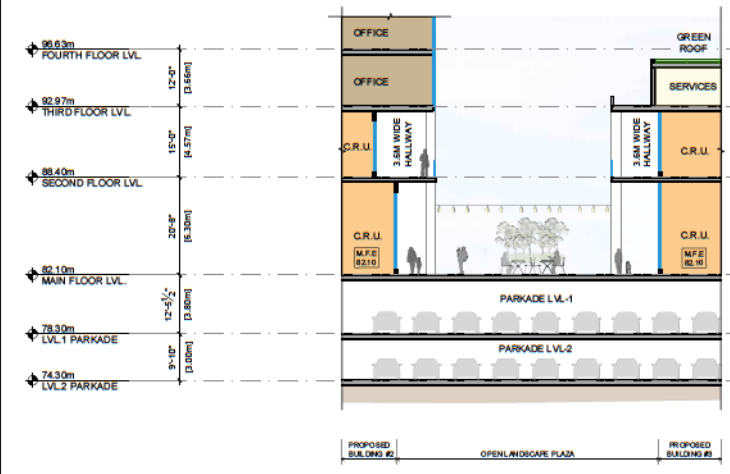
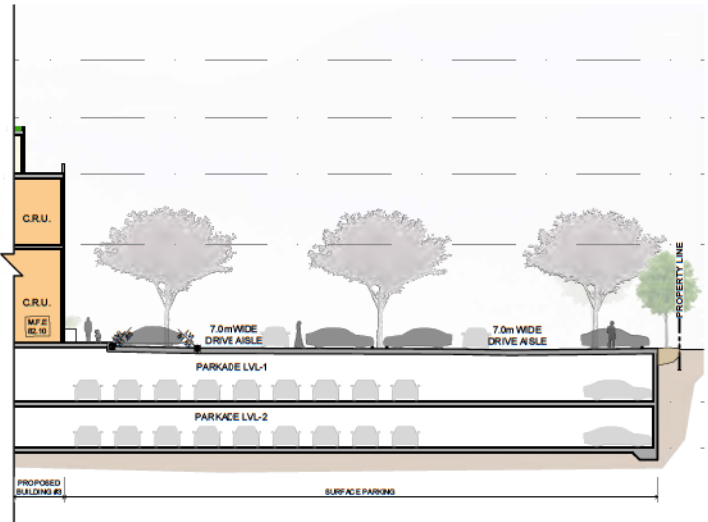
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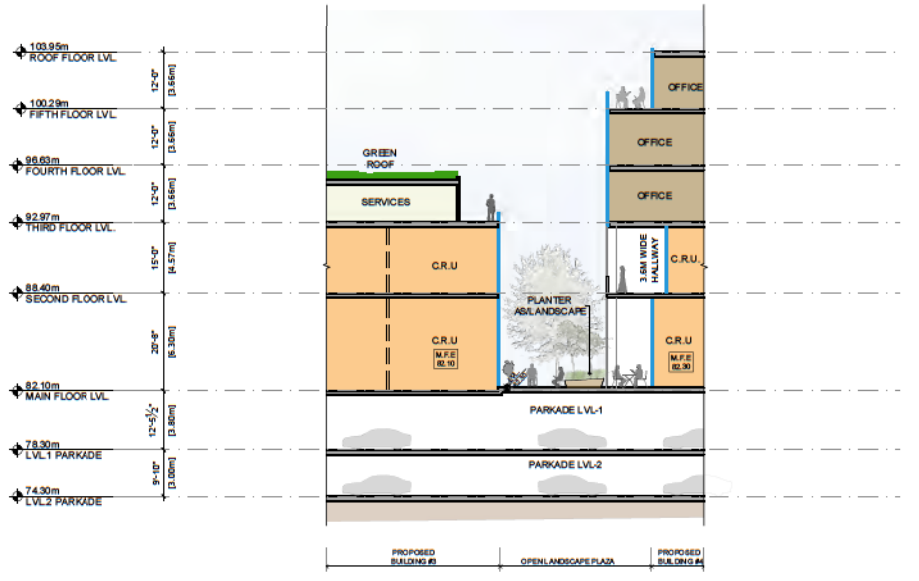
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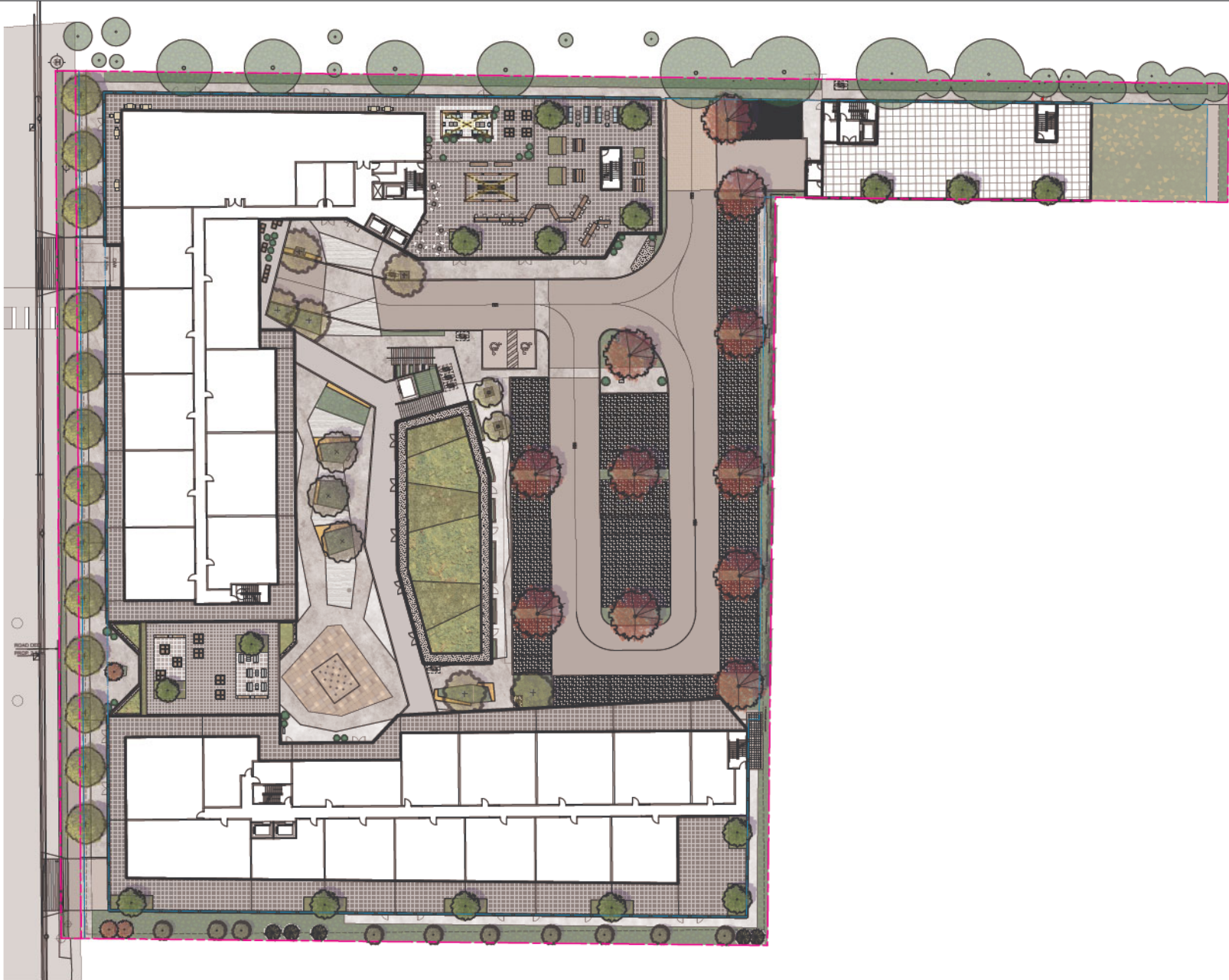
**3 SECTION H-H**  
 Scale: N.T.S



**2 SECTION G-G**  
 Scale: N.T.S



**3 SECTION H-H**  
 Scale: N.T.S



**David Stoyko**  
Landscape Architect

2886 6TH AVENUE EAST  
VANCOUVER BC V6M 1R3  
P.604.720.0048

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5	RE-ISSUED FOR DEVELOPMENT PERMIT 24-01-17
4	ISSUED FOR DEVELOPMENT PERMIT 23-12-08
3	ISSUED FOR REVIEW 23-12-02
2	ISSUED FOR REVIEW 23-11-15
1	ISSUED FOR CONCEPT REVIEW 23-09-28
REVISIONS	

**BUSINESS PARK DEVELOPMENT**

7880 128 Street  
Surrey, British Columbia

Scale:	1:250
Drawn:	DS
Reviewed:	DS
Project No.:	23-022

LANDSCAPE PLAN  
ALL LEVELS

L1.0

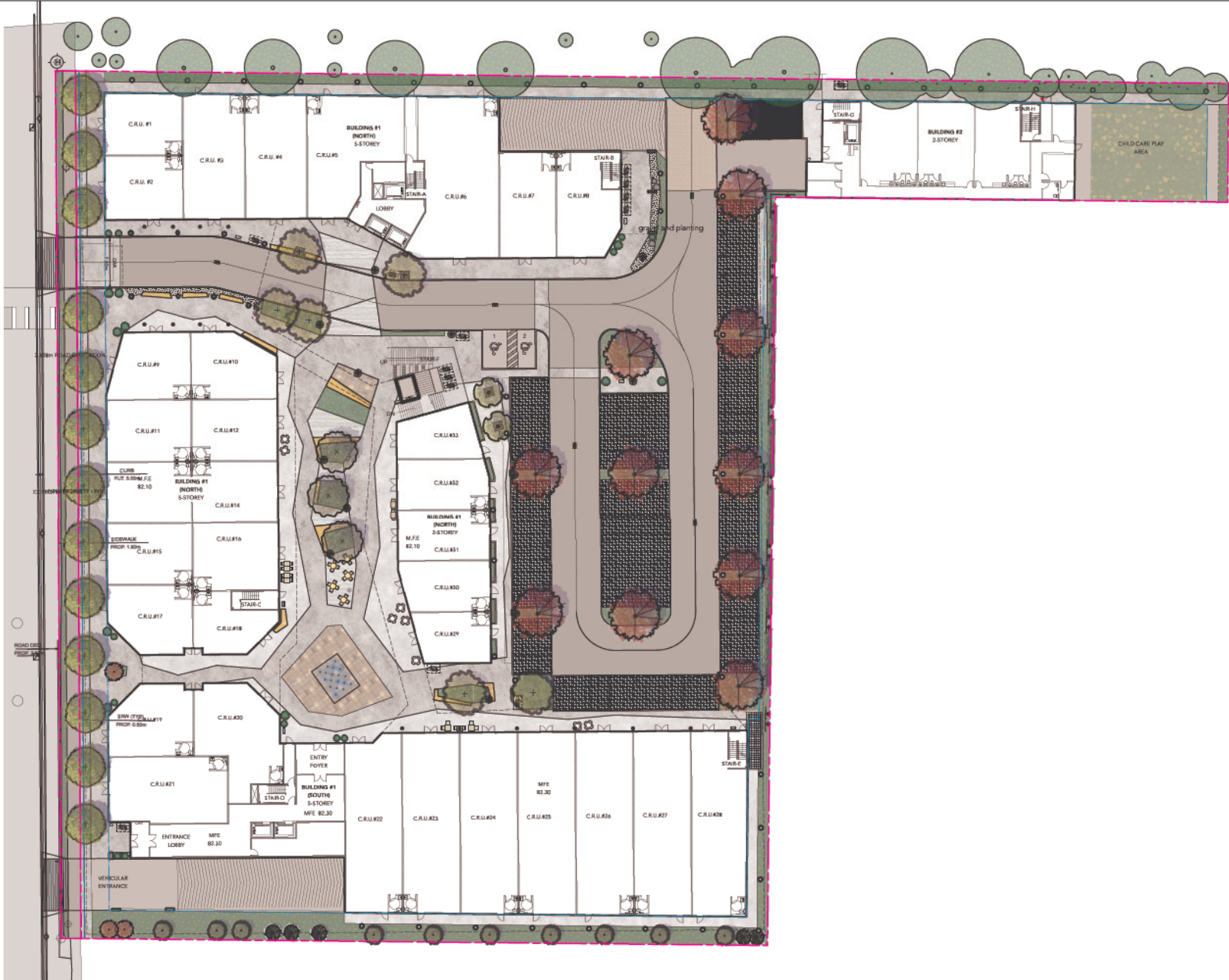
**David Stoyko**  
Landscape Architect

2886 6TH AVENUE EAST  
VANCOUVER BC V6M 1Y3  
P: 604.720.0048

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1	ISSUED FOR CONCEPT REVIEW 23-09-28
REVISIONS	

**BUSINESS PARK DEVELOPMENT**

7880 128 Street  
Surrey, British Columbia

Scale:	1:250
Drawn:	DS
Reviewed:	DS
Project No.:	23-022

**LANDSCAPE PLAN  
GROUND LEVEL**

L1.1

**David Stoyko**  
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VANCOUVER BC V6M 1R3  
P.604.720.0048

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2	ISSUED FOR REVIEW 23-11-15
1	ISSUED FOR CONCEPT REVIEW 23-09-28
REVISIONS	

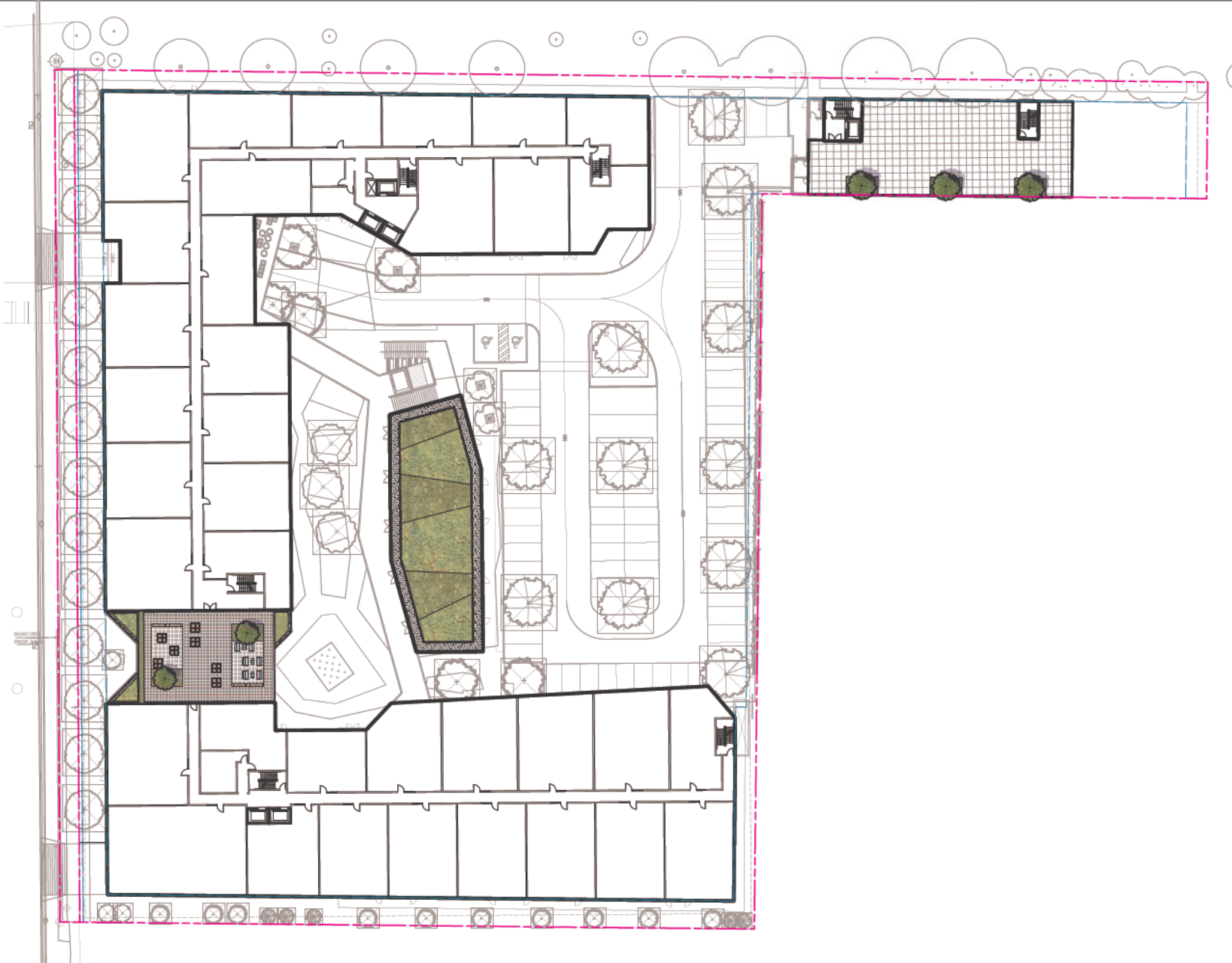
**BUSINESS PARK DEVELOPMENT**

7880 128 Street  
Surrey, British Columbia

Scale:	1:250
Drawn:	DS
Reviewed:	DS
Project No.:	23-022

LANDSCAPE PLAN  
LEVEL 3

L1.3





**David Stoyko**  
Landscape Architect

2886 6TH AVENUE EAST  
VANCOUVER BC V6M 1T3  
P: 604.720.0048

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1	ISSUED FOR CONCEPT REVIEW 23-09-28
REVISIONS	

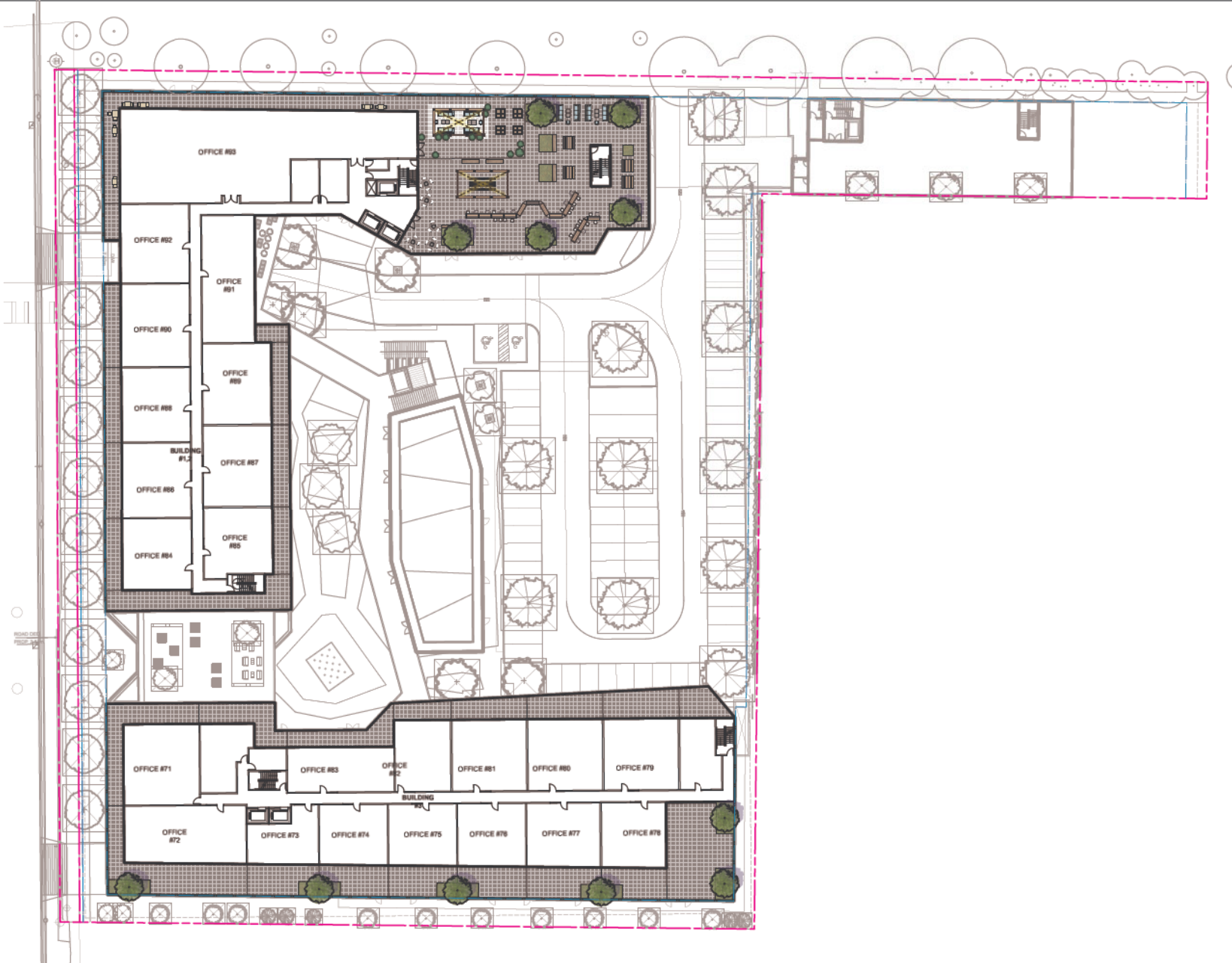
**BUSINESS PARK DEVELOPMENT**

7880 128 Street  
Surrey, British Columbia

Scale:	1:250
Drawn:	DS
Reviewed:	DS
Project No.:	23-022

**LANDSCAPE PLAN  
LEVEL 5**

L1.4



---

TO: **Director, Area Planning & Development  
- South Surrey Division  
Planning and Development Department**

FROM: **Development Services Manager, Engineering Department**

DATE: **January 23, 2024** PROJECT FILE: **7823-0090-00**

RE: **Engineering Requirements (Commercial/Industrial)  
Location: 7880 128 St**

**OCP AMENDMENT/DEVELOPMENT PERMIT**

There are no engineering requirements relative to the OCP Amendment and Development Permit besides stated below.

**REZONE**

***Property and Right-of-Way Requirements***

- Dedicate 2.808 metre along 128 Street.
- Register 0.50 metre Statutory right-of-way (SRW) along 128 Street.
- Register SRW for traffic signal loops at proposed northern access.

***Works and Services***

- Construct 1.8 m concrete sidewalk and streetlighting along 128 Street.
- Construct concrete driveway letdowns.
- Construct sanitary main along 128 Street.
- Construct storm, sanitary and water service connections to the site.
- Complete sanitary catchment analysis and resolve downstream constraints.
- Provide on-site stormwater mitigation and water quality features.
- Register applicable legal documents as determined through detailed design.

A Servicing Agreement is required prior to Rezone and Development Permit.



Jeff Pang, P.Eng.  
Development Services Manager

BD

## Tree Preservation Summary

Surrey Project No:

Address:

Registered Arborist: Woodridge Tree Consulting Arborists Ltd., Terry Thrale- PN6766A

On-Site Trees	Number of Trees	Off-Site Trees	Number of Trees
<b>Protected Trees Identified *</b>	1	<b>Protected Trees Identified</b>	20
<b>Protected Trees to be Removed</b>	0	<b>Protected Trees to be Removed</b>	0
<b>Protected Trees to be Retained</b> (excluding trees within proposed open space or riparian areas)	0	<b>Protected Trees to be Retained</b>	20
<b>Total Replacement Trees Required:</b>		<b>Total Replacement Trees Required:</b>	
<ul style="list-style-type: none"> <li>- Alder &amp; Cottonwoods to be removed (1:1) 1 X one (1) = 1</li> <li>- All other species to be removed (2:1) 0 X two (2) = 0</li> </ul>	1	<ul style="list-style-type: none"> <li>- Alder &amp; Cottonwoods to be removed (1:1) 0 X one (1) = 0</li> <li>- All other species to be removed (2:1) 0 X two (2) = 0</li> </ul>	0
<b>Replacement Trees Proposed</b>	40	<b>Replacement Trees Proposed</b>	0
<b>Replacement Trees in Deficit</b>	0	<b>Replacement Trees in Deficit</b>	0
<b>Protected Trees to be Retained in Proposed Open Space or Riparian Areas</b>	0		

\*on-site and shared trees, including trees within boulevards and proposed streets and lanes, but excluding trees in proposed open space or riparian areas

Summary, report and plan prepared and submitted by:



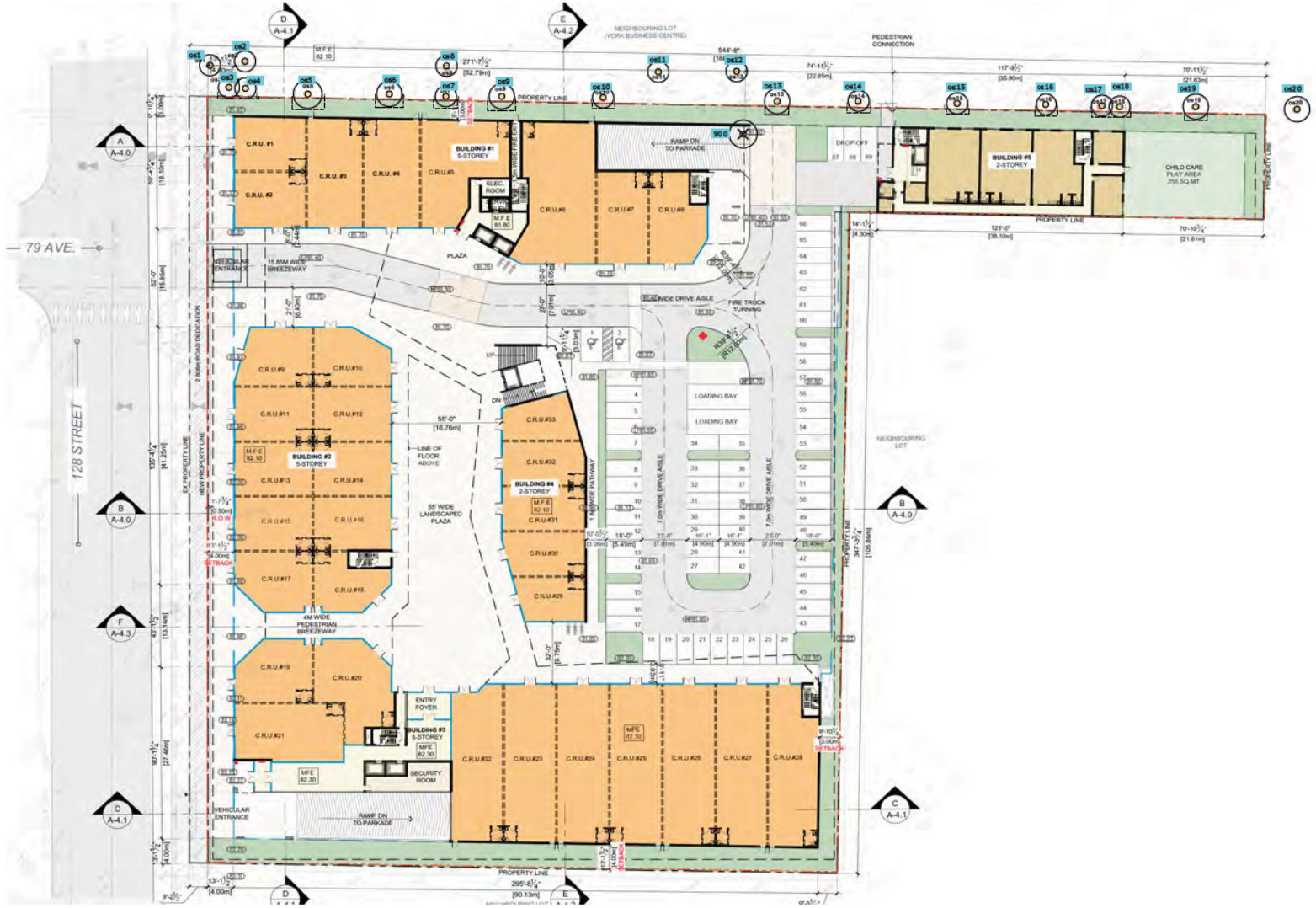
(Signature of Arborist)

January 18, 2024

Date

January 18, 2023

T#	Species	Area (sq. ft)	Tree ID
000	Cottonwood	33	1-98
001	Pearl River Maple	16	1-13
002	Linden	21	1-15
003	Serbian Spruce	14	1-17
004	Serbian Spruce	16	1-18
005	Ash	34	2-0-4
006	Ash	29	1-8
007	Serbian Spruce	14	1-15
008	Linden	14	1-15
009	Ash	28	1-8
010	Ash	22	1-15
011	Linden	13	1-15
012	Linden	28	1-8
013	Ash	22	1-15
014	Ash	20	1-15
015	Serbian Spruce	11	1-15
016	Ash	30	1-8
017	Ash	22	1-15



**Legend**

▲ x = remove tree

80 Ave



IND

ME

OCP Amendment from "Industrial" to "Mixed Employment". in Figure 3: General Land Use Designations.

79 Ave

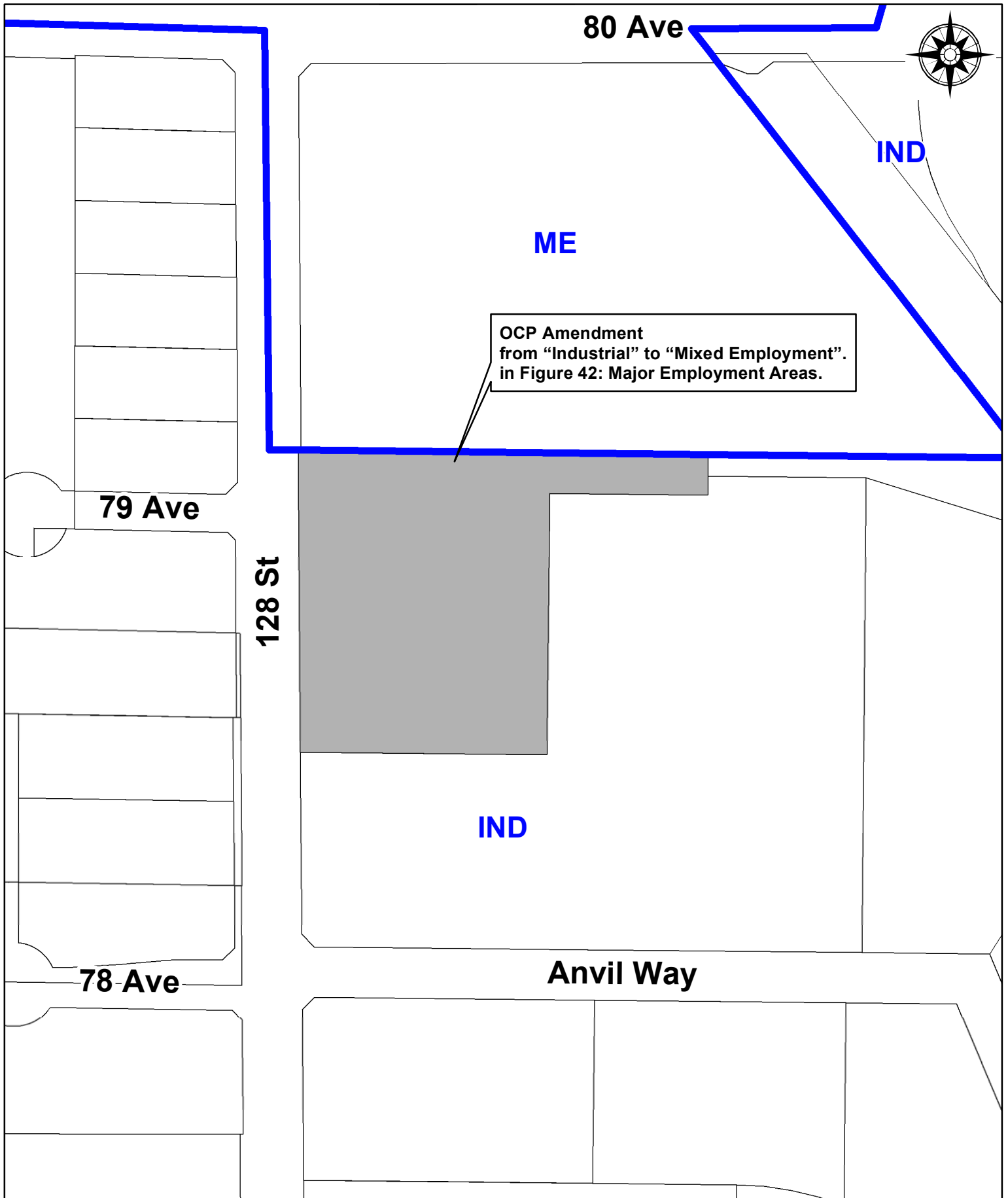
128 St

IND

78 Ave

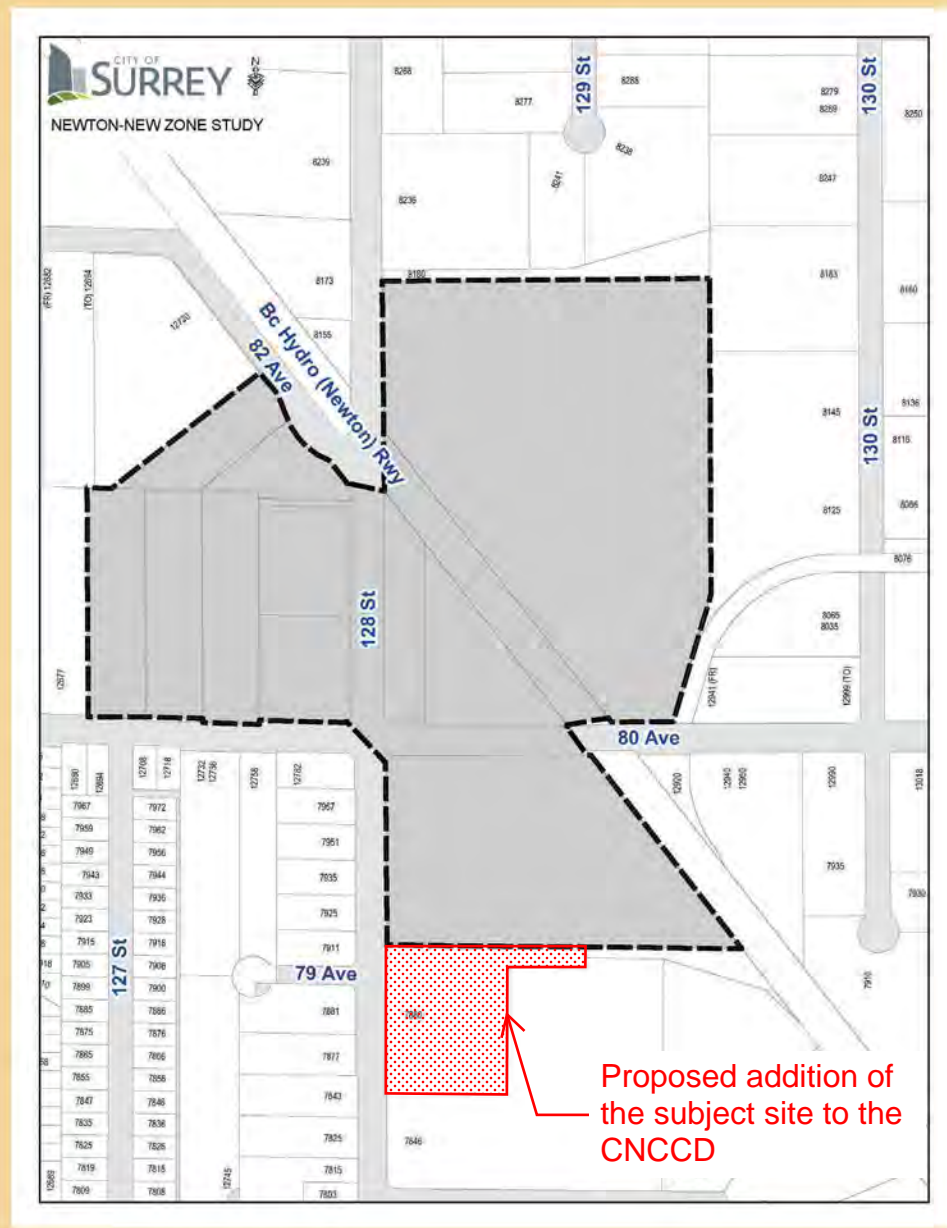
Anvil Way





## LOCATION OF CENTRAL NEWTON CULTURAL COMMERCIAL DISTRICT

The Central Newton Cultural Commercial District (CNCCD) is located at the intersection of 80 Avenue and 128 Street, as shown below.

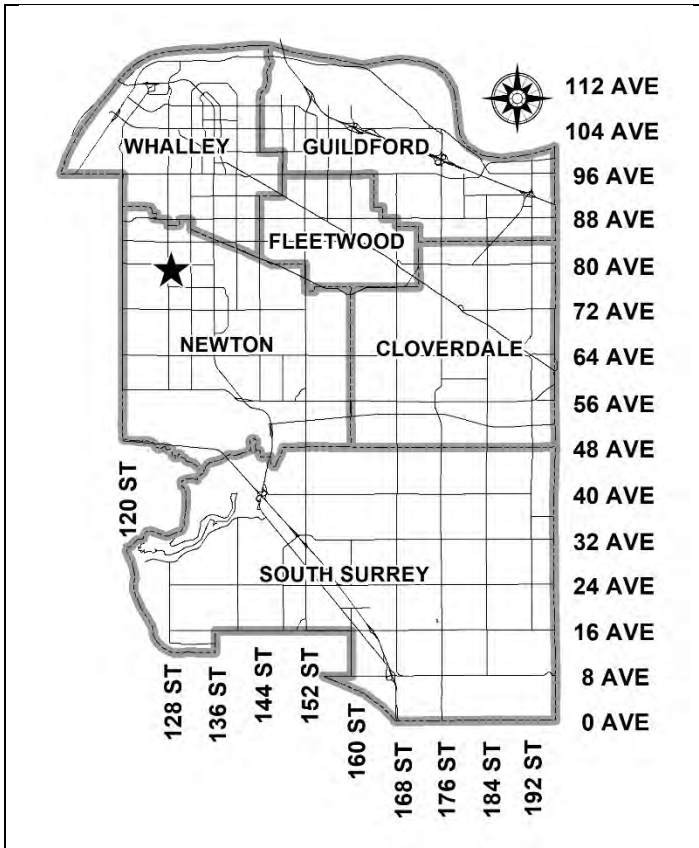


# Appendix VII

## City of Surrey PLANNING & DEVELOPMENT REPORT

Application No.: 7923-0090-00

Planning Report Date: May 1, 2023



### PROPOSAL:

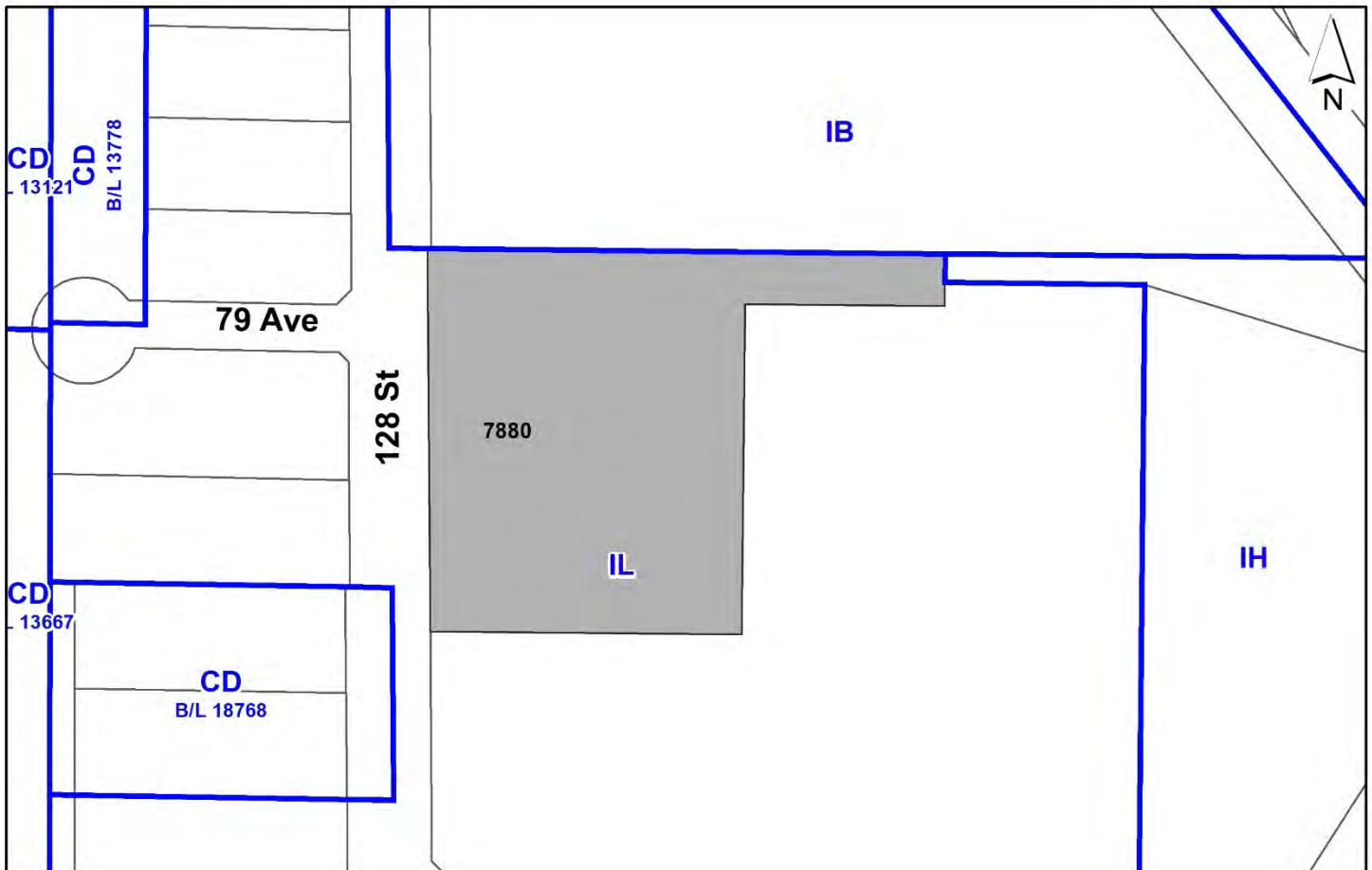
- **Regional Growth Strategy Amendment** from Industrial to Employment
- **OCP Amendment** from Industrial to Mixed Employment
- **OCP Text Amendment** to allow a higher density in the Mixed Employment designation
- **Rezoning** from IL to CD

to permit the development of three commercial buildings and one industrial building.

LOCATION: 7880 - 128 Street

ZONING: IL

OCP DESIGNATION: Industrial





## RECOMMENDATION SUMMARY

The Planning & Development Department recommends that that the application be referred back to staff to work with the applicant to develop a proposal that complies with the site's Industrial designation in both the Official Community Plan (OCP) and Metro Vancouver's Regional Growth Strategy (RGS).

## DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The proposed commercial uses depart significantly from the policies identified in the City of Surrey Official Community Plan (OCP) and Metro Vancouver's Regional Growth Strategy (RGS).
- The applicant is also proposing an OCP text amendment to allow a density higher than the 1.0 floor area ratio (FAR) permitted in the Mixed Employment OCP designation.

## RATIONALE OF RECOMMENDATION

### Policy Issues:

- Surrey's OCP and Metro Vancouver's RGS focus on the preservation of existing employment lands, particularly industrial lands. Introducing more commercial uses into Industrial areas erodes the viability of light and heavy industrial uses which create jobs and generate significant tax revenue that the Industrial designation is intended to support.
- The proposal would trigger the requirement for a Metro Vancouver RGS amendment. An RGS amendment from Industrial to Employment would be considered a Type 3 Minor Amendment. It would require an affirmative 50% + 1 weighted vote of the Metro Vancouver Board.

### Land Use Implications:

- The proposed development, if approved, would put pressure on other Industrial lands in Surrey to be converted to commercial uses, including other lands located in the Newton industrial area.
- The proposed 2.0 floor area ratio (FAR) density exceeds the maximum permitted in the Industrial or Mixed Employment designations. Under the Industrial and Mixed Employment designations, this site would be permitted a density of up to 1.0 floor area ratio (FAR). The proposed density of 2.0 FAR is generally not supported outside of Urban Centre plan areas and some key transit corridors, areas that are generally better served with amenities and transit.

- The subject site is less than 2 kilometres from the Newton Town Centre and the Scott Road Corridor, where commercial development is encouraged. If dense commercial developments are supported outside of the City's Town Centres, redevelopment of those key areas like the Newton Town Centre or the Scott Road Corridor, which are much more transit- and pedestrian-oriented and provide far more amenities, will be hindered and likely underdeveloped and/or delayed.
- The supply of industrial lands in the City and the region is limited and in high demand, as highlighted in Metro Vancouver's 2015 Industrial Lands Inventory. Protecting the supply of industrial lands in Surrey is important to meet the current and future needs of the local and regional economy.
- The creation of the Central Newton Cultural Commercial District (CNCCD) around the intersection of 128 Street and 80 Avenue was undertaken in 2013 in response to ongoing pressure in the Newton industrial area to allow commercial uses on Industrial land. A handful of properties were re-designated to Mixed Employment at that time with the clear intention of limiting commercial uses to those areas only and reinforcing the protection of the surrounding Industrial lands for legitimate industrial uses. The subject property is outside of the CNCCD lands and should therefore be maintained for industrial purposes in accordance with previous plans for the area.
- Approval of the current proposal would draw commercial uses farther south along 128 Street, further eroding the industrial land base, and providing increasing pressure for adjacent lands to redevelop to non-industrial uses.

## RECOMMENDATION

The Planning & Development Department recommends that that the application be referred back to staff to work with the applicant to develop a proposal that complies with the site's Industrial designation in both the Official Community Plan (OCP) and Metro Vancouver's Regional Growth Strategy (RGS).

## SITE CONTEXT & BACKGROUND

Direction	Existing Use	OCP Designation	Existing Zone
Subject Site	Industrial	Industrial	IL
North:	Commercial	Mixed Employment	IB
East and South:	Industrial	Industrial	IL
West (Across 128 Street):	Industrial	Industrial	IL and CD (By-law No. 18768)

### Context & Background

- The subject property is approximately 1.3 hectares in size and is located on the east side of 128 Street in the Newton Industrial area. It is designated "Industrial" in the Official Community Plan (OCP), and "Industrial" in Metro Vancouver's Regional Growth Strategy (RGS).
- Given the site's current Industrial designation under the RGS, an amendment to the RGS to Employment would be required should the proposal be supported by Council. This would involve an affirmative 50% +1 weighted vote of the Metro Vancouver Regional District Board. Metro Vancouver indicates that public engagement opportunities would also be required as part of their process. Public engagement opportunities may include notification on the Metro Vancouver website, request for written comments on the Metro Vancouver website, opportunities for the public to appear as a delegation to the Regional Planning Committee or the Metro Vancouver Regional District Board, conveyance of comments from the Surrey Public Hearing to the Metro Vancouver Regional District Board and/or hosting a public information meeting.
- The subject property is adjacent to, but not within, the group of properties that make up the Central Newton Cultural Commercial District (CNCCD).
- Properties within the CNCCD are designated "Mixed Employment" in the OCP and are intended to be developed as the only commercial lots in this area.
- The Central Newton Cultural Commercial District was developed to provide a legitimate location for a number of existing commercial businesses that had been occupying Industrial land in this area (Appendix III). At the time the area was designated in 2013, there was pressure throughout the Industrial lands in Newton, including in the East Newton Business Park, to introduce banquet halls as well as retail and service uses. A number of these commercial uses had already become established in some areas, in particular at the Payal

Centre, which is located on the east side of 128 Street at 82 Avenue. In order to relieve commercial pressure on Industrial lands throughout the community, the Central Newton Cultural Commercial District was established so that cultural and commercial uses could be focused in one area, thus maintaining the integrity of the remaining industrial lands.

- The intention of the CNCCD is to encourage commercial uses to locate on the lands designated Mixed Employment around the intersection of 80 Avenue and 120 Street. Elsewhere in Newton, these uses would not be permitted on Industrial lands. The subject lot is designated Industrial and is therefore intended to be protected for Industrial use now and in the future.

## DEVELOPMENT PROPOSAL

### Planning Considerations

- The subject application includes the following components:
  - An Official Community Plan amendment from Industrial to Mixed Employment, with a site-specific amendment to allow density beyond the 1.0 FAR limit of the Mixed Employment designation; and
  - A Rezoning from “Light Impact Industrial Zone (IL)” to “Comprehensive Development Zone (CD)”.
- In association with the proposed land use amendments noted above, an amendment of Metro Vancouver’s Regional Growth Strategy (RGS) will also be required. The property is currently designated Industrial in the RGS, which would need to be amended to Employment to accommodate the proposed development.
- Only the proposed OCP amendment and Rezoning, and not a Development Permit, are being presented for Council’s consideration at this time. Given the significant departure from the City’s plans, policies, and practices that the proposal entails, it was deemed appropriate to consult Council on the larger land use issue before proceeding to detailed development planning of the site, which would require a Development Permit.
- According to the applicant’s proposal, the development would consist of two four-storey buildings with ground floor commercial retail and upper floor office uses, a two-story building with ground floor commercial retail and second floor office uses and a one-storey warehouse building. In terms of floor area, the applicant is proposing 2.0 FAR (26,567 square metres). The floor area consists of 5,654 square metres of ground floor commercial (21% of floor area), 19,866 square metres of office uses (75% of floor area) and 1,047 square metres of warehouse use (4% of floor area).
- All aspects of the design, including but not limited to density, massing, circulation and site layout, would be subject to detailed review (including a Development Permit for Form and Character, review by Transportation and Engineering, the Advisory Design Panel, and Fire Department) and change should Council determine that the applicant’s proposal has merit.

### Referrals

- Formal referrals have not been completed for the subject proposal, given the significant departure from exiting City policies and practices. The current focus is on the appropriateness of the land uses that are proposed. Referrals to appropriate stakeholder groups would be required as part of any detailed proposal on the site.

### **Transportation Considerations**

- The applicant proposes medium-density commercial development at a density (2.0 FAR) that would be appropriate for a Town Centre location, where access to frequent transit and active transportation networks would be available.
- The subject property is not located near a frequent transit network, meaning that the development would rely heavily on automobile access. This would conflict with transportation and neighbourhood design policies in the City's Official Community Plan and Sustainability Charter.
- Detailed review of the proposed land use and site plan has not been undertaken from a Transportation perspective.

### **Sustainability Considerations**

- The proposal conflicts with fundamental sustainability principles that guide policy in the City's OCP and other plans and policy documents. Medium-density commercial development should be located in a Town Centre or along a Frequent Transit Network (FTN) corridor in order to create compact, healthy communities, maximize residents' access to services and amenities, and reduce dependence on private automobiles. See the Policy & Bylaw Considerations section below for more details.

## **POLICY & BY-LAW CONSIDERATIONS**

### **Regional Growth Strategy**

- The property is designated Industrial in Metro Vancouver's Regional Growth Strategy (RGS). According to the RGS, "Industrial areas are primarily intended for heavy and light industrial activities, and appropriate accessory uses. Limited commercial uses that support industrial activities are appropriate."
- The current proposal does not comply with the Regional Growth Strategy and would require an RGS amendment from Industrial to Employment.
- An RGS amendment from Industrial to Employment would be considered a Type 3 Minor Amendment. It would require an affirmative 50% + 1 weighted vote of the Metro Vancouver Board.

### **Official Community Plan**

#### Land Use Designation

- The subject site is designated Industrial in the Official Community Plan (OCP). The OCP states that “the Industrial designation supports light and heavy industrial land use. Accessory uses that operate ancillary to a main industrial use may include limited office uses, a caretaker's residence, and commercial uses that are strictly limited to those that support industrial activities.” The OCP is consistent with the Regional Growth Strategy in not supporting general commercial uses within the Industrial designation.
- The Industrial designation allows density up to 1.0 FAR.

### Proposed Amendment

- The applicant proposes an OCP amendment to redesignate the site from Industrial to Mixed Employment, with a site-specific amendment to allow density above 1.0 FAR, which is the maximum density permitted in the Mixed Employment designation. The proposal is for 2.0 FAR.

### **Use**

- Staff do not support the proposed OCP amendment. The protection of industrial lands is a key objective of the City of Surrey.
- The proposed land use amendment would represent a loss of valuable industrial lands within Surrey, which negatively impacts Surrey’s ability to attract industrial employment generators.
- If the proposed application is supported, the current Industrial lands in Newton and other parts of Surrey are very likely to come under pressure to be amended to allow for non-industrial uses.

### **Density**

- Densities of the order proposed by the applicant are typically not found outside of Town Centres and frequent transit corridors.
- The subject site is less than 2 kilometres from the Newton Town Centre and the Scott Road Corridor, where commercial development is encouraged. If dense commercial developments are supported outside of the City’s Town Centres, then redevelopment of those key areas like the Newton Town Centre or the Scott Road Corridor, which are much more transit- and pedestrian-oriented and provide far more amenities, will be hindered and likely underdeveloped and/or delayed.
- It is not appropriate to establish such high densities outside of a Town Centre or frequent transit corridor. Staff have significant concerns that such a development does not fit the area context and could be precedent-setting.

### Themes/Policies

The proposed Official Community Plan (OCP) amendment is not supported by the following policies in the OCP:

- A 1.1: Support compact and efficient land development that is consistent with the Metro Vancouver Regional Growth Strategy (RGS).

*(The proposed development does not comply with the RGS and encourages densification outside of the City's Urban Centre and Frequent Transit Development Areas.)*

- B 2.1: Support each Town Centre (Guildford, Fleetwood, Newton, Semiahmoo, and Cloverdale) as the primary centre for its community, the location of higher intensity urban development, and the location of community-serving civic, cultural, social, and recreational facilities.

*(The proposed development would erode the viability and delay redevelopment of the Newton Town Centre as a higher-density node for this community.)*

- E 1.1: Ensure a sufficient supply of employment lands in Surrey, including designated industrial lands, to meet the current and future needs of the local and regional economy.

*(This application proposes to convert approximately 1.3 hectares of Industrial lands to Mixed Employment within the Newton Industrial area. Allowing commercial uses in this area would be precedent-setting and may encourage the development of commercial uses on other industrial lands in this area.)*

- E.1.11: Protect industrially-designated land specifically for industrial purposes, particularly industrial land accessible by water and railways.

*(The subject site is designated Industrial and is connected by a rail spur to the BC Hydro (Newton) Railway.)*

## **PUBLIC ENGAGEMENT**

- Pre-notification letters were sent on April 12, 2023 and the Development Proposal Signs were installed on April 23, 2023. Staff have received no responses.

## **DEVELOPMENT PERMITS**

### **Form and Character Development Permit Requirement**

- The current Planning Report is reviewing the appropriateness of the proposed land uses. Any detailed proposal on the site would be subject to a form and character Development Permit.

## **PROJECT EVALUATION**

### **Applicant's Rationale**

- The applicant has provided rationale in support of their proposed Official Community Plan (OCP) amendment for use and density (Appendix IV). Key points from the applicant's rationale include the following:
  - The "Mixed Employment [designation] will allow for a wider diversity of uses,

giving the community greater business and employment opportunities. The benefit of this is a greater utilization of skills, knowledge, and abilities beyond what is allowed under the Industrial use.”

- “The subject lands are also within walking distances to residential communities to the east and west and can also serve businesses to the north and south.”
- “Industrial uses tend to bring large trucks, noisier/less clean uses, and offer fewer employment opportunities...”
- “The Lower Mainland and Fraser Valley are land locked so bringing more intensive usage of lands will be key to accommodating a growing economy and population.”
- “The subject lands sit within an existing community of cultural activities with businesses servicing that need. The current Industrial classification does not support this, and the change will support greater social gatherings and connectiveness.”

### **Staff Rationale**

While the applicant’s proposed addition of commercial uses to this area may be feasible, there are many more appropriate areas within the City, and in Newton in particular, where commercial development is permitted and encouraged. These include the Newton Town Centre and the Scott Road corridor.

There are several key concerns with the proposed land use and the increased density:

- The supply of industrial lands in the City and the region is limited and in high demand, as highlighted in Metro Vancouver’s 2015 Industrial Lands Inventory. Protecting the supply of industrial lands and associated jobs/tax base in Surrey is important to meet the current and future needs of the local and regional economy (see pages 9 and 10 of this report for more detailed information).
- There are ample opportunities for general commercial development in Newton, outside of the Industrial area. The subject site is less than 2 kilometres from the Newton Town Centre and the Scott Road Corridor, where commercial development is encouraged. If dense commercial developments are supported outside of the City’s town centres, then redevelopment of those key areas like the Newton Town Centre or the Scott Road Corridor, which are much more transit- and pedestrian-oriented and provide far more amenities, will be hindered and likely underdeveloped and/or delayed.
- Approval of the current proposal would draw commercial uses farther south along 128 Street, further eroding the industrial land base, and providing increasing pressure for adjacent lands to redevelop to non-industrial uses.
- The creation of the Central Newton Cultural Commercial District (CNCCD) around the intersection of 128 Street and 80 Avenue was undertaken in 2013 in response to ongoing pressure in the Newton industrial area to allow commercial uses on Industrial land. A handful of properties were re-designated to Mixed Employment at that time with the clear intention of limiting commercial uses to



that area only and reinforcing the protection of the surrounding Industrial lands for legitimate industrial uses. The subject property is outside of the CNCCD lands and should therefore be maintained for industrial purposes in accordance with previous plans for the area.

- The proposed density exceeds the maximum permitted in the Industrial or Mixed Employment designations. Under the Industrial and Mixed Employment designations this site would be permitted a density of up to 1.0 floor area ratio (FAR). The proposed density of 2.0 FAR is generally not supported outside of Urban Centre plan areas and some key transit corridors.

## RECOMMENDATION

In light of the broader and longer-term plans of the City to protect industrial lands and associated jobs/tax revenue and encourage medium-density development to locate in Urban Centres and along key transit corridors, staff are not supportive of the proposed development.

Accordingly, staff recommends that that the application be referred back to staff to work with the applicant to develop a proposal complies with the site's Industrial designation in both the Official Community Plan (OCP) and Metro Vancouver's Regional Growth Strategy (RGS).

## INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Aerial Photo
Appendix II.	Site Plan and Massing Rendering
Appendix III.	Map of Central Newton Cultural Commercial District
Appendix IV.	Applicant's Rationale in Support of the Proposal

*approved by Shawn Low*

Don Luymes  
General Manager  
Planning and Development

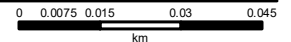
KB/ar



Enter Map Description

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The data provided is compiled from various sources and is NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, legal descriptions and encumbrances must be confirmed at the Land Title Office. Use and distribution of this map is subject to all copyright and disclaimer notices at cosmos.surrey.ca





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2023-03-15	DP Application
2023-03-07	Preliminary Application
Date	Description

Issues / Revisions	

Project Title  
**BUSINESS PARK DEVELOPMENT**

Project Address  
**7880 128 STREET  
SURREY, BC**

Drawn By GSV	Date 2023-03-07
Checked By PV	Project ID SU36_2302

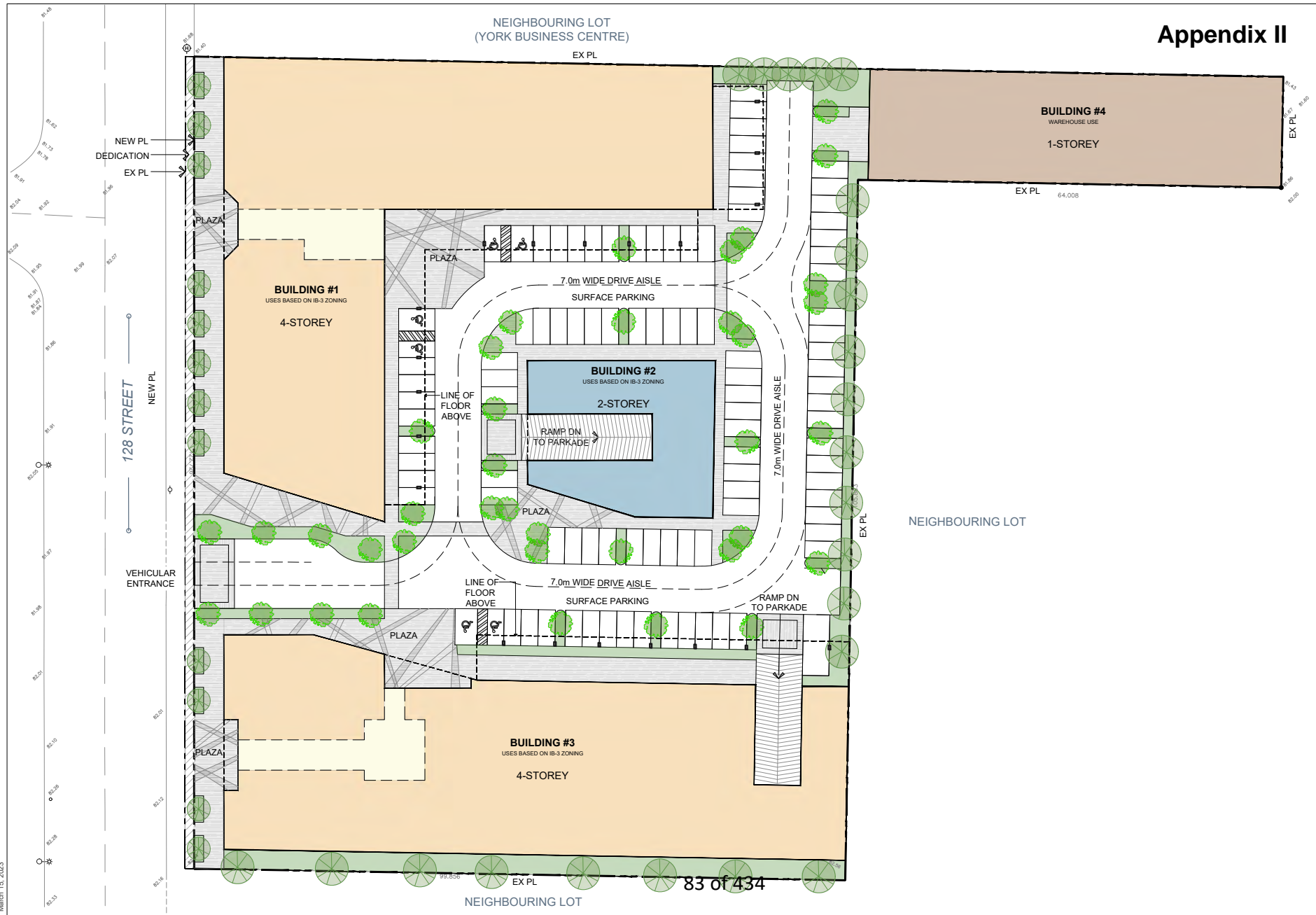
Sheet Title

**SITE PLAN**

Scale  
**N.T.S**

Sheet No.

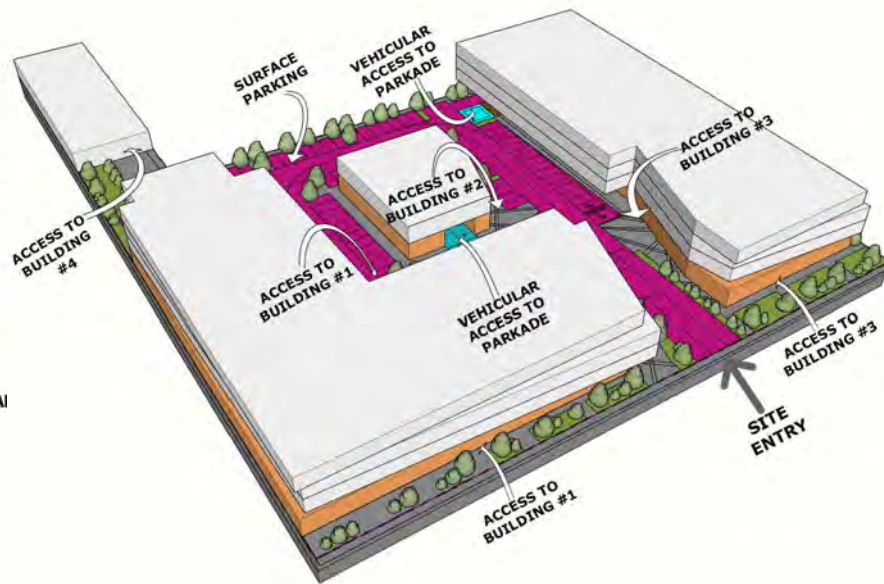
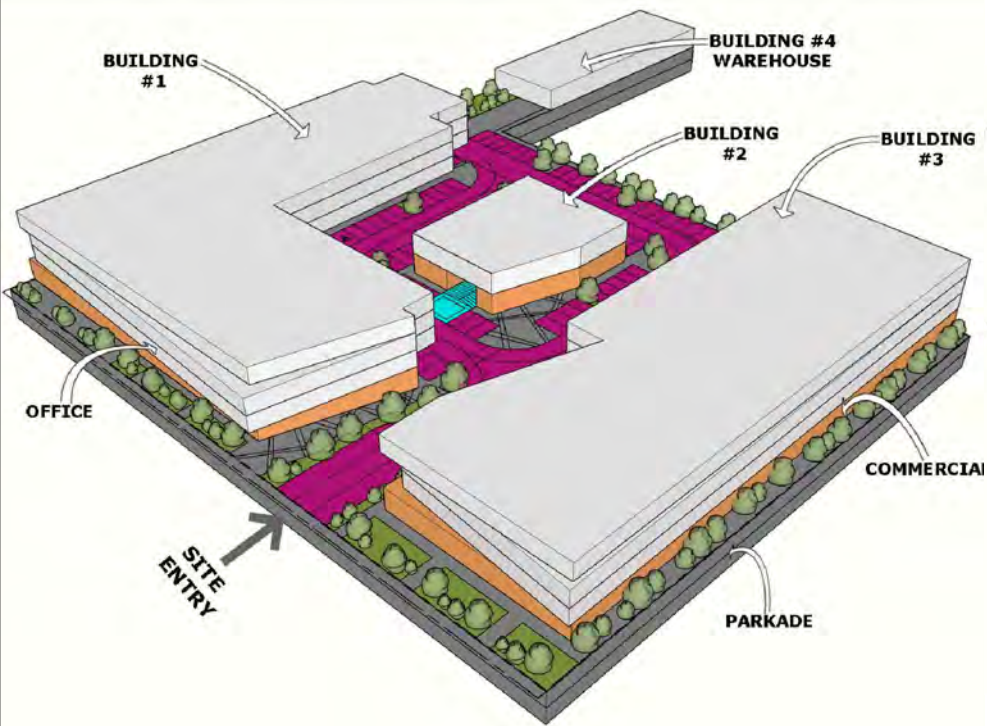
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# OCCUPANCY BY BUILDING TYPE

# ACCESS BY BUILDING TYPE

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2023-03-15	DP Application
2023-03-07	Preliminary Application
Date	Description

Issues / Revisions

Seal

Project Title  
**BUSINESS PARK DEVELOPMENT**

Project Address  
**7880 128 STREET  
SURREY, BC**

Drawn By GSV	Date 2023-03-07
Checked By PV	Project ID SU36_2302

Sheet Title  
**ACCESS STRATEGIES**

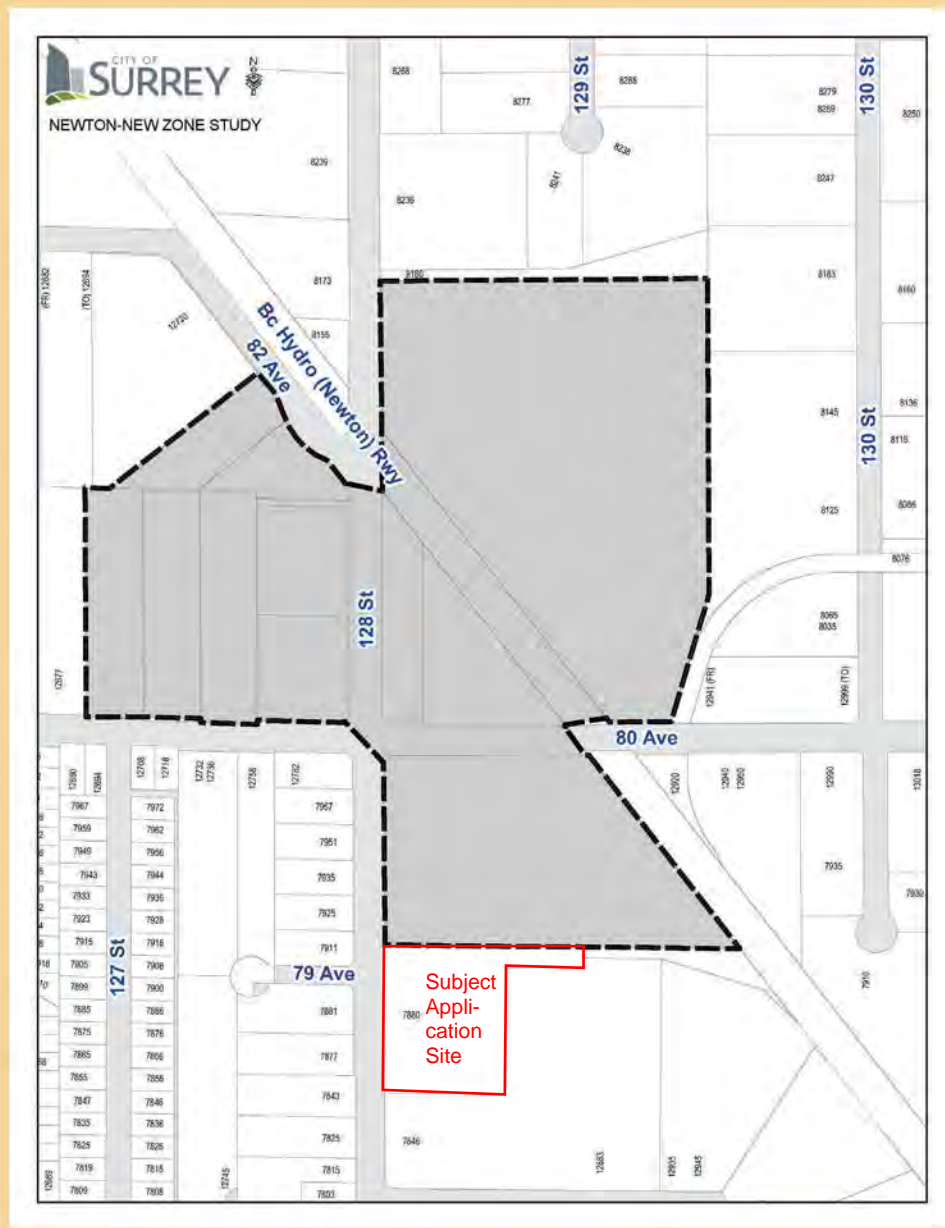
Scale  
**N.T.S**

Sheet No.

**A-3.0**

# LOCATION OF CENTRAL NEWTON CULTURAL COMMERCIAL DISTRICT

The Central Newton Cultural Commercial District (CNCCD) is located at the intersection of 80 Avenue and 128 Street, as shown below.



Proposed Business Park Development  
**7880 128 Street**  
Surrey, BC

April 24<sup>th</sup>, 2023

## Design Intent

The proposed development is sprawled over a 1.35-hectare site in the heart of Surrey. We are proposing to develop a multi-use business park based on CD zoning (per IB), proposing 2.0 FAR on net area of 1.33-hectare, after road dedications.

The proposal includes 4 buildings' superstructure's sitting on 2 levels of UG parkade.

Building 1- 4 storeys of Commercial including retail, wholesale, personal services, eating establishments and Office spaces

Building 2 – 2 storeys of Commercial including retail, wholesale, personal services, eating establishments and Office spaces

Building 3 - 4 storeys of Commercial including retail, wholesale, personal services, eating establishments and Office spaces

Building 4 – 1 storey warehouse use.

Overall, we are proposing 60,860 sqft Commercial usage area (including retail, wholesale, personal services, eating establishments), 213,835 sqft Business and Personal service occupancies and 11,270 sqft warehouse space. We hope to provide ample space with a varied portfolio to the rapidly growing City of Surrey Businesses.

As per the parking requirement per City Bylaws, we are proposing 2 levels of UG parkade spread through the site, providing 676 spaces in response to requirement of 676 spaces, specifically, 169 spaces for commercial use based on 3/100 sqm, 497 spaces for Office use based on 2.5/ 100 sqm and 10 for Industrial use based on 1/100 sqm.

All public entrances are accessible. There are multiple opportunities for users to come together in the pedestrian-friendly plazas with interesting and stimulating landscapes. Landscape design will promote inviting green spaces and aesthetic pedestrian linkages to the public transportation nodes and neighboring lots as well. In working through the detailed development design, we will provide bike parking to encourage alternative transportation.

Proposed Built form is a U-shaped form made by 2 buildings encompassing Building 2. The Proposal will also incorporate principles of Crime prevention through environmental design (CPTED).

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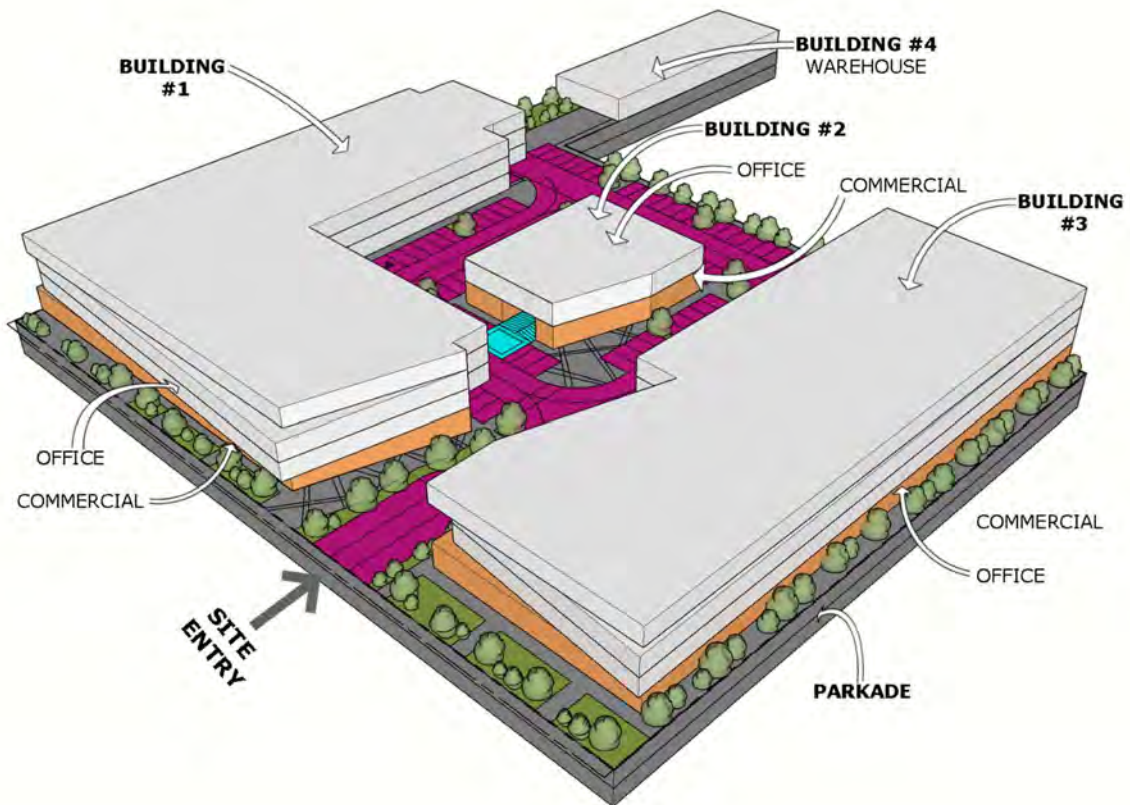
1690 West 2nd Avenue,  
Vancouver V6J 1H4

P 604 608 0161

[www.eatonarchitect.ca](http://www.eatonarchitect.ca)

Hospitality,  
Commercial,  
Residential.

*Form,  
Function,  
Harmony*



We feel quite excited about what this development and design will do for the area, to hopefully set a precedent towards a compelling design ethic, while still fitting in the neighborhood. We hope to bring a “fresh face” embracing the current vibrancy of the City of Surrey.

## Rationale

*What are your reasons for amending the OCP designated land use from Industrial to Mixed Employment and for Amending the Regional Growth Strategy (RGS) from Industrial Usage to another use?*

The key goals of the RGS are:

1. Promote Economic Growth
2. Promote Complete Communities
3. Promote Sustainable Businesses
4. Accommodate Growth
5. Create Vibrant Centres of Cultural Activities

By amending the subject lands from Industrial to Mixed Employment, it better aligns with the goals stated in the RSG. Mixed Employment will allow for a wider diversity of uses, giving the community greater business and employment opportunities. The benefit of this is a greater utilization of skills, knowledge, and abilities beyond what is allowed under the Industrial use. The subject lands are also within walking distances to residential communities to the east and west and can also serve businesses to the north and south. Industrial uses tend to bring large trucks, noisier / less clean uses, and offer fewer employment opportunities which given its proximity to residential communities, will not serve to benefit the residents.

The change to Mixed Employment will allow for the new development to compliment neighbouring properties and together, create a strong social hub for residents, businesses, and consumers to meet, interact, conduct business, and enjoy more amenities. Clustering of business will help improve the viability of local businesses. The development will allow for a greater diversity and complimentary businesses to co-exist that would typically not be seen in Industrial uses.

The Lower Mainland and Fraser Valley are land locked so bringing more intensive usage of lands will be key to accommodating a growing economy and population. There is a need to provide greater and more accessible employment lands and given the site's location and proximity to residential communities, the land will be better suited for more intensive and higher employment uses as is already evident in the neighborhood.

Furthermore, the subject lands sit within an existing community of cultural activities with businesses servicing that need. The current Industrial classification does not support this, and the change will support greater social gatherings and connectiveness. It will allow for complementary growth for the overall community.



## H. BYLAWS AND PERMITS

### BUSINESS ARISING OUT OF THE PUBLIC HEARING

2. Planning Report – Application No. 7923-0090-00  
7880 - 128 Street

Owner: 0850795 B.C. Ltd. (Director Information: L. Brar, G. Brar, R. Khaira, J. Khaira)  
Agent: L. Kwan

"Surrey Official Community Plan Bylaw, 2013, No. 18020, Text Amendment Bylaw,  
2024, No. 21170"

To amend OCP Figure 3: General Land Use Designations and Figure 42: Major  
Employment Areas from Industrial to Mixed Employment and to amend Table 7a:  
Land Use Designation Exceptions to allow a FAR of up to 2.00.

It was

Moved by Councillor Kooner

Seconded by Councillor Stutt

That "Surrey Official Community Plan Bylaw,  
2013, No. 18020, Text Amendment Bylaw, 2024, No. 21170" pass its third reading.

RES.R24-380

Carried

"Surrey Comprehensive Development Zone 177 (CD 177), Bylaw, 2024, No. 21171"  
IL to CD – to develop three commercial buildings and a child care building.

It was

Moved by Councillor Bose

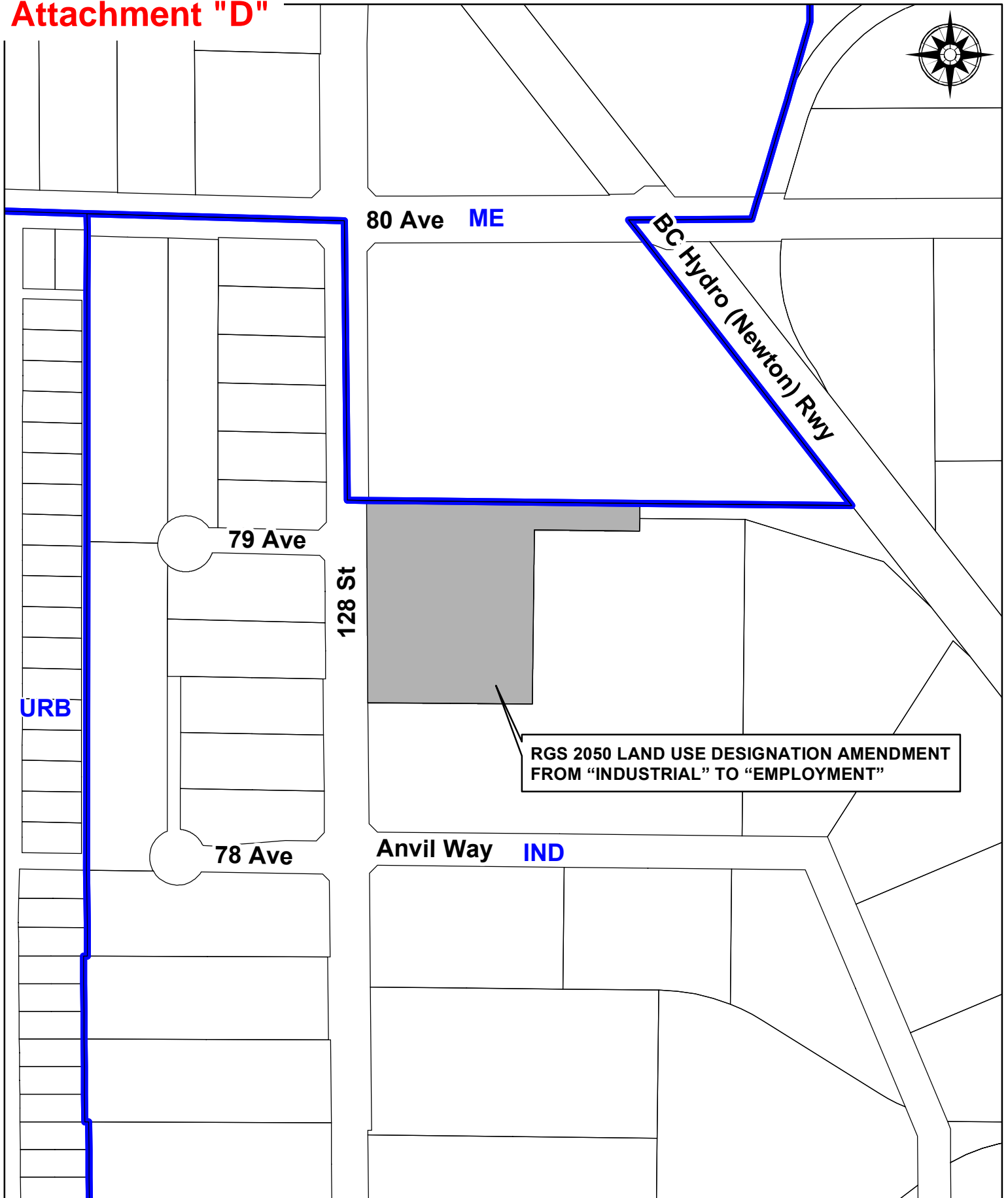
Seconded by Councillor Stutt

That "Surrey Comprehensive Development  
Zone 177 (CD 177), Bylaw, 2024, No. 21171" pass its third reading.

RES.R24-381

Carried

# Attachment "D"



**METRO VANCOUVER REGIONAL DISTRICT  
 BYLAW NO. 1392, 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” 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. 1392, 2024”.

**Schedule**

- 2. The following Schedule is attached to and forms part of the bylaw:
  - Schedule “A”, Subject Properties.

**Amendment of Bylaw**

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

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

PID	Legal Description
005-581-036	LOT 97, SECTION 20, TOWNSHIP 2, NEW WESTMINSTER DISTRICT, PLAN 57353

from ‘Industrial’ to ‘Employment’, as shown in Schedule “A” of this bylaw; and

- 3.2 “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended by amending maps numbered 2, 7, and 12 to incorporate the changes outlined in section 3.1 of this bylaw.

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

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

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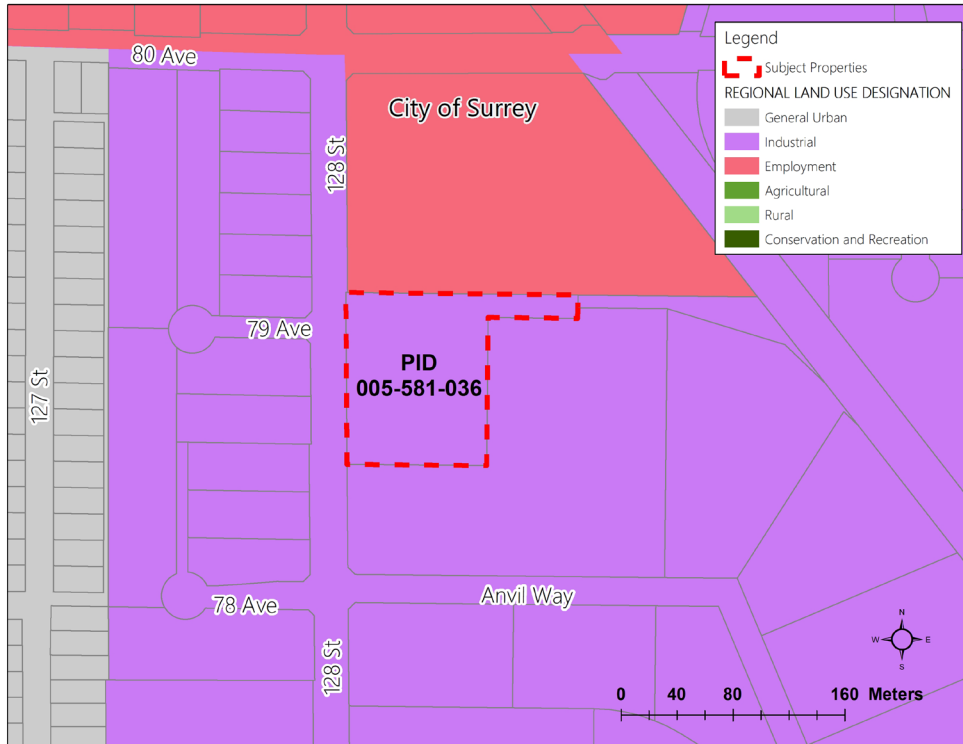
Board Chair

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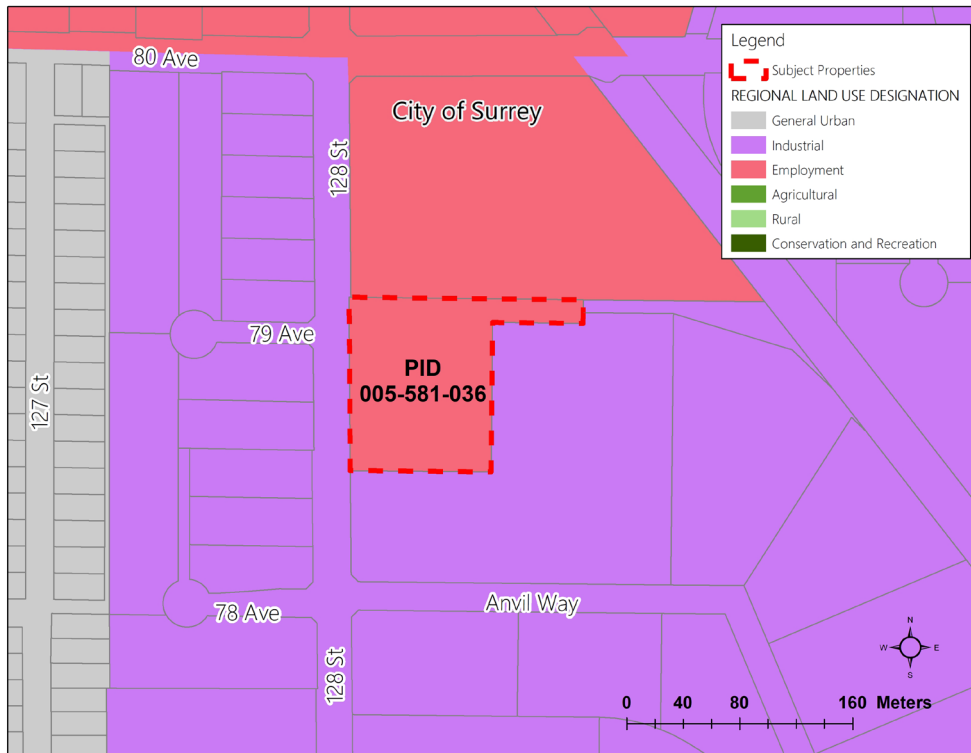
Dorothy Shermer, Corporate Officer

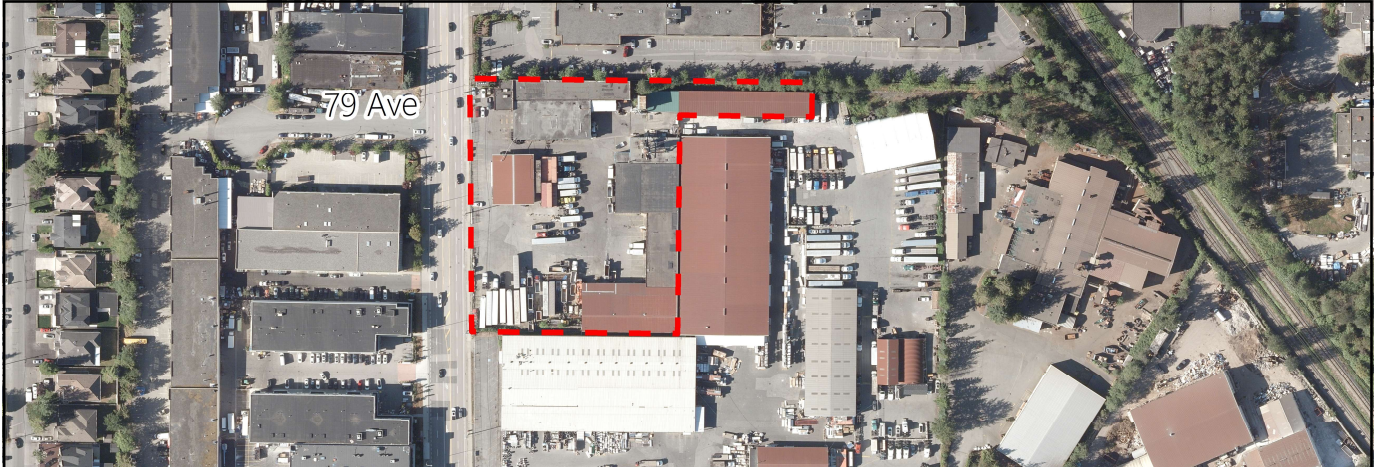
# Schedule A Subject Properties

## Prior to Amendment



## Post Amendment





# Metro 2050 Type 3 Proposed Regional Land Use Amendment

## CITY OF SURREY - 7880-128 ST

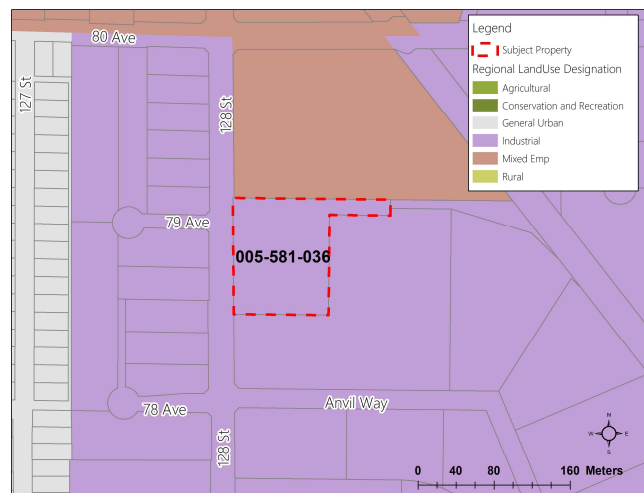
Mikayla Tinsley  
Senior Policy & Planning Analyst, Regional Planning and Housing Services



Regional Planning Committee, July 4, 2024

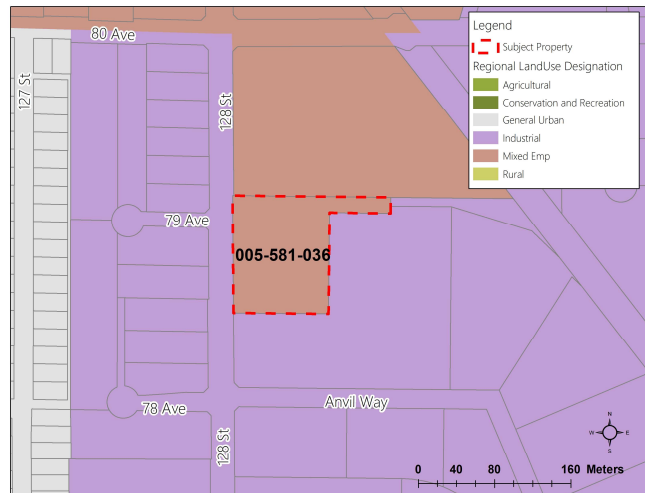
## REGIONAL LAND USE DESIGNATIONS

- Designated Industrial in *Metro 2050*
- Lands to the north are designated Mixed Employment
- Lands east, west, and south are designated Industrial

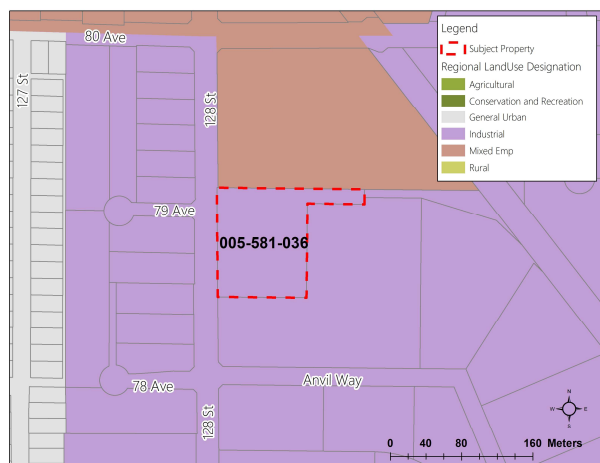


## PROPOSED AMENDMENT

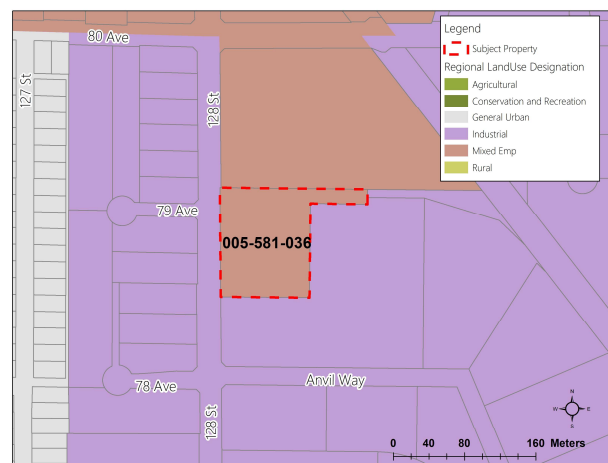
- Amend the regional land use from Industrial to Employment to accommodate commercial uses, including retail, office space, and a childcare facility
- No change to the Urban Containment Boundary
- Type 3 amendment



## REGIONAL LAND USE DESIGNATION



Current regional designation



Proposed regional designation

**SITE PHOTO**



**SITE PHOTO**





## METRO 2050 CONSISTENCY ANALYSIS

- Loss of 1.3 hectares of Industrial land
- Addition of Employment land (job creation)
- Not within an Urban Centre or Frequent Transit Development Area, but near bus routes and a greenway
- Increase in vehicle trip generation



## RECOMMENDATION

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to Employment for the lands located at 7880-128 Street;
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1392, 2024"; and
- c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.

## NEXT STEPS

Should the amendment application proceed:

- Provided the bylaw receives readings by the MVRD Board, the amendment application will be referred to affected local governments for comment (45 day comment period)
- Receive comments from the referral process, convey comments to the Board
- Board will consider final reading and adoption of the amendment bylaw.



To: Regional Planning Committee

From: Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services, and Mikayla Tinsley, Senior Policy and Planning Analyst, Regional Planning and Housing Services

Date: June 24, 2024

Meeting Date: July 4, 2024

Subject: **Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)**

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### RECOMMENDATION

That the MVRD Board decline the proposed amendment to *Metro 2050* to extend the Urban Containment Boundary and redesignate properties at 18115, 18147 and 18253 - 0 Avenue from Rural to General Urban, based on the analysis in the report titled “*Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)*” dated June 24, 2024 and notify the City of Surrey of the decision.

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### EXECUTIVE SUMMARY

The City of Surrey has requested a Type 2 amendment to *Metro 2050* for a 23.7 hectare area known as Hazelmere located adjacent to the international boundary (0 Avenue) between 180 Street and 184 Street. The proposed amendment would create a non-contiguous extension of the Urban Containment Boundary that includes the site, and would amend the regional land use designation for the site from Rural to General Urban. Surrey previously submitted this same proposed amendment to Metro Vancouver in 2018. The proposed amendment was declined at 3<sup>rd</sup> reading by the MVRD Board.

The submission materials for the proposed amendment are the same as for the 2018 application (Attachment 1). Metro Vancouver’s previous staff report on this amendment proposal from 2018 is attached for reference (Attachment 2). The 2018 report was reviewed under *Metro Vancouver 2040: Shaping our Future*, the previous Regional Growth strategy, and staff analysis expressed concern about sprawl, environmental impacts, and potential utility costs given the location. The analysis and concerns raised are still relevant as the majority of policies remain a part of *Metro 2050*. This report focuses on updated policies in *Metro 2050* as well as changes in policy, legislation, and land use context since 2018.

Staff do not recommend advancing the proposed amendment for the following reasons:

- The Urban Containment Boundary is intended to be a stable area for urban development that protects Agricultural, Conservation and Recreation, and Rural lands from dispersed development patterns and that supports the efficient provision of regional utilities. Adding these lands does not support the *Metro 2050* objective of containing 98 percent of the region’s dwelling unit growth within the Urban Containment Boundary, nor building a compact urban footprint as these lands are non-contiguous and located at the southern edge of the region.

- Despite the regional need for additional housing, providing low-density, auto-oriented single-detached forms of housing in the region’s rural areas will not have a significant positive impact on overall housing needs, and does not support objectives related to increasing housing diversity (in tenure, size, and type), including affordable housing.
- Concerns about the car dependency of the proposed development, increased traffic, and impact on adjacent rural and agricultural lands that were noted when the application was previously submitted in 2018 remain and are still relevant.
- The resubmitted application does not take into account legislative and land use changes that have occurred since 2018, and as a result, analysis regarding impacts on adjacent rural and agricultural lands, traffic, and hydrology are not up to date. Notably, the recent Provincial Housing Legislation (Bill 44) may potentially allow significantly more housing units if this subdivision is added to the Urban Containment Boundary and connected to municipal servicing.
- New development approvals within the Little Campbell River watershed may affect the hydrology of this site and have impacts on the lands around it, particularly the adjacent ALR lands. To properly consider and analyze the impacts of the proposed development on the surrounding rural and agricultural lands, this updated data and information is needed.

## PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider the City of Surrey’s request to amend *Metro 2050* to redesignate 23.7 hectares from a Rural regional land use designation to a General Urban regional land use designation through a *Metro 2050* Type 2 amendment.

## BACKGROUND

On October 23, 2017, the City of Surrey submitted a request to Metro Vancouver to amend the *Metro 2040* land use designation map to accommodate a development proposal known as Hazelmere. At its February 23, 2018 meeting, the MVRD Board directed staff to prepare a bylaw to amend the regional land use designation for the Hazelmere site, and to extend the Urban Containment Boundary. The MVRD Board gave first and second reading to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1263, 2018 at its March 23, 2018 meeting. However, after hosting a public hearing, receiving comments and discussion, the motion to give third reading to the bylaw was defeated at the June 22, 2018 MVRD Board.

On March 21, 2024, the City of Surrey submitted an amendment request for Hazelmere to Metro Vancouver again to reconsider under *Metro 2050*. The amendment request and development proposal are unchanged from the City of Surrey’s 2017 application. The proposed amendment would add the 23.7 hectare subject site as a non-contiguous extension of the *Metro 2050* Urban Containment Boundary and amend the regional land use designation for the site from Rural to General Urban. The requested *Metro 2050* Type 2 amendment requires adoption through an amendment bylaw passed by an affirmative two-thirds weighted vote of the MVRD Board.

## SITE CONTEXT

The subject site is part of a 52.2 hectare site including 28.5 hectares of land within the Agricultural Land Reserve, which is not included in the *Metro 2050* amendment application. The requested

amendment is for 23.7 hectares. The subject site is bounded by the international boundary to the south, golf courses and agricultural acreages to the north, and agricultural acreages to the east and west. The proposal would see the subject site divided into 145 single family lots, several park lots, a detention pond, and a remainder lot remaining in the Agricultural Land Reserve.

**Table 1. Adjacent Area**

Direction	Existing Use	Regional Land Use Designation
North	Golf courses and agricultural acreages, within the Agricultural Land Reserve (ALR)	Agricultural
East (across 184 Street)	Agricultural acreages	Rural
West	Agricultural acreage within the ALR	Agricultural
South (across 0 Avenue)	United States of America	n/a

**Table 2. Hazelmere Site Context**

Address	18115 – 0 Ave	18147 – 0 Ave	18253 – 0 Ave
PID	013-221-540	007-245-653	007-150-199
Current Zoning	A-1 (75%) CPG (25%)	A-1	A-1
Current OCP Land Use Designation	Agricultural	Agricultural	Agricultural
Current Metro 2050 Designation	Agricultural and Rural	Rural	Rural
Inside the UCB	No	No	No
ALR Status	Partially in ALR (ALR portion not included in amendment request)	Not in ALR	Not in ALR
Sewerage Area	Outside the Fraser Sewerage Area	Outside the Fraser Sewerage Area	Outside the Fraser Sewerage Area
Proposed Metro 2050 Designation	General Urban	General Urban	General Urban

**PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT**

On February 26, 2024, the Surrey City Council passed a resolution to refer the RGS amendment application for the subject site, which had been dormant since 2018, to Metro Vancouver for consideration under *Metro 2050*. The amendment request and development proposal are unchanged from the City of Surrey’s 2017 application. The proposal would amend the City’s OCP and Zoning Bylaw for the subject site to accommodate residential uses. The City can only proceed to adopt the proposed OCP amendments if the MVRD Board approves the corresponding *Metro 2050* Type 2 amendment.

Figure 1. Site Context – General Surrounding Area

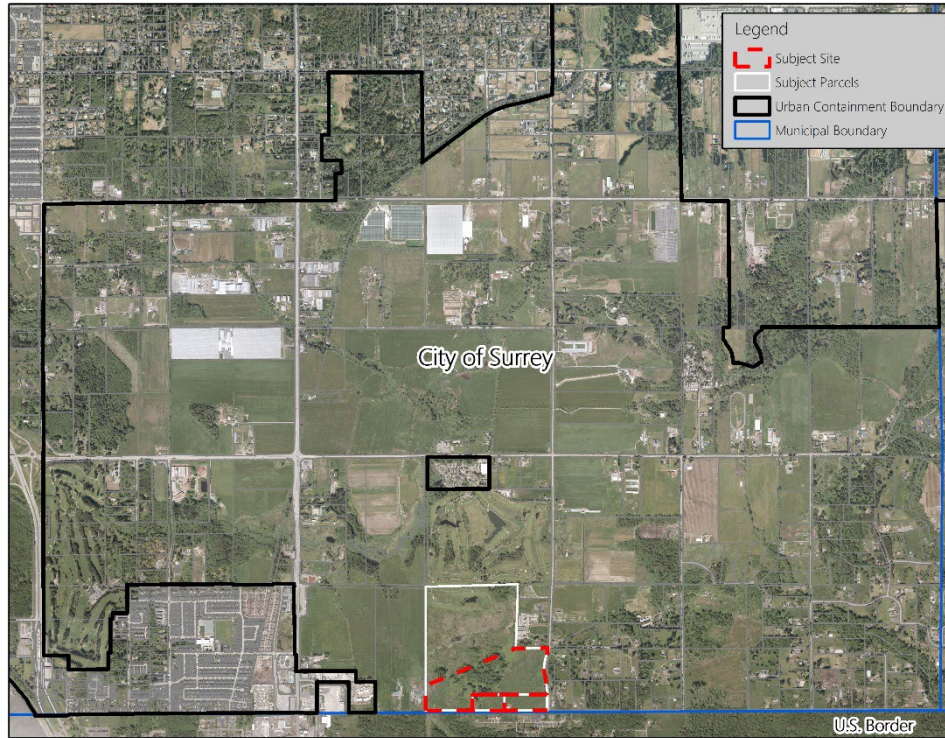


Figure 2. Site Context – Subject Parcels

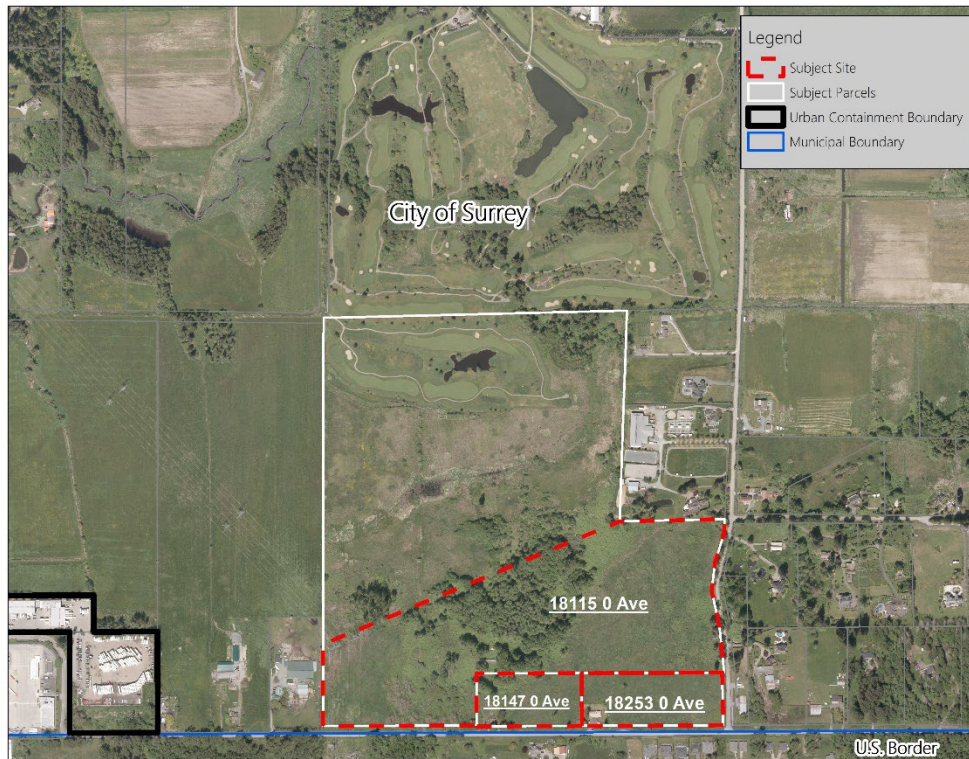


Figure 3. Existing Regional Land Use Designations

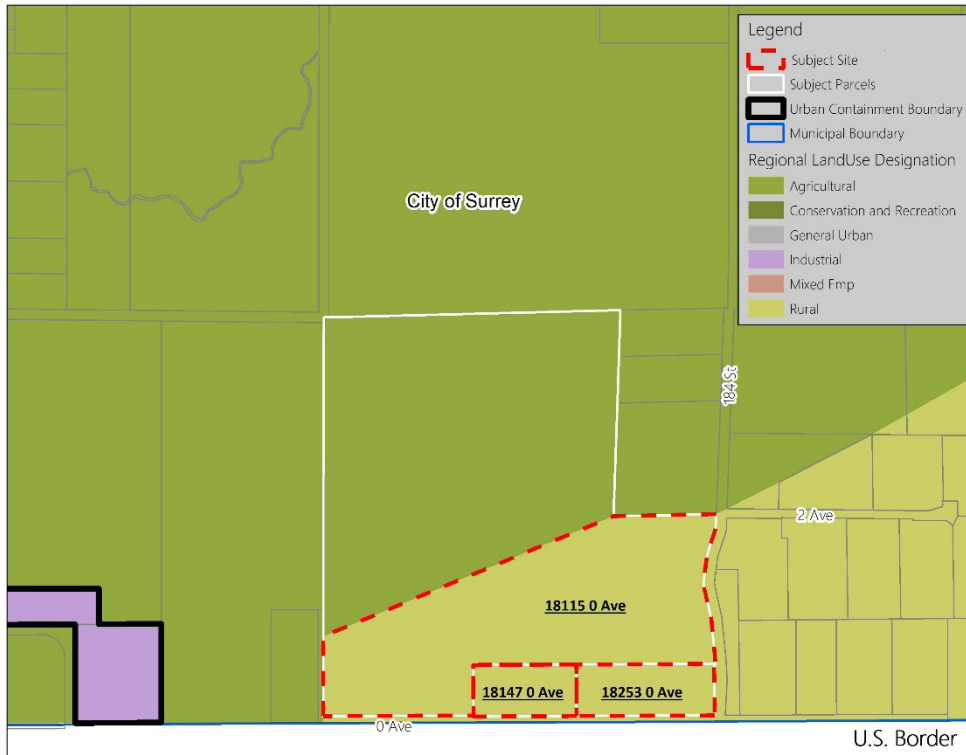
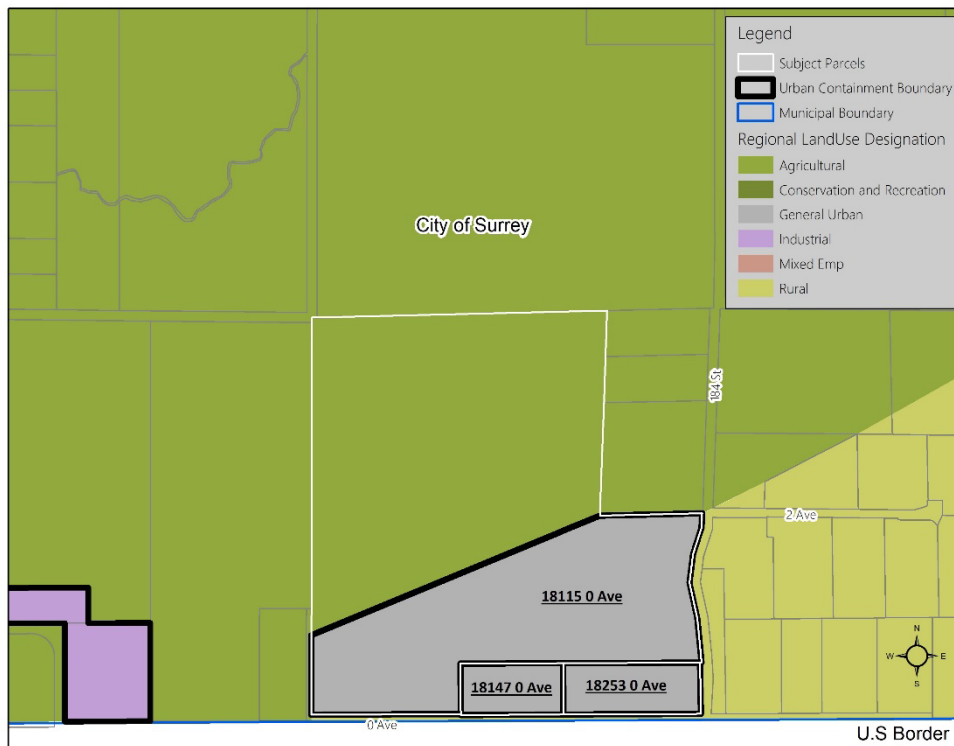


Figure 4. Proposed Regional Land Use Designations



## REGIONAL PLANNING ANALYSIS

The City of Surrey's proposed *Metro 2050* amendment has been assessed in relation to the applicable goals and policies of the Regional Growth Strategy. The intent of the assessment by Regional Planning staff is to identify any potential regional planning implications and the regional significance of the proposed land use changes in consideration of *Metro 2050*, not to duplicate the municipal planning process.

*Metro 2050* sets out the federation's long-term regional vision to contain and direct growth to transit-oriented complete communities, protect ecologically important, agricultural and job lands, and support diverse and affordable housing, regional economic prosperity, improved mobility, climate action and resilience and the efficient provision of urban infrastructure including transit and utilities. Staff's role in assessing amendment requests is to consider implications to the shared *Metro 2050* vision, goals and strategies from a long-term, regional perspective. A summary of the regional analysis is provided as follows.

### Goal 1: Create a Compact Urban Area

Goal 1 of *Metro 2050* includes strategies to concentrate urban development within the Urban Containment Boundary (UCB), and to direct growth to a network of Urban Centres and along transit corridors, with an aim to support the development of resilient, healthy, connected, and complete communities with a range of services and amenities.

#### *Consideration 1: Contain urban development within the Urban Containment Boundary*

The Urban Containment Boundary is intended to be a stable area for urban development that protects Agricultural, Conservation and Recreation, and Rural lands from dispersed development patterns, and that supports the efficient provision of regional utilities. There is sufficient capacity to accommodate all anticipated growth to the region within the existing UCB. The subject site is outside of the Urban Containment Boundary (UCB), has a Rural regional land use designation, and is not connected to regional utilities. The proposed amendment would add over 23 hectares as a non-contiguous extension of the UCB, which would be surrounded by regionally-designated Agricultural and Rural lands, and immediately abutting the US border across 0 Avenue to the south.

The recent Provincial Housing Legislation (Bill 44) requires local governments to intensify existing single-detached zoned neighbourhoods within the UCB, which will further reduce the need for adding additional developable residential land outside the UCB. The legislation prohibits the City from introducing new exclusionary single-detached zoning within a UCB, which may result in these lands being developed to much higher densities than was originally envisioned when this proposal was originally submitted in 2017. The proposed amendment does not support the *Metro 2050* objective of containing urban development within the UCB.

#### *Consideration 2: Develop resilient, healthy, connected, and complete communities with a range of services and amenities*

The proposed development is a car dependent, single-detached housing neighbourhood with limited access to services, employment, and amenities (e.g., medical, grocery, restaurants, schools, child care). Creating new, car-dependent communities does not contribute to the *Metro 2050* objective of developing complete communities with a range of services and amenities. Surrey has



been a regional leader in creating comprehensive neighbourhood plans to guide development within the remaining defined urban growth areas. These areas have identified municipal and regional land uses, and infrastructure and transportation plans as the designated areas for future growth and investment. The proposed amendment would leapfrog the UCB and spread new urban residential into the Rural area, potentially signaling that the UCB is not stable.

The City of Surrey and the land owner / developer have made efforts for this development to bring benefits to the community, and staff can understand the desire to optimize the proposed site. As such, the developer has agreed to convey 4.73 hectares of land on the subject site to the City of Surrey at no cost as parkland and open space/riparian area, which would provide outdoor recreation space for residents of the proposed development, as well as neighbouring residents. However, the regional assessment is concerned with the impacts of changing land use and related activity, rather than the specific merits of site design or quality of development, or any potential contributions offered as consideration with approval of the amendment.

*Metro 2050* contains many policies in support of working closely with First Nations on development plans as well as encouraging member jurisdictions to engage with local First Nations on long-term growth and transportation planning coordination. As part of the 2018 development application, the developer signed a mutual benefit agreement with Semiahmoo First Nation, and members of the Nation spoke in support of the development and the benefits it would bring (Attachment 4). Since no new information has been provided as part of the resubmitted application, staff are unable to comment on the current status of the agreement.

*Consideration 3: Protect Rural lands from urban development*

The proposed development will introduce urban uses onto rural lands and expand the UCB. This type of development, and the extension of water and sewer servicing to support it, increases the speculative pressures on other rural and agricultural lands in the area, particularly those along 0 Avenue, to also seek redesignation to urban uses. The needed extension of the sewer proposed for the development would cross through abutting Agricultural Land Reserve (ALR) lands, which may be detrimental to agricultural areas and operations, and encourage additional demand for sewerage connections in the area further driving speculation.

The City's submission package has not been updated since this same application was submitted to Metro Vancouver in October of 2017. New development approvals within the Little Campbell River watershed may affect the hydrology of this site and have impacts on the lands around it, particularly the adjacent ALR lands. To properly consider and analyze the impacts of the proposed development on the surrounding rural and agricultural lands, this updated data and information is needed.

Goal 2: Support a Sustainable Regional Economy

Goal 2 of *Metro 2050* includes strategies to promote land development patterns that support a diverse regional economy. This includes the protection and enhancement of the region's supply of industrial and agricultural lands, while supporting employment opportunities close to where people live.

*Consideration 1: Protect the supply of agricultural land and strengthen agricultural viability*

Agriculture is an important sector of the region's economy and a critical component of the regional food system. The proposed amendment would facilitate the introduction of significant urban residential development and associated traffic adjacent to existing agricultural areas within the Agricultural Land Reserve, which could affect current and future farming activity, and likely would increase land use speculation pressures on proximate agricultural properties.

The City's submission also notes that the applicant has committed to mitigation measures related to land use impacts on adjacent agricultural lands. However, no information was provided on how this would take place, who would be responsible for managing that work over the construction period, or who would pay for and maintain it and ensure that the work is conducted as described.

In terms of impact to agricultural lands on the subject site, the City of Surrey's submission notes that they intend to refer the application to the Agricultural Land Commission for consideration of the following:

- Inclusion of a 1.6 hectare portion of the property in the southwest corner of 18115 0 Avenue into the ALR;
- Non-farm use to permit stormwater runoff into the proposed habitat ponds in the ALR; and
- Subdivision to create a 4.6 hectare lot within the ALR for conveying to the City for conservation purposes.

To date, the City has not yet applied to the Agricultural Land Commission. If the development proceeds, the Agricultural Land Commission will have the opportunity to comment on impacts on adjacent agricultural lands before the bylaw is adopted as part of the comment period.

Regionally-designated Agricultural land is intended for agricultural purposes. However, the application is proposing to utilize agricultural land to accommodate stormwater drainage to meet the desired residential density. The use of agricultural land for stormwater retention ponds is an indirect conversion of agricultural land to non-farm uses, and will negatively impact agricultural viability in the region.

The inclusion of the 1.6 hectare portion of the property into the ALR may increase the supply of agricultural land. However, the City is requesting to change the regional land use designation of this land as General Urban rather than Agricultural, and the land is not a part of the ALC, so the land would not be protected as Agricultural land. Therefore, it is difficult to consider this as a benefit to the supply of agricultural land in the region.

**Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards**

Goal 3 of *Metro 2050* includes strategies to protect, enhance, restore and connect ecosystems while advancing land uses that reduce greenhouse gas emissions and improve resilience to climate change impacts.

*Consideration 1: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality*

The proposed amendment is not aligned with the regional targets set out in *Metro 2050* to reduce greenhouse gas emissions (GHGs) by 45 percent below 2010 levels by the year 2030 and to achieve a carbon neutral region by the year 2050. *Metro 2050* states that the UCB is intended to support land development patterns that can reduce energy demand and GHGs from commuter traffic, while protecting non-urban land outside of the UCB that stores carbon and helps communities adapt to climate change.

Expanding the UCB as a result of this application runs counter to this intent, and it is anticipated to result in a loss of natural ecosystems (e.g., trees and soils) that sequester and store carbon. The proposed amendment will result in 145 single-detached homes which, being located in an auto-oriented rural setting, will be unlikely to support sustainable, low carbon transportation options such as walking, cycling, and public transit, which are key objectives of the policy framework in *Metro 2050*.

*Consideration 2: Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards*

Climate change is expected to bring more intense and frequent drought and rainfall events in the region. An increase in impervious surfaces on the site may result in flooding and stormwater runoff issues on adjacent agricultural lands.

The applicant is proposing to use absorbent soils (i.e., > 300 mm in depth, roof downspout disconnections, on-lot infiltration trenches or sub-surface chambers, cisterns / rain barrels, vegetated swales / rain gardens / bio-swales, and sediment control devices). However, it is noted that the capacity of those interventions to mitigate local flooding and stormwater runoff into the adjacent ALR lands is not mentioned in the City's staff report, and assumed to be unknown at this time. The proposed drainage and watercourse mitigation measures will require Agricultural Land Commission and Ministry of Environment review and approval.

Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 of *Metro 2050* includes strategies that encourage greater supply and diversity of housing to meet a variety of needs.

*Consideration 1: Expand the supply and diversity of housing to meet a variety of needs*

The proposed amendment will lead to the creation of new housing units. The developer's proposal includes 145 single-detached homes. With the implementation of Bill 44, up to four units per lot, for a total of 580 housing units, may be permitted. However, creating low-density, auto-oriented single-detached forms of housing outside the region's UCB will not have a significant positive impact on the region's overall housing needs. Regional objectives related to increasing housing diversity (in tenure, size, and type), and housing options that meet a variety of needs, including affordable housing, are not being addressed in this proposed application.

The proposed amendment does not support *Metro 2050's* objective of encouraging increased housing supply primarily within areas that support compact and complete communities. The need for greater housing supply and diversity is better addressed in areas already identified for residential development and suitable for infill and additional density, such as existing Urban Centres

and areas with a wider range of transportation options and amenities, and where existing infrastructure can best support it.

#### Goal 5: Support Sustainable Transportation Choices

Goal 5 of *Metro 2050* includes strategies that encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services.

#### *Consideration 1: Supporting sustainable transportation options*

Metro Vancouver’s previous staff report on this amendment proposal from 2018 (Attachment 2) assessed that “*the proposed amendment conflicts with regional goals by adding vehicle traffic (200 vehicles) and emissions from this remote, non-contiguous rural location, and requiring additional investments in road and other supporting infrastructure.*” Since that report was prepared, there have been no updates to the development proposal, nor any transportation improvements in the surrounding area that would change this assessment.

The improvements proposed as part of the development project (i.e., pavement widening along two rural roads, along with internal pathways and sidewalks) do not address the trip generation anticipated from the development. Moreover, its location offers little opportunity to replace personal vehicle trips through Transportation Demand Management strategies, given that:

- the nearest transit routes are located several kilometres away;
- the site is not served by the existing or planned Regional Cycling Network or Regional Greenway Network; and
- walking and cycling outside of the proposed development site would require traversal of narrow, two-lane rural roads, without sidewalks or bike lanes, and which are not proposed to be improved for active transportation as part of the project.

### **IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES**

#### *Water Services (GVWD)*

As soon as the details on Peak Day Demand are available, the City of Surrey is requested to forward the information to Metro Vancouver’s Water Services. Increased water demand resulting from the addition of this service area can potentially expedite upgrading GVWD’s transmission system components feeding this area.

#### *Liquid Waste Services (GVS&DD)*

The proposed development, located 10 kilometres upstream of Metro Vancouver’s Langley Trunk Sewer, will be serviced by the City of Surrey’s municipal sewer system. This system will convey the wastewater flows to the regional sewer network. Initial analysis by Liquid Waste Services indicates that under dry weather conditions, the proposed flows will have minimal impacts on regional sewer services due to the distance the flow will travel. However, it is important to note that sanitary sewer overflows currently occur along the Langley Trunk Sewer. This development will further impact system capacity, potentially leading to additional overflows during wet weather. Therefore, staff recommend that if this development proceeds, the City of Surrey should require a rigorous wet weather management plan to mitigate the increased flows.

Should the *Metro 2050* amendment proceed and the MVRD Board resolve that the property is eligible for sewer service, the City of Surrey would then need to apply to the GVS&DD Board to amend the Fraser Sewerage Area. Subsequently, they would need to apply to Metro Vancouver Liquid Waste Services to extend the sewer system. At that stage, detailed engineering information will be required for a more formal analysis of the impacts on regional sewer services.

#### **REGIONAL PLANNING ADVISORY COMMITTEE COMMENTS**

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for comment on June 21, 2024. Staff from the City of Surrey presented on the amendment application and were available to answer questions from committee members.

#### **REGIONAL CONTEXT STATEMENT**

An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change will be required from the City of Surrey prior to final adoption of the amendment bylaw. It is expected that the City will submit the updated RCS for consideration of acceptance if the Board chooses to initiate the proposed amendment process for *Metro 2050* and gives 1st, 2nd and 3rd readings to the *Metro 2050* amendment bylaw. The updated RCS will then be considered alongside the final adoption of the amendment bylaw. This process is in alignment with regional growth strategy and associated implementation guidelines. Once received, the Metro Vancouver Board has 120 days to accept or not accept the RCS.

#### **REGIONAL GROWTH STRATEGY AMENDMENT PROCESS AND NEXT STEPS**

If the proposed amendment is declined, Surrey will be notified of the Board's decision. If the amendment is initiated and the associated bylaw receives 1st, 2nd, and 3rd readings, it will then be referred to all affected local governments, local First Nations, the Agricultural Land Commission, TransLink, and adjacent regional districts, 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). Should the Board choose to proceed with readings of the amendment bylaw, and given that the City of Surrey is resubmitting their application from 2018 and that public engagement for the proposed amendment has not occurred since that time, staff are presenting a motion that includes Metro Vancouver holding a regional public information meeting. In addition, through the evaluation of the application, it has been identified that there are several issue areas that have evolved since 2018. As a result, staff are presenting an alternative for the Board to refer the application back to the City of Surrey to provide updated information, in particular regarding utilities, new housing legislation, and other *Metro 2050* policies that were not in place in 2018.

All comments received will be summarized and included in a report advancing the bylaw to the MVRD Board for consideration of final adoption. An updated RCS from the City of Surrey will be considered at the same Board meeting as final adoption of the proposed amendment.

### ALTERNATIVES

1. That the MVRD Board decline the proposed amendment to *Metro 2050* to extend the Urban Containment Boundary and redesignate properties at 18115, 18147 and 18253 - 0 Avenue from Rural to General Urban, based on the analysis in the report titled "*Metro 2050* Type 2 Proposed Amendment – City of Surrey (Hazelmere)" dated June 24, 2024 and notify the City of Surrey of the decision.
2. That the MVRD Board refer the application back to the City of Surrey for additional information regarding:
  - a) implications of new provincial housing legislation on the allowable density of the subject site;
  - b) updated information on hydrology that takes into account new developments that have occurred in the area since 2018;
  - c) updated information on engagement with Semiahmoo First Nation and the public;
  - d) comments from the Agricultural Land Commission regarding the City's intended ALR inclusion, and non-farm use and subdivision of ALR land; and
  - e) the City's rationale for the General Urban (versus Agricultural) regional land use designation for the 1.6 hectare portion of the site intended for ALC inclusion.
3. That the MVRD Board:
  - a) initiate the *Metro 2050* amendment process for the City of Surrey's requested regional land use designation amendment from Rural to General Urban for the lands located at 18115, 18147 and 18253 - 0 Avenue;
  - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1393, 2024";
  - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*; and
  - d) direct staff to commence an enhanced public engagement process, including hosting a regional public information meeting.

### FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs. If the MVRD Board chooses Alternative 2, there are no financial implications for Metro Vancouver's amendment process related to the initiation of the City of Surrey's proposed Type 2 Amendment. The proposed amendment will be sent back to the City of Surrey requesting additional information. If the MVRD Board chooses Alternative 3, there will be some financial costs associated with an enhanced public engagement process including the cost of hosting a public information meeting.

Should the MVRD Board resolve that the property is eligible for sewer service, the City of Surrey would then need to apply to the GVS&DD Board to amend the Fraser Sewerage Area. Subsequently, they would need to apply to Metro Vancouver Liquid Waste Services to extend the sewer system, which may have financial implication for Metro Vancouver. Details on these financial implications would be considered during the GVS&DD application.

## CONCLUSION

The City of Surrey has requested that the MVRD Board consider a Type 2 amendment to *Metro 2050* for a 23.7 hectare site (Hazelmere) to amend the Urban Containment Boundary and change the regional land use designation from Rural to General Urban. This application is a resubmission of the City of Surrey's prior submission for a *Metro 2040* amendment in 2018, which was declined by the Board.

This proposal would add 23.7 hectares of General Urban land to accommodate a subdivision of 145 single family lots. It will also result in the loss of 23.7 hectares of land with a Rural regional land use designation and create a new, a non-contiguous extension of the Urban Containment Boundary. The City of Surrey has been a regional leader in creating complete, transit-oriented, comprehensive neighbourhood plans within the remaining defined urban growth area.

Due to the application materials being a resubmission of 2018 materials, the City of Surrey's submission does not take into account key legislative and land use changes that have occurred since 2018 nor the implications of recently approved South Campbell Heights amendment. As a result, analysis in the submission materials on impacts on adjacent rural and agricultural lands, traffic, and hydrology are outdated. Concerns noted in 2018 from the previous submission regarding the car dependency of the proposed development, increased traffic, and impact on adjacent rural and agricultural lands remain. Staff have concluded that, on balance, the proposed amendment is not supportable.

In terms of regional liquid waste services, this amendment is considered acceptable from a hydraulic perspective, though there are risks of increased overflows during wet weather. Should this Metro 2050 amendment proceed, the City of Surrey would need to apply to the GVS&DD Board to amend the sewerage area and subsequently apply to Metro Vancouver Liquid Waste Services to extend the sewer service. Additional information is required to fully assess water servicing implications for this application, should it proceed. This information can be received post-bylaw during the development planning stage.

## ATTACHMENTS

1. City of Surrey Regional Growth Strategy Amendment Application and Staff Report, dated March 21, 2024 (File: 7914-0213-00)
2. Report dated January 10, 2018 titled "Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Surrey – Hazelmere", MVRD Regional Planning Committee Meeting, February 2, 2018
3. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1393
4. Excerpt from MVRD Board Meeting Minutes – Feb. 23 2018, Mar. 23 2018, and Jun 22 2018  
6688973



the future lives here.

March 21, 2024

File: 7914-0213-00

Metro Vancouver Board  
 c/o Dorothy Shermer, Director/Corporate Officer, Board & Information Services  
 Metrotower III, 4730 Kingsway  
 Burnaby, BC V5H 0C6  
[Dorothy.Shermer@metrovancover.org](mailto:Dorothy.Shermer@metrovancover.org)

Dear Ms. Shermer,

**RE: City of Surrey Regional Growth Strategy Amendment Application for land located at 18115/18147/18253 – 0 Avenue (Development Application No. 7914-0213-00)**

The City of Surrey is processing a development application in southeast Surrey to permit the subdivision of land to create 145 single family lots, several park lots, a detention pond and a remainder Agricultural Land Reserve (ALR) lot. The overall development site comprises 52.2 hectares with approximately 28.5 hectares of land in the ALR and 21.3 hectares of non-ALR land. This 21.3 hectare non-ALR portion of the site is the focus of the subject Regional Growth Strategy (RGS) amendment application.

### Background

At the Regular Council – Land Use meeting held on July 24, 2017, Surrey City Council reviewed Development Application No. 7914-0213-00 (Attachment “1”) and passed a resolution to refer to Metro Vancouver for consideration to amend the Regional Growth Strategy Regional Land Use Designations, Urban Containment Boundary and GVS&DD Fraser Sewerage Area upon the application receiving Third Reading (Attachment “1”). Application No. 7914-0213-00 subsequently received Third Reading from City Council at its Regular Council – Public Hearing meeting on September 11, 2017 (Attachment “1”) and application was made Metro Vancouver for the above proposed amendments on October 23, 2017 (Attachment “1”).

At its June 22, 2018 regular meeting, the Board of Directors of Metro Vancouver Regional District (Metro Vancouver) considered the *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1263, 2018*, a bylaw initiated by the City of Surrey’s request to amend Metro Vancouver 2040. The Amendment Bylaw was given 1st and 2nd reading, and was the subject of a Public Hearing that concluded on June 13, 2018. At the Metro Vancouver June 22, 2018 meeting, the Board’s vote on 3rd reading of the Amendment Bylaw did not meet the required threshold; consequently, the Amendment Bylaw was defeated at 3rd reading (Attachment “2”).

The application has been dormant since June 2018 until recently, when the applicant requested City staff bring the same proposal forward to Council for consideration.



## Council Resolution

At the Regular Council – Land Use meeting held on February 26, 2024 Surrey City Council reviewed the Planning Report dated February 26, 2024 (Attachment “3”) and passed Resolution R24-248 (Attachment “4”) to refer Development Application No. 7914-0213-00 to Metro Vancouver. The proposed project is the same as it was when it was referred to Metro Vancouver in October 2017.

The City of Surrey requests that the Metro Vancouver Board amend the Regional Growth Strategy to adjust all the properties illustrated in Attachment “1” from Rural to General Urban, to adjust the Urban Containment Boundary illustrated in Attachment “1” and to adjust the GVS&DD Fraser Sewerage Area illustrated in Attachment “1”.

We also advise that we will be forwarding a Surrey Council resolution regarding an updated Regional Context Statement for this site in the very near future.

Should Metro Vancouver staff require any additional information regarding this matter, please contact Keith Broersma, the project Planner, at 604-591-4766 or at [kbroersma@surrey.ca](mailto:kbroersma@surrey.ca).

Yours,



Ron Gill  
Chief Development Approvals Officer  
Planning & Development Department

KB/

### Attachments:

- Attachment “1” ----- Referral to Metro Vancouver dated October 23, 2017, containing:
- Attachment “A” – July 24, 2017 Surrey Council Resolution Supporting Application to Metro Vancouver
  - Attachment “B” – Surrey Development Application Planning Report dated July 24, 2017
  - Attachment “C” – September 11, 2017 Surrey Council Resolution Granting Third Reading to the Application
  - Attachment “D” – Surrey Development Application Planning Report dated July 27, 2015
  - Attachment “E” – Surrey Development Application Planning Report dated June 27, 2016
  - Attachment “F” – Regional Growth Strategy Land Use Designation Adjustments
  - Attachment “G” – Urban Containment Boundary Adjustments
  - Attachment “H” – GVS&DD Fraser Sewerage Area Boundary Adjustments
- Attachment “2” ----- Metro Vancouver Letter dated July 3, 2018
- Attachment “3” ----- Surrey Development Application Planning Report dated February 26, 2024
- Attachment “4” ----- February 26, 2024 Surrey Council Resolution Supporting Application to Metro Vancouver

Cc: Keith Broersma, Senior Planner, City of Surrey, [kbroersma@surrey.ca](mailto:kbroersma@surrey.ca)  
Preet Heer, Manager, Community Planning, City of Surrey, [PHeer@surrey.ca](mailto:PHeer@surrey.ca)  
Victor Cheung, Senior Policy & Planning Analyst, Metro Vancouver, [Victor.Cheung@metrovancover.org](mailto:Victor.Cheung@metrovancover.org)  
Heather McNell, Deputy CAO, Policy & Planning, Metro Vancouver, [Heather.McNell@metrovancover.org](mailto:Heather.McNell@metrovancover.org)  
Jonathan Cote, Deputy GM, Regional Planning and Housing Development, Metro Vancouver, [Jonathan.Cote@metrovancover.org](mailto:Jonathan.Cote@metrovancover.org)



the future lives here.

October 20, 2017

File Nos.: 7914-0213-00  
3900-20-18020 (OCP)

Metro Vancouver Board  
c/o Paulette Vetleson, Corporate Secretary  
4330 Kingsway  
Burnaby, BC  
V5H 4G8

Dear Ms. Vetleson,

**RE: City of Surrey Regional Growth Strategy Amendment Application for land located at 18115/18147/18253 – 0 Avenue (Development Application No. 7914-0213-00)**

The City of Surrey is processing a development application in southeast Surrey to permit the subdivision of land to create 145 single family lots, several park lots, a detention pond and a remainder Agricultural Land Reserve (ALR) lot. The overall development site comprises 52.2 hectares with approximately 28.5 hectares of land in the ALR and 21.3 hectares of non-ALR land. This 21.3 hectare non-ALR portion of the site is the focus of the subject Regional Growth Strategy (RGS) amendment application.

At the Regular Council – Land Use meeting held on July 24, 2017, Surrey City Council passed a resolution (Attachment "A") to refer Development Application No. 7914-0213-00 to Metro Vancouver for consideration to amend the Regional Growth Strategy Regional Land Use Designations, Urban Containment Boundary and GVS&DD Fraser Sewerage Area upon the application receiving Third Reading. This resolution was passed after reviewing the July 24, 2017 Planning Report (Attachment "B") detailing the extent of development and the subsequent Surrey Official Community Plan (OCP) and Metro Vancouver RGS amendments that would be required prior to any final development approvals being granted. Application No. 7914-0213-00 subsequently received Third Reading from City Council at its Regular Council – Public Hearing meeting on September 11, 2017 (Attachment "C") and thus application is now being made to Metro Vancouver for the above proposed amendments.

Prior to the July 24, 2017 resolution from Surrey City Council to refer Application No. 7914-0213-00 to Metro Vancouver, City Council received two previous Planning Reports, which are attached for reference. Attachment "D" contains the Planning Report presented to Council on July 27, 2015 and Attachment "E" contains the Planning Report presented to Council on June 27, 2016.

City of Surrey staff has discussed the proposed Regional Growth Strategy amendments with Metro Vancouver staff and it was confirmed that, in order for the Surrey OCP amendment to be

finalized to permit the proposed development, the Regional Growth Strategy amendments would need Metro Vancouver Board approval.

If the Regional Growth Strategy amendments are successful, a subsequent Surrey Official Community Plan Regional Context Statement amendment application will need to be submitted to Metro Vancouver to ensure consistency with the Regional Growth Strategy.

The City of Surrey requests that the Metro Vancouver Board amend the Regional Growth Strategy to adjust all the properties illustrated in Attachment "F" from Rural to General Urban, to adjust the Urban Containment Boundary illustrated in Attachment "G" and to adjust the GVS&DD Fraser Sewerage Area illustrated in Attachment "H".

Should Metro Vancouver staff require any additional information regarding this matter, please contact Keith Broersma, the project planner, at 604-591-4766 or at [kbroersma@surrey.ca](mailto:kbroersma@surrey.ca).

Yours,



Jean Lamontagne  
General Manager  
Planning & Development Department

KB/

Attachments:

- Attachment "A" – July 24, 2017 Surrey Council Resolution Supporting Application to Metro Vancouver
- Attachment "B" – Surrey Development Application Planning Report dated July 24, 2017
- Attachment "C" – September 11, 2017 Surrey Council Resolution Granting Third Reading to the Application
- Attachment "D" – Surrey Development Application Planning Report dated July 27, 2015
- Attachment "E" – Surrey Development Application Planning Report dated June 27, 2016
- Attachment "F" – Regional Growth Strategy Land Use Designation Adjustments
- Attachment "G" – Urban Containment Boundary Adjustments
- Attachment "H" – GVS&DD Fraser Sewerage Area Boundary Adjustments

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Cc Heather McNell, Acting Director, Regional Planning, Metro Vancouver  
Keith Broersma, Planner, City of Surrey  
Carla Stewart, Senior Planner, City of Surrey  
Sam Lau, Manager, Land Development, City of Surrey  
Samantha Ward, Project Engineer, City of Surrey

RESIDENTIAL/INSTITUTIONALSOUTH SURREY

- 4- **7914-0213-00**  
**18147 - o Avenue; 18253 - o Avenue; 18115 - o Avenue**  
 Maggie Koka, Aplin & Martin Consultants Ltd.  
 Lapierre Holdings Ltd., Hazelmere Golf & Tennis Club  
 OCP Amendment from Agricultural to Suburban  
 Rezoning from A-1 to RQ, from A-1 to CPG, and from CPG to A-1  
 Development Permit / ALR inclusion, Non-Farm Use, and Subdivision  
*to allow subdivision into approximately 145 single family lots.*

The General Manager, Planning & Development was recommending approval of the recommendations outlined in his report.

Council noted positive aspects of the application, including the provision of land into the Agricultural Land Reserve, and the ability to provide additional water to local creeks. Council requested that prior to the public hearing, staff clarify where the servicing for the site would be located, and indicate that the intent of the servicing would be to serve the local community adjacent to the golf course.

Concerns were expressed for the proposal, noting that there are issues with respect to infrastructure and school capacity in the area. It was also noted that the proposal is not supporting the Metro Vancouver Regional Growth Strategy.

It was Moved by Councillor Gill  
Seconded by Councillor Hayne  
That:

1. A Bylaw be introduced to amend the Official Community Plan (OCP) by redesignating the non-Agricultural Land Reserve (ALR) portion of the subject site from Agricultural to Suburban and a date be set for Public Hearing.
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
3. A Bylaw be introduced to rezone:
  - the portion of the site shown as Block B in Appendix II from "General Agriculture Zone (A-1)" to "Golf Course Zone (CPG)";
  - the portion of the site shown as Block C in Appendix II from "Golf Course Zone (CPG)" to "General Agriculture Zone (A-1)"; and

- the portion of the site shown as Block E in Appendix II and the properties at 18147 and 18253 – o Avenue from "General Agriculture Zone (A-1)" to "Quarter Acre Residential Zone (RQ)";

and a date be set for Public Hearing.

4. Council authorize staff to refer the application to Metro Vancouver for consideration of the following upon the application receiving Third Reading:
  - to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the non-Agricultural Land Reserve (ALR) portion of the site from Rural to General Urban;
  - to amend the Urban Containment Boundary to include the non-ALR portion of the site; and
  - to include the non-ALR portion of the subject site within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area.
5. Council authorize staff to refer the application to the Agricultural Land Commission (ALC) for consideration of the following upon the application receiving Third Reading:
  - inclusion of a 1.6 hectare (3.9 acre) portion of the property at 18115-o Avenue into the ALR;
  - non-farm use to permit stormwater runoff into the proposed habitat ponds in the ALR; and
  - subdivision to create a 4.6 hectare (11.3 acre) lot within the ALR, comprised of riparian area and habitat ponds, for conveying to the City for conservation purposes.
6. Council authorize staff to draft Development Permit No. 7914-0213-00 for Hazard Lands (steep slopes), Farm Protection and for Sensitive Ecosystems.
7. Council instruct staff to resolve the following issues prior to final adoption:
  - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
  - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
  - (c) approval from Metro Vancouver:

- to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the non-Agricultural Land Reserve (ALR) portion of the site from Rural to General Urban;
  - to amend the Urban Containment Boundary to include the non-ALR portion of the site; and
  - to include the non-ALR portion of the subject site within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area.
- (d) approval from the Agricultural Land Commission (ALC);
- (e) approval from the Ministry of Forests, Lands and Natural Resource Operations under the Water Sustainability Act;
- (f) the properties at 18147 and 18253 – 0 Avenue be remediated to the satisfaction of the Ministry of Environment;
- (g) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
- (h) submission of a park development plan, cost estimate for park works, and securities for the proposed onsite park works to the specifications and satisfaction of the Parks Recreation & Culture Department;
- (i) provision of a community benefit to satisfy the OCP Amendment policy for OCP Amendment applications;
- (j) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
- (k) submission of a finalized lot grading plan which addresses staff concerns regarding the height and location of the currently proposed retaining walls, to the satisfaction of the General Manager, Planning & Development Department;
- (l) registration of a Section 219 No-build Restrictive Covenant on the proposed lots which contain retaining walls to ensure that the retaining walls are installed with a Building Permit and are completed prior to any Building Permits being issued for single family dwelling construction;
- (m) registration of a Section 219 Restrictive Covenant and easement on the proposed lots which contain retaining walls to protect a 4 metre (13 ft.) wide access corridor for the purposes of retaining wall maintenance and also a minimum 2.0-metre (7 ft.) wide access corridor along side yard lot lines to provide access to the rear of the lot;

- (n) registration of a Section 219 Restrictive Covenant to ensure retaining walls are constructed, repaired, maintained and replaced in accordance with the geotechnical report, retaining wall plans and the retaining maintenance report at the sole cost of the future land owners;
- (o) registration of a Section 219 Restrictive Covenant to restrict the placement of fill upon the lands according to the approved lot grading plan and otherwise adhere to the approved lot grading plan, and to require that the foundations of any buildings, houses or other structures have foundations engineered in accordance with the approved geotechnical report;
- (p) registration of a Section 219 Restrictive Covenant for the purposes of tree preservation on the proposed lots containing retained trees;
- (q) registration of a Section 219 Restrictive Covenant on proposed Lots 51-54 and 89-94 to ensure that a minimum 30-metre (98-ft.) building setback from the Agricultural Land Reserve (ALR) boundary is provided;
- (r) registration of a Section 219 Restrictive Covenant on proposed lots within 200 metres (660 sq.ft.) of the ALR boundary advising future homeowners of the potential farm operations on the adjacent agricultural lands;
- (s) registration of a Section 219 Restrictive Covenant to ensure the various restrictions required in the provided raptor nest protection/mitigation plan are followed for the existing red-tailed hawk nest, bald eagle nest and great horned owl nest on the site and the barn owl nest on the property to the west at 17951 – 0 Avenue;
- (t) registration of an appropriate Building Scheme to the satisfaction of the General Manager, Planning & Development Department;
- (u) submission of a hydrological report, to the satisfaction of City staff, demonstrating how pre-development flows into the proposed City park land adjacent to the ALR will be maintained post-development; and
- (v) completion of a P-15 agreement.

RES.R17-2258

Carried  
With Councillor Villeneuve opposed.

It was

Moved by Councillor Gill  
Seconded by Councillor Hayne  
That "Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2017, No. 19344" pass its first reading.

RES.R17-2259

Carried  
With Councillor Villeneuve opposed.

The said Bylaw was then read for the second time.

RES.R17-2260 It was Moved by Councillor Gill  
Seconded by Councillor Hayne  
That "Surrey Zoning Bylaw, 1993, No. 12000,  
Amendment Bylaw, 2017, No. 19345" pass its second reading.  
Carried  
With Councillor Villeneuve opposed.

RES.R17-2261 It was then Moved by Councillor Gill  
Seconded by Councillor Hayne  
That the Public Hearing on "Surrey Official  
Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2017, No. 19344" be  
held at the City Hall on September 11, 2017, at 7:00 p.m.  
Carried  
With Councillor Villeneuve opposed.

RES.R17-2262 It was Moved by Councillor Gill  
Seconded by Councillor Hayne  
That "Surrey Zoning Bylaw, 1993, No. 12000,  
Amendment Bylaw, 2017, No. 19345" pass its first reading.  
Carried  
With Councillor Villeneuve opposed.

The said Bylaw was then read for the second time.

RES.R17-2263 It was Moved by Councillor Gill  
Seconded by Councillor Hayne  
That "Surrey Zoning Bylaw, 1993, No. 12000,  
Amendment Bylaw, 2017, No. 19345" pass its second reading.  
Carried  
With Councillor Villeneuve opposed.

RES.R17-2264 It was then Moved by Councillor Gill  
Seconded by Councillor Hayne  
That the Public Hearing on "Surrey Zoning  
Bylaw, 1993, No. 12000, Amendment Bylaw, 2017, No. 19345" be held at the City  
Hall on September 11, 2017, at 7:00 p.m.  
Carried  
With Councillor Villeneuve opposed.

#### D. LAND USE CONTRACT TERMINATION

#### F. CORRESPONDENCE

#### G. NOTICE OF MOTION

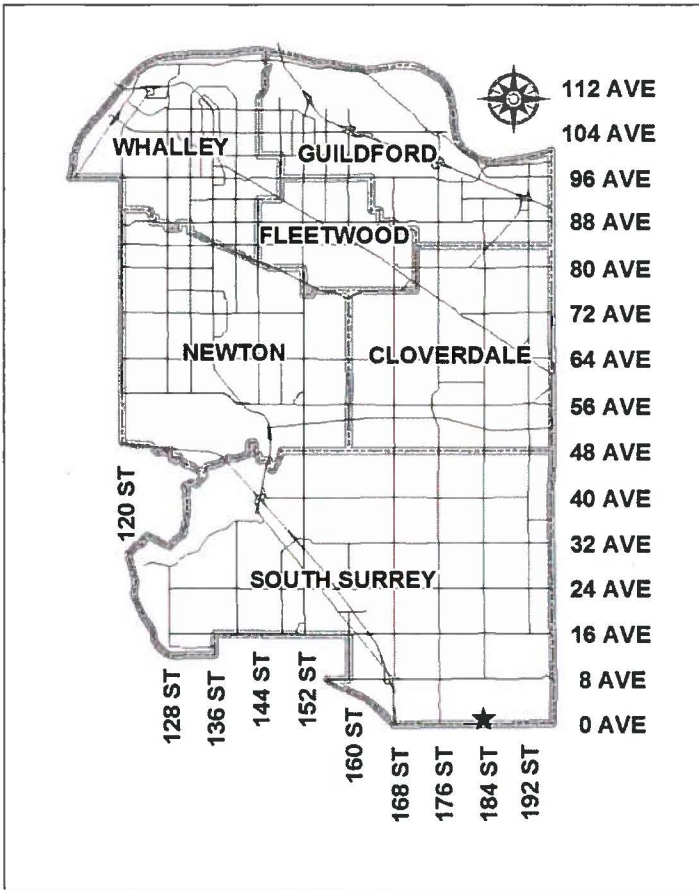


# Attachment "B"

City of Surrey  
 ADDITIONAL PLANNING COMMENTS

File: 7914-0213-00

Planning Report Date: July 24, 2017



**PROPOSAL:**

- Partial OCP Amendment from Agricultural to Suburban
- Rezoning from A-1 to RQ, from A-1 to CPG, and from CPG to A-1
- Development Permit
- ALR inclusion, Non-Farm Use, and Subdivision

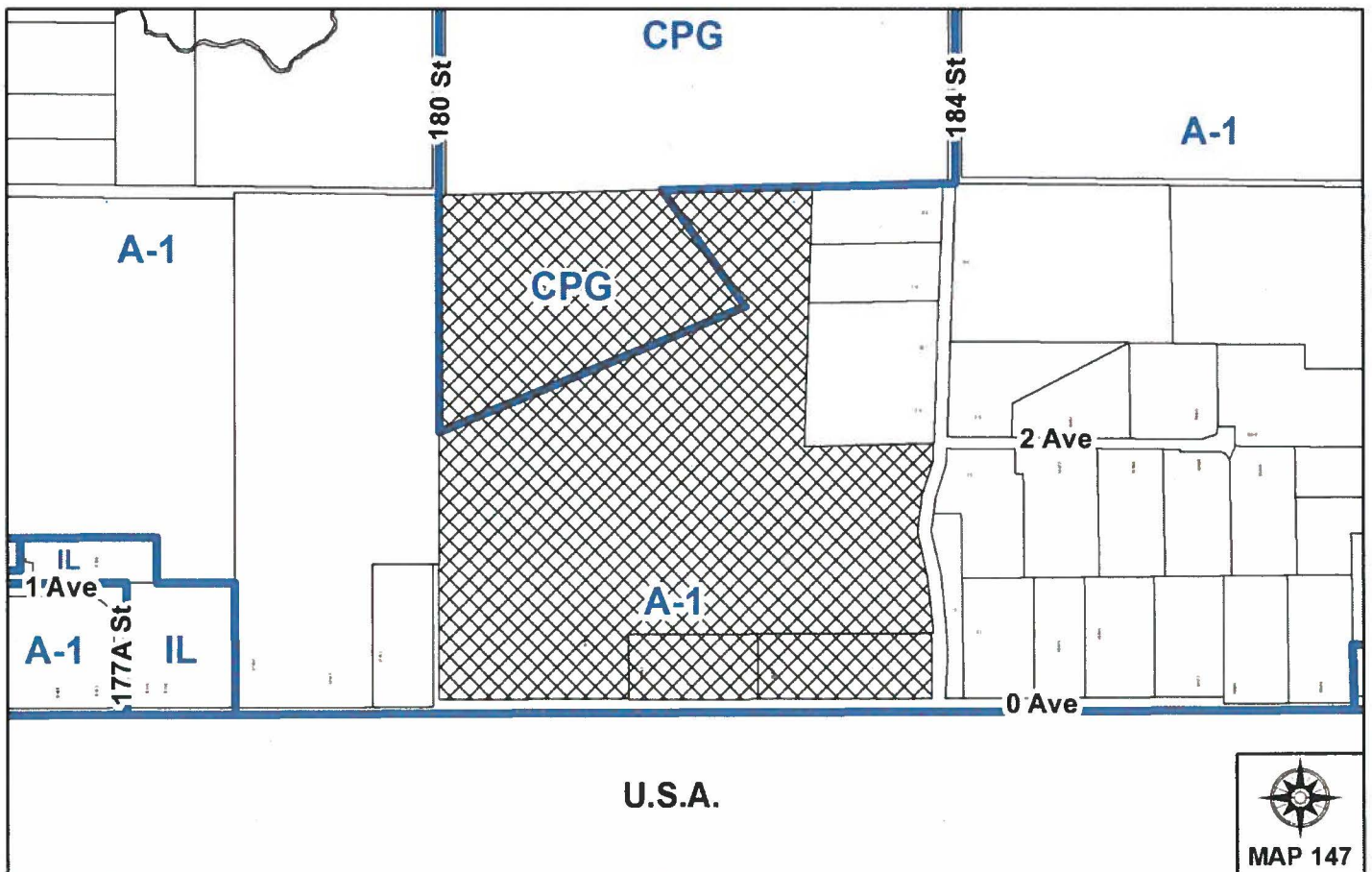
to allow subdivision into approximately 145 single family lots.

**LOCATION:** 1815, 18147 and 18253 - 0 Avenue

**OWNER:** Lapierre Holdings Ltd.  
 Hazelmere Golf & Tennis Club

**ZONING:** A-1 and CPG

**OCP DESIGNATION:** Agricultural



### RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
  - Official Community Plan (OCP) Amendment; and
  - Rezoning.
- Approval to draft Development Permit.
- Refer the application to Metro Vancouver upon receiving Third Reading:
  - to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the non-Agricultural Land Reserve (ALR) portion of the site from Rural to General Urban ;
  - to amend the Urban Containment Boundary to include the non-ALR portion of the site; and
  - to include the non-ALR portion of the subject site within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area.
- Refer the application to the Agricultural Land Commission (ALC) upon receiving Third Reading for consideration of:
  - inclusion of a 1.6 hectare (3.9 acre) portion of the property at 18115 – 0 Avenue into the ALR;
  - non-farm use to allow stormwater runoff into the proposed habitat ponds in the ALR; and
  - a subdivision to create a greenspace lot within the ALR for the purposes of conveying to the City for conservation purposes.

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The proposal is a departure from existing City of Surrey policies and plans and Metro Vancouver's Regional Growth Strategy (RGS).

### RATIONALE OF RECOMMENDATION

- At the June 27, 2016 Regular Council – Land Use meeting, Council considered the proposed Official Community Plan (OCP) amendment from Agricultural to Suburban for the non-Agricultural Reserve (ALR) portion of the site and referred the project back to staff to work with the applicant to:
  - review the site in terms of future residential development and the feasibility of the proposed septic field and existing soil quality and ascertain whether or not a sewer system can indeed be supported;

- provide completion of the Hazelmere Golf Course Community in terms of estate lots that are viable for the next 50 years with the aim of completing the Golf Course community while maintaining habitat restoration and agricultural uses. Further it was noted that if the area to the east toward o Avenue should be considered for residential development in the future, a full Neighbourhood Concept Plan (NCP) would be expected, but the process would not be initiated at this time;
  - provide detailed information in terms of the available capacity to provide services to this area that would be "stand alone"; and
  - ensure that this project is an extension to complete the build out of the Hazelmere Golf course.
- Since the June 27, 2016 Regular Council – Land Use meeting, staff have worked with the applicant to resolve the issues that were noted in addition to other site planning considerations. A sewer system to support the proposed development can be established, habitat restoration and agricultural enhancements are proposed, downstream drainage capacity is sufficient for the proposal, and the proposed servicing is being designed solely to accommodate the subject development. The proposal is now being presented for Council's consideration and by-law introduction.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to amend the Official Community Plan (OCP) by redesignating the non-Agricultural Land Reserve (ALR) portion of the subject site from Agricultural to Suburban and a date be set for Public Hearing.
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
3. a By-law be introduced to rezone:
  - the portion of the site shown as Block B in Appendix II from "General Agriculture Zone (A-1)" to "Golf Course Zone (CPG)";
  - the portion of the site shown as Block C in Appendix II from "Golf Course Zone (CPG)" to "General Agriculture Zone (A-1)"; and
  - the portion of the site shown as Block E in Appendix II and the properties at 18147 and 18253 – o Avenue from ""General Agriculture Zone (A-1)" to "Quarter Acre Residential Zone (RQ)";and a date be set for Public Hearing.
4. Council authorize staff to refer the application to Metro Vancouver for consideration of the following upon the application receiving Third Reading:
  - to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the non-Agricultural Land Reserve (ALR) portion of the site from Rural to General Urban;
  - to amend the Urban Containment Boundary to include the non-ALR portion of the site; and
  - to include the non-ALR portion of the subject site within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area.
5. Council authorize staff to refer the application to the Agricultural Land Commission (ALC) for consideration of the following upon the application receiving Third Reading:
  - inclusion of a 1.6 hectare (3.9 acre) portion of the property at 18115 – o Avenue into the ALR;
  - non-farm use to permit stormwater runoff into the proposed habitat ponds in the ALR; and
  - subdivision to create a 4.6 hectare (11.3 acre) lot within the ALR, comprised of riparian area and habitat ponds, for conveying to the City for conservation purposes.

6. Council authorize staff to draft Development Permit No. 7914-0213-00 for Hazard Lands (steep slopes), Farm Protection and for Sensitive Ecosystems.
7. Council instruct staff to resolve the following issues prior to final adoption:
  - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
  - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
  - (c) approval from Metro Vancouver:
    - to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the non-Agricultural Land Reserve (ALR) portion of the site from Rural to General Urban;
    - to amend the Urban Containment Boundary to include the non-ALR portion of the site; and
    - to include the non-ALR portion of the subject site within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area.
  - (d) approval from the Agricultural Land Commission (ALC);
  - (e) approval from the Ministry of Forests, Lands and Natural Resource Operations under the Water Sustainability Act;
  - (f) the properties at 18147 and 18253 – o Avenue be remediated to the satisfaction of the Ministry of Environment;
  - (g) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
  - (h) submission of a park development plan, cost estimate for park works, and securities for the proposed onsite park works to the specifications and satisfaction of the Parks Recreation & Culture Department;
  - (i) provision of a community benefit to satisfy the OCP Amendment policy for OCP Amendment applications;
  - (j) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
  - (k) submission of a finalized lot grading plan which addresses staff concerns regarding the height and location of the currently proposed retaining walls, to the satisfaction of the General Manager, Planning & Development Department;

- (l) registration of a Section 219 No-build Restrictive Covenant on the proposed lots which contain retaining walls to ensure that the retaining walls are installed with a Building Permit and are completed prior to any Building Permits being issued for single family dwelling construction;
- (m) registration of a Section 219 Restrictive Covenant and easement on the proposed lots which contain retaining walls to protect a 4-metre (13 ft.) wide access corridor for the purposes of retaining wall maintenance and also a minimum 2.0-metre (7 ft.) wide access corridor along side yard lot lines to provide access to the rear of the lot;
- (n) registration of a Section 219 Restrictive Covenant to ensure retaining walls are constructed, repaired, maintained and replaced in accordance with the geotechnical report, retaining wall plans and the retaining maintenance report at the sole cost of the future land owners;
- (o) registration of a Section 219 Restrictive Covenant to restrict the placement of fill upon the lands according to the approved lot grading plan and otherwise adhere to the approved lot grading plan, and to require that the foundations of any buildings, houses or other structures have foundations engineered in accordance with the approved geotechnical report;
- (p) registration of a Section 219 Restrictive Covenant for the purposes of tree preservation on the proposed lots containing retained trees;
- (q) registration of a Section 219 Restrictive Covenant on proposed Lots 51-54 and 89-94 to ensure that a minimum 30-metre (98-ft.) building setback from the Agricultural Land Reserve (ALR) boundary is provided;
- (r) registration of a Section 219 Restrictive Covenant on proposed lots within 200 metres (660 sq.ft.) of the ALR boundary advising future homeowners of the potential farm operations on the adjacent agricultural lands;
- (s) registration of a Section 219 Restrictive Covenant to ensure the various restrictions required in the provided raptor nest protection/mitigation plan are followed for the existing red-tailed hawk nest, bald eagle nest and great horned owl nest on the site and the barn owl nest on the property to the west at 17951 – o Avenue;
- (t) registration of an appropriate Building Scheme to the satisfaction of the General Manager, Planning & Development Department;
- (u) submission of a hydrological report, to the satisfaction of City staff, demonstrating how pre-development flows into the proposed City park land adjacent to the ALR will be maintained post-development; and
- (v) completion of a P-15 agreement.

REFERRALS

Engineering: Should Council grant Third Reading and Metro Vancouver support this project, it will be subject to the completion of Engineering servicing requirements as outlined in Appendix III.

School District: **Projected number of students from this development:**

73 Elementary students at Hall's Prairie Elementary School  
36 Secondary students at Earl Marriott School

(Appendix IV)

To serve the Douglas and Hazelmere areas growing demand, the School District, as part of their 2017/2018 Capital plan submission to the Ministry of Education, have requested to build a new school with a 80K/525 capacity school, to supplement the existing Hall's Prairie catchment. This new school is to be located within the Douglas Neighbourhood Concept Plan. The Ministry supported the School District, in March 2017, with an approval to prepare a feasibility report to determine scope of project, schedule and construction budget. After the report is completed, the School District will submit the feasibility report to the Ministry to approve design and construction funding. Once design and construction funding is approved, the project will take 3 years to design and build the school.

This new school is to provide additional new school spaces needed in the community as the existing smaller rural Hall's Prairie Elementary is undersized and cannot meet future growing in-catchment demand.

Parks, Recreation & Culture: Key outstanding issues requiring resolution prior to final adoption include resolving the proposed interface with parkland, development of park concept plans and the collection of securities for proposed works in parkland to the satisfaction of the Parks, Recreation & Culture Department.

Ministry of Environment: The properties 18147 and 18253 - 0 Avenue were identified in the Soil Contamination Questionnaire as having the Schedule 2 Uses of "septic tank pumpage or disposal" and "petroleum or natural gas product or produced water storage in above ground or underground tanks". The applicant's Site Profile will be referred to the Ministry of Environment and the properties must be remediated to the satisfaction of the Ministry of Environment before the project is considered for final adoption of the rezoning by-law.

Ministry of Forests, Lands and Natural Resource Operations (MFLNRO):

The applicant is required to obtain Water Sustainability Act approval from MFLNRO for the proposed riparian works, as a condition of Final Reading. If Water Sustainability Act approval is not granted, some revisions to the proposal may be required. The applicant has acknowledged this risk.

Agricultural and Food Security Advisory Committee (AFSAC):

At its May 5, 2016 meeting, AFSAC recommended that the application be supported based on the revised proposal and improvements for agricultural productivity. The AFSAC members indicated concerns about septic leakage into the low-lying ALR portion of the site and prefer to see a City sanitary system in the proposed development as opposed to a septic system.

Metro Vancouver:

The applicant is proposing to amend the site’s Regional Growth Strategy (RGS) designation from Agricultural to General Urban. The applicant is also proposing to amend the Metro Vancouver Urban Containment Boundary and to include the non-ALR portion of the site into the Greater Vancouver Sewerage and Drainage District’s (GVS&DD) Fraser Sewerage Area. Approval for inclusion in the GVS&DD Fraser Sewerage Area is required from Metro Vancouver to extend services to this area. These amendments to the RGS would require a two-thirds weighted vote and a regional public hearing.

BC Hydro:

No concerns.

SITE CHARACTERISTICS

Existing Land Use: 18115 – 0 Avenue is vacant farmland that is partially located within ALR. The property has 2 golf course holes on it at the northern portion of property. A small portion of the property is encumbered by a BC Hydro right-of-way. 18147 and 18253 - 0 Avenue are rural acreages that are located outside of the ALR.

Adjacent Area:

Direction	Existing Use	OCP Designation	Existing Zone
North:	Golf course and agricultural acreages, within the Agricultural Land Reserve (ALR).	Agricultural	CPG and A-1
East (Across 184 Street):	Agricultural acreages.	Agricultural	A-1
West:	Agricultural acreage within the ALR.	Agricultural	A-1
South (Across 0 Avenue):	United States of America.	n/a	n/a



## JUSTIFICATION FOR PLAN AMENDMENT

### Background

- At the June 27, 2016 Regular Council – Land Use meeting, Council considered the proposed Official Community Plan (OCP) amendment from Agricultural to Suburban for the non-Agricultural Land Reserve (ALR) portion of the site and referred the project back to staff to work with the applicant to:
  - review the site in terms of future residential development and the feasibility of the proposed septic field and existing soil quality and ascertain whether or not a sewer system can indeed be supported;
  - provide completion of the Hazelmere Golf Course Community in terms of estate lots that are viable for the next 50 years with the aim of completing the Golf Course community while maintaining habitat restoration and agricultural uses. Further it was noted that if the area to the east toward o Avenue should be considered for residential development in the future, a full Neighbourhood Concept Plan (NCP) would be expected, but the process would not be initiated at this time;
  - provide detailed information in terms of the available capacity to provide services to this area that would be "stand alone"; and
  - ensure that this project is an extension to complete the build out of the Hazelmere Golf course.
- Since the June 27, 2016 Regular Council – Land Use meeting, staff have worked with the applicant to resolve the issues that were noted in addition to other site planning considerations. A sewer system to support the proposed development can be established, habitat restoration and agricultural enhancements are proposed, downstream drainage capacity is sufficient for the proposal, and the proposed servicing is being designed solely to accommodate the subject development. The proposal is now being presented for Council's consideration and by-law introduction.
- In support of the proposed Official Community Plan (OCP) amendment, the applicant is proposing a Community Benefit in accordance with the provision identified in the OCP. The applicant has agreed to a contribution in the amount of \$2.5 million, or approximately \$17,000 per lot, which will be used to assist in park development in the South Surrey area. This is discussed in detail later in this report.
- The applicant is also proposing to provide improvements to the proposed park land within the development at no cost to the City, and is also proposing improvements to the soil capability on lands located within the ALR, improved storm water management to reduce potential flooding of the agricultural low lands and also riparian habitat improvements in support of the proposed OCP amendment.

### Official Community Plan (OCP) Amendment

- The applicant is proposing to amend the Official Community Plan (OCP) from Agricultural to Suburban for the lands located outside of the Agricultural Land Reserve (ALR). The ALR portion of the site is proposed to remain designated as Agriculture.
- The OCP amendment is necessary to permit the proposed single family development on the non-ALR portion of the site, which is 23.7 hectares (58.6 acres) in area. The applicant is proposing to dedicate 1.22 hectares (3.01 acres) of parkland, which is 5% of the non-ALR portion of the site, and to convey an additional 3.51 hectares (8.67 acres) of open space/riparian area, which is a further 15% of the non-ALR portion of the site. In total, the applicant is proposing to convey approximately 20% of the non-ALR portion of the site, or 4.73 hectares (11.69 acres), to the City at no cost as park land and open space/riparian area.

### Proposed Community Benefits Associated with the Official Community Plan (OCP) Amendment

- The applicant is proposing to provide a \$2.5 million contribution, or approximately \$17,000 per lot as a community benefit, in accordance with provisions identified in the OCP. The contribution will be used to assist in park development in the South Surrey area. For example, these funds could be used towards the construction costs of the Garden House, and associated amenities, in The Glades Garden Park, which is located nearby in the Douglas community at 457 – 172 Street. The \$2.5 million contribution will be indexed to inflation and is payable prior to final adoption.
- The applicant has agreed to provide improvements to the proposed park land within the development, including grading, drainage, hard surface pathway, landscape and design services as part of a community benefit associated with the proposed OCP amendment.
- In addition, the applicant is proposing to convey to the City at no cost a 4.7 hectare (11.7 acre) open space/riparian protection parcel within the ALR. This parcel contains existing Class A watercourses in a natural state and also a proposed riparian enhancement habitat area.
- Lastly, the applicant is proposing improvements to the soil capability on lands located within the ALR, improved storm water management practices to reduce potential flooding of the agricultural low lands and also riparian habitat improvements, in support of the proposed OCP amendment.

### Metro Vancouver Regional Growth Strategy (RGS) Amendment

- The subject site is designated Rural in Metro Vancouver's *Regional Growth Strategy* (RGS) and is located outside of the Urban Containment Boundary (Appendix IX). The Rural designation permits low density residential development that does not require the provision of urban services such as sewer or transit.
- The proposed development requires the provision of sewer servicing and thus the applicant is proposing the following:
  - to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the non-Agricultural Land Reserve (ALR) portion of the site from Rural to General Urban;

- to amend the Urban Containment Boundary to include the non-ALR portion of the site; and
- to include the non-ALR portion of the subject site within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area.
- These proposed amendments to Metro Vancouver's RGS are to be referred directly from the affected municipal government and require an affirmative two-thirds weighted vote of the Metro Vancouver Board and a regional public hearing. This step would occur subsequent to Council holding a Public Hearing and granting Third Reading to the proposed development.

### PUBLIC CONSULTATION PROCESS FOR OCP AMENDMENT

Pursuant to Section 475 of the Local Government Act, it was determined that it was necessary to consult specifically with Metro Vancouver with respect to the proposed OCP amendment. No other agencies and organizations are considered to be affected by the proposed OCP Amendment that requires specific consultation.

### DEVELOPMENT CONSIDERATIONS

#### Site Context

- The subject site consists of 3 properties (18115, 18147 and 18253 - 0 Avenue) located along 0 Avenue near 184 Street in the Hazelmere Valley, with a combined area of 52.2 hectares (128.9 acres). The property at 18115 - 0 Avenue is located partially within the Agricultural Land Reserve (ALR) and contains 2 holes of the Hazelmere golf course. The property is split-zoned "General Agriculture Zone (A-1)" and "Golf Course Zone (CPG)" and is designated Agricultural in the Official Community Plan (OCP). The property is split-designated Agricultural and Rural in Metro Vancouver's Regional Growth Strategy (RGS). The applicant is proposing to develop the southern portion of the property, which is located outside of the ALR (Appendix III).
- The properties at 18147 and 18253 - 0 Avenue are zoned A-1. These two properties are not in the ALR and are designated Agricultural in the OCP and Rural in Metro Vancouver's RGS.
- The parcel is bordered on the north by the Hazelmere golf course and a separate agricultural acreage property. The site is bordered by agricultural acreages to the east (across 184 Street) and west. The site is bordered on the south (across 0 Avenue) with the United States.
- The portion of the site that is to be developed is located on a north-facing slope with moderately steep grades, with a high elevation of 70 metres (230 feet) above sea level along 0 Avenue and a low elevation of 21 metres (69 feet) at the north portion of the site. The site is mostly cleared, although some forest clusters remain on the site. There are a number of Class B watercourses on the portion of the site that is to be developed. In addition, there is a red-tailed hawk nest, a bald eagle nest and a great horned owl nest on the subject site (3 nests in total) and a barn owl nest on the property to the west (17951 - 0 Avenue).

### Proposed Development

- The applicant is proposing:
  - OCP and RGS amendments as described above;
  - to rezone portions of the site as follows:
    - the portion of the site shown as Block B in Appendix II from "General Agriculture Zone (A-1)" to "Golf Course Zone (CPG)";
    - the portion of the site shown as Block C in Appendix II from "Golf Course Zone (CPG)" to "General Agriculture Zone (A-1)"; and
    - the portion of the site shown as Block E in Appendix II and the properties at 18147 and 18253 - o Avenue from ""General Agriculture Zone (A-1)" to "Quarter Acre Residential Zone (RQ)".
  - a Development Permit for Hazard Lands (steep slopes), Farm Protection and for Sensitive Ecosystems;
  - an Agricultural Land Commission (ALC) application for inclusion of a 1.6 hectare (3.9 acre) portion of the property at 18115 - o Avenue under the BC Hydro power lines, a non-farm use to permit stormwater runoff into the proposed habitat ponds in the ALR, and subdivision to create a green space lot within the ALR for conveying to the City for conservation purposes; and
  - subdivision into 145 single family lots, several park lots, a detention pond lot, and a remainder lot in the ALR.

### ALR Portion of Site

- The gross site area is 52.2 hectares (128.9 acres), with approximately 55% (28.5 hectares/ 70.4 acres) of the site located within the ALR. The applicant is proposing to align the zoning on this portion of the site to follow the boundaries of the golf course. To facilitate this, a portion of the site is proposed to be rezoned from the CPG Zone to A-1 Zone and a separate portion of the site is proposed to be rezoned from the A-1 Zone to the CPG Zone. The impact of this is a net increase in the amount of land zoned A-1 and a decrease in the amount of land zoned CPG.
- The applicant is proposing to include a 1.6 hectare (3.9 acre) portion of the property at 18115 - o Avenue under the BC Hydro power lines. This portion of the property is located at the southwest corner of 18115 - o Avenue, and would provide access to the farming parcel from o Avenue.
- To improve the agricultural productivity of the ALR portion of the site, the applicant is proposing a number of improvements, including: (1) the installation of a drain tile system to improve drainage; (2) the installation of an irrigation system; and (3) improving the soil structure and fertility by adding compost and introducing perennial forage grasses and cereals which can improve the condition and fertility of the soil. The applicant's agricultural

consultant states that "based upon implementation of the land improvements described above and after 2 to 3 years of production of forage grasses and cereals, the fertility and tilth should increase to a point where the land would be ready to produce a wide range of field crops, including berries and vegetables."

- To improve storm water management and riparian habitat on the site, the applicant is proposing to relocate and consolidate various watercourses, and also construct habitat ponds. These ponds are also to handle the stormwater from the development portion of the site, which will be collected in an on-site detention pond on a portion of the site that is located outside of the ALR. The upland non-ALR portion of the site currently drains into the ALR. The improved storm water management will direct uncontrolled flows and reduce potential flooding of lowland agricultural areas. The riparian and natural areas are proposed to be conveyed to the City for riparian conservation purposes. Appendix VIII shows the locations of the proposed improvements to the portion of the site located within the ALR.
- Upon Council granting Third Reading to the rezoning and OCP amendment by-laws, the application will be referred to the Agricultural Land Commission (ALC) for consideration of the following:
  - inclusion of a 1.6 hectare (3.9 acre) portion of the property at 1815 – o Avenue into the ALR;
  - non-farm use to permit stormwater runoff into the proposed habitat ponds in the ALR; and
  - subdivision to create a 4.6 hectare (11.3 acre) lot within the ALR, comprised of riparian area and habitat ponds, for conveying to the City for conservation purposes.

#### Non-ALR Portion of Site - Density

- The non-ALR portion of the site proposed for residential development is approximately 21.3 hectares (52.6 acres), with a developable area of 20.7 hectares (51.1 acres) (excludes the areas within 5 metres (16 ft.) of top-of-bank of identified watercourses). The applicant is proposing to create 145 single family lots which provides a gross unit density of 7.0 units per hectare (uph)/ 2.8 units per acre (upa), which complies with the density permitted under the Official Community Plan (OCP) Suburban designation where sufficient parkland and/or a community benefit are provided.
- The OCP currently indicates that for areas within 200 metres (660 ft.) of the Agricultural Land Reserve (ALR) boundary, the density should not exceed 5 units per hectare (2 upa). The applicant is proposing 76 lots within 200 metres (660 ft.) of the ALR boundary. The developable area within 200 metres (660 ft.) of the ALR boundary is 13.3 hectares (32.8 acres), which provides a gross unit density of 5.7 uph, which exceeds the maximum density of up to 5 units per hectare (2 units per acre) within 200 metres (660 ft.) of the ALR permitted in the Suburban designation.
- However, Council has approved in principle (By-law No. 18833, associated with Development Application No. 7914-0365-00, is at Third Reading) an OCP Amendment to amend the Suburban designation in order to permit the allowable density within and beyond 200 metres (656 ft.) of the Agricultural Land Reserve (ALR) to be averaged over a development site.

- The subject application will utilize this approach with density to be averaged over the entire site which equates to a unit density of 7.0 units per hectare (2.8 upa) based on the gross site area, which is less than the maximum density of 10 units per hectare (4 upa) permitted in the Suburban designation.
- Staff note that should the subject application be supported by Council, Metro Vancouver and the ALC and the application be ready for finalizing in advance of Development Application No. 7914-0365-00, then the OCP Amendment associated with Development Application No. 7914-0365-00 will be completed as part of the subject application.

#### Quarter Acre Residential Zone (RQ)

- The applicant is proposing to utilize the newly proposed "Quarter Acre Residential Zone (RQ)", which is being introduced on July 24, 2017 [at the Regular Council – Land Use meeting] (Appendix VII). The RQ Zone allows for a density of 10 units per hectare (uph)/4 units per acre (upa), which is consistent with the densities permitted in much of the Suburban designated areas of the Official Community Plan (OCP). The proposed zone also allows for flexibility in the minimum lot size to encourage the retention of publicly-accessible open space and natural area protection.
- The proposed RQ Zone allows a range of minimum lot sizes from 930 square metres (10,000 sq.ft.) with a 5% dedication of open space for parks purposes, to 775 square metres (8,300 sq.ft.) where at least 15% of the development site is set aside as public open space, to 700 square metres (7,500 sq.ft.) for 50% of the lots where at least 30% of the development site is set aside as open space. The applicant is providing 22% of the non-ALR portion of the site to the City at no cost as park land and open space/riparian area, which allows them to propose lots with a minimum lot size of 775 square metres (8,300 sq.ft.). The applicant is proposing a minimum lot size of 800 square metres (8,610 sq.ft.).
- The proposed lots range in width from 20 metres (66 ft.) to 32.5 metres (107 ft.), in depth from 31.5 metres (103 ft.) to 43.8 metres (144 ft.), and in area from 800 square metres (8,610 sq. ft.) to 1,032 square metres (11,110 sq. ft.), which meets the minimum lot width, depth and area requirements of the RQ Zone.

#### Building Design Guidelines & Lot Grading

- The applicant has retained Michael Tynan of Tynan Consulting Ltd. as the Design Consultant. In an effort to minimize the visual impact of the proposed hillside development, staff will work with the Design Consultant to further refine the Building Scheme to that end. Proposed design requirements that address viewsapes on the hillside may include:
  - specifying dark or earth toned roof and exterior cladding colours so that homes blend into the surrounding hillside, rather than stand out in contrast;
  - reducing and breaking up the massing of the north face of the proposed homes by including mid-story roofs;

- providing additional building articulation by requiring that there are no north side building faces exceeding a height of 1.5 stores that are unbroken by a roof line in order to limit the effect of the homes to those viewing the site from the north; and
  - floor offsets are required to ensure the massing design steps up the hill and gabled projections are not permitted at the upper floor at any proposed rear side of rear sloping lots.
- A preliminary lot grading plan has been prepared by Aplin & Martin Consultants Ltd. The applicant is proposing a significant amount of cut and fill on the development portion of the site. Significant retaining walls are proposed between private lots and also between private lots and the proposed large City park lot on the north side of the development area. Staff have indicated concern with the height of some of the proposed retaining walls (approximately 4-6 metres/13-20 ft.).
- The applicant advises the retaining walls are necessary to accommodate the proposed house form as they feel a multi-story transition is not appropriate for this project. A multi-story transition (i.e. over two of the three levels in a house) would help reduce the height of retaining walls, as is commonly done along such places where slopes are very steep, as in the ocean bluff area of South Surrey. The applicant is proposing to transition grades through one level (the basement) only. The applicant advises that the road grades have been designed to the maximum allowable slope in an effort to get the road elevations as low as possible relative to the existing grades. The lower the road elevations are, the lower the retaining walls can be. The applicant also indicated that they would continue to explore options to reduce the height of the retaining walls through the detailed design process.
- The applicant is proposing a 1.5-metre (5-ft.) wide separation from the proposed City park lot in the northern portion of the site to the base of the retaining walls that are proposed at the rear of the proposed lots that back onto the proposed City park lot. The applicant advises that any maintenance to the retaining walls can be carried out from on top of the retaining walls (i.e. private property), and not from the bottom of the retaining walls (i.e. City property).
- Staff have recently encountered issues in the construction of retaining walls in close proximity to City park land, and do not support the 1.5-metre (5-ft.) wide separation proposed by the applicant. Given the substantial size of the retaining walls and the City's previous experiences, staff are seeking a minimum 4-metre (13-ft.) wide separation to provide an opportunity to allow for maintenance from the base of the retaining wall, and to ensure that construction does not encroach into park land. Furthermore, staff are not convinced that the suggested retaining wall works can be completed and maintained from the top of the retaining wall.
- Should the project obtain the necessary approvals from Metro Vancouver, more work is required prior to final adoption to resolve staff concerns around the proposed lot grading, and the height and location of retaining walls. Staff will work with the applicant on measures to address the noted concerns, including the use of more grade transitioning through building design.
- The applicant is required to submit a hydrological report to the satisfaction of City staff, prior to final adoption, to demonstrate how pre-development flows into the proposed City park land adjacent to the ALR will be maintained post-development.

- Various restrictive covenants and easements are proposed to be registered as a condition of final adoption, including:
  - a Section 219 No-build Restrictive Covenant on the proposed lots which contain retaining walls to ensure that the retaining walls are installed with a Building Permit and are completed prior to any Building Permits being issued for single family dwelling construction;
  - a Section 219 Restrictive Covenant and easement on the proposed lots which contain retaining walls to protect a 4-metre (13 ft.) wide access corridor for the purposes of retaining wall maintenance and also a minimum 2.0-metre (7 ft.) wide access corridor along side yard lot lines to provide access to the rear of the lot;
  - a Section 219 Restrictive Covenant to ensure retaining walls are constructed, repaired, maintained and replaced in accordance with the geotechnical report, retaining wall plans and the retaining maintenance report at the sole cost of the future land owners; and
  - a Section 219 Restrictive Covenant to restrict the placement of fill upon the lands according to the approved lot grading plan and otherwise adhere to the approved lot grading plan, and to require that the foundations of any buildings, houses or other structures have foundations engineered in accordance with the approved geotechnical report.
- The applicant proposes in-ground basements on all lots. The feasibility of in-ground basements will be confirmed once the City's Engineering Department has reviewed and accepted the applicant's final engineering drawings.

#### Raptor Protection

- The non-Agricultural Land Reserve (ALR) portion of the site contains a red-tailed hawk nest and a great horned owl nest. Both nests are within the proposed riparian/open space lot. The ALR portion of the site contains a bald eagle nest. The property to the west (17951 – o Avenue contains a barn owl nest. The nest and proposed buffer locations are shown in Appendix II.
- The applicant has provided a raptor nest protection/mitigation plan. The provincial *Guidelines for Raptor Conservation during Urban and Rural Land Development (2013)* recommends a minimum no-disturbance buffer of 100 metres (330 ft.) from active nest locations and an additional "quiet" buffer of a further 100 metres (330 ft.) during the breeding season.
- The applicant is proposing:
  - to assess the breeding status of the barn owl, great horned owl, bald eagle and red-tailed hawk prior to commencement of works within the 200 metre (660 ft.) buffer zone to determine monitoring requirements;
  - no land-clearing should occur within 200 metres of the great horned owl nest between



- January and early September, unless a report by a qualified biologist advises that the nest is not active;
- no house construction should occur on the three proposed lots (Lots 55-57) nearest the great horned owl nest between January and April, inclusive, unless a report by a qualified biologist advises that the nest is not active. This is the period when birds may be most likely to abandon a nest site, and also occurs before deciduous trees are in full-leaf condition; and
- two alternate nest sites should be identified within the wooded portion of the property near the existing nest, and be prepared by installing nest platforms during the fall season.
- The applicant is required to register a Section 219 Restrictive Covenant on the impacted lots to ensure the various restrictions required in the raptor nest protection/mitigation plan are followed, as a condition of final adoption.

Development Permit for Farming Protection

- The Official Community Plan (OCP) requires that all development sites adjacent to land within the Agricultural Land Reserve (ALR) obtain a Development Permit for farming protection and conform to specific guidelines, prior to subdivision of the site. The Development Permit is required to reduce agricultural-urban conflicts through increased setbacks and vegetated buffering.
- The Farming Protection DP guidelines are specified in the OCP. These guidelines are listed in the table below, together with an explanation on how the subject application complies:

Farming Protection DP Guidelines	DP Guideline Requirements	Current Proposal
<b>Restrictive Covenant:</b>	A restrictive covenant is required to inform future owners of farm practices in the area that may produce noise, odour and dust.	The applicant has agreed to register the restrictive covenant on the proposed lots within 200 metres (660 ft.) of the ALR boundary.
<b>Building Setback:</b>	Minimum 30-metre (98-ft.) setback from the ALR border to the buildings.	The applicant will register a restrictive covenant on lots near the ALR to ensure buildings are set back a minimum of 30 metres (98 ft.) from the ALR boundary.
<b>Landscape Buffer:</b>	Minimum vegetated landscape buffer with a 20-metre (66-ft.) width, to be conveyed to the City.	The applicant is conveying a 20-metre (66-ft.) wide buffer area to the City. This area will contain landscaping and also a Parks pathway.

- The applicant’s proposal complies with the OCP’s Farming Protection DP guidelines.

### Hazard Land Development Permit (Steep Slopes)

- A Development Permit (DP) for Hazard Lands is required under the OCP due to the steep slopes on the development portion of the site. In order to address this requirement, the applicant has submitted a Development Feasibility Study.
- The geotechnical report, prepared by Geopacific Consultants and dated July 13, 2017, indicates "that the site meets accepted slope stability requirements for development".
- Staff have confirmed that the content of the geotechnical report addresses the OCP Hazard Land DP guidelines. The geotechnical engineer is required to review and accept the final building designs for the proposed single family dwellings. As a condition of final adoption, the applicant will be required to register a Section 219 Restrictive Covenant to ensure that future house construction is in accordance with the recommendations identified in the geotechnical report.
- Upon approval of the documents associated with the Development Feasibility Study, the documents will be included in the finalized Hazard Land Development Permit.
- At Building Permit stage, the Building Division will require Letters of Assurance from a geotechnical engineer to ensure that the building plans comply with the recommendations in the approved geotechnical report.

### Sensitive Ecosystem Development Permit

- On September 12, 2016, Council adopted amendments to the OCP to create a new Sensitive Ecosystem Development Permit Area. The subject site is located within the Sensitive Ecosystem Development Permit Area.
- The OCP is used to identify the specific types of ecosystems that are intended to be protected including Class A, A/O, or B streams, and the Zoning By-law (Part 7A Streamside Protection) is used to identify the specific protection areas that are required to be established for Streamside Setback Areas.
- An Ecosystem Development Plan dated June 20, 2017 was prepared by Ian Whyte of EnviroWest Consultants Inc. and found to be generally acceptable by staff. The finalized report and recommendations will be incorporated in the Development Permit.
- The portion of the site where development is proposed and that is not located within the Agricultural Land Reserve (ALR) contains two Class B watercourses and a Class B roadside ditch (along 184 Street). The top-of-bank for the two Class B watercourses was expanded to encompass minor seepage channels that were not identified on COSMOS. The Zoning By-law prescribes a 15-metre (49 ft.) setback for these watercourses, which the applicant has provided. The proposal results in a net gain of habitat area through the utilization of the flexing provision in the Zoning By-law [of approximately 1,500 square metres (16,100 sq.ft.)].
- The Class B roadside ditch along 184 Street may require removal to facilitate roadworks on 184 Street. In the event that the roadside ditch remains, the proposed lots adjacent to this Class B roadside ditch have been sized to accommodate the 7-metre (23 ft.) setback required by the Zoning By-law.

- The ALR portion of the site contains a number of Class B watercourses and a Class A watercourse in the northerly portion of the site. The Class A watercourse is proposed to be fully protected following the Zoning By-law requirements.
- The applicant is proposing to eliminate and consolidate a number of the Class B watercourses and to construct habitat ponds on the ALR portion of the site. These ponds are also intended to handle the stormwater from the site, which will be collected in an on-site detention pond located on the non-ALR portion of the site. The upland non-ALR portion of the site currently drains into the ALR. The improved storm water management will direct uncontrolled flows and reduce the potential flooding of lowland agricultural areas. The riparian and natural areas are proposed to be conveyed to the City for conservation purposes.
- Provincial approval under the Water Sustainability Act is required to eliminate and consolidate the Class B watercourses. This approval will be required prior to final adoption of the associated by-laws should the application be supported by Council. The applicant has acknowledged the risk that if Provincial approval is not granted, this may affect their proposal and necessitate additional changes.
- The Ecosystem Development Plan prepared by the applicant will be incorporated into the Sensitive Ecosystem Development Permit. The applicant is required to enter into a P-15 agreement for the monitoring and maintenance of the replanting in the riparian areas as a condition of final adoption.

#### Engineering Considerations

- As noted in Corporate Report Loo2 (received as information at the Regular Council – Land Use meeting of October 24, 2016), there are no complete studies with respect to environmental considerations, drainage, sanitary servicing, water provision or transportation network that have been undertaken for the non-Agricultural Land Reserve (ALR) lands in Hazelmere. The servicing impacts of the proposed development needs to be addressed in a more comprehensive servicing strategy such as is undertaken for a Neighbourhood Concept Plan (NCP) if the area were to be designated for suburban development.
- In recent months the applicant's consultants have completed or initiated a number of studies to address the servicing of the lands covered by this application similar to those undertaken for an NCP. This work has been undertaken with support from Engineering Department staff so as to ensure the general approaches being considered by the applicant are reasonable. Although these studies have not been completely finalized, they do provide a framework for future more detailed analysis and design should the project be endorsed by Council and Metro Vancouver.
- Staff note that the site is not serviced by a sanitary sewer system and is outside of the Greater Vancouver Sewerage & Drainage District (GVS & DD) and Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the GVS & DD would be required from Metro Vancouver to extend services to this area. As noted in the April 13, 2015 Planning Report for this project, the Douglas Neighbourhood Sanitary sewer system does not have sufficient capacity to support the development of this area. As such, the applicant is proposing a pump and forcemain system for their site. The pump station would be located near 2 Avenue and 184 Street with a forcemain running from this location some 10

kilometres (6.2 miles) north along 184 Street to a proposed connection to the GVS&DD main near 52 Avenue and 184 Street. Currently, the forcemain is expected to measure 150 millimetres (6 inches) in diameter. It is understood that cleansing velocities may not necessarily be achieved along the length of the force main and cleaning (or "pigging") facilities will be required. Similarly, odour issues will need to be addressed at a number of locations along the length of this system.

- In terms of drainage, a preliminary Integrated Stormwater Management Plan (ISMP) Scoping Study has been undertaken for the Little Campbell River watershed which includes this area of the Hazelmere Valley. The applicant's engineer has initiated a detailed ISMP. Although the ISMP has not yet been finalized it assumes the area would undergo a more suburban form of development. The ISMP is addressing concerns over upland development causing drainage impacts such as flooding in low land areas and erosion in steeper channels. The ISMP will also include a detailed evaluation of environmental constraints and opportunities in the area. Preliminary recommendations from include mitigation measures within the proposed development area. These measures, although not completely finalized yet, have been included in the project's site plan.
- There is currently no water provision plan in place for this rural area. Current area residents obtain water from private wells. Densification of the area to suburban land use would trigger the need to develop a water system expansion plan for the area. City water mains currently exist nearly 1 kilometre (0.6 miles) from the site. Although a system can be extended to this area, significant concern with respect to water age (i.e. water quality) have been noted. Looping of water mains to mitigate concerns would not be feasible as a second water system connection point is well over 3 kilometres (1.9 miles) away. The applicant's preliminary servicing concept plan proposes one water main to provide potable and fire protection service. This would lead to a need for a rechlorination station within the area. The operational liability and costs (approximately \$500,000/year) associated with operating a chlorination station are significant. Engineering staff have suggested to the applicant that a dual water system be explored in an effort to avoid the need for a rechlorination station. In this approach potable water would be conveyed through a smaller set of mains that will more easily maintain water quality at a lower operational cost and fire flows would be conveyed in a larger set of mains that could remain stagnant until needed. Engineering Department staff will work with the applicant to finalize design of such a system should the project be endorsed by Council and Metro Vancouver.
- In terms of transportation, a study has been undertaken by the applicant's engineer to evaluate off-site servicing requirements associated with this development. Although increased traffic volumes would be expected, off-sites works are anticipated to include, as a minimum, ensuring adequate pavement structure and width to and from the site along 184 Street to 8 Avenue, and along 0 Avenue to 177A Street. These rural roads were not intended to carry urban traffic volumes. In addition, the potential for conflict between farm vehicles and other vehicles must also be addressed along these roads.
- All costs associated with extending City services to the site will be borne by the applicant. None of these are currently included in the City's 10-Year Servicing Plan.
- Long term operational cost implications of the proposed servicing strategies have not been established. Should the anticipated per/capita costs associated with operating the systems specifically installed to service this development significantly exceed those for the City as a

whole, a Local Area Service strategy may be proposed to Council for some or all of the utility services.

- Detailed servicing requirements within the development are outlined in Appendix III.

### School Considerations

- To serve the Douglas and Hazelmere areas growing demand, the School District, as part of their 2017/2018 Capital plan submission to the Ministry of Education, have requested to build a new school with a 80K/525 capacity school, to supplement the existing Hall's Prairie catchment. This new school is to be located within the Douglas Neighbourhood Concept Plan. The Ministry supported the School District, in March 2017, with an approval to prepare a feasibility report to determine scope of project, schedule and construction budget. After the report is completed, the School District will submit the feasibility report to the Ministry to approve design and construction funding. Once design and construction funding is approved, the project will take 3 years to design and build the school.
- This new school is to provide additional new school spaces needed in the community as the existing smaller rural Hall's Prairie Elementary is undersized and cannot meet future growing in-catchment demand.
- In addition to the subject application (which was not built into the School District's enrolment forecast for the Hall's Prairie catchment area), there is another active development application (Development Application No. 7916-0118-00) in the 900-1100 block of 168 Street in the Highway 99 Corridor Local Area Plan (LAP) which proposes approximately 400 townhouse units and is also located within the Hall's Prairie catchment area. Council gave Development Application No. 7916-0118-00 preliminary direction at the Regular Council – Land Use meeting of June 27, 2016 to bring the applicant's residential proposal back to Council for further consideration, and it is anticipated that this project could be presented for Council's consideration of by-law introduction in Fall 2017. This proposed development also was not built into the School District's enrolment forecast for the Hall's Prairie catchment area.
- Given the unforeseen enrolment increases posed by the subject application and also Development Application No. 7916-0118-00, if the subject application obtains Metro Vancouver approval, staff will then provide an update to Council on the school capacity situation in the Douglas/Hazelmere area.

### TREES

- Michael Mills, ISA Certified Arborist of Michael J. Mills Consulting prepared an Arborist Assessment for the non-Agricultural Land Reserve (ALR) development portion of the subject site. The table below provides a summary of the tree retention and removal by tree species:

**Table 1: Summary of Tree Preservation by Tree Species:**

Tree Species	Existing	Remove	Retain
<b>Alder and Cottonwood Trees</b>			
Alder	176	172	4

Tree Species	Existing	Remove	Retain
Cottonwood	6	6	0
<b>Deciduous Trees</b> (excluding Alder and Cottonwood Trees)			
Black Locust	18	18	0
Fruiting Apple	11	11	0
Big Leaf Maple	7	7	0
Pacific Willow	6	6	0
Paper Birch	4	4	0
Pin Cherry	3	3	0
Mountain Ash	1	1	0
<b>Coniferous Trees</b>			
Western Red Cedar	22	15	7
Douglas-fir	2	2	0
<b>Total (excluding Alder and Cottonwood Trees)</b>	<b>74</b>	<b>67</b>	<b>7</b>
<b>Additional Estimated Trees in the proposed Open Space / Riparian Area</b>	<b>519</b>	<b>0</b>	<b>519</b>
<b>Total Replacement Trees Proposed (excluding Boulevard Street Trees)</b>		<b>363</b>	
<b>Total Retained and Replacement Trees</b>		<b>370</b>	

- The Arborist Assessment states that there are a total of 74 protected trees on the non-ALR development portion of the site, excluding Alder and Cottonwood trees. One hundred eighty-two (182) existing trees, approximately 71 % of the total trees on the site, are Alder and Cottonwood trees. It was determined that 7 trees can be retained as part of this development proposal. The proposed tree retention was assessed taking into consideration the location of services, building footprints, road dedication and proposed lot grading.
- Table 1 includes an additional approximate 519 protected trees that are located within the proposed open space/riparian area. The trees within the proposed open space/riparian area will be retained, except where removal is required due to hazardous conditions. This will be determined at a later time, in consultation with the Parks, Recreation and Culture Department.
- A detailed planting plan prepared by a Registered Professional Biologist (R.P. Bio.) and an associated P-15 agreement are required for the monitoring and maintenance of the proposed trees to be planted in the conveyed riparian/ open space area.
- For those trees that cannot be retained, the applicant will be required to plant trees on a 1 to 1 replacement ratio for Alder and Cottonwood trees, and a 2 to 1 replacement ratio for all other trees. This will require a total of 312 replacement trees on the site. The applicant is proposing 363 replacement trees, which exceeds City requirements.

- In summary, a total of 370 trees are proposed to be retained or replaced on the site.

### PRE-NOTIFICATION

Pre-notification letters were sent on July 4, 2017. Since the June 27, 2016 Regular Council – Land Use meeting staff have received 9 phone calls and 4 emails. Eight (8) of the callers and 2 of the email respondents did not express any concerns with the project but rather were inquiring about when the proposed lots would be ready to purchase or inquired to see if lands to the east of 184 Street could be subdivided in a similar fashion, and if servicing would be available for lands east of 184 Street.

The applicant held a Public Information (PIM) meeting on June 28, 2017 at the Hazelmere golf course from 5pm to 7pm. A total of 18 individuals signed in, of which 7 submitted comment sheets. The comment sheet and the 3 above mentioned email correspondents and 1 caller indicated concerns with the project, including concerns about the small lot sizes and the impact on this rural area, precedent setting for future development east of 184 Street, riparian protection concerns, increasing traffic, traffic safety on 8 Avenue in front of Halls Prairie Elementary School, lack of sidewalks on 184 Street and 8 Avenue, and increased demands on emergency services and local schools.

*(Council's resolution at the June 27, 2016 Regular Council – Land Use meeting provided direction to "ensure that this project is only an extension to complete the build out of the Hazelmere Golf course". The servicing proposed for the subject site is not intended to service additional future development for the non-Agricultural Land Reserve (ALR) lands to the east of 184 Street.*

*The proposed zoning and lot sizes comply with the site's proposed Suburban designation in the Official Community Plan (OCP). Transportation off-sites works are anticipated to include, as a minimum, ensuring adequate pavement structure and width to and from the site along 184 Street to 8 Avenue, and along 0 Avenue to 177A Street.*

*The School District indicates that to serve the Douglas and Hazelmere areas growing demand, as part of their 2017/2018 Capital plan submission to the Ministry of Education, they have requested to build a new school with a 80K/525 capacity school, to supplement the existing Hall's Prairie catchment. This new school is to be located within the Douglas Neighbourhood Concept Plan. The Ministry supported the School District, in March 2017, with an approval to prepare a feasibility report to determine scope of project, schedule and construction budget. After the report is completed, the School District will submit the feasibility report to the Ministry to approve design and construction funding. Once design and construction funding is approved, the project will take 3 years to design and build the school.*

*This new school is to provide additional new school spaces needed in the community as the existing smaller rural Hall's Prairie Elementary is undersized and cannot meet future growing in-catchment demand. )*

**SUSTAINABLE DEVELOPMENT CHECKLIST**

The applicant prepared and submitted a sustainable development checklist for the subject site on July 17, 2017. The table below summarizes the applicable development features of the proposal based on the seven (7) criteria listed in the Surrey Sustainable Development Checklist.

<b>Sustainability Criteria</b>	<b>Sustainable Development Features Summary</b>
1. Site Context & Location (A1-A2)	<ul style="list-style-type: none"> <li>• The subject site is designated Agricultural in the Official Community Plan (OCP).</li> </ul>
2. Density & Diversity (B1-B7)	<ul style="list-style-type: none"> <li>• The proposed lots will allow for rear yard garden space. The applicant is proposing to improve the productivity of the farmland in the Agricultural Land Reserve (ALR) portion of the site.</li> </ul>
3. Ecology & Stewardship (C1-C4)	<ul style="list-style-type: none"> <li>• The applicant is proposing to use absorbent soils &gt; 300 mm (1 ft.) in depth, roof downspout disconnections, on-lot infiltration trenches or sub-surface chambers, cisterns/rain barrels, vegetated swales/rain gardens/bio-swales, and sediment control devices.</li> <li>• The applicant is proposing to plant 363 replacement trees.</li> <li>• The applicant is proposing to convey riparian/ open space areas to the City.</li> <li>• Composting and recycling pick-up will be available.</li> </ul>
4. Sustainable Transport & Mobility (D1-D2)	<ul style="list-style-type: none"> <li>• The applicant is proposing various pathways and sidewalks in the site.</li> </ul>
5. Accessibility & Safety (E1-E3)	<ul style="list-style-type: none"> <li>• CPTED principles will be followed in pathway design.</li> <li>• The applicant advises that all houses can be designed for adaptable features.</li> </ul>
6. Green Certification (F1)	<ul style="list-style-type: none"> <li>• n/a</li> </ul>
7. Education & Awareness (G1-G4)	<ul style="list-style-type: none"> <li>• The applicant has discussed the project with various community groups through the planning process.</li> <li>• A sustainable features document will be provided to new occupants.</li> </ul>



INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Overall Site Plan Showing ALR/Non-ALR Portions of Site, Proposed Subdivision Layout, Raptor Nest Location Map, Zoning Block Plan
Appendix III.	Engineering Summary
Appendix IV.	School District Comments
Appendix V.	Summary of Tree Survey and Tree Preservation
Appendix VI.	OCP Redesignation Map
Appendix VII.	Quarter Acre Residential Zone (RQ)
Appendix VIII.	Map of Proposed Enhancements to ALR Lands
Appendix IX.	Metro Vancouver Regional Growth Strategy Map

*original signed by Ron Hintsche*

Jean Lamontagne  
General Manager  
Planning and Development

KB/da

Information for City Clerk

Legal Description and Owners of all lots that form part of the application:

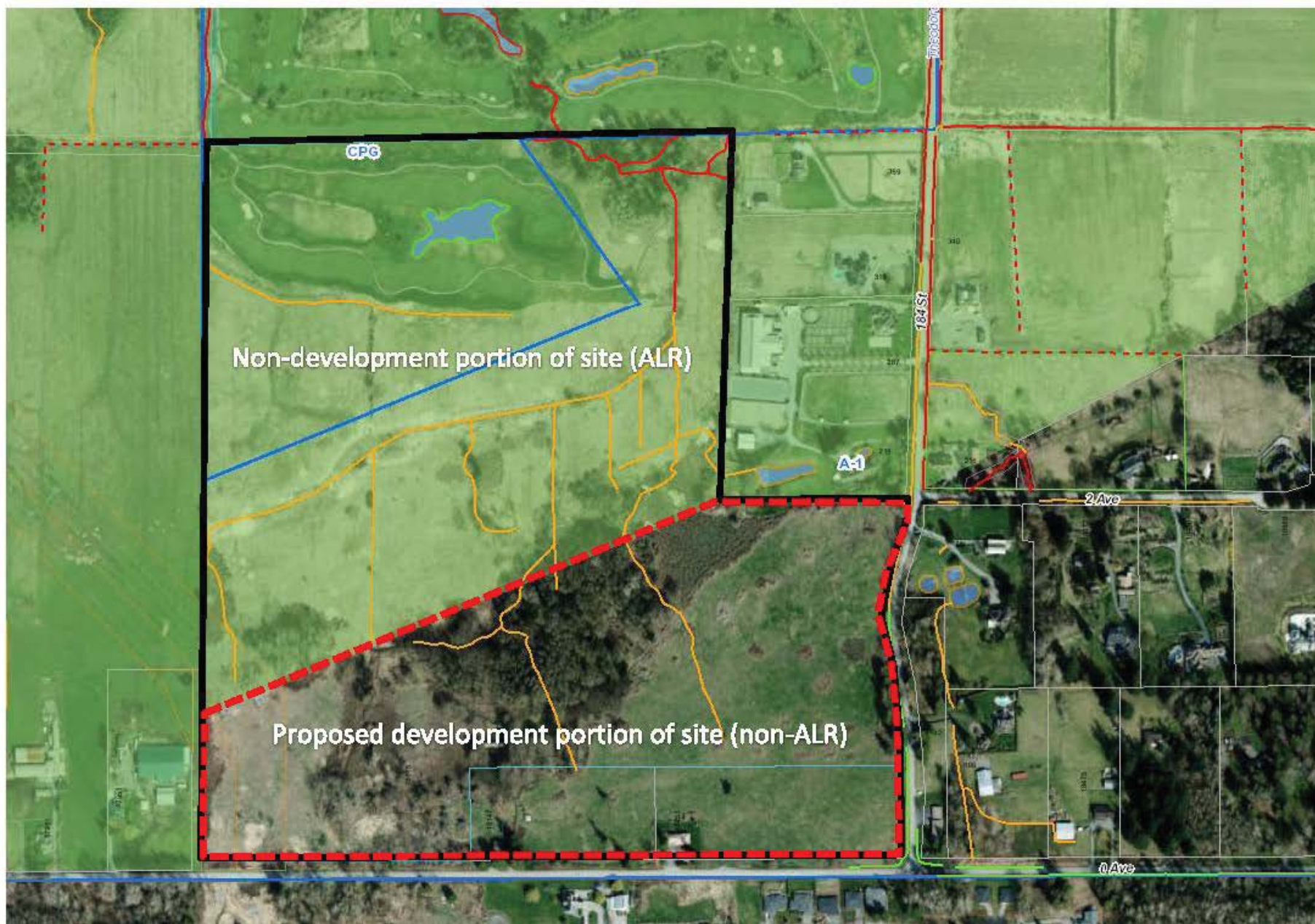
1. (a) Agent:      Name:                      Maggie Koka  
   Aplin & Martin Consultants Ltd.  
   Address:                      12448 - 82 Avenue, Unit 201  
   Surrey, BC V3W 3E9
  
2.      Properties involved in the Application
  - (a)      Civic Address:                      18147 - 0 Avenue  
   18253 - 0 Avenue  
   18115 - 0 Avenue
  
  - (b)      Civic Address:                      18147 - 0 Avenue  
   Owner:                                      Lapierre Holdings Ltd.  
   PID:    007-245-653  
   Lot 3 Section 5 Township 7 New Westminster District Plan 35804
  
  - (c)      Civic Address:                      18253 - 0 Avenue  
   Owner:                                      Lapierre Holdings Ltd.  
   PID:    007-150-199  
   Lot 4 Section 5 Township 7 New Westminster District Plan 43858
  
  - (d)      Civic Address:                      18115 - 0 Avenue  
   Owner:                                      Hazelmere Golf & Tennis Club  
   PID:    013-221-540  
   Parcel "B" (Reference Plan 2664) South East Quarter Section 5 Township 7 Except Firstly:  
   The South 33 Feet Secondly: Part Subdivided By Plan 35804 Thirdly: Part Subdivided By  
   Plan 43858 Fourthly: Parts Dedicated Road on Plan BCP7629 New Westminster District
  
3.      Summary of Actions for City Clerk's Office
  - (a)      Introduce a By-law to amend the Official Community Plan by redesignating the non-  
Agricultural Land Reserve (ALR) portion of subject site from Agricultural to Suburban and  
   a date be set for Public Hearing.
  
  - (b)      Introduce a By-law to rezone portions of the site and a date be set for Public Hearing.

## SUBDIVISION DATA SHEET

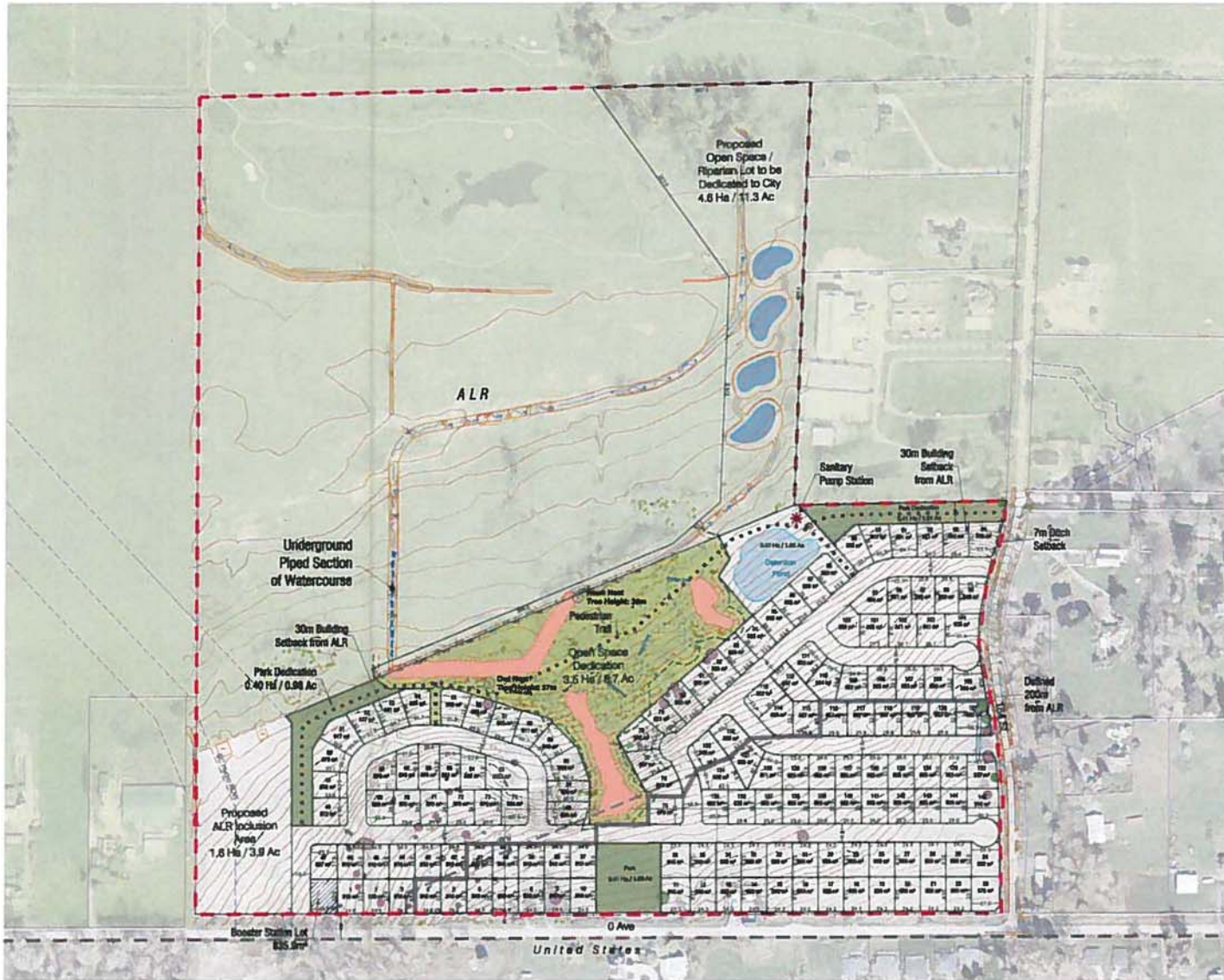
Proposed Zoning: RQ

Requires Project Data	Proposed
GROSS SITE AREA	52.2 hectares (128.9 acres)
Area within ALR	28.5 hectares (70.4 acres)
Area outside of ALR	23.7 hectares (58.6 acres)
Developable Area outside of ALR	20.7 hectares (51.1 acres)
NUMBER OF LOTS	
Existing	3
Proposed	145 single family lots
SIZE OF LOTS	
Range of lot widths (metres)	20 metres (66 ft.) to 32.5 metres (107 ft.)
Range of lot areas (square metres)	800 sq.m. (8,610 sq.ft.) to 1,032 sq.m. (11,110 sq.ft.)
DENSITY	
Lots/Hectare & Lots/Acre (Gross)	7 uph (2.8 upa)
SITE COVERAGE (in % of gross site area)	
Maximum Coverage of Principal & Accessory Building	Section E. Lot Coverage of the "Single Family Residential Zone" (RF) applies
Estimated Road, Lane & Driveway Coverage	
Total Site Coverage	
PARKLAND (non-ALR portion of site)	
Area (square metres)	1.22 hectares (3.01 acres)
% of non-ALR portion of site	5.1 %
	<b>Required</b>
PARKLAND	
5% money in lieu	NO
TREE SURVEY/ASSESSMENT	YES
MODEL BUILDING SCHEME	YES
HERITAGE SITE Retention	NO
BOUNDARY HEALTH Approval	NO
DEV. VARIANCE PERMIT required	
Road Length/Standards	NO
Works and Services	NO
Building Retention	NO
Others	NO

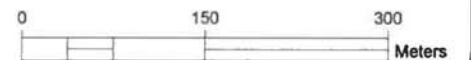
7914-0213-00: Map showing proposed development portion of subject site (non-ALR)



## PROPOSED SUBDIVISION PLAN



- Park Dedication:  
1.22 Ha / 3.01 Ac  
(5% of Developable Area\*)  
\*Excludes ALR & portion to be included in ALR
- Open Space  
3.51 Ha / 8.67 Ac
- 5m from TOB
- 10m from TOB / Wetted Area
- 15m from TOB / Wetted Area
- Actual 200m ALR Boundary
- Assumed 200m ALR Density Boundary
- TPZ  
Tree Targeted for Retention (7)
- TPZ  
Tree Proposed Removal (68)
- Higher valued trees, Alders,  
or outside development area



LEGAL  
 PID: 013-221-540  
 PID: 007-245-653  
 PID: 007-150-199

GROSS SITE AREA  
 52.18 hectares / 128.94 acres (approx.)

DEVELOPABLE AREA  
 (Excludes ALR, BC Hydro ROW, 5m from TOB)  
 20.7 hectares / 51.1 acres (approx.)

EXISTING DESIGNATIONS  
 Zoning: CPG, A-1  
 NCP: N/A  
 OCP: Agriculture

PROPOSED DESIGNATIONS  
 Zoning: CD, CPG, A-1  
 NCP: N/A  
 OCP: Suburban, Agriculture

LOT YIELD  
 Existing Number of Lots: 3  
 Proposed Number of Lots: 145

GROSS DENSITY  
 (Excludes ALR, Hydro ROW, within 5m from TOB)

Within 200m of ALR	Outside 200m of ALR
13.4 Ha (33.1 Ac)	7.3 Ha (18.0 Ac)
79 Lots	70 Lots
2.36 UPA	3.72 UPA



1:2000  
 at A1



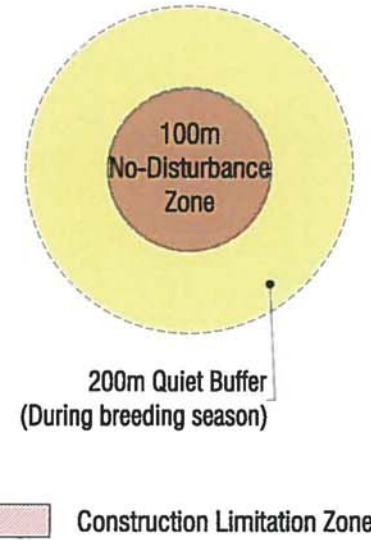
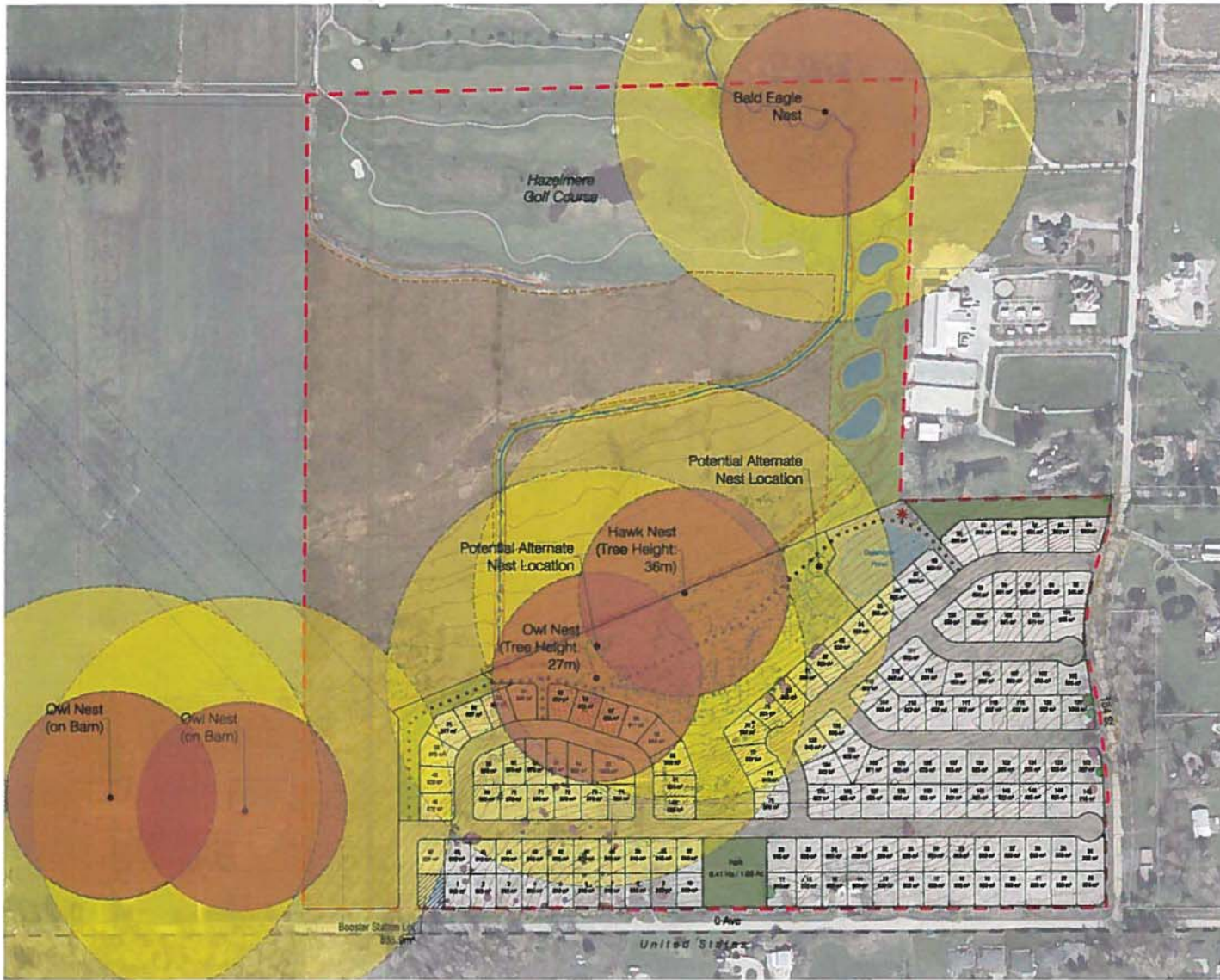
Project No.: 14-024  
 Date: 11 / 07 / 2017

Drawing  
**1**

NOTE: Conceptual layout only, subject to change without notice. Property of Aplin & Martin Consultants Ltd. and not to be reproduced or used without written permission by the Commission.

Hazelmere Residential Expansion  
 Suburban Subdivision  
 18115, 18147 & 18253 0 Ave, Surrey, BC

## RAPTOR NEST LOCATION MAP



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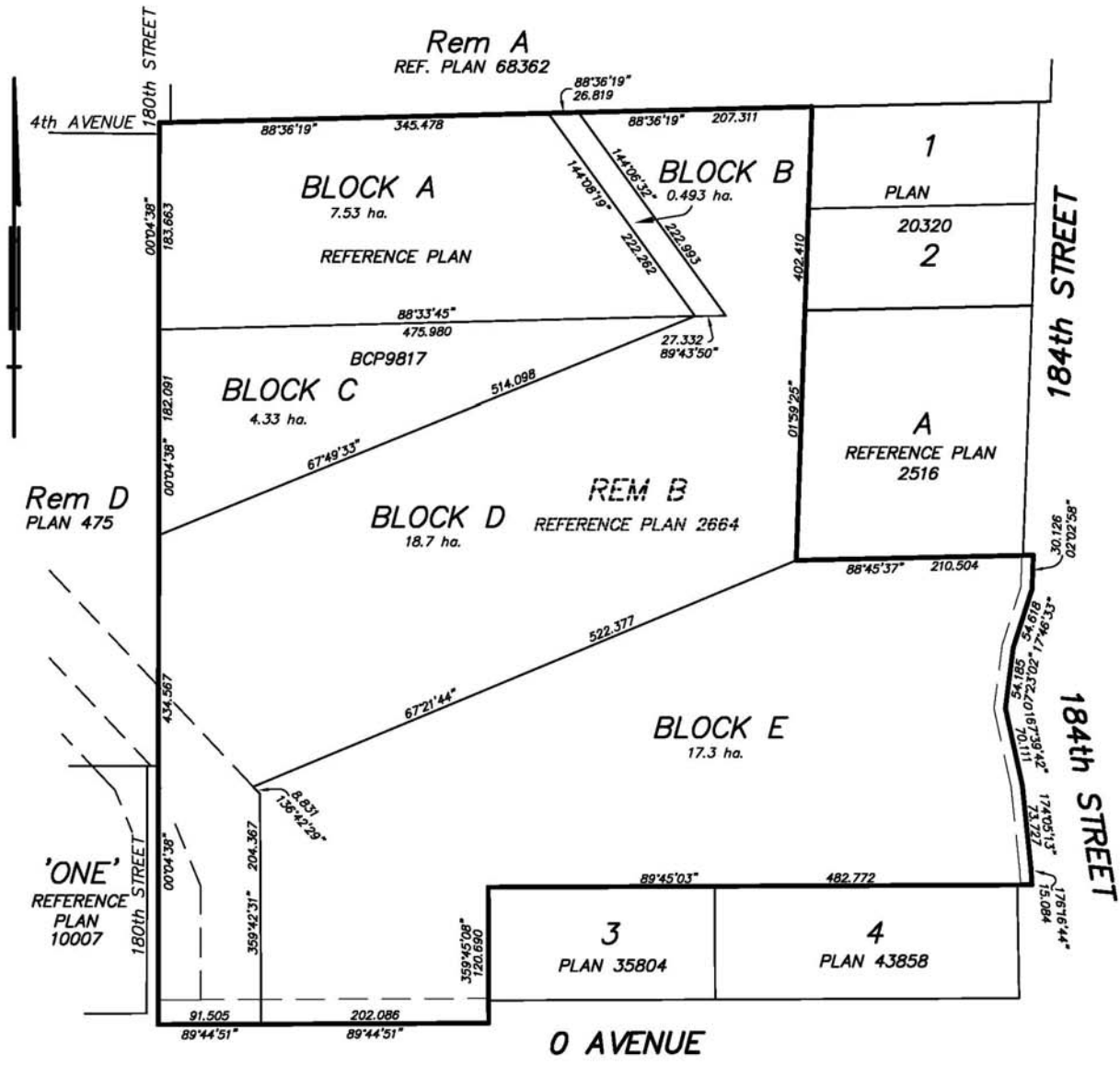
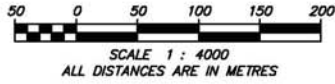
Project No.: 14-024  
 Date: 10 / 07 / 2017

Drawing  
**1**

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**SURVEY PLAN TO ACCOMPANY  
CITY OF SURREY ZONING BYLAW \_ \_ \_ \_  
OVER  
PARCEL 'B' (REFERENCE PLAN 2664)**

**SOUTH EAST QUARTER SECTION 5 TOWNSHIP 7 EXCEPT  
FIRSTLY: THE SOUTH 33 FEET  
SECONDLY: PART SUBDIVIDED BY PLAN 35804  
THIRDLY: PART SUBDIVIDED BY PLAN 43858  
FOURTHLY: PARTS DEDICATED ROAD ON PLAN BCP7629  
NEW WESTMINSTER DISTRICT**



CERTIFIED CORRECT ACCORDING TO SURVEY.  
DATED THIS 11th DAY OF JULY, 2017.

**MURRAY & ASSOCIATES**  
PROFESSIONAL LAND SURVEYORS  
201-12448 82nd AVENUE  
SURREY, BC V3W 3E9  
(604) 597-9189

B. C. L. S.

---

TO: **Manager, Area Planning & Development  
- South Surrey Division  
Planning and Development Department**

FROM: **Development Services Manager, Engineering Department**

DATE: **July 20, 2017** PROJECT FILE: **7814-0213-00**

---

RE: **Engineering Requirements  
Location: 18115/18147/18253 - o Avenue**

**OCP AMENDMENT/ALR INCLUSION**

There are no engineering requirements relative to the OCP Amendment/ ALR Inclusion beyond those noted below.

**REZONE/SUBDIVISION**

***Property and Right-of-Way Requirements***

- dedicate 1.942 metres on 184 Street.
- dedicate 1.883 metres on o Avenue.
- dedicate 5.0m x 5.0m corner cut at the intersection of o Avenue and 184 Street.
- dedicate Gazette road on o Avenue.
- provide confirmation regarding dedication of 184 Street.
- provide 0.5 metre ROWs fronting o Avenue and 184 Street.
- dedicate 18.0 metre for each road within the development.
- dedicate all intersection corner cuts in the development.
- provide 0.5 metre ROWs fronting all roads within the development.
- provide any additional off-site ROWs required to service the development.

***Works and Services***

- construct north side of o Avenue to a through collector complete with barrier curb, sidewalk, streetlights and street trees (meet structural and minimum width requirement).
- construct west side of 184 Street to a through collector complete with barrier curb, sidewalk, streetlights and street trees (meet structural and minimum width requirement).
- construct all roads within the development to 18.0m local roads complete with barrier curbs, sidewalks, streetlights and street trees.
- construct water, sanitary and drainage mains to service the development in accordance with City policies and design criteria.
- provide service connections to each lot.
- complete off-site servicing works and analysis as noted below.

***Significant offsite works are required to service the development. The Applicant's consultants have completed or initiated a number of studies to address the servicing of the lands covered by this application similar to those undertaken for an NCP. Although these studies have not been completely finalized, they do provide a framework for future more***



**detailed analysis and design should the project be endorsed by Council and Metro Vancouver Board.**

- *The site is not serviced by a sanitary sewer system and is outside of the Greater Vancouver Sewerage & Drainage District (GVS & DD) and Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the GVS & DD would be required from Metro Vancouver to extend services to this area. The applicant is proposing a pump and forcemain system for their site. Cleansing velocities may not be achieved along the length of the force main and cleaning (or “pigging”) facilities will be required. Odour issues will need to be addressed along the length of this system.*
- *The applicant’s engineer has initiated a detailed ISMP. The ISMP must address concerns over upland development causing drainage impacts such as flooding in low land areas and erosion in steeper channels. The ISMP must also include a detailed evaluation of environmental constraints and opportunities in the area. Preliminary recommendations from the ISMP include mitigation measures within the proposed development area. These measures, must be included in the project’s site plan and servicing works.*
- *There is currently no water provision plan in place for this rural area. Although a system can be extended to this area, significant concern with respect to water age (i.e. water quality) have been noted. Looping of water mains to mitigate concerns would not be feasible as a second water system connection point is well over 3 km away. At this time the Engineering Department does not support the proposed single water main approach proposed by the Applicant due to the operational liability and costs associated with operating the required rechlorination station. Engineering Staff have suggested a dual water system be explored in an effort to avoid the need for a rechlorination station. Engineering Department staff will work with the applicant to finalize design of such a system should the project be endorsed by Council and Metro Vancouver Board. Dual pressure zones must also be addressed.*
- *Transportation off-site works are anticipated to include, as a minimum, ensuring adequate pavement structure and width to and from the site: along 184 St. to 8 Ave.; and along 0 Ave. to 177A St.*
- *All costs associated with extending City services to the site will be borne by the applicant. None of these are currently included in the City’s 10-Year Servicing Plan.*
- *Long Term operational cost implications of the proposed servicing strategies have not been established. Should the anticipated per/capita costs associated with operating the systems specifically installed to service this development significantly exceed those for the City as a whole, a Local Area Service strategy may be proposed to Council for some or all of the utility services.*

A Servicing Agreement is required prior to Rezone/Subdivision.

**DEVELOPMENT PERMIT**

There are no engineering requirements relative to issuance of the Development Permit beyond those noted above.



Rémi Dubé, P.Eng.  
Development Services Manager  
LR<sub>1</sub>



Thursday, July 20, 2017  
 Planning

## THE IMPACT ON SCHOOLS

APPLICATION #: 7914 0213 00

### SUMMARY

The proposed 145 Single family with suites are estimated to have the following impact on the following schools:

#### Projected # of students for this development:

Elementary Students:	73
Secondary Students:	36

#### September 2018 Enrolment/School Capacity

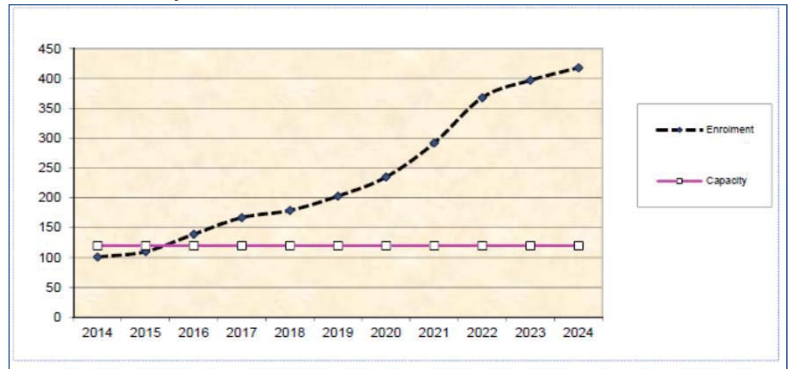
<b>Hall's Prairie Elementary</b>	
Enrolment (K/1-7):	33 K + 106
Capacity (K/1-7):	20 K + 100
<b>Earl Marriott Secondary</b>	
Enrolment (8-12):	1856
Nominal Capacity (8-12):	1500
Functional Capacity*(8-12):	1620

### School Enrolment Projections and Planning Update:

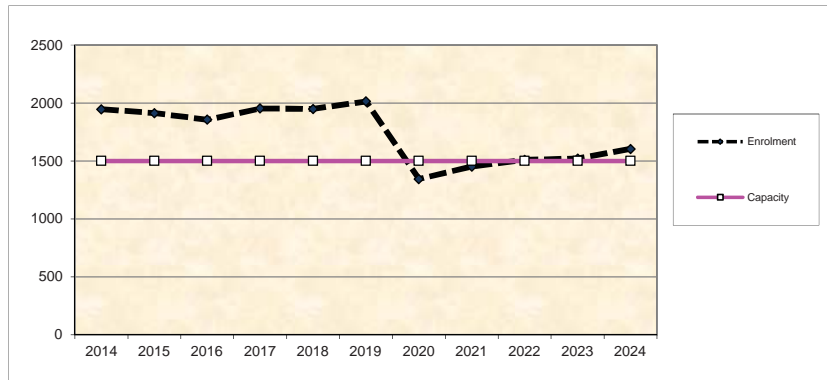
The following tables illustrate the enrolment projections (with current/approved ministry capacity) for the elementary and secondary schools serving the proposed development.

Halls Prairie Elementary is currently over capacity and much of the student population in this area attends in other neighbouring schools. A new elementary school site has been acquired in the Douglas area and funding for this new elementary school has received preliminary support and is in the project definition stage which will determine size and schedule for completion. Earl Marriott Secondary is currently over capacity and the school district has received capital project approval for a new 1,500 student secondary school targeted to open in 2020). The new secondary school will be located in the Grandview area adjoining the City of Surrey's Aquatic Centre and future recreational facilities. As required, the school district will continue to work with the City and Province to adjust our capital plans to accommodate student growth.

#### Hall's Prairie Elementary



#### Earl Marriott Secondary



Proposed 145 Lot Residential Development Arborist report  
 0 Avenue and 184<sup>th</sup> Street, Surrey  
 MJM File # 1664

## Table 2: Tree Preservation Summary

**Surrey Project No: DP# 14-0213**

**Address:** HAZELMERE 145 LOT SUBDIVISION 0 Avenue & 184th Street

**Registered Arborist:** Michael Mills, for Michael J Mills Consulting

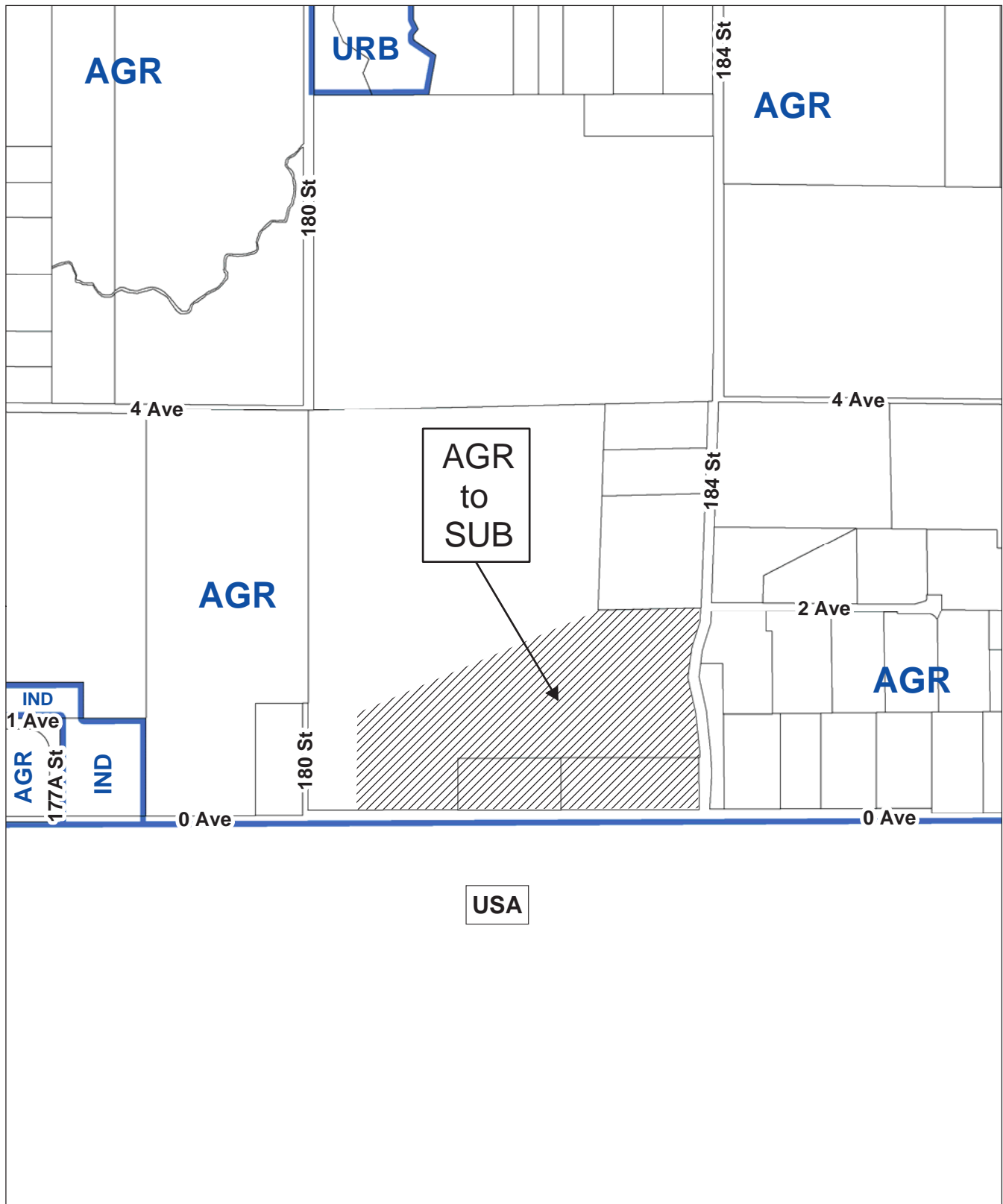
On-Site Trees	Number of Trees
<b>Protected Trees Identified</b> (on-site and shared trees, including trees within boulevards and proposed streets and lanes, but excluding trees in proposed open space or riparian areas) 256 on-site and 52 off-site	<b>308</b>
<b>Protected Trees to be Removed (Offsite trees not included, tbd by city)</b>	<b>245</b>
<b>Protected Trees to be Retained</b> (excluding trees within proposed open space or riparian areas but including park dedication & buffer strips.)	<b>11</b>
<b>Total Replacement Trees Required:</b>  - Alder (172) & Cottonwood (6) Trees Requiring 1 to 1 Replacement Ratio $\underline{\quad 178 \quad} \times \text{one (1)} = 178$ - All other Trees Requiring 2 to 1 Replacement Ratio $\underline{\quad 67 \quad} \times \text{two (2)} = 134$	<b>312</b>
<b>Replacement Trees Proposed (Assume min 2.5 trees / lot average)</b>	<b>363</b>
<b>Replacement Trees in Deficit</b>	<b>0</b>
<b>Protected Trees to be Retained in Proposed Riparian Areas (from survey)</b>	<b>519</b>
<b>Protected Trees to be Retained in Proposed ALR Areas (estimated)</b>	<b>100</b>
<b>Trees in place after development (does not include street trees)</b>	<b>993</b>

**Notes:**

The number of trees retained within the road allowances has not yet been determined and will be subject to review based on the extent of road improvements required by the city along 0 Ave & 184<sup>th</sup> Street.

Some trees within the riparian area may require removal to allow for the proposed sanitary sewer line, to be determined.

Tree planting within the site will be subject to the size and shape of the lot. It is assumed that a minimum of 2.5 tree per lot will be achieved. Additional trees may also be provided within the 10m landscape buffer and within the dedicated park area along the north edge.



OCP Amendment 7914-0213-00  
Proposed amendment from Agricultural  
to Suburban





## Quarter Acre Residential Zone

*Part 15C - RS-G, Suburban Residential Gross Density Zone*

### Part 15C

RQ

#### A. Intent

This Zone is intended for single family housing on small *suburban lots*, where lot size may be reduced with substantial public *open space* set aside within the subdivision.

#### B. Permitted Uses

Land and *structures* shall be used for the following uses only, or for a combination of such uses:

1. One *single family dwelling* which may contain 1 *secondary suite*.
2. *Accessory uses* including the following:
  - (a) *Bed and breakfast* use in accordance with Section B.2, Part 4 General Provisions, of this By-law; and
  - (b) The keeping of *boarders* or *lodgers* in accordance with Section B.2, Part 4 General Provisions, of this By-law.

#### C. Lot Area

The minimum *site area for subdivision* shall be 0.4 hectare [1 acre], except in the case of a remainder *lot*, where the *lots* including the remainder *lot* which were created by the same plan of subdivision are zoned RQ.

#### D. Density

1. For the purpose of subdivision:
  - (a) In Neighbourhood Concept Plan and Infill Areas as described and outlined on the maps attached as Schedule F attached to this By-law, the maximum *density* shall not exceed 2.5 *dwelling units* per gross hectare [1 u.p.a.]. The maximum *density* may be increased to 10 *dwelling units* per hectare [4 u.p.a.], calculated on the basis of the entire *lot*, if amenities are provided in accordance with Schedule G of this By-law.
  - (b) In areas other than the ones in Sub-section D.1(a) of this Zone, the maximum *density* shall not exceed 10 *dwelling units* per hectare [4 u.p.a.], calculated on the basis of the entire *lot*.

2. For *building* construction within a lot:
  - (a) the *floor area ratio* shall not exceed 0.32, provided that, of the resulting allowable floor area, 45 square metres [480 sq.ft.] shall be reserved for use only as a garage or carport, and 10 square metres [105 sq.ft.] shall be reserved for use only as *accessory buildings* and *structures*;
  - (b) For the purpose of this Section and notwithstanding the definition of *floor area ratio* in Part 1 Definitions of this By-law, the following must be included in the calculation of *floor area ratio*:
    - i. Covered area used for parking unless the covered parking is located within the *basement*;
    - ii. The area of an *accessory building* in excess of 10 square metres [108 sq.ft.];
    - iii. Covered outdoor space with a height of 1.8 metres [6 ft.] or greater, except for a maximum of 10% of the maximum allowable floor area of which 15 square metres [160 sq. ft.] must be reserved for a front porch or veranda; and
    - iv. Floor area with extended height including staircases, garages and covered parking, must be multiplied by 2, where the extended height exceeds 3.7 metres [12 ft.], except for a maximum of 19 square metres [200 sq.ft.] on the *lot*; and
  - (c) Notwithstanding Sub-section D.2(a), where the *lot* is 1,500 square metres [16,000 sq.ft.] in area or less, the requirements in Section D. Density of Part 16 Single Family Residential Zone RF shall apply.

**E. Lot Coverage**

The maximum *lot coverage* shall be 25%, except where the *lot* is 1,500 square metres [16,000 sq.ft.] in area or less, the requirements in Section E. Lot Coverage of Part 16 Single Family Residential Zone RF shall apply.

**F. Yards and Setbacks**



*Buildings* and *structures* shall be sited in accordance with the following minimum *setbacks*:

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<b>Use</b>	<b>Setback</b>	<i>Front Yard</i>	<i>Rear Yard</i>	<i>Side Yard</i>	<i>Side Yard on Flanking Street</i>
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<i>Principal Building</i>	7.5 m. [25 ft.]	7.5 m. [25 ft.]	2.4 m. [8 ft.]	3.6 m. [12 ft.]
<i>Accessory Buildings and Structures Greater Than 10 square metres [108 sq.ft.] in Size</i>	18.0 m. [60 ft.]	1.8 m [6 ft.]	1.0 m [3 ft.]	7.5 m [25 ft.]
<i>Other Accessory Buildings and Structures</i>	18.0 m [60 ft.]	0.0 m	0.0 m.	7.5 m. [25 ft.]

Measurements to be determined as per Part 1 Definitions, of this By-law.

## G. Height of Buildings

Measurements to be determined as per Part 1 Definitions, of this By-law:

1. *Principal building:*
  - (a) The *building height* shall not exceed 9.0 metres [30 ft.]; and
  - (b) The *building height* of any portion of a *principal building* with a roof slope of less than 1:4 shall not exceed 7.3 metres [24 ft.].
2. *Accessory buildings and structures:* The *height* shall not exceed 4 metres [13 ft.] except that where the roof slope and construction materials of an *accessory building* are the same as that of the *principal building*, the *building height* of the *accessory building* may be increased to 5 metres [16.5 ft.]

## H. Off-Street Parking and Loading/Unloading

1. Resident and visitor *parking spaces* shall be provided as stated in Part 5 Off-Street Parking and Loading/Unloading of this By-law.
2. Outside parking or storage of *campers*, boats and *vehicles* including cars, trucks and *house trailers* ancillary to the residential use, shall be limited to:
  - (a) A maximum of 3 cars or trucks;
  - (b) *House trailer, camper* or boat provided that the combined total shall not exceed 1; and

- (c) The total amount permitted under (a) and (b) shall not exceed 4.
3. No outside parking or storage of a *house trailer* or boat is permitted within the *front yard setback*, or within the required *side yards* adjacent the *dwelling*, or within 1 metre [3 ft.] of the *side lot line*, except as follows:
- (a) On *lots* which have no vehicular access to the *rear yard* or where access is not feasible through modification of *landscaping* or fencing or both, either 1 *house trailer* or 1 boat may be parked in the front *driveway* or to the *side* of the front *driveway* or in the *side yard*, but no closer than 1 metre [3 ft.] to a *side lot line* nor within 1 metre [3 ft.] of the *front lot line* subject to the residential parking requirements stated in Table C.1 of Part 5 Off-Street Parking and Loading/Unloading of this By-law.

## I. Landscaping

1. All developed portions of the *lot* not covered by *buildings*, *structures* or paved areas shall be landscaped including the retention of mature trees. This *landscaping* shall be maintained.
2. The parking or storage of *house trailers* or boats shall be adequately screened by compact evergreen trees or shrubs at least 1.8 metres [6 ft.] in height and located between the said *house trailer* or boat and any point on the *lot line* within 7.5 metres [25 ft.] of the said *house trailer* or boat, in order to obscure the view from the abutting *lot* or street, except:
- (a) On a *corner lot*, this required landscape screening shall not be located in an area bounded by the intersecting *lot lines* at a street corner and a straight line joining points 9 metres [30 ft.] along the said *lot lines* from the point of intersection of the 2 *lot lines*;
- (b) Where the *driveway* or the parking area is used for parking or storage of a *house trailer* or boat, the landscape screen is not required within the said *driveway*; and
- (c) In the case of *rear yards*, this screening requirement may be provided by a 1.8 metre [6 ft.] high solid fence.
3. The *open space* set aside pursuant to Section K.2 of this Zone, shall be improved with a basic level of *landscaping* work including brushing and seeding of the ground, limbing of low branches on trees and providing and constructing paths for public passage, wherever appropriate.

## J. Special Regulations



1. A *secondary suite* shall:
  - (a) Not exceed 90 square metres [968 sq.ft.] in floor area; and
  - (b) Occupy less than 40% of the habitable floor area of the *building*.
2. Basement access and basement wells are permitted only between the *principal building* and the *rear lot line* and must not exceed a maximum area of 28 square metres [300 sq. ft.], including stairs.

**K. Subdivision**



1. For the purpose of subdivision:
  - (a) Where amenities are not provided in accordance with Schedule G of this By-law, the *lots* created shall conform to the minimum standards prescribed in Section K of Part 12 One-Acre Residential Zone (RA) of this By-law.
  - (b) Where amenities are provided in accordance with Schedule G of this By-law, the *lots* created shall conform to the minimum standards prescribed in Section K.2 of this Zone.

2. For the purposes of subdivision:

- (a) *Lots* created shall conform to the following minimum standards:

<i>Lot Size</i>	<i>Lot Width</i>	<i>Lot Depth</i>
930 sq. m. [10,000 sq.ft.]	24 metres [80 ft.]	30 metres [100 ft.]

Dimensions shall be measured in accordance with Section E.21, Part 4 General Provisions, of this By-law.

- (b) Notwithstanding Sub-section K.2.(a), where not less than 15% of the lands subdivided are set aside as *open space* preserved in its natural state or retained for park and recreational purposes, *lots* created shall conform to the following minimum standards:

<i>Lot Size</i>	<i>Lot Width</i>	<i>Lot Depth</i>
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775 sq. m. [8,300 sq.ft.]	20 metres [80 ft.]	30 metres [100 ft.]
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Dimensions shall be measured in accordance with Section E.21, Part 4 General Provisions, of this By-law.

- (c) Notwithstanding Sub-sections K.2.(a) and K.2.(b), where not less than 30% of the lands subdivided are set aside as *open space* preserved in its natural state or retained for parks and recreation purposes, the minimum *lot* standards set out in Section K.2(b) may be reduced for up to 50% of the *lots* created to the following minimum standards:

<i>Lot Size</i>	<i>Lot Width</i>	<i>Lot Depth</i>
700 sq. m. [7,500 sq.ft.]	20 metres [80 ft.]	30 metres [100 ft.]

Dimensions shall be measured in accordance with Section E.21, Part 4 General Provisions, of this By-law.

- 3. The *open space* referenced in this Section shall:
  - (a) Contain natural features such as a stream, ravine, stands of mature trees, or other land forms worthy of preservation, and/or contain heritage *buildings* or features, and/or be dedicated as a public park; and
  - (b) Be accessible by the public from a *highway*.
- 4. For the purposes of calculating the amount of *open space* referenced in this Section to be set aside, *undevelopable areas* may be included, however, this *undevelopable area* shall be discounted by 50%.

**L. Other Regulations**



In addition, land use regulations including the following are applicable:

- 1. Prior to any use, lands must be serviced as set out in Part 2 Uses Limited, of this By-law and in accordance with the "Surrey Subdivision and Development By-law".
- 2. General provisions on use are as set out in Part 4 General Provisions, of this By-law.
- 3. Additional off-street parking and loading/unloading requirements are as set out in

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Part 5 Off-Street Parking and Loading/Unloading of this By-law.

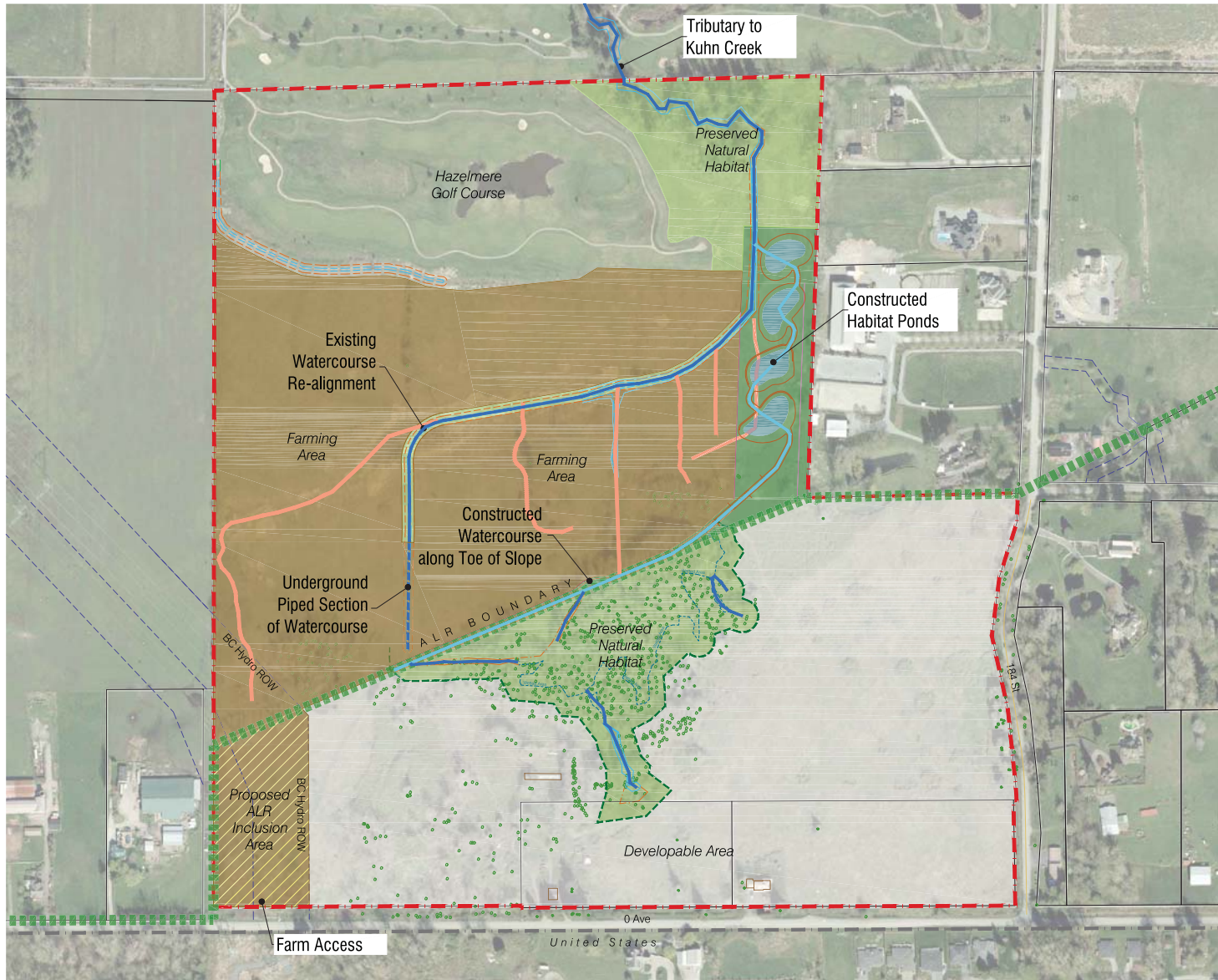
4. Subdivisions shall be subject to the "Surrey Development Cost Charge By-law" and the "Tree Preservation By-law".
5. *Building* permits shall be subject to the "Surrey Building By-law".
6. Sign regulations are as provided in Surrey Sign By-law No. 13656.
7. Special *building setbacks* are as set out in Part 7 Special Building Setbacks, of this By-law.

DRAFT

# Appendix VIII

Hazelmere Residential Expansion  
Suburban Subdivision  
18115, 18147 & 18253 0 Ave, Surrey, BC

## AGRICULTURAL / HABITAT ENHANCEMENT PLAN



- Preserved Natural Habitat  
6.6 Ha / 16.3 Ac (Approx.)
- Reconstructed Habitat  
2.2 Ha / 5.3 Ac (Approx.)
- Farming Area  
18.2 Ha / 44.9 Ac (Approx.)
- Developable Area  
18.0 Ha / 44.5 Ac (Approx.)
- Proposed ALR Inclusion Area  
1.6 Ha / 3.9 Ac (Approx.)
- ALR Boundary
- 15m from TOB
- Existing Watercourse
- Constructed Watercourse
- Relocated Watercourse



1:2000



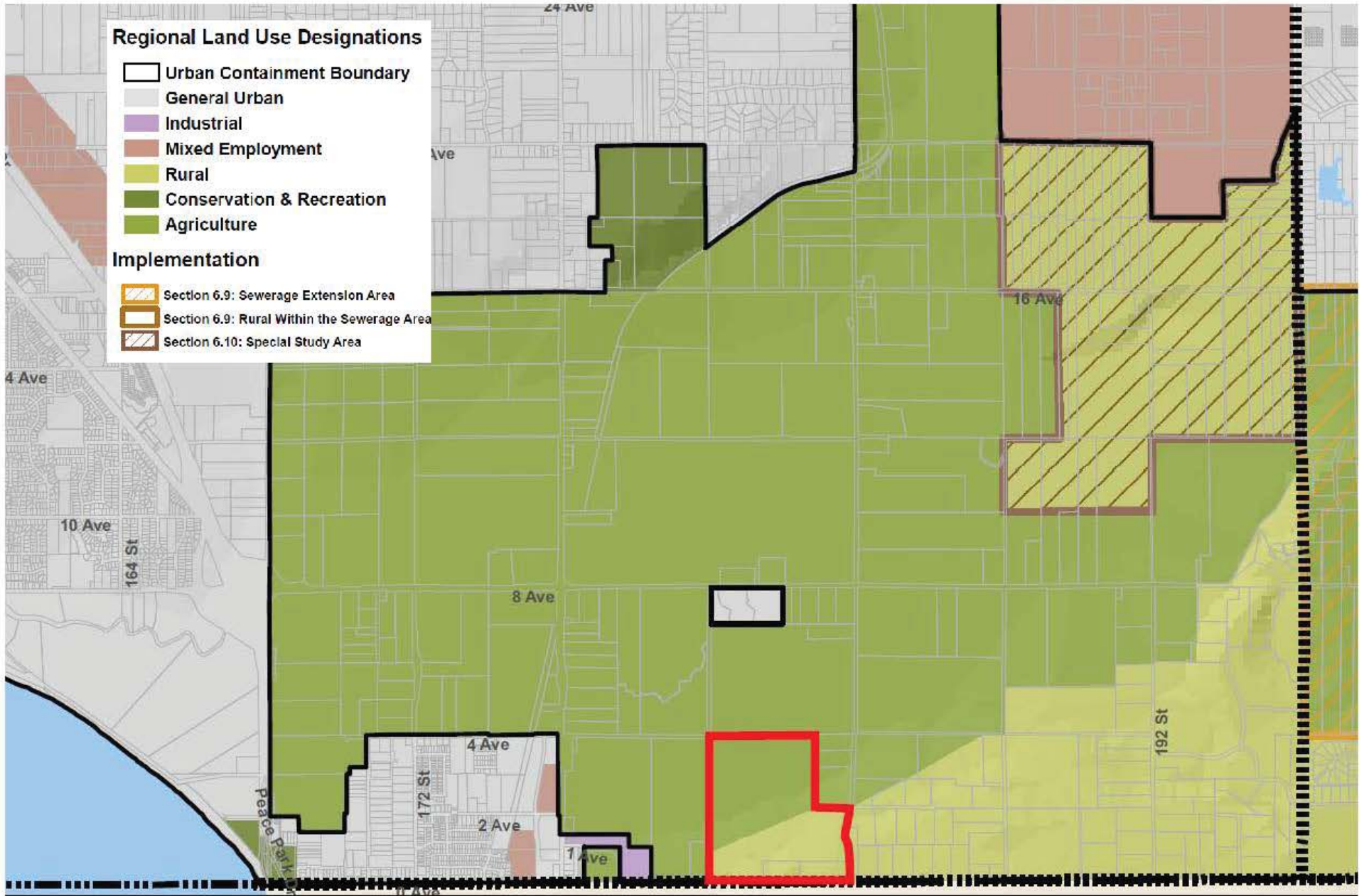
Project No.: 14-024  
Date: 20 / 04 / 2017

Drawing

4

NOTE: Conceptual layout only, subject to change without notice. Property of Aplin & Martin Consultants Ltd. and not to be reproduced or used without written permission by the Company.

# Metro Vancouver Regional Growth Strategy Map



Approved by Council: July 24, 2017

RES.R17-2602 It was Moved by Councillor Gill  
Seconded by Councillor Martin  
That "Surrey Zoning Bylaw, 1993, No. 12000,  
Amendment Bylaw, 2017, No. 19343" pass its third reading.  
Carried  
With Councillor Woods opposed.

**Development Variance Permit No. 7915-0425-00**

14451, 14467, 14483 and 14511 – 64 Avenue

To reduce various setbacks, allow 2 visitor parking spaces within the minimum front yard (south) setback and reduce the minimum setback requirement from top-of-bank for a Class A watercourse from 30 metres (98 ft.) to 13 metres (43 ft.) at the closest point for the townhouse development. The applicant is also proposing reduced setbacks on the east and south sides of the commercial development. These variances will help achieve an efficient site plan.

RES.R17-2603 It was Moved by Councillor Gill  
Seconded by Councillor Martin  
That Development Variance Permit  
No. 7915-0425-00 be supported and that staff be authorized to bring the Permit forward for issuance and execution by the Mayor and City Clerk in conjunction with final adoption of the related rezoning bylaw.  
Carried  
With Councillor Woods opposed.

4. "Surrey Zoning Bylaw, 1993, No. 12000, Amendment Bylaw, 2017, No. 19342"  
7916-0156-00 – Rajinder Lally  
c/o H.Y Engineering Ltd. (Lori Joyce)  
RA to RH -2735 – 144 Street - to subdivide into 2 single family lots.

Approved by Council: July 24, 2017

RES.R17-2604 It was Moved by Councillor Gill  
Seconded by Councillor Martin  
That "Surrey Zoning Bylaw, 1993, No. 12000,  
Amendment Bylaw, 2017, No. 19342" pass its third reading.  
Carried

5. "Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2017, No. 19344"  
7914-0213-00 – Hazelmere Golf and Tennis Club Ltd. and Lapierre Holdings Ltd.  
c/o Aplin & Martin Consultants Ltd. (Maggie Koka)  
To redesignate the site at 18147, 18253 and Portion of 18115 – 0 Avenue from Agricultural to Suburban.

Approved by Council: July 24, 2017

It was Moved by Councillor Gill  
 Seconded by Councillor Hayne  
 That "Surrey Official Community Plan Bylaw,  
 2013, No. 18020, Amendment Bylaw, 2017, No. 19344" pass its third reading.  
 RES.R17-2605 Carried  
 With Councillors LeFranc and Villeneuve  
 opposed.

"Surrey Zoning Bylaw, 1993, No. 12000, Amendment Bylaw, 2017, No. 19345"  
 A-1 to RQ, A-1 to CPG and CPG to A-1 – 18147, 18253 and Portion of 18115 – o Avenue  
 To subdivide into 145 single family lots, several park lots and 1 agricultural lot.

Approved by Council: July 24, 2017

It was Moved by Councillor Gill  
 Seconded by Councillor Martin  
 That "Surrey Zoning Bylaw, 1993, No. 12000,  
 Amendment Bylaw, 2017, No. 19345" pass its third reading.  
 RES.R17-2606 Carried  
 With Councillors LeFranc and Villeneuve  
 opposed.

6. "Surrey Zoning Bylaw, 1993, No. 12000, Text Amendment Bylaw, 2017, No. 19334"  
 3900-20-19334 – Regulatory Text Amendment  
 "Surrey Zoning By-law, 1993, No. 12000", as amended, is further amended to insert  
 a new single family zone Part 15C, Quarter Acre Residential Zone (RQ Zone) to  
 regulate the development of suburban lots at a density of 10 units per hectare.

Approved by Council: July 24, 2017  
 Corporate Report Item No: 2017-L002

It was Moved by Councillor Gill  
 Seconded by Councillor Martin  
 That "Surrey Zoning Bylaw, 1993, No. 12000,  
 Text Amendment Bylaw, 2017, No. 19334" pass its third reading.  
 RES.R17-2607 Carried

## PERMITS - APPROVALS

7. **Development Variance Permit No. 7916-0514-00**  
 1062111 B.C. Ltd. (Director Information: Harbinder Athwal, Ravinder Basra, Amrik  
 Biran and Kanwaljeet Mann)  
 c/o Hub Engineering Inc. (Mike Kompter)  
 13517 Marine Drive  
 To reduce the lot depth to allow for the proposed subdivision into 4 single family  
 lots.

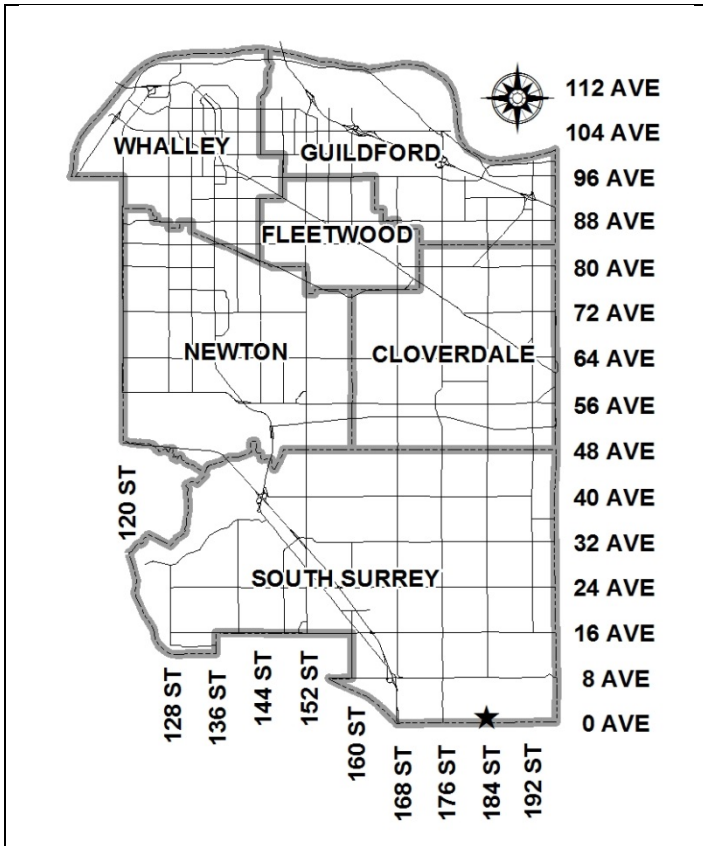
To vary "Surrey Zoning By-law, 1993, No. 12000", as amended, as follows:

# Attachment "D"

## City of Surrey PLANNING & DEVELOPMENT REPORT

File: 7914-0213-00

Planning Report Date: July 27, 2015



### PROPOSAL:

- OCP Amendment from "Agricultural" to "Suburban"

to allow for rezoning and subdivision from 3 lots to 136 single family lots.

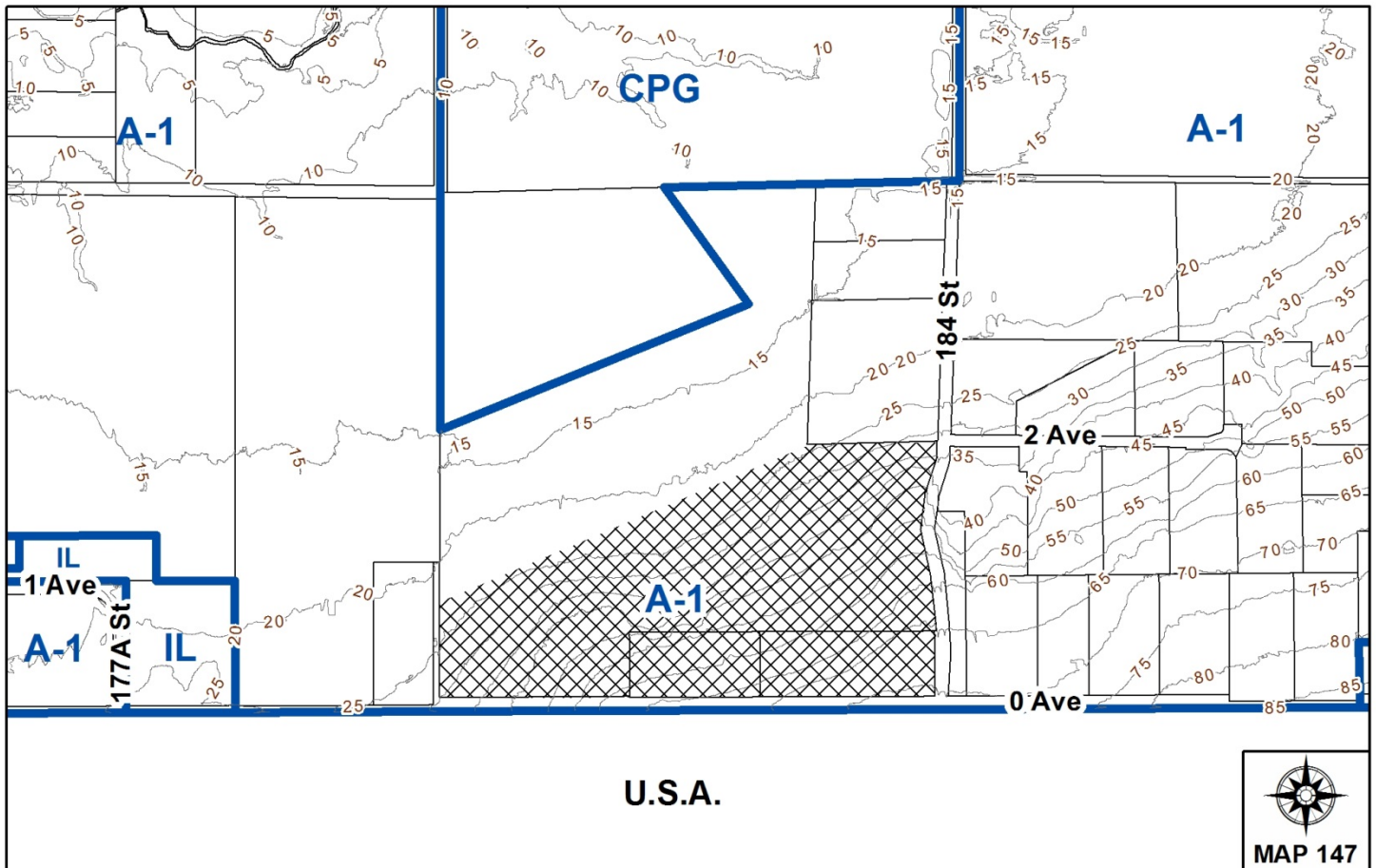
LOCATION: 18115, 18147 and 18253 - 0 Avenue

OWNER: Lapierre Holdings Ltd.

Hazelmere Golf & Tennis Club

ZONING: A-1 and CPG

OCP DESIGNATION: Agricultural





### RECOMMENDATION SUMMARY

- Staff provide two recommendations for Council's consideration:
  - The proposed development not be supported; and
  - The proposed development be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and Urban Containment Boundary.

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The proposal is a significant departure from existing City of Surrey policies and plans and Metro Vancouver's Regional Growth Strategy (RGS).

### RATIONALE OF RECOMMENDATION

- Does not comply with OCP Designation and Metro Vancouver's Regional Growth Strategy (RGS).
- The proposed development is a large departure from existing City plans and policies, as described further in the report. There is no NCP or planning or servicing framework in place to guide development in this portion of the Hazelmere valley.
- The proposed development has significant servicing and transportation challenges.
- The subject site is outside of the Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the Metro Fraser Sewer Area would be required from Metro Vancouver to extend services to this area. Approval from Metro Vancouver would also be needed to redesignate the site from "Rural" to "General Urban". These amendments to the RGS would require a two-thirds weighted vote and a regional public hearing.
- If the proposal is modified to be consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary, there is some merit for considering support.

RECOMMENDATION

The Planning & Development Department recommends that:

- (a) The proposed development (Appendix II) not be supported; and
- (b) The proposed development be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary.

REFERRALS

Engineering:	The Engineering Department has concerns with the proposal as discussed below in this report.
Parks, Recreation & Culture:	Parks has concerns with the proposal as there has been no assessment of park provision in this area of Hazelmere if the proposed development and subsequent similar developments are approved.
Department of Fisheries and Oceans (DFO):	If the proposal proceeds, the applicant will be required to undertake a detailed Riparian Areas Regulation (RAR) assessment to address riparian protection issues.
Fraser Health Authority:	If the proposal proceeds with a form of development requiring septic fields, input from the Fraser Health Authority will be requested.
Agricultural and Food Security Advisory Committee (AFSAC):	At its September 4, 2014 meeting, AFSAC recommended that the application not be supported, as the lands are located in an Agriculture designated area which is not intended for urban-type development.
Metro Vancouver:	The applicant is proposing an amendment to the Regional Growth Strategy (RGS) and to the Urban Containment Boundary. The subject site is outside of the Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the Metro Fraser Sewer Area would be required from Metro Vancouver to extend services to this area. Approval from Metro Vancouver would also be needed to redesignate the site from "Rural" to "General Urban". These amendments to the RGS would require a two-thirds weighted vote and a regional public hearing.

SITE CHARACTERISTICS

Existing Land Use: 18115 – 0 Avenue is vacant farmland (partially within ALR), with 2 golf course holes at the northern portion of property. A small portion of the property is encumbered by a BC Hydro right-of-way. 18147 and 18253 - 0 Avenue are rural acreages not within the ALR (Appendix III).

Adjacent Area:

Direction	Existing Use	OCP/LAP Designation	Existing Zone
North and West:	Golf course and agricultural acreage.	Agricultural/ Agricultural	CPG and A-1
East (Across 184 Street):	Agricultural acreages.	Agricultural/ Suburban Residential (5 upa)	A-1
South (Across 0 Avenue):	United States of America.	n/a	n/a

DEVELOPMENT CONSIDERATIONSSite Context

- The subject site consists of 3 properties (18115, 18147 and 18253 - 0 Avenue) located along 0 Avenue near 184 Street in the Hazelmere Valley. The property at 18115 – 0 Avenue is partially within the Agricultural Land Reserve (ALR), is also split-zoned "General Agriculture Zone (A-1)" and "Golf Course Zone (CPG)", and contains 2 holes of the Hazelmere golf course. The applicant is proposing to develop the southerly portion of the site, which is the non-ALR portion of the property (Appendix III).
- The properties at 18147 and 18253 – 0 Avenue are zoned A-1. These two properties are designated "Agricultural" in the Official Community Plan (OCP) and "Rural" in Metro Vancouver's Regional Growth Strategy (RGS).
- The parcel is bordered on the north by the Hazelmere golf course and an agricultural acreage. The site is bordered by agricultural acreages to the east (across 184 Street) and west. The site is bordered on the south (across 0 Avenue) by the United States.
- The proposed development site is located on a north-facing slope of moderately steep grades, with a high elevation of 70 metres (230 feet) above sea level along 0 Avenue and a low elevation of 21 metres (69 feet) at the north portion of the site. The site is mostly cleared, albeit with some significant forest clusters. There are some Class B watercourses on the proposed development portion of the site. In addition, an owl's nest and hawk's nest have been identified in the main forested area on the proposed development portion of the site.

### Proposed Development

- The applicant is proposing to develop the non-ALR portion of the site. The gross site area is 52 hectares (128.5 acres), and the non-ALR portion of the site proposed for development is 23 hectares (56.8 acres).
- The applicant is proposing an OCP amendment from "Agricultural" to "Suburban" to allow for a rezoning and subdivision from 3 lots to 136 single family lots and open riparian space of 3.1 hectares (7.8 acres). The proposed density is 5.9 uph (2.4 upa). Proposed lot sizes range from 960 sq.m. (10,300 sq.ft) to 2,324 sq.m. (25,000 sq.ft.), and the large majority of the lots are approximately 1,000 sq.m. (10,800 sq.ft.) in size (Appendix II). The nearest zone equivalent to the proposal is the RH-G zone which allows 50% of the lots to be 1,120 sq.m. (12,000 sq.ft.) and 50% to be 1,300 sq.m. (14,000 sq.ft.). The proposed lots are proposed to be on City sewer, as the minimum required lot size for a septic system is 0.8 hectares (2 acres), as per Surrey Subdivision and Development By-law, 1986, No. 8830.
- In terms of the subject application, only the proposed OCP amendment from "Agricultural" to "Suburban", and not the rezoning or Development Permit for the ALR interface and Hazard Lands, is being presented for Council's consideration. Given the significant departure from the City's and Metro Vancouver's plans and policies that the proposal entails, it was deemed appropriate to consult Council on the larger land use and density issue before proceeding further to detail development planning of the site.

### Policy Considerations

- In considering the proposal to redesignate the subject site from "Agricultural" to "Suburban" in the OCP to allow for the proposed subdivision there are a number of City and Metro Vancouver policies that need to be considered. These are described below.

#### *Surrey OCP (2014)*

- The protection of agriculture and agricultural areas is a key objective of the City of Surrey. Surrey's OCP contains policies that are designed "to protect farmland as a resource for agriculture, a source of heritage and as a reflection of a distinct landscape defining communities". These policies seek to enhance the viability of agriculture as a component of the City of Surrey's economy.
- The subject site is designated "Agricultural" in the OCP, which is intended to support agriculture, complementary land uses and public facilities". This designation includes lands in the ALR as well as lands outside the ALR that are used for farming and various other complementary uses. Introducing 1,000 sq.m. (10,800 sq.ft.) lots in this area does not support agriculture, nor is it a complementary land use. Rather, the proposed development would serve to destabilize the existing rural character of the area and introduce potential conflicts to the agricultural community.
- The proposed development is also contrary to the OCP which encourages the "full and efficient build-out of existing planned urban areas". In addition, the OCP calls for the prevention of "urban development as well as the extension of City services that would encourage subdivision in rural and suburban areas, except in accordance with approved Secondary Plans".

- The proposed development is not envisioned in the OCP or in any secondary plan.

#### *Surrey Agriculture Protection and Enhancement Strategy (2013)*

- *Surrey's Agriculture Protection and Enhancement Strategy*, adopted by Council in 2013, outlines various ways that agriculture within Surrey can be maintained and enhanced, including:
  - "a stable, predictable and contiguous agricultural land base to operate upon is essential for the continued health and vitality of the agri-food sector";
  - "without viable, available, accessible agricultural land... the ability to provide fresh food is severely limited"; and
  - "protect farming and agri-food operations from adjacent urban impacts (e.g. upland stormwater drainage, traffic, nuisance complaints, trespassing and noxious substances)".
- The proposed development would effectively introduce urban-style development into this area of Surrey that is designated "Agricultural" and would lead to conflict between agricultural activity and urban-style development. Residents within this proposed community would have to travel through adjacent agricultural areas on a daily basis to get to places of employment, commerce, schools, parks and other such destinations. Most of these trips will be made by car, which significantly increases the potential for conflict with the agricultural community.

#### *Metro Vancouver*

- The subject site is designated as "Rural" in Metro Vancouver's *Regional Growth Strategy* (RGS) and is located outside of the Urban Containment Boundary. The Urban Containment Boundary is intended to establish a stable, long-term regionally defined area for urban development and to reinforce the protection of agricultural and rural areas, while the "Rural" designation in the RGS is intended to protect the existing character of rural communities, landscapes and environmental qualities.
- The "Rural" designation permits low density residential development that do not require the provision of urban services such as sewer or transit. Rural areas generally do not have access to regional sewer services.
- The proposed development would require provision of sewer servicing as the proposed lots are smaller than the 0.8 hectare (2 acre) size required to support septic systems, and thus the applicant's proposal would trigger an application to Metro Vancouver to amend the Urban Containment Boundary and to amend the RGS designation from "Rural" to "General Urban".
- Amendments to the Urban Containment Boundary and the "Rural" designation of the RGS must come from the affected municipal government, and require an affirmative two-thirds weighted vote of the Metro Vancouver Board and a regional public hearing. This step would occur subsequent to Council holding a Public Hearing and granting Third Reading to the proposed development.

### Engineering Considerations

- No complete studies with respect to environmental considerations, drainage, sanitary servicing, water provision or transportation network have been undertaken for the non-ALR lands in Hazelmere. The servicing impacts of the proposed development would need to be addressed in a more comprehensive servicing strategy such as one undertaken for an NCP if the area were to be designated for suburban development.
- Staff note that the site is not serviced by a sanitary sewer system and is outside of the Greater Vancouver Sewerage & Drainage District (GVS & DD) and Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the GVS & DD would be required from Metro Vancouver to extend services to this area. If the area were to be included for sanitary sewer servicing, the system is likely to extend from the Douglas neighbourhood. At this point in time the Douglas system has not been sized to accommodate expansion of its catchment.
- In terms of drainage, a preliminary Integrated Stormwater Management Plan Scoping Study has been undertaken for the Little Campbell River watershed which includes this area of the Hazelmere Valley. As this area is designated to remain rural in nature no further drainage studies have been undertaken or are being planned for the area. Should the area proceed to a more suburban form of development, a detailed Integrated Stormwater Management Plan (ISMP) would need to be undertaken, and concerns over upland development causing drainage impacts such as flooding in low land areas and erosion in steeper channels would need to be addressed. The ISMP could also include a detailed evaluation of environmental constraints and opportunities in the area.
- There is currently no water provision plan in place for this rural area. Current area residents obtain water from private wells. Densification of the area to suburban land uses would trigger the need to develop a water system expansion plan for the area. City water mains currently exist anywhere from 765 yards (700 metres) to 1090 yards (1000 metres) (depending on point of connection) from the proposed site. The existing water system may need to be upgraded as well to support expansion into this area.
- In terms of transportation, a study would be needed to determine how to manage traffic should this area of Hazelmere be redeveloped at the proposed density. The rural roads were not intended to carry urban traffic volumes. In addition, the potential for conflict between farm vehicles and other vehicles would increase if this area of Hazelmere was redeveloped.

In summary, the proposed development is a considerable departure from the type of rural low density development envisioned for this area. Any increase in density is likely to trigger substantial infrastructure investment. A strategic review of all services in the area would be required as part of the planning process.

### PRE-NOTIFICATION

Pre-notification letters were sent on August 22, 2014 and two development proposal signs were installed on the subject site in December 2014. Staff received 10 phone calls and 5 letters/emails regarding the proposal.

- Three (3) callers had general questions about the proposal and did not indicate opposition or support for the project.
- One (1) caller and 1 letter writer was in support of the proposal, although they did mention concerns about increased traffic in the area that would result from the proposed development.
- Six (6) callers and 4 letter/email writers, including the Little Campbell Watershed Society (LCWS), were not in favour of the proposal and indicated various concerns, including:
  - The proposed development would have negative effects on habitat and drainage (including the Little Campbell River);
  - The current plans don't allow for this type of denser development;
  - The area will lose its rural agricultural character if this development and similar developments are approved;
  - The pressure this will put on the rest of the area to redevelop;
  - The local rural roads aren't built to handle higher volumes of traffic; and
  - Development in the area is "premature".

### PROJECT EVALUATION AND DISCUSSION

Staff is not supportive of the proposed development and recommends that the application be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary.

- Approving the proposed development would necessitate a comprehensive land use and servicing study far beyond the boundaries of the site, which has the potential to significantly alter the rural and stable character of this area of Surrey.

- The subject site is located within an area in the southeast corner of Surrey that is rural in character. The rough boundaries of this area are 0 Avenue on the south, and the Surrey-Langley border on the east. The northern boundary is a line running diagonally from the subject site to where 12<sup>th</sup> Avenue meets the Surrey-Langley border (Appendix VII). These lands are outside of the ALR and are designated "Agricultural" in the OCP. The area is characterized by large acreage properties that are 2 hectares (5 acres) in area or larger that do not require municipal water and sewer services. Development that has occurred in this area is in accordance with the minimum 5 acre parcel area permitted in the A-1 Zone. Of note is a development (File No. 7910-0256-00) in the final approval stages at 442 – 188 Street which will see the creation of a subdivision of nine 2 hectare (5 acre) sized parcels.
- The current proposal, if allowed to proceed, will significantly alter the rural character of the area with a major impact on the overall servicing plan.
- Given the proposal's significant departure from existing plans and policies, the servicing constraints, the lack of a neighbourhood concept plan for this area of Hazelmere and the required Metro Vancouver amendment process, staff can see no rationale for supporting the proposed development.
- Should Council choose to allow the current proposal to proceed, staff recommend that the application be referred back to staff for further study and significant public consultation. No land use planning process has been undertaken to date nor has any public consultation other than identified in this report been undertaken related to the current application.

#### INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	ALR Context Map Showing Subdivision, Existing Site Showing Proposed Development Portion, Proposed Subdivision Layout
Appendix III.	Agricultural and Food Security Advisory Committee Minutes
Appendix IV.	OCP Redesignation Map
Appendix V.	Metro Vancouver Regional Growth Strategy Map
Appendix VI.	Map showing non-ALR lands in the Hazelmere Valley

*original signed by Nicholas Lai*

Jean Lamontagne  
General Manager  
Planning and Development

KB/da

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KD 7/23/15 11:04 AM



Information for City Clerk

Legal Description and Owners of all lots that form part of the application:

- 1. (a) Agent: Name: Maggie Koka  
Aplin & Martin Consultants Ltd.  
Address: #201, 12448 - 82 Avenue  
Surrey, BC V3W 3E9  
  
Tel: 604-597-9058

2. Properties involved in the Application

- (a) Civic Address: 18147 - o Avenue  
18253 - o Avenue  
18115 - o Avenue

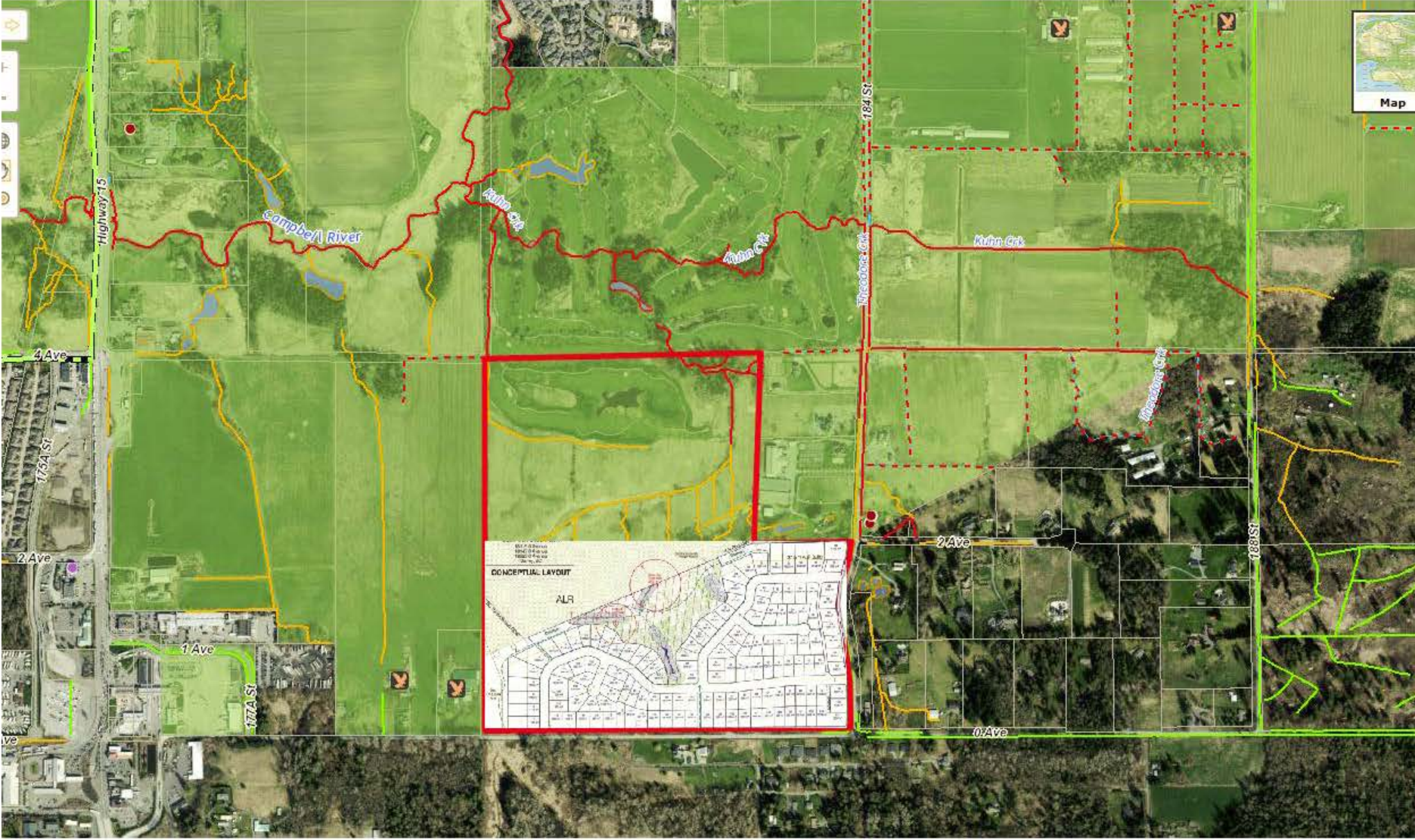
- (b) Civic Address: 18147 - o Avenue  
Owner: Lapierre Holdings Ltd.  
PID: 007-245-653  
Lot 3 Section 5 Township 7 New Westminster District Plan 35804

- (c) Civic Address: 18253 - o Avenue  
Owner: Lapierre Holdings Ltd.  
PID: 007-150-199  
Lot 4 Section 5 Township 7 New Westminster District Plan 43858

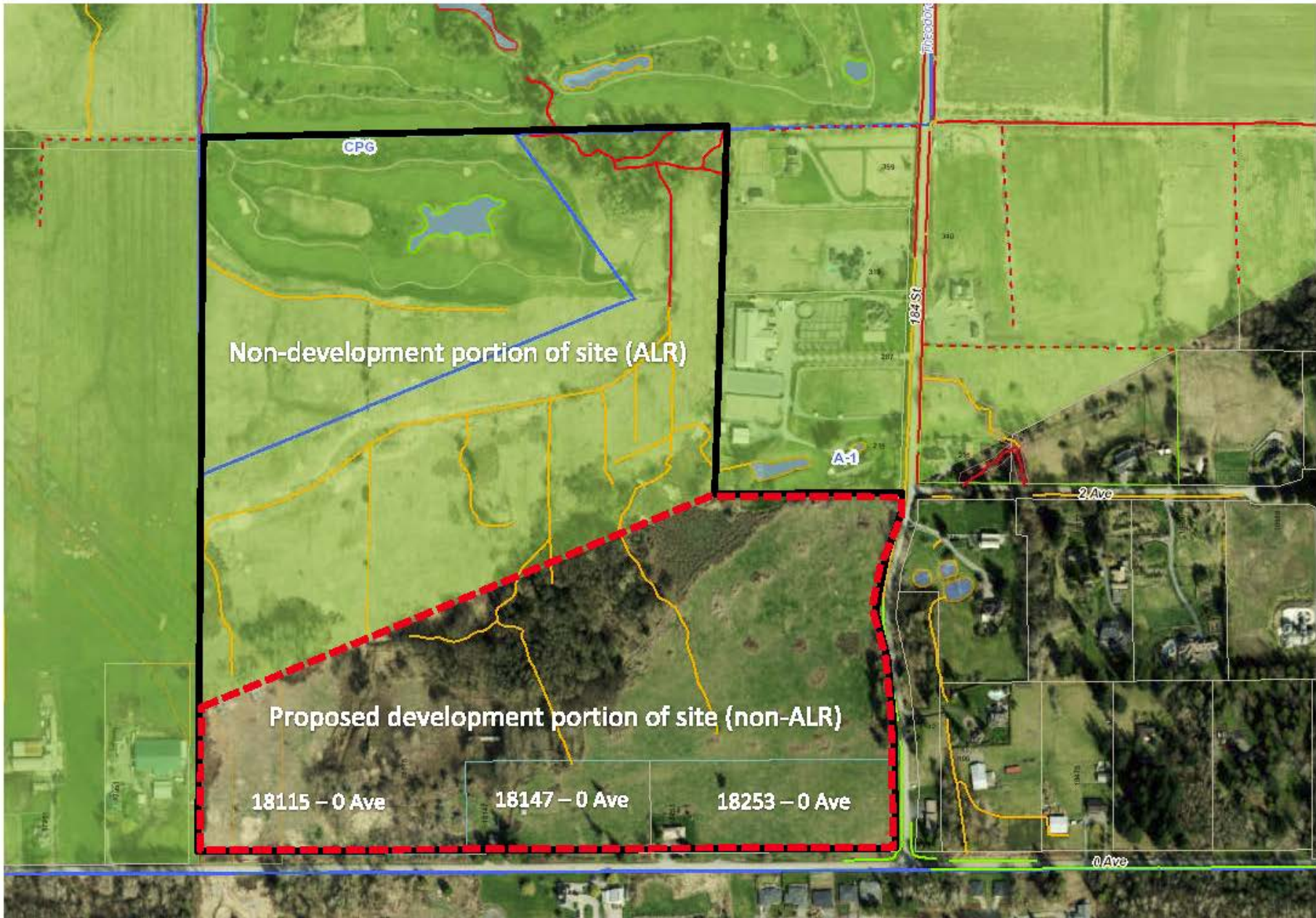
- (d) Civic Address: 18115 - o Avenue  
Owner: Hazelmere Golf & Tennis Club  
PID: 013-221-540  
Parcel "B" (Reference Plan 2664) South East Quarter Section 5 Township 7 Except Firstly:  
The South 33 Feet Secondly: Part Subdivided By Plan 35804 Thirdly: Part Subdivided By  
Plan 43858 Fourthly: Parts Dedicated Road on Plan BCP7629 New Westminster District

3. Summary of Actions for City Clerk's Office

7914-0213-00 Hazelmere Subdivision Area Context (with ALR shown in green)



7914-0213-00: Map showing proposed development portion of subject site (non-ALR)



Hazelmere Hillside  
Suburban Subdivision

18115 0 Avenue  
18147 0 Avenue  
18253 0 Avenue  
Surrey, BC



**CONCEPTUAL LAYOUT**

ALR

ALR Boundary

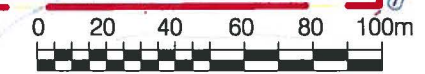
37.5 m ALR Buffer

BC Transmission POW

Dog Off-Leash Area

184 Street

0 Avenue



NOTE: Conceptual layout only, subject to change without notice. Property of Aplin & Martin Consultants Ltd. and not to be reproduced or used without written permission by the Company.

**LEGAL DESCRIPTION**  
PID: 013-221-540  
PID: 007-245-653  
PID: 007-150-199

**GROSS SITE AREA**  
52 hectares / 128.5 acres (approx.)  
  
**AREA NOT WITHIN ALR**  
23 hectares / 56.8 acres (approx.)  
  
**HABITAT AREA**  
3.1 hectares / 7.8 acres (approx.)

**EXISTING DESIGNATIONS**  
Zoning: A-1 Agricultural & CPG Golf Course  
NCP: n/a  
OCP: Agricultural  
  
**PROPOSED DESIGNATIONS**  
Zoning: CD (Comprehensive Development)  
NCP: n/a  
OCP: Suburban

**LOT YIELD**  
Existing Number of Lots: 3  
Proposed Number of Lots: 135  
  
**DENSITY**  
Net: 5.9 uph / 2.4 upa

**LEGEND**  
— Pedestrian Route  
— Watercourse

- ALR
- Setback with Habitat Balance Area: 32928 m<sup>2</sup>
- Wetland
- Setback Area per Envirowest (May 2014): 31388 m<sup>2</sup>
- Watercourse Setback

**APLIN & MARTIN**  
CONSULTANTS LTD  
Project No.: 14-024  
Date: 23 May 2014

**Drawing**  
**1**

July 28/14

- Anticipated services offered include green burials (more biodegradable coffin), columbaria (no cremation), and traditional and non-traditional services.
- The PC Zone requires at least 3 metres (10 ft.) of screen planting along all property lines.

J. Gosal joined the meeting at 9:07 a.m.

The Committee commented as follows:

- Once the plots in the cemetery are sold out, the cemetery becomes a public space (without a crematorium it is not an operating business).
- In response to a question from the Committee regarding future city maintenance of the Private Cemetery when sold out, it was identified that an in perpetuity fund is put in place, that carries on to cover the costs of maintaining the property so that the maintenance does not fall to the City.
- If this site is to be developed and rezoned to a Cemetery Use, and the future cemetery maintenance becomes part of the existing City-owned property, it will be important to ensure it looks contiguous with the existing cemetery site, so there is access available for any future maintenance.

It was

Moved by M. Bose

Seconded by B. Stewart

That the Agriculture and Food Security Advisory Committee recommend to the G.M. of Planning and Development that Application No. 7913-0288-00 be supported, as the proposed cemetery use is permitted under the existing Agricultural designation in the Official Community Plan (OCP), and the lands are located outside of the Agricultural Land Reserve (ALR); with a condition that if the site is to be rezoned, that the new cemetery provide future opportunities for access/maintenance connections with the existing City-owned cemetery site.

Carried

S. Van Keulen joined the meeting at 9:15 a.m.

2. **Proposed OCP Amendment Application (Hazelmere)**  
**18115/18253 - o Avenue**  
**File Nos.: 7914-021300; 6635-01**

K. Broersma, Planner, was in attendance to provide an overview of a Proposed OCP Amendment Application (Hazelmere). The following comments were made:

- The Applicant is proposing an OCP Amendment application from "Agricultural" to "Suburban" to allow for rezoning and subdivision from three (3) lots into 136 lots. The Applicant is not proposing any changes to the ALR portion of the site.
- Staff is recommending to Council as a "Denial" application, as the proposed subdivision does not fully comply with City Policy O-23 and the proposed development does not comply with the OCP.

The Committee commented as follows:

- Concern was expressed regarding development of this kind of density in this area. The subdivision that is proposed does not fall into the category of being beside agriculture land.
- It has been identified in the past that formalizing the edge of the ALR needs to be discussed further with the Province as the ALR Boundary line cuts through the middle of properties and does not follow any specific geographic reference.
- It was noted that for any future land use changes to occur in this area, as proposed, there would first be a required Major Type 1 Amendment to the Regional Growth Strategy, requiring an affirmative 50% + 1 weighted vote of the Metro Vancouver Board and acceptance by all affected local governments. This approval would not be supported by this Committee as there is not benefit to Agriculture.
- Agreement was unanimous that there are significant servicing issues with this application, and the application does not comply with the OCP policies for Agricultural and Food Security, Land Use provisions for Density consideration within 200 m of the ALR Boundary, and is located outside both the Urban Containment Boundary and outside any Secondary Land Use Plan Area.

It was

Moved by M. Bose

Seconded by P. Harrison

That the Agriculture and Food Security

Advisory Committee recommend to the G.M. of Planning and Development that Application No. 7914-0213-00 not be supported, as the lands are located in an Agricultural Designated area which is not intended for urban development, but for supportive agriculture and complementary land uses and to ensure the continued designation and use of agricultural land for agricultural purposes regardless of soil types and capabilities and the continued use of Surrey farmland outside of the Agricultural Land Reserve (ALR) for agricultural purposes in accordance with the Official Community Plan (OCP).

Carried

## E. ITEMS REFERRED BY COUNCIL

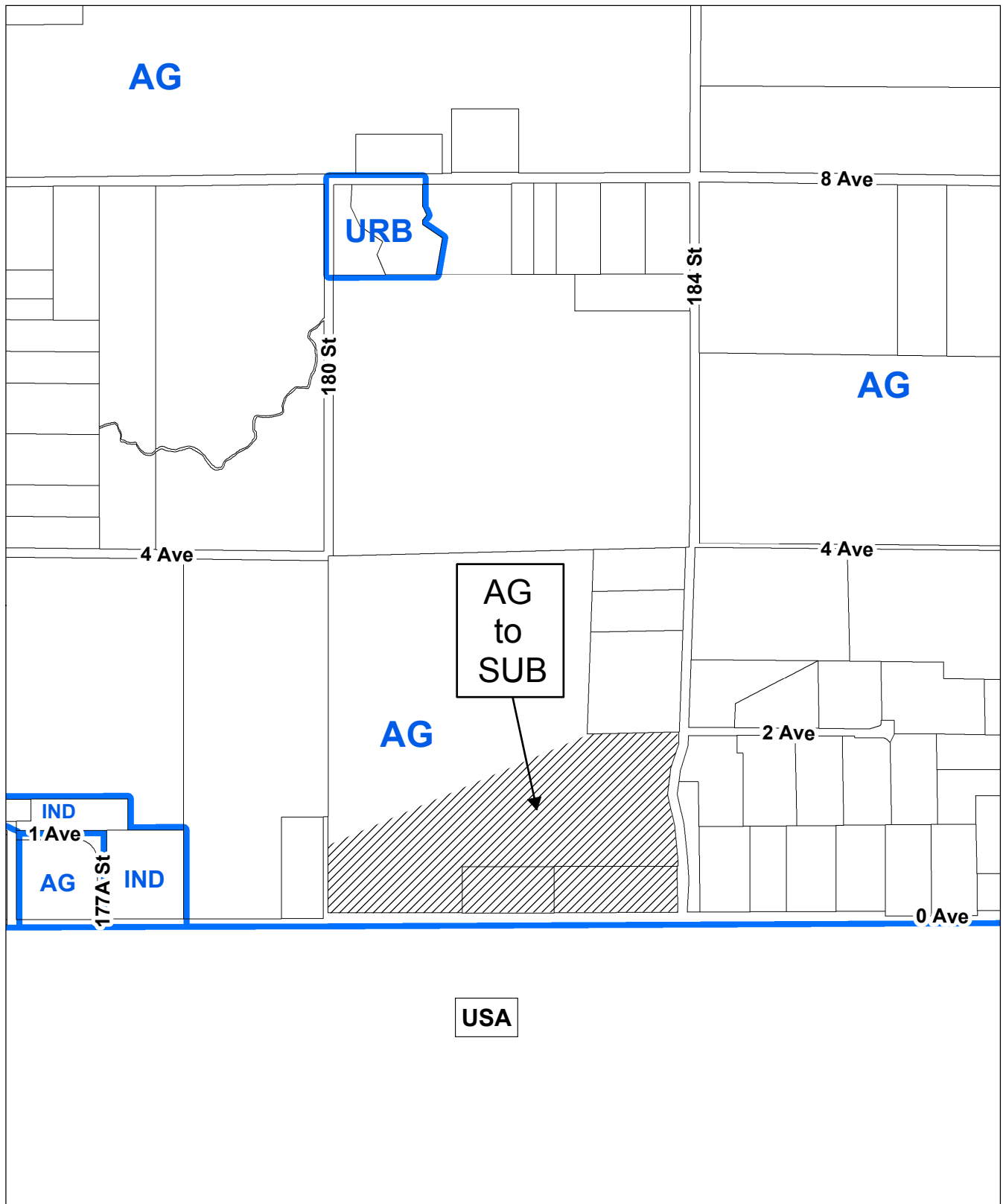
## F. CORRESPONDENCE

## G. INFORMATION ITEMS

### 1. Environmental Sustainability Advisory Committee (ESAC) Update

An update from the ESAC meeting of July 23, 2014 was provided as follows:

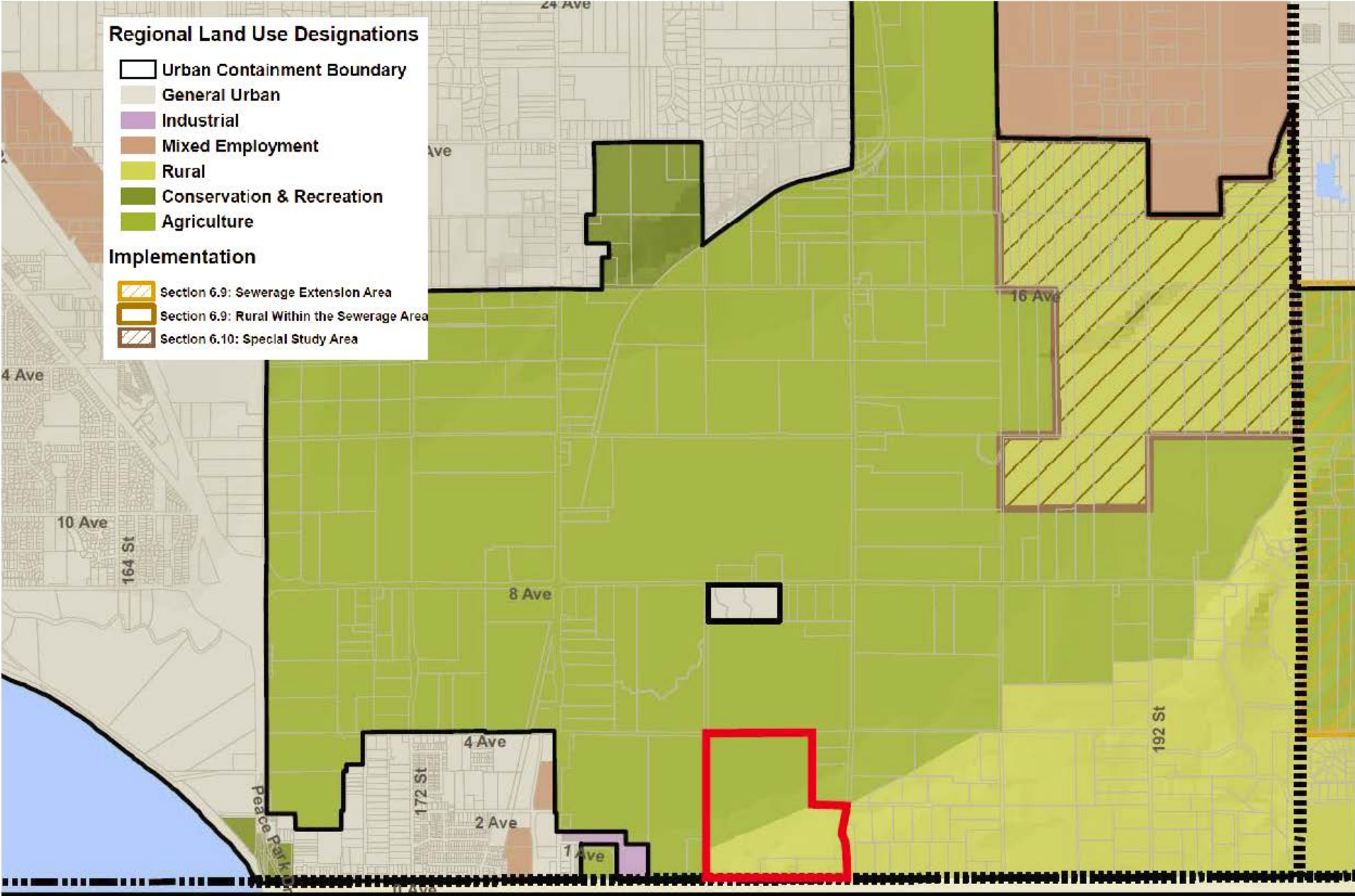
- T. Capuccinello, Assistant City Solicitor and T. Uhrich, Planning, Research and Design Manager, presented on the proposed Kinder Morgan (KM) pipeline project. As part of minimizing negative impacts, staff is exploring an option so that the pipeline occupies the South Fraser Perimeter Road (SFPR) Corridor, the CN Rail Corridor and the Golden Ears Connector Corridor as much as possible, thereby reducing intrusion into Surrey Bend Regional Park and City Parks. Due to public safety concerns, the Province is not keen on having the



OCP Amendment 7914-0213-00  
Proposed amendment from Agricultural to  
Suburban

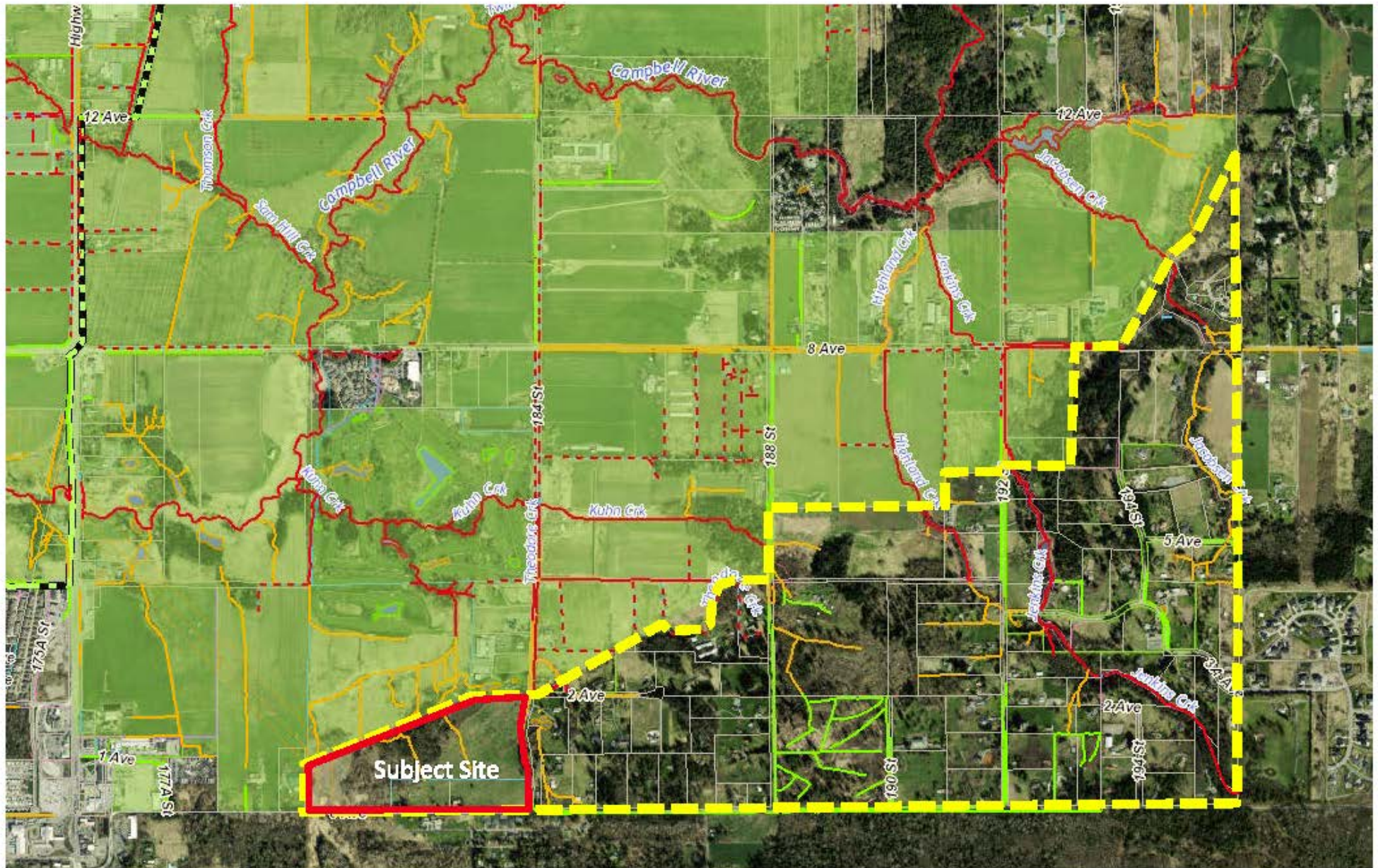


# Metro Vancouver Regional Growth Strategy Map





Map showing non-ALR portion of Hazelmere Valley (within yellow boundary)  
(ALR is shown in green)

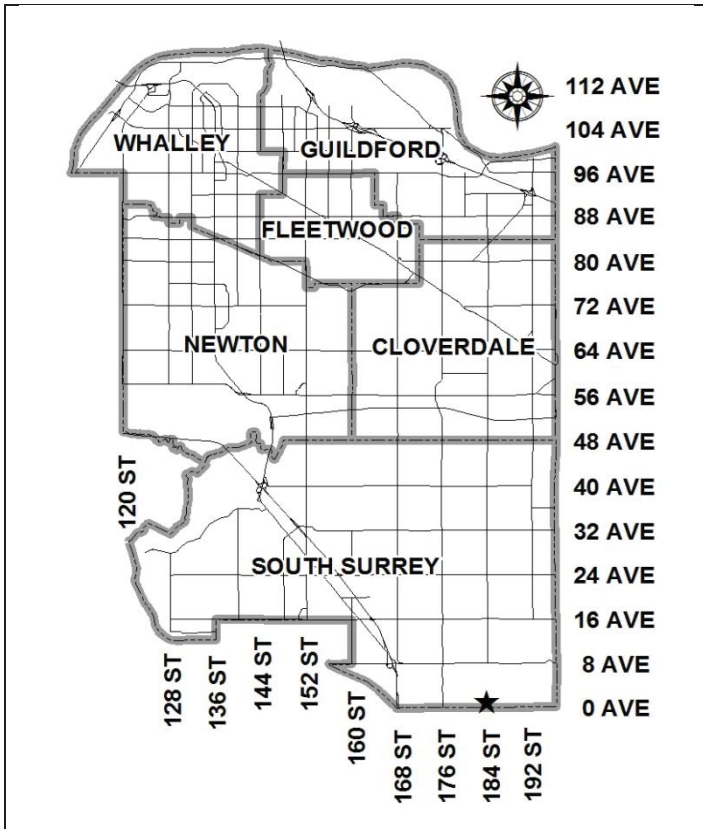


# Attachment "E"

City of Surrey  
**ADDITIONAL PLANNING COMMENTS**

File: 7914-0213-00

Planning Report Date: June 27, 2016



**PROPOSAL:**

- **OCP Amendment** from Agricultural to Suburban

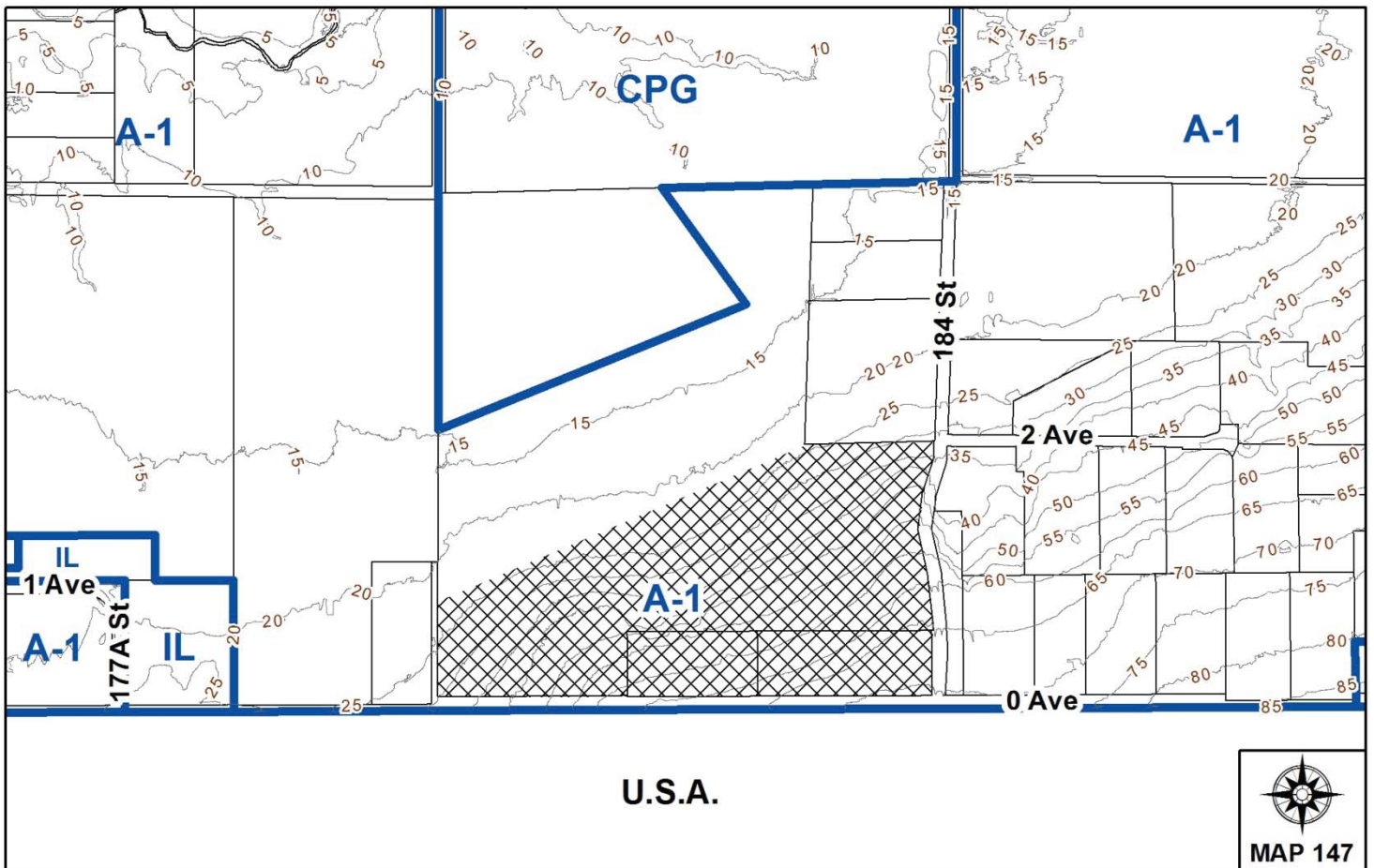
to allow for rezoning and subdivision from 3 lots into approximately 136 single family lots.

**LOCATION:** 18115, 18147 and 18253 - 0 Avenue

**OWNER:** Lapierre Holdings Ltd.  
 Hazelmere Golf & Tennis Club

**ZONING:** A-1 and CPG

**OCP DESIGNATION:** Agricultural



### RECOMMENDATION SUMMARY

- Staff recommend that the proposed development not be supported.

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The proposal is a significant departure from existing City of Surrey policies and plans and Metro Vancouver's Regional Growth Strategy (RGS).

### RATIONALE OF RECOMMENDATION

- At the July 27, 2015 Regular Council – Land Use meeting, Council considered the subject application and passed the following motion:
  - The proposed development not be supported; and
  - The proposed development be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary.
- Since the July 27, 2015 Regular Council – Land Use meeting, the applicant has conducted a geotechnical and soils analysis, produced an agricultural enhancement plan and has had discussions with the Little Campbell Watershed Society (LCWS). The applicant advises that the soils on the site are not ideal for septic systems and that utilizing the City's sanitary sewer is a preferred option.
- The applicant is proposing a number of improvements in support of their proposal which are discussed in this report, and has requested that their proposal be considered by Council. The applicant does not wish to pursue a proposal that is consistent with the policies of the Official Community Plan (OCP) and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary.
- Notwithstanding the various improvements proposed by the applicant, the proposed development is a significant departure from existing City plans and policies, as described further in the report. There is no Neighbourhood Concept Plan (NCP) or planning or servicing framework in place to guide development in this portion of the Hazelmere valley. Further, the proposed development has significant servicing and transportation challenges, and would not result in contiguous or planned growth following the provisions outlined in the City's OCP.
- The subject site is located outside of the Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the Metro Fraser Sewer Area would be required from Metro Vancouver to extend services to this area. Approval from Metro Vancouver would also be needed to redesignate the site from "Rural" to "General Urban". These amendments to the RGS would require a two-thirds weighted vote and a regional public hearing.
- In light of the above concerns, staff are recommending that the proposed development not be supported.

RECOMMENDATION

The Planning & Development Department recommends that the proposed development not be supported.

However, should Council feel there is merit in supporting the proposed Official Community Plan (OCP) amendment, Council may consider referring the application back to staff to be held pending the initiation and completion of a comprehensive land use and servicing study for all of the non-Agricultural Land Reserve (ALR) portions of the Hazelmere Valley.

REFERRALS

Engineering:	The Engineering Department has concerns with the proposal as discussed below in this report.
Parks, Recreation & Culture:	Parks has concerns with the proposal as there has been no assessment of park provision in this area of Hazelmere if the proposed development and subsequent similar developments are approved.
Department of Fisheries and Oceans (DFO):	If the proposal proceeds, the applicant will be required to undertake a detailed Riparian Areas Regulation (RAR) assessment to address riparian protection issues.
Fraser Health Authority:	If the proposal proceeds with a form of development requiring septic fields, input from the Fraser Health Authority will be requested.
Agricultural and Food Security Advisory Committee (AFSAC):	At its September 4, 2014 meeting, AFSAC recommended that the application not be supported, as the lands are located in an Agriculture designated area which is not intended for urban-type development.  At its May 5, 2016 meeting, AFSAC recommended that the application be supported based on the revised proposal and improvements for agricultural productivity. The AFSAC members indicated concerns about septic leakage into the low-lying ALR portion of the site and prefer to see a City sanitary system in the proposed development as opposed to a septic system.
Metro Vancouver:	The applicant is proposing an amendment to the Regional Growth Strategy (RGS) and to the Urban Containment Boundary. The subject site is located outside of the Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the Metro Fraser Sewer Area would be required from Metro Vancouver to extend services to this area. Approval from Metro Vancouver would also be needed to redesignate the site from "Rural" to "General Urban". These amendments to the RGS would require a two-thirds weighted vote and a regional public hearing.

SITE CHARACTERISTICS

Existing Land Use: 18115 - 0 Avenue is vacant farmland (partially within ALR), with 2 golf course holes at the northern portion of property. A small portion of the property is encumbered by a BC Hydro right-of-way. 18147 and 18253 - 0 Avenue are rural acreages which are not located within the ALR.

Adjacent Area:

Direction	Existing Use	OCP/LAP Designation	Existing Zone
North and West:	Golf course and agricultural acreage.	Agricultural/ Agricultural	CPG and A-1
East (Across 184 Street):	Agricultural acreages.	Agricultural/ Suburban Residential (5 upa)	A-1
South (Across 0 Avenue):	United States of America.	n/a	n/a

DEVELOPMENT CONSIDERATIONSBackground

- At the July 27, 2015 Regular Council – Land Use meeting, Council considered the subject application and passed the following motion:
  - The proposed development not be supported; and
  - The proposed development be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary.
- The applicant has indicated that they do not wish to pursue a proposal that is consistent with the policies of the Official Community Plan (OCP) and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary, and have requested that their amended proposal be forwarded for Council's consideration.
- The policy and implementation constraints identified in the Planning Report dated July 27, 2015 are all still valid. The subject site is designated "Agricultural" in the Official Community Plan (OCP) and "Agricultural" and "Rural" in Metro Vancouver's Regional Growth Strategy (RGS). Surrey's OCP and the Surrey Agriculture Protection and Enhancement Strategy (2013) seek "to support agriculture, complementary land uses and public facilities". The proposed development would serve to destabilize the existing rural character of the area and introduce potential conflicts to the agricultural community.

- The proposed development is also contrary to the OCP policy which encourages the "full and efficient build-out of existing planned urban areas". In addition, the OCP calls for the prevention of "urban development as well as the extension of City services that would encourage subdivision in rural and suburban areas, except in accordance with approved Secondary Plans".
- The proposed development portion of the subject site is designated as "Rural" in Metro Vancouver's Regional Growth Strategy (RGS) and is located outside of the Urban Containment Boundary. The Urban Containment Boundary is intended to establish a stable, long-term regionally defined area for urban development and to reinforce the protection of agricultural and rural areas, while the "Rural" designation in the RGS is intended to protect the existing character of rural communities, landscapes and environmental qualities.
- Amendments to the Urban Containment Boundary and the "Rural" designation of the RGS must come from the affected municipal government, and require an affirmative two-thirds weighted vote of the Metro Vancouver Board and a regional public hearing. This step would occur subsequent to Council holding a Public Hearing and the granting of Third Reading to the associated by-laws should the proposal be supported by Council.
- No complete studies with respect to environmental considerations, drainage, sanitary servicing, water provision or transportation network have been undertaken for the non-ALR lands in Hazelmere. The servicing impacts of the proposed development would need to be addressed in a more comprehensive servicing strategy such as one undertaken for an NCP if the area were to be redesignated for suburban development. In particular, the site is not serviced by a sanitary sewer system and is outside of the Greater Vancouver Sewerage & Drainage District (GVS & DD) and Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the GVS & DD would be required from Metro Vancouver to extend services to this area.

#### Proposed Development

- The applicant is proposing a similar single family subdivision concept as was presented previously in July 2015 (Appendix II). The applicant is proposing an OCP amendment from Agricultural to Suburban to allow for a rezoning and subdivision from 3 lots to approximately 136 single family lots. These lots are proposed to connect to City services, including the City's sanitary sewer system.

#### Information Provided by the Applicant since the July 27, 2015 Regular Council – Land Use Meeting

- In response to the direction that was provided at the July 27, 2015 Regular Council – Land Use meeting, the applicant has conducted a geotechnical and soils analysis, produced an agricultural enhancement plan and has had discussions with the Little Campbell Watershed Society (LCWS).
- The applicant's revised proposal would include improvements to the soil capability on lands located within the ALR; riparian habitat improvements; improved storm water management practices to reduce potential flooding of the agricultural low lands; an ALR inclusion application to the ALC for a small portion of the site along o Avenue; and a reduction in the area of the portion of the site zoned CPG such that more of the ALR portion of the site would be zoned A-1 instead of CPG.

- To improve the agricultural productivity of the ALR portion of the site, the applicant's agricultural consultant recommends a number of improvements, including: installing a drain tile system to improve drainage; installation of an irrigation system, and improving the soil structure and fertility by adding compost and introducing perennial forage grasses and cereals which can improve the condition and fertility of the soil. In conclusion, the consultant states that "based upon implementation of the land improvements described above and after 2 to 3 years of production of forage grasses and cereals, the fertility and tilth should increase to a point where the land would be ready to produce a wide range of field crops, including berries and vegetables."
- To improve storm water management and riparian habitat on the site, the applicant is proposing to relocate and consolidate various watercourses, and also construct habitat ponds. The improved storm water management will direct uncontrolled flows and reduce potential flooding of lowland agricultural areas.
- The applicant has provided a letter dated December 9, 2015 from the LCWS in support of the proposed development. The LCWS appreciates the applicant's proposal to keep 6 hectares (15 acres) of natural habitat, and to enhance the riparian areas on the site.
- Based on their review of the soils on the subject site, the applicant has confirmed that the soils are not ideal for septic systems and that connection to the City's sewer system is a preferable option. The applicant's geotechnical engineer indicates the following:

"the surficial soils are generally silty and do not lend themselves well to infiltration. Therefore, we expect that septic systems consisting of sand mounds or oversized fields... may have to be considered. For this condition there is a risk of septic effluent, in the event of a septic system failure, flowing over time in the near surface lot grading fills, road structure fills, and utility trenches along the sloping gradient of the site. As well, in the event that permeable, water bearing soils are encountered (such as at our well locations), there is potential for relatively rapid transport of septic effluent through this stratum... [and also] that these permeable deposits do daylight sporadically on the slope. Both... scenarios pose risks in our opinion of off-site transport of septic effluent downslope and across property lines, and may also result in environmental concerns where effluent reaches the ALR or the drainage ditches on site that are understood to be sub-catchments for Kuhn Creek..."
- At its May 5, 2016 meeting, AFSAC recommended that the application be supported. The AFSAC members indicated concerns about septic leakage into the low-lying ALR portion of the site and a preference to see a City sanitary sewer system included in the proposed development as opposed to a septic system.

### PROJECT EVALUATION AND DISCUSSION

- The subject application is proposed outside of an area with an approved secondary land use plan. The OCP encourages contiguous development within areas that have approved Neighbourhood Concept Plans (NCPs). NCPs provide a detailed coordinated planning framework for an area of land, including issues such as appropriate land uses, services and circulation networks. Given the site's context, being located outside of the Metro Fraser Sewer Area, and the Urban Containment Boundary, there are no plans currently, or in the foreseeable future, for the Planning & Development Department to commence work on an NCP or similar secondary land use plan for this portion of the Hazelmere Valley.
- It should be noted that minimal planning context exists for this area. This application would support "leap frog" development which is not planned or contiguous. Similarly, proceeding with this application in advance of a land use plan for the area sets a dangerous precedent for other landowners looking to develop their land in advance of completion of an NCP.
- While the applicant has proposed several worthwhile agricultural and riparian improvements as discussed above, these suggested improvements do not address the fundamental issues and concerns associated with the proposed development in this area of the City.
- The applicant has suggested that existing soil conditions on the site are not suitable to provide septic systems on 0.8-hectare (2-acre) lots. Increasing the lot size to be larger than the minimum 0.8 hectares (2 acres) lot area required for septic may also be a possibility on the subject site, as was the case in a nearby subdivision (File No. 7910-0256-00) at 442 - 188 Street and 435 - 192 Street where nine 2-hectare (5-acre) parcels were created in 2015.

### CONCLUSION

- The proposed development is a significant departure from the City's existing plans, policies or practices. Given the servicing constraints posed by the development, the lack of a secondary land use plan for this area of Hazelmere and the required Metro Vancouver amendment process, staff recommend that the proposed development not be supported.
- The proposed development would necessitate the need for a comprehensive land use and servicing study that would extend far beyond the boundaries of the site, and which has the potential to significantly alter the rural and stable character of this area of Surrey. The Hazelmere Valley is currently a low density, primarily agricultural area and the provision of City services and an increase in density would dramatically change the character of the area.
- If, however, Council feel there is merit in supporting the proposed Official Community Plan (OCP) amendment, Council may consider referring the application back to staff to be held pending the initiation and completion of a comprehensive land use and servicing study for all of the non-Agricultural Land Reserve (ALR) portions of the Hazelmere Valley.



INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

- Appendix I. Lot Owners, Action Summary and Project Data Sheets
- Appendix II. Updated Site Plan
- Appendix III. Planning Report No. 7914-0213-00, dated July 27, 2015

*original signed by Ron Hintsche*

Jean Lamontagne  
General Manager  
Planning and Development

KB/dk

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KD 6/23/16 8:49 AM

Information for City Clerk

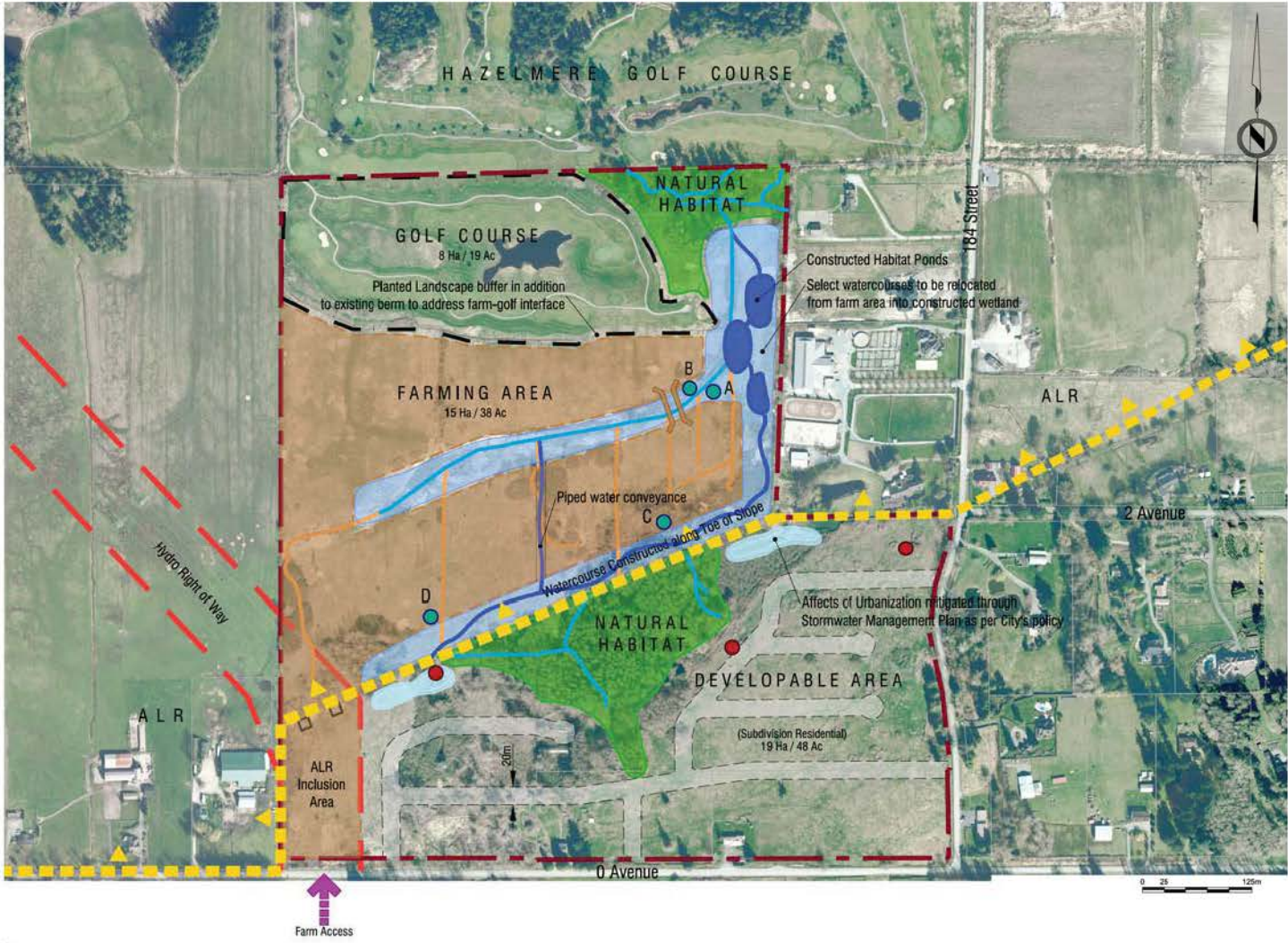
Legal Description and Owners of all lots that form part of the application:

1. (a) Agent:     Name:           Maggie Koka  
                                  Aplin & Martin Consultants Ltd.  
                  Address:       #201, 12448 - 82 Avenue  
                                  Surrey, BC V3W 3E9  
  
                  Tel:             604-597-9058

2.     Properties involved in the Application

- (a)    Civic Address:       18147 - o Avenue  
                                  18253 - o Avenue  
                                  18115 - o Avenue
  
- (b)    Civic Address:       18147 - o Avenue  
          Owner:             Lapierre Holdings Ltd.  
          PID:               007-245-653  
          Lot 3 Section 5 Township 7 New Westminster District Plan 35804
  
- (c)    Civic Address:       18253 - o Avenue  
          Owner:             Lapierre Holdings Ltd.  
          PID:               007-150-199  
          Lot 4 Section 5 Township 7 New Westminster District Plan 43858
  
- (d)    Civic Address:       18115 - o Avenue  
          Owner:             Hazelmere Golf & Tennis Club  
          PID:               013-221-540  
          Parcel "B" (Reference Plan 2664) South East Quarter Section 5 Township 7 Except Firstly:  
          The South 33 Feet Secondly: Part Subdivided By Plan 35804 Thirdly: Part Subdivided By  
          Plan 43858 Fourthly: Parts Dedicated Road on Plan BCP7629 New Westminster District

3.     Summary of Actions for City Clerk's Office



Hazelmere Heights Residential Expansion & Golf Course

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## AGRICULTURAL / HABITAT ENHANCEMENT PLAN

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Land Use	Existing Area		Proposed Area		% of Area
	Ha	Ac	Ha	Ac	
Residential	18	44	18	44	40
Farm	13	32	13	32	29
Natural Habitat	5	12	6	15	14
Golf Course	7	18	7	18	17
<b>TOTAL</b>	<b>43</b>	<b>106</b>	<b>44</b>	<b>109</b>	<b>100</b>

\* All areas are approximate

- Flow rate test holes (geotechnical)
- Water quality test holes (environmental)
- Natural watercourse
- Farm access/control structure
- ALR - Agricultural Land Reserve boundary
- Hydro towers
- Constructed water course
- Site boundary

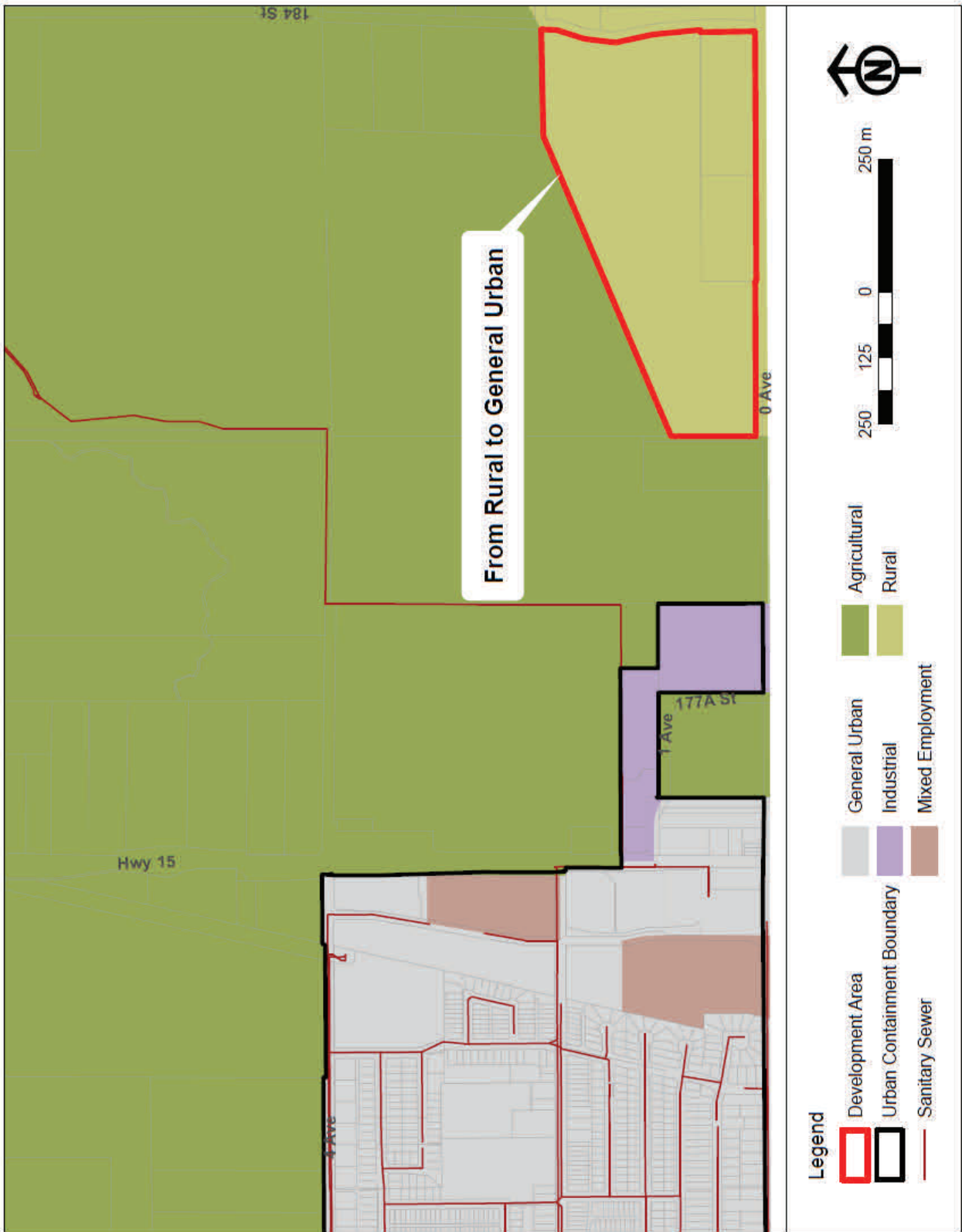
REV	DATE	AUTHOR



Dr

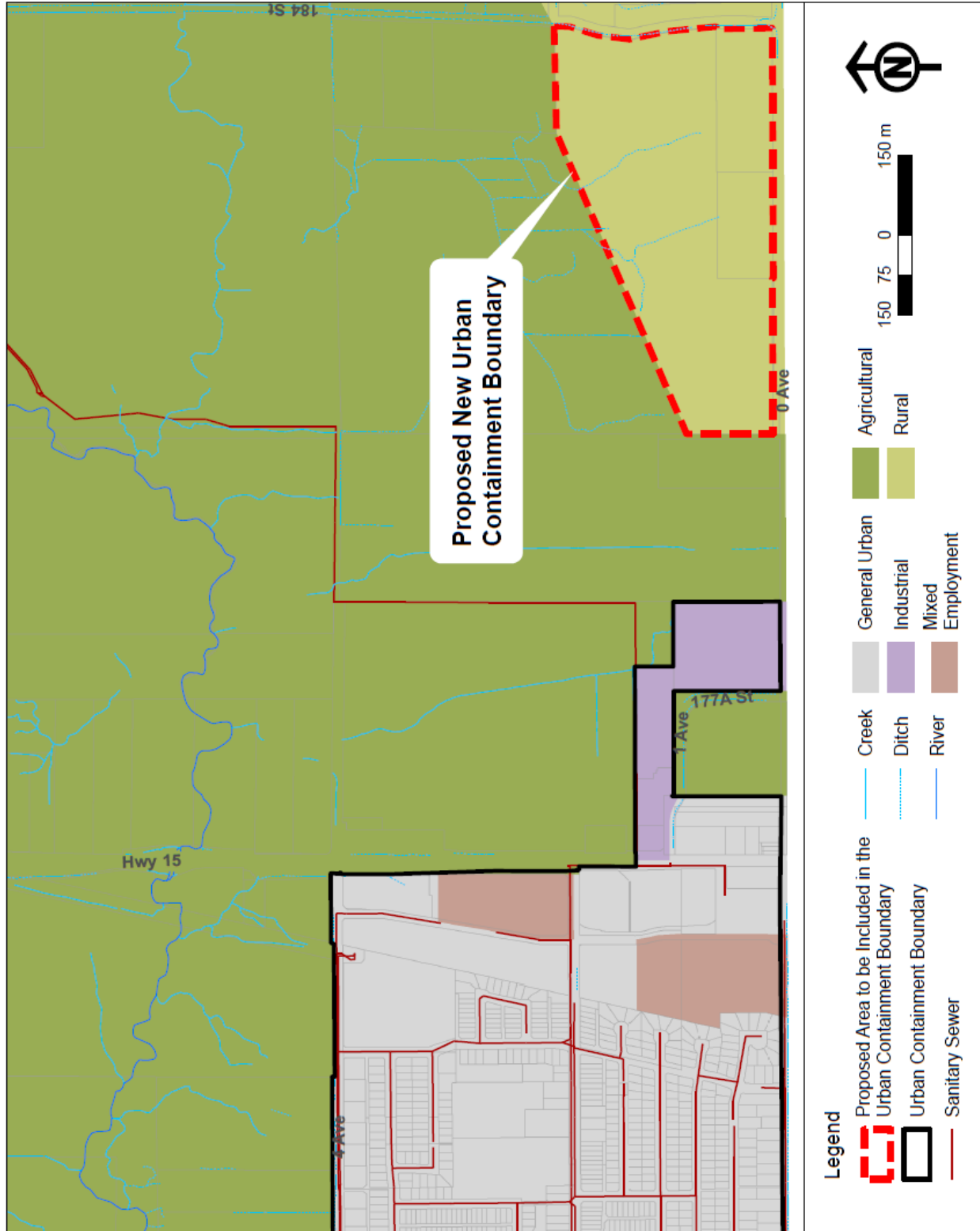
NOTE: Conceptual layout only, subject to change without notice. Property of Aplin & Martin Consultants Ltd. and not to be reproduced or used without written permission by the Company.

# Attachment "F"



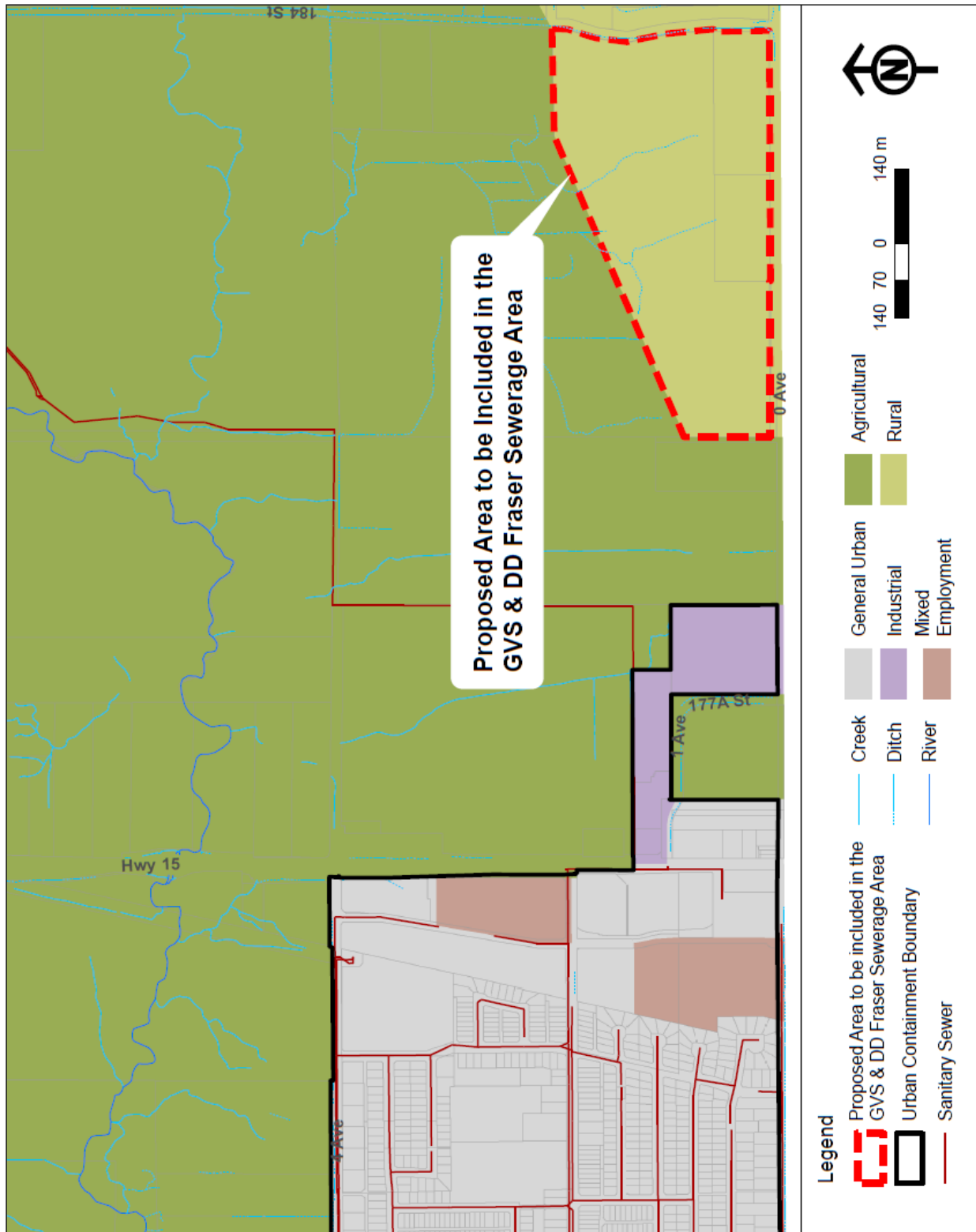
# Attachment "G"

## Proposed Regional Growth Strategy Urban Containment Boundary



# Attachment "H"

## Proposed Regional Growth Strategy GVS&DD Fraser Sewerage Expansion



JUL 03 2018

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

Jane Sullivan, City Clerk  
City of Surrey  
13450 – 104 Avenue  
Surrey, BC V3T 1V8  
**VIA EMAIL: [jsullivan@surrey.ca](mailto:jsullivan@surrey.ca)**

Dear Ms. Sullivan:

**Re: Regional Growth Strategy Amendment Bylaw No. 1263 – Hazelmere Site City of Surrey – Bylaw Consideration**

At its June 22, 2018 regular meeting, the Board of Directors of Metro Vancouver Regional District (Metro Vancouver) considered the *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1263, 2018*, a bylaw initiated by the City of Surrey's request to amend *Metro Vancouver 2040: Shaping our Future* to change the regional land-use designation for the Hazelmere site from Rural to General Urban and extend the Urban Containment Boundary.

This Amendment Bylaw had been given 1<sup>st</sup> and 2<sup>nd</sup> reading, and was the subject of a Public Hearing that concluded on June 13, 2018.

In accordance with *Metro Vancouver 2040: Shaping our Future*, each reading of the Amendment Bylaw required an affirmative two-thirds weighted vote to pass. At its June 22, 2018 meeting, the Board's vote on 3<sup>rd</sup> reading of the Amendment Bylaw did not meet that threshold; consequently, the Amendment Bylaw was defeated at 3<sup>rd</sup> reading.

Sincerely,



Chris Plagnol  
Corporate Officer

CP/NC/kh

cc: Neal Carley, General Manager, Parks, Planning and Environment  
Heather McNell, Director of Regional Planning and Electoral Area Services

25756400

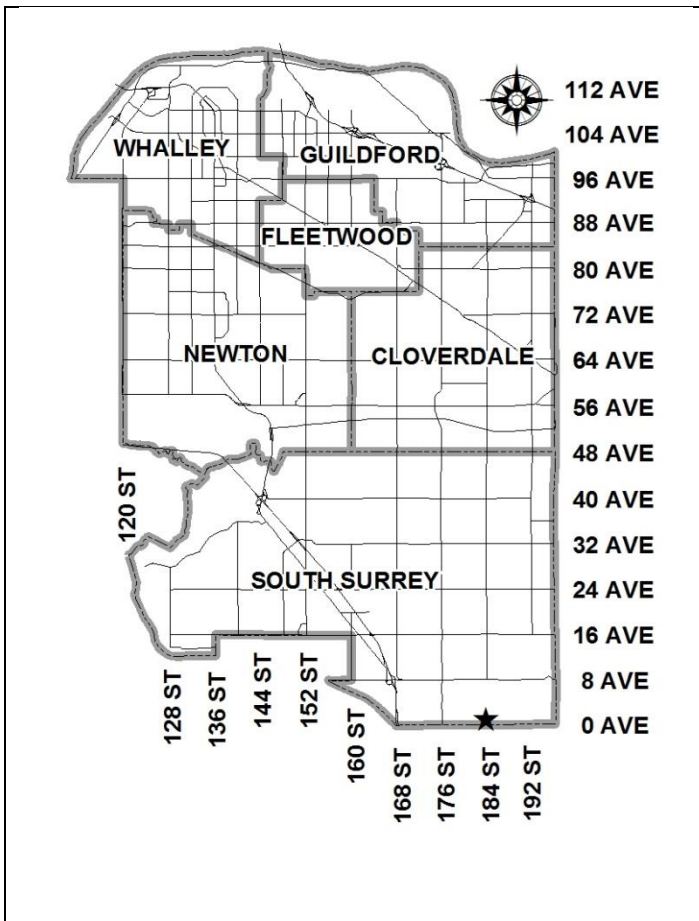
# Attachment "3"

City of Surrey

## ADDITIONAL PLANNING COMMENTS

Application No.: 7914-0213-00

Planning Report Date: February 26, 2024



### PROPOSAL:

- **Regional Growth Strategy** Amendment from Rural to General Urban for a portion of the site
- **OCP Amendment** for a portion of the site from Agricultural to Suburban
- **Rezoning** from A-1 to RQ, from A-1 to CPG, and from CPG to A-1
- **Development Permit**
- **ALR inclusion, Non-Farm Use, and Subdivision**

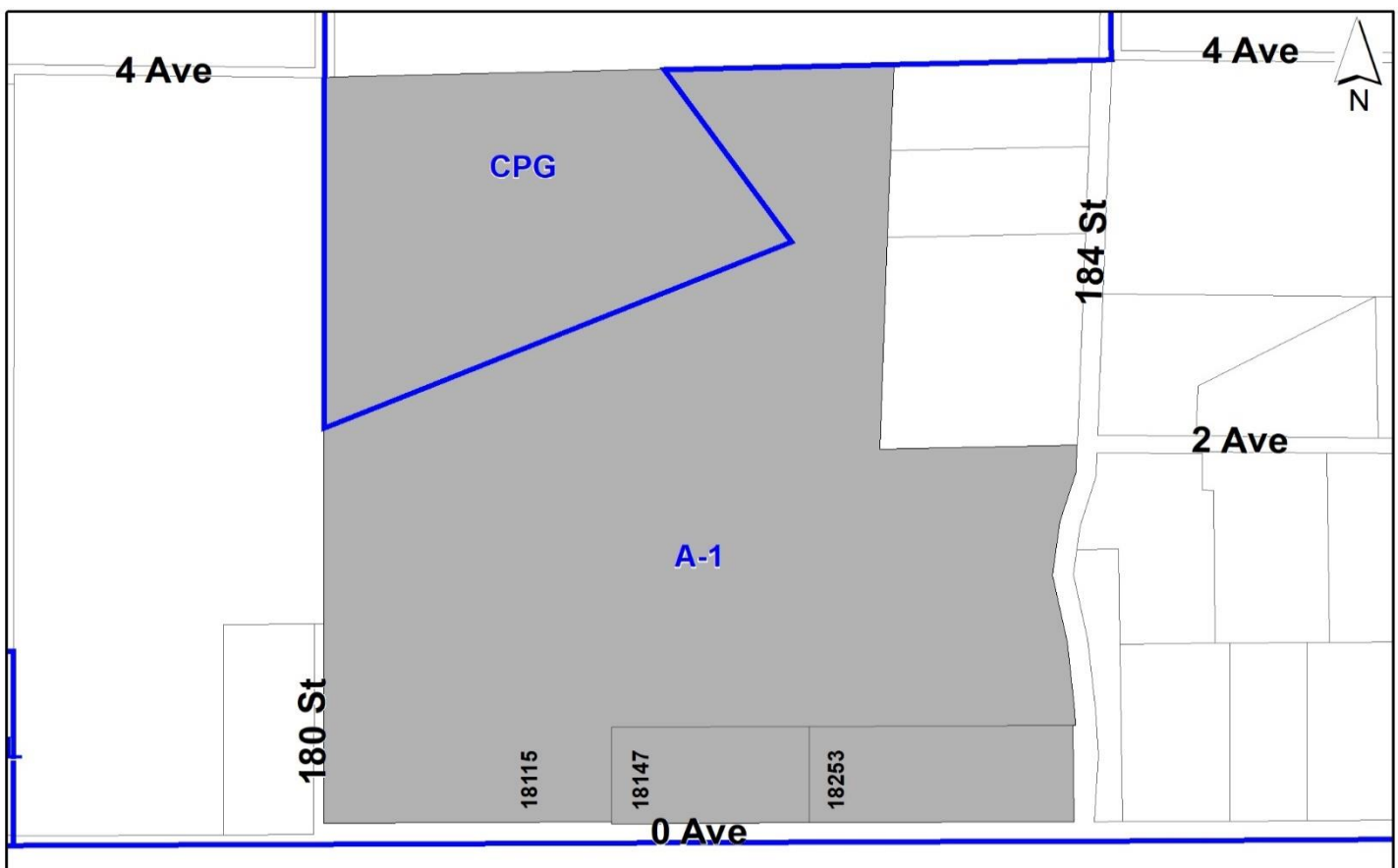
to allow subdivision into approximately 145 single family lots.

**LOCATION:** 18115, 18147 and 18253 - 0 Avenue

**OWNER:** Lapierre Holdings Ltd.  
Hazelmere Golf & Tennis Club

**ZONING:** A-1 and CPG

**OCP DESIGNATION:** Agricultural





## RECOMMENDATION SUMMARY

- That Council refer Development Application No. 7914-0213-00 to Metro Vancouver for reconsideration of a Regional Growth Strategy Amendment (RGS).

## DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The proposal is a significant departure from existing City of Surrey policies and plans and Metro Vancouver's RGS.

## RATIONALE OF RECOMMENDATION

- Development Application No. 7914-0213-00 was granted Third Reading on September 11, 2017. At Council's direction, the application was referred to Metro Vancouver in October 2017 for decision to:
  - amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the non-Agricultural Land Reserve (ALR) portion of the site from Rural to General Urban;
  - amend the Urban Containment Boundary to include the non-ALR portion of the site; and
  - include the non-ALR portion of the subject site within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area.
- On June 22, 2018 Metro Vancouver defeated the proposed Metro Vancouver amendment bylaw. The application has been dormant since that time.
- The applicant is requesting that Council refer the proposal to Metro Vancouver for reconsideration of an RGS amendment.

## RECOMMENDATION

That Council refer Development Application No. 7914-0213-00 to Metro Vancouver for reconsideration of a Regional Growth Strategy Amendment.

Alternatively, should Council not support the proposed RGS Amendment, Council may wish to direct that all By-laws associated with Development Application No. 7914-0213-00 be Filed and that Development Application No. 7914-0213-00 be closed.

## SITE CONTEXT & BACKGROUND

Direction	Existing Use	OCP/NCP Designation	Existing Zone
Subject Site	18115 – 0 Avenue is vacant farmland that is partially located within ALR. The property has 2 golf course holes on it at the northern portion of property. A small portion of the property is encumbered by a BC Hydro right-of-way. 18147 and 18253 - 0 Avenue are rural acreages that are located outside of the ALR.	Agricultural	CBG and A-1
North:	Golf course and agricultural acreages, within the Agricultural Land Reserve (ALR).	Agricultural	CPG and A-1
East (Across 184 Street):	Agricultural acreages.	Agricultural	A-1
West:	Agricultural acreage within the ALR.	Agricultural	A-1
South (Across 0 Avenue/border):	United States of America.	n/a	n/a

## Proposal

- The applicant is proposing:
  - an Official Community Plan (OCP) amendment from Agriculture to Suburban for the portion of the site located outside of the Agricultural Land Reserve (ALR);
  - Metro Vancouver Regional Growth Strategy (RGS) amendments to:
    - amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the non-Agricultural Land Reserve (ALR) portion of the site from Rural to General Urban;
    - amend the Urban Containment Boundary to include the non-ALR portion of the site; and

- include the non-ALR portion of the subject site within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area.
  - to rezone portions of the site from "General Agriculture Zone (A-1)" to "Golf Course Zone (CPG)", from "Golf Course Zone (CPG)" to "General Agriculture Zone (A-1)", and from "General Agriculture Zone (A-1)" to "Quarter Acre Residential Zone (RQ)";
  - a Development Permit for Hazard Lands (steep slopes), Farm Protection and for Sensitive Ecosystems;
  - an Agricultural Land Commission (ALC) application for inclusion of a 1.6 hectare (3.9 acre) portion of the property at 18115 – 0 Avenue under the BC Hydro power lines, a non-farm use to permit stormwater runoff into the proposed habitat ponds in the ALR, and subdivision to create a green space lot within the ALR for conveying to the City for conservation purposes; and
  - subdivision into 145 single family lots, several park lots, a detention pond lot, and a remainder lot in the ALR.
- The proposal is complex and contains many conditions that would need to be resolved prior to final adoption, should the project be supported by Metro Vancouver and the Agricultural Land Commission. These items are comprehensively documented in the July 24, 2017 Planning Report (Appendix I) and include:
  - Submission of a park development plan and acceptance by Parks Recreation & Culture Department;
  - Resolution of lot grading and retaining wall concerns;
  - Raptor management;
  - Approval from Ministry of Forests, Lands and Natural Resource Operations under the Water Sustainability Act;
  - Approval from the Agricultural Land Commission for the items noted above; and
  - Resolution of engineering servicing issues which include:
    - concerns with extension of sanitary servicing to the site;
    - concerns with provision of water for the site; and
    - concerns over long term operational costs associated with the proposed servicing strategies.

## Context & Background

- The project was previously considered three times by Council: on July 27, 2015, on June 27, 2016 and on July 24, 2017 (see Appendix I for the previous planning reports). In the first two planning reports, staff recommended that the proposal not be supported.
- At the June 27, 2016 Regular Council – Land Use meeting, Council considered the proposed Official Community Plan (OCP) amendment from Agricultural to Suburban for the non-Agricultural Reserve (ALR) portion of the site and referred the project back to staff to work with the applicant to:

- “review the site in terms of future residential development and the feasibility of the proposed septic field and existing soil quality and ascertain whether or not a sewer system can indeed be supported;
  - provide completion of the Hazelmere Golf Course Community in terms of estate lots that are viable for the next 50 years with the aim of completing the Golf Course community while maintaining habitat restoration and agricultural uses. Further it was noted that if the area to the east toward o Avenue should be considered for residential development in the future, a full Neighbourhood Concept Plan (NCP) would be expected, but the process would not be initiated at this time;
  - provide detailed information in terms of the available capacity to provide services to this area that would be "stand alone"; and
  - ensure that this project is an extension to complete the build out of the Hazelmere Golf course.”
- After the June 27, 2016 Regular Council – Land Use meeting, staff worked with the applicant on the issues that were noted in addition to other site planning considerations. The project was presented again to Council on July 24, 2017, and the application was granted Third Reading on September 11, 2017.
  - The application was referred to Metro Vancouver for decision in October 2017 to:
    - amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the non-Agricultural Land Reserve (ALR) portion of the site from Rural to General Urban ;
    - amend the Urban Containment Boundary to include the non-ALR portion of the site; and
    - include the non-ALR portion of the subject site within the Greater Vancouver Sewerage and Drainage District’s (GVS&DD) Fraser Sewerage Area.
  - On June 22, 2018 Metro Vancouver defeated the proposed Metro Vancouver amendment bylaw (Appendix II). The application has been dormant since that time.
  - The applicant is requesting that Council refer the proposal to Metro Vancouver for reconsideration of an RGS amendment.

**INFORMATION ATTACHED TO THIS REPORT**

The following information is attached to this Report:

- Appendix I. Previous Planning Reports dated July 24, 2017, June 27, 2016, July 27, 2015, and April 13, 2015 (was not considered by Council)
- Appendix II. Metro Vancouver Letter dated July 3, 2018

*approved by Shawn Low*

Don Luymes  
General Manager  
Planning and Development

Information for City Clerk

Legal Description and Owners of all lots that form part of the application:

1. Properties involved in the Application

(a) Civic Address: 18147 - o Avenue  
18253 - o Avenue  
18115 - o Avenue

(b) Civic Address: 18147 - o Avenue  
Owner: Lapiere Holdings Ltd.  
Director Information:  
Carolyn Campbell  
Raymond Lapiere

Officer Information as at May 22, 2023:  
Carolyn Campbell (Secretary)  
Raymond Larry Lapiere (President)

PID: 007-245-653  
Lot 3 Section 5 Township 7 New Westminster District Plan 35804

(c) Civic Address: 18253 - o Avenue  
Owner: Lapiere Holdings Ltd.  
Director Information:  
Carolyn Campbell  
Raymond Lapiere

Officer Information as at May 22, 2023:  
Carolyn Campbell (Secretary)  
Raymond Larry Lapiere (President)

PID: 007-150-199  
Lot 4 Section 5 Township 7 New Westminster District Plan 43858

(d) Civic Address: 18115 - 0 Avenue  
Owner: Hazelmere Golf & Tennis Club Ltd.  
Director Information:  
Michael G Stuart

Officer Information as at June 4, 2022:

Michael G Stuart (President)

PID: 013-221-540

Parcel "B" (Reference Plan 2664) South East Quarter Section 5 Township 7 Except Firstly:  
The South 33 Feet Secondly: Part Subdivided By Plan 35804 Thirdly: Part Subdivided By  
Plan 43858 Fourthly: Parts Dedicated Road on Plan BCP7629 New Westminster District

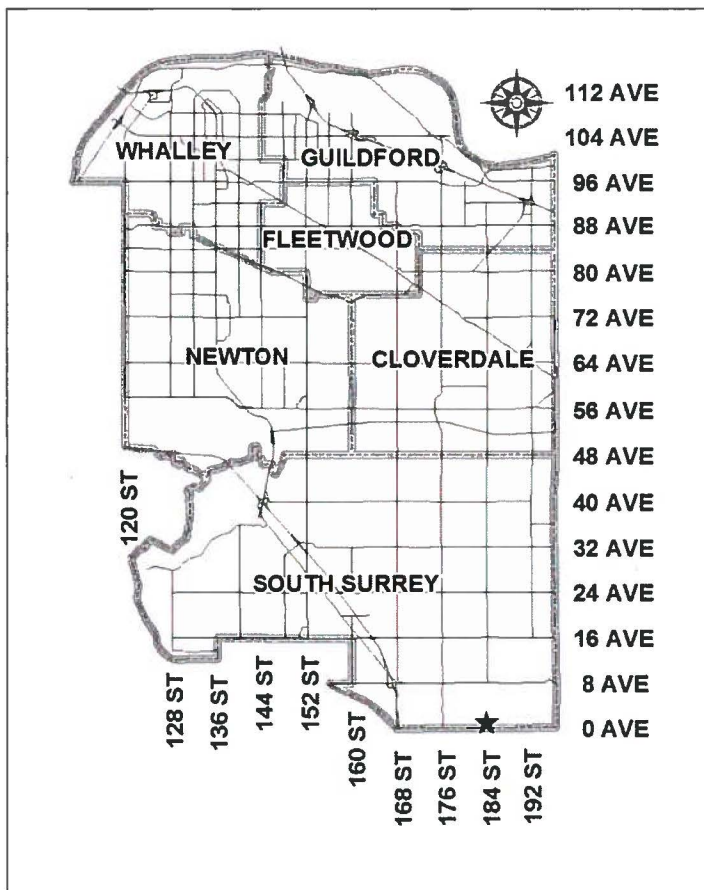
2. (a) Agent: Name: Jimmy Hansra  
Isle of Mann Property Group  
Address: 15336 - 31 Avenue, Unit 401  
Surrey, BC, V3Z 0X2

# Appendix I

## City of Surrey ADDITIONAL PLANNING COMMENTS

File: 7914-0213-00

Planning Report Date: July 24, 2017



### PROPOSAL:

- Partial OCP Amendment from Agricultural to Suburban
- Rezoning from A-1 to RQ, from A-1 to CPG, and from CPG to A-1
- Development Permit
- ALR inclusion, Non-Farm Use, and Subdivision

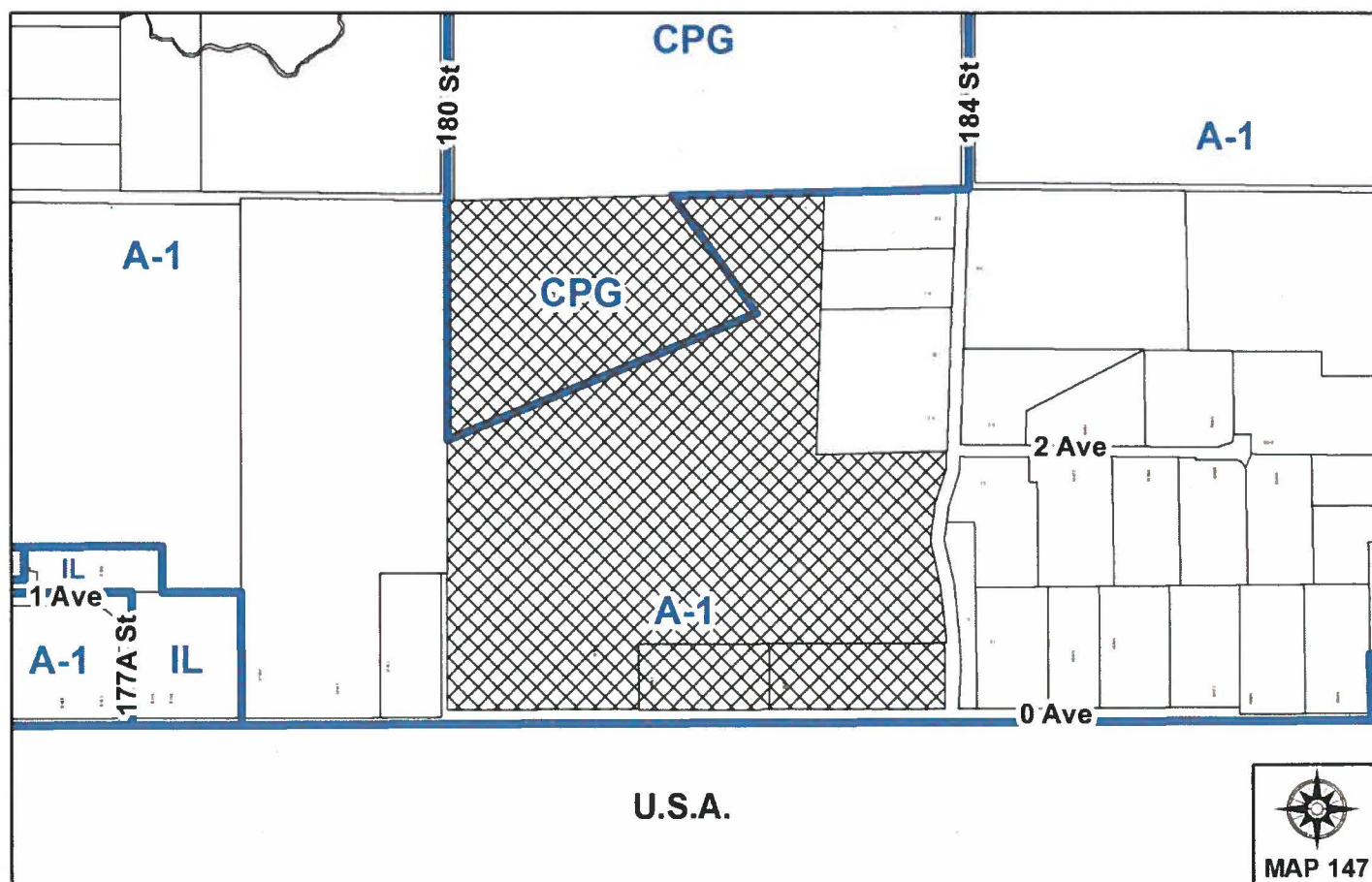
to allow subdivision into approximately 145 single family lots.

LOCATION: 18115, 18147 and 18253 - 0 Avenue

OWNER: Lapierre Holdings Ltd.  
Hazelmere Golf & Tennis Club

ZONING: A-1 and CPG

OCP DESIGNATION: Agricultural





### RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
  - Official Community Plan (OCP) Amendment; and
  - Rezoning.
- Approval to draft Development Permit.
- Refer the application to Metro Vancouver upon receiving Third Reading:
  - to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the non-Agricultural Land Reserve (ALR) portion of the site from Rural to General Urban ;
  - to amend the Urban Containment Boundary to include the non-ALR portion of the site; and
  - to include the non-ALR portion of the subject site within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area.
- Refer the application to the Agricultural Land Commission (ALC) upon receiving Third Reading for consideration of:
  - inclusion of a 1.6 hectare (3.9 acre) portion of the property at 18115 – 0 Avenue into the ALR;
  - non-farm use to allow stormwater runoff into the proposed habitat ponds in the ALR; and
  - a subdivision to create a greenspace lot within the ALR for the purposes of conveying to the City for conservation purposes.

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The proposal is a departure from existing City of Surrey policies and plans and Metro Vancouver's Regional Growth Strategy (RGS).

### RATIONALE OF RECOMMENDATION

- At the June 27, 2016 Regular Council – Land Use meeting, Council considered the proposed Official Community Plan (OCP) amendment from Agricultural to Suburban for the non-Agricultural Reserve (ALR) portion of the site and referred the project back to staff to work with the applicant to:
  - review the site in terms of future residential development and the feasibility of the proposed septic field and existing soil quality and ascertain whether or not a sewer system can indeed be supported;

- provide completion of the Hazelmere Golf Course Community in terms of estate lots that are viable for the next 50 years with the aim of completing the Golf Course community while maintaining habitat restoration and agricultural uses. Further it was noted that if the area to the east toward o Avenue should be considered for residential development in the future, a full Neighbourhood Concept Plan (NCP) would be expected, but the process would not be initiated at this time;
  - provide detailed information in terms of the available capacity to provide services to this area that would be "stand alone"; and
  - ensure that this project is an extension to complete the build out of the Hazelmere Golf course.
- Since the June 27, 2016 Regular Council – Land Use meeting, staff have worked with the applicant to resolve the issues that were noted in addition to other site planning considerations. A sewer system to support the proposed development can be established, habitat restoration and agricultural enhancements are proposed, downstream drainage capacity is sufficient for the proposal, and the proposed servicing is being designed solely to accommodate the subject development. The proposal is now being presented for Council's consideration and by-law introduction.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to amend the Official Community Plan (OCP) by redesignating the non-Agricultural Land Reserve (ALR) portion of the subject site from Agricultural to Suburban and a date be set for Public Hearing.
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
3. a By-law be introduced to rezone:
  - the portion of the site shown as Block B in Appendix II from "General Agriculture Zone (A-1)" to "Golf Course Zone (CPG)";
  - the portion of the site shown as Block C in Appendix II from "Golf Course Zone (CPG)" to "General Agriculture Zone (A-1)"; and
  - the portion of the site shown as Block E in Appendix II and the properties at 18147 and 18253 – 0 Avenue from "General Agriculture Zone (A-1)" to "Quarter Acre Residential Zone (RQ)";and a date be set for Public Hearing.
4. Council authorize staff to refer the application to Metro Vancouver for consideration of the following upon the application receiving Third Reading:
  - to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the non-Agricultural Land Reserve (ALR) portion of the site from Rural to General Urban;
  - to amend the Urban Containment Boundary to include the non-ALR portion of the site; and
  - to include the non-ALR portion of the subject site within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area.
5. Council authorize staff to refer the application to the Agricultural Land Commission (ALC) for consideration of the following upon the application receiving Third Reading:
  - inclusion of a 1.6 hectare (3.9 acre) portion of the property at 18115 – 0 Avenue into the ALR;
  - non-farm use to permit stormwater runoff into the proposed habitat ponds in the ALR; and
  - subdivision to create a 4.6 hectare (11.3 acre) lot within the ALR, comprised of riparian area and habitat ponds, for conveying to the City for conservation purposes.

6. Council authorize staff to draft Development Permit No. 7914-0213-00 for Hazard Lands (steep slopes), Farm Protection and for Sensitive Ecosystems.
7. Council instruct staff to resolve the following issues prior to final adoption:
  - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
  - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
  - (c) approval from Metro Vancouver:
    - to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the non-Agricultural Land Reserve (ALR) portion of the site from Rural to General Urban;
    - to amend the Urban Containment Boundary to include the non-ALR portion of the site; and
    - to include the non-ALR portion of the subject site within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area.
  - (d) approval from the Agricultural Land Commission (ALC);
  - (e) approval from the Ministry of Forests, Lands and Natural Resource Operations under the Water Sustainability Act;
  - (f) the properties at 18147 and 18253 – o Avenue be remediated to the satisfaction of the Ministry of Environment;
  - (g) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
  - (h) submission of a park development plan, cost estimate for park works, and securities for the proposed onsite park works to the specifications and satisfaction of the Parks Recreation & Culture Department;
  - (i) provision of a community benefit to satisfy the OCP Amendment policy for OCP Amendment applications;
  - (j) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
  - (k) submission of a finalized lot grading plan which addresses staff concerns regarding the height and location of the currently proposed retaining walls, to the satisfaction of the General Manager, Planning & Development Department;

- (l) registration of a Section 219 No-build Restrictive Covenant on the proposed lots which contain retaining walls to ensure that the retaining walls are installed with a Building Permit and are completed prior to any Building Permits being issued for single family dwelling construction;
- (m) registration of a Section 219 Restrictive Covenant and easement on the proposed lots which contain retaining walls to protect a 4-metre (13 ft.) wide access corridor for the purposes of retaining wall maintenance and also a minimum 2.0-metre (7 ft.) wide access corridor along side yard lot lines to provide access to the rear of the lot;
- (n) registration of a Section 219 Restrictive Covenant to ensure retaining walls are constructed, repaired, maintained and replaced in accordance with the geotechnical report, retaining wall plans and the retaining maintenance report at the sole cost of the future land owners;
- (o) registration of a Section 219 Restrictive Covenant to restrict the placement of fill upon the lands according to the approved lot grading plan and otherwise adhere to the approved lot grading plan, and to require that the foundations of any buildings, houses or other structures have foundations engineered in accordance with the approved geotechnical report;
- (p) registration of a Section 219 Restrictive Covenant for the purposes of tree preservation on the proposed lots containing retained trees;
- (q) registration of a Section 219 Restrictive Covenant on proposed Lots 51-54 and 89-94 to ensure that a minimum 30-metre (98-ft.) building setback from the Agricultural Land Reserve (ALR) boundary is provided;
- (r) registration of a Section 219 Restrictive Covenant on proposed lots within 200 metres (660 sq.ft.) of the ALR boundary advising future homeowners of the potential farm operations on the adjacent agricultural lands;
- (s) registration of a Section 219 Restrictive Covenant to ensure the various restrictions required in the provided raptor nest protection/mitigation plan are followed for the existing red-tailed hawk nest, bald eagle nest and great horned owl nest on the site and the barn owl nest on the property to the west at 17951 – o Avenue;
- (t) registration of an appropriate Building Scheme to the satisfaction of the General Manager, Planning & Development Department;
- (u) submission of a hydrological report, to the satisfaction of City staff, demonstrating how pre-development flows into the proposed City park land adjacent to the ALR will be maintained post-development; and
- (v) completion of a P-15 agreement.

REFERRALS

Engineering: Should Council grant Third Reading and Metro Vancouver support this project, it will be subject to the completion of Engineering servicing requirements as outlined in Appendix III.

School District: **Projected number of students from this development:**

73 Elementary students at Hall's Prairie Elementary School  
36 Secondary students at Earl Marriott School

(Appendix IV)

To serve the Douglas and Hazelmere areas growing demand, the School District, as part of their 2017/2018 Capital plan submission to the Ministry of Education, have requested to build a new school with a 80K/525 capacity school, to supplement the existing Hall's Prairie catchment. This new school is to be located within the Douglas Neighbourhood Concept Plan. The Ministry supported the School District, in March 2017, with an approval to prepare a feasibility report to determine scope of project, schedule and construction budget. After the report is completed, the School District will submit the feasibility report to the Ministry to approve design and construction funding. Once design and construction funding is approved, the project will take 3 years to design and build the school.

This new school is to provide additional new school spaces needed in the community as the existing smaller rural Hall's Prairie Elementary is undersized and cannot meet future growing in-catchment demand.

Parks, Recreation & Culture: Key outstanding issues requiring resolution prior to final adoption include resolving the proposed interface with parkland, development of park concept plans and the collection of securities for proposed works in parkland to the satisfaction of the Parks, Recreation & Culture Department.

Ministry of Environment: The properties 18147 and 18253 - 0 Avenue were identified in the Soil Contamination Questionnaire as having the Schedule 2 Uses of "septic tank pumpage or disposal" and "petroleum or natural gas product or produced water storage in above ground or underground tanks". The applicant's Site Profile will be referred to the Ministry of Environment and the properties must be remediated to the satisfaction of the Ministry of Environment before the project is considered for final adoption of the rezoning by-law.

Ministry of Forests, Lands and Natural Resource Operations (MFLNRO): The applicant is required to obtain Water Sustainability Act approval from MFLNRO for the proposed riparian works, as a condition of Final Reading. If Water Sustainability Act approval is not granted, some revisions to the proposal may be required. The applicant has acknowledged this risk.

Agricultural and Food Security Advisory Committee (AFSAC): At its May 5, 2016 meeting, AFSAC recommended that the application be supported based on the revised proposal and improvements for agricultural productivity. The AFSAC members indicated concerns about septic leakage into the low-lying ALR portion of the site and prefer to see a City sanitary system in the proposed development as opposed to a septic system.

Metro Vancouver: The applicant is proposing to amend the site’s Regional Growth Strategy (RGS) designation from Agricultural to General Urban. The applicant is also proposing to amend the Metro Vancouver Urban Containment Boundary and to include the non-ALR portion of the site into the Greater Vancouver Sewerage and Drainage District’s (GVS&DD) Fraser Sewerage Area. Approval for inclusion in the GVS&DD Fraser Sewerage Area is required from Metro Vancouver to extend services to this area. These amendments to the RGS would require a two-thirds weighted vote and a regional public hearing.

BC Hydro: No concerns.

SITE CHARACTERISTICS

Existing Land Use: 18115 – 0 Avenue is vacant farmland that is partially located within ALR. The property has 2 golf course holes on it at the northern portion of property. A small portion of the property is encumbered by a BC Hydro right-of-way. 18147 and 18253 - 0 Avenue are rural acreages that are located outside of the ALR.

Adjacent Area:

Direction	Existing Use	OCP Designation	Existing Zone
North:	Golf course and agricultural acreages, within the Agricultural Land Reserve (ALR).	Agricultural	CPG and A-1
East (Across 184 Street):	Agricultural acreages.	Agricultural	A-1
West:	Agricultural acreage within the ALR.	Agricultural	A-1
South (Across 0 Avenue):	United States of America.	n/a	n/a

## JUSTIFICATION FOR PLAN AMENDMENT

### Background

- At the June 27, 2016 Regular Council – Land Use meeting, Council considered the proposed Official Community Plan (OCP) amendment from Agricultural to Suburban for the non-Agricultural Land Reserve (ALR) portion of the site and referred the project back to staff to work with the applicant to:
  - review the site in terms of future residential development and the feasibility of the proposed septic field and existing soil quality and ascertain whether or not a sewer system can indeed be supported;
  - provide completion of the Hazelmere Golf Course Community in terms of estate lots that are viable for the next 50 years with the aim of completing the Golf Course community while maintaining habitat restoration and agricultural uses. Further it was noted that if the area to the east toward o Avenue should be considered for residential development in the future, a full Neighbourhood Concept Plan (NCP) would be expected, but the process would not be initiated at this time;
  - provide detailed information in terms of the available capacity to provide services to this area that would be "stand alone"; and
  - ensure that this project is an extension to complete the build out of the Hazelmere Golf course.
- Since the June 27, 2016 Regular Council – Land Use meeting, staff have worked with the applicant to resolve the issues that were noted in addition to other site planning considerations. A sewer system to support the proposed development can be established, habitat restoration and agricultural enhancements are proposed, downstream drainage capacity is sufficient for the proposal, and the proposed servicing is being designed solely to accommodate the subject development. The proposal is now being presented for Council's consideration and by-law introduction.
- In support of the proposed Official Community Plan (OCP) amendment, the applicant is proposing a Community Benefit in accordance with the provision identified in the OCP. The applicant has agreed to a contribution in the amount of \$2.5 million, or approximately \$17,000 per lot, which will be used to assist in park development in the South Surrey area. This is discussed in detail later in this report.
- The applicant is also proposing to provide improvements to the proposed park land within the development at no cost to the City, and is also proposing improvements to the soil capability on lands located within the ALR, improved storm water management to reduce potential flooding of the agricultural low lands and also riparian habitat improvements in support of the proposed OCP amendment.



### Official Community Plan (OCP) Amendment

- The applicant is proposing to amend the Official Community Plan (OCP) from Agricultural to Suburban for the lands located outside of the Agricultural Land Reserve (ALR). The ALR portion of the site is proposed to remain designated as Agriculture.
- The OCP amendment is necessary to permit the proposed single family development on the non-ALR portion of the site, which is 23.7 hectares (58.6 acres) in area. The applicant is proposing to dedicate 1.22 hectares (3.01 acres) of parkland, which is 5% of the non-ALR portion of the site, and to convey an additional 3.51 hectares (8.67 acres) of open space/riparian area, which is a further 15% of the non-ALR portion of the site. In total, the applicant is proposing to convey approximately 20% of the non-ALR portion of the site, or 4.73 hectares (11.69 acres), to the City at no cost as park land and open space/riparian area.

### Proposed Community Benefits Associated with the Official Community Plan (OCP) Amendment

- The applicant is proposing to provide a \$2.5 million contribution, or approximately \$17,000 per lot as a community benefit, in accordance with provisions identified in the OCP. The contribution will be used to assist in park development in the South Surrey area. For example, these funds could be used towards the construction costs of the Garden House, and associated amenities, in The Glades Garden Park, which is located nearby in the Douglas community at 457 – 172 Street. The \$2.5 million contribution will be indexed to inflation and is payable prior to final adoption.
- The applicant has agreed to provide improvements to the proposed park land within the development, including grading, drainage, hard surface pathway, landscape and design services as part of a community benefit associated with the proposed OCP amendment.
- In addition, the applicant is proposing to convey to the City at no cost a 4.7 hectare (11.7 acre) open space/riparian protection parcel within the ALR. This parcel contains existing Class A watercourses in a natural state and also a proposed riparian enhancement habitat area.
- Lastly, the applicant is proposing improvements to the soil capability on lands located within the ALR, improved storm water management practices to reduce potential flooding of the agricultural low lands and also riparian habitat improvements, in support of the proposed OCP amendment.

### Metro Vancouver Regional Growth Strategy (RGS) Amendment

- The subject site is designated Rural in Metro Vancouver's *Regional Growth Strategy* (RGS) and is located outside of the Urban Containment Boundary (Appendix IX). The Rural designation permits low density residential development that does not require the provision of urban services such as sewer or transit.
- The proposed development requires the provision of sewer servicing and thus the applicant is proposing the following:
  - to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for the non-Agricultural Land Reserve (ALR) portion of the site from Rural to General Urban;

- to amend the Urban Containment Boundary to include the non-ALR portion of the site; and
- to include the non-ALR portion of the subject site within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area.
- These proposed amendments to Metro Vancouver's RGS are to be referred directly from the affected municipal government and require an affirmative two-thirds weighted vote of the Metro Vancouver Board and a regional public hearing. This step would occur subsequent to Council holding a Public Hearing and granting Third Reading to the proposed development.

### PUBLIC CONSULTATION PROCESS FOR OCP AMENDMENT

Pursuant to Section 475 of the Local Government Act, it was determined that it was necessary to consult specifically with Metro Vancouver with respect to the proposed OCP amendment. No other agencies and organizations are considered to be affected by the proposed OCP Amendment that requires specific consultation.

### DEVELOPMENT CONSIDERATIONS

#### Site Context

- The subject site consists of 3 properties (18115, 18147 and 18253 - 0 Avenue) located along 0 Avenue near 184 Street in the Hazelmere Valley, with a combined area of 52.2 hectares (128.9 acres). The property at 18115 - 0 Avenue is located partially within the Agricultural Land Reserve (ALR) and contains 2 holes of the Hazelmere golf course. The property is split-zoned "General Agriculture Zone (A-1)" and "Golf Course Zone (CPG)" and is designated Agricultural in the Official Community Plan (OCP). The property is split-designated Agricultural and Rural in Metro Vancouver's Regional Growth Strategy (RGS). The applicant is proposing to develop the southern portion of the property, which is located outside of the ALR (Appendix III).
- The properties at 18147 and 18253 - 0 Avenue are zoned A-1. These two properties are not in the ALR and are designated Agricultural in the OCP and Rural in Metro Vancouver's RGS.
- The parcel is bordered on the north by the Hazelmere golf course and a separate agricultural acreage property. The site is bordered by agricultural acreages to the east (across 184 Street) and west. The site is bordered on the south (across 0 Avenue) with the United States.
- The portion of the site that is to be developed is located on a north-facing slope with moderately steep grades, with a high elevation of 70 metres (230 feet) above sea level along 0 Avenue and a low elevation of 21 metres (69 feet) at the north portion of the site. The site is mostly cleared, although some forest clusters remain on the site. There are a number of Class B watercourses on the portion of the site that is to be developed. In addition, there is a red-tailed hawk nest, a bald eagle nest and a great horned owl nest on the subject site (3 nests in total) and a barn owl nest on the property to the west (17951 - 0 Avenue).

### Proposed Development

- The applicant is proposing:
  - OCP and RGS amendments as described above;
  - to rezone portions of the site as follows:
    - the portion of the site shown as Block B in Appendix II from "General Agriculture Zone (A-1)" to "Golf Course Zone (CPG)";
    - the portion of the site shown as Block C in Appendix II from "Golf Course Zone (CPG)" to "General Agriculture Zone (A-1)"; and
    - the portion of the site shown as Block E in Appendix II and the properties at 18147 and 18253 - o Avenue from ""General Agriculture Zone (A-1)" to "Quarter Acre Residential Zone (RQ)".
  - a Development Permit for Hazard Lands (steep slopes), Farm Protection and for Sensitive Ecosystems;
  - an Agricultural Land Commission (ALC) application for inclusion of a 1.6 hectare (3.9 acre) portion of the property at 18115 - o Avenue under the BC Hydro power lines, a non-farm use to permit stormwater runoff into the proposed habitat ponds in the ALR, and subdivision to create a green space lot within the ALR for conveying to the City for conservation purposes; and
  - subdivision into 145 single family lots, several park lots, a detention pond lot, and a remainder lot in the ALR.

### ALR Portion of Site

- The gross site area is 52.2 hectares (128.9 acres), with approximately 55% (28.5 hectares/ 70.4 acres) of the site located within the ALR. The applicant is proposing to align the zoning on this portion of the site to follow the boundaries of the golf course. To facilitate this, a portion of the site is proposed to be rezoned from the CPG Zone to A-1 Zone and a separate portion of the site is proposed to be rezoned from the A-1 Zone to the CPG Zone. The impact of this is a net increase in the amount of land zoned A-1 and a decrease in the amount of land zoned CPG.
- The applicant is proposing to include a 1.6 hectare (3.9 acre) portion of the property at 18115 - o Avenue under the BC Hydro power lines. This portion of the property is located at the southwest corner of 18115 - o Avenue, and would provide access to the farming parcel from o Avenue.
- To improve the agricultural productivity of the ALR portion of the site, the applicant is proposing a number of improvements, including: (1) the installation of a drain tile system to improve drainage; (2) the installation of an irrigation system; and (3) improving the soil structure and fertility by adding compost and introducing perennial forage grasses and cereals which can improve the condition and fertility of the soil. The applicant's agricultural

consultant states that "based upon implementation of the land improvements described above and after 2 to 3 years of production of forage grasses and cereals, the fertility and tilth should increase to a point where the land would be ready to produce a wide range of field crops, including berries and vegetables."

- To improve storm water management and riparian habitat on the site, the applicant is proposing to relocate and consolidate various watercourses, and also construct habitat ponds. These ponds are also to handle the stormwater from the development portion of the site, which will be collected in an on-site detention pond on a portion of the site that is located outside of the ALR. The upland non-ALR portion of the site currently drains into the ALR. The improved storm water management will direct uncontrolled flows and reduce potential flooding of lowland agricultural areas. The riparian and natural areas are proposed to be conveyed to the City for riparian conservation purposes. Appendix VIII shows the locations of the proposed improvements to the portion of the site located within the ALR.
- Upon Council granting Third Reading to the rezoning and OCP amendment by-laws, the application will be referred to the Agricultural Land Commission (ALC) for consideration of the following:
  - inclusion of a 1.6 hectare (3.9 acre) portion of the property at 1815 – o Avenue into the ALR;
  - non-farm use to permit stormwater runoff into the proposed habitat ponds in the ALR; and
  - subdivision to create a 4.6 hectare (11.3 acre) lot within the ALR, comprised of riparian area and habitat ponds, for conveying to the City for conservation purposes.

#### Non-ALR Portion of Site - Density

- The non-ALR portion of the site proposed for residential development is approximately 21.3 hectares (52.6 acres), with a developable area of 20.7 hectares (51.1 acres) (excludes the areas within 5 metres (16 ft.) of top-of-bank of identified watercourses). The applicant is proposing to create 145 single family lots which provides a gross unit density of 7.0 units per hectare (uph)/ 2.8 units per acre (upa), which complies with the density permitted under the Official Community Plan (OCP) Suburban designation where sufficient parkland and/or a community benefit are provided.
- The OCP currently indicates that for areas within 200 metres (660 ft.) of the Agricultural Land Reserve (ALR) boundary, the density should not exceed 5 units per hectare (2 upa). The applicant is proposing 76 lots within 200 metres (660 ft.) of the ALR boundary. The developable area within 200 metres (660 ft.) of the ALR boundary is 13.3 hectares (32.8 acres), which provides a gross unit density of 5.7 uph, which exceeds the maximum density of up to 5 units per hectare (2 units per acre) within 200 metres (660 ft.) of the ALR permitted in the Suburban designation.
- However, Council has approved in principle (By-law No. 18833, associated with Development Application No. 7914-0365-00, is at Third Reading) an OCP Amendment to amend the Suburban designation in order to permit the allowable density within and beyond 200 metres (656 ft.) of the Agricultural Land Reserve (ALR) to be averaged over a development site.

- The subject application will utilize this approach with density to be averaged over the entire site which equates to a unit density of 7.0 units per hectare (2.8 upa) based on the gross site area, which is less than the maximum density of 10 units per hectare (4 upa) permitted in the Suburban designation.
- Staff note that should the subject application be supported by Council, Metro Vancouver and the ALC and the application be ready for finalizing in advance of Development Application No. 7914-0365-00, then the OCP Amendment associated with Development Application No. 7914-0365-00 will be completed as part of the subject application.

#### Quarter Acre Residential Zone (RQ)

- The applicant is proposing to utilize the newly proposed "Quarter Acre Residential Zone (RQ)", which is being introduced on July 24, 2017 [at the Regular Council – Land Use meeting] (Appendix VII). The RQ Zone allows for a density of 10 units per hectare (uph)/4 units per acre (upa), which is consistent with the densities permitted in much of the Suburban designated areas of the Official Community Plan (OCP). The proposed zone also allows for flexibility in the minimum lot size to encourage the retention of publicly-accessible open space and natural area protection.
- The proposed RQ Zone allows a range of minimum lot sizes from 930 square metres (10,000 sq.ft.) with a 5% dedication of open space for parks purposes, to 775 square metres (8,300 sq.ft.) where at least 15% of the development site is set aside as public open space, to 700 square metres (7,500 sq.ft.) for 50% of the lots where at least 30% of the development site is set aside as open space. The applicant is providing 22% of the non-ALR portion of the site to the City at no cost as park land and open space/riparian area, which allows them to propose lots with a minimum lot size of 775 square metres (8,300 sq.ft.). The applicant is proposing a minimum lot size of 800 square metres (8,610 sq.ft.).
- The proposed lots range in width from 20 metres (66 ft.) to 32.5 metres (107 ft.), in depth from 31.5 metres (103 ft.) to 43.8 metres (144 ft.), and in area from 800 square metres (8,610 sq. ft.) to 1,032 square metres (11,110 sq. ft.), which meets the minimum lot width, depth and area requirements of the RQ Zone.

#### Building Design Guidelines & Lot Grading

- The applicant has retained Michael Tynan of Tynan Consulting Ltd. as the Design Consultant. In an effort to minimize the visual impact of the proposed hillside development, staff will work with the Design Consultant to further refine the Building Scheme to that end. Proposed design requirements that address viewsapes on the hillside may include:
  - specifying dark or earth toned roof and exterior cladding colours so that homes blend into the surrounding hillside, rather than stand out in contrast;
  - reducing and breaking up the massing of the north face of the proposed homes by including mid-story roofs;

- providing additional building articulation by requiring that there are no north side building faces exceeding a height of 1.5 stores that are unbroken by a roof line in order to limit the effect of the homes to those viewing the site from the north; and
  - floor offsets are required to ensure the massing design steps up the hill and gabled projections are not permitted at the upper floor at any proposed rear side of rear sloping lots.
- A preliminary lot grading plan has been prepared by Aplin & Martin Consultants Ltd. The applicant is proposing a significant amount of cut and fill on the development portion of the site. Significant retaining walls are proposed between private lots and also between private lots and the proposed large City park lot on the north side of the development area. Staff have indicated concern with the height of some of the proposed retaining walls (approximately 4-6 metres/13-20 ft.).
- The applicant advises the retaining walls are necessary to accommodate the proposed house form as they feel a multi-story transition is not appropriate for this project. A multi-story transition (i.e. over two of the three levels in a house) would help reduce the height of retaining walls, as is commonly done along such places where slopes are very steep, as in the ocean bluff area of South Surrey. The applicant is proposing to transition grades through one level (the basement) only. The applicant advises that the road grades have been designed to the maximum allowable slope in an effort to get the road elevations as low as possible relative to the existing grades. The lower the road elevations are, the lower the retaining walls can be. The applicant also indicated that they would continue to explore options to reduce the height of the retaining walls through the detailed design process.
- The applicant is proposing a 1.5-metre (5-ft.) wide separation from the proposed City park lot in the northern portion of the site to the base of the retaining walls that are proposed at the rear of the proposed lots that back onto the proposed City park lot. The applicant advises that any maintenance to the retaining walls can be carried out from on top of the retaining walls (i.e. private property), and not from the bottom of the retaining walls (i.e. City property).
- Staff have recently encountered issues in the construction of retaining walls in close proximity to City park land, and do not support the 1.5-metre (5-ft.) wide separation proposed by the applicant. Given the substantial size of the retaining walls and the City's previous experiences, staff are seeking a minimum 4-metre (13-ft.) wide separation to provide an opportunity to allow for maintenance from the base of the retaining wall, and to ensure that construction does not encroach into park land. Furthermore, staff are not convinced that the suggested retaining wall works can be completed and maintained from the top of the retaining wall.
- Should the project obtain the necessary approvals from Metro Vancouver, more work is required prior to final adoption to resolve staff concerns around the proposed lot grading, and the height and location of retaining walls. Staff will work with the applicant on measures to address the noted concerns, including the use of more grade transitioning through building design.
- The applicant is required to submit a hydrological report to the satisfaction of City staff, prior to final adoption, to demonstrate how pre-development flows into the proposed City park land adjacent to the ALR will be maintained post-development.

- Various restrictive covenants and easements are proposed to be registered as a condition of final adoption, including:
  - a Section 219 No-build Restrictive Covenant on the proposed lots which contain retaining walls to ensure that the retaining walls are installed with a Building Permit and are completed prior to any Building Permits being issued for single family dwelling construction;
  - a Section 219 Restrictive Covenant and easement on the proposed lots which contain retaining walls to protect a 4-metre (13 ft.) wide access corridor for the purposes of retaining wall maintenance and also a minimum 2.0-metre (7 ft.) wide access corridor along side yard lot lines to provide access to the rear of the lot;
  - a Section 219 Restrictive Covenant to ensure retaining walls are constructed, repaired, maintained and replaced in accordance with the geotechnical report, retaining wall plans and the retaining maintenance report at the sole cost of the future land owners; and
  - a Section 219 Restrictive Covenant to restrict the placement of fill upon the lands according to the approved lot grading plan and otherwise adhere to the approved lot grading plan, and to require that the foundations of any buildings, houses or other structures have foundations engineered in accordance with the approved geotechnical report.
- The applicant proposes in-ground basements on all lots. The feasibility of in-ground basements will be confirmed once the City's Engineering Department has reviewed and accepted the applicant's final engineering drawings.

#### Raptor Protection

- The non-Agricultural Land Reserve (ALR) portion of the site contains a red-tailed hawk nest and a great horned owl nest. Both nests are within the proposed riparian/open space lot. The ALR portion of the site contains a bald eagle nest. The property to the west (17951 - o Avenue contains a barn owl nest. The nest and proposed buffer locations are shown in Appendix II.
- The applicant has provided a raptor nest protection/mitigation plan. The provincial *Guidelines for Raptor Conservation during Urban and Rural Land Development (2013)* recommends a minimum no-disturbance buffer of 100 metres (330 ft.) from active nest locations and an additional "quiet" buffer of a further 100 metres (330 ft.) during the breeding season.
- The applicant is proposing:
  - to assess the breeding status of the barn owl, great horned owl, bald eagle and red-tailed hawk prior to commencement of works within the 200 metre (660 ft.) buffer zone to determine monitoring requirements;
  - no land-clearing should occur within 200 metres of the great horned owl nest between

- January and early September, unless a report by a qualified biologist advises that the nest is not active;
- no house construction should occur on the three proposed lots (Lots 55-57) nearest the great horned owl nest between January and April, inclusive, unless a report by a qualified biologist advises that the nest is not active. This is the period when birds may be most likely to abandon a nest site, and also occurs before deciduous trees are in full-leaf condition; and
- two alternate nest sites should be identified within the wooded portion of the property near the existing nest, and be prepared by installing nest platforms during the fall season.
- The applicant is required to register a Section 219 Restrictive Covenant on the impacted lots to ensure the various restrictions required in the raptor nest protection/mitigation plan are followed, as a condition of final adoption.

Development Permit for Farming Protection

- The Official Community Plan (OCP) requires that all development sites adjacent to land within the Agricultural Land Reserve (ALR) obtain a Development Permit for farming protection and conform to specific guidelines, prior to subdivision of the site. The Development Permit is required to reduce agricultural-urban conflicts through increased setbacks and vegetated buffering.
- The Farming Protection DP guidelines are specified in the OCP. These guidelines are listed in the table below, together with an explanation on how the subject application complies:

Farming Protection DP Guidelines	DP Guideline Requirements	Current Proposal
<b>Restrictive Covenant:</b>	A restrictive covenant is required to inform future owners of farm practices in the area that may produce noise, odour and dust.	The applicant has agreed to register the restrictive covenant on the proposed lots within 200 metres (660 ft.) of the ALR boundary.
<b>Building Setback:</b>	Minimum 30-metre (98-ft.) setback from the ALR border to the buildings.	The applicant will register a restrictive covenant on lots near the ALR to ensure buildings are set back a minimum of 30 metres (98 ft.) from the ALR boundary.
<b>Landscape Buffer:</b>	Minimum vegetated landscape buffer with a 20-metre (66-ft.) width, to be conveyed to the City.	The applicant is conveying a 20-metre (66-ft.) wide buffer area to the City. This area will contain landscaping and also a Parks pathway.

- The applicant’s proposal complies with the OCP’s Farming Protection DP guidelines.



### Hazard Land Development Permit (Steep Slopes)

- A Development Permit (DP) for Hazard Lands is required under the OCP due to the steep slopes on the development portion of the site. In order to address this requirement, the applicant has submitted a Development Feasibility Study.
- The geotechnical report, prepared by Geopacific Consultants and dated July 13, 2017, indicates "that the site meets accepted slope stability requirements for development".
- Staff have confirmed that the content of the geotechnical report addresses the OCP Hazard Land DP guidelines. The geotechnical engineer is required to review and accept the final building designs for the proposed single family dwellings. As a condition of final adoption, the applicant will be required to register a Section 219 Restrictive Covenant to ensure that future house construction is in accordance with the recommendations identified in the geotechnical report.
- Upon approval of the documents associated with the Development Feasibility Study, the documents will be included in the finalized Hazard Land Development Permit.
- At Building Permit stage, the Building Division will require Letters of Assurance from a geotechnical engineer to ensure that the building plans comply with the recommendations in the approved geotechnical report.

### Sensitive Ecosystem Development Permit

- On September 12, 2016, Council adopted amendments to the OCP to create a new Sensitive Ecosystem Development Permit Area. The subject site is located within the Sensitive Ecosystem Development Permit Area.
- The OCP is used to identify the specific types of ecosystems that are intended to be protected including Class A, A/O, or B streams, and the Zoning By-law (Part 7A Streamside Protection) is used to identify the specific protection areas that are required to be established for Streamside Setback Areas.
- An Ecosystem Development Plan dated June 20, 2017 was prepared by Ian Whyte of EnviroWest Consultants Inc. and found to be generally acceptable by staff. The finalized report and recommendations will be incorporated in the Development Permit.
- The portion of the site where development is proposed and that is not located within the Agricultural Land Reserve (ALR) contains two Class B watercourses and a Class B roadside ditch (along 184 Street). The top-of-bank for the two Class B watercourses was expanded to encompass minor seepage channels that were not identified on COSMOS. The Zoning By-law prescribes a 15-metre (49 ft.) setback for these watercourses, which the applicant has provided. The proposal results in a net gain of habitat area through the utilization of the flexing provision in the Zoning By-law [of approximately 1,500 square metres (16,100 sq.ft.)].
- The Class B roadside ditch along 184 Street may require removal to facilitate roadworks on 184 Street. In the event that the roadside ditch remains, the proposed lots adjacent to this Class B roadside ditch have been sized to accommodate the 7-metre (23 ft.) setback required by the Zoning By-law.

- The ALR portion of the site contains a number of Class B watercourses and a Class A watercourse in the northerly portion of the site. The Class A watercourse is proposed to be fully protected following the Zoning By-law requirements.
- The applicant is proposing to eliminate and consolidate a number of the Class B watercourses and to construct habitat ponds on the ALR portion of the site. These ponds are also intended to handle the stormwater from the site, which will be collected in an on-site detention pond located on the non-ALR portion of the site. The upland non-ALR portion of the site currently drains into the ALR. The improved storm water management will direct uncontrolled flows and reduce the potential flooding of lowland agricultural areas. The riparian and natural areas are proposed to be conveyed to the City for conservation purposes.
- Provincial approval under the Water Sustainability Act is required to eliminate and consolidate the Class B watercourses. This approval will be required prior to final adoption of the associated by-laws should the application be supported by Council. The applicant has acknowledged the risk that if Provincial approval is not granted, this may affect their proposal and necessitate additional changes.
- The Ecosystem Development Plan prepared by the applicant will be incorporated into the Sensitive Ecosystem Development Permit. The applicant is required to enter into a P-15 agreement for the monitoring and maintenance of the replanting in the riparian areas as a condition of final adoption.

#### Engineering Considerations

- As noted in Corporate Report Loo2 (received as information at the Regular Council – Land Use meeting of October 24, 2016), there are no complete studies with respect to environmental considerations, drainage, sanitary servicing, water provision or transportation network that have been undertaken for the non-Agricultural Land Reserve (ALR) lands in Hazelmere. The servicing impacts of the proposed development needs to be addressed in a more comprehensive servicing strategy such as is undertaken for a Neighbourhood Concept Plan (NCP) if the area were to be designated for suburban development.
- In recent months the applicant's consultants have completed or initiated a number of studies to address the servicing of the lands covered by this application similar to those undertaken for an NCP. This work has been undertaken with support from Engineering Department staff so as to ensure the general approaches being considered by the applicant are reasonable. Although these studies have not been completely finalized, they do provide a framework for future more detailed analysis and design should the project be endorsed by Council and Metro Vancouver.
- Staff note that the site is not serviced by a sanitary sewer system and is outside of the Greater Vancouver Sewerage & Drainage District (GVS & DD) and Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the GVS & DD would be required from Metro Vancouver to extend services to this area. As noted in the April 13, 2015 Planning Report for this project, the Douglas Neighbourhood Sanitary sewer system does not have sufficient capacity to support the development of this area. As such, the applicant is proposing a pump and forcemain system for their site. The pump station would be located near 2 Avenue and 184 Street with a forcemain running from this location some 10

kilometres (6.2 miles) north along 184 Street to a proposed connection to the GVS&DD main near 52 Avenue and 184 Street. Currently, the forcemain is expected to measure 150 millimetres (6 inches) in diameter. It is understood that cleansing velocities may not necessarily be achieved along the length of the force main and cleaning (or "pigging") facilities will be required. Similarly, odour issues will need to be addressed at a number of locations along the length of this system.

- In terms of drainage, a preliminary Integrated Stormwater Management Plan (ISMP) Scoping Study has been undertaken for the Little Campbell River watershed which includes this area of the Hazelmere Valley. The applicant's engineer has initiated a detailed ISMP. Although the ISMP has not yet been finalized it assumes the area would undergo a more suburban form of development. The ISMP is addressing concerns over upland development causing drainage impacts such as flooding in low land areas and erosion in steeper channels. The ISMP will also include a detailed evaluation of environmental constraints and opportunities in the area. Preliminary recommendations from include mitigation measures within the proposed development area. These measures, although not completely finalized yet, have been included in the project's site plan.
- There is currently no water provision plan in place for this rural area. Current area residents obtain water from private wells. Densification of the area to suburban land use would trigger the need to develop a water system expansion plan for the area. City water mains currently exist nearly 1 kilometre (0.6 miles) from the site. Although a system can be extended to this area, significant concern with respect to water age (i.e. water quality) have been noted. Looping of water mains to mitigate concerns would not be feasible as a second water system connection point is well over 3 kilometres (1.9 miles) away. The applicant's preliminary servicing concept plan proposes one water main to provide potable and fire protection service. This would lead to a need for a rechlorination station within the area. The operational liability and costs (approximately \$500,000/year) associated with operating a chlorination station are significant. Engineering staff have suggested to the applicant that a dual water system be explored in an effort to avoid the need for a rechlorination station. In this approach potable water would be conveyed through a smaller set of mains that will more easily maintain water quality at a lower operational cost and fire flows would be conveyed in a larger set of mains that could remain stagnant until needed. Engineering Department staff will work with the applicant to finalize design of such a system should the project be endorsed by Council and Metro Vancouver.
- In terms of transportation, a study has been undertaken by the applicant's engineer to evaluate off-site servicing requirements associated with this development. Although increased traffic volumes would be expected, off-sites works are anticipated to include, as a minimum, ensuring adequate pavement structure and width to and from the site along 184 Street to 8 Avenue, and along 0 Avenue to 177A Street. These rural roads were not intended to carry urban traffic volumes. In addition, the potential for conflict between farm vehicles and other vehicles must also be addressed along these roads.
- All costs associated with extending City services to the site will be borne by the applicant. None of these are currently included in the City's 10-Year Servicing Plan.
- Long term operational cost implications of the proposed servicing strategies have not been established. Should the anticipated per/capita costs associated with operating the systems specifically installed to service this development significantly exceed those for the City as a

whole, a Local Area Service strategy may be proposed to Council for some or all of the utility services.

- Detailed servicing requirements within the development are outlined in Appendix III.

### School Considerations

- To serve the Douglas and Hazelmere areas growing demand, the School District, as part of their 2017/2018 Capital plan submission to the Ministry of Education, have requested to build a new school with a 80K/525 capacity school, to supplement the existing Hall's Prairie catchment. This new school is to be located within the Douglas Neighbourhood Concept Plan. The Ministry supported the School District, in March 2017, with an approval to prepare a feasibility report to determine scope of project, schedule and construction budget. After the report is completed, the School District will submit the feasibility report to the Ministry to approve design and construction funding. Once design and construction funding is approved, the project will take 3 years to design and build the school.
- This new school is to provide additional new school spaces needed in the community as the existing smaller rural Hall's Prairie Elementary is undersized and cannot meet future growing in-catchment demand.
- In addition to the subject application (which was not built into the School District's enrolment forecast for the Hall's Prairie catchment area), there is another active development application (Development Application No. 7916-0118-00) in the 900-1100 block of 168 Street in the Highway 99 Corridor Local Area Plan (LAP) which proposes approximately 400 townhouse units and is also located within the Hall's Prairie catchment area. Council gave Development Application No. 7916-0118-00 preliminary direction at the Regular Council – Land Use meeting of June 27, 2016 to bring the applicant's residential proposal back to Council for further consideration, and it is anticipated that this project could be presented for Council's consideration of by-law introduction in Fall 2017. This proposed development also was not built into the School District's enrolment forecast for the Hall's Prairie catchment area.
- Given the unforeseen enrolment increases posed by the subject application and also Development Application No. 7916-0118-00, if the subject application obtains Metro Vancouver approval, staff will then provide an update to Council on the school capacity situation in the Douglas/Hazelmere area.

### TREES

- Michael Mills, ISA Certified Arborist of Michael J. Mills Consulting prepared an Arborist Assessment for the non-Agricultural Land Reserve (ALR) development portion of the subject site. The table below provides a summary of the tree retention and removal by tree species:

**Table 1: Summary of Tree Preservation by Tree Species:**

Tree Species	Existing	Remove	Retain
<b>Alder and Cottonwood Trees</b>			
Alder	176	172	4

Tree Species	Existing	Remove	Retain
Cottonwood	6	6	0
<b>Deciduous Trees</b> (excluding Alder and Cottonwood Trees)			
Black Locust	18	18	0
Fruiting Apple	11	11	0
Big Leaf Maple	7	7	0
Pacific Willow	6	6	0
Paper Birch	4	4	0
Pin Cherry	3	3	0
Mountain Ash	1	1	0
<b>Coniferous Trees</b>			
Western Red Cedar	22	15	7
Douglas-fir	2	2	0
<b>Total (excluding Alder and Cottonwood Trees)</b>	<b>74</b>	<b>67</b>	<b>7</b>
<b>Additional Estimated Trees in the proposed Open Space / Riparian Area</b>	<b>519</b>	<b>0</b>	<b>519</b>
<b>Total Replacement Trees Proposed (excluding Boulevard Street Trees)</b>		<b>363</b>	
<b>Total Retained and Replacement Trees</b>		<b>370</b>	

- The Arborist Assessment states that there are a total of 74 protected trees on the non-ALR development portion of the site, excluding Alder and Cottonwood trees. One hundred eighty-two (182) existing trees, approximately 71 % of the total trees on the site, are Alder and Cottonwood trees. It was determined that 7 trees can be retained as part of this development proposal. The proposed tree retention was assessed taking into consideration the location of services, building footprints, road dedication and proposed lot grading.
- Table 1 includes an additional approximate 519 protected trees that are located within the proposed open space/riparian area. The trees within the proposed open space/riparian area will be retained, except where removal is required due to hazardous conditions. This will be determined at a later time, in consultation with the Parks, Recreation and Culture Department.
- A detailed planting plan prepared by a Registered Professional Biologist (R.P. Bio.) and an associated P-15 agreement are required for the monitoring and maintenance of the proposed trees to be planted in the conveyed riparian/ open space area.
- For those trees that cannot be retained, the applicant will be required to plant trees on a 1 to 1 replacement ratio for Alder and Cottonwood trees, and a 2 to 1 replacement ratio for all other trees. This will require a total of 312 replacement trees on the site. The applicant is proposing 363 replacement trees, which exceeds City requirements.

- In summary, a total of 370 trees are proposed to be retained or replaced on the site.

### PRE-NOTIFICATION

Pre-notification letters were sent on July 4, 2017. Since the June 27, 2016 Regular Council – Land Use meeting staff have received 9 phone calls and 4 emails. Eight (8) of the callers and 2 of the email respondents did not express any concerns with the project but rather were inquiring about when the proposed lots would be ready to purchase or inquired to see if lands to the east of 184 Street could be subdivided in a similar fashion, and if servicing would be available for lands east of 184 Street.

The applicant held a Public Information (PIM) meeting on June 28, 2017 at the Hazelmere golf course from 5pm to 7pm. A total of 18 individuals signed in, of which 7 submitted comment sheets. The comment sheet and the 3 above mentioned email correspondents and 1 caller indicated concerns with the project, including concerns about the small lot sizes and the impact on this rural area, precedent setting for future development east of 184 Street, riparian protection concerns, increasing traffic, traffic safety on 8 Avenue in front of Halls Prairie Elementary School, lack of sidewalks on 184 Street and 8 Avenue, and increased demands on emergency services and local schools.

*(Council's resolution at the June 27, 2016 Regular Council – Land Use meeting provided direction to "ensure that this project is only an extension to complete the build out of the Hazelmere Golf course". The servicing proposed for the subject site is not intended to service additional future development for the non-Agricultural Land Reserve (ALR) lands to the east of 184 Street.*

*The proposed zoning and lot sizes comply with the site's proposed Suburban designation in the Official Community Plan (OCP). Transportation off-sites works are anticipated to include, as a minimum, ensuring adequate pavement structure and width to and from the site along 184 Street to 8 Avenue, and along 0 Avenue to 177A Street.*

*The School District indicates that to serve the Douglas and Hazelmere areas growing demand, as part of their 2017/2018 Capital plan submission to the Ministry of Education, they have requested to build a new school with a 80K/525 capacity school, to supplement the existing Hall's Prairie catchment. This new school is to be located within the Douglas Neighbourhood Concept Plan. The Ministry supported the School District, in March 2017, with an approval to prepare a feasibility report to determine scope of project, schedule and construction budget. After the report is completed, the School District will submit the feasibility report to the Ministry to approve design and construction funding. Once design and construction funding is approved, the project will take 3 years to design and build the school.*

*This new school is to provide additional new school spaces needed in the community as the existing smaller rural Hall's Prairie Elementary is undersized and cannot meet future growing in-catchment demand. )*

**SUSTAINABLE DEVELOPMENT CHECKLIST**

The applicant prepared and submitted a sustainable development checklist for the subject site on July 17, 2017. The table below summarizes the applicable development features of the proposal based on the seven (7) criteria listed in the Surrey Sustainable Development Checklist.

<b>Sustainability Criteria</b>	<b>Sustainable Development Features Summary</b>
1. Site Context & Location (A1-A2)	<ul style="list-style-type: none"> <li>• The subject site is designated Agricultural in the Official Community Plan (OCP).</li> </ul>
2. Density & Diversity (B1-B7)	<ul style="list-style-type: none"> <li>• The proposed lots will allow for rear yard garden space. The applicant is proposing to improve the productivity of the farmland in the Agricultural Land Reserve (ALR) portion of the site.</li> </ul>
3. Ecology & Stewardship (C1-C4)	<ul style="list-style-type: none"> <li>• The applicant is proposing to use absorbent soils &gt; 300 mm (1 ft.) in depth, roof downspout disconnections, on-lot infiltration trenches or sub-surface chambers, cisterns/rain barrels, vegetated swales/rain gardens/bio-swales, and sediment control devices.</li> <li>• The applicant is proposing to plant 363 replacement trees.</li> <li>• The applicant is proposing to convey riparian/ open space areas to the City.</li> <li>• Composting and recycling pick-up will be available.</li> </ul>
4. Sustainable Transport & Mobility (D1-D2)	<ul style="list-style-type: none"> <li>• The applicant is proposing various pathways and sidewalks in the site.</li> </ul>
5. Accessibility & Safety (E1-E3)	<ul style="list-style-type: none"> <li>• CPTED principles will be followed in pathway design.</li> <li>• The applicant advises that all houses can be designed for adaptable features.</li> </ul>
6. Green Certification (F1)	<ul style="list-style-type: none"> <li>• n/a</li> </ul>
7. Education & Awareness (G1-G4)	<ul style="list-style-type: none"> <li>• The applicant has discussed the project with various community groups through the planning process.</li> <li>• A sustainable features document will be provided to new occupants.</li> </ul>

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Overall Site Plan Showing ALR/Non-ALR Portions of Site, Proposed Subdivision Layout, Raptor Nest Location Map, Zoning Block Plan
Appendix III.	Engineering Summary
Appendix IV.	School District Comments
Appendix V.	Summary of Tree Survey and Tree Preservation
Appendix VI.	OCP Redesignation Map
Appendix VII.	Quarter Acre Residential Zone (RQ)
Appendix VIII.	Map of Proposed Enhancements to ALR Lands
Appendix IX.	Metro Vancouver Regional Growth Strategy Map

*original signed by Ron Hintsche*

Jean Lamontagne  
General Manager  
Planning and Development

KB/da



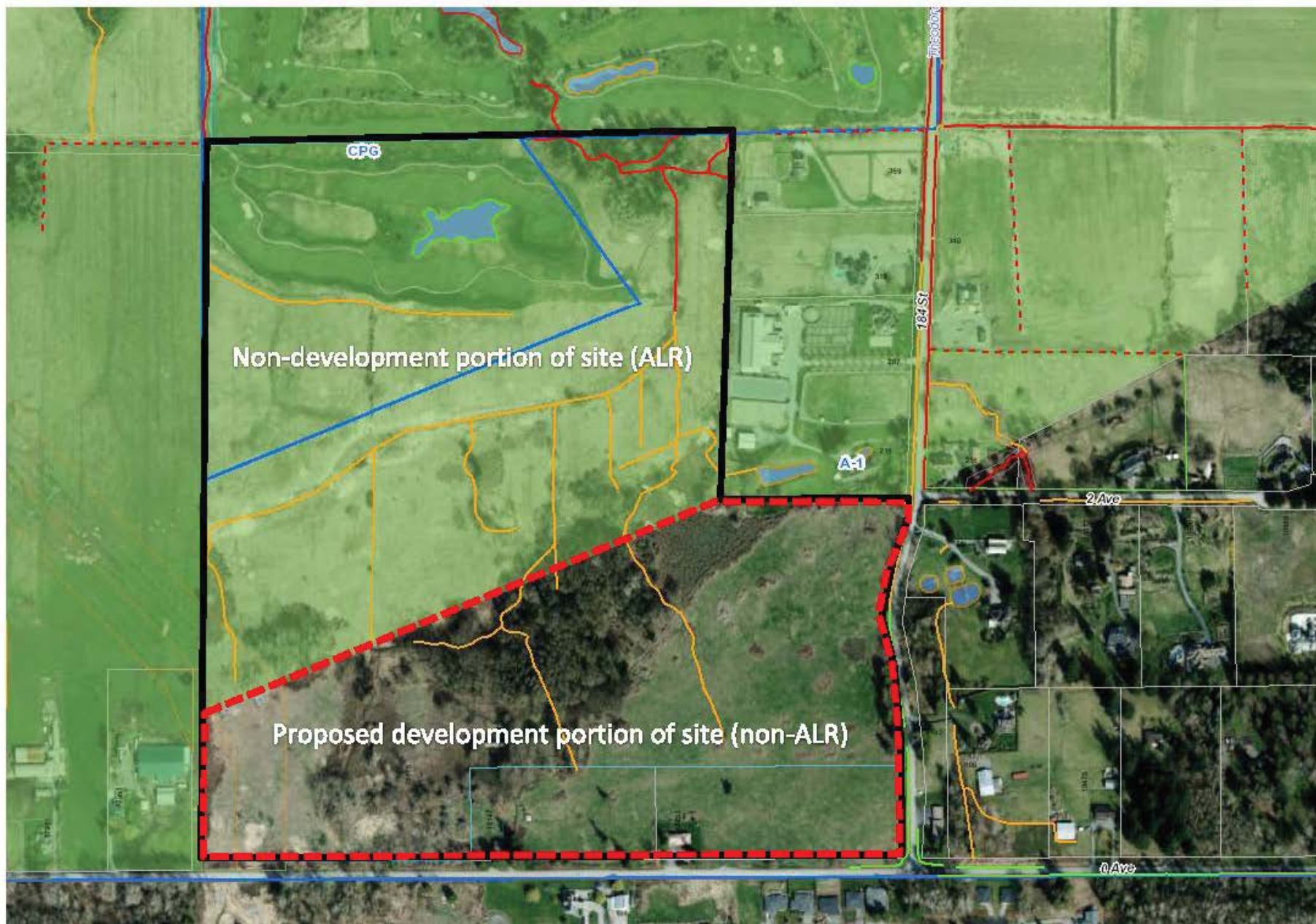
APPENDIX I HAS BEEN  
REMOVED AS IT CONTAINS  
CONFIDENTIAL INFORMATION

## SUBDIVISION DATA SHEET

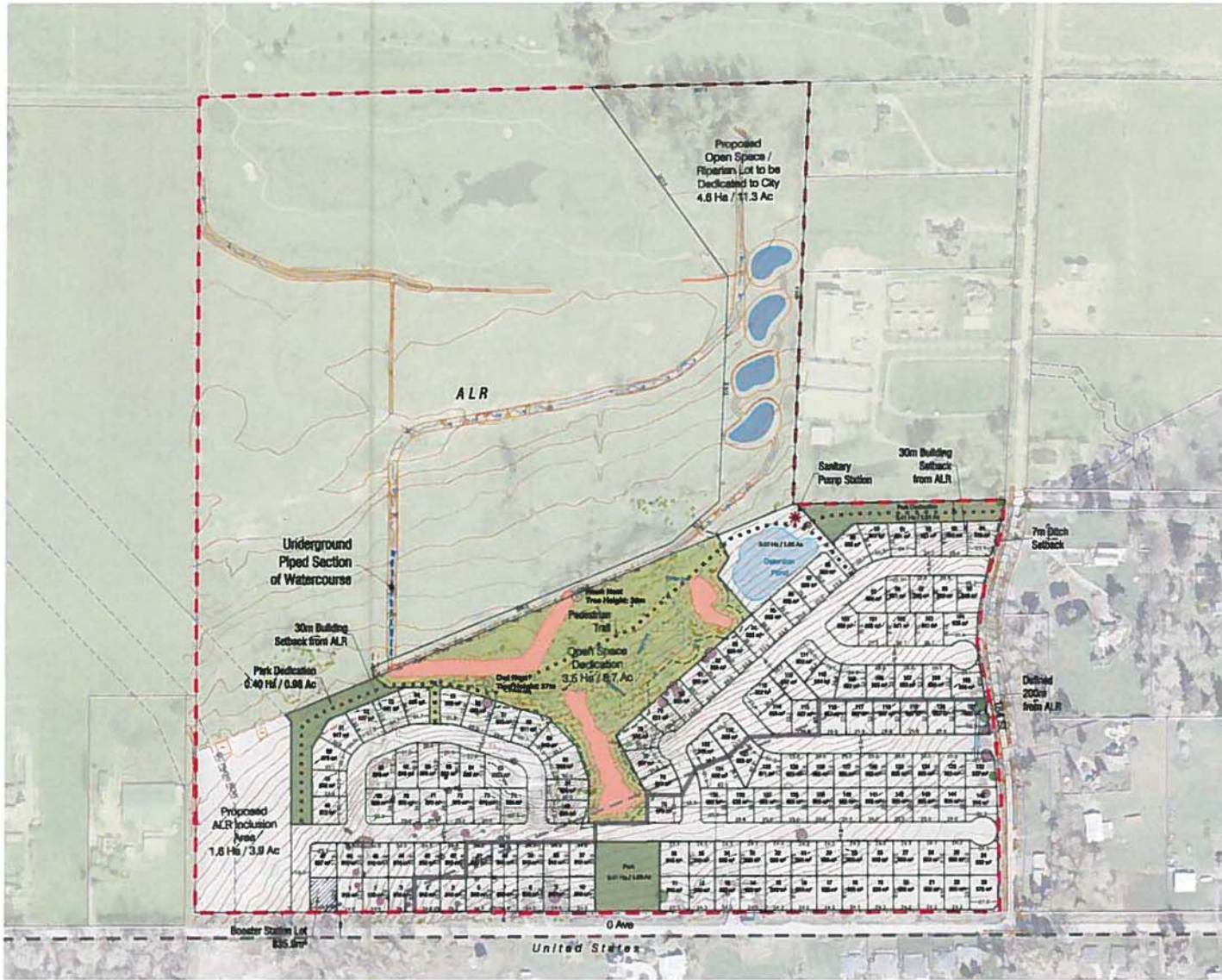
Proposed Zoning: RQ

Requires Project Data	Proposed
GROSS SITE AREA	52.2 hectares (128.9 acres)
Area within ALR	28.5 hectares (70.4 acres)
Area outside of ALR	23.7 hectares (58.6 acres)
Developable Area outside of ALR	20.7 hectares (51.1 acres)
NUMBER OF LOTS	
Existing	3
Proposed	145 single family lots
SIZE OF LOTS	
Range of lot widths (metres)	20 metres (66 ft.) to 32.5 metres (107 ft.)
Range of lot areas (square metres)	800 sq.m. (8,610 sq.ft.) to 1,032 sq.m. (11,110 sq.ft.)
DENSITY	
Lots/Hectare & Lots/Acre (Gross)	7 uph (2.8 upa)
SITE COVERAGE (in % of gross site area)	
Maximum Coverage of Principal & Accessory Building	Section E. Lot Coverage of the "Single Family Residential Zone" (RF) applies
Estimated Road, Lane & Driveway Coverage	
Total Site Coverage	
PARKLAND (non-ALR portion of site)	
Area (square metres)	1.22 hectares (3.01 acres)
% of non-ALR portion of site	5.1 %
	<b>Required</b>
PARKLAND	
5% money in lieu	NO
TREE SURVEY/ASSESSMENT	YES
MODEL BUILDING SCHEME	YES
HERITAGE SITE Retention	NO
BOUNDARY HEALTH Approval	NO
DEV. VARIANCE PERMIT required	
Road Length/Standards	NO
Works and Services	NO
Building Retention	NO
Others	NO

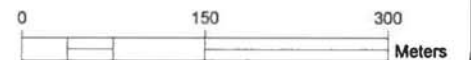
7914-0213-00: Map showing proposed development portion of subject site (non-ALR)



## PROPOSED SUBDIVISION PLAN



- Park Dedication:  
 1.22 Ha / 3.01 Ac  
 (5% of Developable Area\*)  
 \*Excludes ALR & portion to be included in ALR
- Open Space  
 3.51 Ha / 8.67 Ac
- 5m from TOB
- 10m from TOB / Wetted Area
- 15m from TOB / Wetted Area
- Actual 200m ALR Boundary
- Assumed 200m ALR Density Boundary
- TPZ  
 Tree Targeted for Retention (7)
- TPZ  
 Tree Proposed Removal (68)
- Higher valued trees, Alders,  
 or outside development area



LEGAL  
 PID: 013-221-540  
 PID: 007-245-653  
 PID: 007-150-199

GROSS SITE AREA  
 52.18 hectares / 128.94 acres (approx.)

DEVELOPABLE AREA  
 (Excludes ALR, BC Hydro ROW, 5m from TOB)  
 20.7 hectares / 51.1 acres (approx.)

EXISTING DESIGNATIONS  
 Zoning: CPG, A-1  
 NCP: N/A  
 OCP: Agriculture

PROPOSED DESIGNATIONS  
 Zoning: CD, CPG, A-1  
 NCP: N/A  
 OCP: Suburban, Agriculture

LOT YIELD  
 Existing Number of Lots: 3  
 Proposed Number of Lots: 145

GROSS DENSITY  
 (Excludes ALR, Hydro ROW, within 5m from TOB)

Within 200m of ALR	Outside 200m of ALR
13.4 Ha (33.1 Ac)	7.3 Ha (18.0 Ac)
79 Lots	70 Lots
2.36 UPA	3.72 UPA



1:2000  
 at A1



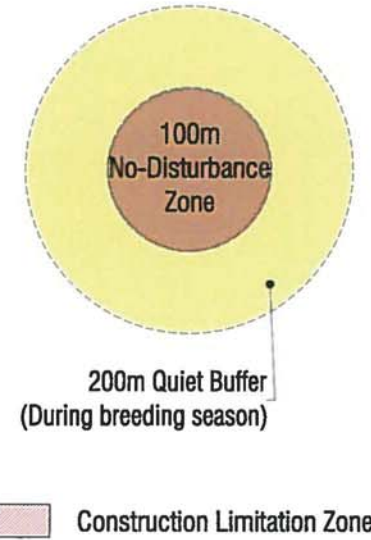
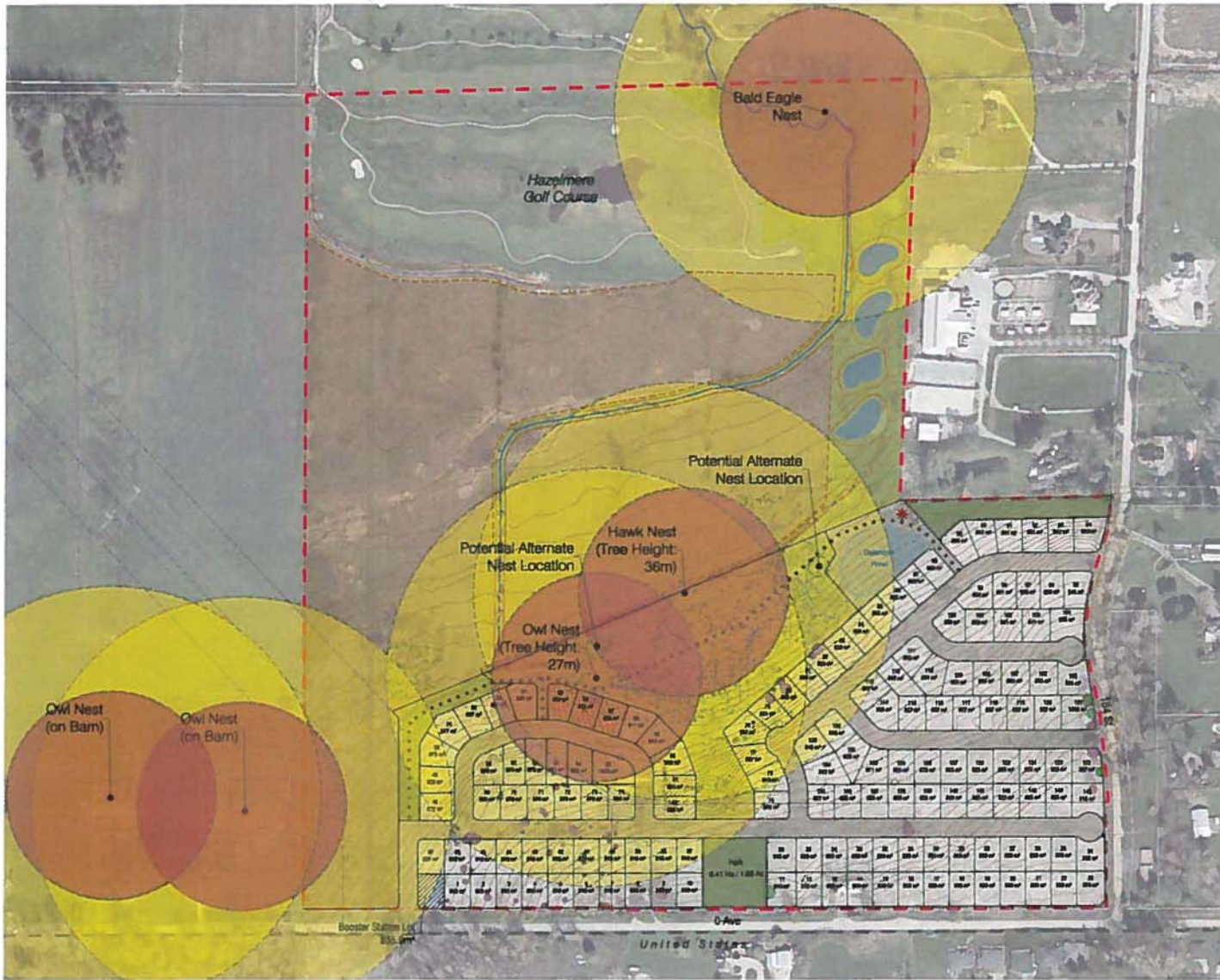
Project No.: 14-024  
 Date: 11 / 07 / 2017

Drawing  
**1**

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Hazelmere Residential Expansion  
 Suburban Subdivision  
 18115, 18147 & 18253 0 Ave, Surrey, BC

## RAPTOR NEST LOCATION MAP



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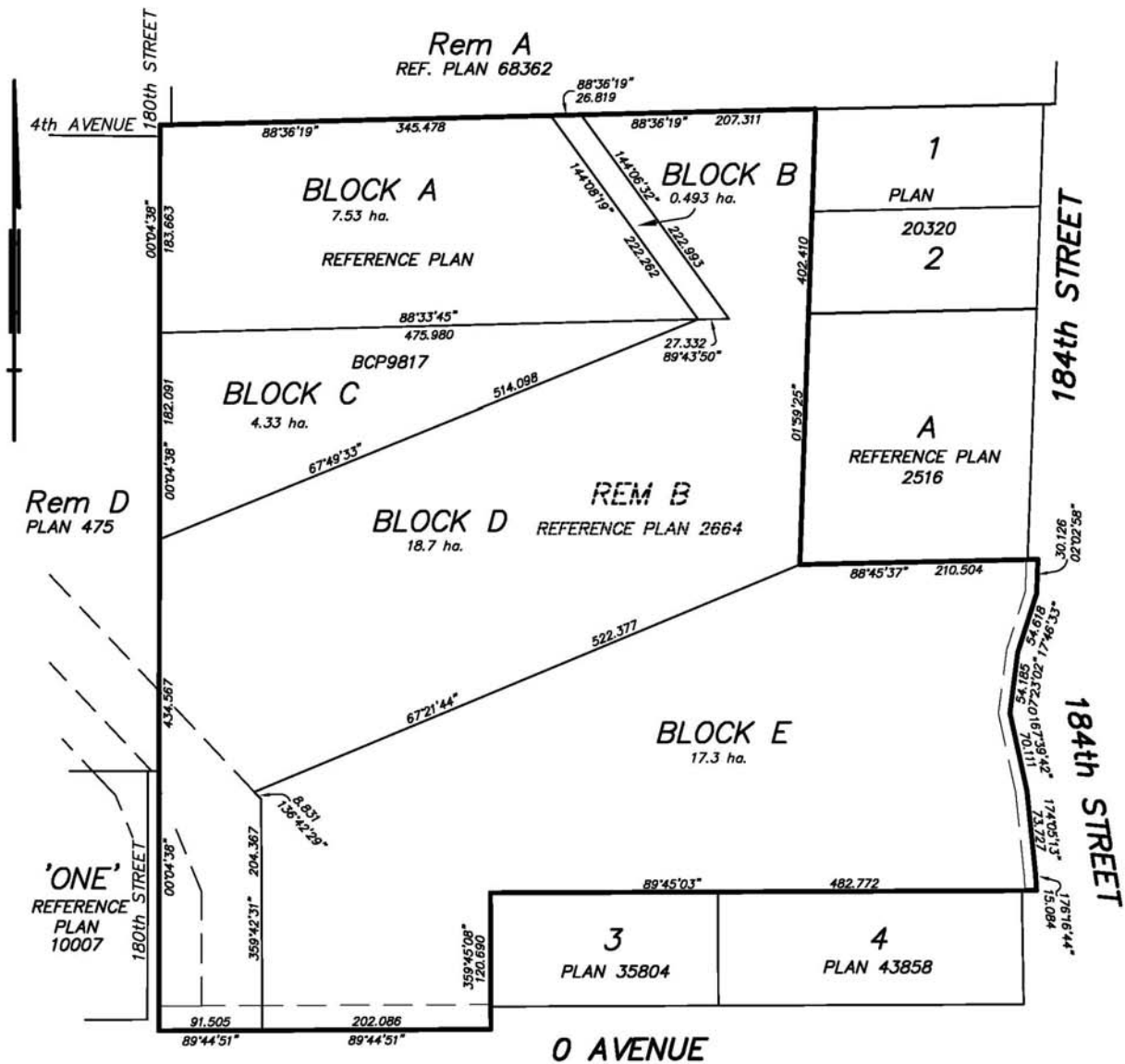
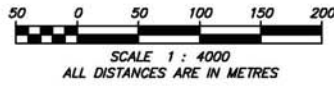
Project No.: 14-024  
 Date: 10 / 07 / 2017

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**SURVEY PLAN TO ACCOMPANY  
CITY OF SURREY ZONING BYLAW \_ \_ \_ \_  
OVER  
PARCEL 'B' (REFERENCE PLAN 2664)**

**SOUTH EAST QUARTER SECTION 5 TOWNSHIP 7 EXCEPT  
FIRSTLY: THE SOUTH 33 FEET  
SECONDLY: PART SUBDIVIDED BY PLAN 35804  
THIRDLY: PART SUBDIVIDED BY PLAN 43858  
FOURTHLY: PARTS DEDICATED ROAD ON PLAN BCP7629  
NEW WESTMINSTER DISTRICT**



CERTIFIED CORRECT ACCORDING TO SURVEY.  
DATED THIS 11th DAY OF JULY, 2017.

**MURRAY & ASSOCIATES**  
PROFESSIONAL LAND SURVEYORS  
201-12448 82nd AVENUE  
SURREY, BC V3W 3E9  
(604) 597-9189

B. C. L. S.

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TO: **Manager, Area Planning & Development  
- South Surrey Division  
Planning and Development Department**

FROM: **Development Services Manager, Engineering Department**

DATE: **July 20, 2017** PROJECT FILE: **7814-0213-00**

---

RE: **Engineering Requirements  
Location: 18115/18147/18253 - o Avenue**

#### **OCP AMENDMENT/ALR INCLUSION**

There are no engineering requirements relative to the OCP Amendment/ ALR Inclusion beyond those noted below.

#### **REZONE/SUBDIVISION**

##### ***Property and Right-of-Way Requirements***

- dedicate 1.942 metres on 184 Street.
- dedicate 1.883 metres on o Avenue.
- dedicate 5.0m x 5.0m corner cut at the intersection of o Avenue and 184 Street.
- dedicate Gazette road on o Avenue.
- provide confirmation regarding dedication of 184 Street.
- provide 0.5 metre ROWs fronting o Avenue and 184 Street.
- dedicate 18.0 metre for each road within the development.
- dedicate all intersection corner cuts in the development.
- provide 0.5 metre ROWs fronting all roads within the development.
- provide any additional off-site ROWs required to service the development.

##### ***Works and Services***

- construct north side of o Avenue to a through collector complete with barrier curb, sidewalk, streetlights and street trees (meet structural and minimum width requirement).
- construct west side of 184 Street to a through collector complete with barrier curb, sidewalk, streetlights and street trees (meet structural and minimum width requirement).
- construct all roads within the development to 18.0m local roads complete with barrier curbs, sidewalks, streetlights and street trees.
- construct water, sanitary and drainage mains to service the development in accordance with City policies and design criteria.
- provide service connections to each lot.
- complete off-site servicing works and analysis as noted below.

***Significant offsite works are required to service the development. The Applicant's consultants have completed or initiated a number of studies to address the servicing of the lands covered by this application similar to those undertaken for an NCP. Although these studies have not been completely finalized, they do provide a framework for future more***

**detailed analysis and design should the project be endorsed by Council and Metro Vancouver Board.**

- *The site is not serviced by a sanitary sewer system and is outside of the Greater Vancouver Sewerage & Drainage District (GVS & DD) and Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the GVS & DD would be required from Metro Vancouver to extend services to this area. The applicant is proposing a pump and forcemain system for their site. Cleansing velocities may not be achieved along the length of the force main and cleaning (or “pigging”) facilities will be required. Odour issues will need to be addressed along the length of this system.*
- *The applicant’s engineer has initiated a detailed ISMP. The ISMP must address concerns over upland development causing drainage impacts such as flooding in low land areas and erosion in steeper channels. The ISMP must also include a detailed evaluation of environmental constraints and opportunities in the area. Preliminary recommendations from the ISMP include mitigation measures within the proposed development area. These measures, must be included in the project’s site plan and servicing works.*
- *There is currently no water provision plan in place for this rural area. Although a system can be extended to this area, significant concern with respect to water age (i.e. water quality) have been noted. Looping of water mains to mitigate concerns would not be feasible as a second water system connection point is well over 3 km away. At this time the Engineering Department does not support the proposed single water main approach proposed by the Applicant due to the operational liability and costs associated with operating the required rechlorination station. Engineering Staff have suggested a dual water system be explored in an effort to avoid the need for a rechlorination station. Engineering Department staff will work with the applicant to finalize design of such a system should the project be endorsed by Council and Metro Vancouver Board. Dual pressure zones must also be addressed.*
- *Transportation off-site works are anticipated to include, as a minimum, ensuring adequate pavement structure and width to and from the site: along 184 St. to 8 Ave.; and along 0 Ave. to 177A St.*
- *All costs associated with extending City services to the site will be borne by the applicant. None of these are currently included in the City’s 10-Year Servicing Plan.*
- *Long Term operational cost implications of the proposed servicing strategies have not been established. Should the anticipated per/capita costs associated with operating the systems specifically installed to service this development significantly exceed those for the City as a whole, a Local Area Service strategy may be proposed to Council for some or all of the utility services.*

A Servicing Agreement is required prior to Rezone/Subdivision.

**DEVELOPMENT PERMIT**

There are no engineering requirements relative to issuance of the Development Permit beyond those noted above.



Rémi Dubé, P.Eng.  
Development Services Manager  
LR<sub>1</sub>





Thursday, July 20, 2017  
 Planning

## THE IMPACT ON SCHOOLS

APPLICATION #: 7914 0213 00

### SUMMARY

The proposed 145 Single family with suites are estimated to have the following impact on the following schools:

#### Projected # of students for this development:

Elementary Students:	73
Secondary Students:	36

#### September 2018 Enrolment/School Capacity

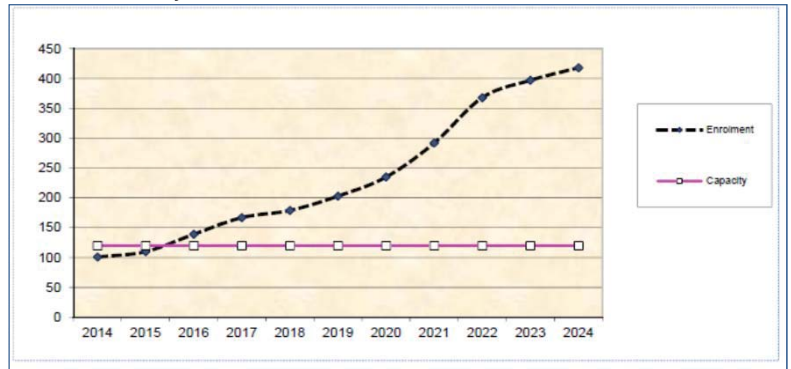
<b>Hall's Prairie Elementary</b>	
Enrolment (K/1-7):	33 K + 106
Capacity (K/1-7):	20 K + 100
<b>Earl Marriott Secondary</b>	
Enrolment (8-12):	1856
Nominal Capacity (8-12):	1500
Functional Capacity*(8-12):	1620

### School Enrolment Projections and Planning Update:

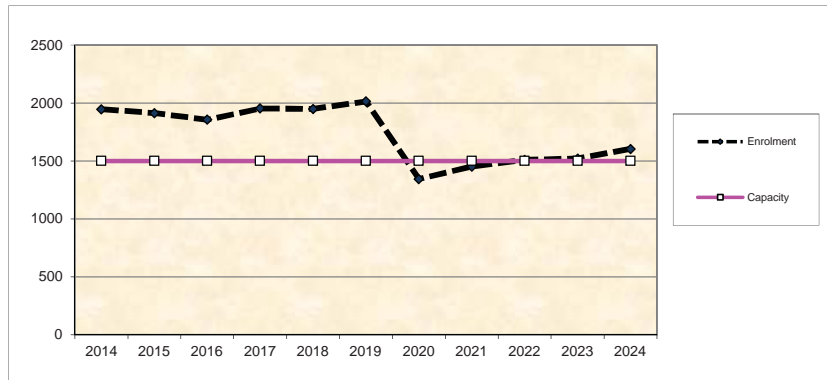
The following tables illustrate the enrolment projections (with current/approved ministry capacity) for the elementary and secondary schools serving the proposed development.

Halls Prairie Elementary is currently over capacity and much of the student population in this area attends in other neighbouring schools. A new elementary school site has been acquired in the Douglas area and funding for this new elementary school has received preliminary support and is in the project definition stage which will determine size and schedule for completion. Earl Marriott Secondary is currently over capacity and the school district has received capital project approval for a new 1,500 student secondary school targeted to open in 2020). The new secondary school will be located in the Grandview area adjoining the City of Surrey's Aquatic Centre and future recreational facilities. As required, the school district will continue to work with the City and Province to adjust our capital plans to accommodate student growth.

#### Hall's Prairie Elementary



#### Earl Marriott Secondary



Proposed 145 Lot Residential Development Arborist report  
 0 Avenue and 184<sup>th</sup> Street, Surrey  
 MJM File # 1664

## Table 2: Tree Preservation Summary

**Surrey Project No: DP# 14-0213**

**Address:** HAZELMERE 145 LOT SUBDIVISION 0 Avenue & 184th Street

**Registered Arborist:** Michael Mills, for Michael J Mills Consulting

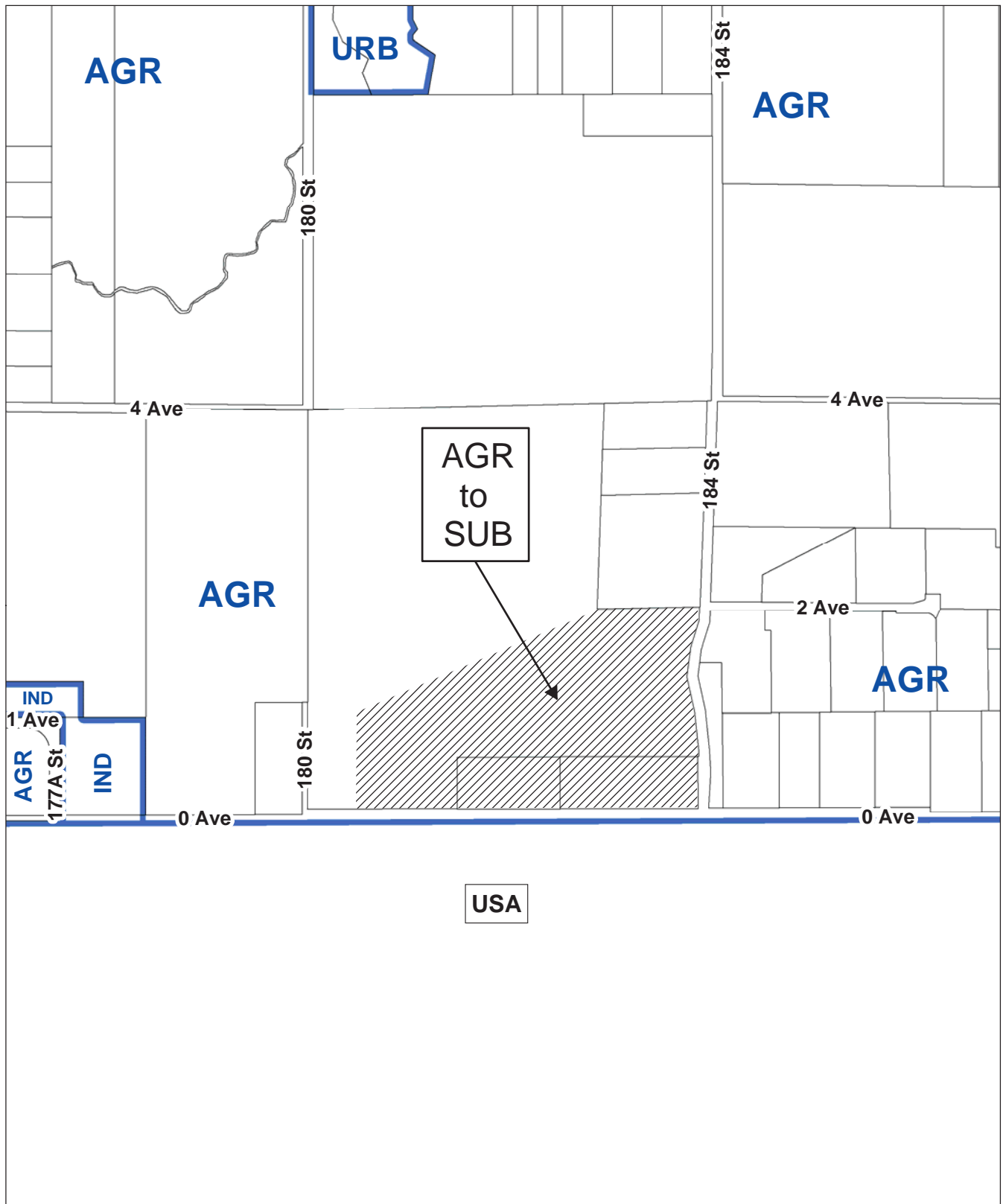
On-Site Trees	Number of Trees
<b>Protected Trees Identified</b> (on-site and shared trees, including trees within boulevards and proposed streets and lanes, but excluding trees in proposed open space or riparian areas) 256 on-site and 52 off-site	<b>308</b>
<b>Protected Trees to be Removed (Offsite trees not included, tbd by city)</b>	<b>245</b>
<b>Protected Trees to be Retained</b> (excluding trees within proposed open space or riparian areas but including park dedication & buffer strips.)	<b>11</b>
<b>Total Replacement Trees Required:</b>  - Alder (172) & Cottonwood (6) Trees Requiring 1 to 1 Replacement Ratio $\underline{\quad 178 \quad} \times \text{one (1)} = 178$  - All other Trees Requiring 2 to 1 Replacement Ratio $\underline{\quad 67 \quad} \times \text{two (2)} = 134$	<b>312</b>
<b>Replacement Trees Proposed (Assume min 2.5 trees / lot average)</b>	<b>363</b>
<b>Replacement Trees in Deficit</b>	<b>0</b>
<b>Protected Trees to be Retained in Proposed Riparian Areas (from survey)</b>	<b>519</b>
<b>Protected Trees to be Retained in Proposed ALR Areas (estimated)</b>	<b>100</b>
<b>Trees in place after development (does not include street trees)</b>	<b>993</b>

**Notes:**

The number of trees retained within the road allowances has not yet been determined and will be subject to review based on the extent of road improvements required by the city along 0 Ave & 184<sup>th</sup> Street.

Some trees within the riparian area may require removal to allow for the proposed sanitary sewer line, to be determined.

Tree planting within the site will be subject to the size and shape of the lot. It is assumed that a minimum of 2.5 tree per lot will be achieved. Additional trees may also be provided within the 10m landscape buffer and within the dedicated park area along the north edge.



OCP Amendment 7914-0213-00  
Proposed amendment from Agricultural  
to Suburban





## Quarter Acre Residential Zone

*Part 15C - RS-G, Suburban Residential Gross Density Zone*

### Part 15C

RQ

#### A. Intent

This Zone is intended for single family housing on small *suburban lots*, where lot size may be reduced with substantial public *open space* set aside within the subdivision.

#### B. Permitted Uses

Land and *structures* shall be used for the following uses only, or for a combination of such uses:

1. One *single family dwelling* which may contain 1 *secondary suite*.
2. *Accessory uses* including the following:
  - (a) *Bed and breakfast* use in accordance with Section B.2, Part 4 General Provisions, of this By-law; and
  - (b) The keeping of *boarders* or *lodgers* in accordance with Section B.2, Part 4 General Provisions, of this By-law.

#### C. Lot Area

The minimum *site area for subdivision* shall be 0.4 hectare [1 acre], except in the case of a remainder *lot*, where the *lots* including the remainder *lot* which were created by the same plan of subdivision are zoned RQ.

#### D. Density

1. For the purpose of subdivision:
  - (a) In Neighbourhood Concept Plan and Infill Areas as described and outlined on the maps attached as Schedule F attached to this By-law, the maximum *density* shall not exceed 2.5 *dwelling units* per gross hectare [1 u.p.a.]. The maximum *density* may be increased to 10 *dwelling units* per hectare [4 u.p.a.], calculated on the basis of the entire *lot*, if amenities are provided in accordance with Schedule G of this By-law.
  - (b) In areas other than the ones in Sub-section D.1(a) of this Zone, the maximum *density* shall not exceed 10 *dwelling units* per hectare [4 u.p.a.], calculated on the basis of the entire *lot*.

2. For *building* construction within a lot:
  - (a) the *floor area ratio* shall not exceed 0.32, provided that, of the resulting allowable floor area, 45 square metres [480 sq.ft.] shall be reserved for use only as a garage or carport, and 10 square metres [105 sq.ft.] shall be reserved for use only as *accessory buildings and structures*;
  - (b) For the purpose of this Section and notwithstanding the definition of *floor area ratio* in Part 1 Definitions of this By-law, the following must be included in the calculation of *floor area ratio*:
    - i. Covered area used for parking unless the covered parking is located within the *basement*;
    - ii. The area of an *accessory building* in excess of 10 square metres [108 sq.ft.];
    - iii. Covered outdoor space with a height of 1.8 metres [6 ft.] or greater, except for a maximum of 10% of the maximum allowable floor area of which 15 square metres [160 sq. ft.] must be reserved for a front porch or veranda; and
    - iv. Floor area with extended height including staircases, garages and covered parking, must be multiplied by 2, where the extended height exceeds 3.7 metres [12 ft.], except for a maximum of 19 square metres [200 sq.ft.] on the *lot*; and
  - (c) Notwithstanding Sub-section D.2(a), where the *lot* is 1,500 square metres [16,000 sq.ft.] in area or less, the requirements in Section D. Density of Part 16 Single Family Residential Zone RF shall apply.

**E. Lot Coverage**

The maximum *lot coverage* shall be 25%, except where the *lot* is 1,500 square metres [16,000 sq.ft.] in area or less, the requirements in Section E. Lot Coverage of Part 16 Single Family Residential Zone RF shall apply.

**F. Yards and Setbacks**



*Buildings and structures* shall be sited in accordance with the following minimum *setbacks*:

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<b>Use</b>	<b>Setback</b>	<i>Front Yard</i>	<i>Rear Yard</i>	<i>Side Yard</i>	<i>Side Yard on Flanking Street</i>
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<i>Principal Building</i>	7.5 m. [25 ft.]	7.5 m. [25 ft.]	2.4 m. [8 ft.]	3.6 m. [12 ft.]
<i>Accessory Buildings and Structures Greater Than 10 square metres [108 sq.ft.] in Size</i>	18.0 m. [60 ft.]	1.8 m [6 ft.]	1.0 m [3 ft.]	7.5 m [25 ft.]
<i>Other Accessory Buildings and Structures</i>	18.0 m [60 ft.]	0.0 m	0.0 m.	7.5 m. [25 ft.]

Measurements to be determined as per Part 1 Definitions, of this By-law.

## G. Height of Buildings

Measurements to be determined as per Part 1 Definitions, of this By-law:

1. *Principal building*:
  - (a) The *building height* shall not exceed 9.0 metres [30 ft.]; and
  - (b) The *building height* of any portion of a *principal building* with a roof slope of less than 1:4 shall not exceed 7.3 metres [24 ft.].
2. *Accessory buildings and structures*: The *height* shall not exceed 4 metres [13 ft.] except that where the roof slope and construction materials of an *accessory building* are the same as that of the *principal building*, the *building height* of the *accessory building* may be increased to 5 metres [16.5 ft.]

## H. Off-Street Parking and Loading/Unloading

1. Resident and visitor *parking spaces* shall be provided as stated in Part 5 Off-Street Parking and Loading/Unloading of this By-law.
2. Outside parking or storage of *campers*, boats and *vehicles* including cars, trucks and *house trailers* ancillary to the residential use, shall be limited to:
  - (a) A maximum of 3 cars or trucks;
  - (b) *House trailer, camper* or boat provided that the combined total shall not exceed 1; and

- (c) The total amount permitted under (a) and (b) shall not exceed 4.
3. No outside parking or storage of a *house trailer* or boat is permitted within the *front yard setback*, or within the required *side yards* adjacent the *dwelling*, or within 1 metre [3 ft.] of the *side lot line*, except as follows:
- (a) On *lots* which have no vehicular access to the *rear yard* or where access is not feasible through modification of *landscaping* or fencing or both, either 1 *house trailer* or 1 boat may be parked in the front *driveway* or to the *side* of the front *driveway* or in the *side yard*, but no closer than 1 metre [3 ft.] to a *side lot line* nor within 1 metre [3 ft.] of the *front lot line* subject to the residential parking requirements stated in Table C.1 of Part 5 Off-Street Parking and Loading/Unloading of this By-law.

## I. Landscaping

1. All developed portions of the *lot* not covered by *buildings*, *structures* or paved areas shall be landscaped including the retention of mature trees. This *landscaping* shall be maintained.
2. The parking or storage of *house trailers* or boats shall be adequately screened by compact evergreen trees or shrubs at least 1.8 metres [6 ft.] in height and located between the said *house trailer* or boat and any point on the *lot line* within 7.5 metres [25 ft.] of the said *house trailer* or boat, in order to obscure the view from the abutting *lot* or street, except:
- (a) On a *corner lot*, this required landscape screening shall not be located in an area bounded by the intersecting *lot lines* at a street corner and a straight line joining points 9 metres [30 ft.] along the said *lot lines* from the point of intersection of the 2 *lot lines*;
- (b) Where the *driveway* or the parking area is used for parking or storage of a *house trailer* or boat, the landscape screen is not required within the said *driveway*; and
- (c) In the case of *rear yards*, this screening requirement may be provided by a 1.8 metre [6 ft.] high solid fence.
3. The *open space* set aside pursuant to Section K.2 of this Zone, shall be improved with a basic level of *landscaping* work including brushing and seeding of the ground, limbing of low branches on trees and providing and constructing paths for public passage, wherever appropriate.

## J. Special Regulations

1. A *secondary suite* shall:
  - (a) Not exceed 90 square metres [968 sq.ft.] in floor area; and
  - (b) Occupy less than 40% of the habitable floor area of the *building*.
2. Basement access and basement wells are permitted only between the *principal building* and the *rear lot line* and must not exceed a maximum area of 28 square metres [300 sq. ft.], including stairs.

**K. Subdivision**



1. For the purpose of subdivision:
  - (a) Where amenities are not provided in accordance with Schedule G of this By-law, the *lots* created shall conform to the minimum standards prescribed in Section K of Part 12 One-Acre Residential Zone (RA) of this By-law.
  - (b) Where amenities are provided in accordance with Schedule G of this By-law, the *lots* created shall conform to the minimum standards prescribed in Section K.2 of this Zone.

2. For the purposes of subdivision:

- (a) *Lots* created shall conform to the following minimum standards:

<i>Lot Size</i>	<i>Lot Width</i>	<i>Lot Depth</i>
930 sq. m. [10,000 sq.ft.]	24 metres [80 ft.]	30 metres [100 ft.]

Dimensions shall be measured in accordance with Section E.21, Part 4 General Provisions, of this By-law.

- (b) Notwithstanding Sub-section K.2.(a), where not less than 15% of the lands subdivided are set aside as *open space* preserved in its natural state or retained for park and recreational purposes, *lots* created shall conform to the following minimum standards:

<i>Lot Size</i>	<i>Lot Width</i>	<i>Lot Depth</i>
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775 sq. m. [8,300 sq.ft.]	20 metres [80 ft.]	30 metres [100 ft.]
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Dimensions shall be measured in accordance with Section E.21, Part 4 General Provisions, of this By-law.

- (c) Notwithstanding Sub-sections K.2.(a) and K.2.(b), where not less than 30% of the lands subdivided are set aside as *open space* preserved in its natural state or retained for parks and recreation purposes, the minimum *lot* standards set out in Section K.2(b) may be reduced for up to 50% of the *lots* created to the following minimum standards:

<i>Lot Size</i>	<i>Lot Width</i>	<i>Lot Depth</i>
700 sq. m. [7,500 sq.ft.]	20 metres [80 ft.]	30 metres [100 ft.]

Dimensions shall be measured in accordance with Section E.21, Part 4 General Provisions, of this By-law.

- 3. The *open space* referenced in this Section shall:
  - (a) Contain natural features such as a stream, ravine, stands of mature trees, or other land forms worthy of preservation, and/or contain heritage *buildings* or features, and/or be dedicated as a public park; and
  - (b) Be accessible by the public from a *highway*.
- 4. For the purposes of calculating the amount of *open space* referenced in this Section to be set aside, *undevelopable areas* may be included, however, this *undevelopable area* shall be discounted by 50%.

**L. Other Regulations**



In addition, land use regulations including the following are applicable:

- 1. Prior to any use, lands must be serviced as set out in Part 2 Uses Limited, of this By-law and in accordance with the "Surrey Subdivision and Development By-law".
- 2. General provisions on use are as set out in Part 4 General Provisions, of this By-law.
- 3. Additional off-street parking and loading/unloading requirements are as set out in

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Part 5 Off-Street Parking and Loading/Unloading of this By-law.

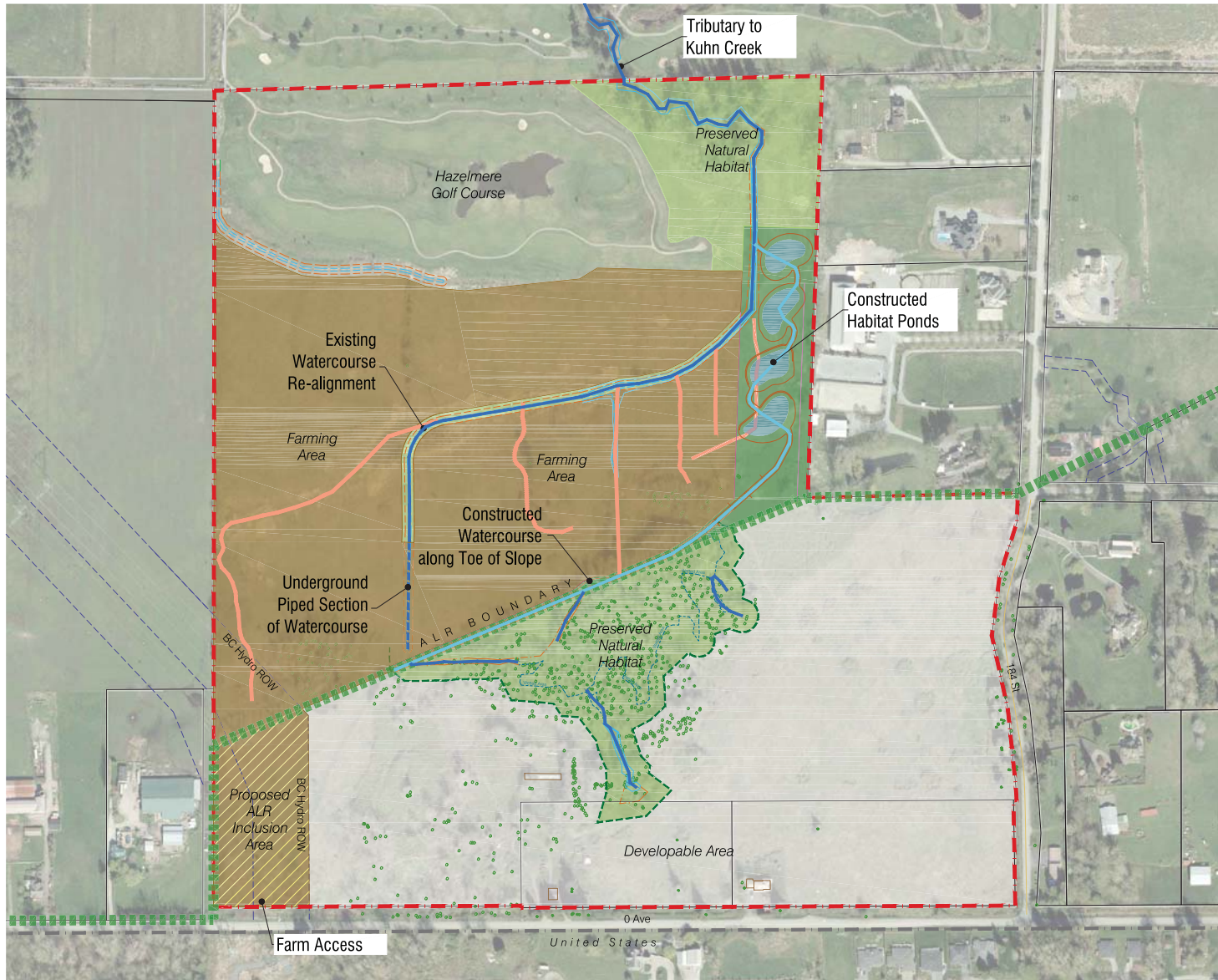
4. Subdivisions shall be subject to the "Surrey Development Cost Charge By-law" and the "Tree Preservation By-law".
5. *Building* permits shall be subject to the "Surrey Building By-law".
6. Sign regulations are as provided in Surrey Sign By-law No. 13656.
7. Special *building setbacks* are as set out in Part 7 Special Building Setbacks, of this By-law.

DRAFT

# Appendix VIII

Hazelmere Residential Expansion  
Suburban Subdivision  
18115, 18147 & 18253 0 Ave, Surrey, BC

## AGRICULTURAL / HABITAT ENHANCEMENT PLAN



- Preserved Natural Habitat  
6.6 Ha / 16.3 Ac (Approx.)
- Reconstructed Habitat  
2.2 Ha / 5.3 Ac (Approx.)
- Farming Area  
18.2 Ha / 44.9 Ac (Approx.)
- Developable Area  
18.0 Ha / 44.5 Ac (Approx.)
- Proposed ALR Inclusion Area  
1.6 Ha / 3.9 Ac (Approx.)
- ALR Boundary
- 15m from TOB
- Existing Watercourse
- Constructed Watercourse
- Relocated Watercourse



1:2000

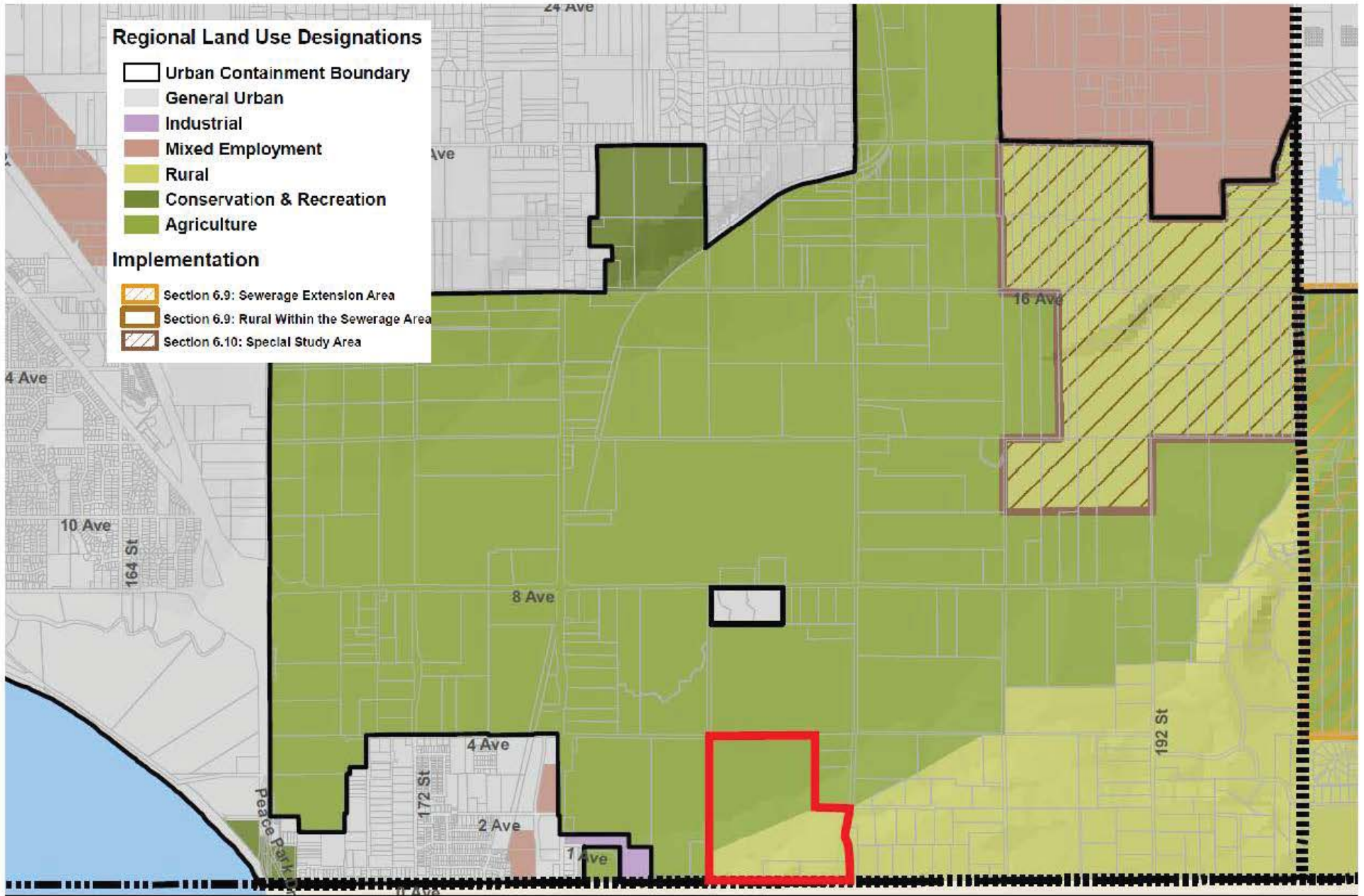


Project No.: 14-024  
Date: 20 / 04 / 2017

Drawing

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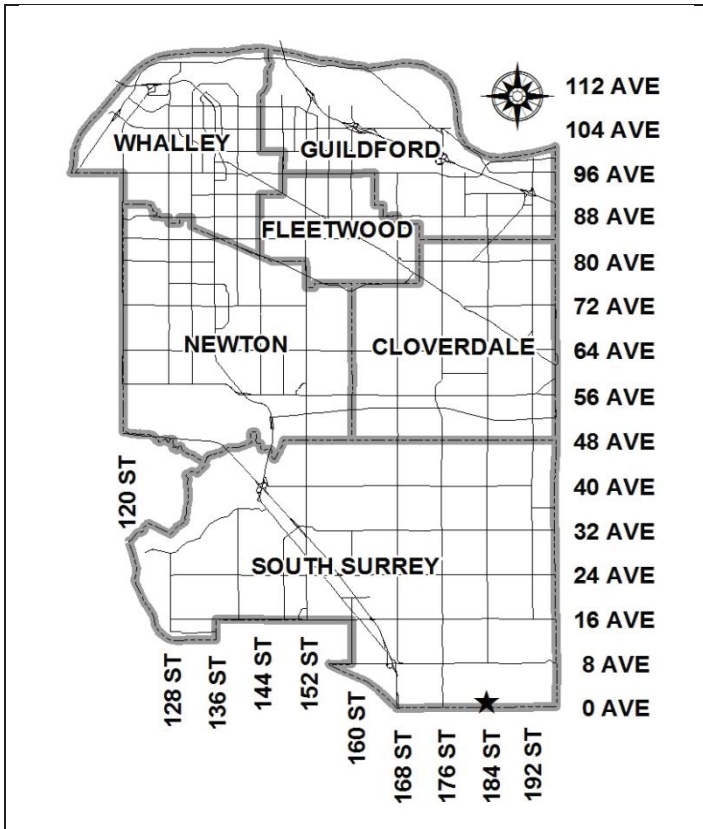
# Metro Vancouver Regional Growth Strategy Map



City of Surrey  
**ADDITIONAL PLANNING COMMENTS**

File: 7914-0213-00

Planning Report Date: June 27, 2016



**PROPOSAL:**

- **OCP Amendment** from Agricultural to Suburban

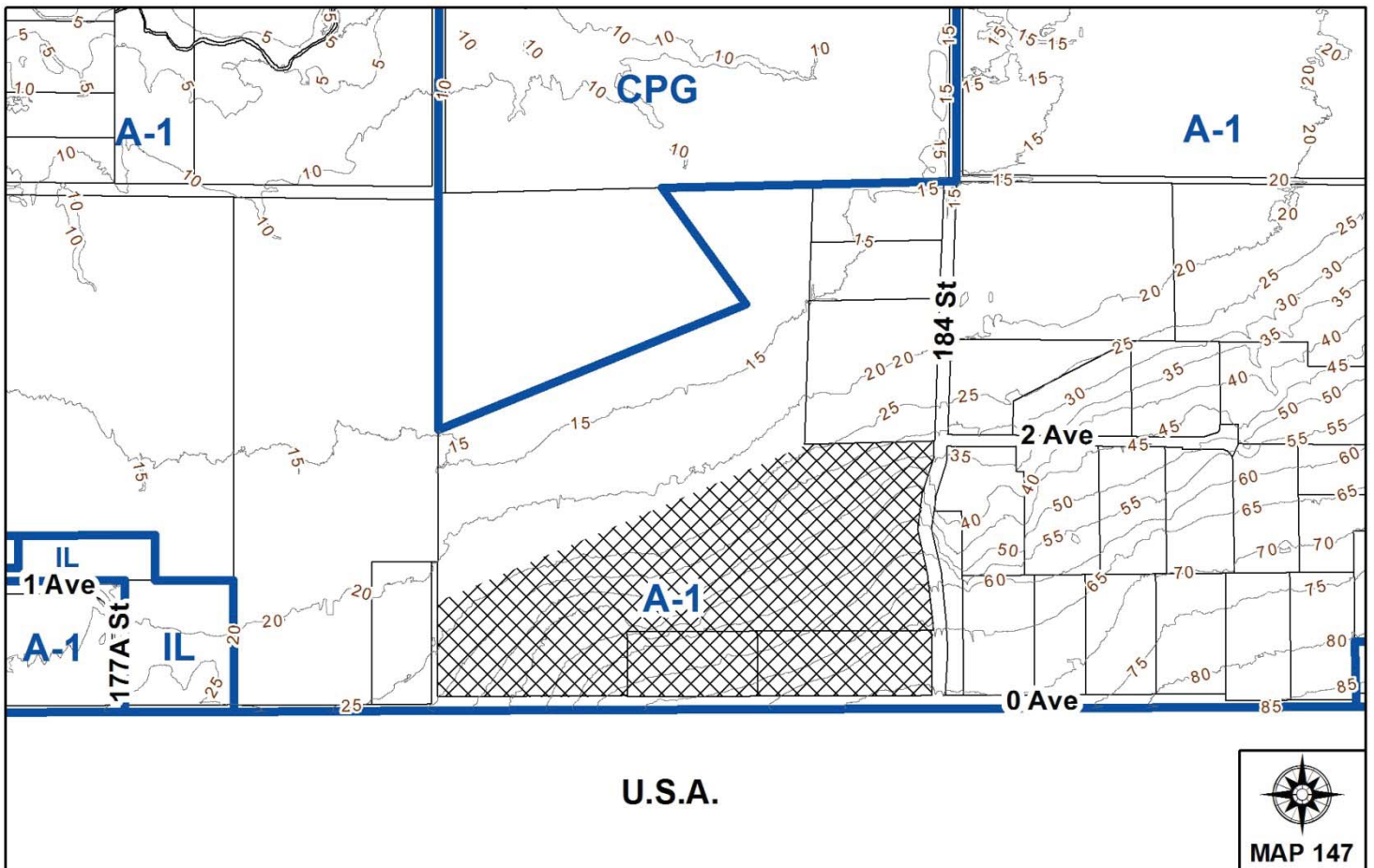
to allow for rezoning and subdivision from 3 lots into approximately 136 single family lots.

**LOCATION:** 18115, 18147 and 18253 - 0 Avenue

**OWNER:** Lapierre Holdings Ltd.  
 Hazelmere Golf & Tennis Club

**ZONING:** A-1 and CPG

**OCP DESIGNATION:** Agricultural



### RECOMMENDATION SUMMARY

- Staff recommend that the proposed development not be supported.

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The proposal is a significant departure from existing City of Surrey policies and plans and Metro Vancouver's Regional Growth Strategy (RGS).

### RATIONALE OF RECOMMENDATION

- At the July 27, 2015 Regular Council – Land Use meeting, Council considered the subject application and passed the following motion:
  - The proposed development not be supported; and
  - The proposed development be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary.
- Since the July 27, 2015 Regular Council – Land Use meeting, the applicant has conducted a geotechnical and soils analysis, produced an agricultural enhancement plan and has had discussions with the Little Campbell Watershed Society (LCWS). The applicant advises that the soils on the site are not ideal for septic systems and that utilizing the City's sanitary sewer is a preferred option.
- The applicant is proposing a number of improvements in support of their proposal which are discussed in this report, and has requested that their proposal be considered by Council. The applicant does not wish to pursue a proposal that is consistent with the policies of the Official Community Plan (OCP) and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary.
- Notwithstanding the various improvements proposed by the applicant, the proposed development is a significant departure from existing City plans and policies, as described further in the report. There is no Neighbourhood Concept Plan (NCP) or planning or servicing framework in place to guide development in this portion of the Hazelmere valley. Further, the proposed development has significant servicing and transportation challenges, and would not result in contiguous or planned growth following the provisions outlined in the City's OCP.
- The subject site is located outside of the Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the Metro Fraser Sewer Area would be required from Metro Vancouver to extend services to this area. Approval from Metro Vancouver would also be needed to redesignate the site from "Rural" to "General Urban". These amendments to the RGS would require a two-thirds weighted vote and a regional public hearing.
- In light of the above concerns, staff are recommending that the proposed development not be supported.

RECOMMENDATION

The Planning & Development Department recommends that the proposed development not be supported.

However, should Council feel there is merit in supporting the proposed Official Community Plan (OCP) amendment, Council may consider referring the application back to staff to be held pending the initiation and completion of a comprehensive land use and servicing study for all of the non-Agricultural Land Reserve (ALR) portions of the Hazelmere Valley.

REFERRALS

Engineering:	The Engineering Department has concerns with the proposal as discussed below in this report.
Parks, Recreation & Culture:	Parks has concerns with the proposal as there has been no assessment of park provision in this area of Hazelmere if the proposed development and subsequent similar developments are approved.
Department of Fisheries and Oceans (DFO):	If the proposal proceeds, the applicant will be required to undertake a detailed Riparian Areas Regulation (RAR) assessment to address riparian protection issues.
Fraser Health Authority:	If the proposal proceeds with a form of development requiring septic fields, input from the Fraser Health Authority will be requested.
Agricultural and Food Security Advisory Committee (AFSAC):	At its September 4, 2014 meeting, AFSAC recommended that the application not be supported, as the lands are located in an Agriculture designated area which is not intended for urban-type development.  At its May 5, 2016 meeting, AFSAC recommended that the application be supported based on the revised proposal and improvements for agricultural productivity. The AFSAC members indicated concerns about septic leakage into the low-lying ALR portion of the site and prefer to see a City sanitary system in the proposed development as opposed to a septic system.
Metro Vancouver:	The applicant is proposing an amendment to the Regional Growth Strategy (RGS) and to the Urban Containment Boundary. The subject site is located outside of the Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the Metro Fraser Sewer Area would be required from Metro Vancouver to extend services to this area. Approval from Metro Vancouver would also be needed to redesignate the site from "Rural" to "General Urban". These amendments to the RGS would require a two-thirds weighted vote and a regional public hearing.

SITE CHARACTERISTICS

Existing Land Use: 18115 - 0 Avenue is vacant farmland (partially within ALR), with 2 golf course holes at the northern portion of property. A small portion of the property is encumbered by a BC Hydro right-of-way. 18147 and 18253 - 0 Avenue are rural acreages which are not located within the ALR.

Adjacent Area:

Direction	Existing Use	OCP/LAP Designation	Existing Zone
North and West:	Golf course and agricultural acreage.	Agricultural/ Agricultural	CPG and A-1
East (Across 184 Street):	Agricultural acreages.	Agricultural/ Suburban Residential (5 upa)	A-1
South (Across 0 Avenue):	United States of America.	n/a	n/a

DEVELOPMENT CONSIDERATIONSBackground

- At the July 27, 2015 Regular Council – Land Use meeting, Council considered the subject application and passed the following motion:
  - The proposed development not be supported; and
  - The proposed development be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary.
- The applicant has indicated that they do not wish to pursue a proposal that is consistent with the policies of the Official Community Plan (OCP) and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary, and have requested that their amended proposal be forwarded for Council's consideration.
- The policy and implementation constraints identified in the Planning Report dated July 27, 2015 are all still valid. The subject site is designated "Agricultural" in the Official Community Plan (OCP) and "Agricultural" and "Rural" in Metro Vancouver's Regional Growth Strategy (RGS). Surrey's OCP and the Surrey Agriculture Protection and Enhancement Strategy (2013) seek "to support agriculture, complementary land uses and public facilities". The proposed development would serve to destabilize the existing rural character of the area and introduce potential conflicts to the agricultural community.



- The proposed development is also contrary to the OCP policy which encourages the "full and efficient build-out of existing planned urban areas". In addition, the OCP calls for the prevention of "urban development as well as the extension of City services that would encourage subdivision in rural and suburban areas, except in accordance with approved Secondary Plans".
- The proposed development portion of the subject site is designated as "Rural" in Metro Vancouver's Regional Growth Strategy (RGS) and is located outside of the Urban Containment Boundary. The Urban Containment Boundary is intended to establish a stable, long-term regionally defined area for urban development and to reinforce the protection of agricultural and rural areas, while the "Rural" designation in the RGS is intended to protect the existing character of rural communities, landscapes and environmental qualities.
- Amendments to the Urban Containment Boundary and the "Rural" designation of the RGS must come from the affected municipal government, and require an affirmative two-thirds weighted vote of the Metro Vancouver Board and a regional public hearing. This step would occur subsequent to Council holding a Public Hearing and the granting of Third Reading to the associated by-laws should the proposal be supported by Council.
- No complete studies with respect to environmental considerations, drainage, sanitary servicing, water provision or transportation network have been undertaken for the non-ALR lands in Hazelmere. The servicing impacts of the proposed development would need to be addressed in a more comprehensive servicing strategy such as one undertaken for an NCP if the area were to be redesignated for suburban development. In particular, the site is not serviced by a sanitary sewer system and is outside of the Greater Vancouver Sewerage & Drainage District (GVS & DD) and Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the GVS & DD would be required from Metro Vancouver to extend services to this area.

#### Proposed Development

- The applicant is proposing a similar single family subdivision concept as was presented previously in July 2015 (Appendix II). The applicant is proposing an OCP amendment from Agricultural to Suburban to allow for a rezoning and subdivision from 3 lots to approximately 136 single family lots. These lots are proposed to connect to City services, including the City's sanitary sewer system.

#### Information Provided by the Applicant since the July 27, 2015 Regular Council – Land Use Meeting

- In response to the direction that was provided at the July 27, 2015 Regular Council – Land Use meeting, the applicant has conducted a geotechnical and soils analysis, produced an agricultural enhancement plan and has had discussions with the Little Campbell Watershed Society (LCWS).
- The applicant's revised proposal would include improvements to the soil capability on lands located within the ALR; riparian habitat improvements; improved storm water management practices to reduce potential flooding of the agricultural low lands; an ALR inclusion application to the ALC for a small portion of the site along o Avenue; and a reduction in the area of the portion of the site zoned CPG such that more of the ALR portion of the site would be zoned A-1 instead of CPG.

- To improve the agricultural productivity of the ALR portion of the site, the applicant's agricultural consultant recommends a number of improvements, including: installing a drain tile system to improve drainage; installation of an irrigation system, and improving the soil structure and fertility by adding compost and introducing perennial forage grasses and cereals which can improve the condition and fertility of the soil. In conclusion, the consultant states that "based upon implementation of the land improvements described above and after 2 to 3 years of production of forage grasses and cereals, the fertility and tilth should increase to a point where the land would be ready to produce a wide range of field crops, including berries and vegetables."
- To improve storm water management and riparian habitat on the site, the applicant is proposing to relocate and consolidate various watercourses, and also construct habitat ponds. The improved storm water management will direct uncontrolled flows and reduce potential flooding of lowland agricultural areas.
- The applicant has provided a letter dated December 9, 2015 from the LCWS in support of the proposed development. The LCWS appreciates the applicant's proposal to keep 6 hectares (15 acres) of natural habitat, and to enhance the riparian areas on the site.
- Based on their review of the soils on the subject site, the applicant has confirmed that the soils are not ideal for septic systems and that connection to the City's sewer system is a preferable option. The applicant's geotechnical engineer indicates the following:

"the surficial soils are generally silty and do not lend themselves well to infiltration. Therefore, we expect that septic systems consisting of sand mounds or oversized fields... may have to be considered. For this condition there is a risk of septic effluent, in the event of a septic system failure, flowing over time in the near surface lot grading fills, road structure fills, and utility trenches along the sloping gradient of the site. As well, in the event that permeable, water bearing soils are encountered (such as at our well locations), there is potential for relatively rapid transport of septic effluent through this stratum... [and also] that these permeable deposits do daylight sporadically on the slope. Both... scenarios pose risks in our opinion of off-site transport of septic effluent downslope and across property lines, and may also result in environmental concerns where effluent reaches the ALR or the drainage ditches on site that are understood to be sub-catchments for Kuhn Creek..."
- At its May 5, 2016 meeting, AFSAC recommended that the application be supported. The AFSAC members indicated concerns about septic leakage into the low-lying ALR portion of the site and a preference to see a City sanitary sewer system included in the proposed development as opposed to a septic system.

### PROJECT EVALUATION AND DISCUSSION

- The subject application is proposed outside of an area with an approved secondary land use plan. The OCP encourages contiguous development within areas that have approved Neighbourhood Concept Plans (NCPs). NCPs provide a detailed coordinated planning framework for an area of land, including issues such as appropriate land uses, services and circulation networks. Given the site's context, being located outside of the Metro Fraser Sewer Area, and the Urban Containment Boundary, there are no plans currently, or in the foreseeable future, for the Planning & Development Department to commence work on an NCP or similar secondary land use plan for this portion of the Hazelmere Valley.
- It should be noted that minimal planning context exists for this area. This application would support "leap frog" development which is not planned or contiguous. Similarly, proceeding with this application in advance of a land use plan for the area sets a dangerous precedent for other landowners looking to develop their land in advance of completion of an NCP.
- While the applicant has proposed several worthwhile agricultural and riparian improvements as discussed above, these suggested improvements do not address the fundamental issues and concerns associated with the proposed development in this area of the City.
- The applicant has suggested that existing soil conditions on the site are not suitable to provide septic systems on 0.8-hectare (2-acre) lots. Increasing the lot size to be larger than the minimum 0.8 hectares (2 acres) lot area required for septic may also be a possibility on the subject site, as was the case in a nearby subdivision (File No. 7910-0256-00) at 442 - 188 Street and 435 - 192 Street where nine 2-hectare (5-acre) parcels were created in 2015.

### CONCLUSION

- The proposed development is a significant departure from the City's existing plans, policies or practices. Given the servicing constraints posed by the development, the lack of a secondary land use plan for this area of Hazelmere and the required Metro Vancouver amendment process, staff recommend that the proposed development not be supported.
- The proposed development would necessitate the need for a comprehensive land use and servicing study that would extend far beyond the boundaries of the site, and which has the potential to significantly alter the rural and stable character of this area of Surrey. The Hazelmere Valley is currently a low density, primarily agricultural area and the provision of City services and an increase in density would dramatically change the character of the area.
- If, however, Council feel there is merit in supporting the proposed Official Community Plan (OCP) amendment, Council may consider referring the application back to staff to be held pending the initiation and completion of a comprehensive land use and servicing study for all of the non-Agricultural Land Reserve (ALR) portions of the Hazelmere Valley.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

- Appendix I. Lot Owners, Action Summary and Project Data Sheets
- Appendix II. Updated Site Plan
- Appendix III. Planning Report No. 7914-0213-00, dated July 27, 2015

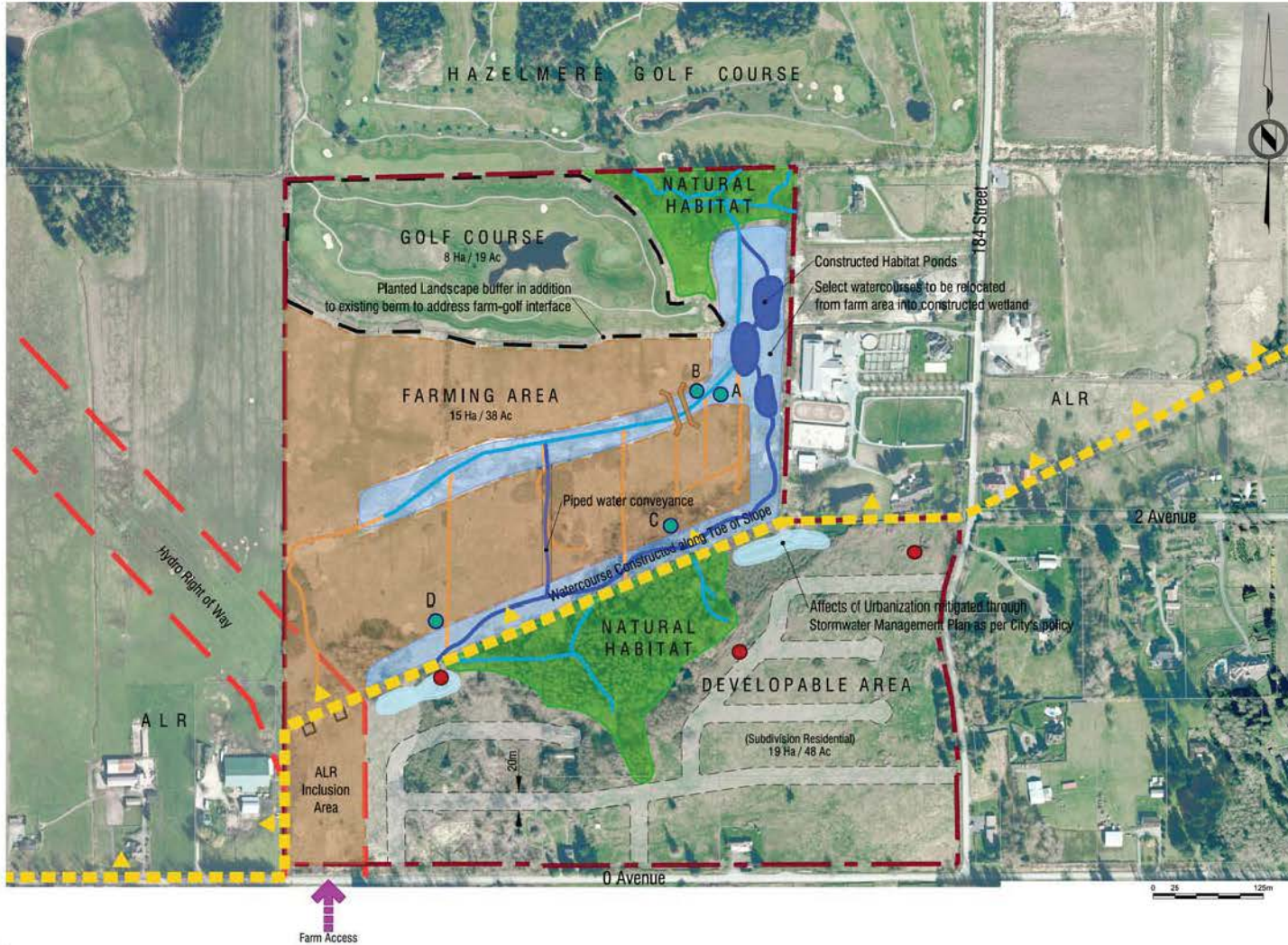
*original signed by Ron Hintsche*

Jean Lamontagne  
General Manager  
Planning and Development

KB/dk

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APPENDIX I HAS BEEN  
REMOVED AS IT CONTAINS  
CONFIDENTIAL INFORMATION



Hazelmere Heights  
Residential Expansion  
& Golf Course

**AGRICULTURAL / HABITAT  
ENHANCEMENT PLAN**

Land Use	Existing Area		Proposed Area		% of Area
	Ha	Ac	Ha	Ac	
Residential	18	44	18	44	40
Farm	13	32	13	32	29
Natural Habitat	5	12	6	15	14
Golf Course	7	18	7	18	17
<b>TOTAL</b>	<b>43</b>	<b>106</b>	<b>44</b>	<b>109</b>	<b>100</b>

\* All areas are approximate

- Flow rate test holes (geotechnical)
- Natural watercourse
- Water quality test holes (environmental)
- Farm access/control structure
- ALR - Agricultural Land Reserve boundary
- Hydro towers
- Constructed water course
- - - Site boundary

REV	DATE	AUTHOR

**APLIN  
MARTIN**  
CONSULTANTS LTD  
Project 14-024  
29 / 10 / 2015

Dr

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M:\2014\14-024\2015\PLANNING\14-024 - Envir Areas - Oct 22 2015 - Rlg

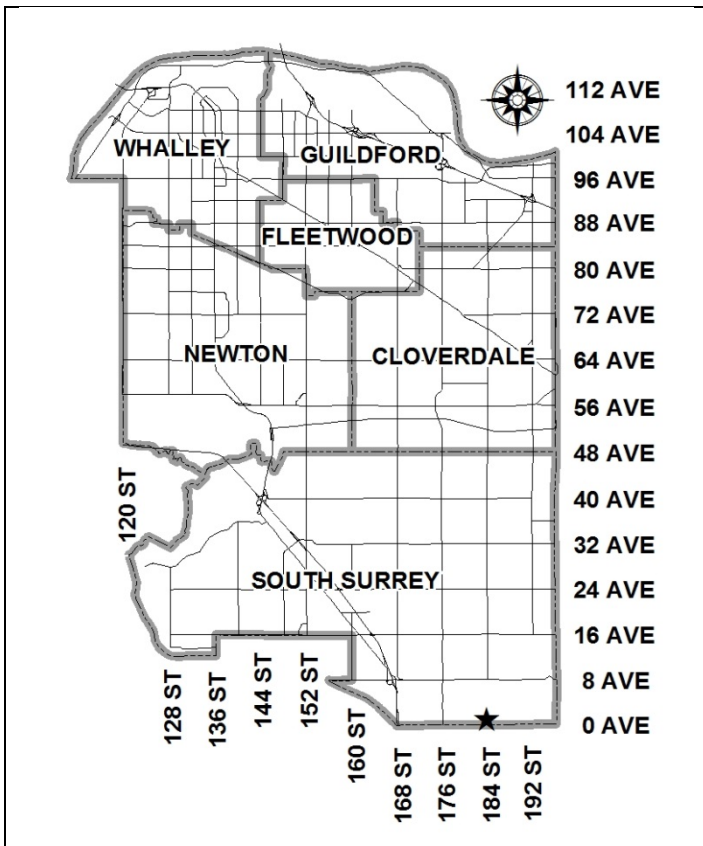
Appendix II

# Appendix III

## City of Surrey PLANNING & DEVELOPMENT REPORT

File: 7914-0213-00

Planning Report Date: July 27, 2015



### PROPOSAL:

- OCP Amendment from "Agricultural" to "Suburban"

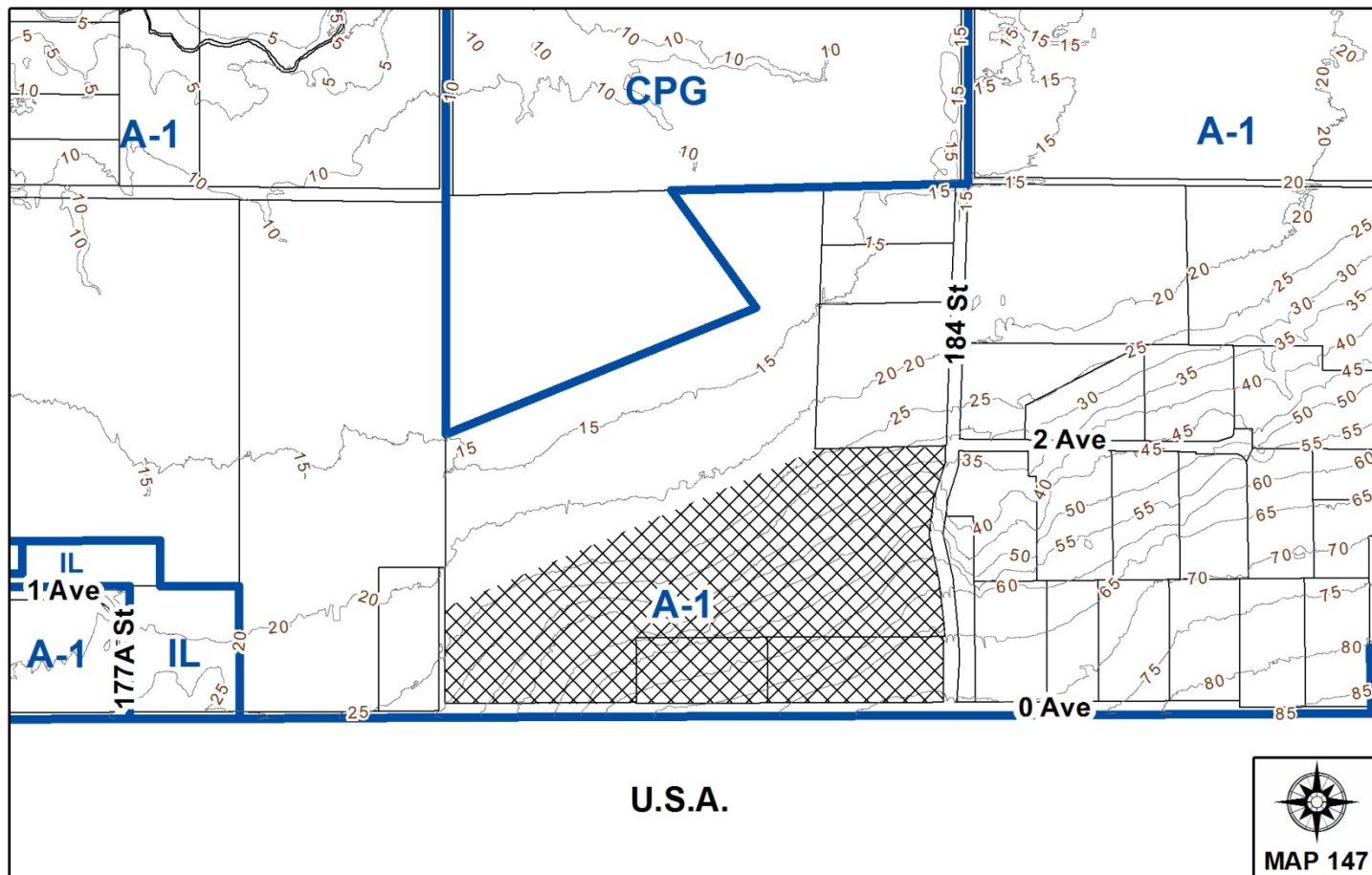
to allow for rezoning and subdivision from 3 lots to 136 single family lots.

LOCATION: 18115, 18147 and 18253 - 0 Avenue

OWNER: Lapierre Holdings Ltd.  
Hazelmere Golf & Tennis Club

ZONING: A-1 and CPG

OCP DESIGNATION: Agricultural



### RECOMMENDATION SUMMARY

- Staff provide two recommendations for Council's consideration:
  - The proposed development not be supported; and
  - The proposed development be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and Urban Containment Boundary.

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The proposal is a significant departure from existing City of Surrey policies and plans and Metro Vancouver's Regional Growth Strategy (RGS).

### RATIONALE OF RECOMMENDATION

- Does not comply with OCP Designation and Metro Vancouver's Regional Growth Strategy (RGS).
- The proposed development is a large departure from existing City plans and policies, as described further in the report. There is no NCP or planning or servicing framework in place to guide development in this portion of the Hazelmere valley.
- The proposed development has significant servicing and transportation challenges.
- The subject site is outside of the Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the Metro Fraser Sewer Area would be required from Metro Vancouver to extend services to this area. Approval from Metro Vancouver would also be needed to redesignate the site from "Rural" to "General Urban". These amendments to the RGS would require a two-thirds weighted vote and a regional public hearing.
- If the proposal is modified to be consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary, there is some merit for considering support.



RECOMMENDATION

The Planning & Development Department recommends that:

- (a) The proposed development (Appendix II) not be supported; and
- (b) The proposed development be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary.

REFERRALS

Engineering:	The Engineering Department has concerns with the proposal as discussed below in this report.
Parks, Recreation & Culture:	Parks has concerns with the proposal as there has been no assessment of park provision in this area of Hazelmere if the proposed development and subsequent similar developments are approved.
Department of Fisheries and Oceans (DFO):	If the proposal proceeds, the applicant will be required to undertake a detailed Riparian Areas Regulation (RAR) assessment to address riparian protection issues.
Fraser Health Authority:	If the proposal proceeds with a form of development requiring septic fields, input from the Fraser Health Authority will be requested.
Agricultural and Food Security Advisory Committee (AFSAC):	At its September 4, 2014 meeting, AFSAC recommended that the application not be supported, as the lands are located in an Agriculture designated area which is not intended for urban-type development.
Metro Vancouver:	The applicant is proposing an amendment to the Regional Growth Strategy (RGS) and to the Urban Containment Boundary. The subject site is outside of the Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the Metro Fraser Sewer Area would be required from Metro Vancouver to extend services to this area. Approval from Metro Vancouver would also be needed to redesignate the site from "Rural" to "General Urban". These amendments to the RGS would require a two-thirds weighted vote and a regional public hearing.

SITE CHARACTERISTICS

Existing Land Use: 18115 – 0 Avenue is vacant farmland (partially within ALR), with 2 golf course holes at the northern portion of property. A small portion of the property is encumbered by a BC Hydro right-of-way. 18147 and 18253 - 0 Avenue are rural acreages not within the ALR (Appendix III).

Adjacent Area:

<b>Direction</b>	<b>Existing Use</b>	<b>OCP/LAP Designation</b>	<b>Existing Zone</b>
North and West:	Golf course and agricultural acreage.	Agricultural/ Agricultural	CPG and A-1
East (Across 184 Street):	Agricultural acreages.	Agricultural/ Suburban Residential (5 upa)	A-1
South (Across 0 Avenue):	United States of America.	n/a	n/a

DEVELOPMENT CONSIDERATIONSSite Context

- The subject site consists of 3 properties (18115, 18147 and 18253 - 0 Avenue) located along 0 Avenue near 184 Street in the Hazelmere Valley. The property at 18115 – 0 Avenue is partially within the Agricultural Land Reserve (ALR), is also split-zoned "General Agriculture Zone (A-1)" and "Golf Course Zone (CPG)", and contains 2 holes of the Hazelmere golf course. The applicant is proposing to develop the southerly portion of the site, which is the non-ALR portion of the property (Appendix III).
- The properties at 18147 and 18253 – 0 Avenue are zoned A-1. These two properties are designated "Agricultural" in the Official Community Plan (OCP) and "Rural" in Metro Vancouver's Regional Growth Strategy (RGS).
- The parcel is bordered on the north by the Hazelmere golf course and an agricultural acreage. The site is bordered by agricultural acreages to the east (across 184 Street) and west. The site is bordered on the south (across 0 Avenue) by the United States.
- The proposed development site is located on a north-facing slope of moderately steep grades, with a high elevation of 70 metres (230 feet) above sea level along 0 Avenue and a low elevation of 21 metres (69 feet) at the north portion of the site. The site is mostly cleared, albeit with some significant forest clusters. There are some Class B watercourses on the proposed development portion of the site. In addition, an owl's nest and hawk's nest have been identified in the main forested area on the proposed development portion of the site.

### Proposed Development

- The applicant is proposing to develop the non-ALR portion of the site. The gross site area is 52 hectares (128.5 acres), and the non-ALR portion of the site proposed for development is 23 hectares (56.8 acres).
- The applicant is proposing an OCP amendment from "Agricultural" to "Suburban" to allow for a rezoning and subdivision from 3 lots to 136 single family lots and open riparian space of 3.1 hectares (7.8 acres). The proposed density is 5.9 uph (2.4 upa). Proposed lot sizes range from 960 sq.m. (10,300 sq.ft) to 2,324 sq.m. (25,000 sq.ft.), and the large majority of the lots are approximately 1,000 sq.m. (10,800 sq.ft.) in size (Appendix II). The nearest zone equivalent to the proposal is the RH-G zone which allows 50% of the lots to be 1,120 sq.m. (12,000 sq.ft.) and 50% to be 1,300 sq.m. (14,000 sq.ft.). The proposed lots are proposed to be on City sewer, as the minimum required lot size for a septic system is 0.8 hectares (2 acres), as per Surrey Subdivision and Development By-law, 1986, No. 8830.
- In terms of the subject application, only the proposed OCP amendment from "Agricultural" to "Suburban", and not the rezoning or Development Permit for the ALR interface and Hazard Lands, is being presented for Council's consideration. Given the significant departure from the City's and Metro Vancouver's plans and policies that the proposal entails, it was deemed appropriate to consult Council on the larger land use and density issue before proceeding further to detail development planning of the site.

### Policy Considerations

- In considering the proposal to redesignate the subject site from "Agricultural" to "Suburban" in the OCP to allow for the proposed subdivision there are a number of City and Metro Vancouver policies that need to be considered. These are described below.

#### *Surrey OCP (2014)*

- The protection of agriculture and agricultural areas is a key objective of the City of Surrey. Surrey's OCP contains policies that are designed "to protect farmland as a resource for agriculture, a source of heritage and as a reflection of a distinct landscape defining communities". These policies seek to enhance the viability of agriculture as a component of the City of Surrey's economy.
- The subject site is designated "Agricultural" in the OCP, which is intended to support agriculture, complementary land uses and public facilities". This designation includes lands in the ALR as well as lands outside the ALR that are used for farming and various other complementary uses. Introducing 1,000 sq.m. (10,800 sq.ft.) lots in this area does not support agriculture, nor is it a complementary land use. Rather, the proposed development would serve to destabilize the existing rural character of the area and introduce potential conflicts to the agricultural community.
- The proposed development is also contrary to the OCP which encourages the "full and efficient build-out of existing planned urban areas". In addition, the OCP calls for the prevention of "urban development as well as the extension of City services that would encourage subdivision in rural and suburban areas, except in accordance with approved Secondary Plans".

- The proposed development is not envisioned in the OCP or in any secondary plan.

#### *Surrey Agriculture Protection and Enhancement Strategy (2013)*

- *Surrey's Agriculture Protection and Enhancement Strategy*, adopted by Council in 2013, outlines various ways that agriculture within Surrey can be maintained and enhanced, including:
  - "a stable, predictable and contiguous agricultural land base to operate upon is essential for the continued health and vitality of the agri-food sector";
  - "without viable, available, accessible agricultural land... the ability to provide fresh food is severely limited"; and
  - "protect farming and agri-food operations from adjacent urban impacts (e.g. upland stormwater drainage, traffic, nuisance complaints, trespassing and noxious substances)".
- The proposed development would effectively introduce urban-style development into this area of Surrey that is designated "Agricultural" and would lead to conflict between agricultural activity and urban-style development. Residents within this proposed community would have to travel through adjacent agricultural areas on a daily basis to get to places of employment, commerce, schools, parks and other such destinations. Most of these trips will be made by car, which significantly increases the potential for conflict with the agricultural community.

#### *Metro Vancouver*

- The subject site is designated as "Rural" in Metro Vancouver's *Regional Growth Strategy* (RGS) and is located outside of the Urban Containment Boundary. The Urban Containment Boundary is intended to establish a stable, long-term regionally defined area for urban development and to reinforce the protection of agricultural and rural areas, while the "Rural" designation in the RGS is intended to protect the existing character of rural communities, landscapes and environmental qualities.
- The "Rural" designation permits low density residential development that do not require the provision of urban services such as sewer or transit. Rural areas generally do not have access to regional sewer services.
- The proposed development would require provision of sewer servicing as the proposed lots are smaller than the 0.8 hectare (2 acre) size required to support septic systems, and thus the applicant's proposal would trigger an application to Metro Vancouver to amend the Urban Containment Boundary and to amend the RGS designation from "Rural" to "General Urban".
- Amendments to the Urban Containment Boundary and the "Rural" designation of the RGS must come from the affected municipal government, and require an affirmative two-thirds weighted vote of the Metro Vancouver Board and a regional public hearing. This step would occur subsequent to Council holding a Public Hearing and granting Third Reading to the proposed development.

### Engineering Considerations

- No complete studies with respect to environmental considerations, drainage, sanitary servicing, water provision or transportation network have been undertaken for the non-ALR lands in Hazelmere. The servicing impacts of the proposed development would need to be addressed in a more comprehensive servicing strategy such as one undertaken for an NCP if the area were to be designated for suburban development.
- Staff note that the site is not serviced by a sanitary sewer system and is outside of the Greater Vancouver Sewerage & Drainage District (GVS & DD) and Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the GVS & DD would be required from Metro Vancouver to extend services to this area. If the area were to be included for sanitary sewer servicing, the system is likely to extend from the Douglas neighbourhood. At this point in time the Douglas system has not been sized to accommodate expansion of its catchment.
- In terms of drainage, a preliminary Integrated Stormwater Management Plan Scoping Study has been undertaken for the Little Campbell River watershed which includes this area of the Hazelmere Valley. As this area is designated to remain rural in nature no further drainage studies have been undertaken or are being planned for the area. Should the area proceed to a more suburban form of development, a detailed Integrated Stormwater Management Plan (ISMP) would need to be undertaken, and concerns over upland development causing drainage impacts such as flooding in low land areas and erosion in steeper channels would need to be addressed. The ISMP could also include a detailed evaluation of environmental constraints and opportunities in the area.
- There is currently no water provision plan in place for this rural area. Current area residents obtain water from private wells. Densification of the area to suburban land uses would trigger the need to develop a water system expansion plan for the area. City water mains currently exist anywhere from 765 yards (700 metres) to 1090 yards (1000 metres) (depending on point of connection) from the proposed site. The existing water system may need to be upgraded as well to support expansion into this area.
- In terms of transportation, a study would be needed to determine how to manage traffic should this area of Hazelmere be redeveloped at the proposed density. The rural roads were not intended to carry urban traffic volumes. In addition, the potential for conflict between farm vehicles and other vehicles would increase if this area of Hazelmere was redeveloped.

In summary, the proposed development is a considerable departure from the type of rural low density development envisioned for this area. Any increase in density is likely to trigger substantial infrastructure investment. A strategic review of all services in the area would be required as part of the planning process.

### PRE-NOTIFICATION

Pre-notification letters were sent on August 22, 2014 and two development proposal signs were installed on the subject site in December 2014. Staff received 10 phone calls and 5 letters/emails regarding the proposal.

- Three (3) callers had general questions about the proposal and did not indicate opposition or support for the project.
- One (1) caller and 1 letter writer was in support of the proposal, although they did mention concerns about increased traffic in the area that would result from the proposed development.
- Six (6) callers and 4 letter/email writers, including the Little Campbell Watershed Society (LCWS), were not in favour of the proposal and indicated various concerns, including:
  - The proposed development would have negative effects on habitat and drainage (including the Little Campbell River);
  - The current plans don't allow for this type of denser development;
  - The area will lose its rural agricultural character if this development and similar developments are approved;
  - The pressure this will put on the rest of the area to redevelop;
  - The local rural roads aren't built to handle higher volumes of traffic; and
  - Development in the area is "premature".

### PROJECT EVALUATION AND DISCUSSION

Staff is not supportive of the proposed development and recommends that the application be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary.

- Approving the proposed development would necessitate a comprehensive land use and servicing study far beyond the boundaries of the site, which has the potential to significantly alter the rural and stable character of this area of Surrey.

- The subject site is located within an area in the southeast corner of Surrey that is rural in character. The rough boundaries of this area are 0 Avenue on the south, and the Surrey-Langley border on the east. The northern boundary is a line running diagonally from the subject site to where 12<sup>th</sup> Avenue meets the Surrey-Langley border (Appendix VII). These lands are outside of the ALR and are designated "Agricultural" in the OCP. The area is characterized by large acreage properties that are 2 hectares (5 acres) in area or larger that do not require municipal water and sewer services. Development that has occurred in this area is in accordance with the minimum 5 acre parcel area permitted in the A-1 Zone. Of note is a development (File No. 7910-0256-00) in the final approval stages at 442 – 188 Street which will see the creation of a subdivision of nine 2 hectare (5 acre) sized parcels.
- The current proposal, if allowed to proceed, will significantly alter the rural character of the area with a major impact on the overall servicing plan.
- Given the proposal's significant departure from existing plans and policies, the servicing constraints, the lack of a neighbourhood concept plan for this area of Hazelmere and the required Metro Vancouver amendment process, staff can see no rationale for supporting the proposed development.
- Should Council choose to allow the current proposal to proceed, staff recommend that the application be referred back to staff for further study and significant public consultation. No land use planning process has been undertaken to date nor has any public consultation other than identified in this report been undertaken related to the current application.

#### INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	ALR Context Map Showing Subdivision, Existing Site Showing Proposed Development Portion, Proposed Subdivision Layout
Appendix III.	Agricultural and Food Security Advisory Committee Minutes
Appendix IV.	OCP Redesignation Map
Appendix V.	Metro Vancouver Regional Growth Strategy Map
Appendix VI.	Map showing non-ALR lands in the Hazelmere Valley

*original signed by Nicholas Lai*

Jean Lamontagne  
General Manager  
Planning and Development

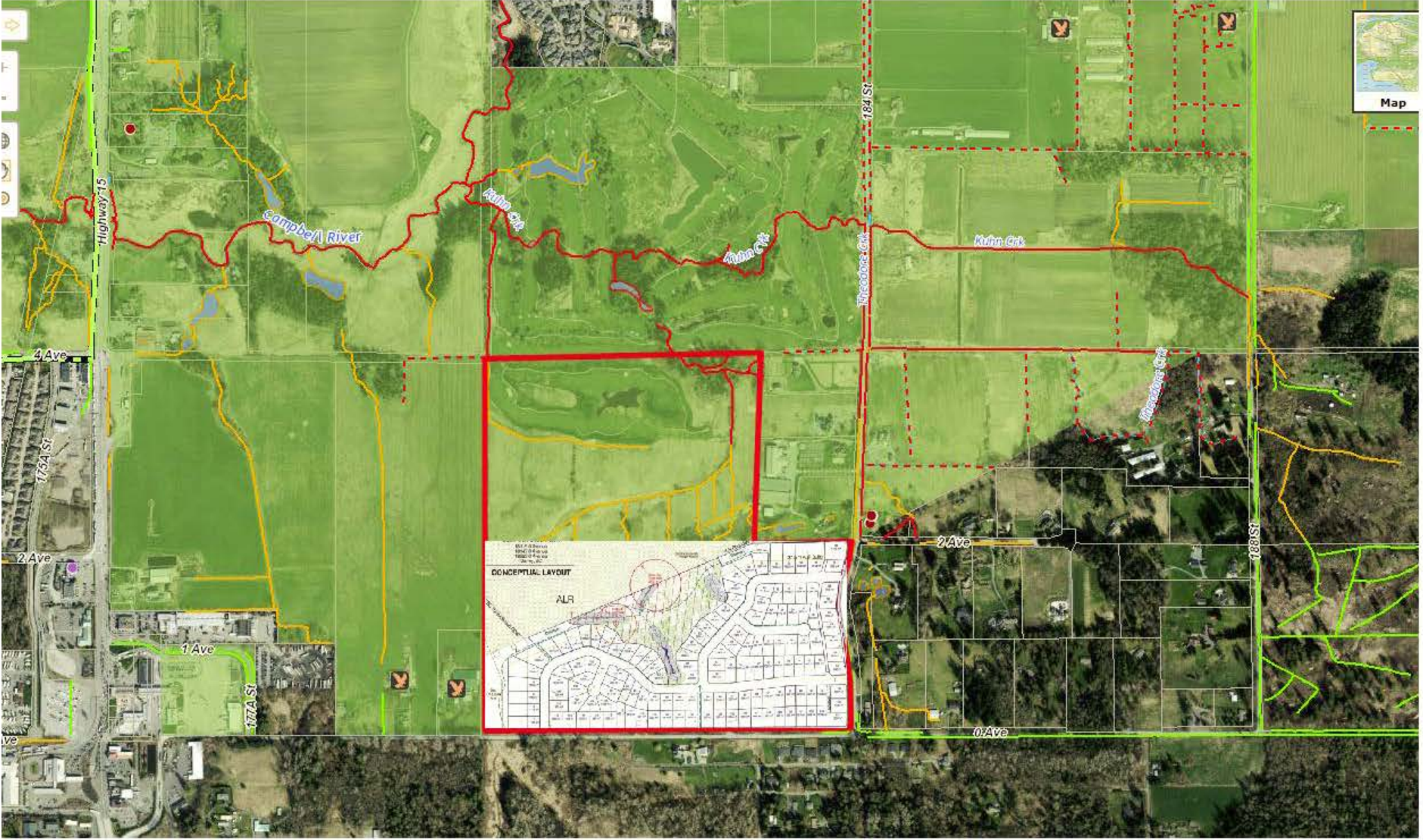
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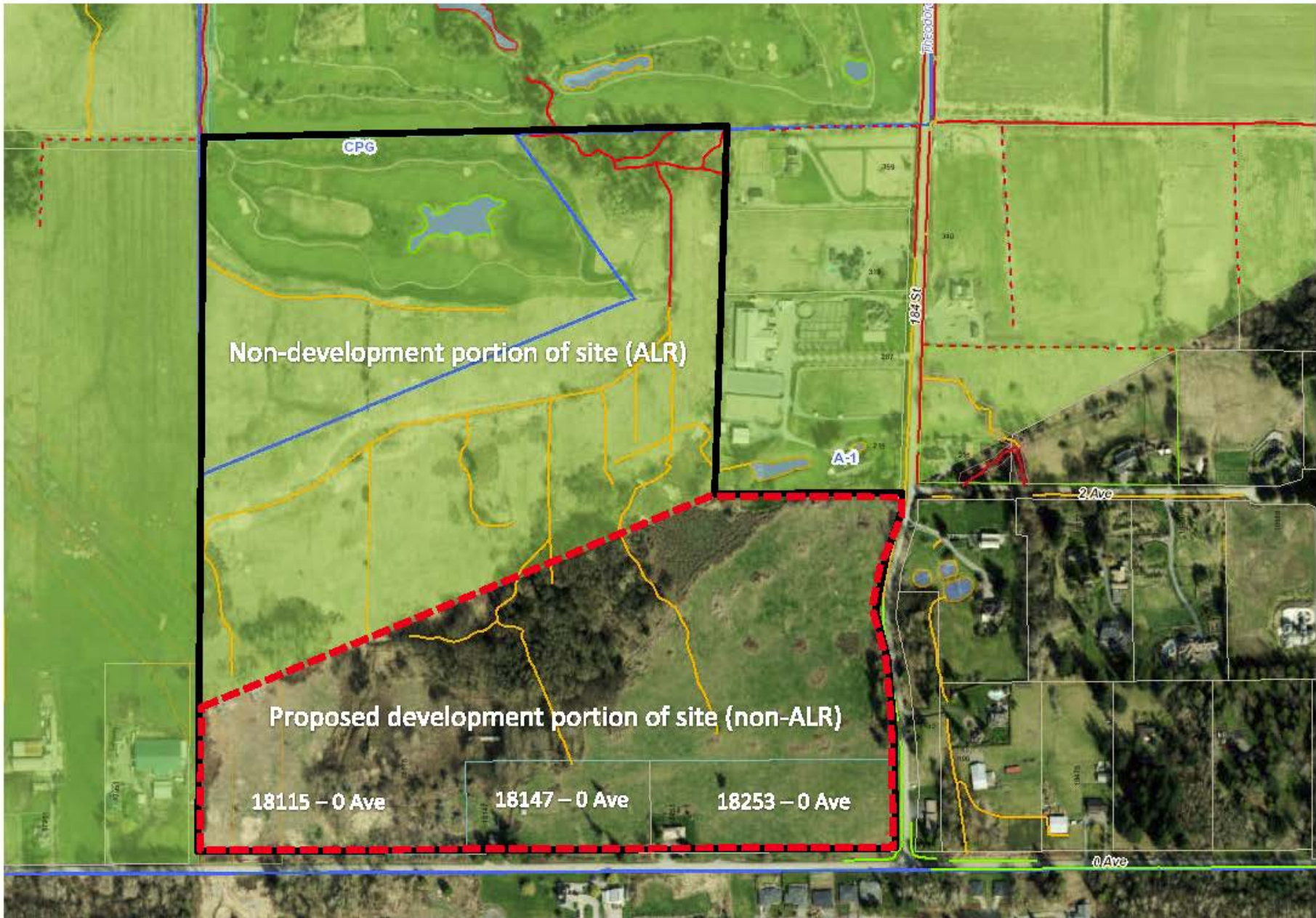
APPENDIX I HAS BEEN  
REMOVED AS IT CONTAINS  
CONFIDENTIAL INFORMATION



7914-0213-00 Hazelmere Subdivision Area Context (with ALR shown in green)



7914-0213-00: Map showing proposed development portion of subject site (non-ALR)

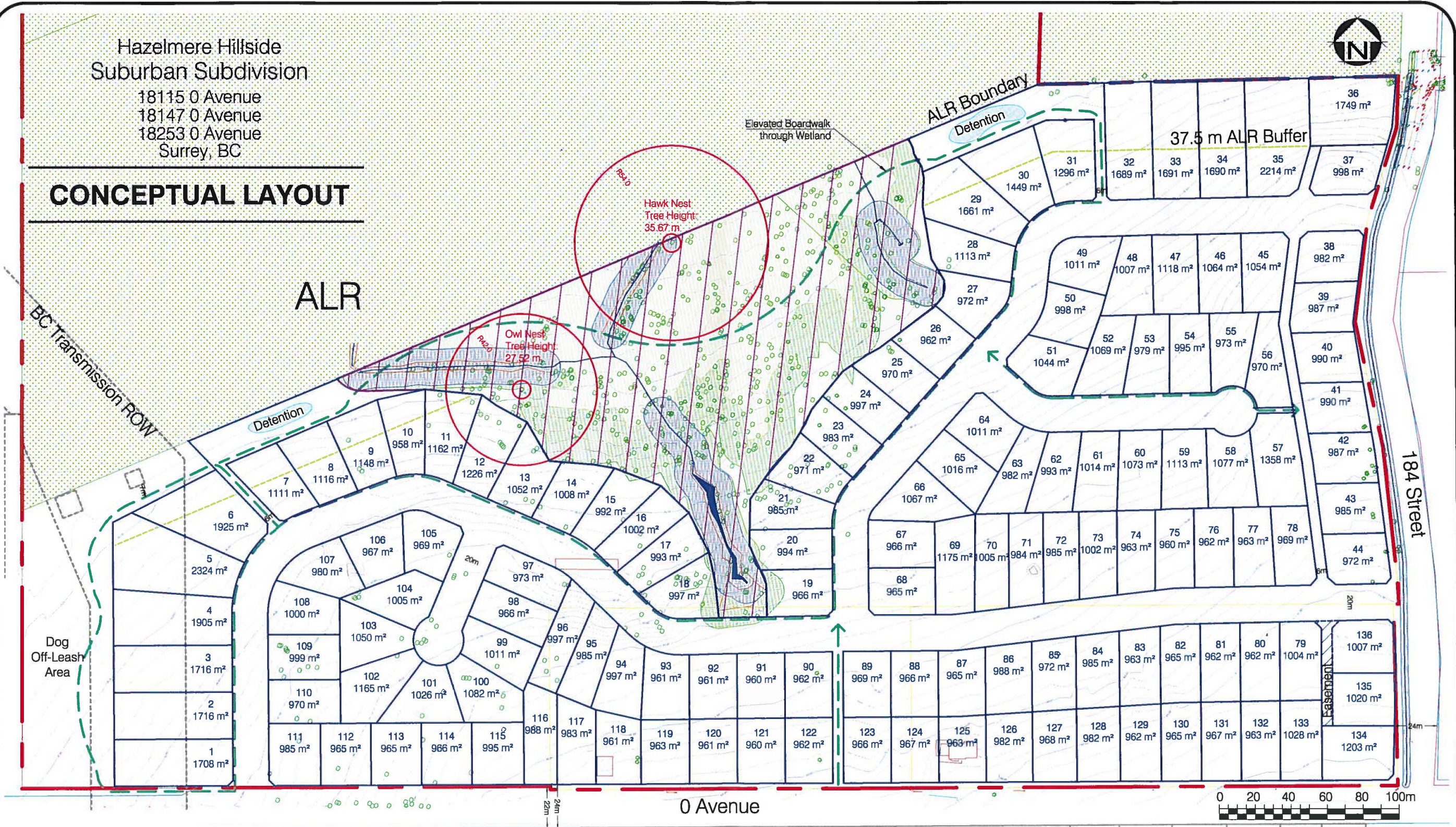


Hazelmere Hillside  
Suburban Subdivision

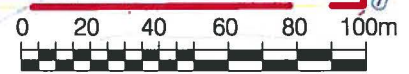
18115 0 Avenue  
18147 0 Avenue  
18253 0 Avenue  
Surrey, BC



**CONCEPTUAL LAYOUT**



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**LEGAL DESCRIPTION**  
PID: 013-221-540  
PID: 007-245-653  
PID: 007-150-199

**GROSS SITE AREA**  
52 hectares / 128.5 acres (approx.)  
  
**AREA NOT WITHIN ALR**  
23 hectares / 56.8 acres (approx.)  
  
**HABITAT AREA**  
3.1 hectares / 7.8 acres (approx.)

**EXISTING DESIGNATIONS**  
Zoning: A-1 Agricultural & CPG Golf Course  
NCP: n/a  
OCP: Agricultural  
  
**PROPOSED DESIGNATIONS**  
Zoning: CD (Comprehensive Development)  
NCP: n/a  
OCP: Suburban

**LOT YIELD**  
Existing Number of Lots: 3  
Proposed Number of Lots: 135  
  
**DENSITY**  
Net: 5.9 uph / 2.4 upa

**LEGEND**

- ALR
- Setback with Habitat Balance Area: 32928 m²
- Wetland
- Setback Area per Envirowest (May 2014): 31388 m²
- Watercourse Setback
- Pedestrian Route
- Watercourse

**APLIN & MARTIN**  
CONSULTANTS LTD  
Project No.: 14-024  
Date: 23 May 2014

**Drawing**  
**1**

July 28/14

- Anticipated services offered include green burials (more biodegradable coffin), columbaria (no cremation), and traditional and non-traditional services.
- The PC Zone requires at least 3 metres (10 ft.) of screen planting along all property lines.

J. Gosal joined the meeting at 9:07 a.m.

The Committee commented as follows:

- Once the plots in the cemetery are sold out, the cemetery becomes a public space (without a crematorium it is not an operating business).
- In response to a question from the Committee regarding future city maintenance of the Private Cemetery when sold out, it was identified that an in perpetuity fund is put in place, that carries on to cover the costs of maintaining the property so that the maintenance does not fall to the City.
- If this site is to be developed and rezoned to a Cemetery Use, and the future cemetery maintenance becomes part of the existing City-owned property, it will be important to ensure it looks contiguous with the existing cemetery site, so there is access available for any future maintenance.

It was

Moved by M. Bose

Seconded by B. Stewart

That the Agriculture and Food Security Advisory Committee recommend to the G.M. of Planning and Development that Application No. 7913-0288-00 be supported, as the proposed cemetery use is permitted under the existing Agricultural designation in the Official Community Plan (OCP), and the lands are located outside of the Agricultural Land Reserve (ALR); with a condition that if the site is to be rezoned, that the new cemetery provide future opportunities for access/maintenance connections with the existing City-owned cemetery site.

Carried

S. Van Keulen joined the meeting at 9:15 a.m.

2. **Proposed OCP Amendment Application (Hazelmere)**  
**18115/18253 - o Avenue**  
**File Nos.: 7914-021300; 6635-01**

K. Broersma, Planner, was in attendance to provide an overview of a Proposed OCP Amendment Application (Hazelmere). The following comments were made:

- The Applicant is proposing an OCP Amendment application from "Agricultural" to "Suburban" to allow for rezoning and subdivision from three (3) lots into 136 lots. The Applicant is not proposing any changes to the ALR portion of the site.
- Staff is recommending to Council as a "Denial" application, as the proposed subdivision does not fully comply with City Policy O-23 and the proposed development does not comply with the OCP.

The Committee commented as follows:

- Concern was expressed regarding development of this kind of density in this area. The subdivision that is proposed does not fall into the category of being beside agriculture land.
- It has been identified in the past that formalizing the edge of the ALR needs to be discussed further with the Province as the ALR Boundary line cuts through the middle of properties and does not follow any specific geographic reference.
- It was noted that for any future land use changes to occur in this area, as proposed, there would first be a required Major Type 1 Amendment to the Regional Growth Strategy, requiring an affirmative 50% + 1 weighted vote of the Metro Vancouver Board and acceptance by all affected local governments. This approval would not be supported by this Committee as there is not benefit to Agriculture.
- Agreement was unanimous that there are significant servicing issues with this application, and the application does not comply with the OCP policies for Agricultural and Food Security, Land Use provisions for Density consideration within 200 m of the ALR Boundary, and is located outside both the Urban Containment Boundary and outside any Secondary Land Use Plan Area.

It was

Moved by M. Bose

Seconded by P. Harrison

That the Agriculture and Food Security

Advisory Committee recommend to the G.M. of Planning and Development that Application No. 7914-0213-00 not be supported, as the lands are located in an Agricultural Designated area which is not intended for urban development, but for supportive agriculture and complementary land uses and to ensure the continued designation and use of agricultural land for agricultural purposes regardless of soil types and capabilities and the continued use of Surrey farmland outside of the Agricultural Land Reserve (ALR) for agricultural purposes in accordance with the Official Community Plan (OCP).

Carried

## E. ITEMS REFERRED BY COUNCIL

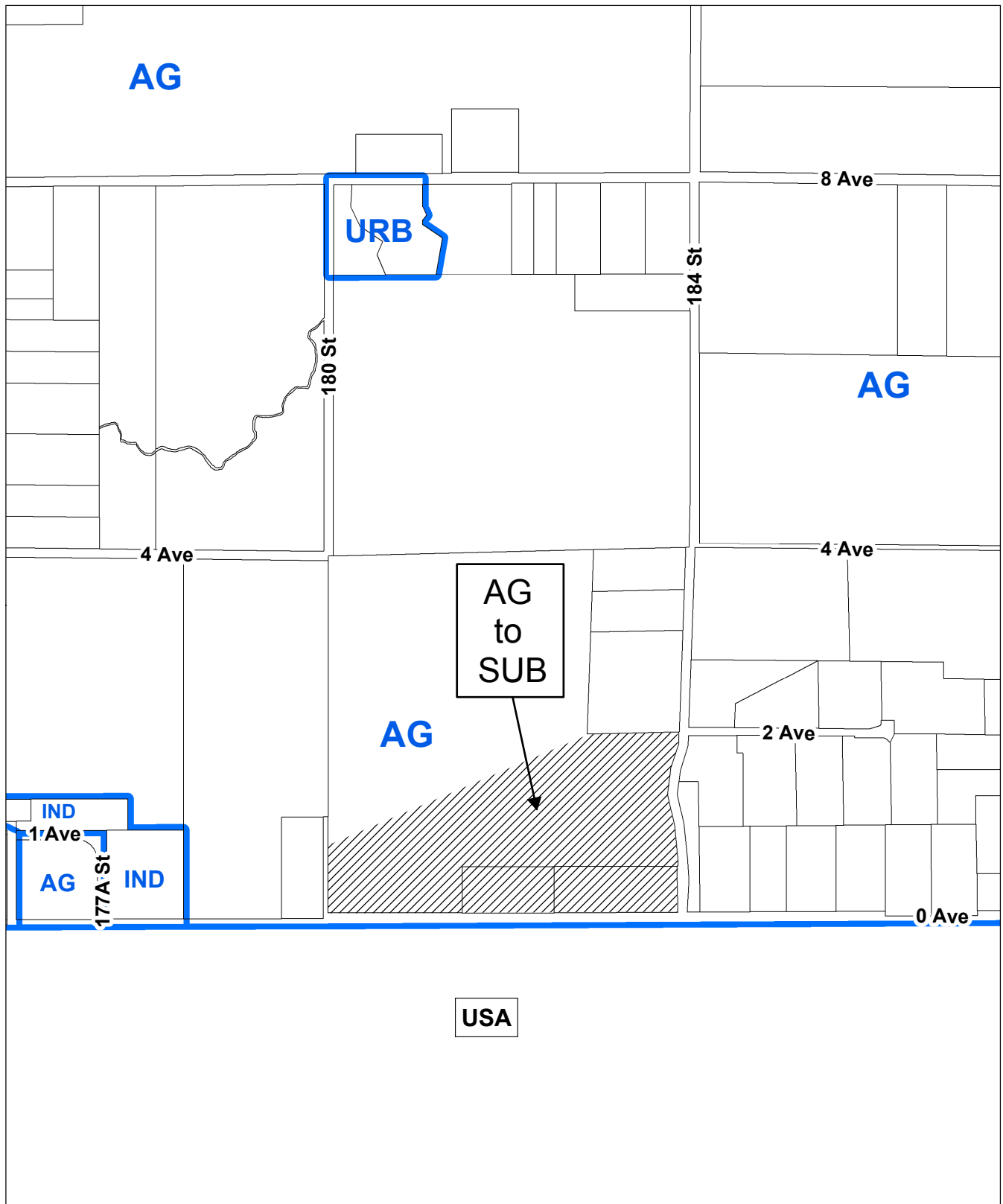
## F. CORRESPONDENCE

## G. INFORMATION ITEMS

### 1. Environmental Sustainability Advisory Committee (ESAC) Update

An update from the ESAC meeting of July 23, 2014 was provided as follows:

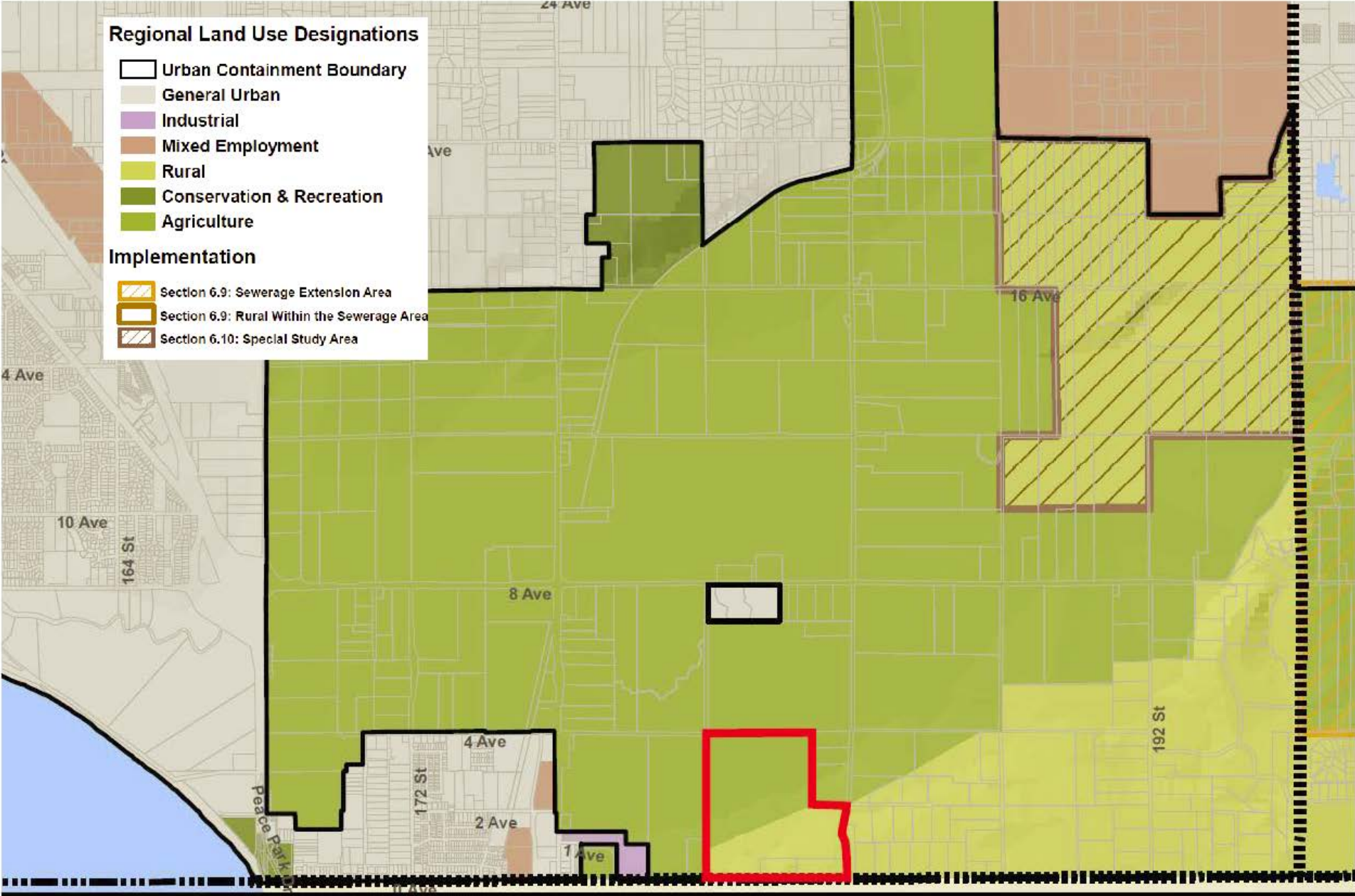
- T. Capuccinello, Assistant City Solicitor and T. Uhrich, Planning, Research and Design Manager, presented on the proposed Kinder Morgan (KM) pipeline project. As part of minimizing negative impacts, staff is exploring an option so that the pipeline occupies the South Fraser Perimeter Road (SFPR) Corridor, the CN Rail Corridor and the Golden Ears Connector Corridor as much as possible, thereby reducing intrusion into Surrey Bend Regional Park and City Parks. Due to public safety concerns, the Province is not keen on having the



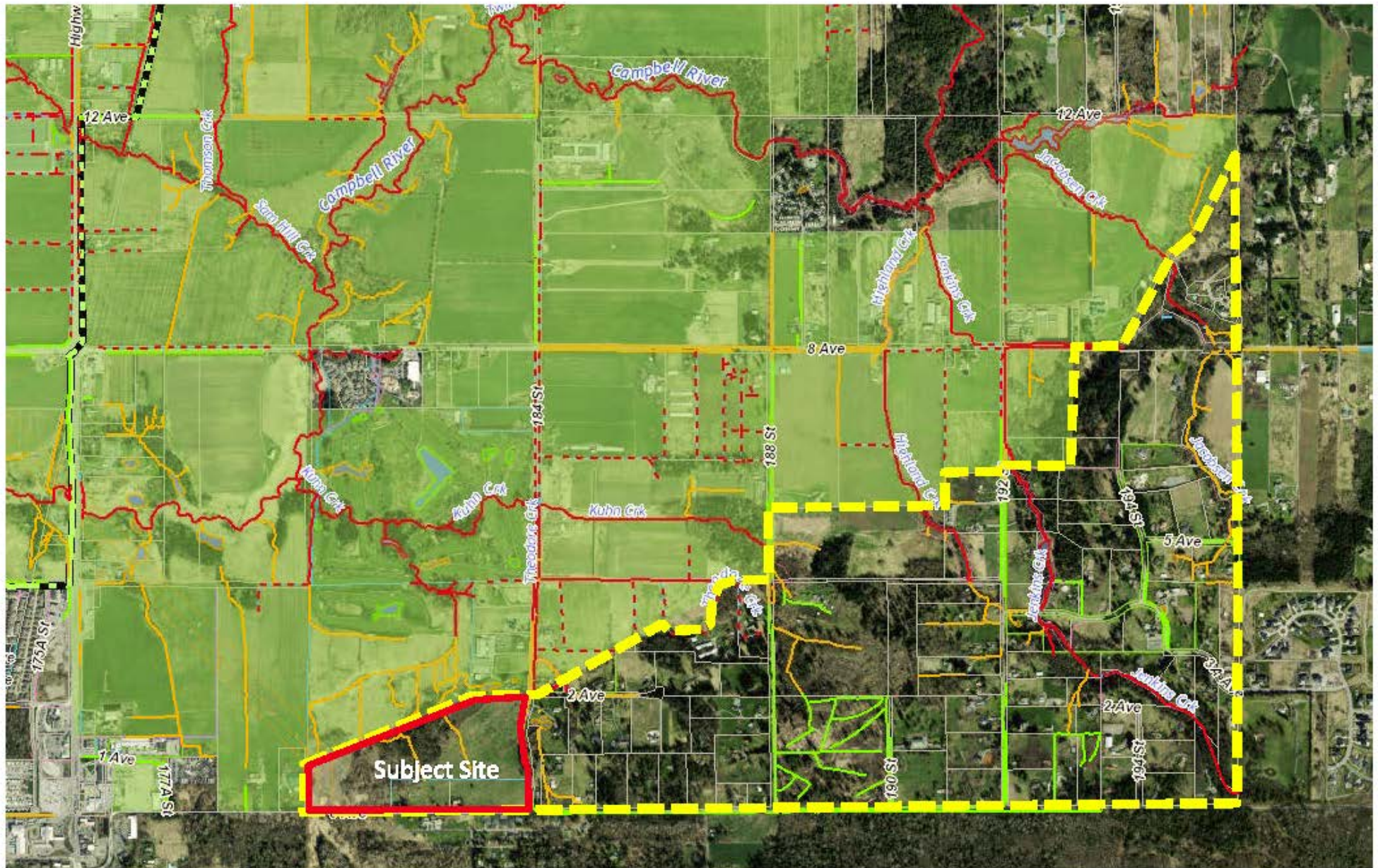
OCP Amendment 7914-0213-00  
Proposed amendment from Agricultural to  
Suburban



# Metro Vancouver Regional Growth Strategy Map



Map showing non-ALR portion of Hazelmere Valley (within yellow boundary)  
(ALR is shown in green)

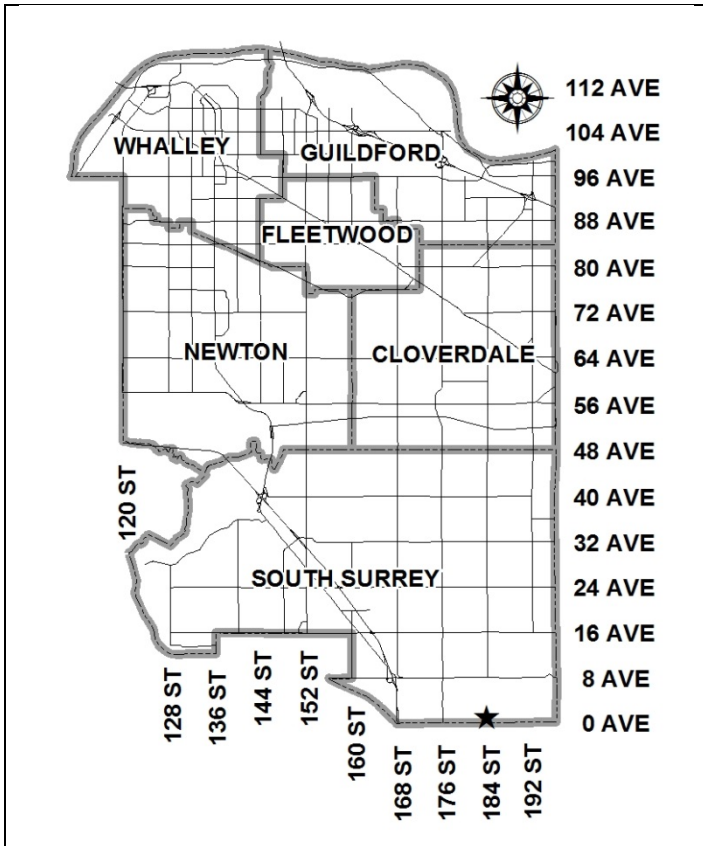




City of Surrey  
**PLANNING & DEVELOPMENT REPORT**

File: 7914-0213-00

Planning Report Date: April 13, 2015



**PROPOSAL:**

- **OCF Amendment** from "Agricultural" to "Suburban"

in order to allow for rezoning and subdivision from 3 lots to 136 single family lots.

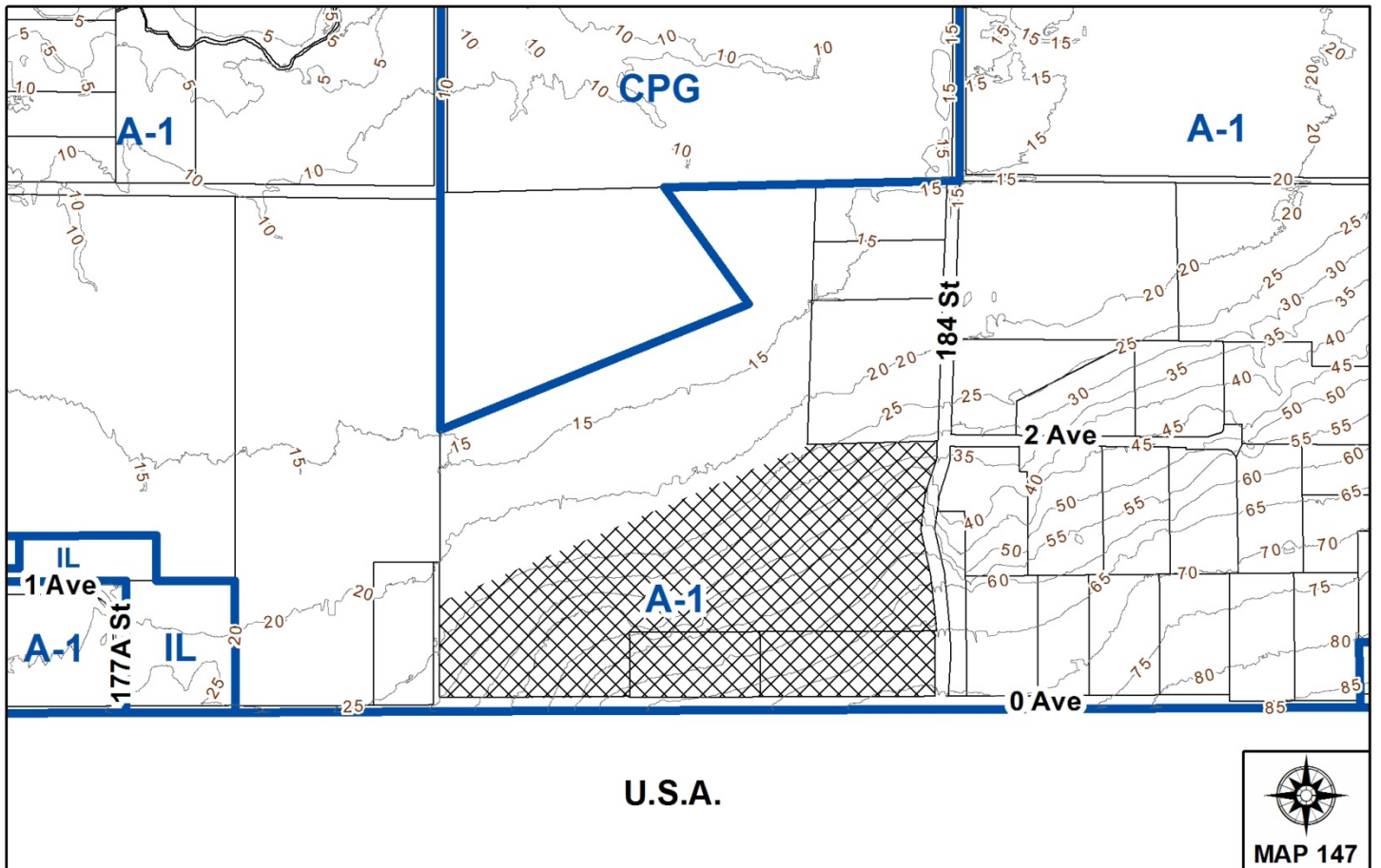
**LOCATION:** 18115, 18147 and 18253 - 0 Avenue

**OWNER:** Lapierre Holdings Ltd.

Hazelmere Golf & Tennis Club

**ZONING:** A-1 and CPG

**OCF DESIGNATION:** Agricultural



### RECOMMENDATION SUMMARY

- Staff provide two recommendations for Council's consideration:
  - The proposed development not be supported; and
  - The proposed development be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and Urban Containment Boundary.

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The proposal is a significant departure from existing City of Surrey policies and plans and Metro Vancouver's Regional Growth Strategy (RGS).

### RATIONALE OF RECOMMENDATION

- Does not comply with OCP Designation and Metro Vancouver's Regional Growth Strategy (RGS).
- The proposed development is a large departure from existing City plans and policies, as described further in the report. There is no NCP or planning or servicing framework in place to guide development in this portion of the Hazelmere valley.
- The proposed development has significant servicing and transportation challenges.
- The subject site is outside of the Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the Metro Fraser Sewer Area would be required from Metro Vancouver to extend services to this area. Approval from Metro Vancouver would also be needed to redesignate the site from "Rural" to "General Urban". These amendments to the RGS would require a two-thirds weighted vote and a regional public hearing.
- If the proposal is modified to be consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary, there is some merit for considering support.

RECOMMENDATION

The Planning & Development Department recommends that:

- (a) The proposed development (Appendix II) not be supported; and
- (b) The proposed development be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary.

REFERRALS

Engineering:	The Engineering Department has concerns with the proposal as discussed below in this report.
Parks, Recreation & Culture:	Parks has concerns with the proposal as there has been no assessment of park provision in this area of Hazelmere if the proposed development and subsequent similar developments are approved.
Department of Fisheries and Oceans (DFO):	If the proposal proceeds, the applicant will be required to undertake a detailed Riparian Areas Regulation (RAR) assessment to address riparian protection issues.
Fraser Health Authority:	If the proposal proceeds with a form of development requiring septic fields, input from the Fraser Health Authority will be requested.
Agricultural and Food Security Advisory Committee (AFSAC):	At its September 4, 2014 meeting, AFSAC recommended that the application not be supported, as the lands are located in an Agriculture designated area which is not intended for urban-type development.
Metro Vancouver:	The applicant is proposing an amendment to the Regional Growth Strategy (RGS) and to the Urban Containment Boundary. The subject site is outside of the Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the Metro Fraser Sewer Area would be required from Metro Vancouver to extend services to this area. Approval from Metro Vancouver would also be needed to redesignate the site from "Rural" to "General Urban". These amendments to the RGS would require a two-thirds weighted vote and a regional public hearing.

SITE CHARACTERISTICS

Existing Land Use: 18115 – 0 Avenue is vacant farmland (partially within ALR), with 2 golf course holes at the northern portion of property. A small portion of the property is encumbered by a BC Hydro right-of-way. 18147 and 18253 - 0 Avenue are rural acreages not within the ALR (Appendix III).

Adjacent Area:

<b>Direction</b>	<b>Existing Use</b>	<b>OCP/LAP Designation</b>	<b>Existing Zone</b>
North and West:	Golf course and agricultural acreage.	Agricultural/ Agricultural	CPG and A-1
East (Across 184 Street):	Agricultural acreages.	Agricultural/ Suburban Residential (5 upa)	A-1
South (Across 0 Avenue):	United States of America.	n/a	n/a

DEVELOPMENT CONSIDERATIONSSite Context

- The subject site consists of 3 properties (18115, 18147 and 18253 - 0 Avenue) located along 0 Avenue near 184 Street in the Hazelmere Valley. The property at 18115 – 0 Avenue is partially within the Agricultural Land Reserve (ALR), is also split-zoned "General Agriculture Zone (A-1)" and "Golf Course Zone (CPG)", and contains 2 holes of the Hazelmere golf course. The applicant is proposing to develop the southerly portion of the site, which is the non-ALR portion of the property (Appendix III).
- The properties at 18147 and 18253 – 0 Avenue are zoned A-1. These two properties are designated "Agricultural" in the Official Community Plan (OCP) and "Rural" in Metro Vancouver's Regional Growth Strategy (RGS).
- The parcel is bordered on the north by the Hazelmere golf course and an agricultural acreage. The site is bordered by agricultural acreages to the east (across 184 Street) and west. The site is bordered on the south (across 0 Avenue) by the United States.
- The proposed development site is located on a north-facing slope of moderately steep grades, with a high elevation of 70 metres (230 feet) above sea level along 0 Avenue and a low elevation of 21 metres (69 feet) at the north portion of the site. The site is mostly cleared, albeit with some significant forest clusters. There are some Class B watercourses on the proposed development portion of the site. In addition, an owl's nest and hawk's nest have been identified in the main forested area on the proposed development portion of the site.

### Proposed Development

- The applicant is proposing to develop the non-ALR portion of the site. The gross site area is 52 hectares (128.5 acres), and the non-ALR portion of the site proposed for development is 23 hectares (56.8 acres).
- The applicant is proposing an OCP amendment from "Agricultural" to "Suburban" to allow for a rezoning and subdivision from 3 lots to 136 single family lots and open riparian space of 3.1 hectares (7.8 acres). The proposed density is 5.9 uph (2.4 upa). Proposed lot sizes range from 960 sq.m. (10,300 sq.ft) to 2,324 sq.m. (25,000 sq.ft.), and the large majority of the lots are approximately 1,000 sq.m. (10,800 sq.ft.) in size (Appendix II). The nearest zone equivalent to the proposal is the RH-G zone which allows 50% of the lots to be 1,120 sq.m. (12,000 sq.ft.) and 50% to be 1,300 sq.m. (14,000 sq.ft.). The proposed lots are proposed to be on City sewer, as the minimum required lot size for a septic system is 0.8 hectares (2 acres), as per Surrey Subdivision and Development By-law, 1986, No. 8830.
- In terms of the subject application, only the proposed OCP amendment from "Agricultural" to "Suburban", and not the rezoning or Development Permit for the ALR interface and Hazard Lands, is being presented for Council's consideration. Given the significant departure from the City's and Metro Vancouver's plans and policies that the proposal entails, it was deemed appropriate to consult Council on the larger land use and density issue before proceeding further to detail development planning of the site.

### Policy Considerations

- In considering the proposal to redesignate the subject site from "Agricultural" to "Suburban" in the OCP to allow for the proposed subdivision there are a number of City and Metro Vancouver policies that need to be considered. These are described below.

#### *Surrey OCP (2014)*

- The protection of agriculture and agricultural areas is a key objective of the City of Surrey. Surrey's OCP contains policies that are designed "to protect farmland as a resource for agriculture, a source of heritage and as a reflection of a distinct landscape defining communities". These policies seek to enhance the viability of agriculture as a component of the City of Surrey's economy.
- The subject site is designated "Agricultural" in the OCP, which is intended to support agriculture, complementary land uses and public facilities". This designation includes lands in the ALR as well as lands outside the ALR that are used for farming and various other complementary uses. Introducing 1,000 sq.m. (10,800 sq.ft.) lots in this area does not support agriculture, nor is it a complementary land use. Rather, the proposed development would serve to destabilize the existing rural character of the area and introduce potential conflicts to the agricultural community.
- The proposed development is also contrary to the OCP which encourages the "full and efficient build-out of existing planned urban areas". In addition, the OCP calls for the prevention of "urban development as well as the extension of City services that would encourage subdivision in rural and suburban areas, except in accordance with approved Secondary Plans".

- The proposed development is not envisioned in the OCP or in any secondary plan.

#### *Surrey Agriculture Protection and Enhancement Strategy (2013)*

- *Surrey's Agriculture Protection and Enhancement Strategy*, adopted by Council in 2013, outlines various ways that agriculture within Surrey can be maintained and enhanced, including:
  - "a stable, predictable and contiguous agricultural land base to operate upon is essential for the continued health and vitality of the agri-food sector";
  - "without viable, available, accessible agricultural land... the ability to provide fresh food is severely limited"; and
  - "protect farming and agri-food operations from adjacent urban impacts (e.g. upland stormwater drainage, traffic, nuisance complaints, trespassing and noxious substances)".
- The proposed development would effectively introduce urban-style development into this area of Surrey that is designated "Agricultural" and would lead to conflict between agricultural activity and urban-style development. Residents within this proposed community would have to travel through adjacent agricultural areas on a daily basis to get to places of employment, commerce, schools, parks and other such destinations. Most of these trips will be made by car, which significantly increases the potential for conflict with the agricultural community.

#### *Metro Vancouver*

- The subject site is designated as "Rural" in Metro Vancouver's *Regional Growth Strategy* (RGS) and is located outside of the Urban Containment Boundary. The Urban Containment Boundary is intended to establish a stable, long-term regionally defined area for urban development and to reinforce the protection of agricultural and rural areas, while the "Rural" designation in the RGS is intended to protect the existing character of rural communities, landscapes and environmental qualities.
- The "Rural" designation permits low density residential development that do not require the provision of urban services such as sewer or transit. Rural areas generally do not have access to regional sewer services.
- The proposed development would require provision of sewer servicing as the proposed lots are smaller than the 0.8 hectare (2 acre) size required to support septic systems, and thus the applicant's proposal would trigger an application to Metro Vancouver to amend the Urban Containment Boundary and to amend the RGS designation from "Rural" to "General Urban".
- Amendments to the Urban Containment Boundary and the "Rural" designation of the RGS must come from the affected municipal government, and require an affirmative two-thirds weighted vote of the Metro Vancouver Board and a regional public hearing. This step would occur subsequent to Council holding a Public Hearing and granting Third Reading to the proposed development.

### Engineering Considerations

- No complete studies with respect to environmental considerations, drainage, sanitary servicing, water provision or transportation network have been undertaken for the non-ALR lands in Hazelmere. The servicing impacts of the proposed development would need to be addressed in a more comprehensive servicing strategy such as one undertaken for an NCP if the area were to be designated for suburban development.
- Staff note that the site is not serviced by a sanitary sewer system and is outside of the Greater Vancouver Sewerage & Drainage District (GVS & DD) and Metro Fraser Sewer Area and the Metro Vancouver Urban Containment Boundary. Approval for inclusion in the GVS & DD would be required from Metro Vancouver to extend services to this area. If the area were to be included for sanitary sewer servicing, the system is likely to extend from the Douglas neighbourhood. At this point in time the Douglas system has not been sized to accommodate expansion of its catchment.
- In terms of drainage, a preliminary Integrated Stormwater Management Plan Scoping Study has been undertaken for the Little Campbell River watershed which includes this area of the Hazelmere Valley. As this area is designated to remain rural in nature no further drainage studies have been undertaken or are being planned for the area. Should the area proceed to a more suburban form of development, a detailed Integrated Stormwater Management Plan (ISMP) would need to be undertaken, and concerns over upland development causing drainage impacts such as flooding in low land areas and erosion in steeper channels would need to be addressed. The ISMP could also include a detailed evaluation of environmental constraints and opportunities in the area.
- There is currently no water provision plan in place for this rural area. Current area residents obtain water from private wells. Densification of the area to suburban land uses would trigger the need to develop a water system expansion plan for the area. City water mains currently exist anywhere from 765 yards (700 metres) to 1090 yards (1000 metres) (depending on point of connection) from the proposed site. The existing water system may need to be upgraded as well to support expansion into this area.
- In terms of transportation, a study would be needed to determine how to manage traffic should this area of Hazelmere be redeveloped at the proposed density. The rural roads were not intended to carry urban traffic volumes. In addition, the potential for conflict between farm vehicles and other vehicles would increase if this area of Hazelmere was redeveloped.

In summary, the proposed development is a considerable departure from the type of rural low density development envisioned for this area. Any increase in density is likely to trigger substantial infrastructure investment. A strategic review of all services in the area would be required as part of the planning process.

### PRE-NOTIFICATION

Pre-notification letters were sent on August 22, 2014 and two development proposal signs were installed on the subject site in December 2014. Staff received 10 phone calls and 5 letters/emails regarding the proposal.

- Three (3) callers had general questions about the proposal and did not indicate opposition or support for the project.
- One (1) caller and 1 letter writer was in support of the proposal, although they did mention concerns about increased traffic in the area that would result from the proposed development.
- Six (6) callers and 4 letter/email writers, including the Little Campbell Watershed Society (LCWS), were not in favour of the proposal and indicated various concerns, including:
  - The proposed development would have negative effects on habitat and drainage (including the Little Campbell River);
  - The current plans don't allow for this type of denser development;
  - The area will lose its rural agricultural character if this development and similar developments are approved;
  - The pressure this will put on the rest of the area to redevelop;
  - The local rural roads aren't built to handle higher volumes of traffic; and
  - Development in the area is "premature".

### PROJECT EVALUATION AND DISCUSSION

Staff is not supportive of the proposed development and recommends that the application be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary.

- Approving the proposed development would necessitate a comprehensive land use and servicing study far beyond the boundaries of the site, which has the potential to significantly alter the rural and stable character of this area of Surrey.



- The subject site is located within an area in the southeast corner of Surrey that is rural in character. The rough boundaries of this area are 0 Avenue on the south, and the Surrey-Langley border on the east. The northern boundary is a line running diagonally from the subject site to where 12<sup>th</sup> Avenue meets the Surrey-Langley border (Appendix VII). These lands are outside of the ALR and are designated "Agricultural" in the OCP. The area is characterized by large acreage properties that are 2 hectares (5 acres) in area or larger that do not require municipal water and sewer services. Development that has occurred in this area is in accordance with the minimum 5 acre parcel area permitted in the A-1 Zone. Of note is a development (File No. 7910-0256-00) in the final approval stages at 442 – 188 Street which will see the creation of a subdivision of nine 2 hectare (5 acre) sized parcels.
- The current proposal, if allowed to proceed, will significantly alter the rural character of the area with a major impact on the overall servicing plan.
- Given the proposal's significant departure from existing plans and policies, the servicing constraints, the lack of a neighbourhood concept plan for this area of Hazelmere and the required Metro Vancouver amendment process, staff can see no rationale for supporting the proposed development.
- Should Council choose to allow the current proposal to proceed, staff recommend that the application be referred back to staff for further study and significant public consultation. No land use planning process has been undertaken to date nor has any public consultation other than identified in this report been undertaken related to the current application.

#### INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	ALR Context Map Showing Subdivision, Existing Site Showing Proposed Development Portion, Proposed Subdivision Layout
Appendix III.	Agricultural and Food Security Advisory Committee Minutes
Appendix IV.	OCP Redesignation Map
Appendix V.	Metro Vancouver Regional Growth Strategy Map
Appendix VI.	Map showing non-ALR lands in the Hazelmere Valley

*original signed by Nicholas Lai*

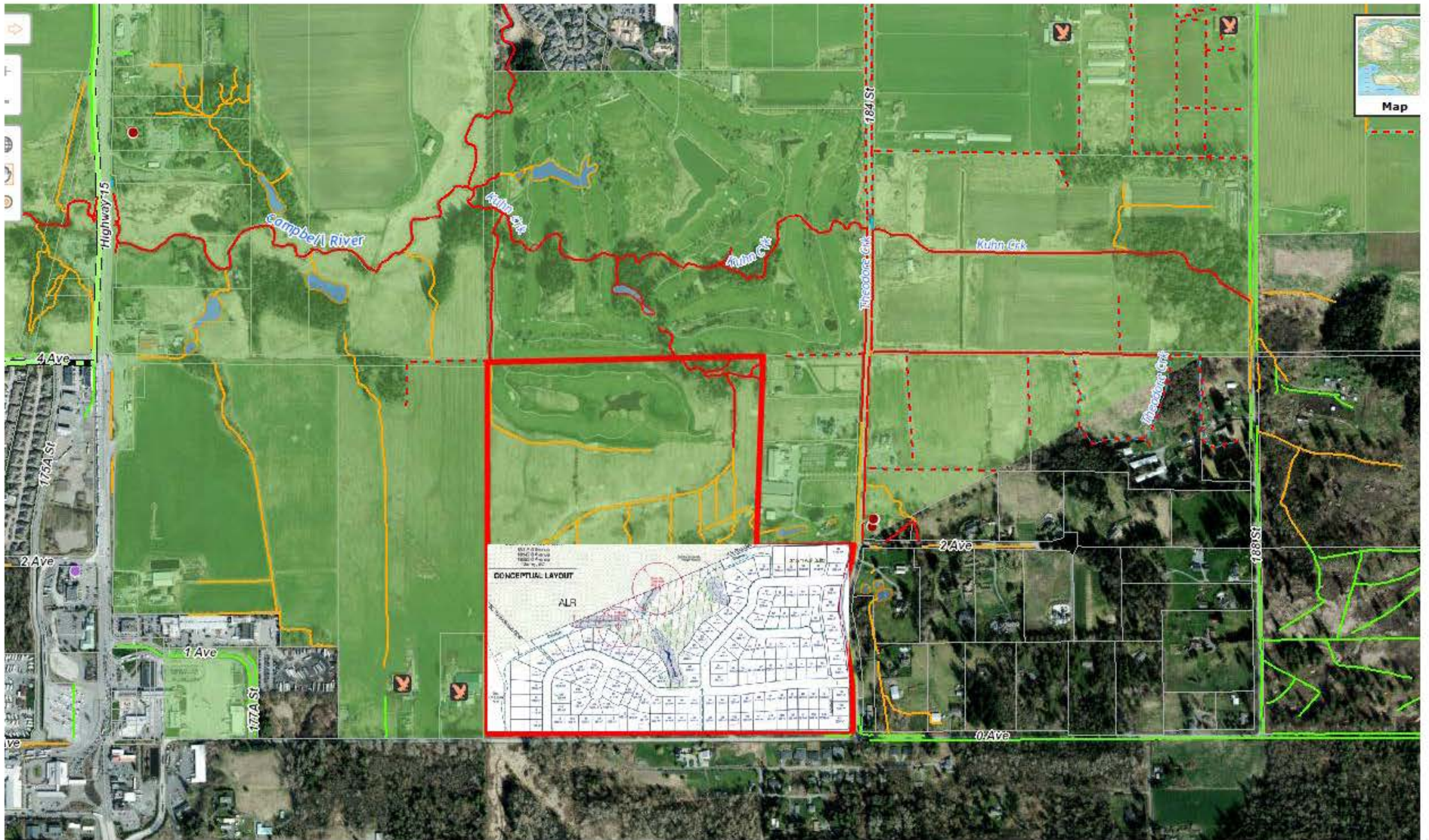
Jean Lamontagne  
General Manager  
Planning and Development

KB/da

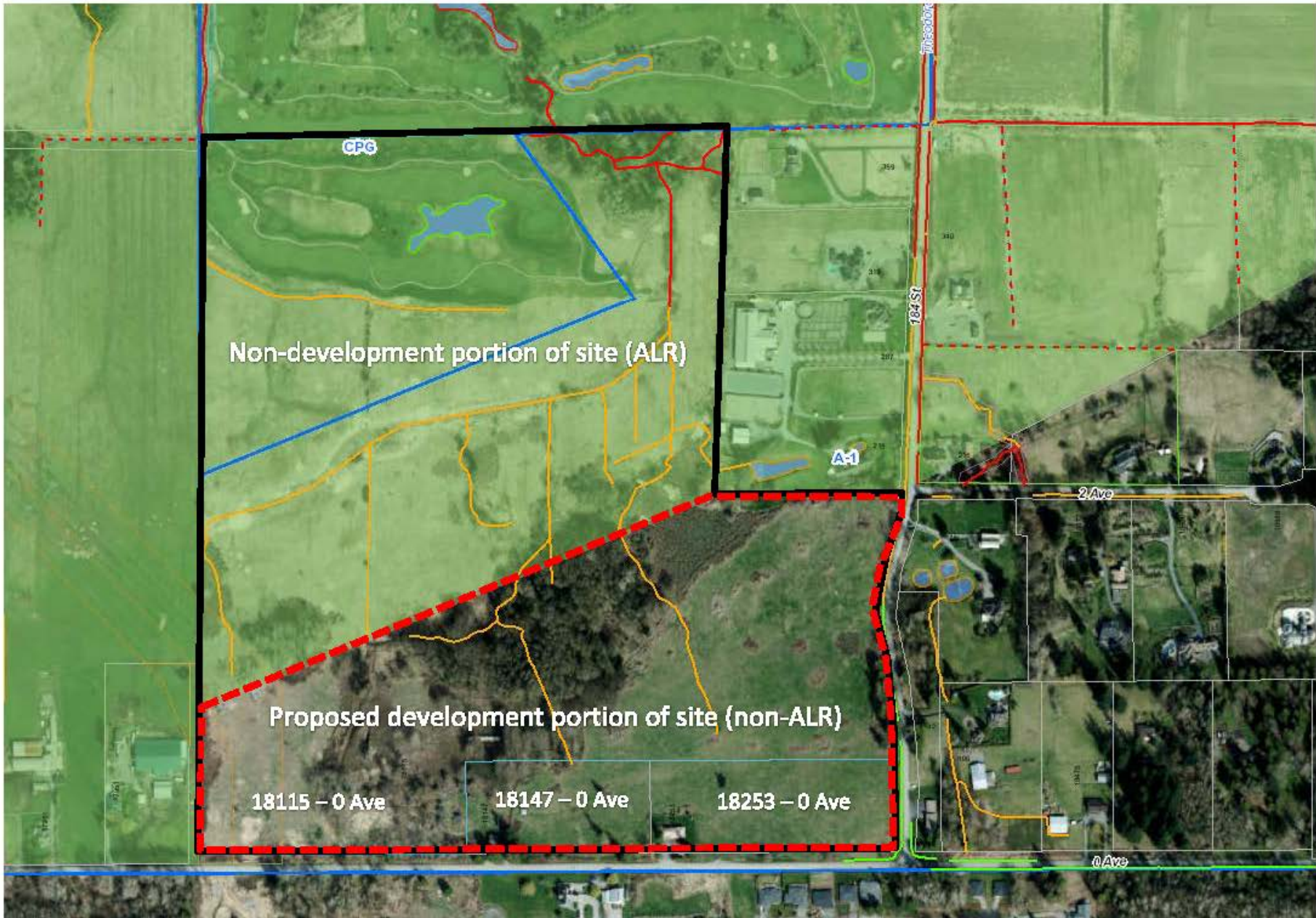
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APPENDIX I HAS BEEN  
REMOVED AS IT CONTAINS  
CONFIDENTIAL INFORMATION

# 7914-0213-00 Hazelmere Subdivision Area Context (with ALR shown in green)



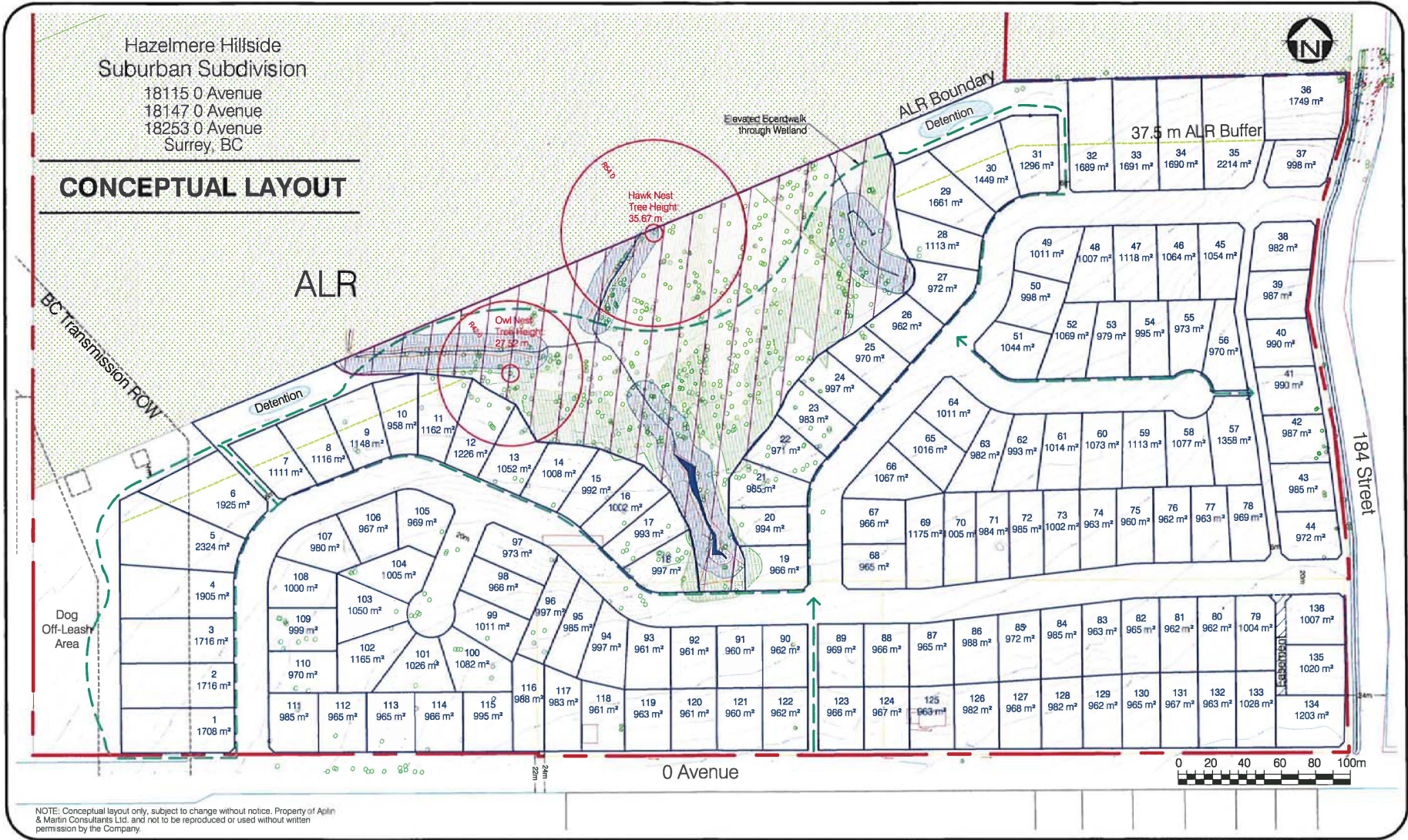
7914-0213-00: Map showing proposed development portion of subject site (non-ALR)



Hazelmere Hillside  
Suburban Subdivision

18115 0 Avenue  
18147 0 Avenue  
18253 0 Avenue  
Surrey, BC

**CONCEPTUAL LAYOUT**



NOTE: Conceptual layout only, subject to change without notice. Property of Aplin & Martin Consultants Ltd. and not to be reproduced or used without written permission by the Company.

**LEGAL DESCRIPTION**  
PID: 013-221-540  
PID: 007-245-653  
PID: 007-150-199

**GROSS SITE AREA**  
52 hectares / 128.5 acres (approx.)

**AREA NOT WITHIN ALR**  
23 hectares / 56.8 acres (approx.)

**HABITAT AREA**  
3.1 hectares / 7.8 acres (approx.)

**EXISTING DESIGNATIONS**  
Zoning: A-1 Agricultural & CPG Golf Course  
NCP: n/a  
OCP: Agricultural

**PROPOSED DESIGNATIONS**  
Zoning: CD (Comprehensive Development)  
NCP: n/a  
OCP: Suburban

**LOT YIELD**  
Existing Number of Lots: 3  
Proposed Number of Lots: 135

**DENSITY**  
Net: 5.9 uph / 2.4 upa

**LEGEND**

- ALR
- Setback with Habitat Balance Area: 32928 m<sup>2</sup>
- Wetland
- Setback Area per Environment (May 2014): 31388 m<sup>2</sup>
- Watercourse Setback
- Pedestrian Route
- Watercourse

**APLIN & MARTIN**  
CONSULTANTS LTD  
Project No.: 14-024  
Date: 23 May 2014

Drawing  
**1**

- Anticipated services offered include green burials (more biodegradable coffin), columbaria (no cremation), and traditional and non-traditional services.
- The PC Zone requires at least 3 metres (10 ft.) of screen planting along all property lines.

J. Gosal joined the meeting at 9:07 a.m.

The Committee commented as follows:

- Once the plots in the cemetery are sold out, the cemetery becomes a public space (without a crematorium it is not an operating business).
- In response to a question from the Committee regarding future city maintenance of the Private Cemetery when sold out, it was identified that an in perpetuity fund is put in place, that carries on to cover the costs of maintaining the property so that the maintenance does not fall to the City.
- If this site is to be developed and rezoned to a Cemetery Use, and the future cemetery maintenance becomes part of the existing City-owned property, it will be important to ensure it looks contiguous with the existing cemetery site, so there is access available for any future maintenance.

It was

Moved by M. Bose

Seconded by B. Stewart

That the Agriculture and Food Security Advisory Committee recommend to the G.M. of Planning and Development that Application No. 7913-0288-00 be supported, as the proposed cemetery use is permitted under the existing Agricultural designation in the Official Community Plan (OCP), and the lands are located outside of the Agricultural Land Reserve (ALR); with a condition that if the site is to be rezoned, that the new cemetery provide future opportunities for access/maintenance connections with the existing City-owned cemetery site.

Carried

S. Van Keulen joined the meeting at 9:15 a.m.

2. **Proposed OCP Amendment Application (Hazelmere)**  
**18115/18253 - o Avenue**  
**File Nos.: 7914-021300; 6635-01**

K. Broersma, Planner, was in attendance to provide an overview of a Proposed OCP Amendment Application (Hazelmere). The following comments were made:

- The Applicant is proposing an OCP Amendment application from "Agricultural" to "Suburban" to allow for rezoning and subdivision from three (3) lots into 136 lots. The Applicant is not proposing any changes to the ALR portion of the site.
- Staff is recommending to Council as a "Denial" application, as the proposed subdivision does not fully comply with City Policy O-23 and the proposed development does not comply with the OCP.

The Committee commented as follows:

- Concern was expressed regarding development of this kind of density in this area. The subdivision that is proposed does not fall into the category of being beside agriculture land.
- It has been identified in the past that formalizing the edge of the ALR needs to be discussed further with the Province as the ALR Boundary line cuts through the middle of properties and does not follow any specific geographic reference.
- It was noted that for any future land use changes to occur in this area, as proposed, there would first be a required Major Type 1 Amendment to the Regional Growth Strategy, requiring an affirmative 50% + 1 weighted vote of the Metro Vancouver Board and acceptance by all affected local governments. This approval would not be supported by this Committee as there is not benefit to Agriculture.
- Agreement was unanimous that there are significant servicing issues with this application, and the application does not comply with the OCP policies for Agricultural and Food Security, Land Use provisions for Density consideration within 200 m of the ALR Boundary, and is located outside both the Urban Containment Boundary and outside any Secondary Land Use Plan Area.

It was

Moved by M. Bose

Seconded by P. Harrison

That the Agriculture and Food Security

Advisory Committee recommend to the G.M. of Planning and Development that Application No. 7914-0213-00 not be supported, as the lands are located in an Agricultural Designated area which is not intended for urban development, but for supportive agriculture and complementary land uses and to ensure the continued designation and use of agricultural land for agricultural purposes regardless of soil types and capabilities and the continued use of Surrey farmland outside of the Agricultural Land Reserve (ALR) for agricultural purposes in accordance with the Official Community Plan (OCP).

Carried

## **E. ITEMS REFERRED BY COUNCIL**

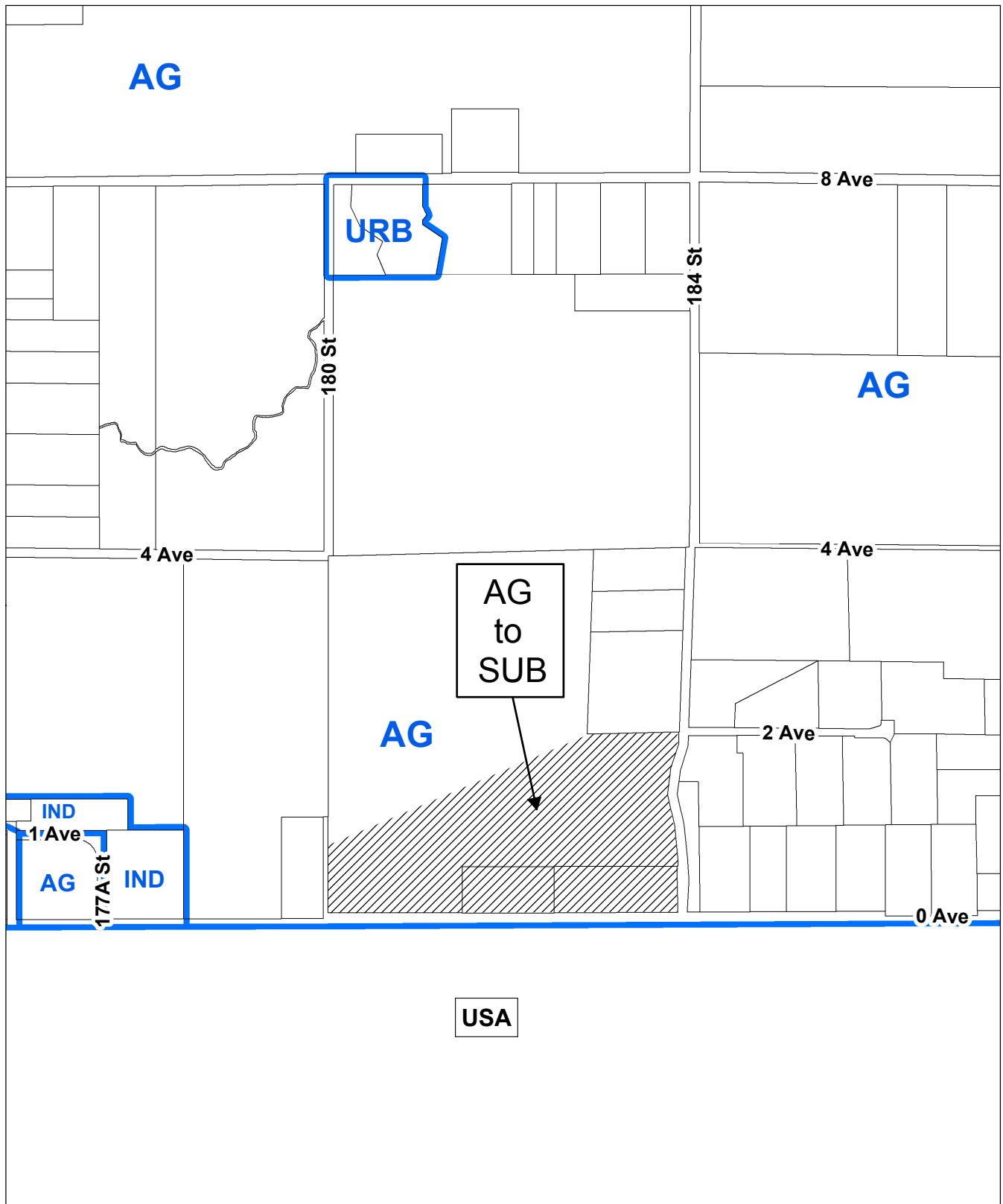
## **F. CORRESPONDENCE**

## **G. INFORMATION ITEMS**

### **1. Environmental Sustainability Advisory Committee (ESAC) Update**

An update from the ESAC meeting of July 23, 2014 was provided as follows:

- T. Capuccinello, Assistant City Solicitor and T. Uhrich, Planning, Research and Design Manager, presented on the proposed Kinder Morgan (KM) pipeline project. As part of minimizing negative impacts, staff is exploring an option so that the pipeline occupies the South Fraser Perimeter Road (SFPR) Corridor, the CN Rail Corridor and the Golden Ears Connector Corridor as much as possible, thereby reducing intrusion into Surrey Bend Regional Park and City Parks. Due to public safety concerns, the Province is not keen on having the

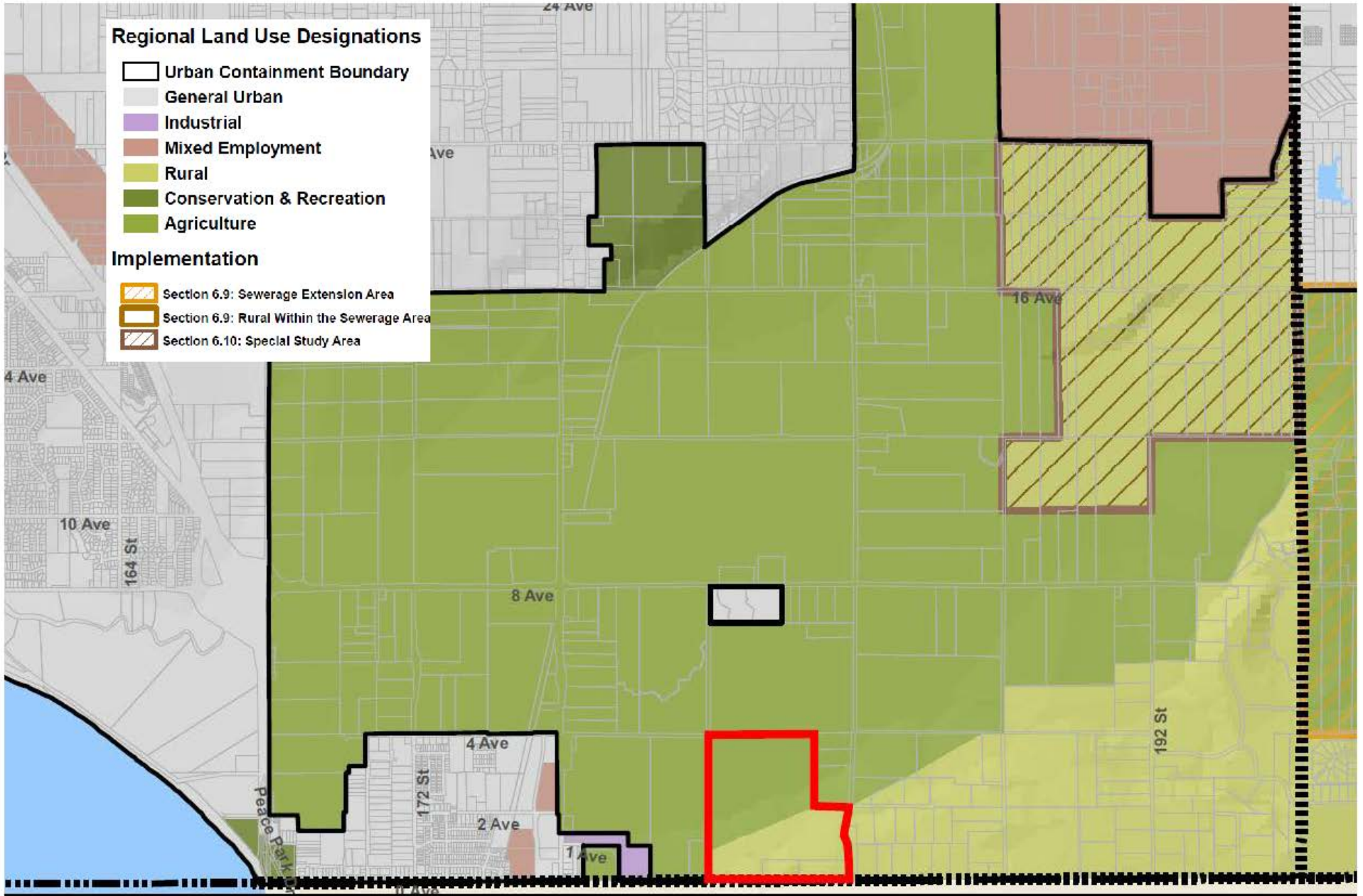


OCP Amendment 7914-0213-00  
Proposed amendment from Agricultural to  
Suburban

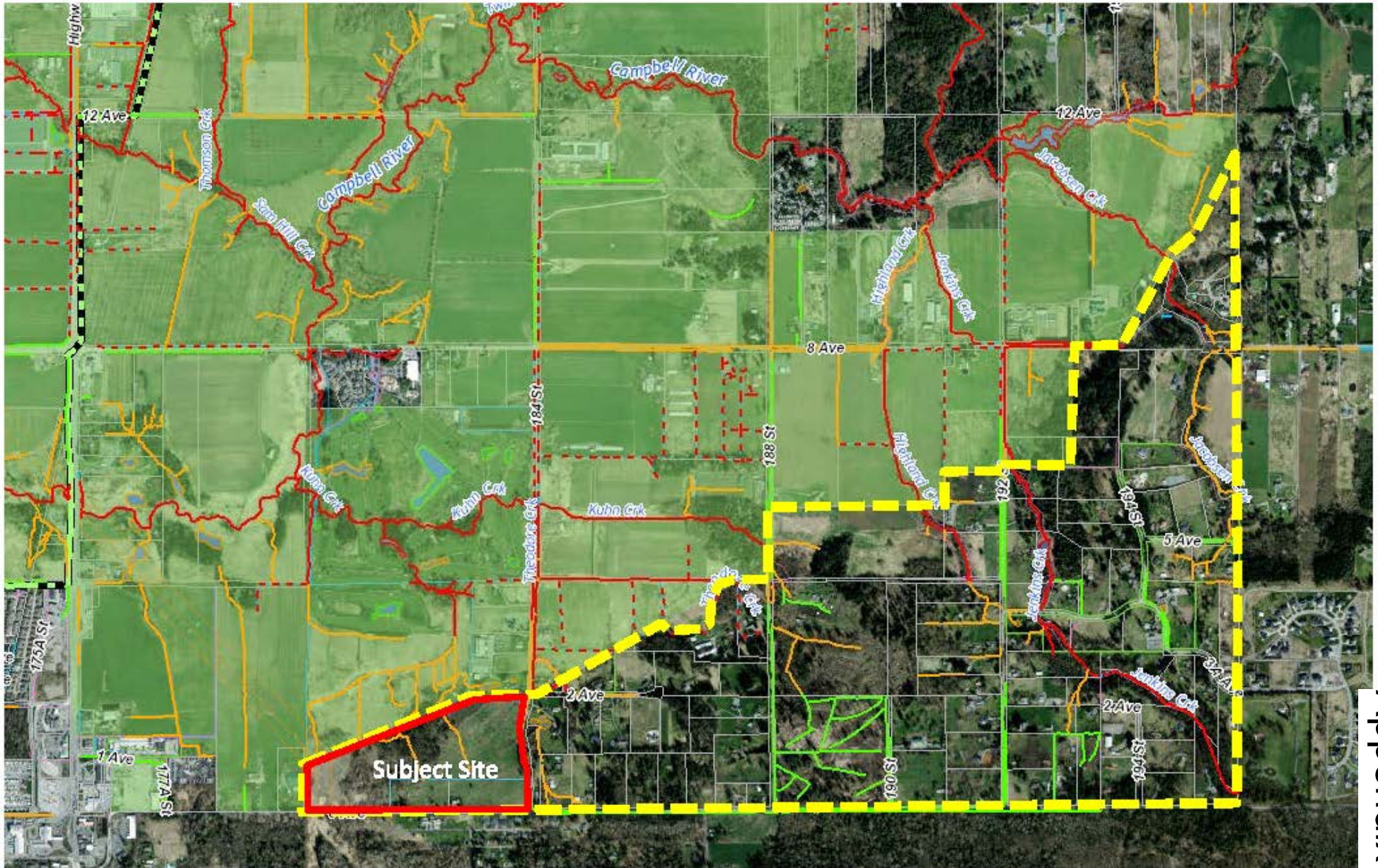




# Metro Vancouver Regional Growth Strategy Map



Map showing non-ALR portion of Hazelmere Valley (within yellow boundary)  
(ALR is shown in green)



JUL 03 2018

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

Jane Sullivan, City Clerk  
City of Surrey  
13450 – 104 Avenue  
Surrey, BC V3T 1V8  
**VIA EMAIL: [jsullivan@surrey.ca](mailto:jsullivan@surrey.ca)**

Dear Ms. Sullivan:

**Re: Regional Growth Strategy Amendment Bylaw No. 1263 – Hazelmere Site City of Surrey – Bylaw Consideration**

At its June 22, 2018 regular meeting, the Board of Directors of Metro Vancouver Regional District (Metro Vancouver) considered the *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1263, 2018*, a bylaw initiated by the City of Surrey's request to amend *Metro Vancouver 2040: Shaping our Future* to change the regional land-use designation for the Hazelmere site from Rural to General Urban and extend the Urban Containment Boundary.

This Amendment Bylaw had been given 1<sup>st</sup> and 2<sup>nd</sup> reading, and was the subject of a Public Hearing that concluded on June 13, 2018.

In accordance with *Metro Vancouver 2040: Shaping our Future*, each reading of the Amendment Bylaw required an affirmative two-thirds weighted vote to pass. At its June 22, 2018 meeting, the Board's vote on 3<sup>rd</sup> reading of the Amendment Bylaw did not meet that threshold; consequently, the Amendment Bylaw was defeated at 3<sup>rd</sup> reading.

Sincerely,



Chris Plagnol  
Corporate Officer

CP/NC/kh

cc: Neal Carley, General Manager, Parks, Planning and Environment  
Heather McNell, Director of Regional Planning and Electoral Area Services

25756400

C. ADDITIONAL PLANNING COMMENTS

3. **Application No. 7914-0213-00**  
**18115, 18147 and 18253 - o Avenue**  
Owners: Lapierre Holdings Ltd.  
Director Information: C. Campbell, R. Lapierre  
Officer Information as at May 22, 2023: C. Campbell (Secretary),  
R. Lapierre (President)

Hazelmere Golf & Tennis Club Ltd.  
Director Information: M. Stuart  
Officer Information as at June 4, 2022: M. Stuart (President)

Agent: Isle of Mann Property Group (Jimmy Hansra)  
**Regional Growth Strategy Amendment from Rural to General Urban for a portion of the site**  
**OCP Amendment for a portion of the site from "Agricultural" to "Suburban" Rezoning from A-1 to RQ, from A-1 to CPG, and from CPG to A-1 Development Permit**  
**ALR inclusion, Non-Farm Use, and Subdivision**  
*to allow subdivision into approximately 145 single family lots.*

It was Moved by Councillor Hepner  
Seconded by Councillor Elford  
That Council support referring Development  
Application No. 7914-0213-00 to Metro Vancouver for reconsideration of a Regional  
Growth Strategy (RGS) Amendment.

RES.R24-338

Carried

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To: Regional Planning Committee

From: Terry Hoff, Senior Regional Planner, Parks, Planning and Environment Department

Date: January 10, 2018 Meeting Date: February 2, 2018

Subject: **Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Surrey - Hazelmere**

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### RECOMMENDATION

That the MVRD Board decline the City of Surrey's requested amendment to *Metro 2040* for the Hazelmere site and not proceed with a Regional Growth Strategy Amendment Bylaw.

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### PURPOSE

To provide the MVRD Board with the opportunity to consider the City of Surrey's request to amend *Metro Vancouver 2040: Shaping our Future (Metro 2040)* to accommodate a development proposal for the Hazelmere site.

### BACKGROUND

On October 23, 2017 the City of Surrey submitted a request to Metro Vancouver to amend the *Metro 2040* land use designation map to accommodate a development proposal known as Hazelmere. Surrey Council passed 1<sup>st</sup> and 2<sup>nd</sup> reading of Official Community Plan amendment bylaw No.19344 for the land use redesignation on July 24, 2017. Also on July 24, 2017, Surrey Council passed a resolution R17-2258 to submit a regional land use redesignation amendment request to Metro Vancouver, pending 3<sup>rd</sup> reading, (Attachment 1). Subsequently, on September 11, 2017, Surrey Council held a local public hearing and gave third reading to Official Community Plan amendment bylaw No. 19344. A Surrey Council decision on final adoption of Official Community Plan amendment bylaw No.19344 will be scheduled following a MVRD Board decision on the requested *Metro 2040* amendment.

In consideration of the proposed *Metro 2040* amendment, the MVRD Board may choose to deny the request, or to proceed with initiation of the amendment and a *Metro 2040* amendment bylaw. This proposed amendment is a Type 2 minor amendment to *Metro 2040*, requiring an affirmative 2/3 weighted vote of the MVRD Board at each reading and a regional public hearing.

### PROPOSED METRO 2040 LAND USE DESIGNATION AMENDMENT

The requested *Metro 2040* amendment is to create a 23.7 hectare (58.6 acre) non-contiguous extension of the *Metro 2040* Urban Containment Boundary, and to redesignate the component lands from *Metro 2040* Rural to General Urban. The proposed amendment would allow for the development of a 145 lot urban single family residential subdivision, averaging ¼ acre lot size, and would facilitate the extension of the GVS&DD Fraser Sewerage Area to service the residential development.

As shown in Figure 1, the Hazelmere site currently has a Rural regional land use designation, as agreed to between the City of Surrey and Metro Vancouver in approving *Metro 2040* in 2011 and their subsequent Regional Context Statement. The site is located between 180 Street and 184 Street, extending from the international boundary (0 Avenue) and abutting the Agricultural Land Reserve (ALR) to the north and west.

The site is located at the western end of an area with a Rural regional land use designation, which is about 300 hectares in size. The majority of the Rural lands are subdivided for Rural Residential development (average 2 hectare / 5 acre estate lots adjacent to the subject site), and there are about 40 hectares of remaining large parcels with pending development applications.

**Hazelmere Site Context**

Parcel Size	23.7 ha (58.6 ac)
Metro 2040 Designation	Rural
Surrey OCP Designation	Agricultural
Municipal Zoning	A-1 – Agricultural
Agricultural Land Reserve Status	Not in the ALR
Proposed Metro 2040 Designation	General Urban
Proposed Residential Development	145 single family lots; average lot size approx. 1/4 acre
Sewerage Area	Outside the GVS&DD Fraser Sewerage Are

Figure 1. Metro 2040 Land Use Designation Map – Location of Subject Site

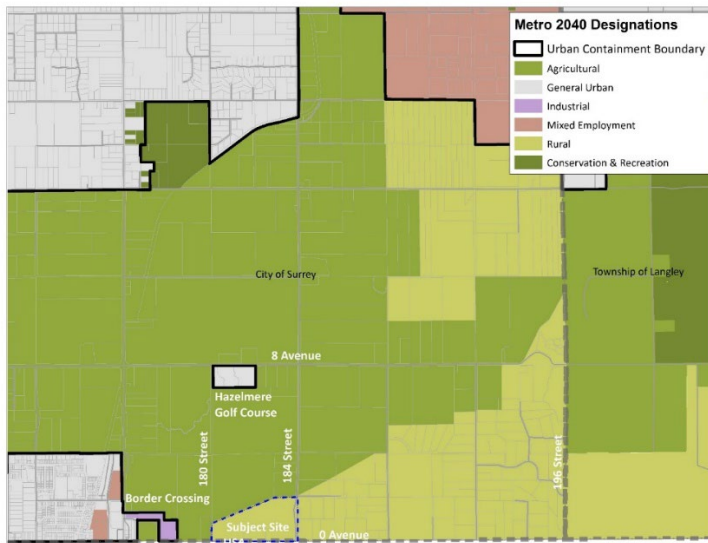


Figure 2. Subject Site Context

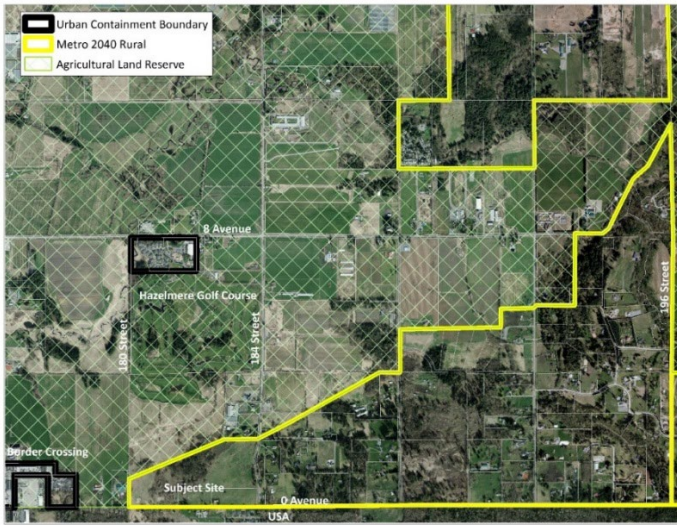
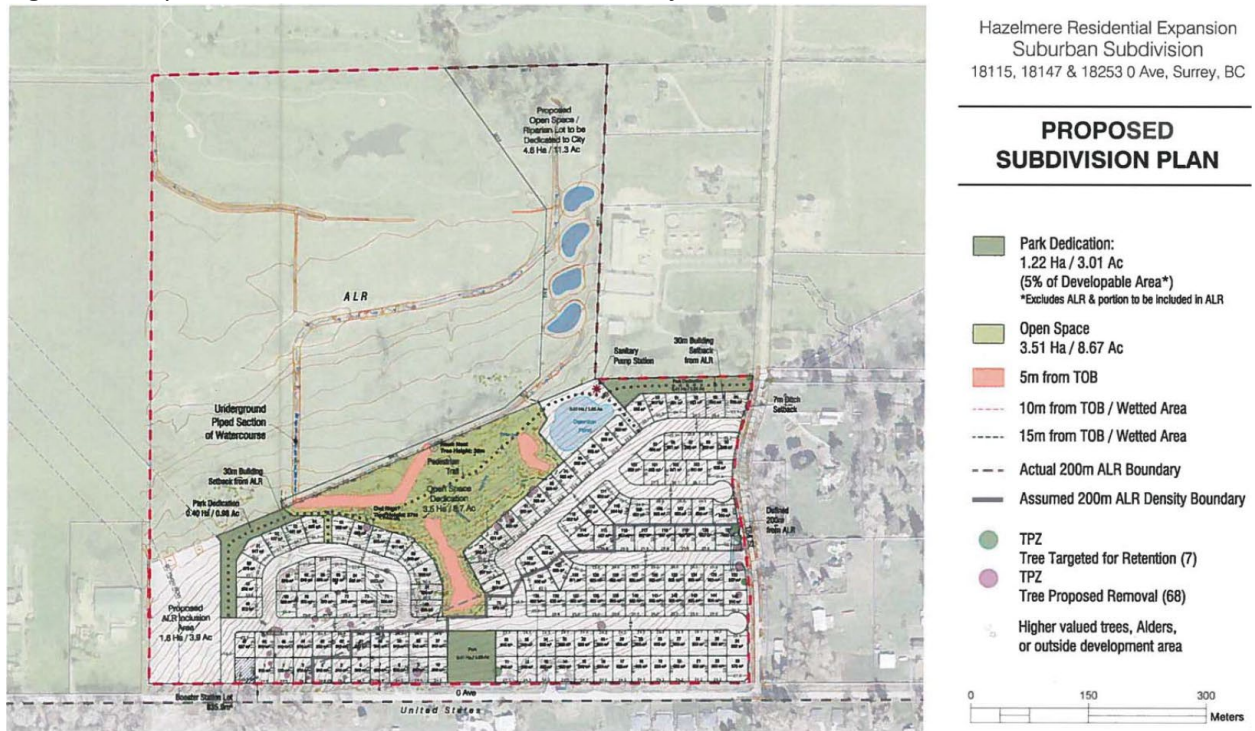


Figure 3. Proposed Residential Lot Subdivision on Subject Site



**Surrey Staff Reports, Assessment and Recommendations**

The proposed development has been submitted to Surrey Council on 3 occasions: in July 2015, June 2016 and July 2017.

In **July 2015**, on the initial submission, Surrey staff recommended that:

- The proposed development not be supported; and
- The proposed development be referred back to the applicant to consider major revisions to the proposal that are consistent with the policies of the Official Community Plan (OCP) and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary.
- The Surrey staff report at that time noted that:
- The proposed development is a large departure from existing City plans and policies, as described further in the report. There is no planning or servicing framework in place to guide development in this portion of the Hazelmere Valley;
- The proposed development has significant servicing and transportation challenges; and
- If the proposal is modified to be consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy (RGS) and the Urban Containment Boundary, there is some merit for considering support.

The application was referred back to staff to work with the applicant to consider major revisions as the proposal was not in keeping with the Regional Growth Strategy and in its current state did not fit within the vision for the area.

In **June 2016**, the application was considered by Surrey Council a second time. The applicant proposed a number of improvements and requested that the revised proposal be reconsidered by Council. The applicant did not wish to pursue a proposal consistent with the policies of the OCP and the "Rural" designation of Metro Vancouver's Regional Growth Strategy and the Urban Containment Boundary.

Surrey staff again recommended that the proposed development not be supported. The staff report at that time stated that,

*...notwithstanding the various improvements proposed by the applicant, the proposed development is a significant departure from existing City plans and policies. There is no Neighbourhood Concept Plan (NCP) or planning or servicing framework in place to guide development in this portion of the Hazelmere valley. Further, the proposed development has significant servicing and transportation challenges, and would not result in contiguous or planned growth following the provisions outlined in the City's OCP.*

Surrey Council referred the project back to staff to work with the applicant to:

- review the site in terms of future residential development and the feasibility of the proposed septic field and existing soil quality and ascertain whether or not a sewer system could be supported;
- provide completion of the Hazelmere Golf Course Community in terms of estate lots that are viable for the next 50 years with the aim of completing the Golf Course community while maintaining habitat restoration and agricultural uses. Further, it was noted that if the area to the east toward 0 Avenue should be considered for residential development in the future, a full Neighbourhood Concept Plan (NCP) would be expected, but the process would not be initiated at that time;



- provide detailed information in terms of the available capacity to provide services to the area that would be "stand alone"; and
- ensure that the project be an extension to complete the build out of the Hazelmere Golf course.

In **July 2017**, the application was considered by Surrey Council for a third time. At that time, Surrey staff recommended that the OCP amendment bylaw proceed.

Along with a number of procedural and siting conditions needing to be resolved before final adoption of the bylaw amendment, including approval of a *Metro 2040* amendment and approved connection to regional sewerage services, the application received 1<sup>st</sup> and 2<sup>nd</sup> readings on July 24, 2017, and subsequently proceeded through Public Hearing and 3<sup>rd</sup> reading on September 11, 2017.

In response to previously stated issues, the reconsideration of the proposed development included the following:

- It was proposed that a connection to the city/regional sewer system be constructed specifically as "stand alone" (specified pipe size) designed solely to accommodate the proposed urban residential development;
- A number of habitat restoration and agricultural enhancements;
- The downstream drainage capacity determined to be sufficient for the proposal; and
- A condition of approval of the Agricultural Land Commission for:
  - non-farm use to permit stormwater run-off into the proposed habitat ponds located in the Agricultural Land Reserve (ALR) downstream from the development site; and
  - the subdivision to create a 4.6 hectare (11.3 acre) lot within the ALR, comprising riparian area and habitat ponds, to be conveyed to the City for conservation purposes.

A Surrey Council resolution and notification requesting the *Metro 2040* land use designation amendment was received by Metro Vancouver on October 23, 2017.

#### **REGIONAL PLANNING ASSESSMENT OF THE PROPOSED METRO 2040 AMENDMENT**

*Metro 2040* is an agreement among member jurisdictions to pursue a set of goals and strategies for future land use and development in the Metro Vancouver region. Regional context statements, housed in the local municipal OCPs, reinforce this collaborative partnership and commitment to growth management in all areas of the region. These agreements are incorporated into associated regional land use, infrastructure and transportation plans and investments.

Metro Vancouver represents the member jurisdictions as the steward responsible for evaluating regional growth issues with regard to these shared objectives. *Metro 2040* goals, strategies and actions, provide the framework for assessing proposed amendments. The regional planning assessment addresses the direct impact of the proposed amendment on *Metro 2040*, as well as likely implications affecting future implementation.

The regional assessment is concerned with the impacts of changing land use and related activity, rather than the specific merits of site design or quality of development, or any potential contributions offered as consideration with approval of the amendment. As well, while the assessment considers the scale of land use impact, the scale of impact must be considered related to precedent and

potential cumulative effect of such amendments. As such, while one specific amendment may not undermine *Metro 2040* on its own, the precedent for numerous similar amendments may impact *Metro 2040*.

This application primarily affects *Metro 2040* Goal 1 urban containment provisions, with related implications for each of the five *Metro 2040* goals and strategies.

### **Goal 1 – Create a Compact Urban Area**

The commitment to a compact region and urban containment are fundamental tenets of *Metro 2040* and the Surrey OCP and Regional Context Statement. Through the collaborative process of preparing *Metro 2040*, member jurisdictions established the Urban Containment Boundary (UCB) to coordinate regional and local plans and to define the extent of future urban growth and infrastructure footprint.

In terms of *Strategy 1.1 - Contain urban development within the Urban Containment Boundary*, the UCB was established to create a stable, long-term, regionally defined area for urban development that would result in compact development patterns that support the efficient use of land and transportation networks, and that reduce greenhouse gas emissions. Committing to a compact urban area recognizes that sprawling urban development is unsustainable as it consumes natural landscapes and requires costly and inefficient transportation systems and utility infrastructure.

Requests for small fine-tuning adjustments to the UCB are anticipated through the life of *Metro 2040*; however, lands with a regional Rural, Agricultural or Conservation and Recreation land use designation are not intended as lands reserved for future urban growth.

The proposed amendment would create a 23.7 hectare non-contiguous urban residential area beyond the existing UCB, with at least 145 units and about 450 residents - a significant departure from the intent of *Metro 2040's* urban containment provisions.

The proposed development would also require the provision of regional sewerage services to the site. The developer is proposing a pump and forcemain system, with a pump station to be located near 2 Avenue and 184 Street and a forcemain running some 10 kilometres (6.2 miles) north along 184 Street to a proposed connection to the GVS&DD main near 52 Avenue and 184 Street. The forcemain is expected to measure 150 millimetres (6 inches) in diameter, designed to accommodate only the flow generated from the development. Odour issues will need to be addressed at a number of locations along the length of this system.

**Assessment.** The proposed amendment would 'leapfrog' the UCB and spread new urban residential development into the Rural area. The proposed amendment, if approved, would also signal that the UCB is not stable, and may trigger speculation that such proposed amendments are viable, thereby undermining the integrity and success of this key tenet of *Metro 2040*. Further, if the amendment is approved, a 10 kilometre sewer line would extend through the agricultural areas to connect the subject site to the GVS&DD main, which would be detrimental to the agricultural areas and encourage additional demand for sewerage connections in the vicinity.

### Land Development Capacity for Urban Residential Growth within the Urban Containment Boundary

When the UCB was established through coordination among municipalities and their respective OCPs, it included a substantial allocation of lands planned for future urban development (Figure 4). Currently, the region includes about 7,500 gross hectares, or 10% of the designated regional urban land base, for future urban development. Surrey has the largest share of these remaining lands.

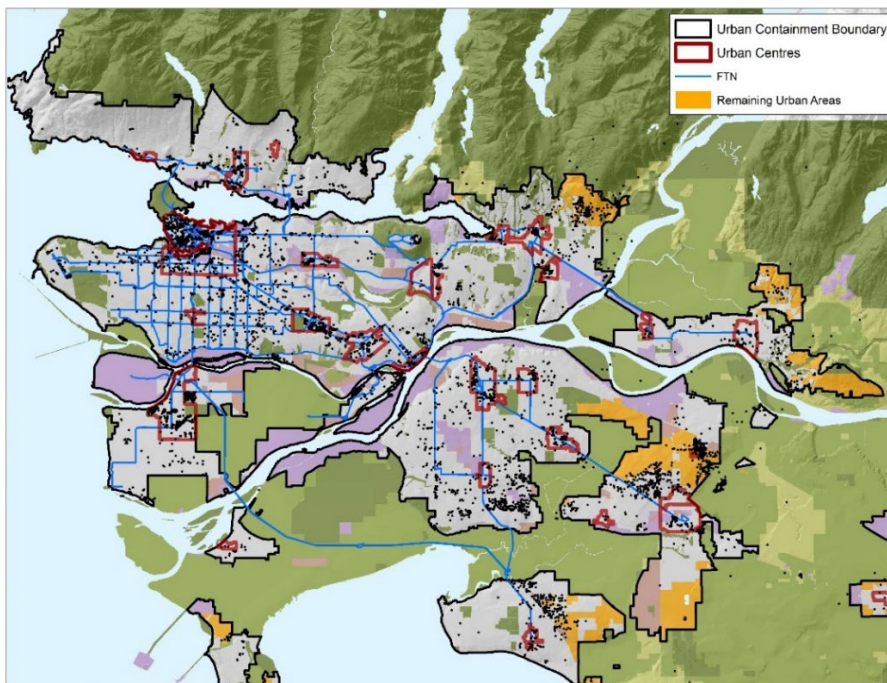
An analysis of regional growth patterns over the past 20 years shows that about 20% of Metro Vancouver’s urban development has been through expansion of the urban land base, within comprehensively planned neighbourhoods. With the trend toward increasing urban growth densities and land use efficiencies, the remaining urban lands allocated for future new urban residential development within the UCB have been determined to be sufficient to accommodate about 20% of Metro Vancouver’s urban residential development into the 2030s. The rest of our growth (i.e. 80%) has occurred, and is expected to continue to occur, through redevelopment and intensification.

Surrey has been a regional leader in preparing comprehensive neighbourhood plans to guide orderly development within the remaining defined urban growth areas. These areas have identified municipal and regional land uses, and infrastructure and transportation plans as the designated areas for future growth and investment.

The designated urban land base within the UCB has the capacity, both through the creation of new urban neighbourhoods and intensification of the existing developed areas, to accommodate all of the projected residential growth in the regional growth strategy and Surrey OCP to the year 2041.

**Assessment.** Planned land use policies for urban containment and regional / subregional growth patterns indicate that there is no limit on urban growth capacity to justify extending urban growth beyond the UCB at this time.

**Figure 4. Remaining Lands for Urban Development within the Urban Containment Boundary**



*Metro 2040 Strategy 1.3 Protect designated Rural areas from urban development* is intended to recognize and maintain the land use and character of established rural areas, and to limit land speculation that may disrupt those areas. Lands with a Rural regional land use designation were identified as generally non-contiguous to the established / planned urban area, often surrounded by the ALR, outside of regional utility service areas. The Rural lands are not intended as urban reserve lands for future growth.

**Assessment.** The proposed amendment would insert a significant urban residential development, associated infrastructure and traffic adjacent to established rural residential lands, and potentially trigger development speculation on other rural sites in the Hazelmere area as well as other rural sites in the region.

### **Goal 2 - Support a Sustainable Economy**

Consideration of this amendment relates to *Metro 2040 Strategy 2.3 Protect the supply of Agricultural land and promote agricultural viability with an emphasis on food production*. This strategy states that it is Metro Vancouver's role to support the agricultural viability of existing agricultural areas by limiting urban development impacts and pressures on these areas. Specifically, as stated in *Metro 2040* Section 2.3.3, working with "the Agricultural Land Commission to ensure the management of farmlands is in concert with groundwater resources, and minimize conflicts among agricultural, recreation and conservation, and urban activities". The application from the City of Surrey includes a condition of approval from the ALC for non-farm use to permit stormwater run-off on adjacent ALR lands and that this area would then be subdivided and conveyed to the City for conservation purposes. The City of Surrey has not at the time of writing this report made an application to the ALC for this purpose.

**Assessment.** The proposed amendment would facilitate the introduction of significant urban residential development and associated traffic adjacent to existing agricultural areas, which would likely affect current and future farming activity and potentially triggering land use speculation on proximate agricultural properties. Although the applicant has committed to mitigation measures related to land use impacts on adjacent agricultural lands, the impacts of urban development and related activity are very likely to affect the agricultural character and viability of the adjacent ALR lands.

### **Goal 3 - Protect the Environment and Respond to Climate Change Impacts**

*Metro 2040* includes strategies that focus on preparing for, and mitigating risks from, climate change impacts and associated regional natural hazards as well as on protecting the environment. The proposed amendment relates to *Strategy 3.2 Protect and enhance natural features and their connectivity* and *Strategy 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality*.

The proposed land use amendment will have an impact on downslope stormwater drainage and habitat largely within the agricultural (ALR) areas. The applicant has proposed stormwater mitigation measures to relocate and consolidate watercourses, maintain riparian areas and construct habitat ponds located in the ALR down slope from the development site. The development would require ALC approval for non-farm use of lands, as well as Ministry of Environment approval, for stormwater mitigations measures.

**Assessment.** Given that the proposed stormwater runoff mitigation measures will require ALC and Ministry of Environment approval, it would be prudent for Metro Vancouver to ensure there is both ALC and MOE support in place prior to considering an approval of the proposed amendment.

With little chance of viable transit service to this area, residents' access to employment, commercial or amenity locations, the proposed amendment would create a car dependent urban area with about 200 new vehicles and related greenhouse gas emission implications.

#### **Goal 4 - Develop Complete Communities**

Under this goal, the proposed amendment relates primarily to *Strategy 4.2 Develop healthy and complete communities with access to a range of services and amenities*. The intention of this policy direction is to support compact, mixed use, transit, cycling and walking oriented communities. The corollary of this strategy is to inhibit the creation of stand-alone, remote (non-contiguous) urban residential developments that are not proximate to daily amenities and services, and/or are car dependent with no viable access to public transit. Surrey has been a regional leader in creating comprehensively planned complete neighbourhoods. The proposed amendment would be a significant departure from the city's established practice.

**Assessment.** The proposed amendment would be a significant departure from the city's established practice of comprehensively planned complete neighbourhoods. Approval of the current amendment may trigger similar isolated residential development proposals that will serve to undermine the complete community concept of *Metro 2040*.

#### **Goal 5 - Support Sustainable Transportation Choices**

Under this goal, the proposed amendment relates to *Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking*.

Land use influences travel patterns. Accessible and sustainable transportation choices are supported by urban containment strategies to limit expanding road and vehicle traffic, air emissions and energy consumption. The proposed development of 145 additional households (about 450 people) would likely add 200 or more vehicle trips to the road network within that rural area and to the associated commuter routes in South Fraser subregion. Given the location, transit access would not be viable. Access to day-to-day services and facilities in the urban areas would likely be exclusively by car.

**Assessment.** The proposed amendment conflicts with regional goals by adding vehicle traffic (200 vehicles) and emissions from this remote, non-contiguous rural location, and requiring additional investments in road and other supporting infrastructure.

#### **Summary**

*Metro 2040* represents an agreement among member jurisdictions to pursue a set of goals and strategies to guide future land use and development in the Metro Vancouver region. The proposed amendment challenges the most fundamental elements of *Metro 2040* – containing urban sprawl, focusing urban growth to support complete communities, and efficient transportation and infrastructure investments. In addition, approval would set a clear precedent regarding the permeability of the urban containment boundary, and likely trigger additional land development speculation in the Rural areas of southeastern Surrey and other similar areas of the region.

### **Metro 2040 Amendment Process**

The proposed amendment is a Type 2 minor amendment to the regional growth strategy, which requires an amendment bylaw that receives an affirmative two-thirds weighted vote by the Metro Vancouver Board at each reading including adoption, and a regional public hearing. *Metro 2040* lays out the process for processing such an amendment. A draft staff report on the proposed amendment was reviewed by the Regional Planning Advisory Committee on November 17, 2017 as required by *Regional Growth Strategy Procedures Bylaw No. 1148*. The Regional Planning Advisory Committee received the then draft staff report for information. The application is now coming before the Regional Planning Committee and MVRD Board for consideration of initiation. If initiated, staff will prepare an amendment bylaw for Board consideration. As per *Metro 2040*, the Board can then consider, 1st and 2nd reading of the amendment bylaw, and notification to affected local governments. If the Board approves these resolutions, staff anticipates a 45 day notification period, and will return to the Committee and Board with the results of the comment period and if appropriate, a request to delegate the regional public hearing and to direct staff to set the public hearing date. At that time, Surrey would also be requested to submit a consequential amendment to its Regional Context Statement.

Staff have received a number of comments on the proposed amendments from members of the public (Attachment 2).

### **ALTERNATIVES**

1. That the MVRD Board decline the City of Surrey's requested amendment to *Metro 2040* for the Hazelmere site and not proceed with a Regional Growth Strategy Amendment Bylaw.
2. That the MVRD Board initiate the *Metro 2040* minor amendment process and direct staff to prepare a bylaw to amend *Metro 2040*, in response to the City of Surrey's request, to amend the regional land use designation for the Hazelmere site from Rural to General Urban and to extend the Urban Containment Boundary.

### **FINANCIAL IMPLICATIONS**

If Board chooses Alternative 1, and declines the request, the City of Surrey may potentially challenge the decision and engage a dispute resolution process with related costs. If the Board chooses Alternative 2, staff will prepare an amendment bylaw for Board consideration regarding the City of Surrey's request to amend the regional land use designation for the Hazelmere site from Rural to General Urban and to extend the Urban Containment Boundary. Surrey will also be requested to submit a consequential amendment to its Regional Context Statement.

### **SUMMARY / CONCLUSION**

On October 23, 2017 the City of Surrey submitted a request to Metro Vancouver to amend the *Metro 2040* land use designation map to accommodate a development proposal known as Hazelmere. The City proposes to create a 23.7 hectare (58.6 acre) non-contiguous expansion of the *Metro 2040* UCB, and redesignate the component lands from *Metro 2040* Rural to General Urban. The proposed amendment would allow for the development of a 145 lot urban single family residential subdivision, averaging ¼ acre lot size, and extend the GVS&DD Fraser Sewerage Area to service the residential development into lands with a Rural regional land use designation.

In previous submissions of this development proposal as an OCP amendment to Surrey Council (i.e. in 2015 and 2016), Surrey planning staff recommended that application not proceed under the rationale that it is an isolated urban development in a rural area not previously anticipated for urban development, and inconsistent with both the City's and Metro Vancouver's plans and policies. However, the proposed amendment proceeded in its third submission to Surrey Council in 2017, along with a number of proposed siting mitigations and community amenity considerations.

*Metro 2040* is an agreement among member jurisdictions to pursue a set of goals and strategies for future land use and development in the Metro Vancouver region. Metro Vancouver represents the member jurisdictions as the steward responsible for evaluating regional growth issues with regard to these shared objectives. This proposed amendment primarily and fundamentally impacts *Metro 2040* Goal 1 urban containment provisions, with related implications for other *Metro 2040* goals and strategies.

The proposed amendment would leapfrog the UCB and create a new island of urban residential development within existing rural areas and adjacent to agricultural lands in the ALR. The UCB was established through agreement among member municipalities to create a stable, long-term, regionally defined area to contain sprawling urban development. Existing land use plans for urban residential growth within the UCB adequately provide urban development capacity to meet growth demand. As such, the amendment would contribute to sprawling urban growth and has not been justified through land capacity constraints.

Extending urban residential development, associated infrastructure and traffic (about 200 vehicles) into the established rural residential and agricultural lands would:

- potentially affect current and future character of proximate rural residential areas, and trigger development speculation on other rural sites in the Hazelmere area as well as other similar rural sites in the region;
- potentially affect current and future farming activity and trigger land use speculation on proximate agricultural properties;
- require a 10 kilometre sewer line to extend through nearby agricultural (ALR) areas to connect to the GVS&DD main at 54 Avenue. Constructing sewerage access may be detrimental to agricultural areas and encourage additional demand for sewerage connections in the vicinity; and
- result in downslope stormwater drainage impacts likely to affect the agricultural character and viability of the adjacent ALR lands. The proposed siting mitigation measures for drainage and land use interface do not justify the fundamental urban containment policy impact. The proposed drainage and watercourse mitigation measures will require ALC and Ministry of Environment review and approval, and it would be prudent for Metro Vancouver to ensure both ALC and Ministry of Environment support if the Board chooses to consider any approval of the proposed amendment.

The proposed amendment is a significant departure from the city's Official Community Plan and their leadership and established practice of comprehensively planned complete neighbourhoods. The proposed amendment, if approved, would signal that the UCB is not a stable element of *Metro 2040*, and that the fundamental *Metro 2040* urban containment goals and strategies are not viable. The

proposed amendment challenges the most fundamental elements of *Metro 2040*. Staff recommend that the MVRD Board decline the proposed *Metro 2040* amendment.

**Attachments** (*Orbit Doc #24240255*)

1. City of Surrey resolution requesting amendment to *Metro 2040*.
2. Correspondence received from members of the public regarding the proposed amendment.



**METRO VANCOUVER REGIONAL DISTRICT  
 BYLAW NO. 1393, 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” 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. 1393, 2024”.

**Schedule**

- 2. The following Schedule is attached to and forms part of the bylaw:
  - Schedule “A”, Subject Properties.

**Amendment of Bylaw**

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

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

<b>PID</b>	<b>Legal Description</b>
007-245-653	LOT 3, SECTION 5, TOWNSHIP 7, NEW WESTMINSTER DISTRICT, PLAN 35804
007-150-199	LOT 4, SECTION 5, TOWNSHIP 7, NEW WESTMINSTER DISTRICT, PLAN 43858

from ‘Rural’ to ‘General Urban’, as shown in Schedule “A” of this bylaw;

- (b) Re-designating portions of the subject properties, as listed in the table below:

<b>PID</b>	<b>Legal Description</b>
013-221-540	PARCEL "B" (REFERENCE PLAN 2664), SOUTH EAST QUARTER, SECTION 5, TOWNSHIP 7, EXCEPT FIRSTLY: THE SOUTH 33 FEET, SECONDLY: PART SUBDIVIDED BY PLAN 35804, THIRDLY: PART SUBDIVIDED BY PLAN 43858,

	FOURTHLY: PARTS DEDICATED ROAD ON PLAN BCP7629 NEW WESTMINSTER DISTRICT
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from 'Rural' to 'General Urban', as shown in Schedule "A" of this bylaw;

- (c) Amending the Urban Containment Boundary to include the subject properties, as listed in the table below:

PID	Legal Description
007-245-653	LOT 3, SECTION 5, TOWNSHIP 7, NEW WESTMINSTER DISTRICT, PLAN 35804
007-150-199	LOT 4, SECTION 5, TOWNSHIP 7, NEW WESTMINSTER DISTRICT, PLAN 43858

as shown in Schedule "A" of this bylaw; and

- (d) Amending the Urban Containment Boundary to include portions of the subject properties, as listed in the table below:

PID	Legal Description
013-221-540	PARCEL "B" (REFERENCE PLAN 2664), SOUTH EAST QUARTER, SECTION 5, TOWNSHIP 7, EXCEPT FIRSTLY: THE SOUTH 33 FEET, SECONDLY: PART SUBDIVIDED BY PLAN 35804, THIRDLY: PART SUBDIVIDED BY PLAN 43858, FOURTHLY: PARTS DEDICATED ROAD ON PLAN BCP7629 NEW WESTMINSTER DISTRICT

as shown in Schedule "A" of this bylaw.

- 3.2 "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by amending maps numbered 2, 3, 4, 5, 6, 8, 9, and 12 to incorporate the changes outlined in section 3.1 of this bylaw.

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

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

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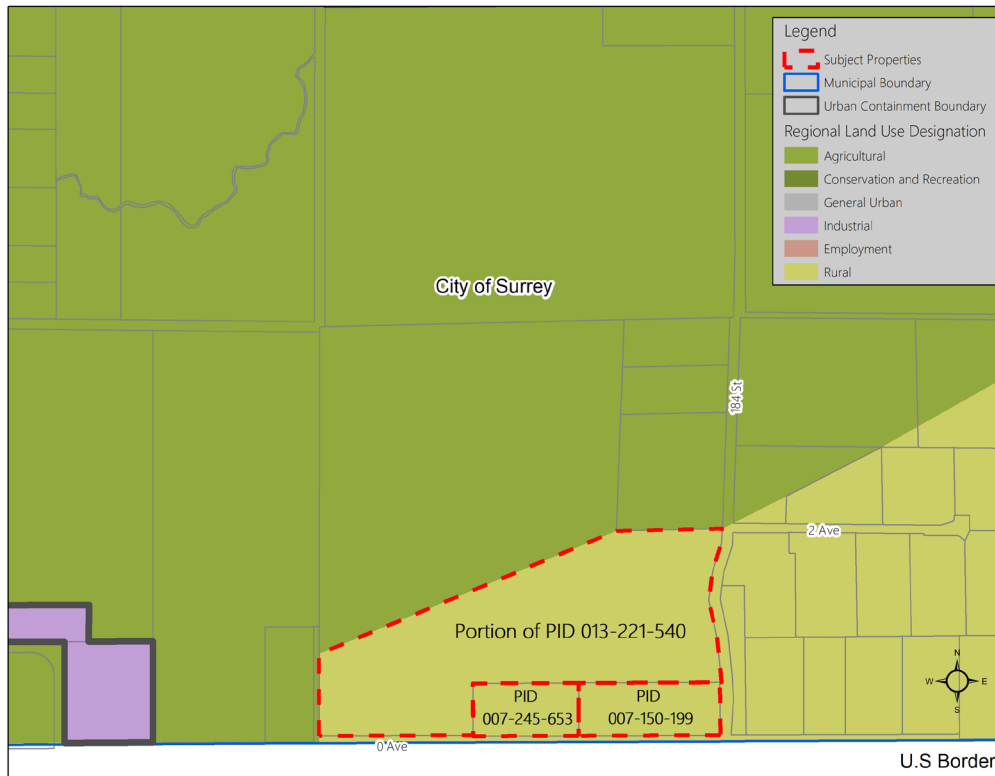
Board Chair

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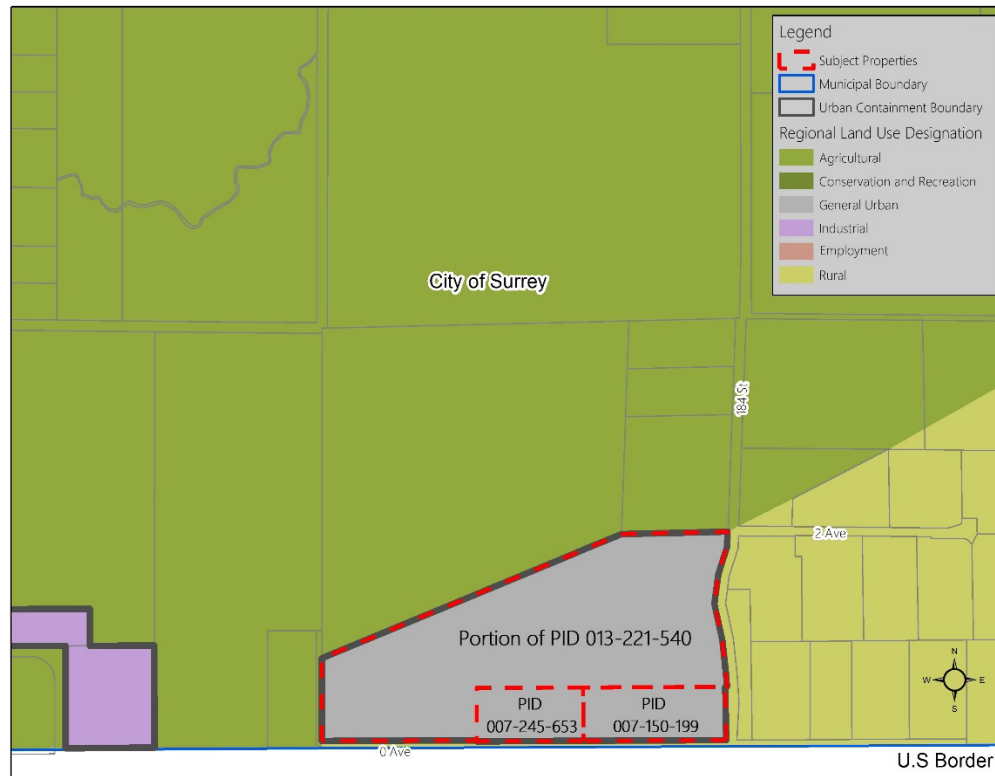
Dorothy Shermer, Corporate Officer

# Schedule A Subject Properties

## Prior to Amendment



## Post Amendment



## Excerpt from the Minutes of the Regular Meeting of the MVRD Board of Directors February 23, 2018

### 3. **Chief Harley Chappell, Semiahmoo First Nation**

Chief Harley Chappell and Willard Cook, Semiahmoo First Nation, spoke in support of the City of Surrey's request to amend *Metro 2040* to re-designate the regional land use from Rural to General Urban and to extend the Urban Containment Boundary to accommodate the Hazelmere development proposal, highlighting the benefits of the proposed Hazelmere site on the rejuvenation of the Little Campbell River, relationship building through partnerships and stakeholder engagement, and economic benefits through the signing of a Mutual Benefit Agreement between Semiahmoo First Nation and the developer, and requesting that the MVRD Board initiate the *Metro 2040* minor amendment process.

In response to questions, members were informed of the drinking water supply to the Semiahmoo First Nation community and the impact of stormwater runoff on water quality and supply.

On-table executive summary is retained with the February 23, 2018 MVRD Board agenda.

### 4. **David Melnykchuk**

David Melnychuk spoke to members in support of the City of Surrey's request to amend *Metro 2040* to change the regional land designation from Rural to General Urban to accommodate the Hazelmere development, highlighting support from the City of Surrey's Agriculture and Food Security Advisory Committee, the partnership with the Young Agrarians, and the elimination of invasive plants and improvements to the agricultural portion of the land, and requesting the MVRD Board approve the amendment request.

In response to questions, members were informed that the application requires approval from the Agricultural Land Commission.

On-table executive summary is retained with the February 23, 2018 MVRD Board agenda.

### 5. **Ian Whyte, Envirowest**

Ian Whyte, Principal and Lead Environmental Consultant, Envirowest, spoke in support of the City of Surrey's request to amend *Metro 2040* to re-designate the regional land use from Rural to General Urban and extend the Urban Containment Boundary to accommodate the Hazelmere development, highlighting the proposed environmental enhancements to Kuhn Creek, Little Campbell River watershed, and surrounding agricultural land, and requesting that the MVRD Board approve the City of Surrey's request and initiate the *Metro 2040* minor amendment process.

In response to questions, members were informed of the habitat features of the Agricultural Land Reserve and non-Agricultural Land Reserve properties.

On-table executive summary and presentation material titled “Environmental Protection and Enhancements: Proposed Hazelmere Development Surrey, BC” are retained with the February 23, 2018 MVRD Board agenda.

11:05 a.m. The Chair left the meeting and the Vice Chair assumed the Chair.

**6. Nathan Hildebrand, Hazelmere Golf and Tennis**

Nathan Hildebrand, Hazelmere Golf and Tennis, and Maggie Koka, Aplin & Martin, spoke in support of the City of Surrey’s request to amend *Metro 2040* to change the regional land use designation from Rural to General Urban and extend the Urban Containment Boundary to include the proposed development at the Hazelmere site, highlighting the existing municipal services, the benefits of developing of a complete community, and the support of the farming community, and requesting that the MVRD Board approve the requested amendment and initiate the *Metro 2040* minor amendment process.

11:08 a.m. The Chair returned to the meeting and reassumed the Chair.

In response to questions, members were informed of water and sewer servicing opportunities and proposed development density.

On-table executive summary and presentation material titled “MV 2040-Shaping our Future Request from the City of Surrey – Hazelmere” are retained with the February 23, 2018 MVRD Board agenda.

**8. Sarah Rush, Friends of Hazelmere Campbell Valley**

Sarah Rush, Friends of Hazelmere Campbell Valley, spoke in opposition to the City of Surrey’s request to amend *Metro 2040*, asserting the amendment would promote urban sprawl, accelerate the demise of farming in the Hazelmere Valley, and decrease food security and crop diversity for the lower Mainland in the future, and requested that the MVRD Board reject the application.

On-table executive summary and presentation material titled “Friends of Hazelmere Campbell Valley” are retained with the February 23, 2018 MVRD Board agenda.

**10. Don Luymes, City of Surrey**

Don Luymes, City of Surrey, spoke to members in support of the City of Surrey’s request to amend *Metro 2040* to change the regional land use designation from Rural to General Urban and extend the Urban Containment Boundary to accommodate the Hazelmere development, highlighting the process and the major considerations that led to City staff recommendation related to the Hazelmere application to amend the City’s Official Community Plan, and to Surrey City Council’s decision to advance the application to a Metro Vancouver Regional Growth Strategy amendment, and requesting that the MVRD Board approve the requested amendment.

In response to questions, members were informed of the risks associated with septic fields, including densities, land management and stream health.

On-table executive summary is retained with the February 23, 2018 MVRD Board agenda.

**D. INVITED PRESENTATIONS**

No items presented.

**E. CONSENT AGENDA**

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

- 2.1 Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Surrey – Hazelmere
- 4.1 Provincial School Tax Implications for Small Business
- 2.3 Shaping our Communities Engagement Initiative: Attitudes towards Agricultural and Industrial Land Use Survey Results
- 1.1 Appointment of the 2018 Local Government Treaty Table Representatives to the Katzie and Tsleil-Waututh Treaty Negotiations

**It was MOVED and SECONDED**

That the MVRD Board adopt the recommendations in the following items presented in the February 23, 2018 MVRD Board Consent Agenda:

- 1.2 Appointment of Metro Vancouver's 2018 Representative to the UBCM Indigenous Relations Committee
- 1.3 Appointment of an Observer to the Fraser Valley Aboriginal Relations Committee Meetings for 2018
- 1.4 Metro Vancouver's Representation at the 2018 National Aboriginal Day and Related Events
- 1.5 Quarterly Report on Reconciliation Activities
- 2.2 Follow Up to the Final Report on the North Shore Corridor Study Pilot: Marine-Main Frequent Transit Corridor Implications
- 2.4 Agricultural Advisory Committee Terms of Reference – 2018 Update
- 3.1 2018 Regional District Sustainability Innovation Fund Applications
- 3.2 Visual Air Quality Management in the Lower Fraser Valley
- 4.2 Regional Prosperity Initiative (RPI) Update
- 4.3 Fraser Basin Council – Contribution Agreement
- 4.4 National Zero Waste Council 2017 Update
- 5.1 Delegations Received at Committee – February 13, 2018

**CARRIED**

**It was MOVED and SECONDED**

That the MVRD Board appoint:

- a) Councillor Barbara Steele, Surrey, as the local government treaty table representative to the Katzie negotiations for 2018; and
- b) Councillor Mary-Ann Booth, West Vancouver, as the local government treaty table representative to the Tsleil-Waututh negotiations for 2018.

**CARRIED**

**2.1 Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Surrey – Hazelmere**

Report dated January 10, 2018 from Terry Hoff, Senior Regional Planner, Parks, Planning and Environment, seeking MVRD Board consideration of the City of Surrey's requested amendment to *Metro Vancouver 2040: Shaping Our Future (Metro 2040)* to accommodate a development proposal for the Hazelmere site.

Members considered the factors related to the City of Surrey's requested amendment, and discussed the location and level of service required for the development, the environmental and agricultural impact on the surrounding area, and the support of Semiahmoo First Nation for the proposed development, and subsequently moved the alternative recommendation in the report.

In response to questions, members were informed that the Hazelmere site is not within the Agricultural Land Reserve.

**It was MOVED and SECONDED**

That the MVRD Board initiate the *Metro 2040* minor amendment process and direct staff to prepare a bylaw to amend *Metro 2040*, in response to the City of Surrey's request, to amend the regional land use designation for the Hazelmere site from Rural to General Urban and to extend the Urban Containment Boundary.

**CARRIED**

Directors Dhaliwal, Jordan, Steves and Alternate Director McNulty voted in the negative.

**2.3 Shaping our Communities Engagement Initiative: Attitudes towards Agricultural and Industrial Land Use Survey Results**

Report dated January 15, 2018 from Erin Rennie, Senior Regional Planner, Parks, Planning and Environment, providing the MVRD Board with the results of the "Attitudes towards Agricultural and Industrial Land Use Survey".

**Request of Staff**

Staff was requested to forward the report to municipal councils, provincial Minister of Agriculture, and other relevant provincial departments.

12:03 p.m. Alternate Director Starchuk departed the meeting.



# Excerpt from the Minutes of the Regular Meeting of the MVRD Board of Directors March 23, 2018

- vi. Tom Gill
- vii. Mike Clay
- f) appoint Maria Harris as chair of the public hearing and Karl Buhr as vice-chair of the public hearing and set quorum for the public hearing at 3 directors; and
- g) direct staff to set the date for the public hearing.

**CARRIED**

## **2.1 MVRD Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1262, 2018**

Report dated February 8, 2018 from Mia Edbrooke, Senior Policy Analyst, Parks, Planning and Environment, seeking MVRD Board approval of the *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1262, 2018* (the Bylaw), concerning provisions for low-use engine registration, as well as amendments to improve the administration and clarity of the Bylaw.

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

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1262, 2018*.

**CARRIED**

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

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1262, 2018*.

**CARRIED**

## **3.1 Regional Growth Strategy Amendment Bylaw No. 1263 – Hazelmere**

Report dated March 15, 2018 from Chris Plagnol, Corporate Officer, requesting the MVRD Board to initiate the Metro 2040 minor amendment process in response to the City of Surrey's request to amend the regional land use designation for the Hazelmere site, give first and second reading to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1263, 2018*, direct staff to notify affected local governments as per *Metro Vancouver 2040: Shaping our Future*, section 6.4.2, and direct staff to set a public hearing date.

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

That the MVRD Board:

- a) initiate the Metro 2040 minor amendment process in response to the City of Surrey's request, to amend the regional land use designation for the Hazelmere site;
- b) give first and second reading to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1263, 2018*;

- c) direct staff to notify affected local governments as per *Metro Vancouver 2040: Shaping our Future*, section 6.4.2; and
- d) direct staff to set a public hearing date.

**CARRIED**

Directors Dhaliwal, Jordan, and Steves voted in the negative.

**3.2 Metro Vancouver Regional District Financial Plan Amending Bylaw No. 1264, 2018**

Report dated March 16, 2018 from Phil Trotsuk, Chief Financial Officer, seeking the MVRD Board adoption of *Metro Vancouver Regional District Financial Plan Amending Bylaw No. 1264, 2018* amending the 2018 Metro Vancouver Regional District Financial Plan Bylaw as a result of changes to the Regional Parks plan due to the withdrawal of the City of Abbotsford from the Metro Vancouver Regional Parks function.

**It was MOVED and SECONDED**

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Financial Plan Amending Bylaw No. 1264, 2018*.

**CARRIED**

**It was MOVED and SECONDED**

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Financial Plan Amending Bylaw No. 1264, 2018*.

**CARRIED**

**3.3 Proposed Amendments to the Remuneration Bylaw – Amending Bylaw 1265**

Report dated March 20, 2018 from Phil Trotsuk, Chief Financial Officer, seeking MVRD Board adoption of amendments to the *Greater Vancouver Regional District Regional Board and Committee Remuneration Bylaw Number 1057, 2007* responding to the elimination of the non-taxable status of the one-third non-accountable portion of elected official remuneration, and considering a retiring allowance for directors.

**It was MOVED and SECONDED**

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Board and Committee Remuneration Amending Bylaw No. 1265, 2018*.

**CARRIED**

Directors Dhaliwal, Harris, Jordan, and Walton voted in the negative.

**It was MOVED and SECONDED**

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Board and Committee Remuneration Amending Bylaw No. 1265, 2018*.

**CARRIED**

# Excerpt from the Minutes of the Regular Meeting of the MVRD Board of Directors June 22, 2018

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

**CARRIED**

## **2.1 Regional Growth Strategy Amendment Bylaw No. 1263 – Hazelmere Site City of Surrey – Bylaw Consideration**

Report dated June 19, 2018 from Chris Plagnol, Corporate Officer and Heather McNell, Director, Regional Planning and Electoral Area Services, Parks, Planning and Environment, providing the MVRD Board with the results of the public hearing held June 13, 2018 regarding the proposed amendment to the *Metro Vancouver 2040: Shaping Our Future (Metro 2040)* and the opportunity to consider *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1263, 2018*.

Chair Moore, Chair of the public hearing, reported out on the public hearing as follows:

- The public hearing was held pursuant to the provisions of the *Regional Growth Strategy* and was set for June 13, 2018. The public hearing was convened and the oral submissions were completed on that date and quorum, in accordance with the resolution of the Board, was maintained throughout public hearing.
- The June 19, 2018 report titled “Regional Growth Strategy Amendment Bylaw No. 1263 – Hazelmere Site City of Surrey – Bylaw Consideration”, contained a certified copy of the minutes of the public hearing, being an accurate representation of the proceedings and submissions at the public hearing.

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

That the MVRD Board receive for information the minutes of the Public Hearing as presented in the report dated June 19, 2018, titled “Regional Growth Strategy Amendment Bylaw No. 1263 – Hazelmere Site City of Surrey – Bylaw Consideration”.

**CARRIED**

Discussion ensued on the extent to which a director may have received new information after the conclusion of the public hearing and the potential implications of this, and whether the *Regional Growth Strategy* amendment application should be referred back to the City of Surrey for further consideration.

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

That the MVRD Board refer the matter of the City of Surrey’s *Regional Growth Strategy* amendment application to amend the regional land use designation for the Hazelmere site from “Rural” to “General Urban” back to the City of Surrey for further consideration as set out in Bylaw 1263.

Members questioned whether the referral of the *Regional Growth Strategy* amendment application back to the City of Surrey was in order.

### **Appeal of the Chair’s Decision**

Vice Chair Louie appealed the Chair’s decision to put the previous referral motion before the Board.

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

“Shall the Chair be sustained?”

The appeal of the Chair’s decision was before the Board. The Chair called for a recorded vote. With the exception of the Chair, all members present are required to vote.

<b>Director</b>	<b>Number of Votes</b>	
	<b>Against</b>	<b>For</b>
Wayne Baldwin		1
John Becker		1
Malcolm Brodie	5	
Karl Buhr		1
Adriane Carr	4	
Mike Clay		2
Pietro Calendino	4	
Heather Deal	5	
Sav Dhaliwal	4	
Ralph Drew	1	
Charlie Fox		3
Tom Gill		4
Maria Harris	1	
Bruce Hayne		4
Craig Hodge		3
Kerry Jang	4	
Colleen Jordan	4	
Bob Long		3
Raymond Louie	5	
Bruce McDonald	3	
John McEwen		1
Darrell Mussatto		3
Maureen Nicholson	1	
Andrea Reimer	5	
Gregor Robertson	5	
Michael Smith	3	
Mike Starchuk		5
Barbara Steele		4
Tim Stevenson	4	
Harold Steves		5
Richard Stewart		4
Rudy Storteboom		2
Judy Villeneuve	5	

Richard Walton	5
Dave Woods	4
<b>Total Votes</b>	<b>63</b>
	<b>55</b>

**DEFEATED**

As the decision of the Chair was overturned, the previous motion to refer the matter to the City of Surrey’s was ruled out of order.

In light of the potential new information one member may have received, members discussed whether *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1263, 2018* should be referred back to a new Public Hearing.

**It was MOVED and SECONDED**

That the MVRD Board refer the matter of *Regional Growth Strategy Amendment Bylaw No. 1263, 2018* to a new Public Hearing.

Members requested that legal matters related to the public hearing process be discussed at this point.

**It was MOVED and SECONDED**

That the MVRD Board close its regular meeting scheduled for June 22, 2018 pursuant to the *Community Charter* provisions, Section 90 (1) (i) as follows:

“90 (1) A part of a board meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:  
 (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.”

**CARRIED**

**ADJOURNMENT**

The MVRD Board adjourned its regular meeting of June 22, 2018 at 10:04 a.m. to convene a closed meeting.

**RECONVENE**

The MVRD Board reconvened at 10:31 a.m. with the following members being in attendance:

**MEMBERS PRESENT:**

Port Coquitlam, Chair, Director Greg Moore	Coquitlam, Director Craig Hodge
Vancouver, Vice Chair, Director Raymond Louie	Coquitlam, Director Richard Stewart
Anmore, Director John McEwen	Delta, Director Bruce McDonald
Belcarra, Director Ralph Drew	Electoral Area A, Director Maria Harris
Bowen Island, Director Maureen Nicholson	Langley City, Director Rudy Storteboom
Burnaby, Alternate Director Pietro Calendino for Derek Corrigan	Langley Township, Director Charlie Fox
Burnaby, Director Sav Dhaliwal	Langley Township, Director Bob Long (arrived at 10:33 a.m.)
Burnaby, Director Colleen Jordan	

**MEMBERS PRESENT (Continued):**

Lions Bay, Director Karl Buhr  
North Vancouver City, Director Darrell Mussatto  
North Vancouver District, Director Richard Walton  
Pitt Meadows, Director John Becker  
Port Moody, Director Mike Clay  
Richmond, Director Malcolm Brodie  
Richmond, Director Harold Steves  
Surrey, Director Tom Gill  
Surrey, Director Bruce Hayne  
Surrey, Alternate Director Mike Starchuk for  
Linda Hepner  
Surrey, Director Barbara Steele

Surrey, Director Judy Villeneuve (arrived at  
10:32 a.m.)  
Surrey, Director Dave Woods (arrived at  
10:32 a.m.)  
Vancouver, Director Adriane Carr  
Vancouver, Director Heather Deal  
Vancouver, Director Kerry Jang (arrived at  
10:32 a.m.)  
Vancouver, Director Andrea Reimer  
Vancouver, Director Gregor Robertson  
Vancouver, Director Tim Stevenson  
West Vancouver, Director Michael Smith  
White Rock, Director Wayne Baldwin

**MEMBERS ABSENT:**

Delta, Director Lois Jackson  
Maple Ridge, Director Nicole Read

New Westminister, Director Jonathan Coté  
Tsawwassen, Director Bryce Williams

**Agenda Order Resumed**

The order of the agenda resumed with Item G2.1 being before the Board.

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

**2.1 Regional Growth Strategy Amendment Bylaw No. 1263 – Hazelmere Site City of Surrey – Bylaw Consideration (Continued)**

10:32 a.m. Directors Jang, Long, Villeneuve and Woods arrived at the meeting.

Members further discussed the following Motion before the Board:

“That the MVRD Board refer the matter of *Regional Growth Strategy Amendment Bylaw No. 1263, 2018* to a new Public Hearing.”

Chair Moore requested that a recorded vote be taken on the Motion. All members present are required to vote.

**Question on the Motion**

The question was then called on the Motion and it was

Director	Number of Votes	
	Against	For
Wayne Baldwin	1	
John Becker		1
Malcolm Brodie		5
Karl Buhr	1	
Adriane Carr	4	

Mike Clay		2
Pietro Calendino	4	
Heather Deal	5	
Sav Dhaliwal	4	
Ralph Drew	1	
Charlie Fox		3
Tom Gill		4
Maria Harris	1	
Bruce Hayne		4
Craig Hodge		3
Kerry Jang	4	
Colleen Jordan	4	
Bob Long		3
Raymond Louie	5	
Bruce McDonald		3
John McEwen		1
Greg Moore		3
Darrell Mussatto		3
Maureen Nicholson		1
Andrea Reimer	5	
Gregor Robertson	5	
Michael Smith	3	
Mike Starchuk	5	
Barbara Steele	4	
Tim Stevenson	4	
Harold Steves	5	
Richard Stewart	4	
Rudy Storteboom		2
Judy Villeneuve	5	
Richard Walton		5
Dave Woods	4	
<b>Total Votes</b>	<b>78</b>	<b>43</b>

**DEFEATED**

At this point in the meeting, members considered giving third reading to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1263, 2018*.

**It was MOVED and SECONDED**

That the MVRD Board give third reading to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1263, 2018*.

**DEFEATED**

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

No items presented.



# Metro 2050 Type 2 Proposed Regional Land Use Amendment

## HAZELMERE

**Marcin Pachcinski**

Division Manager, Electoral Area and Implementation Services

**Mikayla Tinsley**

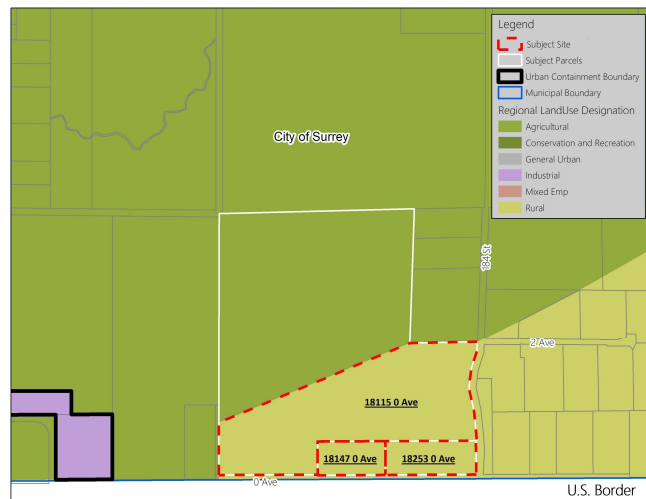
Senior Policy & Planning Analyst, Regional Planning and Housing Services

Regional Planning Committee - July 4, 2024

**metrovancouver**

## REGIONAL LAND USE DESIGNATIONS

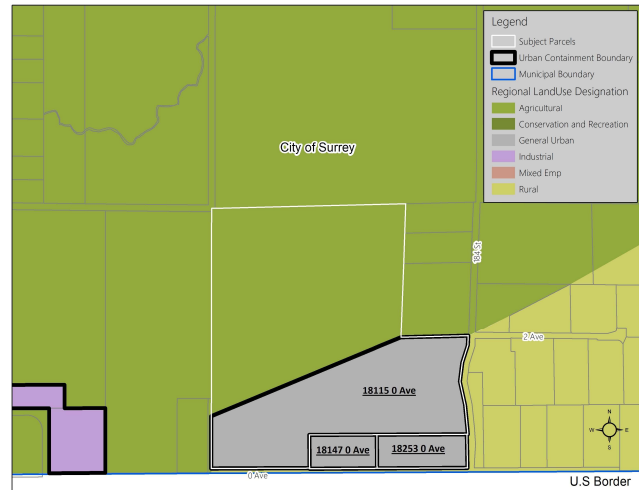
- Designated Rural in Metro 2050
- Lands to the east are designated Rural
- Lands north and west are designated Agricultural
- South is the international border



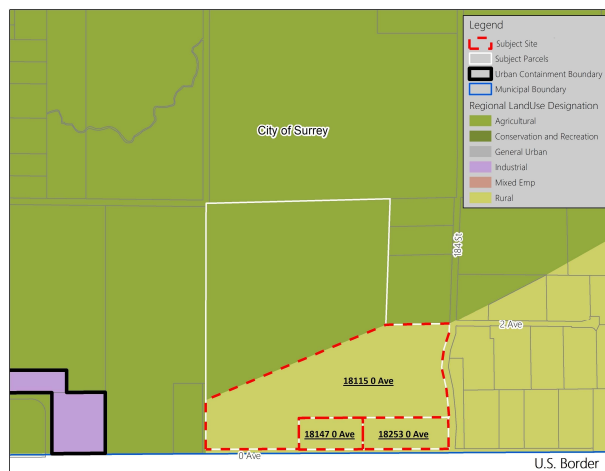


## PROPOSED AMENDMENT

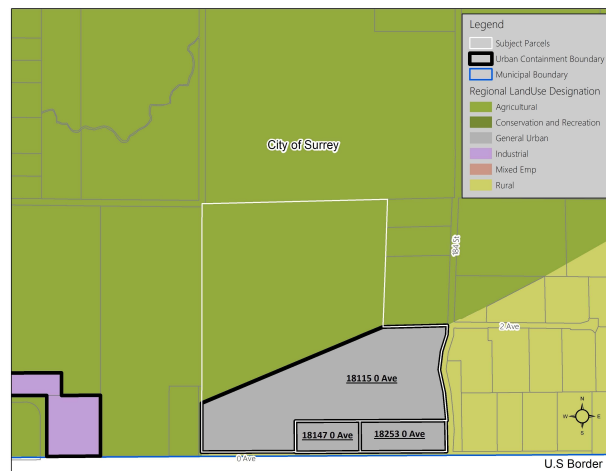
- Amend the regional land use from Rural to General Urban to accommodate a subdivision of 145 single family lots
- Amend the Urban Containment Boundary to include the subject site
- Type 2 amendment



## REGIONAL LAND USE DESIGNATION



Current regional designation



Proposed regional designation

**SITE PHOTO**



metrovancover

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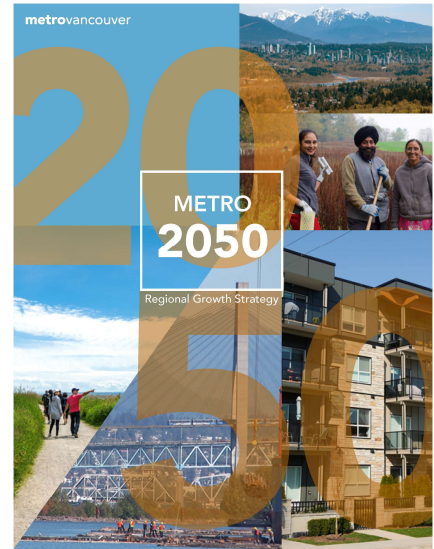
**SITE PHOTO**



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## METRO 2050 CONSISTENCY ANALYSIS

- Resubmitted application is from 2018 and does not include updated information
- Recent provincial housing legislation may result in higher permissible housing density than originally proposed
- Does not support urban containment goals
- Will provide additional housing, but not anticipated to support regional affordable housing goals
- Concerns re: impact on adjacent rural and agricultural lands



## RECOMMENDATION

That the MVRD Board decline the proposed amendment to Metro 2050 to extend the Urban Containment Boundary and redesignate properties at 18115, 18147 and 18253 - 0 Avenue from Rural to General Urban, based on the analysis in the report titled “Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)” dated June 24, 2024 and notify the City of Surrey of the decision.

## ALTERNATIVES

That the MVRD Board:

- a) initiate the *Metro 2050* amendment process for the City of Surrey's requested regional land use designation amendment from Rural to General Urban for the lands located at 18115, 18147 and 18253 - 0 Avenue;
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1393, 2024";
- c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050; and
- d) direct staff to commence an enhanced public engagement process, including hosting a regional public information meeting.

## ALTERNATIVES

That the MVRD Board refer the application back to the City of Surrey for additional information regarding:

- implications of new provincial housing legislation on the allowable density of the subject site;
- updated information on hydrology that takes into account new developments that have occurred in the area since 2018;
- the current status of the mutual benefit agreement with the Semiahmoo First Nation;
- comments from the Agricultural Land Commission regarding the City's intended ALR inclusion, and non-farm use and subdivision of ALR land; and
- the City's plans including rationale for the General Urban (versus Agricultural) regional land use designation for the 1.6 hectare portion of the site intended for ALC inclusion.



To: Regional Planning Committee

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

Date: June 3, 2024 Meeting Date: July 4, 2024

Subject: **Request for Sanitary Service Connection at 1525 200 Street – Township of Langley**

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### RECOMMENDATION

That the MVRD Board:

- a) resolve that sewer service for the property at 1525 200 Street, Township of Langley is generally consistent with the provisions of *Metro 2050*; and
  - b) forward the requested Fraser Sewerage Area amendment application for property at 1525 200 Street in the Township of Langley to the GVS&DD Board for consideration.
- 

### EXECUTIVE SUMMARY

The Township of Langley has submitted an application to the Greater Vancouver Sewerage and Drainage District to extend sewer services to 1525 200 Street. In line with the requirements set out in the *Local Government Act* and *Metro 2050*, the request is being presented to the MVRD Board to consider consistency with the regional growth strategy prior to consideration by the Greater Vancouver Sewerage and Drainage District Board.

The application is seen to be generally consistent with *Metro 2050* given that:

- the property is within the *Metro 2050* South Fernridge Sewerage Extension Area;
- the land use in the Township of Langley's OCP Agriculture designation are consistent with the Agricultural *Metro 2050* regional land use designation;
- this amendment is not part of a rezoning or OCP application and no further subdivision of this property is allowed under the Township of Langley's zoning bylaw; and
- this property is within the Agricultural Land Reserve and subject to Agricultural Land Commission regulations.

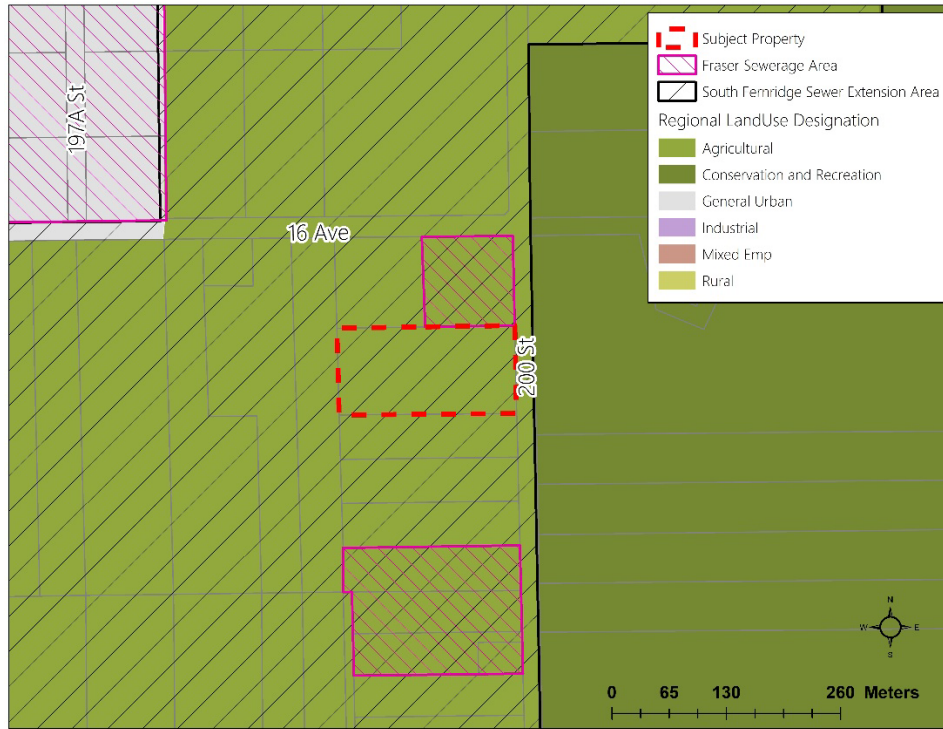
### PURPOSE

This report seeks Regional Planning Committee and MVRD Board concurrence that regional sewer service for the property located at 1525 200 Street is generally consistent with *Metro 2050*.

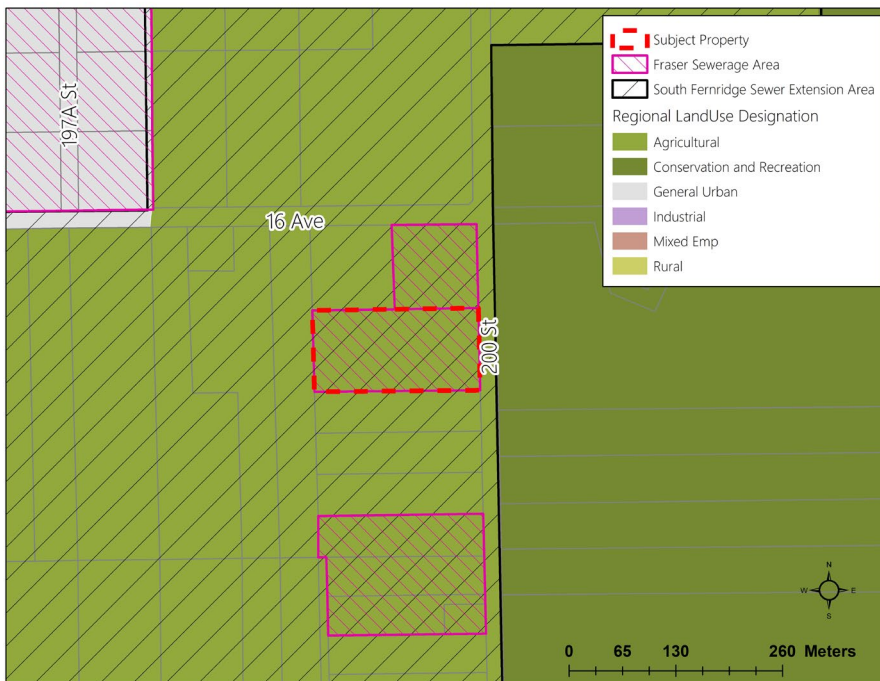
### BACKGROUND

On April 24, 2024, the Township of Langley submitted an application to the Greater Vancouver Sewerage and Drainage District (GVS&DD) to extend sewerage service to 1525 200 Street. The property is on land with an Agricultural regional land use designation in *Metro 2050*, and outside of the Urban Containment Boundary (Map 1). Consistent with the requirements in the *Local Government Act* and *Metro 2050*, the request is being presented to the MVRD Board for consideration of consistency with the regional growth strategy prior to it being considered by the GVS&DD Board.

Map 1 Subject Property at 1525 – 200 Street, Township of Langley



Map 2 Proposed Sewerage Extension at Subject Property at 1525 – 200 Street, Township of Langley



## METRO 2050 AND SEWERAGE AREA EXTENSION REQUESTS

Section 6.8 of *Metro 2050* includes provisions for coordination amongst the Metro Vancouver Boards to ensure alignment between the policies of *Metro 2050*, as governed by the MVRD Board, and the works and services governed by the GVS&DD and GVWD Boards. The intention of limiting the extension of sewerage services from a regional growth management perspective is to support: urban containment; the protection of agricultural, rural, and conservation and recreation lands; and the efficient provision of regional infrastructure services, which are all key tenets of *Metro 2050*. In accordance with section 445 of the *Local Government Act*, *Metro 2050* requires that all services undertaken by the GVS&DD be consistent with *Metro 2050*. Specifically, Section 6.8.1 of *Metro 2050* states that:

*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.*

While *Metro 2050* establishes the extent of urban development within the region, the provision of regional sewerage services are administered by the GVS&DD. Any requests from member jurisdictions to amend the GVS&DD sewerage area or to provide sewer services onto lands designated Agricultural, Rural, or Conservation and Recreation in *Metro 2050* must be presented to the MVRD Board for consideration before they are considered by the GVS&DD Board.

Section 2.3.1 of *Metro 2050* states that the GVS&DD Board will not allow connections to regional sewerage services to lands with an Agricultural regional land use designation except where the MVRD Board determines that the new development is consistent with the provisions of that designation and where it has been determined that:

- a) the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) 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.

However, Section 2.3.1 does not apply for applications within part of the Salmon River Uplands Fraser Sewerage Area and the North Salmon River Uplands and South Fernridge Sewerage Extension Areas. This application is within the South Fernridge Sewerage Extension Area, and therefore is not subject to Section 2.3.1. Instead, this application is subject to Section 6.9.1, which outlines provisions for regional sewer service that differ from and are less restrictive than Section 2.3.1 and apply only to the aforementioned areas – see Requests Within Sewerage Extension Areas section below.

The GVS&DD regional sewerage area boundaries were drawn prior to the adoption of *Metro 2050*. As a result, there are some locations where the Fraser Sewerage Area and regional land use designations do not align. For properties designated Agricultural, Rural, or Conservation and



Recreation located outside of the Fraser Sewerage Area, as is the case with this application, the MVRD Board must determine whether servicing is appropriate and consistent with the intent of the respective land use designations of *Metro 2050*, after which the final decision to amend the GVS&DD sewerage area boundary rests with the GVS&DD Board. For properties within the Fraser Sewerage Area that are designated Agricultural, Rural or Conservation and Recreation, only MVRD Board approval is required. In both cases, where the MVRD Board determines the sewerage area boundary amendment is not consistent with *Metro 2050*, the GVS&DD is obligated to deny the application.

### **REQUESTS WITHIN SEWERAGE EXTENSION AREAS**

An extension of sewerage services to two existing residential buildings located on the property at 1525 200 Street is being requested. The subject site is located on land with a regional Agricultural land use designation and is adjacent to the existing Fraser Sewerage Area boundary.

While the *Metro 2050* Urban Containment Boundary establishes the extent of urban development within the region, the provision of regional sewerage services is contained within the GVS&DD Sewerage Area boundaries. *Metro 2050* section 6.9.1 identifies Sewerage Extension Areas, which are specific locations within lands with a Rural or Agricultural regional land use designation where the extension of regional sewerage services is permitted under *Metro 2050* as long as the development remains consistent with the underlying regional land use designation. Section 6.9.1 states that:

*Notwithstanding any other provision in the regional growth strategy, within the areas identified on Map 12 in the Township of Langley as “Rural within the Sewerage Area”, which includes part of the Salmon River Uplands that is contained within the Greater Vancouver Sewerage and Drainage District’s Fraser Sewerage Area, and within the area identified as “Sewerage Extension Areas”, known as North Salmon River Uplands and South Fernridge, regional sewer servicing will be permitted subject only to the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.*

In sum, for those areas that are within a *Metro 2050* Sewerage Extension Area, *Metro 2050* does not prohibit the extension of sewerage services where the form of development is consistent with the applicable regional land use designation. For further clarity, applications for the extension of sewerage services in *Metro 2050* Sewerage Extension Areas are not subject to all the “provisions of the regional growth strategy”, including meeting the exceptions laid out in *Metro 2050* policies 1.1.1, 1.4.1, 2.3.1 and 3.1.1, but rather only need to be consistent with the land use for the regional land use designation.

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## METRO VANCOUVER ANALYSIS

Currently, 1525 200 Street include residences and agricultural outbuildings located on the property and is located in the South Fernridge Sewerage Extension Area. These uses are allowed under the Township’s RU-1 zone and Agriculture OCP land use designation that apply to the subject site. Therefore, no rezoning or OCP land use amendment applications are required. The lands are within the Agricultural Land Reserve and subject to Agricultural Land Commission Act and regulations.

The rationale for the requested amendment of services provided by Township of Langley staff indicated the following:

“The property is within a Sewerage Extension area; and the expansion of the Fraser Sewerage Area will allow two residential buildings currently on the property to connect to the municipal sewer system.”

For historical context, the MVRD Board approved similar requests for sewerage area amendments on nearby properties on 200 Street, including 1565 200 Street and 19925 12 Avenue in 2023; 1373 200 Street in April 2017; 20030 8 Avenue in July 2016; and 637 200 Street in November 2015. Since the installation of the sewer lines along 200 Street to service the High Point community south of the two properties, it has been expected that property owners along 200 Street will apply to connect to the municipal sanitary line and to expand the regional sewerage area to building footprints on their properties. In this context, the request is aligned with the intent of the *Metro 2050* Regional Sewerage Extension Area as approved. Staff do not anticipate a proliferation of unrelated sewerage area amendment requests in other areas within the Township.

## ALTERNATIVES

1. That the MVRD Board:
  - a) resolve that sewer service for the property at 1525 200 Street, Township of Langley is generally consistent with the provisions of *Metro 2050*; and
  - b) forward the requested Fraser Sewerage Area amendment application for property at 1525 200 Street in the Township of Langley to the GVS&DD Board for consideration.
2. That the MVRD Board resolve that the amendment application for the property at 1525 200 Street, Township of Langley is not consistent with the provisions of *Metro 2050* and direct staff to notify both the Township of Langley and the GVS&DD Board.

## FINANCIAL IMPLICATIONS

There are no financial implications to this report from a Regional Planning perspective. Any financial implications related to the proposed amendment will be considered within the GVS&DD application review process. If the MVRD Board chooses Alternative 1, as the property is located only partially within the existing Fraser Sewerage Area boundary, GVS&DD Board approval is required. The MVRD Board decision would be forwarded to GVS&DD staff to prepare a report to the GVS&DD Board. If the MVRD Board chooses Alternative 2, the decision would be forwarded to the GVS&DD Board and the applying member jurisdiction would be notified. The GVS&DD would be required to decline the application.

## **CONCLUSION**

The GVS&DD has received an application from the Township of Langley to extend sanitary service connections to 1525 200 Street. To permit the servicing connections, the Fraser Sewerage Area must be extended to the subject site. However, as the subject site is designated Agricultural in *Metro 2050*, the MVRD Board must first determine if the proposed sewerage area amendment is consistent with the provisions of *Metro 2050* and the Agricultural regional land use designation.

The application is seen to be generally consistent with *Metro 2050* given that:

- the property is within the *Metro 2050* South Fernridge Sewerage Extension Area;
- the land use in the Township of Langley's OCP Agriculture designation are consistent with the Agricultural *Metro 2050* regional land use designation;
- this amendment is not part of a rezoning or OCP application and no further subdivision of this property is allowed under the Township of Langley's zoning bylaw; and
- this property is within the Agricultural Land Reserve and subject to Agricultural Land Commission regulations.

Staff recommend Alternative 1.

## **ATTACHMENT**

1. Report to Mayor and Council from the Township of Langley dated March 25, 2024, regarding a proposed expansion of the Fraser Sewerage Area 1525 200 Street.

68307111



## REPORT TO MAYOR AND COUNCIL

**PRESENTED:** MARCH 25, 2024 - REGULAR MEETING  
**FROM:** ENGINEERING DIVISION  
**SUBJECT:** PROPOSED EXPANSION OF FRASER SEWERAGE AREA  
 1525 - 200 STREET

**REPORT:** 24-56  
**FILE:** 0400-65-003

### RECOMMENDATION:

**That** Council request that the Greater Vancouver Sewerage and Drainage District expand the existing Fraser Sewerage Area boundary to formally include the following property:

- 1525 – 200 Street (Lot 17, Sec. 10, Township 7, NWD, Plan NWP5505)

### EXECUTIVE SUMMARY:

Municipal sewage from the Township of Langley is conveyed to wastewater treatment plants operated by Metro Vancouver (MV). The area serviced by these treatment plants (catchment area) is restricted to areas defined by the Fraser Sewerage Area (FSA) plan. Amendments to the FSA plan must be completed in accordance with the Greater Vancouver Sewerage and Drainage District (GVS&DD) Act and require formal requests from member municipalities, usually in the form of a Council resolution. FSA expansion requests made to GVS&DD are also reviewed for consistency with MV's Regional Growth Strategy (RGS).

The Township is in receipt of a request from the owner of the subject property for expansion of the FSA plan to allow the two (2) residential buildings currently on the property to connect to the municipal sewer system. The following table provides a summary of relevant details about the referenced site:

Address	Township Zoning	ALR	RGS Designation	RGS Servicing Area
1525 - 200 Street	RU-1	Yes	Agriculture	Sewerage Extension Area

The requested expansion for the subject property will not require an extension of municipal services as the property, if approved, will be able to connect to the existing municipal system fronting the property. This property is within the Sewerage Extension Area as outlined in Strategy 6.9 of Metro Vancouver's Regional Growth Strategy.

### PURPOSE:

To obtain Council's authorization to request GVS&DD expand the FSA boundary to include 1525 – 200 Street.

**BACKGROUND/HISTORY:**

Municipal sewage from the Township is conveyed to wastewater treatment plants operated by MV. The area serviced by these treatment plants is defined by the FSA plan. Municipal collection and centralized treatment are generally reserved for development within the urban containment boundary defined in the RGS.

Amendments to the FSA plan must be undertaken in accordance with the GVS&DD Act and require a formal request from a member municipality, usually in the form of a Council resolution.

**DISCUSSION/ANALYSIS:**

The property, located at 1525 – 200 Street (Attachment A) is zoned Rural Residential (RU-1) with two (2) existing residential buildings, plus agricultural buildings located on the property.

Section 6.9 of the MV RGS (Attachment B) identifies the area where the parcel is located as Sewerage Area Extension areas with the following description:

*“Notwithstanding any other provision in this Regional Growth Strategy, the area identified on Map 12 as “Rural within the Sewerage Area” includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District’s (GVS&DD) Fraser Sewerage Area. For the areas identified on Map 12 as “Sewerage Extension Areas” known as North Salmon River Uplands and South Fernridge in the Township of Langley, sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal GVS&DD technical Considerations.”*

**Intergovernmental Implications:**

Application will be submitted to the GVS&DD to expand the FSA boundary for the specified area shown in Attachments A and B, subject to Council’s approval. If approved, the application will include Council’s specific resolutions in regard to the site.

**Financial Implications:**

Any costs related to the provision of sewer service will be borne by the property owner.

Respectfully submitted,

Dave McCormick  
UTILITIES PLANNING ENGINEER  
for  
ENGINEERING DIVISION

ATTACHMENT A      Reference Map for Proposed Sewer Expansion Area for  
1525 - 200 Street

ATTACHMENT B      Regional Growth Strategy Map 12: Special Study Areas and Sewerage  
Extension Areas

1525 – 200 Street

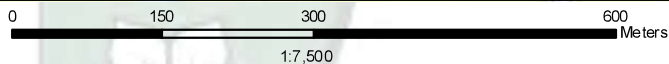
(Lot 17, Sec. 10, Township 7, NWD, Plan NWP5505)

ATTACHMENT A



Township of  
**Langley**  
BC

Est. 1873



The data provided is a compilation of geographic information drawn together from a variety of sources, historic and current, and does not necessarily include everything and anything for a particular purpose, and the person utilizing this information does so entirely at their risk as the Township of Langley assumes no obligation or liability for the use of this information by any person and makes no representations or promises regarding the completeness or accuracy of the information or its fitness for a particular purpose.

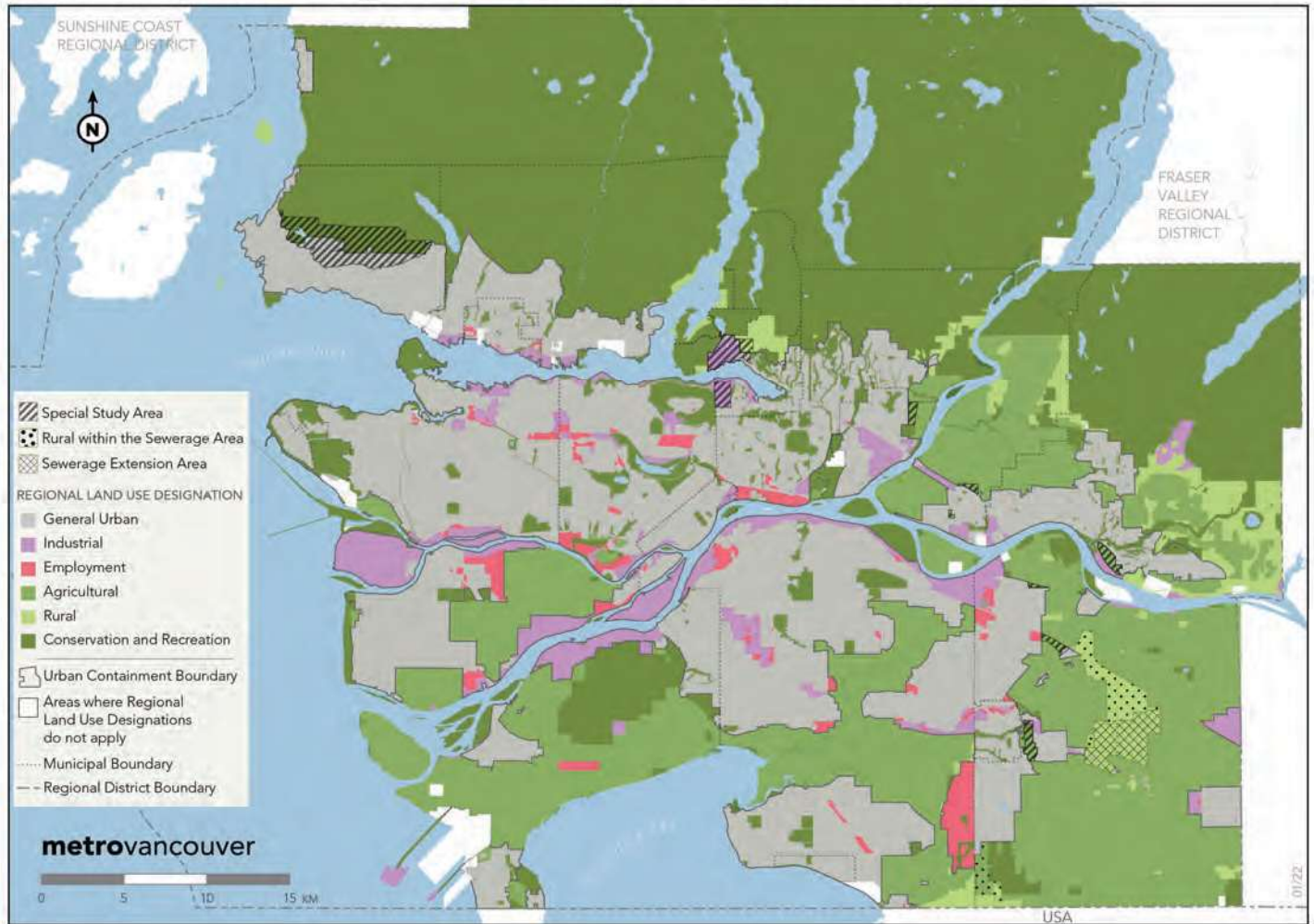
Map printed on: Thursday, May 18, 2023

Township of Langley



**ATTACHMENT B**

**MAP 12 Special Study Areas and Sewerage Extension Areas**



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To: Regional Planning Committee

From: Diana Jeliaskova, Regional Planner, Regional Planning and Housing Services

Date: June 24, 2024 Meeting Date: July 4, 2024

Subject: **Metro 2050 Implementation Guideline – Regional Affordable Rental Housing Target**

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### RECOMMENDATION

That the MVRD Board endorse the *Metro 2050* Implementation Guideline – Regional Affordable Rental Housing Target as presented in the report dated June 3, 2024, titled “*Metro 2050* Implementation Guideline – Regional Affordable Rental Housing Target”.

---

### EXECUTIVE SUMMARY

A *Metro 2050* implementation guideline for the Regional Affordable Rental Housing Target has been completed to define and communicate the methodology that Metro Vancouver will use to monitor progress towards the regional affordable rental housing target in *Metro 2050*. The methodology outlined will inform discussions among member jurisdictions, the regional district, and other partners about the growth of affordable rental housing in transit-oriented regionally-significant geographies.

The methodology describes how to measure the percentage of newly completed housing units built within Urban Centres, Frequent Transit Development Areas (FTDAs), and Major Transit Growth Corridors (MTGCs) that are affordable rental housing units. To do this, the implementation guidelines defines “newly completed housing units” as units completed within the past five years, and “affordable rental housing units” as all social and non-market rental housing units as well as private rental units that meet affordability criteria.

### PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to endorse the Regional Affordable Rental Housing Target Implementation Guideline.

### BACKGROUND

Implementation Guidelines were first introduced as companion documents to support the previous regional growth strategy, *Metro Vancouver 2040: Shaping our Future*. This Implementation Guideline serves as a companion document to *Metro 2050*, and was developed to define and communicate the methodology Metro Vancouver will use to monitor progress toward the regional affordable rental housing target described in Policies 4.2.3 and 4.2.7 a) of *Metro 2050*. This report provides an overview of the methodology outlined in the Regional Affordable Rental Housing Target Implementation Guideline, as well as the process for the proposed *Metro 2050* amendment needed to ensure consistency between the Implementation Guideline and *Metro 2050*.



**SUMMARY OF THE IMPLEMENTATION GUIDELINE**

The Regional Affordable Rental Housing Target Implementation Guideline (Attachment 1) outlines the methodology, definitions, and data sources used to monitor progress toward the target.

**Methodology and Definitions**

The methodology for the Regional Affordable Rental Housing Target is based on the adopted language in Policies 4.2.3 and 4.2.7 a) in *Metro 2050* Goal 4 and the Goal 4 performance monitoring description under Section G. The methodology describes how to measure the percentage of newly completed housing units built within Urban Centres, Frequent Transit Development Areas (FTDAs), and Major Transit Growth Corridors (MTGCGs) that are affordable rental housing units. To do this, the implementation guideline defines “newly completed housing units” and “affordable rental housing units” as follows:

- **Newly completed housing units** – defined as all residential units built within the past five years (e.g. 2018 to 2023)<sup>1</sup>.
- **Affordable rental housing units** – defined as:
  - All social and non-market rental housing units<sup>2</sup>, AND;
  - Private rental housing units in the primary rental market rented at affordable rents<sup>3</sup>.
    - Affordable rents are defined by bedroom size, based on the Regional Median Household Income (RMHI)<sup>4</sup>. The RMHI of \$90,000 has been applied to the calculation of an affordable rent for a 3-bedroom unit (based on a monthly rent payment that does not exceed 30% of gross annual income). An income distribution similar to that used in BC Housing’s Housing Income Limits (HILs) has then been applied to generate the corresponding affordable rents by bedroom size (see Table 1).

**Table 1: Affordable Rents Based on the 2021 Census Regional Median Household Income (RMHI)**

	1 Bedroom or Less	2 Bedrooms	3 Bedrooms	4+ Bedrooms
<b>Regional Median Household Income and Adjusted Household Incomes</b>	\$60,700	\$75,350	\$90,000	\$112,500
<b>Corresponding Affordable Rent</b>	\$1,517	\$1,884	\$2,250	\$2,813

Having now developed the methodology for monitoring the affordable rental housing target, it is proposed that the transit-oriented geographies included in the monitoring be expanded from Urban

<sup>1</sup> Data will be obtained through a custom data request from Canada Mortgage and Housing Corporation’s Starts and Completions Survey.

<sup>2</sup> Data will be obtained through a custom data request from Canada Mortgage and Housing Corporation’s Social and Affordable Housing Survey.

<sup>3</sup> Data will be obtained through a custom data request from Canada Mortgage and Housing Corporation’s Rental Market Survey.

<sup>4</sup> According to the 2021 Census, the median household income in the Vancouver region (Vancouver CMA) was \$90,000.

Centres and FTDA, to also include MTGCs. Adding MTGCs will address challenges with data suppression, and allow for newly completed affordable rental housing units added within a contiguous geography that is well-served by public transit to be measured under the target. These geographies are combined and shown in Map 1 below. These geographies are regional in nature, as is the target itself. For this reason, as well as data suppression limitations, monitoring and reporting of this target will be done at the regional level only, and will not be possible at a sub-regional or municipal level.

### **Monitoring and Reporting**

Member jurisdictions will not be asked to contribute data or other resources to support monitoring of this target. Metro Vancouver will obtain all required data from Canada Mortgage and Housing Corporation via custom data requests. Annual reporting on this target will be included in the *Metro 2050* Annual Performance Monitoring Reports. These reports will include both the percentage and number of newly completed affordable rental housing units. This information will also be reported in the *Metro 2050* performance monitoring dashboard which will be published on the Metro Vancouver website.

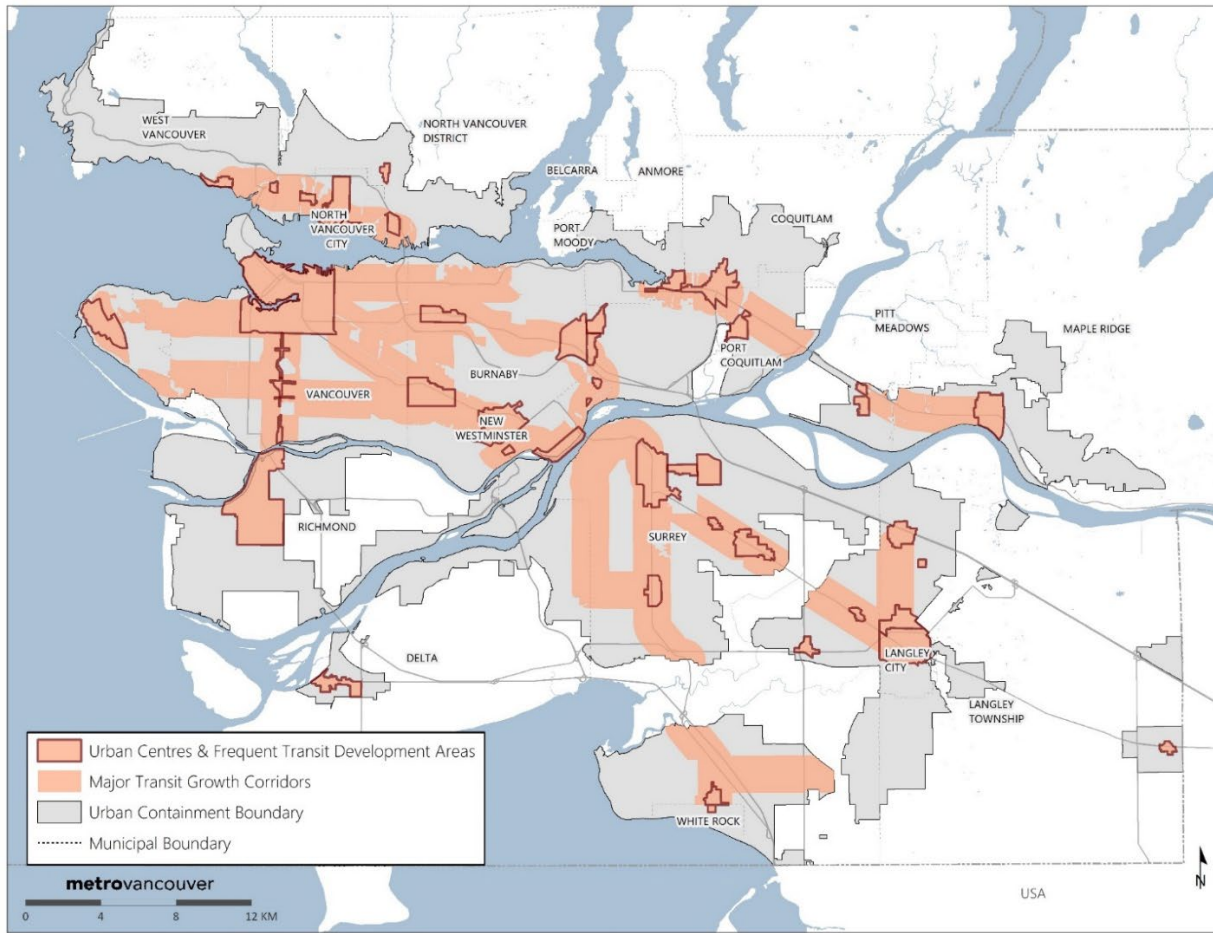
A more comprehensive report on the regional affordable rental housing target will be published every five years. This report will be aligned with the Census schedule of reports and will include revised affordable rents based on updated household income data from the latest Census. These reports will include both the percentage and number of newly completed affordable rental housing units for the latest 5-year period, alongside previous years' progress. Additional contextual measures related to the regional affordable rental housing target will also be included in these reports, such as the total number of newly completed purpose-built rental units (in transit-oriented geographies and across the region), the total number of newly completed below-market rental units (in transit-oriented geographies and across the region), and the total number of newly completed affordable rental housing units meeting the target definition across the region.

### **Baseline Data**

Metro Vancouver is currently working with CMHC to obtain the latest available data to be used to calculate a current baseline for this target. What is known at this stage is that the region is not currently meeting this target, and it will take a significant effort to achieve 15% of newly completed housing within Urban Centres, FTDA, and MTGCs as affordable rental housing units by 2050, given the level of affordability being targeted based on the Regional Median Household Income.

In Fall 2024, staff will report back with the results of the baseline calculation and current status of newly completed housing units that meet the target definition of affordable rental housing within transit-oriented areas. As well, Metro Vancouver will be exploring further actions that can be taken by member jurisdictions, the Province, the Federal government, and other partners to make progress toward the target through the Regional Affordable Housing Strategy update (Housing 2050: A Roadmap to Implement *Metro 2050's* Housing Goal).

**Map 1: Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors**



**PROPOSED METRO 2050 AMENDMENT**

To align the Regional Affordable Rental Housing Target Implementation Guideline and *Metro 2050*, an amendment to *Metro 2050* will be required to change the wording in three sections pertaining to the regional affordable rental housing target to reflect the inclusion of Major Transit Growth Corridors (MTGCs) in the methodology.

The proposed amendments include the following minor text amendments:

- Update the wording under Goal 4 Policies 4.2.3 and 4.2.7 a) to include Major Transit Growth Corridors; and,
- Update the wording under Section G Performance Monitoring to include Major Transit Growth Corridors for the affordable rental housing target.

The text amendments do not constitute policy or material changes, and do not alter the intent of *Metro 2050*. The original intent of the policy was to measure the growth of affordable rental housing units in transit-oriented areas. Urban Centres and Frequent Transit Development Areas were selected as they are regionally-significant areas defined in *Metro 2050* that are generally well-served by transit. Adding MTGCs creates a contiguous geography, which better meets the intent of the adopted policy. If the Regional Planning Committee supports this recommendation, staff will

bring forward the amendment bylaw to be considered by the Committee and MVRD Board in the fall. In the event that the Board declines to amend Metro 2050 as recommended, staff will bring back corresponding edits to this implementation guideline.

### **REGIONAL PLANNING ADVISORY COMMITTEE FEEDBACK**

An information report for the Regional Affordable Rental Housing Target Implementation Guideline was brought forward to the June 21, 2024 RPAC meeting to seek RPAC members' feedback, including the rationale for the proposed *Metro 2050* amendment to add MTGCs to the target geography. RPAC members were supportive of the addition of MTGCs to the target geography, given that it results in a more meaningful and contiguous area for monitoring. RPAC members discussed the benefits of including shoulder areas that are well-served by transit, where land values could potentially support greater contributions to the target. In addition, RPAC members discussed opportunities to clarify the role and move toward alignment of local, regional, and provincial housing targets through the forthcoming update to the Regional Affordable Housing Strategy.

### **ALTERNATIVES**

1. That the MVRD Board endorse the *Metro 2050* Implementation Guideline – Regional Affordable Rental Housing Target as presented in the report dated June 3, 2024, titled “*Metro 2050* Implementation Guideline – Regional Affordable Rental Housing Target”.
2. That the MVRD Board receive for information the report dated June 3, 2024, titled “*Metro 2050* Implementation Guideline – Regional Affordable Rental Housing Target” and provide alternative direction to staff.

### **FINANCIAL IMPLICATIONS**

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

### **CONCLUSION**

The *Metro 2050* Implementation Guideline – Regional Affordable Rental Housing Target has been created to support the interpretation and implementation of *Metro 2050* goals, strategies and actions. The Implementation Guideline explains the methodology Metro Vancouver will use to monitor progress toward the regional affordable rental housing target described in Policies 4.2.3 and 4.2.7 a) of *Metro 2050*, and will inform discussions between member jurisdictions, the regional district, and other partners about the growth of affordable rental housing near transit across the region.

The methodology describes how to measure the percentage of newly completed housing units built within Urban Centres, Frequent Transit Development Areas (FTDAs), and Major Transit Growth Corridors (MTGCs) that are affordable rental housing units. To do this, the implementation guidelines defines “newly completed housing units” as units completed within the past five years, and “affordable rental housing units” as all social and non-market rental housing units as well as some private rental units that meet specific affordability criteria. All data is obtainable from CMHC through custom data requests.

The methodology outlined in the Regional Affordable Rental Housing Target Implementation Guideline adjusts the geographies for the target in *Metro 2050*, to include MTGCs, in addition to Urban Centres and FTDA's. Adjusting the target to include MTGCs allows additional areas that are well served by transit to be monitored under the target, and solves challenges posed by data suppression. A *Metro 2050* Type 3 amendment will be required in order to ensure consistency between the wording in *Metro 2050* and the methodology of the Implementation Guideline. This *Metro 2050* Type 3 amendment will be brought to the Regional Planning Committee and MVRD Board following the endorsement of the Regional Affordable Rental Housing Target Implementation Guideline.

**ATTACHMENT**

1. *Metro 2050* Implementation Guideline – Regional Affordable Rental Housing Target.

63892395



# Regional Affordable Rental Housing Target

Metro 2050 Implementation Guideline  
May 2024

# Preamble

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

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

The *Metro 2050* Regional Affordable Rental Housing Target Implementation Guideline outlines the methodology used to monitor progress towards this target:

**At least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors combined, by the year 2050, are affordable rental housing units.**

This Implementation Guideline will inform discussions between member jurisdictions, the regional district, and other partners about the growth of affordable rental housing near transit across the region. In addition, this Implementation Guideline can serve as a resource for researchers, practitioners, and the public to provide an added level of transparency and accountability in the planning process.

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

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4.0	Limitations and Considerations .....	7
5.0	Monitoring and Reporting .....	7



# 1.0 Metro 2050 Policies and Target

## Metro 2050 Policies

Metro 2050 sets out the expectations for Metro Vancouver and its member jurisdictions with respect to increasing regional affordable rental housing in transit-oriented areas within the region, through policies 4.2.3 and 4.2.7:

<p><b>Metro Vancouver will:</b></p> <p><b>4.2.3</b> Set a regional target that at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors combined, by the year 2050, be affordable rental housing units. Metro Vancouver will monitor progress towards the target and review the target periodically.</p>	<p><b>Member jurisdictions will:</b></p> <p><b>4.2.7</b> Adopt Regional Context Statements that:</p> <p><b>a)</b> indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported);</p>
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## Metro 2050 Target

The regional affordable rental housing target is included as a performance measure for Goal 4, as shown in Section G of *Metro 2050*:

<p><b>Goal 4: Provide Diverse and Affordable Housing Choices</b></p> <ul style="list-style-type: none"><li>Percentage of newly completed housing units built within Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors that are affordable rental housing units</li></ul>
--

Metro Vancouver produces annual reports on implementation of the regional growth strategy and progress towards its goals and targets. With regards to the regional affordable rental housing target, the following methodology and definitions will be used to monitor and report on progress.

## 2.0 Methodology

Based on the policy language in *Metro 2050*, the formula for the regional affordable rental housing target is:

$$\text{Formula} = \frac{\text{Affordable rental units that are newly completed within UCs, FTDAs, and MTGCs}}{\text{All newly completed housing units within UCs, FTDAs, and MTGCs}} \times 100$$

The purpose of this target is to encourage new affordable rental housing development near transit. For this reason, the geographies of Urban Centres (UCs), Frequent Transit Development Areas (FTDAs), and Major Transit Growth Corridors (MTGCs) are used. These are regionally-significant transit-oriented geographies as defined in the regional growth strategy, *Metro 2050*.

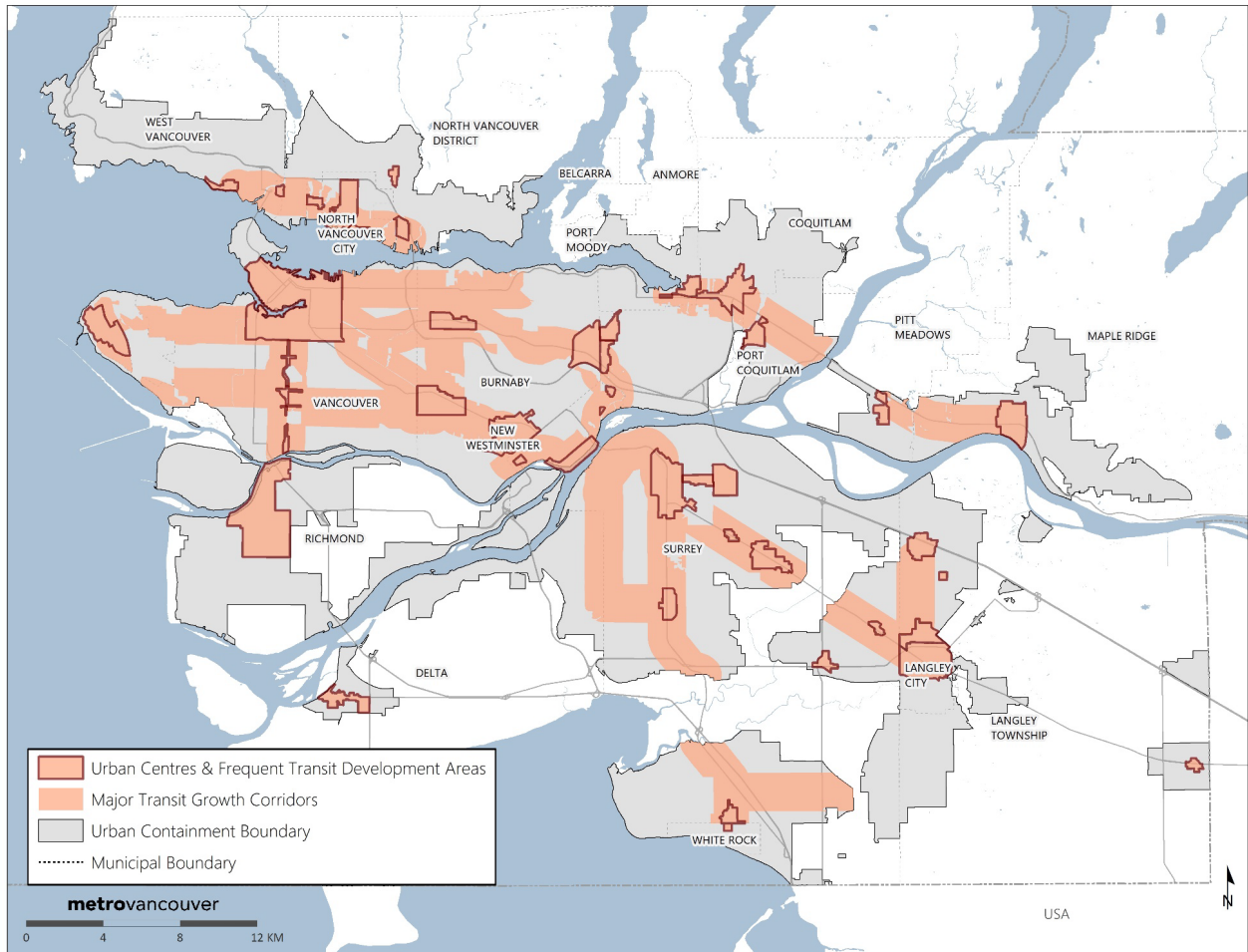
Urban Centres (UCs) are intended to be the region's primary focal points for concentrated growth and transit service. They are intended as priority locations for employment and services, higher density forms, mixed residential tenures, affordable housing options, commercial, cultural, entertainment, institutional, and mixed uses.

Frequent Transit Development Areas (FTDAs) are additional priority locations to accommodate concentrated growth in higher density forms of development. They are identified by member jurisdictions and located at appropriate locations within the Major Transit Growth Corridors. FTDAs complement the network of Urban Centres, and are characterized by higher density forms of residential, commercial, and mixed uses.

Major Transit Growth Corridors (MTGCs) are select areas along TransLink's Major Transit Network within which member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new FTDAs. These corridors extend approximately 1 kilometre from the roadway centreline in both directions and do not extend outside the Urban Containment Boundary. MTGCs enable monitoring of a contiguous transit-oriented geography when combined with UCs and FTDAs across the region for the purposes of the regional affordable rental housing target.

These geographies are combined and shown in Map 1 below.

Map 1. Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors



## Definitions

### At A Glance

**Newly completed housing** All residential units built within the past five years<sup>1</sup> (e.g. 2018 to 2023).

**Affordable rental housing** All social and non-market rental units<sup>2</sup>  
+  
Private rental units with affordable rents<sup>3,4</sup>

Metro 2050 includes the following definition of **affordable housing**:

- housing that is affordable to households earning up to 120% of the Regional Median Household Income. In Canada, a general measure of housing affordability is the shelter-cost-to-income ratio, where no more than 30% of a household's gross income is spent on housing (including all housing-related costs like utilities).

<sup>1</sup> Source: Canada Mortgage and Housing Corporation, Starts and Completions Survey

<sup>2</sup> Source: Canada Mortgage and Housing Corporation, Social and Affordable Housing Survey

<sup>3</sup> Affordable rents are based on 2021 Census median household income for the Vancouver region, by bedroom count, see table below.

<sup>4</sup> Source: Canada Mortgage and Housing Corporation, Rental Market Survey

For the purposes of the regional affordable rental housing target **affordable rental housing** is defined as rental housing that includes all social and non-market rental housing units<sup>5</sup>, as well as private rental housing units in the primary rental market<sup>6</sup> with affordable rents as defined in Table 1.

Affordable rents have been defined by bedroom size, based on the Regional Median Household Income. According to the 2021 Census, the median household income in the Vancouver region (Vancouver CMA) was \$90,000. The Regional Median Household Income of \$90,000 has been applied to the calculation of affordable rent for a 3 bedroom unit, and an income distribution similar to that used in BC Housing’s Housing Income Limits<sup>7</sup> (HILs) has then been applied to generate the corresponding affordable rents by bedroom size.

**Table 1: Affordable Rents Based on the 2021 Census Regional Median Household Income (RMHI)**

	1 Bedroom or Less	2 Bedrooms	3 Bedrooms	4+ Bedrooms
<b>Regional Median Household Income and Adjusted Household Incomes</b>	\$60,700	\$75,350	\$90,000	\$112,500
<b>Corresponding Affordable Rent</b>	\$1,517	\$1,884	\$2,250	\$2,813

Data source for Regional Median Household Income: Statistics Canada, 2021 Census of Population

These affordable rents are slightly higher than the rents that are considered to be affordable to households with incomes equal to or less than the HILs. This means that all new rental housing which is targeted to households earning up to the HILs will be included in this target.

Affordable rents will be updated as required when new Census data becomes available.

### 3.0 Data Sources

The Canada Mortgage and Housing Corporation (CMHC) collects a variety of housing data through several surveys, which are well-positioned to serve as the data sources for this target. These are:

- **Starts and Completions Survey** – provides data on all newly constructed housing
- **Social and Affordable Housing Survey** – provides data on government and non-profit-owned housing, by bedroom count.
- **Rental Market Survey** – provides data on privately-owned purpose-built rental housing (primary market only), by bedroom count.

Metro Vancouver will obtain custom data from CMHC for each of these surveys, using the custom geographies of UCs, FTDAs, and MTGCs, and the definition of affordable rental housing outlined above. Member jurisdictions will not be asked to contribute data or other resources to support monitoring of this target.

<sup>5</sup> Source: Canada Mortgage and Housing Corporation, Social and Affordable Housing Survey

<sup>6</sup> Source: Canada Mortgage and Housing Corporation, Rental Market Survey

<sup>7</sup> BC Housing 2023 Housing Income Limits are updated from time to time and can be accessed here: <https://www.bchousing.org/sites/default/files/media/documents/2023-Housing-Income-Limits-HILS-Effective-January-1-2023.pdf>

## 4.0 Limitations and Considerations

There are a number of limitations and considerations to keep in mind with this methodology:

- The secondary rental market (rental housing that is not purpose-built as rental housing, such as basement suites or rented condos) is not captured in this target. This is by design as well as due to a limitation in available data for one portion of the secondary rental market. The focus of this target is purpose-built rental housing due to the security of tenure that this type of housing provides to renters. CMHC collects and shares data on rented condos, which make up one portion of the secondary rental market, however, rented condos do not provide a secure form of rental housing, and are much less likely to be affordable compared to purpose-built rentals. For these reasons, the secondary rental market is excluded from this target.
- This target is designed to be regional in nature, monitoring regionally-significant transit-oriented geographies. Results cannot be broken down by municipality. Any attempt to apply the same methodology to an individual member jurisdiction would likely result in suppressed data, with the exception of possibly one or two of the largest municipalities.

## 5.0 Monitoring and Reporting

### Annual Reporting

Annual progress towards the regional affordable rental housing target will be monitored and reported in the *Metro 2050* Annual Performance Monitoring Reports. These reports will include both the percentage and number of newly completed affordable rental housing units. This information will also be reported in the *Metro 2050* performance monitoring dashboard which will be published on the metrovancouver.org website.

### Comprehensive Reporting

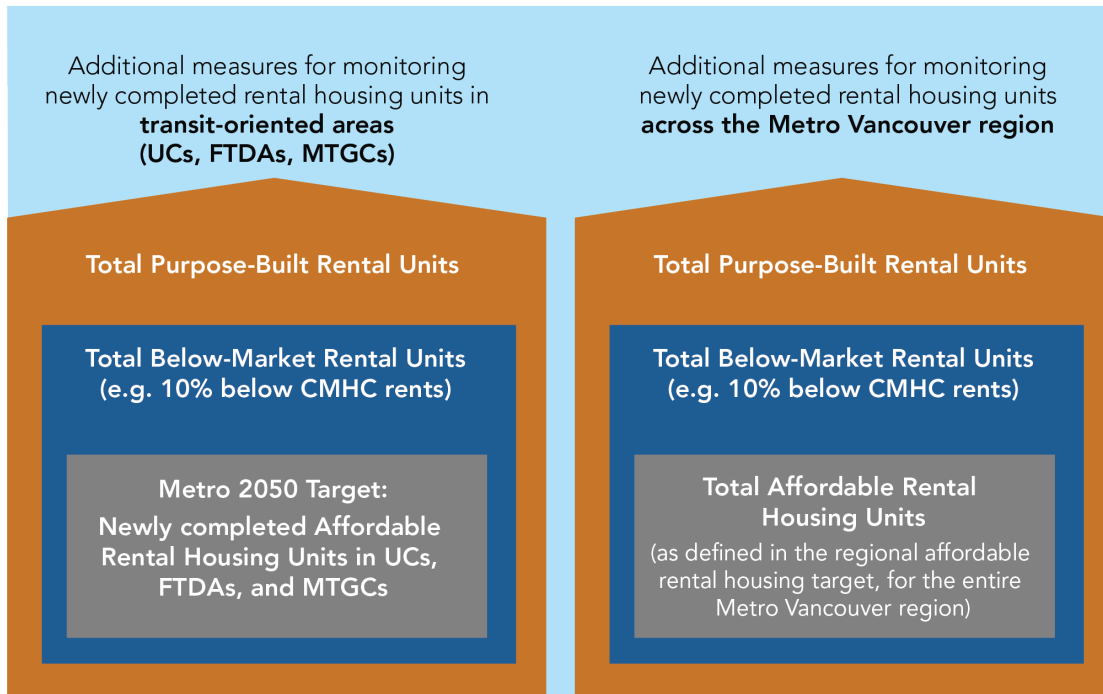
A more comprehensive report on the regional affordable rental housing target will be published every five years. This report will be aligned with the Census schedule of reports and will include revised affordable rents based on updated household income data from the latest Census. These reports will include both the percentage and number of newly completed affordable rental housing units for the latest 5-year period, alongside previous years' progress.

### Other Contextual Reporting

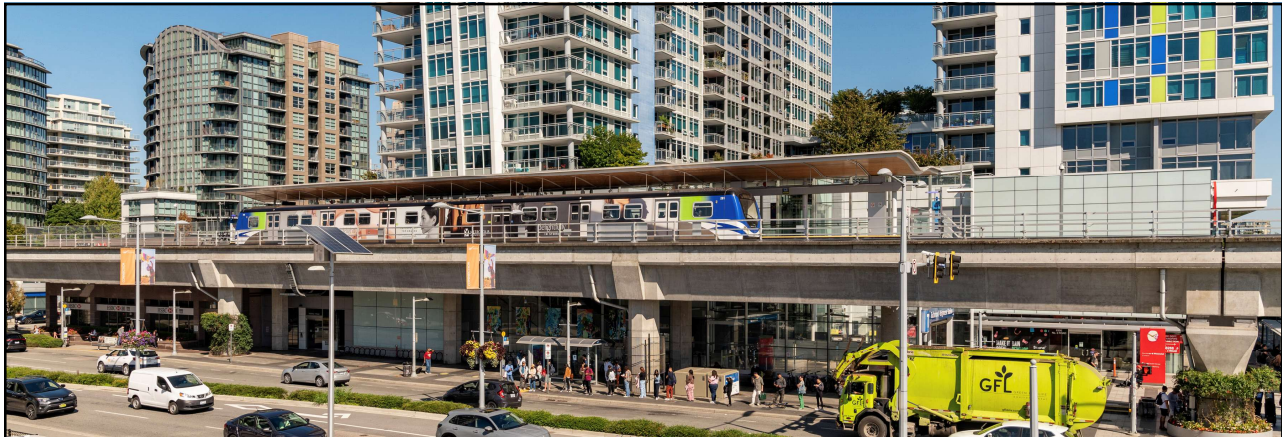
In addition to the percentage and number of newly completed affordable rental housing units, Metro Vancouver will monitor several other contextual measures related to the regional affordable rental housing target as shown in Figure 1 below. The target and these contextual measures will be reviewed periodically and updated as required.

The timeline for achieving this target stretches to 2050, and all monitoring and reporting will take this into consideration. Progress will be measured annually and compared against a steady pace of growth required to reach the target by 2050.

Figure 1. Regional Affordable Rental Housing Target - Contextual Measures for Annual Monitoring



## Attachment 2



## Regional Affordable Rental Housing Target Implementation Guideline

Diana Jeliaskova

Regional Planner

Regional Planning Committee – July 4, 2024

metrovancouver

## METRO 2050 POLICY LANGUAGE

### Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply

#### Metro Vancouver will:

**4.2.3** Set a regional target that at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, by the year 2050, be affordable rental housing units. Metro Vancouver will monitor progress towards the target and review the target periodically.

#### Member jurisdictions will:

**4.2.7** Adopt Regional Context Statements that:

- a) indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported);

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2

## DEFINITIONS

Detailed definitions to support the target



### Newly Completed Housing

Defined as:

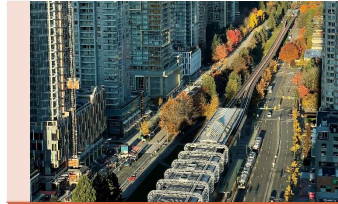
All residential units built within past five years (e.g. 2018 to 2023).



### Affordable Rental Housing

Defined as:

All social and non-market rental units  
+  
Private rental units with affordable rents  
*(rents based on 2021 Census median household income for the Vancouver region, by bedroom count)*



### Within UCs and FTDAs

Propose adding Major Transit Growth Corridors (MTGCs) to this definition, for a combined geography of UCs + FTDAs + MTGCs.

## DEFINING “AFFORDABLE RENTAL HOUSING”

### Affordable Rents Based on 2021 Census Regional Median Household Income (RMHI)

	1 Bedroom or less	2 Bedrooms	3 Bedrooms*	4+ Bedrooms
Vancouver CMA median household income (\$90,000 in 2021 Census) + adjusted income levels	\$60,700	\$75,350	\$90,000*	\$112,500
Corresponding affordable rent	\$1,517	\$1,884	\$2,250	\$2,813

\*The Regional Median Household Income of \$90,000 has been applied to the calculation of affordable rent for a 3 bedroom unit.

### How does this compare to BC Housing Income Limits (HILs)?

	1 Bedroom or less	2 Bedrooms	3 Bedrooms	4+ Bedrooms
Metro Vancouver area HILs (2023)	\$58,000	\$72,000	\$86,000	\$107,500
Corresponding affordable rent	\$1,450	\$1,800	\$2,150	\$2,688



## DATA SOURCES

Data sources used based on detailed definitions



### Newly Completed Housing

#### CMHC – Starts and Completions Survey

Custom data request with year of construction and geographic boundaries applied.



### Affordable Rental Housing

CMHC – two surveys, two custom data requests, both by bedroom count, custom geography, and year of construction.

**Social and Affordable Housing Survey** – requested all newly built units owned by government or non-profits, no affordability threshold – so all social and affordable rental housing units are counted.

**Rental Market Survey** – requested only those newly built units that meet affordability threshold by bedroom count.

## NEXT STEPS

- **Fall 2024:** Proposed Metro 2050 amendment to align with the Implementation Guideline
  - Add Major Transit Growth Corridors to target geography
- **Fall 2024:** Establish Baseline and communicate current progress toward the target
- **2024-2025:** Exploring future actions to make progress toward the target
  - Housing 2050: A Roadmap to Implement Metro 2050's Housing Goal



Thank You!

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7

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To: Regional Planning Committee

From: Jessica Hayes, Program Manager, Housing Policy and Planning,  
Regional Planning and Housing Services

Date: June 3, 2024 Meeting Date: July 4, 2024

Subject: **What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing**

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### RECOMMENDATION

That the MVRD Board:

- a) receive for information the report dated June 3, 2024, titled “What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing”; and
- b) forward “What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing” and its attachment to member jurisdictions for information with an offer for staff or Council presentations upon request.

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### EXECUTIVE SUMMARY

A new resource guide examining best practices for sustaining and expanding the supply of purpose-built rental housing is being released by Metro Vancouver. “What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing” is the latest in Metro Vancouver’s existing “What Works” series, aiming to advance regional planning and housing policy goals through policy research and analysis.

The resource guide reflects current challenges, barriers, and opportunities for purpose-built rental housing in the region, and incorporates a land economics analysis to illustrate the importance of supportive tools and incentives for new or existing purpose-built rental housing. The guide profiles measures such as fee waivers and reductions, design and parking requirements, and zoning and regulatory actions that can have an impact on new rental housing supply, and rental protection measures that can contribute to the preservation of existing rental housing.

Purpose-built rental development has been facing financial feasibility challenges, owing to increases in interest rates and construction costs, which have resulted in higher equity requirements, and lower returns on investment for developers of rental housing. In Metro Vancouver, there were fewer than 10,000 new purpose-built rental units built between 2011 and 2021, compared to about 87,000 new renter households.

### PURPOSE

To provide the Regional Planning Committee and MVRD Board with an overview of the new Metro Vancouver resource guide titled “What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing”.

## **BACKGROUND**

An updated resource guide examining best practices for sustaining and expanding the supply of purpose-built rental housing was included as part of the Board endorsed 2024 work plan for Housing Policy and Planning. A resource guide examining this topic was originally published by Metro Vancouver in May 2016 as part of Metro Vancouver's ongoing "What Works" series of housing-related resource materials (Reference 1).

This report provides an overview of the 2024 edition of the resource guide titled "What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing".

## **PURPOSE-BUILT RENTAL HOUSING**

*Metro 2050* highlights the need to increase the supply of purpose-built rental housing as a key component of providing more diverse and affordable housing choices across the region. This approach includes building new purpose-built rental developments to increase rental housing supply, and maintaining the existing stock of rental units across the region, which generally provide relative affordability compared to newly constructed units, due to the building age.

Across Canada, purpose-built rental development has been facing financial feasibility challenges, owing to increases in interest rates and construction costs, which have resulted in higher equity requirements, and lower returns on investment for developers of rental housing. Rental development has also failed to keep pace with condominium development, leading to a rental housing vacancy rate in the primary rental market in Metro Vancouver that is well below the three per cent considered to be a healthy vacancy rate and sign of a balanced market.

While rental housing starts in Metro Vancouver were on the rise in recent years due to favourable programs and market conditions, they are still not keeping pace with the region's growing population and demand for diverse housing options. In Metro Vancouver, there were less than 10,000 new purpose-built rental units built between 2011 and 2021, compared to about 87,000 new renter households. By 2021, despite the increase in purpose-built rental construction, there was still only one purpose-built rental for every 3.67 renter households in the region. It is also anticipated that ongoing financial challenges may continue to affect the viability of purpose-built rental projects, slowing rental housing starts. Additional local government policy approaches and incentives could be warranted to support the construction and preservation of purpose-built rental housing in the region.

## **"WHAT WORKS" GUIDE**

Housing Policy and Planning staff retained Urban Matters CCC Ltd. to conduct research and economic analysis, and prepare the updated guide, "What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing" (Attachment 1).

The resource guide is the latest in Metro Vancouver's existing "What Works" series, aiming to advance regional planning and housing policy goals through policy research and analysis. The document has been updated with current context to reflect the existing challenges, barriers, and opportunities for purpose-built rental housing in the region. In addition, the resource guide

incorporates a land economics analysis to illustrate the importance of supportive tools and incentives that local governments can choose to employ to support new or existing purpose-built rental housing.

The resource guide is intended to help Metro Vancouver local governments support purpose-built rental housing by:

- providing an overview of the current context impacting the success of bringing new rental buildings to market;
- providing an overview of Provincial and Federal policies, funding, and legislative contexts;
- highlighting the anatomy of a purpose-built rental housing project, and presenting illustrative scenarios that test the viability of hypothetical six-storey wood-frame purpose-built rental apartment construction in three sub-markets across the region;
- identifying examples of local government measures and tools that are effective for expanding and sustaining purpose-built rental housing, including case studies; and
- highlighting common challenges, considerations, and opportunities for local governments to consider.

### **Land Economics Analysis**

Three hypothetical sites in various sub-markets were selected and used to test the viability of constructing a six-storey wood-frame rental building in areas across the Metro Vancouver region. The scenarios explore the impacts of local policies and incentives, senior government funding and financing, and identify which levers to encourage purpose-built rental housing are making the most impact. This analysis found that in all the markets analyzed, six-storey purpose-built market rental housing is challenged for viability under the baseline scenario that reflects prevailing market conditions and assuming no local government incentives are offered.

In higher priced markets, such as West Vancouver, North Vancouver, Vancouver West, and Burnaby, projects were generally more viable owing to stronger revenue, but the analysis showed these projects remained marginal and measures to improve viability are likely still required. In two alternative scenarios where (1) a suite of development incentives was provided, and (2) development incentives were provided and there were no land costs, rental projects became viable in all of the markets, and in scenarios that did not include the cost of land, there were opportunities to reduce rental rates and meet affordability objectives. In general, the applicability of land donation is limited in the context of purpose-built market rental housing, and is likely only relevant as a means of delivering below-market affordability.

These results indicate that local government measures such as pre-zoning, reduced parking ratios, and reduced development fees can have a significant positive impact on the creation of new purpose-built rental housing development. While many of these incentives are typically leveraged to support social and affordable housing, some communities may choose to extend incentives to purpose-built rental projects given the significant need for secure market rental housing. In addition, the results indicate that senior levels of government can have a similarly positive impact on increased purpose-built rental housing supply through programs that provide favourable financing through lower interest rates and longer amortization for market rental housing.

## **ALTERNATIVES**

1. That the MVRD Board:
  - a) receive for information the report dated June 3, 2024, titled “What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing”; and
  - b) forward “What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing” and its attachment to member jurisdictions for information with an offer for staff or Council presentations upon request.
  
2. That the MVRD Board receive for information the report dated June 3, 2024, titled “What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing”, and provide alternate direction to staff.

## **FINANCIAL IMPLICATIONS**

\$30,000 from the MVRD Board approved 2024 Housing Policy and Planning budget was allocated for consultant support for this project.

## **NEXT STEPS**

It is recommended that copies of What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing be forwarded to all member jurisdictions for information. The resource guide will also be posted on the Metro Vancouver website for download. Staff are available to present the report to staff teams and/or Councils upon request.

## **CONCLUSION**

This report provides an overview of the newly released guide “What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing” examining best practices for supporting the existing stock and new construction of purpose-built rental housing. The resource guide has been updated to reflect current challenges, barriers, and opportunities for purpose-built rental housing in the region, and incorporates a land economics analysis to illustrate the effectiveness of tools and incentives to support new or existing purpose-built rental housing. The resource guide has been shared with members of the Regional Planning Advisory Committee, and will also be forwarded to Metro Vancouver’s Housing Committee. The resource guide and key findings will also be disseminated more broadly to member jurisdictions and other housing stakeholders in the coming months.

## **ATTACHMENT**

1. What Works: Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing (2024)

## **REFERENCES**

1. [Metro Vancouver What Works : Municipal Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing \(2016\)](#)



# What Works

Local Government Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing





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1

# Key Insights



## INSIGHT 1

- In many markets, the viability of purpose-built rental projects is currently challenged, and new approaches may be warranted.
- Construction of purpose-built rental housing in Metro Vancouver is not keeping pace with the region's growing population and demand for diverse housing options.
- Many households in Metro Vancouver rely on the affordability and security of tenure of older rental housing buildings.
- New approaches are needed to support the development of new purpose-built rental projects and preserve existing rental housing in Metro Vancouver.

## INSIGHT 2

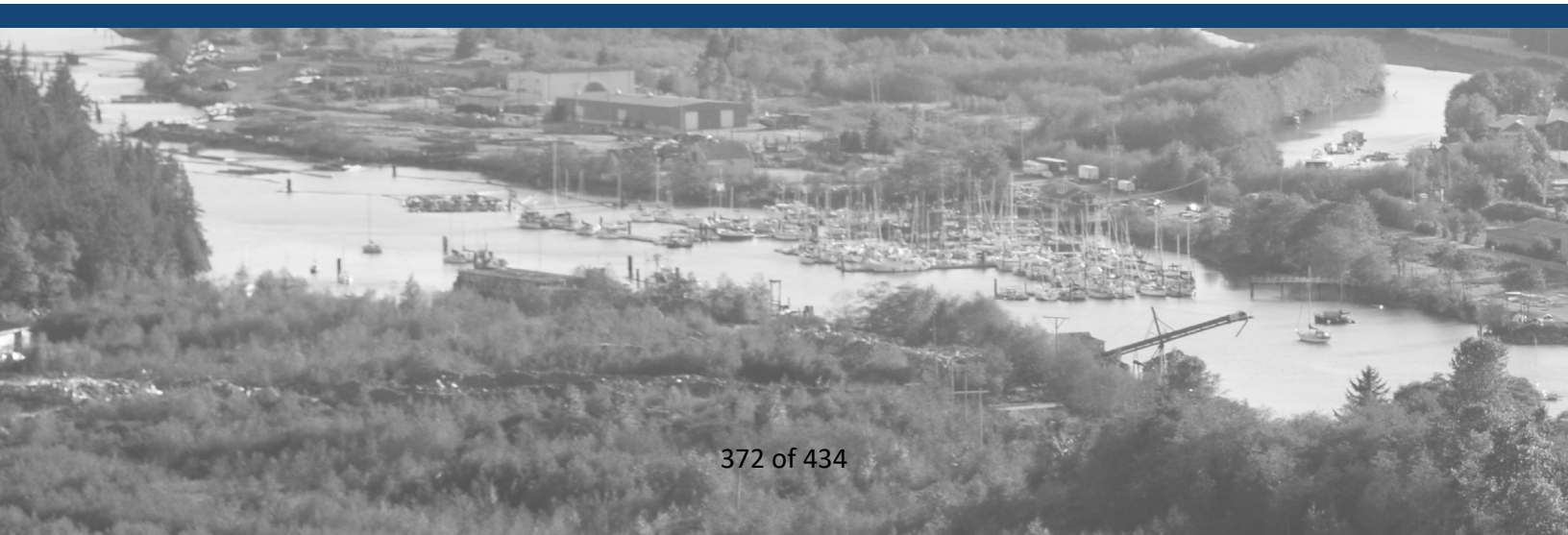
Communities have several tools as part of their land use planning, policy, and regulation authority that can be used to support the construction of new purpose-built rental projects and preserve existing rental housing.

- Though these tools can be used as individual levers, best practice suggests that these tools are most effective when applied together.
- Some of the most impactful tools to support the development of purpose-built rental units include the reduction of minimum parking requirements, land-related measures that reduce land costs, waiver or reduction of development charges and fees, and tools that pre-zone for viable heights and densities for rental projects.
- To protect the existing purpose-built rental stock, the most important tools are strata conversion policies and rental replacement policies.
- Communities should consider how these more substantial measures can work in their local context, as well as implementing a range of smaller tools to build a comprehensive policy of support and preservation for rental housing.



2

# Introduction



Increasing the supply of purpose-built rental housing is a fundamental strategy in fostering greater housing diversity and affordability. By building more purpose-built rental housing, communities can offer a greater variety of options that cater to different preferences. This includes different sizes, locations, features, and levels of affordability.

The purpose of this report is to summarize local government practices that are being used to both **sustain** the existing supply of purpose-built rental housing as well as **expand** the supply of new purpose-built rental housing. Case studies are used throughout the guide to demonstrate how communities use a combination of tools to sustain and expand the purpose-built rental housing supply.

This report is organized into three sections:

- **Background** – Sets the regional context of the purpose-built rental market.
- **Evidence about Local Government Measures that Work** – Summarizes findings from an analysis of various local government measures to expand the supply of purpose-built rental housing.
- **Showcase of Local Government Measures** – Highlights examples of local government measures that are being implemented to sustain and expand the supply of purpose-built rental housing in Metro Vancouver communities and other Canadian cities.

This guide is part of Metro Vancouver’s “What Works” series, aiming to advance regional planning and housing policy goals through policy research and analysis. Go to [metrovancouver.org](https://www.metrovancouver.org) and search “What Works” to learn more.

## INTRODUCTION TO CASE STUDIES

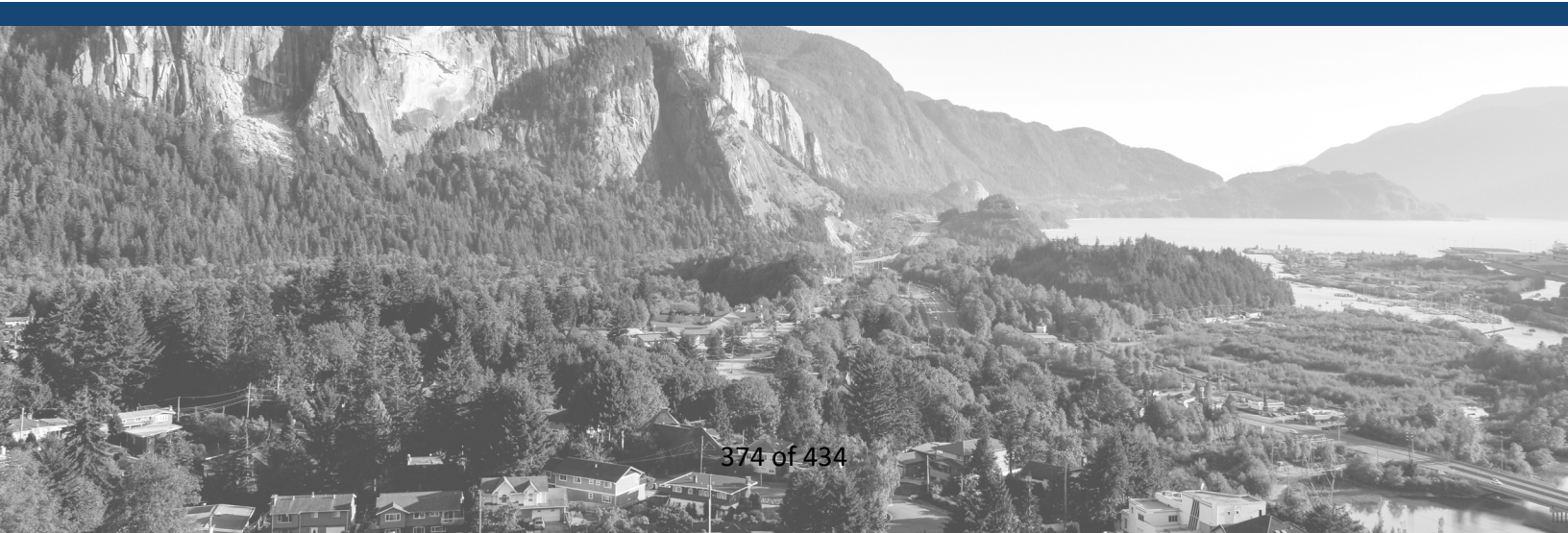
Case studies have been included throughout this guide to highlight purpose-built rental projects throughout the region. These case studies showcase how communities have applied various tools to support purpose-built rental projects and how a combination of tools can work together to support viability.

Generally, a specific example of a development project has been selected to emphasize a successful example of implementation of a suite of tools and measures; however, in some cases, a program or approach is presented to highlight how a measure is used more broadly.





# Background



The Metro Vancouver Regional Growth Strategy, [Metro 2050](#), highlights the need to increase the supply of purpose-built rental housing as a key component of providing more diverse and affordable housing choices across the region. This approach requires both building new purpose-built rental developments and maintaining the existing stock of rental units across the region.

In Metro Vancouver, the existing stock of purpose-built rental housing is more affordable compared to new units due to its age and the current provincial model of rent control for occupied units and individual tenancies. Typically, new purpose-built rental housing rents at a higher cost. Therefore, it does not create affordability levels similar to existing purpose-built rental housing or non-profit housing. New purpose-built rental housing, however, helps meet a market demand and relieves the pressure on more affordable, existing rental housing stock.

Across Canada, rental development has generally not kept pace with condominium development.<sup>1</sup> Rental development has also failed to keep pace with demand, leading to vacancy rates in Metro Vancouver well below the three per cent that is considered to be a healthy vacancy rate and a sign of a balanced market.<sup>2</sup>

Financial considerations and the expansion of short-term rentals are cited as key factors underlying the lack of rental unit supply. Changes in interest rates and construction costs have made the financial feasibility of purpose-built rental more difficult, especially for smaller developers with higher financial debt as higher interest rates and construction costs result in higher equity requirements, and lower returns on investment.<sup>3</sup>

### **PURPOSE-BUILT RENTAL HOUSING**

refers to multi-family housing that is constructed for the purpose of long-term rental tenure and is not subdivided into co-op, strata condominium, or fractional ownership arrangements.

### **The SECONDARY RENTAL MARKET**

refers to rentals that were not originally purpose-built for the rental market.

This can include secondary suites in single detached homes or duplexes, rented condominium units, and other dwelling types rented out by the owner and/or investor.

This guide does not focus on the secondary rental market as the types of local government measures that relate to secondary rental units, and lower security of tenure for renters, make it a separate focus of research.

1 Canadian Mortgage and Housing Corporation. (2021). Purpose-Built Rentals Facing Financial Feasibility Challenges. Retrieved from: [assets.cmhc-schl.gc.ca/sites/cmhc/professional/housing-markets-data-and-research/housing-research/research-reports/2022/purpose-built-rentals-facing-financial-feasibility-challenges-en.pdf?rev=b59e362d-f9af-4616-8a32-](https://assets.cmhc-schl.gc.ca/sites/cmhc/professional/housing-markets-data-and-research/housing-research/research-reports/2022/purpose-built-rentals-facing-financial-feasibility-challenges-en.pdf?rev=b59e362d-f9af-4616-8a32-)

2 Metro Vancouver. (2023) Metro Vancouver Housing Data Book – December 2023. Retrieved from: [metrovancover.org/services/regional-planning/Documents/metro-vancouver-housing-data-book-2023.pdf](https://metrovancover.org/services/regional-planning/Documents/metro-vancouver-housing-data-book-2023.pdf)

3 Canadian Mortgage and Housing Corporation.(2023). Rental Housing Supply not likely to improve short term as developers adjust to higher interest rates. Retrieved from: [www.cmhc-schl.gc.ca/blog/2023/interest-rate-hikes-impact-rental-housing-construction-supply](https://www.cmhc-schl.gc.ca/blog/2023/interest-rate-hikes-impact-rental-housing-construction-supply)

While rental housing starts in Metro Vancouver have been on the rise in recent years (see Section 2.1), this growth may slow due to increasing financial challenges. As of the writing of this guide (early 2024), Canada's prime interest rate is 7.2 per cent. This is the highest lending rate in more than 20 years. Coupled with construction labour shortages and high materials costs coming out of the COVID-19 pandemic, this is likely to lead to a slowdown of development as a natural consequence of federal fiscal policy. Rental market data does not yet reflect this, as housing market activity often lags behind policy changes due to long pre-construction, development approvals, and construction periods. Therefore, the full impacts of the latest rate hikes (from mid-2023) have yet to ripple through the market.

Because current conditions are challenging for development, it is all the more vital that incentives and supports for purpose-built rental housing be applied in order to ensure that much-needed purpose-built rental projects remain viable.

### A **RENTAL HOUSING START**

is defined as the beginning of construction work on the building where the rental dwelling unit will be located.

## 3.1 Federal and Provincial Policy Landscape

There are several initiatives on a federal and provincial level that are working to support the construction of new purpose-built rentals.

### Canada's National Housing Strategy

Canada's National Housing Strategy includes several initiatives targeted at expanding the supply of purpose-built rental housing. One such initiative is the Apartment Construction Loan Program (formerly known as the Rental Construction Financing Initiative), a program administered by CMHC that provides low-cost loans on a 10-year term, up to 50-year amortization periods, and up to 100 per cent loan-to-cost for residential construction.

The Government of Canada also offers other programs focused more broadly on the creation of housing supply, including the Housing Accelerator Funding program, which was rolled out in 2023, and offers funding over three years for communities to develop innovative policies, programs, and processes to create more supply of housing at a faster pace.

### Enhanced GST Rental Rebate

In September 2023, the Federal Government announced an enhancement of the Goods and Services Tax (GST) Rental Rebate.<sup>4</sup> The change eliminates GST for purpose-built rental housing projects, increasing the rebate from 36 percent

<sup>4</sup> Government of Canada. (2023). Enhanced GST Rental Rebate to build more apartments for renters. Retrieved from: [canada.ca/en/department-finance/news/2023/09/enhanced-gst-rental-rebate-to-build-more-apartments-for-renters.html](https://canada.ca/en/department-finance/news/2023/09/enhanced-gst-rental-rebate-to-build-more-apartments-for-renters.html)



to 100 per cent. These changes apply to projects that begun construction between September 14, 2023, and before December 31, 2030, and are completed by December 31, 2035.

## Provincial Legislative Changes

In 2023, the Province of BC made several significant policy announcements that directly target the development of rental housing and tackle the supply of housing in the province more broadly. The intent is to take a multi-pronged approach that will drive significant increases in housing supply, including purpose-built rental projects. These changes include:

### [Housing Statutes Amendment Act \(Bill 44-2023 \(Residential Development\), Bill 46-2023 \(Development Financing\), and Bill 47-2023 \(Transit-Oriented Areas\)](#)

Recent amendments in the *Local Government Act* and the *Vancouver Charter* – such as adjusting public engagement requirements, requiring Official Community Plans (OCP) to plan for housing over a longer time frame (from 5 to 20 years), and allowing more homes near transit hubs with minimum height, density, and floor area ratio requirements – could help reduce barriers to housing development.

### [Housing Action Plan](#)

The Province's new housing plan, "[Homes for People](#)," introduced in April 2023, outlines several other actions that will be taken to increase the supply of housing and address speculation in the housing market. This includes launching BC Builds, a program focused on using public land to deliver housing across BC.<sup>5</sup> The program works by:

- Identifying underutilized and low-cost land for development.
- Bringing together municipal landowners, non-profits, First Nations, community groups, and private developers.
- Speeding up development timelines.
- Providing low-interest financing and grants.

### [Purpose-Built Rental Tax Exemptions](#)

In February 2024, the Province announced that Budget 2024 will include an exemption from the general property transfer tax on purchases of new qualifying purpose-built rental buildings that take place between January 1, 2025 and December 31, 2030.<sup>6</sup> This change was made to encourage the construction of new purpose-built rental buildings.

5 Government of British Columbia. (2023c). New action plan delivers more homes for people, faster. Retrieved from: [news.gov.bc.ca/releases/2023HOUS0019-000436](https://news.gov.bc.ca/releases/2023HOUS0019-000436)

6 Government of British Columbia. (2024). Purpose-built rental exemptions. Retrieved from: [gov.bc.ca/gov/content/taxes/property-taxes/property-transfer-tax/exemptions/purpose-built-rental-exemption](https://gov.bc.ca/gov/content/taxes/property-taxes/property-transfer-tax/exemptions/purpose-built-rental-exemption)



4

# Evidence of Local Government Measures that Work



Growth of rentals in Metro Vancouver has been limited for much of the past three decades. Over 70 per cent of the units in the primary rental market in the region were built before 1980 (see [Figure 1](#)).

The pace of new rental starts has grown across the region in recent years. Between 2011 and 2018, new purpose-built rental starts averaged about 630 units per year. Between 2018 and 2023, they averaged more than 2,300 units per year, with the largest output of new units in 2022 and 2023. This is likely due to favourable programs (such as CMHC’s Rental Construction Financing Initiative) and favourable market conditions (e.g., high demand for rentals and historically low interest rates). However, given current economic conditions, it is anticipated that the high number of new purpose-built rental starts could slow in coming years.

With less than 10,000 new purpose-built rental units built between 2011 and 2021, compared with about 87,000 new renter households ([Figure 2](#)), the uptick in purpose-built rental housing has not kept pace with the growth in new renters. In 2011, there was one unit of purpose-built rental housing for every 2.85 renter households in Metro Vancouver. By 2021, despite an increase in purpose-built rental construction, this ratio had increased to **one purpose-built rental for every 3.67 renter households** in the region.

From 2011 to 2021, the number of rental housing units has increased by 9,362 as shown in [Figure 2](#). During this same period, the region saw a population increase of 329,497 people and an increase of 87,155 renter households.

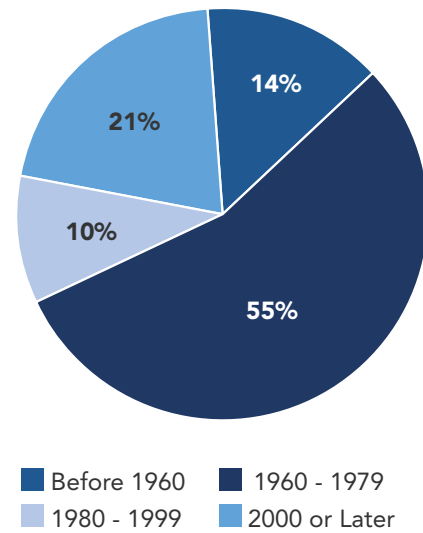


Figure 1. Primary Rental Market Units in Metro Vancouver by Period of Construction (As of October 2023)<sup>7</sup>

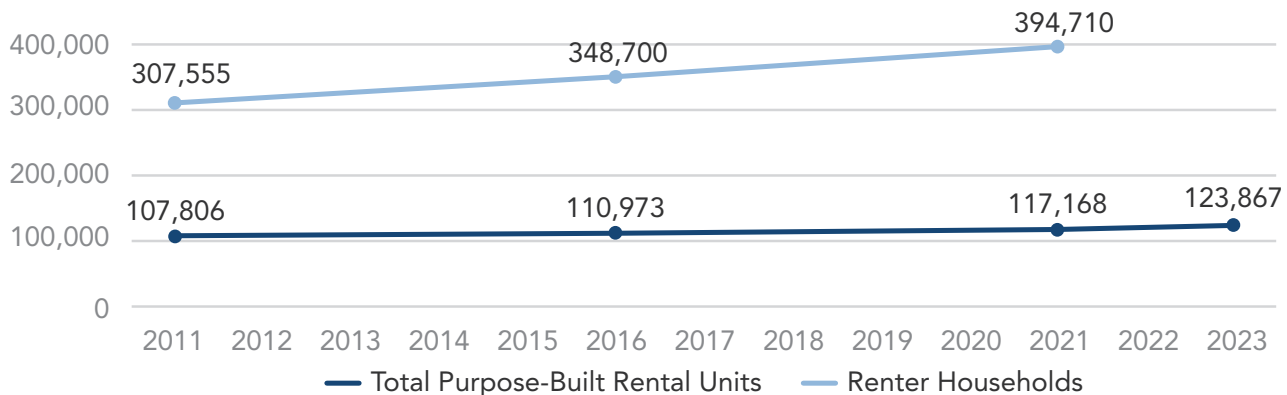


Figure 2. Renter Households and Purpose-Built Rental Unit Growth in Metro Vancouver, 2011-2022

<sup>7</sup> Canadian Mortgage and Housing Corporation. (2024). Housing Market Information Portal. Retrieved from: [www03.cmhc-schl.gc.ca/hmip-pimh/en#Profile/1/1/Canada](http://www03.cmhc-schl.gc.ca/hmip-pimh/en#Profile/1/1/Canada)

The communities in the region that have experienced the strongest growth in purpose-built rentals include Burnaby, Coquitlam, New Westminister, Surrey, and Vancouver.

- The City of Vancouver has been leading the region in total number of rental starts, with more 29,485 rental starts in the last 10 years. Vancouver also experienced a record year for purpose-built rental development in 2023.
- Burnaby has seen strong growth in its annual rental housing starts, increasing from zero in 2013 to 1,253 in 2023, becoming the third highest producer of purpose-built rental starts in region.
- While Surrey, Coquitlam, and New Westminister also saw strong rental development over the past 10 years, these communities experienced a decline in purpose-built rental housing starts between 2022 and 2023.

Figure 3 displays the rental housing starts of the five communities as well as an “Other” category representing the remaining communities in Metro Vancouver.

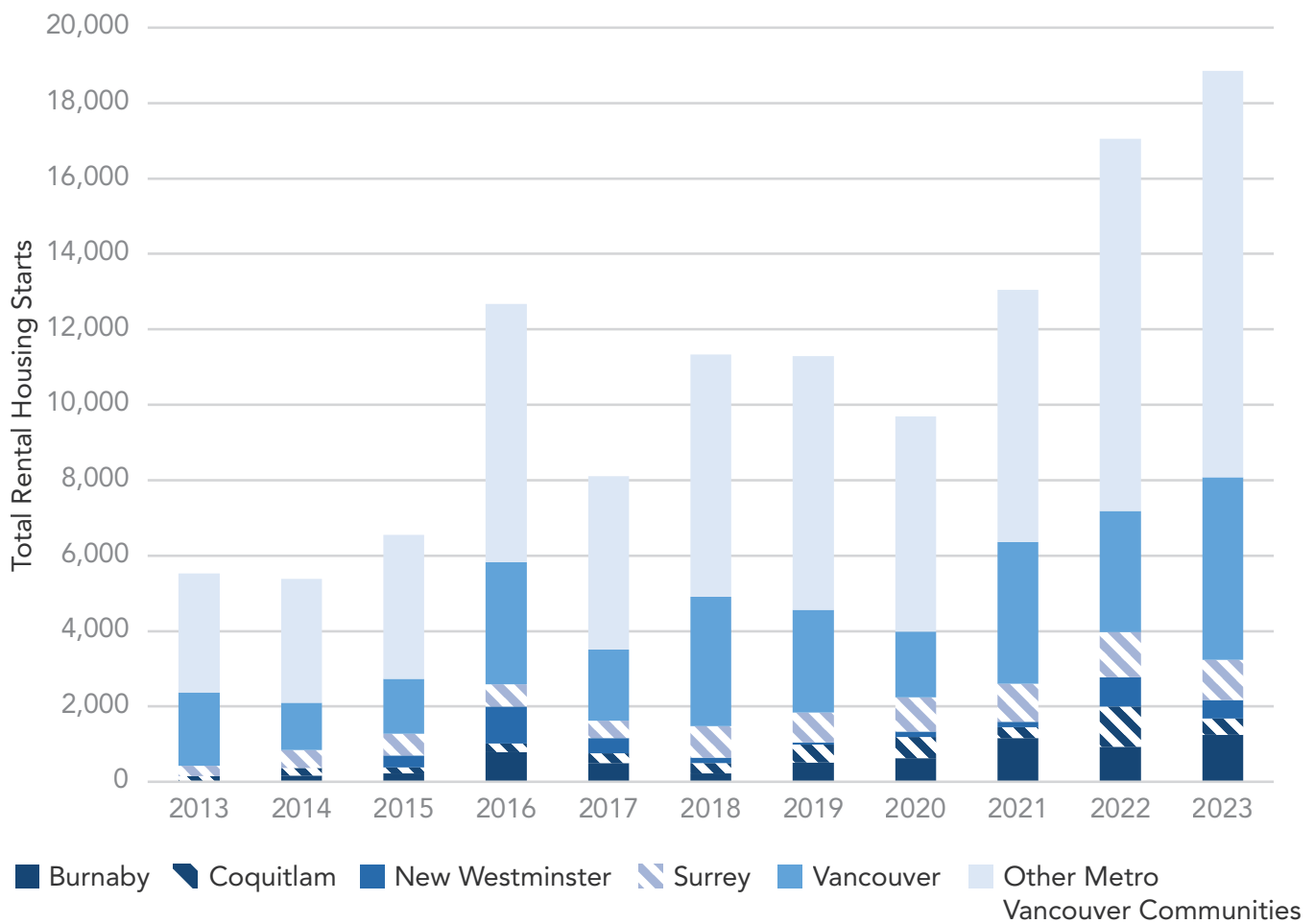


Figure 3. Rental Housing Starts as a Percentage of Total Housing Starts, 2013-2023<sup>8</sup>

8 Canadian Mortgage and Housing Corporation. (2024). Housing Market Information Portal. Retrieved from: [www03.cmhc-schl.gc.ca/hmip-pimh/en#Profile/1/1/Canada](http://www03.cmhc-schl.gc.ca/hmip-pimh/en#Profile/1/1/Canada)

Vancouver and New Westminister have seen the highest share of rental housing starts as a percentage of total housing start demonstrating strong support for rental projects. Both communities have incentives that improve rental viability when compared to condominium development. [Figure 4](#) displays the share of rental housing starts as percentages for the communities that had the highest rental starts in the past 10 years.

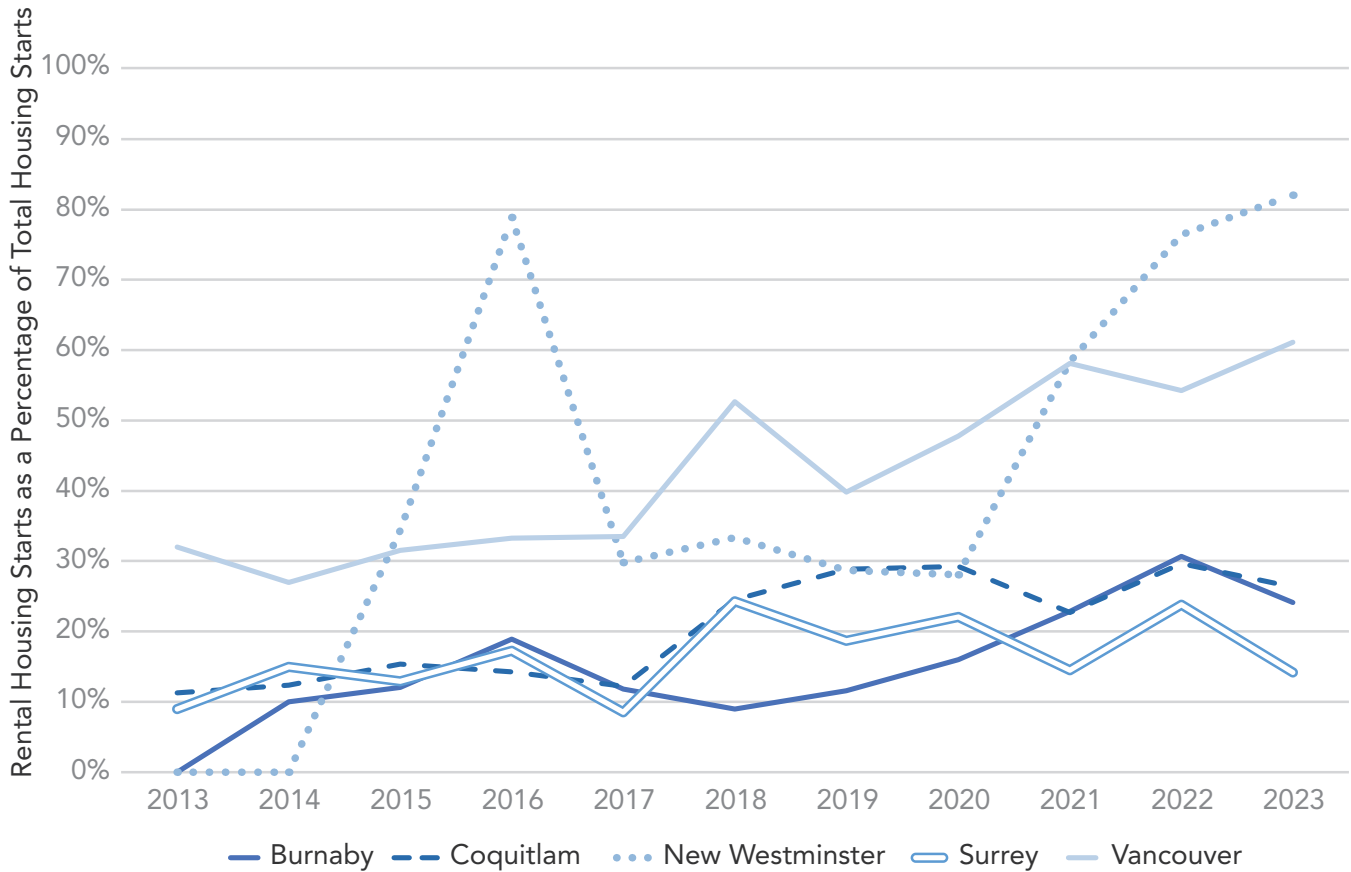


Figure 4. Housing Starts as a Percentage of Total Housing Starts of the Highest Rental Producing Communities, 2013-2023<sup>9</sup>

What the top five communities share is strong policy support for purpose-built rentals that can help improve viability, which in turn leads to new development. Section 5 outlines a list of tools communities can use to support the viability of purpose-built rental projects.

<sup>9</sup> Canadian Mortgage and Housing Corporation. (2024). Housing Market Information Portal. Retrieved from: [www03.cmhc-schl.gc.ca/hmip-pimh/en#Profile/1/1/Canada](http://www03.cmhc-schl.gc.ca/hmip-pimh/en#Profile/1/1/Canada)

## 4.2. Anatomy of a Purpose-Built Rental Housing Project

This section provides an overview of pro forma financial modelling using hypothetical mid-rise, six-storey wood-frame purpose-built rental apartments in three sub-areas of the Metro Vancouver region. The intent is to develop a broad understanding of project feasibility and how viability may vary in different parts of the region. Before reviewing the scenarios, it's important to understand the main performance indicators used to determine success.

### Performance Indicators

There are four common metrics used by housing developers to make decisions about constructing purpose-built rental housing:

- **Internal rate of return** (levered, 10 years) – This metric allows developers to compare investment options of different scales and types, accounting for the time value of money. Essentially, it indicates the percentage return developers can expect to receive on the money they invest in a project. While different developers/investors will have different IRR “target thresholds”, a **12-15 per cent levered IRR** is considered a typical target range.
- **Profit on cost** (i.e., build and sell) – This is the profit margin on a project, based on estimated project value at completion compared to total development costs (including land and financing). Value is calculated using the net operating income (NOI) upon stabilized occupancy and a reasonable market capitalization (cap) rate. Generally, a margin of **13-15 per cent** is required.
- **Developer yield** (return on cost) – This metric can be compared against the market capitalization rate and is calculated by dividing stabilized NOI by total development costs including financing and land. A higher developer yield indicates a more profitable project for the developer.
- **Cash-on-cash return** (i.e., return on equity invested), over a 10-year hold period, with sale in year 11 – This metric measures direct returns from operations, including consideration of debt servicing year-to-year and paydown of loan principal upon sale. This metric is calculated by dividing the annual cash flow (after debt payments including principal) by equity invested. A typical average annual return target is **10 per cent**.

In reviewing a project's viability, a developer will look at multiple metrics simultaneously as each tells something different about a project and its return potential. Further, the “weight” given to one metric or another will vary depending on the interests of a given builder and their equity partners.

For projects to be deemed viable, they must show performance within the typical “target range” of the developer return metrics presented above. Note that strong (or weak) project performance according to one metric may not translate to strong (or weak) performance on another. A project that would not be viable for one developer may be acceptable for another. However, if a project performs poorly or marginally across all metrics, this is a stronger indication that the project would be unlikely to proceed.

Beyond a viability assessment based on the four metrics outlined above, it is also possible to do a simple comparison of projects on a 10-year-hold basis, based on overall net projected revenues (cumulative annual operations + disposition at end of hold period) versus cumulative costs (land + construction + 10-years of operations, including debt servicing).

By testing different policy or regulatory levers, the relative gap between revenues and costs changes to reflect the significance of impact. [Figure 5](#) below shows an illustrative example of the revenues and costs of a project without incentives and project viability with incentives (i.e., pre-zoning, reduced parking ratios, lower interest rate and longer amortization period via CMHC, and waiver of development fees).

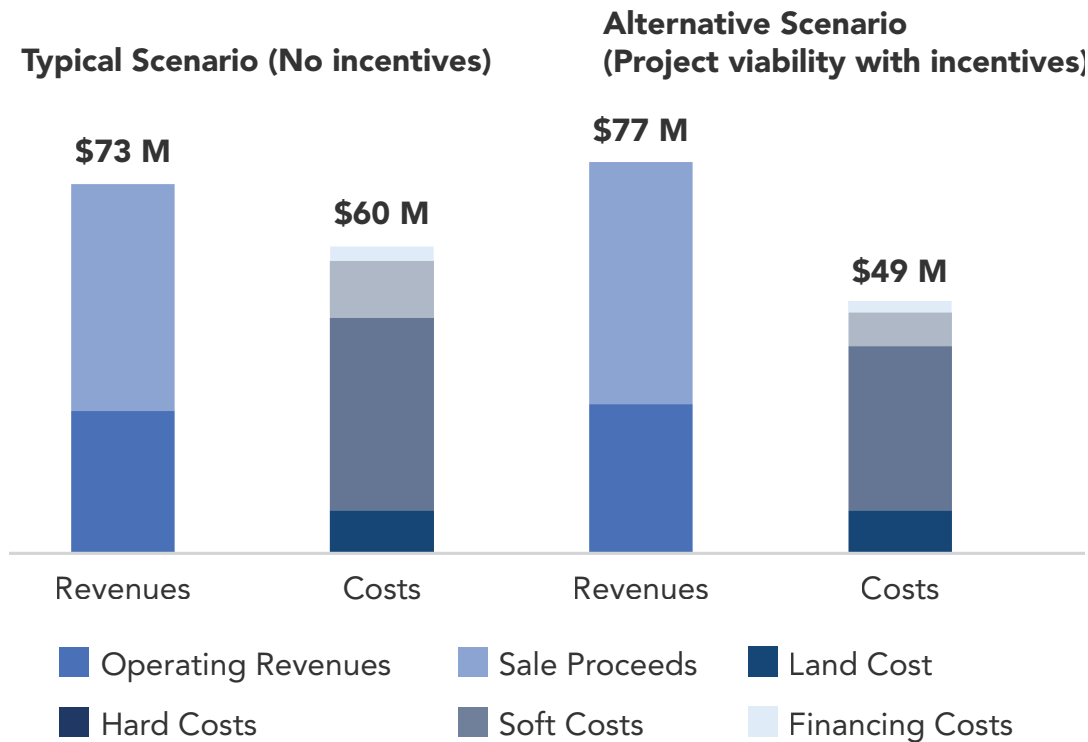


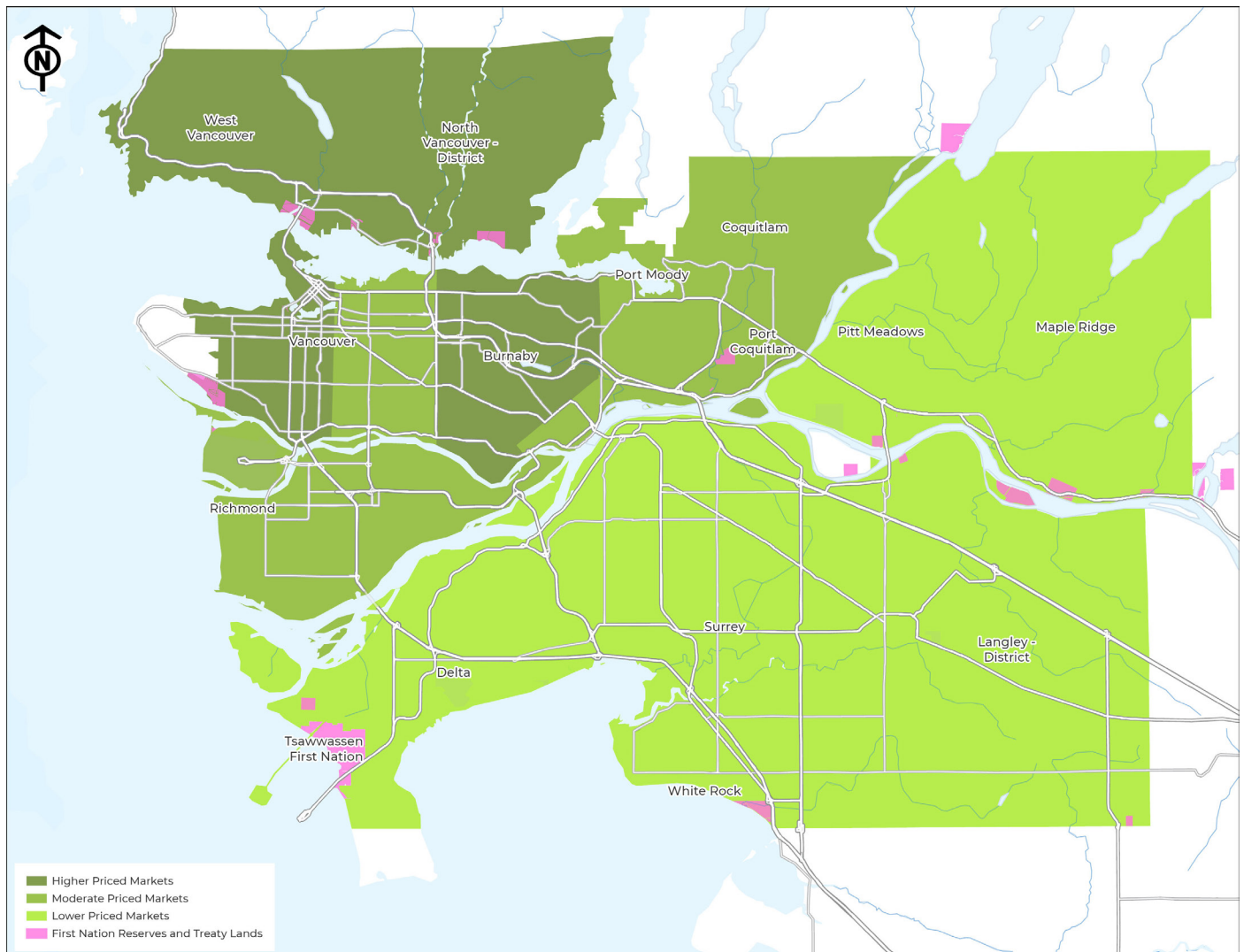
Figure 5. Conceptual Capital and Operational Budget, 10-Year Hold Period, Typical vs. Alternative Scenario 1

## Market Tiers

A six-storey mid-rise market rental building was modelled under “typical” and “alternative” conditions in three representative market tiers in Metro Vancouver, based on the differentiation between average condominium prices, which is one indicator of the strength of the development environment for new construction more generally:

- Higher Priced Markets (West Vancouver, North Vancouver, Vancouver West and Burnaby)
- Moderate Priced Markets (Richmond, Vancouver East, New Westminster, Port Moody, Coquitlam and Port Coquitlam)
- Lower Priced Markets (Delta, Surrey, White Rock, Pitt Meadows, Maple Ridge and Langley.)

Within these market tiers there is a range of revenues and development costs which are dependent on the local conditions. In each case, a sample site was selected within each of the broadly identified market tiers deemed to be generally representative of a “typical” parcel within the local market.





## Scenarios

Three conditions are presented for each market tier. Note that we have assumed traditional bank financing for these projects, at the current prime bank rate of 7.20 per cent.

- **Baseline or “typical” market conditions** – Reflects prevailing market conditions, assuming no incentives offered.
- **Alternative Scenario #1** – Reflects application of development incentives 1 through 4 as outlined below.
- **Alternative Scenario #2** – Reflects all development incentives outlined, including provision of free land.

Possible development incentives include:

1. **Pre-zoning** – This means reducing development approvals timeline from 18 to 10 months, which reduces carrying costs related to land and construction financing.
2. **Reduced parking ratios** – Lowering requirements from a typical minimum down to 0.7 stalls per unit reduces the hard and soft costs of building parking, which can be quite substantial.
3. **Lower rate, longer amortization financing via CMHC** – This reduces the amount of capitalized interest accrued over the course of construction and the annual ongoing debt servicing costs.<sup>10</sup>
4. **Reducing development fees** (i.e., waiving of development cost of charges or other fees).<sup>11</sup>
5. **Land acquisition at no cost** – Reflecting a land donation.

This analysis is intended to illustrate rental development viability trends broadly in the three market tier as a reflection of market conditions today. The actual development viability of a site, however, will differ on a case-by-case basis depending on the developer’s risk profile, access to financing, land acquisition costs, and many other factors.

<sup>10</sup> We assume the development project will meet program eligibility and will be approved under an affordable housing program or initiative from any government level, such as capital grants, municipal concessions or expedited planning processing. The construction financing rate and long-term loan interest rate is modelled at prime rate minus 0.5 per cent, however, projects may be qualify for lower rates through CMHC’s financing programs which would improve overall viability.

<sup>11</sup> Decision on waiving DCCs must be balanced with the correlated loss in revenue for key infrastructure services. The waiver of DCCs for purpose-built rental units is not a commonly adopted practice in communities across Metro Vancouver.

## Results

# Lower Priced Markets

### Baseline Scenario

Under “typical” or baseline conditions, a six-storey market rental project in these parts of Metro Vancouver are not shown to be viable according to return metrics outlined above. While land acquisition costs are relatively lower than the other two market tiers, market rents are also comparatively lower.

- As a build-and-sell prospect (as reflected in the profit-on-cost metric) this project is not viable on paper.
- Total costs to build exceed total value at completion (per capitalization of stabilized NOI), resulting in a -3 per cent profit on cost.
- Looking at the project on a cash-flow basis, the project has a >9 per cent levered IRR. This return falls below the likely target range of 12-15 per cent.
- It also does not generate a sufficient return on project equity.
- Net yield on cost at 4 per cent does not necessarily indicate viability or non-viability, but would be considered in tandem with other metrics outlined above. For example, when viewed from a longer-term perspective, property appreciation and rent increases may lead to higher yields over time. Additionally, if the project is deemed low risk, a 4 per cent net yield on cost may be deemed acceptable.

Overall, the baseline scenario is unlikely to be deemed attractive to most prospective builders/investors. While rental housing development is still occurring in this market, it is more financially challenging under the current market conditions.



**Alternative Scenario 1**

In this scenario, the combined impacts of pre-zoning, reduced parking, CMHC financing and reduced development fees are quite significant. This project would now be deemed viable and attractive according to all cash-flow based metrics, and could also be deemed “borderline viable” as a build-and-sell project.

**Alternative Scenario 2**

In this last scenario, the above incentives are combined with provision of free land, resulting in a highly viable market project that offers opportunities for reduced rental rates. Land costs account for 13-16 per cent of overall project costs in the first two scenarios.

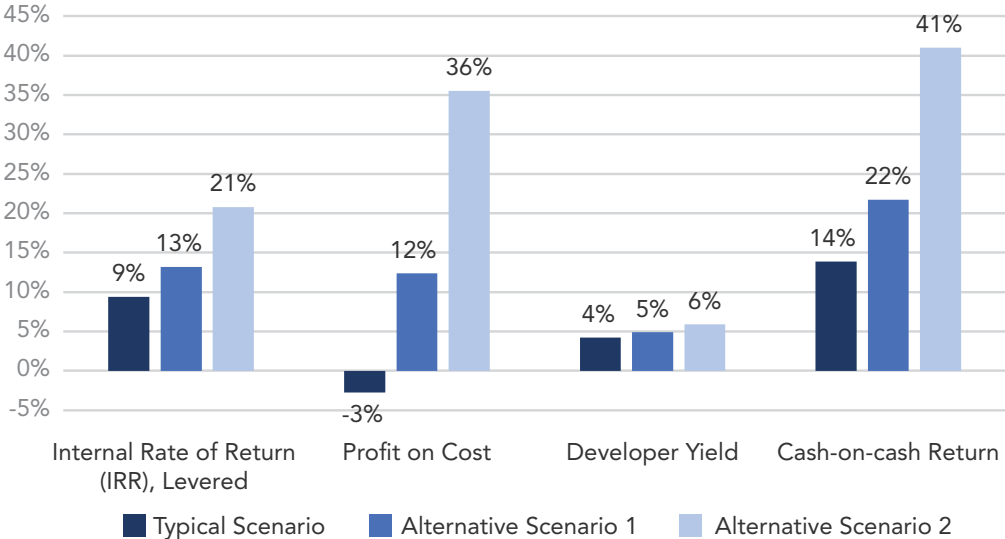


Figure 6. Lower Price Markets, Typical vs. Alternative Scenarios



# Moderate Priced Markets

## Baseline Scenario

Under “typical” or baseline conditions, a six-storey market rental project in these parts of Metro Vancouver are shown to be financially challenging under current market conditions and according to return metrics outlined above. As with the previous example, while rental housing development may still occur in this market, it is more challenging under the current conditions.

- Project value at completion and stabilized operations only slightly exceed the overall cost to buy the land and construct the building.
- This results in a relatively low profit-on-cost (4 per cent), and a project that would not be considered viable as a build-and-sell undertaking.
- As a longer-term build-and-operate prospect, this project performs somewhat better (11 per cent levered IRR) than the lower priced market example. However it would still not be deemed attractive for most developers.

## Alternative Scenario 1

The combination of reduced parking, shorter approvals period, better financing terms, and reduced development fees, significantly improves overall project performance. Based on all return metrics, this project would be deemed viable and attractive.

## Alternative Scenario 2

The addition of free land to an already viable Alternative Scenario 1 further improves project returns and opens opportunities for lower rents.

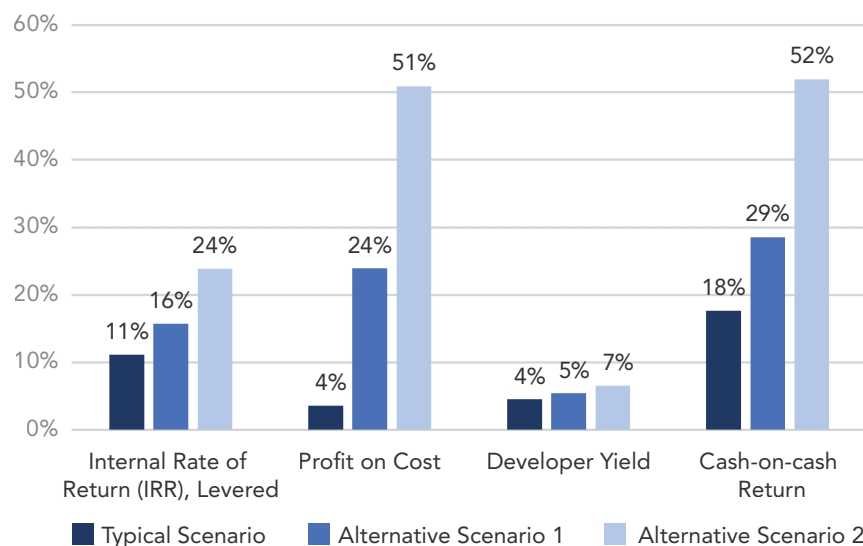


Figure 7. Moderate Priced Markets, Typical vs. Alternative Scenarios

# Higher Priced Markets

## ? Baseline Scenario

Unlike the other case studies, the higher priced market case study shows broader financial viability under baseline conditions, both under “build-and-sell” and “build-and-operate” conditions. This viability can be attributed to the higher market rents on the higher priced markets.

## ✓ Alternative Scenario 1

In this scenario, the combination of pre-zoning, reduced parking, reduced development fees, and preferable financing result in project returns that exceed typical hurdle rates.

## ✓ Alternative Scenario 2

The provision of free land significantly improves the project pro forma and opens opportunities for lower rents.

*Note that the relative overall impact of the incentives “package” is less significant in the higher priced markets than in the other two market tiers. This is a function of:*

- A lower baseline parking ratio, which somewhat mutes the impact of the parking ratio reduction, and
- Relatively lower local government DCCs in the higher priced market case study community, as compared to the lower priced market case study communities.

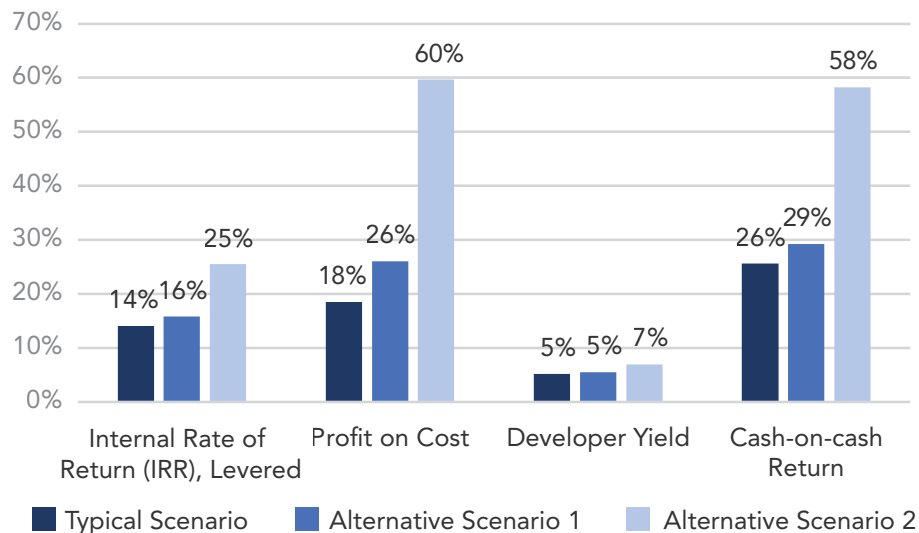


Figure 8. Higher Priced Market, Typical vs. Alternative Scenarios



# Local Government Measures for Expanding and Sustaining the Supply of Purpose-Built Rentals



This section shares examples of measures designed to expand and sustain the supply of purpose-built rental housing in Metro Vancouver.

- Section 5.1 highlights measures that aim to **expand** the supply of purpose-built rental housing.
- Section 5.2 highlights measures that aim to **sustain** the supply of purpose-built rental housing. This section also includes a brief discussion of tenant assistance policies, recognizing the impact of rental housing replacement and demolition on tenants.

Case studies are included throughout this section to demonstrate successful purpose-built rental projects, and the various local government measures that support their viability or protect existing supply. The profiles do not intend to represent all of the initiatives and measures for purpose-built market rental housing that a given community is implementing. Rather, each section focuses on the implementation of particularly effective measures that contribute substantively to the success of a project.



# 5.1 Expanding the Supply of Purpose-Built Rentals Through Local Government Measures

## Fee Waivers and Reductions

### At A Glance

<b>What</b>	Waiving or reducing fees for rental housing development applications.
<b>Why</b>	To provides an incentive for rental development through reduced costs for developers.
<b>How</b>	By exploring policies that reduce various types of development fees (e.g., Development Cost Charges, Amenity Cost Charges, Building Permit fees, servicing costs, and other amenity contributions) for rental housing.
<b>Cost</b>	Results in reduced revenue from fees and administrative costs for the implementation.
<b>Results</b>	A complete waiver of all local government development and building permit fees would have an impact of reducing development costs by 1% to 6% across the three markets tiers analyzed.

### Reducing Development Cost Charges (DCC)

DCCs (referred to as DCLs in the City of Vancouver) are fees charged on new development to pay for infrastructure associated with growth. This infrastructure can include sewer, water, drainage, parks, roads projects, and more.

DCCs can be a significant cost to projects, so local government are able to partially or fully waive these fees from development. These waivers are traditionally applied to projects that provide a specific community benefit (e.g., affordable or non-profit rental units). However, these waivers come at a direct cost to local government. Therefore, they must carefully evaluate whether they can support the foregone revenue associated with waiving or reducing DCCs in exchange for the affordable housing benefits provided, particularly for projects built by for-profit developers.

While it is uncommon for communities to waive DCCs for purpose-built rental projects, Vancouver and Port Moody have explored partial reductions. Since DCCs operate on the principle that growth pays for growth, excluding housing projects from these fees forces the local government to seek alternative sources of funding for major infrastructure projects. In the case of non-market housing projects, some local governments are able to draw from their Affordable Housing Reserve Funds to contribute to DCCs and reduce this cost for non-profits.



## Reducing Community Amenity Contributions (CAC) and Amenity Cost Charges (ACC)

CACs have been used by local governments across the province to pay for amenities that cannot be included as part of a DCC program, including affordable housing, childcare, and recreation facilities.

CACs have historically been determined either through ad-hoc negotiations between a local government and a developer. There are two types of CAC negotiations: ad hoc and formulaic. Both types use the rezoning process as the trigger to capture amenity.

- **Ad hoc** – Guided by a “land lift” analysis to determine the extent of financial room for a cash or built amenity.
- **Formulaic** – Uses pre-determined target CAC “rate”; preferred by most developers given the relatively increased transparency and certainty.

An alternative to capture amenities (including affordable housing) is the use of density bonus zoning. Unlike negotiated CACs tied to rezoning, density bonusing is explicitly permitted in the *Local Government Act*. An as-of-right base density is set, and any increase beyond as-of-right requires a prescribed contribution (typically on a per-square-foot or per unit basis). Both CACs and density bonus zoning have resulted in the provision of amenities or financial contributions towards amenities.

Alongside DCCs are Amenity Cost Charges, or ACC. ACCs function similarly to DCCs and formalizes the charges that local governments collect to fund amenities, instead of the current process where CACs are received through case-by-case rezoning negotiations. As of November 2023, the Province of BC introduced Bill 46: Housing Statutes (Development Financing) Amendment Act which introduced the power for local governments to levy ACCs.

It should be noted that while CACs and density bonusing could be used to capture affordable units or contributions to a local government’s affordable housing reserve fund, new legislation does not allow the use of ACCs for this purpose.



### Legal Fees for Housing Agreements

Housing agreements are often required for rental projects that receive some level of financial support from government agencies. Some communities, including Coquitlam and New Westminster, pay legal fees for preparation of housing agreements for rental housing. This can help reduce costs for purpose-built rental projects, improving overall viability.

### Reducing Building Permit Fees

Several communities have reduced building permit fees for purpose-built rental housing. This reduction can range from a full to a partial reduction in an effort to reduce project costs and improve viability. New Westminster provides a 50 per cent reduction in Building Permit fees for the construction of new units in existing purpose-built rental housing as well as new medium-term and long-term secured rental housing.

### Relaxing Servicing Requirements

Some communities consider relaxing servicing requirements to support the development of purpose-built rental units. For example, small additions to an existing purpose-built rental housing project may not be required to bring infrastructure up to the level expected of new development considering that the building already exists. Servicing requirements for new long-term secured market rental buildings could also be relaxed to provide services and infrastructure to a more modest level compared to market housing (e.g., re-surfacing of adjacent streets).

In cases of reduced requirements, servicing can still be required for items which are essential to support the development, or are health and safety related, such as water, sewer, electrical connections, and safe access to the site.

## Land-Related Measures

### At A Glance

<b>What</b>	Use land within the control of the community to focus on rental development.
<b>Why</b>	Land costs can be one of the most significant barriers to residential development, especially given current prices in Metro Vancouver.
<b>How</b>	By contributing land to a rental project for discounted price or donation.
<b>Cost</b>	Includes administrative costs associated with transfer and monitoring of project.
<b>Results</b>	If land were acquired at zero cost, it would have an impact of reducing overall project costs by 14% to 18% across the three market tiers analyzed.

The cost of land continues to be one of the main barriers to purpose-built rental viability. Metro Vancouver's price per residential acre has been on the rise since 2018.<sup>12</sup>

Communities seeking to support purpose-built rental projects should explore opportunities to reduce land costs for new development. Communities can seek to make strategic acquisitions of land or utilize land from their existing portfolio. There are several opportunities to do this, including leasing and donating land.

Typically, local government land holdings are strategically contributed to non-market housing projects, which face an even greater struggle to acquire land under current market conditions. Local governments looking to make strategic land contributions to projects should have the appropriate tools in place that maintain the perpetual affordability of the units.

In April 2023, the Province of BC announced the [BC Builds](#) program. This program is aimed at using public land to deliver homes for middle-income earners. This could provide an opportunity for local governments to leverage their land for purpose-built rental projects.

<sup>12</sup> Colliers Canada. (2023). National Land Report – H1 2023. Retrieved from: [collierscanada.com/en-ca/research/national-land-report-2023-h1](https://collierscanada.com/en-ca/research/national-land-report-2023-h1)



## CASE STUDY

# City of Burnaby - Bevan Townhouses

### PROJECT DESCRIPTION

The project is a partnership between the City of Burnaby and Mosaic Homes. The City acquired the land from Mosaic and is leasing it back to them in a 99-year lease, with renewal options at the end of the term. Mosaic will be building 92 market median rental townhouses and 91 market rental townhouses with all parking at grade. The leases for the site set out affordability, tenure, and construction and operation of the market and non-market rental units on each lot.

The use of City-owned land allows Burnaby to support the viability of development while also ensuring the sites remain as secured market rental through the use of a housing agreement. After the agreement terms are complete, the City will continue to own the land which allows for extra security of tenure.

### LOCAL GOVERNMENT MEASURES APPLIED

Leasing City-Owned Land

### OTHER FUNDING/RESOURCES/PARTNERS

Mosaic Homes is also seeking funding from CMHC through its Rental Construction Financing Initiative.



### **OPPORTUNITY: JOINT-VENTURE AFFORDABLE HOUSING DEVELOPMENT MODEL**

Some communities in BC are exploring new opportunities for joint-venture housing development, building on lessons learned from past partnerships between non-profit organizations and housing development companies.

One potential avenue under exploration is a joint-venture model between a local government and a development partner as follows:

- Local Government partner provides land to joint-venture partnership through a long-term lease, alongside additional development incentives such as process streamlining, property tax, and other incentives as available.
- Development partner provides construction capital, expertise, and project management.
- Development partner operates completed building (or partners with an organization to provide building and tenant management and maintenance).
- Operating profits are shared between both partners, with share structure determined either through relative equity contributions or other factors.
- After an agreed operating period (e.g., 10 years), the project would be refinanced to allow for capital to be withdrawn to support additional development activity.
- Local Government partner would retain control over the land and the building would be transferred over as a government asset at the end of the long-term lease (e.g., 50 years).

## Housing Design and Diversity

### At A Glance

<b>What</b>	Reduces design and form requirements for rental projects, including building articulation, underground parking and loading requirements, amenity room requirements, accessibility, balcony design requirements, and leading energy requirements.
<b>Why</b>	Design and form requirements, especially mandated parking, can add significant cost to a development.
<b>How</b>	By reducing design and form requirements including parking standard reductions in local government policies and regulatory bylaws, tied to location.
<b>Cost</b>	No direct cost to the local government.
<b>Results</b>	A reduction in the required parking ratio to 0.7 stalls per unit would have an impact of reducing development costs by 4% to 9% across the three market tiers analyzed.

### Reduced Design Requirements

Design requirements are often necessary to ensure proper design and form as well as achieve certain community goals such as energy efficiency targets. Building design requirements can create barriers to development, adding to both the construction costs as well as the design work to achieve those requirements.<sup>13</sup>

For example, design requirements which require more complex building form and articulation combined with the requirement to achieve higher energy efficiency under the higher tiers of the BC Energy Step Code can add substantially to cost. Upper floor setbacks, step backs, recesses and other articulation requirements increase the cost of building and make it more challenging and expensive to achieve energy efficiency requirements, as additional corners in buildings contribute to heat losses. Communities can explore opportunities to simplify and streamline architectural design requirements while still meeting community and urban design objectives.

<sup>13</sup> Research is limited on the specific cost-savings associated with specific design requirements in Metro Vancouver. Research from Simon Fraser University (2022) highlights how traditional design guidance can create significant barriers for mass timber development due to several structural constraints. Research from Small Housing BC (2023) estimates pre-approved designs for infill housing generates a one to two per cent impact on the return on costs.

### Reduced Parking Requirements for Purpose-Built Rental Projects

The [2018 Metro Vancouver Parking Study](#) highlighted several key findings that speak to the opportunity for communities to rethink their approach to parking. Key findings from the study include:

- For both rental and strata buildings, apartment parking supply exceeds use across the region.
- Apartment parking supply and use is lower for buildings closer to frequent transit.
- Transit use is generally higher where apartment parking use is lower, especially for rental buildings.
- Street parking is complex in mixed-use neighbourhoods, which include aspects such as visitors to non-residential land uses in the evenings; apartment visitors on weekends, holidays, and special occasions; and some apartment residents parking on a nearby street.

By reducing the required number of parking spaces in new rental housing developments, the development and construction cost is reduced. This can enhance economic viability of purpose-built rental housing, encouraging rental housing development (instead of condominiums or other types of development) to occur.

Provincial policy changes for Transit-Oriented Areas (TOAs), outlined in Bill 47-2023 (Transit-Oriented Areas), prohibits off-street parking requirements, with some exceptions. This change will allow full flexibility for rental projects in TOAs to determine the appropriate level of parking and does not impede communities from adopting further parking relaxations outside a TOA.



## CASE STUDY

# City of Coquitlam - 608 Elmwood and 710 Dogwood

### PROJECT DESCRIPTION

The City of Coquitlam offers developers additional density (1.0 FAR) in specific areas if the additional density is used for secured market rental units. Developers that utilize this policy tend to build the secured rental in a separate building, which can make it easier for developers to implement housing agreements with the City and satisfy CMHC requirements.

The project in this Case Study is unique as the developer utilized the City's Transfer of Development Rights and Obligations Policy to separate the rental and condo developments into different sites located several blocks from one another.

The developer owned two sites:

- 608 Elmwood St – The site is designated as Transit Village Commercial, which gives any project additional density (1.0 FAR) if the project is 100 per cent secured rental.
- 710 Dogwood – This site is designated as Medium Density Apartment Residential.

The developer requested to use the City's Transfer of Development Rights and Obligations Policy to transfer the condo density from the Dogwood site to the Elmwood Site and transfer the rental density from the Elmwood Site to the Dogwood site. The City agreed to this transfer under the condition that the rental building would be delivered first. The development at 710 Dogwood also benefitted from reduced parking requirements due to the rental tenure of the units.

As of early 2024, the six-storey wood frame rental property at Dogwood is complete and the mixed-use tower at Elmwood has just broken ground. This project showcases not only the rental incentives that made this project possible but also the incorporation of a density transfer policy that allowed the rental to be delivered faster and in a more cost-effective manner (e.g., wood frame versus concrete).

### LOCAL GOVERNMENT MEASURES APPLIED

- ✓ Reduced Parking Requirements
- ✓ Density Bonus (Free Density)
- ✓ Transfer of Development Rights and Obligations Policy



## Zoning/Regulatory Actions

### At A Glance

<b>What</b>	Zoning bylaw regulations that encourage purpose-built rental development or limit condominium development.
<b>Why</b>	To limit use of parcel incentivizes developer to develop rental housing.
<b>How</b>	By making amendments to zoning bylaw.
<b>Cost</b>	No cost to community.
<b>Results</b>	Pre-zoning areas for rental tenure and decreasing the development approvals timeline from 18 months to 10 months would have an impact of decreasing development costs by 1% to 2% across the three market tiers analyzed.

### Residential Rental Tenure Zoning (RRTZ)

In 2018, the Province made changes to *the Local Government Act* and *Vancouver Charter* to provide local governments with a new authority to zone for residential rental tenure. These new powers have been applied limitedly across the Province through various approaches.

The zoning restricts the form of tenure to rental only, so residential units with this zoning cannot be occupied by the owner. The exception to this is where a unit is already occupied by an owner at the time that the zoning is put into place. In such case, the owner, and all future owners, would continue to have a right to occupy the residential unit.

There are several approaches to facilitate new rental housing using RRTZ. The first is to apply the new zoning during a rezoning process. For example, the City of Victoria has incorporated it into its density bonusing policy, allowing additional Floor Space Ratio (FSR) for projects that incorporate a rental component into projects and then applying the RRTZ-specific zone.

The City of Vancouver has applied a pre-zoning approach for rental tenure, allowing low- and mid-rise rental buildings in C2 commercial districts on arterial streets. This allows purpose-built rental projects to bypass the rezoning process, which requires time and resources from both the City and the developer. This policy allows additional height up to six stories pre-zoned, if the development meets specific affordability, energy efficiency, and mixed-used requirements. The City also extended pre-zoning of rental buildings on low-density residential zoning along arterial roads (up to six storeys) and on streets immediately off a side or arterial street (up to four storeys).

## CASE STUDY

### City of Victoria - 1015 Cook Street

#### PROJECT DESCRIPTION

The Charlesworth is a five-storey residential building in Downtown Victoria containing 31 rental units. Rental tenure was protected through the City of Victoria's density bonusing policy, which allowed additional density in exchange for the application of the RRTZ to the site to secure it for rental housing. While it was ultimately the use of density-bonusing and reduced parking requirements that contributed to project viability, the use of RRTZ in this case study allowed the City to secure the parcel and units for rental housing.

The City has been exploring opportunities to ensure the security of rental tenure without requiring a rezoning process. This would add another layer of support by reducing the resources required for the rezoning process. The City has begun adding policies to its neighborhood plans that support purpose-built rental, including support for City-initiated zoning in addition to flexibility in density and built-form, parking reductions, and financial incentives. The City is looking to expand these policies City-wide through a zoning bylaw update.

#### LOCAL GOVERNMENT MEASURES APPLIED

- RRTZ (applied through rezoning)

#### Density Bonus Provisions

Density bonusing is a tool used by communities that allows communities to grant developers additional building density or height beyond what is permitted by zoning on their site in exchange for community benefits. While this is typically used to create affordable housing, some communities have chosen to extend community benefits to market rentals. Communities, including Coquitlam, have also incorporated additional "free density" (1.0 FSR) for projects if that additional density is used to create rental units.

New Provincial policy changes that aim to increase minimum allowable densities near transit, as outlined in Bill 47-2023 (Transit-Oriented Areas), may reduce the use and effectiveness of bonus density programs, which in turn would limit the overall impact of this tool. With less opportunity to use density bonusing to secure rental, communities may wish to explore increased use of RRTZ in TOAs to ensure opportunities for rental development. Development outside TOAs will not be subject to provincial required densities and can still benefit from density bonusing as a tool through which to incentivize purpose-built rentals.

### **INCLUSIONARY HOUSING AND PURPOSE-BUILT RENTALS**

Inclusionary housing allows communities to request that a certain percentage of newly developed housing units in a given project be designated as affordable rental units. This tool is traditionally used to support affordable housing units, not purpose-built rental.

Local governments in British Columbia do not currently have the legislative authority to use true mandatory inclusionary zoning but are able to require affordable units through rezoning processes. The Province has been exploring the potential introduction of true inclusionary zoning powers for local governments.

The City of Victoria's current approach is to have stronger inclusionary policies for affordable units for condominium developments compared to purpose-built rentals. This policy does not improve the viability of purpose-built rental but makes it more viable compared to condominium development.

### **REGULATORY CHANGES: TRANSIT-ORIENTED AREAS (TOAS)**

In fall 2023, the province passed legislation prescribing floor-area ratios (FARs) and building minimum heights (expressed in storeys) around rapid transit stations and bus exchanges where there are residential or mixed-use land uses.

The legislation targets metropolitan communities with significant transit infrastructure, and only applies to parcels zoned as residential in these areas.

Local governments will be required to approve housing developments that meet provincial height and density requirements, remove minimum parking, and address parking needs on a case-by-case basis. Local governments retain the right to approve higher densities at their discretion.

Local governments whose density bonusing programs are severely impacted by these changes may want to explore the use of RRTZ to secure new rental housing units.



## CASE STUDY

### City of Vancouver - 1031 Cardero

#### PROJECT DESCRIPTION

This project was built on a former surface parking lot for a residential tower and was enabled through the City-initiated zoning changes as part of West End Plan – Laneways 2.0. The Plan notes that the wider laneways unique to the West End presented an opportunity to develop ground-oriented infill housing and to enhance the laneways as more walkable public spaces while maintaining their integral parking, servicing, and utility functions.

The Plan allows the relaxing requirements of the RM-5 zone front yard, side yards, rear yard, floor area and density, site coverage, horizontal angle of daylight, and external design for infill if the project is 100 per cent secured market rental housing. The Plan also contains policies related to requiring a minimum number of two- and three-bedroom units.

This pre-zoning approach ultimately supported the viability of several infill projects across the West End, including this project that delivered a four-storey development made up of 10 of secured rental units, with four two-bedroom units and one three-bedroom unit.

#### LOCAL GOVERNMENT MEASURES APPLIED

- ✓ Pre-Zoning Infill for Rental Tenure
- ✓ Reduced Design Requirements

Since this project was built, the City of Vancouver removed parking requirements for these infill developments. This move will further support future secured market rental buildings.

## Expediting the Development Process

### At A Glance

<b>What</b>	Reduces processing time for rental housing applications.
<b>Why</b>	To improve speed of development and provide potential incentives through reduced borrowing costs during approval process.
<b>How</b>	By improving policies to process rental housing development applications more quickly.
<b>Cost</b>	Additional staff needed to process applications. Potential processing time delays for non-rental projects.
<b>Results</b>	Improving the development approvals timeline from 18 months to 10 months would have an impact of decreasing development costs by less than 1%, meaning this tool is best used alongside pre-zoning to further reduce the costs.

### Concurrent Processing of Rezoning and Development Permits

Several local governments have explored opportunities to make the traditional planning approval process faster for specific types of development. They include concurrently undertaking rezoning and development permit processes, conducting the preliminary building permit application meetings prior to zoning bylaw adoption, and drafting all legal agreements prior to council consideration.

This approach can significantly speed up the approval process and allow projects to reach construction at a faster pace, both of which have the ability to reduce costs.

### Pre-Approved Designs

Several communities across Canada have used pre-approved home designs as a way to densify existing low-density neighbourhoods through infill. These initiatives have mainly targeted the secondary rental market. It is seen as a way to reduce barriers for many homeowners to develop infill projects on their own lot.

Metro Vancouver, in collaboration with the Province and 11 of its member jurisdictions, is exploring opportunities to develop standardized guidelines and zoning regulations, including pre-approved reference plans, which could be made available via open source, and would not need to go through additional design review. These designs are being tailored to support off-site construction, further expediting the delivery of rental housing, specifically for six-storey rental buildings.

## 5.2 Sustaining the Supply of Purpose-Built Rentals Through Local Government Measures

### Zoning/Regulatory Actions

#### At A Glance

<b>What</b>	Zoning bylaw regulations that limit tenure or allow additional improvements to purpose-built rental building.
<b>Why</b>	To sustain the existing purpose-built rental housing stock and creates more accessible, inclusive, and functioning communities, in aging purpose-built market rental housing.
<b>How</b>	By amending the zoning bylaw to create a zone for residential rental tenure for specific properties that meet list of criteria.  By amending the zoning bylaw to allow for additions to existing rental housing stock.
<b>Cost</b>	No direct cost to the local government.
<b>Results</b>	These tools have demonstrated the ability to prolong redevelopment of existing purpose-built rental buildings primarily through revitalization.

#### Encourage Infill in Existing Purpose-Built Rental

Zoning bylaw regulations can encourage infill rental units in existing purpose-built market rental buildings. Purpose-built market rental housing owners may wish to add multiple units to their rental building; however, in some cases the existing zoning does not accommodate their plans. In this situation, some communities allow for an application for rezoning that can be submitted and considered. These projects can add several units, while increasing the operating revenue of existing market rental buildings and viability of the operation of the building.

#### Residential Rental Tenure Zoning

As described in Section 5.1, the Province introduced new powers for local governments to zone for residential rental tenure. Several communities have used this new zoning authority to protect the existing rental housing stock from being redeveloped into non-rental housing.

This tool can also constitute a form of pre-zoning, setting the direction for redevelopment of existing purpose-rental buildings. Many communities have also required a 1:1 rental unit replacement in their rental replacement policies as a way to protect the rental tenure of units. The application of RRTZ, in addition to rental unit replacement policies, could ensure, at a minimum, that redevelopment projects replace the existing rental units and potentially deliver even more.

## CASE STUDY

City of New Westminster - 14 Agnes St, 211 Eleventh St, 514 Thirteenth St., 723 Twelfth St., 215 Tenth St., and 425 Twelfth St

### PROJECT DESCRIPTION

The City of New Westminster zoned 18 properties as Residential Rental Tenure Zoning. Six of the properties were zoned to protect the rental tenure of existing stratified rental buildings, relieving some of the renovation pressures. This zoning applied to residential units in the existing buildings and in any future buildings constructed on the properties under current zoning.

The City selected the six properties for the following reasons:

1. They fell outside the City's moratorium on the conversion of rental units to strata titled units.
2. They had operated as rental buildings from their construction to the current day.
3. They are categorized as a rental building in CMHC's Rental Housing Inventory.
4. At least one of the buildings benefitted from federal rental housing funding that was available in the 1970s and 1980s.

As of 2024, none of the six properties zoned for RRTZ to protect existing rental had been redeveloped showcasing the effectiveness of this tool.

The remaining 12 properties zoned were empty City-owned lots. The decision to zone the 12 City-owned properties was made to demonstrate the City's commitment to rental housing to residents, non-profit housing partners, and other funding partners. As of 2024, none of the City-owned properties had been developed.

### Mixed Use Rental Zoning

There are several opportunities to use zoning measures to protect purpose-built rentals through the permission of small-scale commercial and community uses in existing rental housing towers. This approach can not only help revitalize a potentially aging rental building at risk of redevelopment, but it can also help create more accessible, inclusive, and functioning communities.

The City of Toronto introduced a Residential Apartment Commercial (RAC) zone, which allows small commercial and community uses to be added to approximately 500 sites in the city with existing condominium and rental apartments.





## Rental Unit Protection Policies

### At A Glance

<b>What</b>	Policies that limit the redevelopment of existing rental units.
<b>Why</b>	To protect the existing supply of rental units.
<b>How</b>	By creating policies that limit redevelopment of existing rental units.
<b>Cost</b>	Includes administrative costs associated with implementation of programs and monitoring of projects.
<b>Results</b>	These tools have demonstrated the ability to limit the unnecessary redevelopment or conversion of existing rental units.

### Anti-Renoviction Bylaws

In 2021, the Province made changes to the *Residential Tenancy Act* (RTA) that put new requirements in place for landlords who want to do any type of renovations. The latest regulations state that should a landlord wish to terminate a tenancy for substantial renovations or repairs, they must submit a request for an Order to End Tenancy and an Order of Possession from the Residential Tenancy Branch (RTB). Once these orders are applied for, the RTB will arrange a hearing during which an arbitrator will determine whether ending the tenancy is the sole solution for carrying out the necessary renovation work.

### Strata Conversion Policy

Conversion policies protect existing rental buildings from conversion to strata provided that vacancy rates are below a certain threshold (e.g., below a vacancy of two to four per cent, varies by community). Most communities' vacancy rates are lower than the threshold and thus conversion to strata is not supported.

The purpose of these policies is to limit the conversion of existing purpose-built rental buildings to strata units that can be individually owned, and to instead ensure that market rental units are available as rental units for the lifespan of the building.

### REGULATORY CHANGES: SHORT-TERM VACATION RENTALS

Bill 35-2023 was passed in fall 2023 in order to provide stronger regulation for short-term vacation rental (STVR) listings in BC. Specifically, the legislation requires that in communities of 10,000 residents or more, STVRs are limited to being offered within a host's principal residence.

Additionally, hosts for STVR are required to obtain a business license (if required under local government regulations) and register under a newly-formed provincial registry.

## Rental Replacement and Tenant Assistance Policies

### At A Glance

<b>What</b>	Policies to guide and facilitate replacement of older purpose-built rental units, in redevelopment situations, with new market rental units.
<b>Why</b>	To provide housing choices and rental options for residents in the long term.
<b>How</b>	Policies that require a specific ratio of replacement and tenant protections for rental units that are being decommissioned for a new development.
<b>Cost</b>	Administrative costs associated with implementation of programs and monitoring of projects as well as potential costs for community if developer defaults during redevelopment process.
<b>Results</b>	<p>These tools are the ability to protect tenants and rental housing stock during a redevelopment process, and can be effective in slowing down the redevelopment of existing purpose-built rental buildings that offer more affordable units due to their age.</p> <p>If designed correctly, these policies can not only lead to replacement of lost rental housing but also result in a better transition for updating aging rental stock compared to markets without these protections.</p>

### Rental Replacement Policies

As older purpose-built rentals are replaced, several communities are working to facilitate the replacement of existing older purpose-built market rental units with new market rental units. For some projects, it is feasible for new market rental units to replace the demolished units with a 1:1 ratio, whereas other situations may use alternative replacement approaches.

### Tenant Relocation and Assistance Policy

When older multi-family buildings are proposed for demolition, the *Residential Tenancy Act (RTA)* addresses requirements of notice and assistance to be provided to relocating tenants.

Tenant assistance policies clarify the expectations for resources and considerations for existing tenants, when rezoning applications involve demolition of multi-family residential buildings. They often provide a minimum standard of expectations and practice for additional notice, rent compensation, moving cost assistance, relocation information, and opportunity for rental or purchase of an available unit in the new development. Tenant relocation and assistance policies generally aim to exceed RTA requirements.

Tenant assistance policies can add significant financial burden to developers of redevelopment projects. Careful consideration should be given to how these policies are designed to achieve both tenant support and project viability. Some communities include a separate stream for non-profit developers whose focus is on rehousing. This helps to ensure that requirements for compensation to tenants does not jeopardize the viability of the redevelopment project.

Tenant assistance policies can also place a financial burden on the community if a redevelopment falls through. Communities can be left to support the rents of relocated tenants if the developer is no longer able to provide rent compensation that may have been required in the policy. The City of Burnaby now requires developers provide a bond that can cover the required rent compensation for relocated tenants for three years. This bond can be used by the City when the developer defaults during a redevelopment. While this protects the City for the three-year period, it is not always enough for every project.





# 6

## Conclusion

As demonstrated in this report, communities have several tools at their disposal to support the construction of new purpose-built rental projects and the preservation of existing rental units. There are a few tools, including parking reductions and land-related measures, that make a large and direct impact on viability. Communities should consider how these more substantive measures can work in their local context in complement with a suite of smaller tools to build a robust policy of support and preservation.

The table below summarizes the types of effective tools available to communities in Metro Vancouver as well as other key considerations for use of the tool. The table also includes a summary of findings from the economic analysis outlined in Section 4.2, which found that purpose-built rental developments in two of the three market tiers analyzed are not likely to achieve the necessary viability without the support of at least one tool whereas the viability of purpose-built rental units in the third market tier (higher priced markets) can be further improved through the use of the tools.



## Expanding the Supply of Purpose-Built Rental Housing

Measures	Economic Testing Results	Considerations for Impact
<b>Fee Waivers and Reductions</b>	<p>Reducing the burden of development costs and fees has the biggest impact on viability, particularly in markets where developments fees are higher than in other markets. Exploring waivers of development and other fees can increase the price that developers are willing to pay for land, potentially leading to greater viability for new rental projects.</p>	<p>Communities must find alternative sources of funding to offset the reduction in fees.</p>
<b>Land-Related Measures</b>	<p>If land were to be acquired at no costs, the development costs would be reduced by 14% to 18%.</p>	<p>Communities with more limited land base may find more difficulty identifying land for rental housing opportunities.</p>
<b>Housing Design and Diversity</b>	<p>A reduction in parking requirements has a substantial impact on reducing development costs, particularly in markets where the requirement is close to or above 1.0 stalls per unit.</p>	<p>By relinquishing control, communities may end up with less desirable building forms and designs.</p> <p>If there are not appropriate Transportation Demand Management (TDM) measures in place, parking reductions can have negative impacts on street parking availability. Locating these projects close to transit will also encourage users to reduce the use of individual vehicles.</p>

Measures	Economic Testing Results	Considerations for Impact
<b>Zoning/Regulatory Actions</b>	Pre-zoning for rental tenure would reduce carrying costs due to the improved development approvals process as well as costs associated with rezoning.	Communities should consider potential pushback from property owners.
<b>Expediting the Development Process</b>	The expedition of the development approvals process from 18 months to 10 months would reduce development costs slightly. This practice has a bigger impact when combined with other levers, such as pre-zoning.	Expediting specific processes requires more resources and can limit staff capacity to focus on other development approval processes.

## Sustaining the Supply of Purpose-Built Rental Housing

Measures	Economic Testing Results	Considerations for Impact
<b>Zoning/Regulatory Actions</b>	These policies were not included as part of the economic testing.	Communities should consider potential pushback from property owners.
<b>Rental Unit Protection Policies</b>		Communities should consider the specific parameters that activate these policies to avoid limiting legitimate redevelopment and renovation projects.
<b>Rental Replacement and Tenant Assistance Policies</b>		<p>These policies require significant staff time for implementation and monitoring.</p> <p>Communities should also consider the potential financial burden placed on the community if a redevelopment project is unsuccessful and there are no funds to support the rent of the relocated tenants if required by the policy.</p>

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# Appendix





# Financial Analysis Methodology and Assumptions

In developing the methodology for the financial analysis, two approaches to the land acquisition price were considered. While there is merit in determining the average assessment value of all parcels suitable for six-storey wood-frame apartment redevelopment across the three market tiers, the intent of this analysis is to model the impact of policy levers on financial viability for a single prototype across the three market tiers, and not to account for the range of possible land acquisition costs.

The second approach is to pick a sample site in each of the market tiers that could represent a “typical” land assembly and redevelopment site suitable for this use. The limitation to this approach is that there could be variability in the land acquisition cost depending on the specific site location, land use designation and zone, development application status, and existing use.

In this analysis, the second approach was adopted. The six-storey wood-frame building was modelled using a land assembly of parcels equivalent to 0.8 acres in site size. The 2023 BC Assessment Values for each of the parcels was used as the land acquisition costs in each scenario.



<b>Assumptions Across All Scenarios</b>	<b>Typical Scenario</b>	<b>Alternative Scenario 1</b>	<b>Alternative Scenario 2</b>
<b>Site Size</b>	35,000 sq. ft. or 0.8 acres		
<b>Floor Space Ratio (FSR)</b>	2.6		
<b>Site Coverage</b>	56%		
<b>Gross Buildable Area (sq. ft)</b>	90,605		
<b>Development Approvals Timeline</b>	18 months	10 months	10 months
<b>Construction Timeline</b>	18 months		
<b>Rezoning</b>	Yes	No	No
<b>Interest Rate (Construction)</b>	7.20%	6.70%	6.20%
<b>Interest Rate (Mortgage)</b>	6.70%	6.70%	6.20%
<b>Amortization Period</b>	25 Years	50 Years	50 Years

Table 1. Financial Analysis Assumptions

Generally, the inputs and assumptions for each market tier were kept consistent to demonstrate the impact of the policy lever between the “typical” and “alternative” scenarios as shown in [Table 1](#). However, market inputs differed for each market tier, including development costs, parking ratios, typical soil conditions, average unit size, market rents, and local government development fees as shown in [Table 2](#) on the next page. These market inputs were informed by consultant research and conversations with developers.

	Higher Priced Market			Moderate Priced Market			Lower Priced Market		
	Typical Scenario	Alternative Scenario 1	Alternative Scenario 2	Typical Scenario	Alternative Scenario 1	Alternative Scenario 2	Typical Scenario	Alternative Scenario 1	Alternative Scenario 2
<b>MARKET UNIT TYPE</b>									
<b>Dwelling Units</b>	111	111	111	115	115	115	118	118	118
<b>Parking Stalls (#)</b>	109	78	78	161	81	81	130	83	83
Parking Ratio - Resident and Visitors	1.0	0.7	0.7	1.4	0.7	1	1.1	0.7	0.7
<b>Average Unit Size (sq. ft.)</b>	696	696	696	667	667	667	654	654	654
<b>Average Monthly Rent</b>	\$3,334	\$3,334	\$3,334	\$2,775	\$2,775	\$2,775	\$2,341	\$2,341	\$2,341
Per Sq. Ft.	\$4.79	\$4.79	\$4.79	\$4.16	\$4.16	\$4.16	\$3.58	\$3.58	\$3.58
<b>FINANCIAL STATISTICS</b>									
<b>Total Project Costs – Hard Costs, Soft Costs, Financing, excluding Land Costs (\$/sq. ft.)</b>	\$541	\$496	\$491	\$573	\$454	450	\$528	\$439	\$436
<b>Land Cost Per Buildable Sq. Ft.</b>		\$84	\$0		\$92	\$0		\$122	\$0
<b>Internal Rate of Return (IRR), Levered</b>	14%	16%	60%	11%	16%	51%	9%	13%	36%
<b>Profit on Cost</b>	18%	27%	7%	4%	24%	7%	-3%	13%	6%
<b>Developer Yield</b>	5%	5%	58%	4%	5%	52%	4%	5%	41%
<b>Cash-on-cash Return</b>	26%	30%	0%	18%	29%	0%	14%	22%	0%

Table 2. Financial Analysis Assumptions by Market Tier



To: Regional Planning Committee

From: Sinisa Vukicevic, Program Manager, Regional Planning Analytics,  
Regional Planning and Housing Services

Date: June 21, 2024 Meeting Date: July 4, 2024

Subject: **Metro Vancouver Population Projections Update**

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### **RECOMMENDATION**

That the MVRD Board receive for information the report dated June 21, 2024, titled “Metro Vancouver Population Projections Update”.

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### **EXECUTIVE SUMMARY**

The region is expected to grow by nearly 50,000 net new residents annually. This represents a significant increase from the historical average, which has been approximately 35,000 net new residents annually. Metro Vancouver can now expect 55,000 net new immigrants per year, compared to the historical average of 37,500 net new immigrants per year. Natural increase (i.e. births minus deaths) is expected to be negative after 2035, and out-migrations to the other parts of the province will follow the historical trends. All combined, this results in the 50,000 net increase per year. As a result, the region is projected to reach 4 million people by the mid-2040s.

Metro Vancouver updates regional and municipal population projections on a regular basis. Metro Vancouver’s projections have been the main source for estimating future demand for land, housing, jobs, and utilities for many years and are provided as a collaborative guide for land use and infrastructure planning initiatives among Metro Vancouver’s utilities, member jurisdictions, TransLink and other regional agencies. The short, medium and long-term projections completed by Regional Planning are essential for water, sewer, and transit capital planning programs. The longer the time period of the projections, the higher the level of uncertainty. To overcome issues with dynamic modelling variables and an uncertain future, multiple growth scenarios are prepared by the Regional Planning team. The medium growth scenario is considered as the highest probability, while other scenarios explore alternatives that result from different growth assumptions and variables.

### **PURPOSE**

To provide the Regional Planning Committee and MVRD Board with the update on Metro Vancouver’s growth projections.

### **BACKGROUND**

Since the development of the regional population projections in 2022, also utilized for *Metro 2050*, several new data inputs and variables have emerged that require projection updates in all geographies (i.e., regional, sub-regional, municipal, and service area levels [sewerage areas, water supply catchment areas, traffic zones]). Population projections are updated on a regular basis based on the following:

- New Census data has been released;
- New federal immigration policies have been implemented that significantly increase migration targets; and
- New federal policies for non-permanent residents have been introduced.

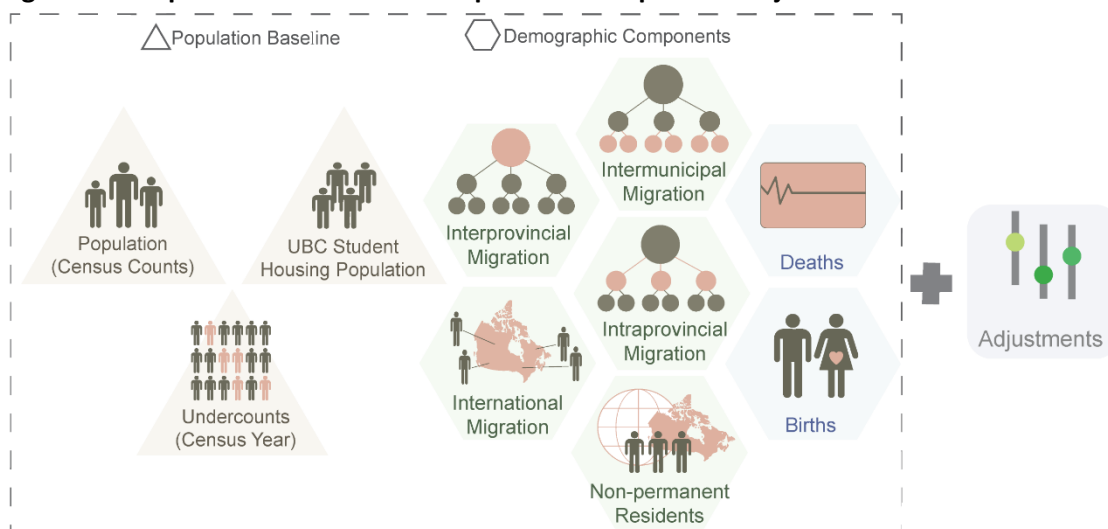
These policy changes, beyond the influence of Metro Vancouver and member jurisdictions, are having a significant impact on regional population projections and are creating a new demographic paradigm for the region. The region’s demographic future will not be a simple extension of past trends and growth assumptions.

Metro Vancouver staff have been working through the projections update with member jurisdiction staff over the past several months. To deal with the increasing levels of complexity, Metro Vancouver recently reactivated the Regional Planning Advisory Committee’s Forecasting and Data Task Force. The Task Force brought together representatives from Metro Vancouver’s Regional Planning team, member jurisdictions, BC Stats, and representatives from academia and industry to discuss and explore the methodologies and assumptions used in the modelling. Projection updates have been completed and are now being provided to the Committee and MVRD Board for information and for regional use.

**PROJECTION METHODOLOGY**

Metro Vancouver’s approach to population projections has been a combination of top-down and bottom-up calculations, meaning that in addition to considering the factors that drive growth and migration, regional land capacity and approved development plans are also considered. Metro Vancouver’s primary methodology for preparing population / demographic projections is the Cohort Population Component Projection Model (Figure 1). This is the most common methodology used for projecting populations forward in time, and is a technique used to project population growth by age groups, considering various demographic attributes. The model combines annual changes in the population change components (i.e., natural increase [births minus deaths] and migration [international, inter-provincial, intra-provincial, and inter-municipal migration]).

**Figure 1. Components of the Cohort Population Component Projection Model**



### **Key Changes in Methodology and Assumptions**

The most significant change in the updated projections methodology is in the projection scenarios. In the past, Metro Vancouver developed a medium growth scenario and applied a +/-15 percent variance over time to calculate high and low growth estimates. With the updated methodology, all three scenarios (high, medium and low) result from variations in the modelling. Immigration and fertility rates differ between the scenarios, with the low growth scenario assuming lower immigration and fertility rates, and the high growth scenario assuming higher immigration and fertility rates. Higher immigration rates typically result in a greater proportion of children and younger families in the region.

The scenario outputs that result from the modelling are better integrated than the previous method, as all model components are interlinked. By adding a +/-15 percent range, as in the previous model, the assumption was that a level of uncertainty would be added to a medium growth scenario, without modifying model components for low and high growth scenarios. This new approach assumes that different age groups react differently to changes in immigration policy. Younger immigrants increase fertility which impacts the natural increase as a growth component, and, therefore the share of this growth component is going to be changed in the overall growth pattern. The updated approach brings a higher dynamic of components' interconnectivity in all growth scenarios.

#### *Base Year and Historic Data*

With new Census data now available, the base modelling year has changed from 2016 (the year of the previous Census) to 2021. This also affects the historical analyses since previous analyses considered historical years up to the year 2016, and the update will now analyze up to 2021.

#### *Changing Assumptions*

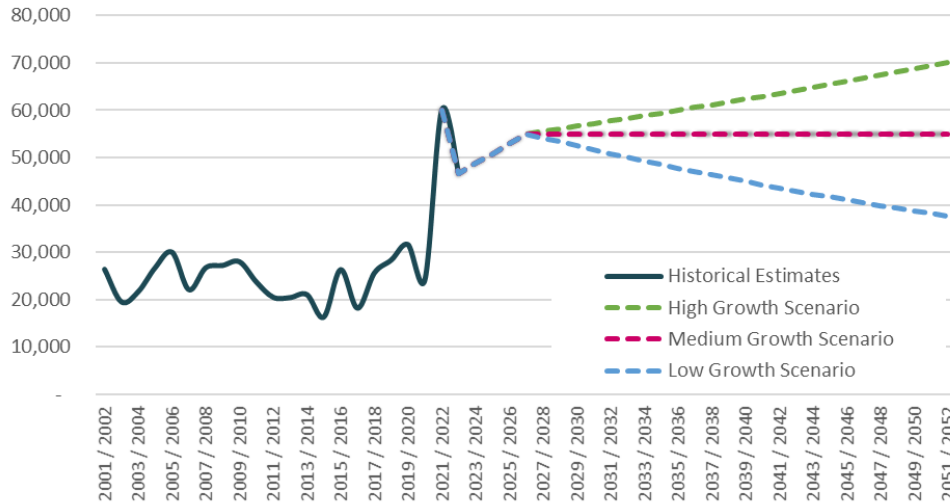
The most significant change in modelling assumptions is related to the new federal Immigration Level Plan announcement. In 2023, Canada welcomed nearly 472,000 immigrants (Reference 1), and approximately 700,000 net non-permanent residents from July 2022 to July 2023 (Reference 2). These numbers are dynamic and not final, as the intent of the federal government is to reduce the percentage of non-permanent residents to 5 percent over the next three years (Reference 3).

The current updates to the regional projections assume higher than historical immigration rates given the recent trends. The historical share of immigration that Metro Vancouver receives is around 11 percent of the national total. As a result, Metro Vancouver can expect 55,000 net new immigrants per year under the new medium growth scenario (Figure 2). The high-growth scenario assumes that the region will see the historical maximum rate of immigration over the projected years increasing to 70,000 net new immigrants per year by the year 2051, while the low-growth scenario assumes slowing down the immigration to a historical average of 37,500 net new immigrants per year (Figure 2). All immigration assumptions are based on the analysis of historical trends and the ongoing monitoring of changing rates of immigration, emigration and returning emigrants.

The recent provincial housing legislation will affect the distribution of population across the region and will likely distribute more growth to the major road / transit corridors and alter the region's

current urban form. However, the legislation is not anticipated to increase population growth overall. The new legislation will shift land use and zoning permissions in many areas, but the overall long-term effect on housing distribution and the reaction of land economics across the region are still unknown at this time.

**Figure 2. Estimated and Projected Regional Net Immigrants Over Time**



**Modelling Results**

Projected population changes are influenced by growth components. The primary driver of regional population growth has historically been and continues to be immigration. Non-permanent residents remain a significant component as well, and one of the main drivers for population recovery in the post-COVID-19 period. In 2021, Metro Vancouver reached a historical maximum of non-permanent residents driving regional growth.

Interprovincial migration has been and continues to be a minor contributor to regional population growth. On the contrary, intra-provincial migrations (migrations with the province), continue to be negative (higher out-flow than in-flow). On average, over the ten year period between 2012 to 2022, only 0.3 percent of overall in-migrants (to the region) are coming to the region from the other parts of the province, while 1.0 percent moved out (out-migration). While the percentages appear low, the number of people leaving the region per year is approximately 25,000 people annually as a result of out-migrations to other parts of the province (Reference 4). More detailed analyses show that of the out-migrants, working-age residents tend to move to the surrounding municipalities (i.e., Mission, Abbotsford and Chilliwack), while seniors tend to move to other parts of the province.

Natural increase (births minus deaths) has not historically proved to be a significant contributor to overall population growth. We estimate a small positive increase until the late 2030s, but after 2035 (in the medium growth scenario) the natural increase will have a negative trend.

**ALTERNATIVES**

This is an information report. No alternatives are presented.



## FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

## CONCLUSION

Metro Vancouver updates regional and municipal population projections on a regular basis. Metro Vancouver's projections have been the main source for estimating future demand for land, housing, jobs, and utilities for many years and are provided as a collaborative guide for land use and infrastructure planning initiatives among Metro Vancouver's utilities, member jurisdictions, TransLink and other regional agencies. Projection modelling is intended to promote collaboration and consistency among provincial, regional, and municipal planning agencies and establish a common basis of information, assumptions, and growth and policy implementation methods. Projections are completed using computer-based modelling which can consider and respond to multiple and frequent changes in input data. Various scenarios are regularly developed to overcome potential issues resulting from the assumptions made, changing variables, and over or under-estimates in the projections.

Recent and rapidly changing input variables and data has necessitated the completion of new projections. This update incorporates most up-to-date data from the 2021 Census, and reflects the latest federal policies such as the Immigration Levels Plan. It is also built on engagement with member jurisdictions, the Province, BC Stats, and other partners to review modelling assumptions and address regional growth and infrastructure challenges and opportunities. The updated population projections now anticipate faster growth than that which formed the basis of *Metro 2050*, and show that the region is now growing by nearly 50,000 net new residents annually. The results will be shared internally and with member jurisdictions, and will be made available upon request.

## NEXT STEPS

Metro Vancouver's updated projections will be provided to Metro Vancouver's utilities, member jurisdictions, TransLink and other regional agencies and can be used as collaborative guide for land use and infrastructure planning initiatives. Population projections at the regional, sub-regional and municipal level have all been updated and will replace the previous projections on Metro Vancouver's website. Staff will continue to work on analyzing the implications the updated projected growth will have on capital programs as well as changes in growth distribution across the region. Moving forward, projections will be updated every year, and Regional Planning Committee and Regional Planning Advisory Committee will be informed about potential changes in projections and demographic trends in the region. Regional Planning staff will maintain the collaboration with BC Stats and Stats Canada representatives on immigration and non-permanent resident's initiatives, and will use the Forecasting and Data Task Force to share and communicate federal and provincial initiatives with member jurisdictions.

## REFERENCES

1. [Monthly IRCC Updates on Permanent Residents](#), Minister of Immigration, Refugees and Citizenship (IRCC)

2. Statistics Canada. Table 17-10-0008-01. [Annual estimates of the components of demographic growth, September 2023](#)
3. Speaking notes for the Honourable Marc Miller, Minister of Immigration, Refugees and Citizenship: [Announcement related to Temporary Residents, March 2024](#)
4. [BC Stats, Migration by Development Region and Regional District](#)

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To: Regional Planning Committee

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

Date: June 13, 2024 Meeting Date: July 4, 2024

Subject: **Manager's Report**

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### **RECOMMENDATION**

That the Regional Planning Committee receive for information the report dated June 13, 2024, titled "Manager's Report".

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### **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.

### **BILL 16: INCLUSIONARY ZONING AND OTHER PROACTIVE PLANNING TOOLS**

On April 25, 2024, the Province introduced Bill 16, enabling new Inclusionary Zoning powers for local governments (Reference 1). Through Inclusionary Zoning, local governments can require that a certain proportion of units in market-rate developments be provided as affordable housing units on a mandatory basis that was not previously available in BC. To date, the Province has confirmed that local governments will need to undertake feasibility analyses and consultation to prior to implementing inclusionary zoning, and that cash in-lieu or off-site contributions can be accepted in place of affordable units within a development.

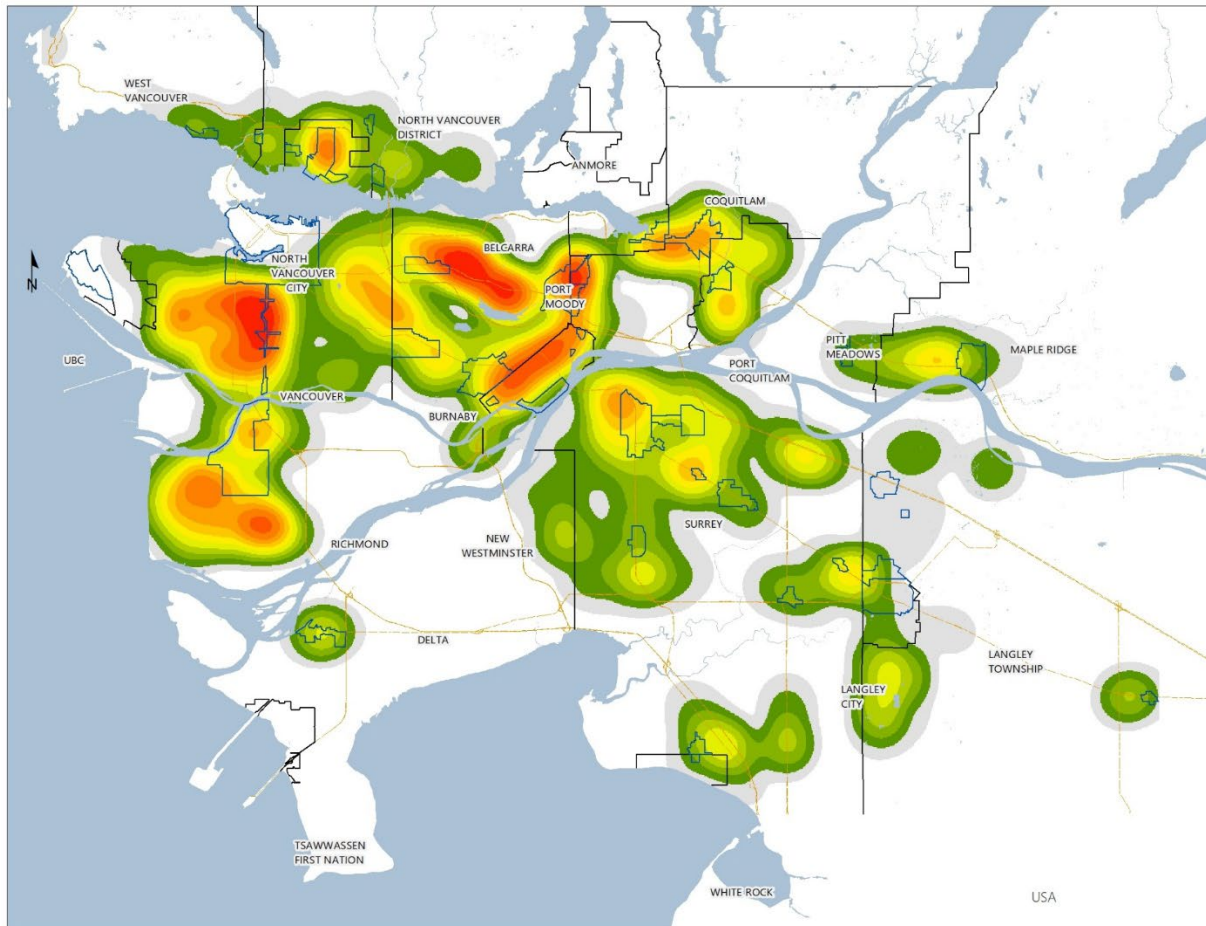
Additional guidance, including a policy manual and provincial webinars are anticipated to be released in Fall 2024 to provide greater detail on Inclusionary Zoning legislation and the applicable regulations. Metro Vancouver will report back to the Committee once this additional guidance is available, in particular to highlight where the Provincial tool could support the recommendations within Metro Vancouver's Regional Model Policy Framework for Inclusionary Housing (Reference 2).

Bill 16 also introduced updates to the existing Density Bonus tool to clarify how it can be used in conjunction with minimum allowable densities in Transit-Oriented Areas, and to ensure it is consistent with the new Inclusionary Zoning tool. Additionally, Bill 16 introduced the authority for local governments to develop Tenant Protection Bylaws to require developers to provide supports and financial assistance to tenants facing relocation due to redevelopment, expanded authority to require site-specific works and services, and explicit authority to define and require transportation demand management (TDM) measures in new developments.

**IMPACTS ON POPULATION DISTRIBUTION**

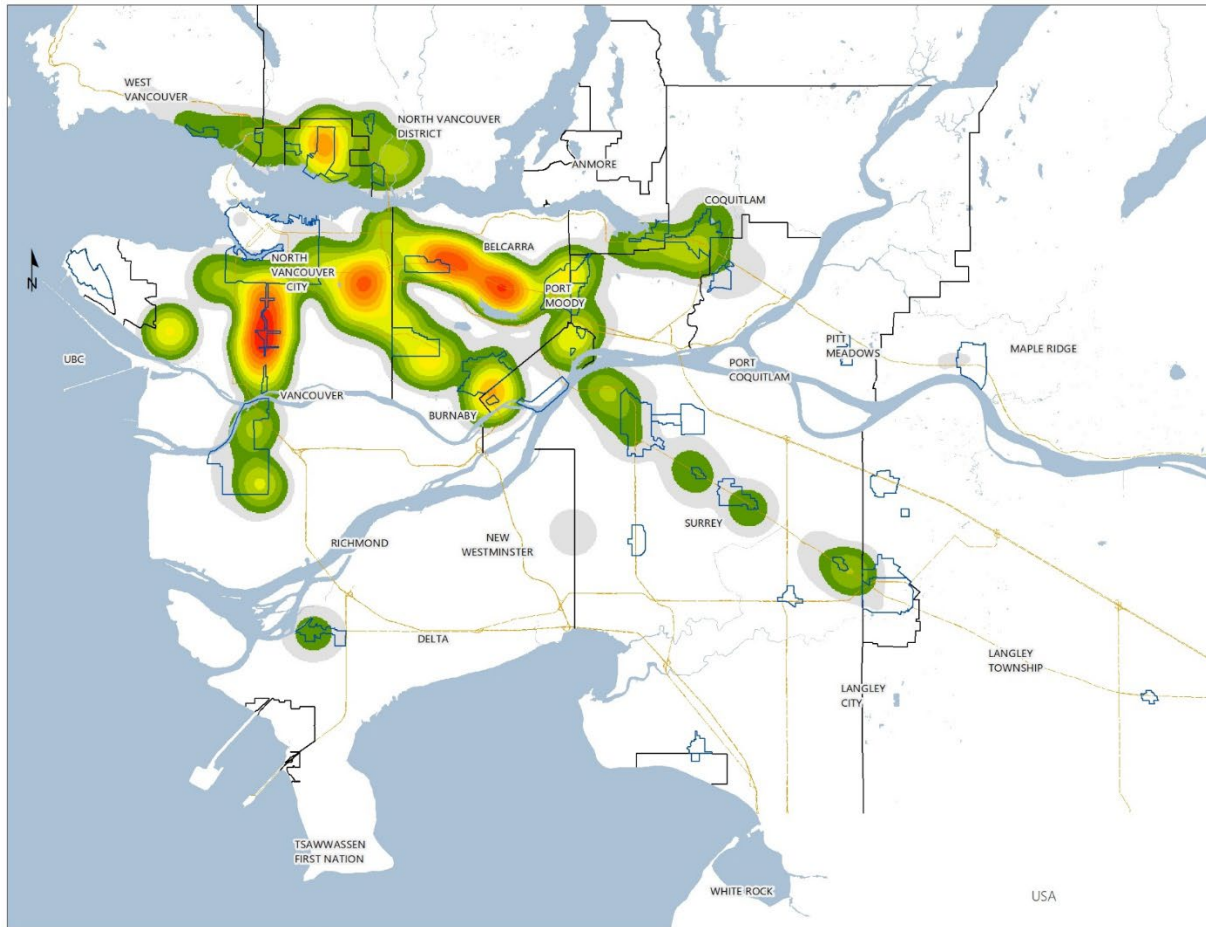
The Regional Planning team at Metro Vancouver has developed some preliminary modeling to better understand the implications of the new housing legislation. Two criteria have been applied to calculate the probability for densification: improvement ratio and age of the building. The model is finding that the housing legislation will lead to increased growth along the major transit corridors, which aligns with *Metro 2050* principles. However, the model is also projecting that growth will be pulled away from Urban Centres and spread out more evenly across the transit corridors, which is not fully consistent with *Metro 2050* goals and targets. The modeling results provide a general vision of the potential impact of the new housing legislation on urban form, but deeper analysis will be need to include land economics and infrastructure capacity to develop a deeper understanding of how the new housing legislation will impact population distribution across the region in the years and decades ahead.

**Figure 1: Probability for densification: Low-rise apartments**



Note: Two criteria have been applied to calculate the probability for densification: improvement ratio and age of the building

**Figure 2: Probability of densification: High-rise apartments**



Note: Two criteria have been applied to calculate the probability for densification: improvement ratio and age of the building

**BUSINESS IMPROVEMENT ASSOCIATIONS: PART OF THE ECONOMY**

Regional Planning staff recently participated on a panel at the Vancouver BIA Partnership Summit on May 23, 2024. The session explored how small business priorities can align with city and regional economic development strategies. A related article titled “Business Improvement Associations: An Important Part of a City's Economy” by Eric Aderneck, RENX, May 31, 2024, further elaborated on this issue and included some suggestions on how municipalities could better support local businesses.

**INDUSTRIAL DEVELOPMENT**

Industrial lands are critical to supporting a diverse, resilient economy and *Metro 2050* includes several policies and strategies to support industrial and employment development in our region. Recently Metro Vancouver staff have been approached by members of the industrial development community regarding concern about the administration of the Water Sustainability

Act (WSA). Concerns are being raised that the interpretation of the WSA are having a negative impact on industrial development and may impede the development of industrial and employment space in our region. A delegation request has been received to present on these concerns to the Regional Planning Committee.

**ATTACHMENT**

1. Regional Planning Committee 2024 Work Plan

**REFERENCES**

1. [Bill 16 – 2024: Housing Statutes Amendment Act, 2024 \(gov.bc.ca\)](https://www2.gov.bc.ca/gov/content/soc/housing/bills-acts/2024/bill-16-2024)
2. [Inclusionary Housing Policy Review and Regional Model Policy Framework \(metrovancouver.org\)](https://www.metrovancouver.org/resources/reports-and-publications/inclusionary-housing-policy-review-and-regional-model-policy-framework)
3. Article: Business Improvement Associations: An Important Part of a City's Economy, Eric Aderneck, RENX, May 31, 2024  
<https://renx.ca/business-improvement-areas-an-important-part-of-a-citys-economy>

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**Regional Planning Committee 2024 Work Plan**

**Attachment 1**

Report Date: June 13, 2024

**Priorities**

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



# Impacts on Population Distribution: Housing Legislation

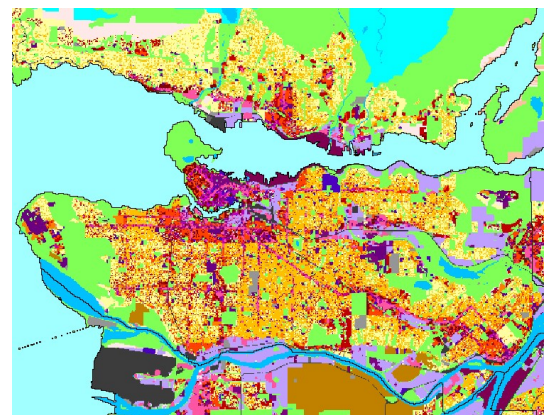
## REGIONAL PLANNING COMMITTEE

Jonathan Cote  
Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services  
Regional Planning Committee – July 4, 2024

**metrovancouver**

## IMPACT OF HOUSING LEGISLATION

- Minimal effect on regional population growth, but strong impact on population distribution
- Model predicts **stronger** growth in Major Transit Corridors and **weaker** growth in Urban Centres
- Model predicts greater density in single detached neighbourhoods, but some areas will see minimal changes, while others will see greater intensification

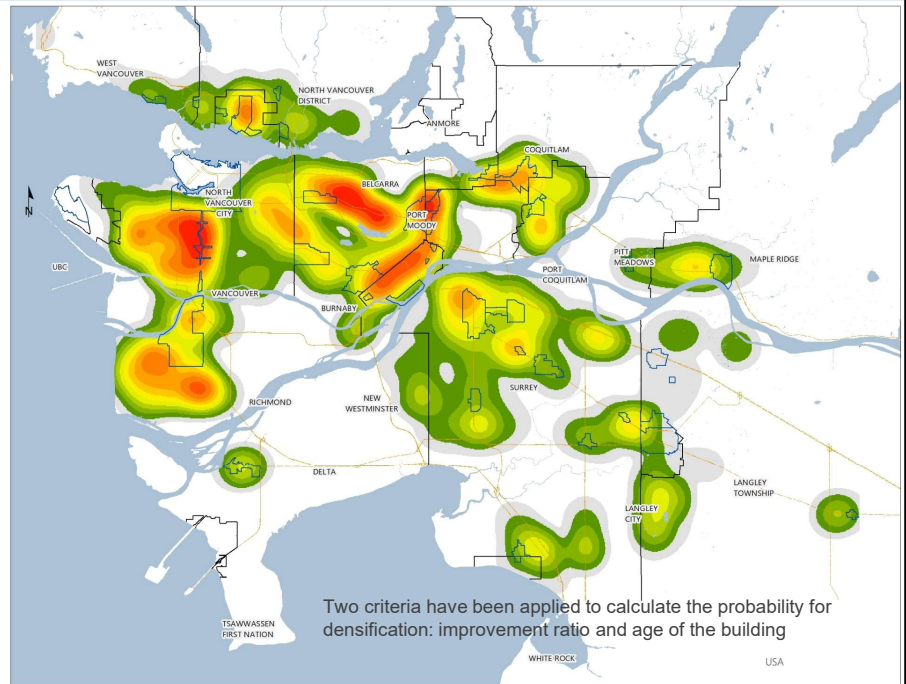
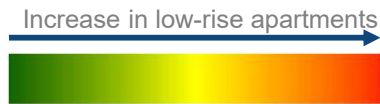




## LOW-RISE APARTMENTS

Red and orange areas expected to gain in low-rise apartments under new housing legislation

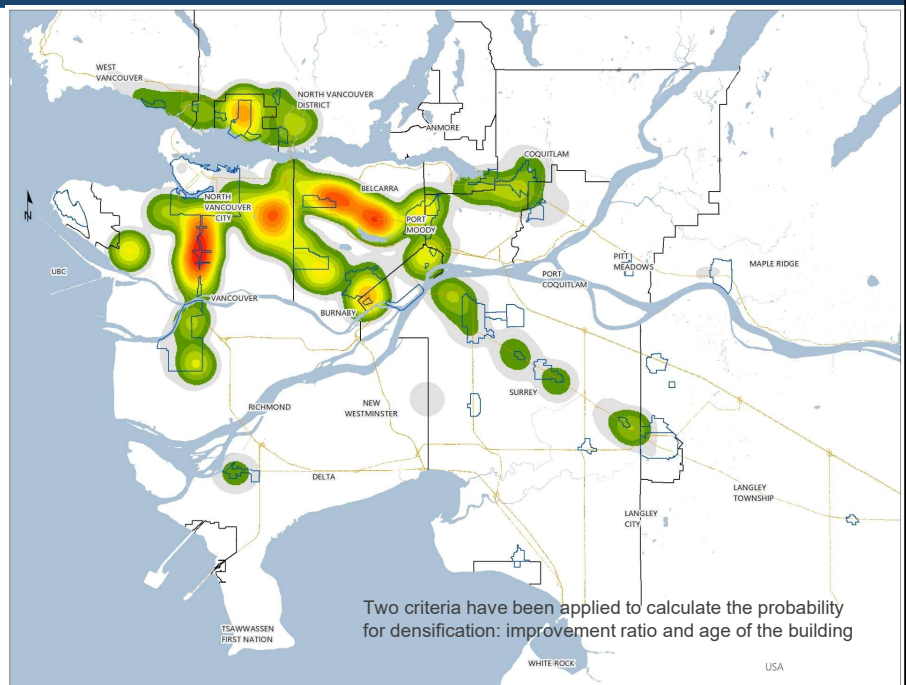
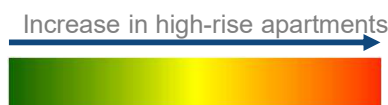
Increased development along Major Transit Corridors



## HIGH-RISE APARTMENTS

Red and orange areas expected to gain in high-rise apartments under new housing legislation

Expected growth is outside of Urban Centres, but along main growth corridors



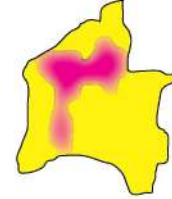
## NEW HOUSING LEGISLATION AND URBAN CENTRES

Mid/High Rise Apartments Will be Drawn Away from Urban Centres to Major Transit Corridors

- Legislation will increase the land capacity of low and high rise development sites in Major Transit Corridors, dispersing new development
- Pink areas on the map represent potential high-rises that might be impacted by the new housing legislation
- Sites with lower improvement ratios in Major Transit Corridors are likely to pull development away from sites in Urban Centres



Edmonds



Lougheed



Thank you