METRO VANCOUVER REGIONAL DISTRICT (MVRD)
BOARD OF DIRECTORS

REGULAR BOARD MEETING
Friday, March 27, 2020
9:00 A.M.
28th Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia

Membership and Votes

AGENDA

A. ADOPTION OF THE AGENDA

1. March 27, 2020 Regular Meeting Agenda
   That the MVRD Board adopt the agenda for its regular meeting scheduled for
   March 27, 2020 as circulated.

B. ADOPTION OF THE MINUTES

1. February 28, 2020 Regular Meeting Minutes
   That the MVRD Board adopt the minutes for its regular meeting held
   February 28, 2020 as circulated.

C. DELEGATIONS

D. INVITED PRESENTATIONS

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

1. REGIONAL PLANNING COMMITTEE REPORTS

1.1 Metro 2040 Urban Centre and FTDA Policy Review – Final Recommendations
   That the MVRD Board endorse the recommendations as laid out in the report titled
   “Metro 2040 Urban Centre and FTDA Policy Review – Final Recommendations”, dated

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

March 16, 2020
Metro Vancouver Regional District
2. REGIONAL PARKS COMMITTEE REPORTS

2.1 Contribution Agreement – Catching the Spirit 2019 Youth Society
That the MVRD Board approve the Contribution Agreement between the Metro
Vancouver Regional District and the Catching the Spirit 2019 Youth Society for a three-year term commencing January 1, 2020 and ending December 31, 2022, with annual contributions of $75,000 per year.

2.2 Regional Parks Naming, Renaming, and Dedications Policy Revision
That the MVRD Board approve the Regional Parks Naming, Renaming, and Dedications Policy as presented in the report dated February 20, 2020, titled “Regional Parks Naming, Renaming, and Dedications Policy Revision”.

3. FINANCE AND INTERGOVERNMENT COMMITTEE REPORTS

3.1 BC Utilities Commission Municipal Energy Utilities Inquiry
That the MVRD Board write to the British Columbia Utilities Commission concerning the Municipal Energy Utilities Inquiry, conveying its position that municipalities should continue to retain core decision making about district energy services, because local governments are well positioned to implement and regulate district energy, and municipal energy utilities occupy a unique and important role for addressing climate change.

4. CLIMATE ACTION COMMITTEE REPORTS

4.1 Addressing the Greenhouse Gas Intensity of Buildings in the BC Building Code
That the MVRD Board write a letter to the provincial Minister of Municipal Affairs and Housing and other appropriate provincial government ministries requesting that the Province include:
   a) opt-in greenhouse gas intensity performance requirements for new construction in the British Columbia Building Code;
   b) an option to require zero emissions space heating and hot water; and
   c) complementary requirements in the proposed provincial “Retrofit Code” for existing buildings.

F. ITEMS REMOVED FROM THE CONSENT AGENDA
G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. FINANCE AND INTERGOVERNMENT COMMITTEE REPORTS

1.1 Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020

[Recommendation a) and b): simple weighted majority vote.] and
[Recommendation c): 2/3 weighted majority vote.]

That the MVRD Board:

a) establish a new statutory reserve for Regional Parks to receive, hold and provide funds for Regional Park land acquisition and park development; and

b) give first, second, and third reading to the Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020; and

c) pass and finally adopt the Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020.

2. CLIMATE ACTION COMMITTEE REPORTS

2.1 MVRD Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020

[Recommendation a): simple weighted majority vote.] and
[Recommendation b): 2/3 weighted majority vote.]

That the MVRD Board:

a) give first, second and third reading to Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020; and

b) pass and finally adopt Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries

J. BUSINESS ARISING FROM DELEGATIONS
K. RESOLUTION TO CLOSE MEETING

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

That the MVRD Board close its regular meeting scheduled for March 27, 2020 pursuant to the Community Charter provisions, 90 (2) (b) as follows:

“90 (2) A part of a meeting must be closed to the public if the subject matter being considered relates to one or more of the following:
(b) the consideration of information received and held in confidence relating to negotiations between the regional district and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.”

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

M. ADJOURNMENT/CONCLUSION

That the MVRD Board adjourn/conclude its regular meeting of March 27, 2020.
MINUTES OF THE REGULAR MEETING OF THE METRO VANCOUVER REGIONAL DISTRICT BOARD OF DIRECTORS

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Board of Directors held at 9:04 a.m. on Friday, February 28, 2020 in the 28th Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia.

MEMBERS PRESENT:
Burnaby, Chair, Director Sav Dhaliwal
North Vancouver City, Vice Chair Director Linda Buchanan
Anmore, Director John McEwen
Bowen Island, Director David Hocking
Burnaby, Director Pietro Calendino
Burnaby, Director Mike Hurley
Coquitlam, Alternate Director Brent Asmundson for Richard Stewart
Coquitlam, Director Craig Hodge
Delta, Director George Harvie
Electoral Area A, Jen McCutcheon
Langley City, Alternate Director Gayle Martin for Val van den Broek
Langley Township, Director Jack Froese
Langley Township, Director Kim Richter
Lions Bay, Director Ron McLaughlin
Maple Ridge, Director Mike Morden
New Westminster, Director Jonathan Coté
North Vancouver District, Director Lisa Muri
Pitt Meadows, Director Bill Dingwall
Port Coquitlam, Director Brad West
Port Moody, Director Rob Vagramov
Richmond, Director Malcolm Brodie
Richmond, Director Harold Steves
Surrey, Director Linda Annis
Surrey, Director Doug Elford
Surrey, Director Laurie Guerra
Surrey, Alternate Director Brenda Locke for Mandeep Nagra
Surrey, Director Doug McCallum
Surrey, Director Allison Patton
Tsawwassen, Director Ken Baird
Vancouver, Director Adriane Carr
Vancouver, Director Lisa Dominato (arrived at 9:05 a.m.)
Vancouver, Alternate Director Pete Fry for Kennedy Stewart
Vancouver, Alternate Director Colleen Hardwick
Vancouver, Alternate Director Jean Swanson for Christine Boyle
Vancouver, Director Michael Wiebe
West Vancouver, Director Mary-Ann Booth
White Rock, Director Darryl Walker

MEMBERS ABSENT:
Belcarra, Director Neil Belenkie
Delta, Director Bruce McDonald

Vancouver, Director Melissa De Genova

STAFF PRESENT:
Jerry W. Dobrovolny, Chief Administrative Officer
Janis Knaupp, Legislative Services Coordinator, Board and Information Services
Chris Plagnol, Corporate Officer

Metro Vancouver Regional District
A. ADOPTION OF THE AGENDA

1. February 28, 2020 Regular Meeting Agenda

   It was MOVED and SECONDED
   That the MVRD Board:
   a) amend the agenda for its regular meeting scheduled for February 28, 2020 by adding, under Section K. Resolution to Close Meeting, Section 90(1)(j) of the Community Charter (information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the Freedom of Information and Protection of Privacy Act); and
   b) adopt the agenda as amended.

   CARRIED

B. ADOPTION OF THE MINUTES

1. January 31, 2020 Regular Meeting Minutes

   It was MOVED and SECONDED
   That the MVRD Board adopt the minutes for its regular meeting held January 31, 2020 as circulated.

   CARRIED

C. DELEGATIONS

   No items presented

D. INVITED PRESENTATIONS

   No items presented.

E. CONSENT AGENDA

   It was MOVED and SECONDED
   That the MVRD Board adopt the recommendations in the following items presented in the February 28, 2020 MVRD Board Consent Agenda:

   1.1 UBCM Emergency Preparedness Grant Applications for Electoral Area A (UBC/UEL)
   2.1 Regional Parks Natural Resource Management Framework
   3.1 Fraser Basin Council - Annual Report to Metro Vancouver
   3.2 Federal Gas Tax Fund Expenditures Policy Amendments
   3.3 National Zero Waste Council Annual Update
   4.1 2020 Regional Clothing Waste Reduction Campaign
   5.1 2020 Regional District Sustainability Innovation Fund Applications
   5.2 Invasive Species Education and Outreach Materials
   5.3 Board Appointments and Rescindments of Enforcement Officers

   CARRIED
The items and recommendations referred to above are as follows:

1.1 **UBCM Emergency Preparedness Grant Applications for Electoral Area A (UBC/UEL)**  
Report dated January 17, 2020 from Rod Tulett, Emergency Preparedness and Security Coordinator, Security & Emergency Management, Corporate Services and Marcin Pachcinski, Division Manager, Electoral Area and Environment, Regional Planning and Housing Services, seeking MVRD Board endorsement of two Union of BC Municipalities grant applications to enhance emergency preparedness capacity in the Point Grey communities of Electoral Area A.

*Recommendation:*  
That the MVRD Board endorse the applications for two grants totaling $41,836 from the Union of BC Municipalities to enhance emergency preparedness capacity in the Point Grey (UBC/UEL) communities of Electoral Area A.  
*Adopted on Consent*

2.1 **Regional Parks Natural Resource Management Framework**  
Report dated January 13, 2020 from Jamie Vala, Division Manager, Planning and Engineering Services, Regional Parks, seeking MVRD Board endorsement of the Regional Parks Natural Resource Management Framework which provides strategic direction to staff and volunteers conducting work that affects natural resources within regional parks.

*Recommendation:*  
That the MVRD Board endorse the Regional Parks Natural Resource Management Framework as presented in the report dated January 13, 2020, titled “Regional Parks Natural Resource Management Framework”.  
*Adopted on Consent*

3.1 **Fraser Basin Council - Annual Report to Metro Vancouver**  
Report dated February 4, 2020 from Neal Carley, General Manager, Parks and Environment, providing the MVRD Board with Fraser Basin Council’s annual report for information.

*Recommendation:*  
That the MVRD Board receive for information the report dated February 4, 2020, titled “Fraser Basin Council – Annual Report to Metro Vancouver”.  
*Adopted on Consent*

3.2 **Federal Gas Tax Fund Expenditures Policy Amendments**  
Report dated December 18, 2019 from James Stiver, Division Manager, Growth Management and Transportation, Regional Planning and Housing Services and Conor Reynolds, Division Manager, Air Quality and Climate Change Policy, Parks and Environment, seeking MVRD Board approval of the revised Federal Gas Tax Fund Expenditures Policy and associated Application Guide.
Recommendation:
That the MVRD Board approve the revised *Federal Gas Tax Fund Expenditures Policy* and the associated Application Guide as presented in the report dated December 18, 2019, titled “Federal Gas Tax Fund Expenditures Policy Amendments”.

*Adopted on Consent*

### 3.3 National Zero Waste Council Annual Update

Report dated January 27, 2020 from Heather Schoemaker, General Manager and Ann Rowan, Division Manager, Collaboration and Engagement, External Relations, providing the MVRD Board with an update on the work of the National Zero Waste Council over the past year.

Recommendation:
That the MVRD Board receive for information the report dated January 27, 2020 titled “National Zero Waste Council Annual Update.”

*Adopted on Consent*

### 4.1 2020 Regional Clothing Waste Reduction Campaign

Report dated January 21, 2020 from Larina Lopez, Corporate Communications Division Manager, External Relations, updating the MVRD Board on the 2020 “Think Thrice About Your Clothes” regional campaign to reduce clothing waste.

Recommendation:
That the MVRD Board receive for information the report dated January 21, 2020, titled “2020 Regional Clothing Waste Reduction Campaign”.

*Adopted on Consent*

### 5.1 2020 Regional District Sustainability Innovation Fund Applications

Report dated January 30, 2020 from Roger Quan, Director, Air Quality and Climate Change, Parks and Environment, seeking MVRD Board approval of eight projects recommended for Sustainability Innovation Funding.

Recommendation:
That the MVRD Board approve the allocation from the Regional District Sustainability Innovation Fund for the following projects:

a) Building Resilience: Exploring the Potential of Renewable Energy Building Infrastructure: $200,000 over two years starting in 2020;
b) Net-Zero Feasibility Study for Welcher Affordable Housing Development: $160,000 over two years starting in 2020;
c) Step Code Implementation Impacts for Building Envelope Rehabilitation of Existing Buildings: $90,000 over two years starting in 2020;
d) Targeted Invasive Plant Grazing in Metro Vancouver: $150,000 over three years starting in 2020;
e) Using eDNA Sampling Technology in Regional Parks: $68,000 over two years starting in 2020;
f) Preventing Smoke Emissions from Agricultural Waste Management: $140,000 over two years starting in 2020;

g) Clean Air for Students and Schools (CLASS): $200,000 over two years starting in 2020;

h) Mobile Monitoring of Fugitive and Other Industrial Air Emissions with "Flying Labs": $100,000 in 2020.

Adopted on Consent

5.2 Invasive Species Education and Outreach Materials
Report dated January 17, 2020 from Laurie Bates-Frymel, Senior Planner, Regional Planning and Housing Services, providing the MVRD Board with information about a new invasive species online course and public brochure, and seeking Board direction to forward these outreach materials to member jurisdictions for information.

Recommendation:
That the MVRD Board direct staff to forward the report dated January 17, 2020, titled “Invasive Species Education and Outreach Materials” to member jurisdictions for information.

Adopted on Consent

5.3 Board Appointments and Rescindments of Enforcement Officers
Report dated January 3, 2020 from Kathy Preston, Lead Senior Engineer, Environmental Regulation and Enforcement Parks and Environment, recommending the MVRD Board appoint and rescind Metro Vancouver employees as Board-designated officers.

Recommendation:
That the MVRD Board:

a) pursuant to the Greater Vancouver Regional District Air Quality Management Bylaw and the Environmental Management Act:
   i. appoint Metro Vancouver employee Nicole Gatto as an officer; and
   ii. rescind the appointments of former Metro Vancouver employees Larry Avanthay, Kristen Beattie and Johanna Legge as officers; and

b) pursuant to section 28 of the Offence Act:
   i. appoint Metro Vancouver employee Nicole Gatto for the purpose of serving summons under section 28 of the Offence Act for alleged violations under the Greater Vancouver Regional District Air Quality Management Bylaw; and
   ii. rescind the appointments for the purpose of serving summons of former Metro Vancouver employees Larry Avanthay, Kristen Beattie and Johanna Legge.

Adopted on Consent

F. ITEMS REMOVED FROM THE CONSENT AGENDA
No items presented.
9:05 a.m. Director Dominato arrived at the meeting.

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1.1 Electoral Area A Building Administration Amendment Bylaw No. 1301, 2020
Report dated January 17, 2020 from Marcin Pachcinski, Division Manager, Electoral Area and Environment, Regional Planning and Housing Services, seeking MVRD Board adoption of Electoral Area A Building Administration Amendment Bylaw No. 1301, 2020.

It was MOVED and SECONDED
That the MVRD Board give first, second and third reading to Electoral Area A Building Administration Amendment Bylaw No. 1301, 2020.

CARRIED

It was MOVED and SECONDED
That the MVRD Board pass and finally adopt Electoral Area A Building Administration Amendment Bylaw No. 1301, 2020.

CARRIED

2.1 Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1300, 2020
Report dated January 10, 2020 from Jamie Vala, Division Manager, Planning and Engineering Services, Regional Parks, seeking MVRD Board adoption of Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1300, 2020, for the dedication of land acquired in 2019 as regional park.

It was MOVED and SECONDED
That the MVRD Board give first, second and third reading to Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1300, 2020.

CARRIED

It was MOVED and SECONDED
That the MVRD Board pass and finally adopt Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1300, 2020.

CARRIED

3.1 MVRD Procedure Amending Bylaw No. 1297, 2020
Report dated December 16, 2019 from Chris Plagnol, Corporate Officer, seeking MVRD Board approval of the Metro Vancouver Regional District Procedure Amending Bylaw Number 1297, 2020, a bylaw to provide for an exemption to the requirement that a committee be composed of a majority of directors.
It was MOVED and SECONDED
That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Procedure Amending Bylaw Number 1297, 2020*.

CARRIED

It was MOVED and SECONDED
That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Procedure Amending Bylaw Number 1297, 2020*.

CARRIED

3.2 MVRD Financial Services Administration and Signing Authority Amending Bylaw No. 1302, 2020

Report dated January 29, 2020 from Dean Rear, General Manager, Financial Services/Chief Financial Officer, seeking MVRD Board adoption of *Metro Vancouver Regional District Financial Services Administration and Signing Authority Amending Bylaw No. 1302, 2020*, to revise language for modern banking practices, amend signing authority positions, and for financial matters relating to Metro Vancouver’s Districts.

It was MOVED and SECONDED
That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Financial Services Administration and Signing Authority Amending Bylaw No. 1302, 2020*.

CARRIED

It was MOVED and SECONDED
That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Financial Services Administration and Signing Authority Amending Bylaw No. 1302, 2020*.

CARRIED

4.1 Regional Growth Strategy Amendment Bylaw No. 1295 – Alignment with IPCC Report on Global Warming

Report dated January 31, 2020 from Heather McNell, General Manager of Regional Planning and Housing Services and Chris Plagnol, Corporate Officer, providing the MVRD Board with a summary of comments received as a result of the notification to local governments and agencies, and seeking Board adoption of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1295, 2019*, a proposed Type 3 Minor Amendment to *Metro Vancouver 2040: Shaping our Future* (*Metro 2040*), the regional growth strategy.

It was MOVED and SECONDED
That the MVRD Board:

a) receive for information the comments from the affected local governments and agencies as presented in the report dated January 31, 2020, titled *Metro Vancouver Regional District MVRD Financial Services Administration and Signing Authority Amending Bylaw No. 1302, 2020*. 

CARRIED

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“Regional Growth Strategy Amendment Bylaw No. 1295 – Alignment with IPCC Report on Global Warming”; and

b) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1295, 2019.*

**CARRIED**

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

No items presented.

**I. OTHER BUSINESS**

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

   *It was moved and seconded*
   
   That the MVRD Board receive for information the MVRD Board Committee Information Items and Delegation Summaries, dated February 28, 2020.

   **CARRIED**

**J. BUSINESS ARISING FROM DELEGATIONS**

No items presented.

**K. RESOLUTION TO CLOSE MEETING**

*It was moved and seconded*

That the MVRD Board close its regular meeting scheduled for February 28, 2020 pursuant to the *Community Charter* provisions, Section 90 (1) (a), (e), (g) (i) and (j) as follows:

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

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

(e) the acquisition, disposition or expropriation of land or improvements, if the board or committee considers that disclosure could reasonably be expected to harm the interests of the regional district;

(g) litigation or potential litigation affecting the regional district;

(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.; and

(j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the *Freedom of Information and Protection of Privacy Act*”.

**CARRIED**

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

No items presented.

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Metro Vancouver Regional District
M. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED
That the MVRD Board adjourn its regular meeting of February 28, 2020.

CARRIED
(Time: 9:11 a.m.)

CERTIFIED CORRECT

Chris Plagnol, Corporate Officer          Sav Dhaliwal, Chair
To: Regional Planning Committee

From: Erin Rennie, Senior Planner, Regional Planning and Housing Services

Date: February 19, 2020

Subject: Metro 2040 Urban Centre and FTDA Policy Review – Final Recommendations

RECOMMENDATION

EXECUTIVE SUMMARY
The Metro 2040 Urban Centre and FTDA Policy Review is an initiative to explore implementation challenges and areas for improvement to the regional growth framework of the regional growth strategy. The review is now complete and staff have drafted five recommendations intended to provide direction on addressing the identified challenges and improve the Urban Centre and FTDA policies that will be included in Metro 2050, the update to the regional growth strategy. A Summary Report is attached detailing the policy review's activities, engagement, challenges, and recommendations.

PURPOSE
The purpose of this report is to convey to the Regional Planning Committee and MVRD Board the attached “Urban Centre and FTDA Policy Review Recommendations – Final Summary Report” (Attachment) and to provide the Regional Planning Committee with the opportunity to provide comments.

BACKGROUND
Metro Vancouver is conducting a series of policy reviews to support the development of Metro 2050, the update to the regional growth strategy. The Metro 2040 Urban Centre and FTDA Policy Review began in 2015 and was scoped as an initiative to better understand how Urban Centres and Frequent Transit Development Areas (FTDAs) were being used by member jurisdictions and to identify opportunities to enhance them as growth management tools. At its September 13, 2019 meeting Regional Planning Committee received a report on possible “policy directions” for the Policy Review (Reference 1). That report presented 15, high-level directions that were being considered to address the challenges identified during the course of the Policy Review. Feedback from member jurisdiction staff on the policy directions, as well as feedback from other key stakeholders, has been considered in the development of the five recommendations for the Policy Review that are presented in this report.

URBAN CENTRE AND FTDA REVIEW
The attached Summary Report includes a summary of the analysis and engagement work that took place between 2015 and 2019 as part of the Metro 2040 Urban Centre and FTDA Policy Review. The
Summary Report also includes a description of the key learnings from the review process and considerations that were part of the development of the recommendations.

Final Recommendations
The initial 15 Policy Directions from September 2019 were compiled and refined, incorporating the findings of the background research and feedback from stakeholders, into five recommendations.

The five final recommendations are:

1. **Update the Urban Centre and Frequent Transit Development Area (FTDA) Typology** to: a) divide the Municipal Town Centres into two subtypes; b) divide “Frequent Transit Development Areas” into two types (i.e. Corridors and Station Areas); and c) add additional quantifiable expectations for defining the different centre types.

2. **Update and refine regional targets** to: extend today’s employment and residential (dwelling unit) growth targets to the year 2050; refine those growth targets to the municipal and / or sub-regional level; and consider adding other types of targets (such as activity density, rental housing unit growth, intersection density, etc.).

3. **Introduce new policies to guide the reclassification of centre type** including quantitative requirements / criteria that must be met before an existing Urban Centre or Frequent Transit Development Area would be considered for reclassification to a different centre type.

4. **The addition of new policies** for all Urban Centres and Frequent Transit Development Areas including actions for Metro Vancouver, TransLink and member jurisdictions.

5. **The integration of a Frequent Transit Corridor Network Geography into Metro 2050**. This geography would be a defined set of corridors around the current Frequent Transit Network where growth would be monitored and where the introduction of new Frequent Transit Development Areas by member jurisdictions would be encouraged. This geography would not have associated growth targets.

Additional detail about each recommendation and the ways in which they address the previously-identified key challenges of the Policy Review are provided in the attached Summary Report.

Benefits of Recommended Changes
While the fundamental principles of the *Metro 2040* growth framework are largely unchanged, the five recommendations above will provide the following benefits:

1. **Additional differentiation**: By dividing Municipal Town Centres and Frequent Transit Development Areas into two subtypes each, the degree of variety within a centre type that we are seeing across the region will be reduced. The addition of new criteria will also help member jurisdictions to further differentiate the centre types while recognizing the unique municipal context of each Urban Centre and Frequent Transit Development Area.
2. **Specifying growth expectations:** By refining the growth targets to include sub-regional or municipal-level growth targets for Frequent Transit Development Areas and Urban Centres, the growth expectations for each community will be made more clear and more reflective of the unique context and local aspirations of each member jurisdiction.

3. **Additional integration with regional transportation planning:** Using the Jobs+People/hectare metric as a defining component of the growth framework helps to more closely align the strategies of *Metro 2050* to TransLink’s Transit Service Guidelines, thereby improving the integration of land use and transportation planning in the region and helping to set clearer expectations for the level of growth expected in each of the different centre types.

4. **Clarifying the Frequent Transit Development Area tool:** Integrating the Frequent Transit Corridor Network geography into *Metro 2050* will help member jurisdictions in identifying preferred locations for new Frequent Transit Development Areas to better encourage transit-oriented growth in the region. It will also help support more useful growth monitoring, allowing Metro Vancouver, TransLink and member jurisdiction staff to better understand the rate of regional growth taking place in transit-oriented locations regardless of whether an FTDA has been identified.

5. **Climate action:** With the addition of regional accessibility measures the updated growth framework will better support focusing growth in areas with a high degree of transit accessibility which in turn will support reduced trip length (i.e. Vehicle Kilometres Travelled) and reduced GHG emissions. With the addition of the climate hazard mapping as criteria for centre type reclassification, *Metro 2050*’s policies will support better adaptive growth planning, by discouraging growth from areas that are at higher risk of climate-related natural disasters such as flooding and sea-level rise.

**RPAC Feedback**
Over two meetings, the members of the Regional Planning Advisory Committee (RPAC) considered and provided valuable feedback on the recommendations including, focusing on the increasing complexity to the growth framework (with the addition of centre types) and the degree of granularity in some of the policy directions. These comments have been incorporated into the version of the recommendations presented in this report. More discussion on revised policy language that implement the five recommendations will be required later this year with RPAC members and the Intergovernmental Advisory Committee before recommended policy changes are developed.

**Additional Analysis**
The recommendations set out in the Summary Report are not policy changes. Additional analysis is required before policy language amendments can be developed. This additional analysis includes:

1. **Updated growth projections:** Updating Metro Vancouver’s population, housing and employment projections are required as a first step towards updating the growth targets to the year 2050. This work is underway and will be done in partnership between Regional
Planning, TransLink, and member jurisdictions. Draft growth targets are anticipated to be completed by late 2020 (Reference 2).

2. Development of Regional Accessibility measures: Regional Accessibility will be an important new component that will guide the update to the centre typology, updated growth targets, and the new policies for centre type reclassification. This will involve the spatial analysis of areas in the region with high degrees of transit accessibility. This work is anticipated to be completed by mid-2020.

3. GHG Modelling: Regional Planning is partnering with Metro Vancouver’s Air Quality and Climate Change Division to model potential policy changes with a view to considering which reduce GHG emissions in the region from the “Business as Planned” scenario to a “Climate Neutral” scenario. The policy options being considered include exploring the GHG emission impacts of focusing growth in Urban Centres and along frequent transit corridors over and above that which is targeted today. This work will inform the update to the growth targets and proposed policy directions for Metro 2050 with a climate change lens.

4. Development of Climate Risk map(s): A spatial analysis of the areas with different degrees of climate risk (e.g. from flooding and sea level rise) is required to guide the update to the centre typology, growth target update, reclassification policies, and new general policies. This work is anticipated to be completed by mid-2020.

5. Application of a Social Equity Lens: The second phase of the Social Equity in Regional Growth Management study will develop a social equity lens that can be used to evaluate and ensure any new or updated policies proposed for Metro 2050 improve upon or, at a minimum, do not aggravate social inequities. This work is anticipated to be completed by late 2020/early 2021.

Draft Policy Language
The approved timeline for the update to the regional growth strategy specifies that staff will begin drafting revised policy language for Metro 2050 in mid-2020 (Reference 3). Draft policies associated with the Urban Centres and FTDA policy review and based on the five recommendations set out in the Summary Report will be presented to the Regional Planning Committee and MVRD Board for consideration by early 2021.

ALTERNATIVES
2. That the Regional Planning Committee receive for information the report titled “Metro 2040 Urban Centre and FTDA Policy Review – Final Recommendations”, dated February 19, 2020 and provide alternate direction to staff.
FINANCIAL IMPLICATIONS
$20,000 of the 2019 Board-approved budget for Regional Planning Division was allocated to the Urban Centre and FTDA Policy Review. These funds were allocated to the GHG Modelling exercise led by the Air Quality and Climate Change Division.

OTHER IMPLICATIONS
If the Board approves alternative one, staff will complete the additional analysis outlined above and begin work to develop associated policy language for Metro 2050. Member jurisdiction staff and the Regional Planning Committee will have opportunities to consider and provide feedback on analytical components and policy language as it is developed.

If the MVRD Board approves alternative two, staff will seek guidance on how to revise the recommendations for the Urban Centre and FTDA Policy Review.

CONCLUSION
The Metro 2040 Urban Centre and FTDA Policy Review explored implementation challenges and considered how Metro Vancouver’s growth framework could be enhanced in Metro 2050, the update to the regional growth strategy. Between 2015 and 2019 staff led a number of analytical and engagement activities and dialogues with the staff from partner agencies to develop and test opportunities to improve the existing Urban Centre and FTDA policies. The policy review is now complete and staff have developed a Summary Report (Attachment) which includes five recommendations for improving the growth framework. These recommendations include updating the centre typology, refining the targets, developing reclassification policies, adding new Urban Centre and Frequent Transit Development Area policies, and integrating a new Frequent Transit Corridor Network geography into Metro 2050 for monitoring and communication purposes. Further analysis and discussion is required to develop draft policy language for Metro 2050. Staff anticipate that these recommended changes to the growth framework will provide additional clarity to Metro Vancouver, TransLink, and member jurisdiction staff to improve the integration with regional land use and transportation planning, while better supporting climate change mitigation and adaptation efforts in the region.

Attachment

References
2. “Scope of Work for Updating Metro 2040’s Population, Dwelling Unit, and Employment Projections”, dated, October 17, 2019
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INTRODUCTION

Urban Centres and Frequent Transit Development Areas (FTDAs) are critical concepts in realizing the regional vision as articulated in *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. Focusing growth in a network of complete communities linked by transit has been a long standing and successful strategy for regional planning in Metro Vancouver. Urban Centres are the primary focal points for concentrated growth, while FTDAs, a newer regional planning tool, are seen as additional locations for more concentrated growth along frequent transit corridors. While Urban Centres and FTDAs are largely growth management successes, since the adoption of *Metro 2040*, several issues with the Urban Centres and FTDA policies and their implementation have been identified through a Metro Vancouver review of regional context statements, and by local governments and other stakeholders. The development of *Metro 2050*, the update to *Metro 2040*, presents an opportunity to make improvements to this growth framework and the way growth is shaped in this region.

KEY CONCEPTS

**Urban Containment Boundary (UCB):** A stable, long-term, regionally-defined area for urban development. The function of the UCB is to protect important environmental, agricultural and employment lands from development and to contain development so as to discourage dispersed development patterns (sprawl).

**Frequent Transit Network (FTN):** TransLink’s Frequent Transit Network is the network of roadways where transit service runs every 15 minutes or better, in both directions, 7 days a week, all day and into the evening. Because transit services on the FTN is frequent enough that riders do not need to rely on a schedule and are therefore more likely to choose transit for more trips, the FTN provides a strong organizing framework around which to focus dwelling unit and employment growth and development.

**Growth Overlay:** Growth overlays are a mapping layer that may be overlaid on top of a regional land use designation, that signal the intention of higher levels of residential and employment growth and higher density residential and commercial development. While growth overlays do not directly confer development rights, where a growth overlay exists, it signals that local governments are intending to enable higher density forms of development through local plans. The intention of the growth overlays is to encourage more focused growth into compact, complete communities that are close to transit; this, in turn, supports community vibrancy, commercial viability, and transit performance. *Metro 2040* lists two kinds of Growth Overlays: Urban Centres and FTDAs, and includes regional growth targets for these areas.

**Centre Type:** The term “centre type” is used to signify the different types of growth overlay tools that exist in *Metro 2040* to distinguish the different roles played by centres throughout the region. Metro Centres, Regional City Centres, Municipal Town Centres, and FTDAs are all considered “centre types.”

**Growth Targets:** Growth Targets refer to targets for the proportion of the region’s total employment growth (new jobs) and the proportion of residential growth (new housing units) that are located inside the growth overlay areas. The intention of the growth targets is to support the implementation of the growth overlays.
POLICY REVIEW BACKGROUND AND SCOPE

The Urban Centres and FTDA Policy Review commenced in the spring of 2016. Three challenges with the Metro 2040 Urban Centres and FTDA tools were identified at the outset of the project.

Challenges to be address by Urban Centre and FTDA Policy Review:

1. A lack of clarity in the Urban Centre or FTDA structure / hierarchy. A clearer hierarchy would enable more directed policy implementation and refined performance monitoring.
2. Limited and varied identification of FTDA in regional context statements. FTDA are the primary regional mechanism for directing growth outside of Urban Centres to transit oriented locations along the FTN, which is fundamental to the regional growth strategy.
3. The value proposition for municipalities to identify FTDA is unclear, and the role for Metro Vancouver and TransLink in planning for and implementing FTDA is not well defined. In addition, the need to further integrate the use of corridors into regional planning and monitoring to integrate with bus-based frequent transit service was identified later as a key challenge to be address through this policy review.

Phasing

The project was divided into two phases:
- Phase 2: Identifying Opportunities for Policy Enhancement (2017-2019)

Phase 1 focused on gaining a better understanding of how Urban Centres and FTDA are performing and have been evolving on the ground since the adoption of Metro 2040. Based on the results of Phase 1, the objectives of Phase 2 were to identify opportunities to improve Metro Vancouver’s growth structuring tools by:

1. Clarifying the types, definitions, and identification criteria of the Urban Centres and FTDA;
2. Defining the relationships among the Urban Centres and FTDA and between the Urban Centres and FTDA and regional services, including (but not limited to the Frequent Transit Network);
3. Developing the policies to support the implementation of a new Urban Centres and FTDA framework; and
4. Further integrating the use of corridors into regional planning and monitoring.

WHAT WE DID AND WHAT WE LEARNED

The policy review included a variety of analytical and engagement activities. These are described below along with a short summary of key learnings. Full summaries of each activity are linked in the References section.

Phase 1

Activity 1. 2011 Urban Centre and FTDA Data Profiles: In March 2016, staff brought forward the 2011 Urban Centre and FTDA Data Profiles that reported out custom Census data from all Urban Centres and FTDA in the region (Reference 3). The Data Profiles revealed significant differences in
characteristics among Urban Centres within the same “centre type.” Staff at the time suggested that the Urban Centres and FTDA centre types could be realigned in terms of planned capacity.

**Activity 2. Municipal and Stakeholder Meetings:** In 2016 and 2017, staff met with municipal staff, TransLink staff, and representatives from the development community to explore how the Urban Centre and FTDA growth overlays were being understood, interpreted, and used (Reference 4 and 5). Generally, participants reported that Urban Centres as a regional overlay are valued as a galvanizing force to garner public and political support for increased density and growth and attracting multiple forms of development to transit-oriented locations. In addition, they support an increased planning focus in developing complete communities with a mix of uses, a mix of housing types and access to public transit.

The primary challenge with Urban Centres that became apparent from these meetings is related to attracting and retaining employment uses outside the Metro Core, especially office uses. The meetings also identified the following barriers to identifying FTDAs: preoccupation with planning for Urban Centres first, concern about diluting growth and vibrancy away from Urban Centres, lack of value propositions for identifying an FTDA if transit infrastructure already exists, land economics challenges in achieving mid-rise “missing middle” densities along transit corridors, design challenges in fostering a complete and healthy community along a busy commuter arterial, and difficulty in engaging the public in planning for growth when there is no certainty that additional transit service improvements over and above existing FTN service levels would be forthcoming after designation as an FTDA. There was some interest expressed in corridors as a growth management tool and in the corridor study process to better support the integration of corridors into regional planning and monitoring.

**Phase 2**

**Activity 3. Centres and Corridors Literature Review and Case Studies:** In January 2018 staff presented a Literature Review and set of Case Studies prepared by Dr. Ray Tomalty on the topic of Growth Centres and Corridors (Reference 7). Some of the key themes emerging from this research were:

- Recognition that, in general, corridors especially multi-jurisdictional corridors, are more challenging to implement than centres;
- Evidence supporting the further differentiation of centre and corridor types based on size, function, context, and level of development priority;
- Evidence supporting the need for the integration of quantifiable designation criteria and specific targets for centres and corridors; and
- Recognition of the power of tying funding or other financial incentives to regional centre and corridor overlays.

**Activity 5. Urban Centre and FTDA Knowledge Sharing Series:** Through the course of 2018, staff worked with municipal staff to coordinate an “Urban Centre and FTDA Knowledge Sharing Series” comprising a series of walking tours of different successful Urban Centres and FTDAs throughout the region (Reference 8). Walking tours were conducted in the following areas: Brentwood Municipal Town Centre, Burquitlam FTDA, 22nd Street Station FTDA, Surrey Metro Centre, and Cambie Corridor.
FTDAs. These tours highlighted key themes that were identified in Phase 1 and proven strategies for addressing those challenges. Participants included TransLink, health authority, and municipal planning staff. Themes emerging from the series include:

- Some FTDAs are emerging more as “SkyTrain station area” planning areas, rather than corridor-shaped growth overlays. This suggests the need for a more nuanced set of FTDA options that reflect the different kinds of transit service options in this region.
- Several communities emphasized the importance of reducing block size and improving intersection density in Urban Centres and FTDAs as a strategy to convert older suburban shopping centres to more walkable, urban communities. Block size and intersection density are measurable and proven indicators that could be incorporated into the regional growth framework to better support active and sustainable transportation behaviours.
- All of the tours emphasized the role of community amenities to support both the development of livable higher density communities as well the development of community support for growth. However, it is clear that not all types of community amenities are showing up equally. This suggest a need for a stronger alignment between regional complete community policies and the growth framework.

**Activity 6: Stakeholder Engagement:** In November 2018, staff presented the Growth Framework Background Paper to support stakeholder engagement activities during early 2019 (Reference 9). Engagement activities included workshops with members of the Regional Planning Advisory Committee (RPAC), TransLink staff, and Metro Vancouver utilities staff:

- **TransLink Workshop and Other Feedback:** On April 8, 2019, staff hosted a workshop for TransLink staff on the topic of Urban Centres and FTDAs. Themes emerging from that workshop include:
  - Significant interest in targets for centres. Targets are an important link between transit planning and land use planning and the more specific and nuanced they are the better. However, there is a need for more clarity between the Metro 2040 projections, targets, and estimates.
  - Strong support to continue using the FTN as a framework for organizing and focusing growth as well as transit service planning.
  - It was suggested that all areas along the entire FTN (within a specified buffer) should be identified as a growth overlay and then request municipalities to “opt-out” specific areas that are not appropriate for transit-oriented growth. This would address the slow and inconsistent identification of FTDAs by requiring municipalities to “opt out” instead of “opt in.”
  - It was suggested that new mobility may change the nature of public transit-planning agencies and that a long-range growth plan would need to be cognizant of the potential of fixed-route bus service being replaced by other on-demand services over time.
  - In discussions and correspondence outside of the workshop, TransLink staff provided the following feedback:
Having defined urban centres is very important for helping TransLink prioritize transit, cycling, and walking investments.

The approach for defining Local Centres has been inconsistent and requires updating.

The rationale for how Urban Centre and FTDA boundaries are defined is unclear for TransLink staff and seems to have limited relationship to transit-service catchment. TransLink identified how having major transit hubs excluded from growth overlays is problematic for planning and monitoring. Going forward it would be helpful for local governments to provide a rationale for the Urban Centre or FTDA boundaries they select.

RPAC Workshop: On April 12, 2019, staff hosted a workshop with RPAC members focused on reviewing existing Metro 2040 policy language related to Urban Centres and FTDAs and identifying opportunities to improve it. Feedback from RPAC members included:

- There is no need for any changes related to the Metro Centres.
- When it comes to Regional City Centres, Metro 2050 should emphasize the importance of sub-regional scale amenities and services, rail-based rapid transit, the protection and creation of jobs, the creation of affordable housing, the need for updated centre area plans, senior government commitment to siting employment in Regional City Centres, and a quantifiable jobs-to-residents ratio. Participants questioned the need for office development expectations and supporting continued industrial uses.
- When it comes to Municipal Town Centres, Metro 2050 should emphasize further differentiating linkages to regional services by centre type; including MVHC services as an expectation of regional services; and including quantifiable minimums such as jobs-to-residents ratio, a minimum residential density, and a target housing tenure and affordability mix. There was also interest in having more than one Municipal Town Centre per municipality. Participants questioned the need for parcel based maps of Municipal Town Centres and the need to identify goods movement routes to, from, and within Urban Centres and FTDAs in RCSs.
- When it comes to FTDAs, Metro 2050 should emphasize creating greater linkages to transit services including eligibility for TransLink cost-share programs, higher densities and a mix of uses, requiring FTDAs to be more urban, smaller FTDAs, quantifiable 6 Ds (Destinations, Distance, Design, Density, Diversity, and Demand Management) expectations, the expectation for focused growth. Participants requested the clarification between the role of FTDAs and the FTN. Participants also questioned whether UBC should be an FTDA, the need for district energy systems in FTDAs, the presence of industrial lands in FTDAs, current requirements for parks and greenspace in FTDAs, and whether FTDAs risk fueling speculation.

Utilities Workshop: On July 23, 2019 Regional Planning staff held a workshop with staff from Metro Vancouver’s utilities departments (Liquid Waste and Water Services) to provide an overview of the Policy Review, and to provide an opportunity for input. Overall, the input participants provided focused on the importance of receiving more and better information...
from member jurisdictions about the location, scale and phasing of future growth to allow for better planning of major infrastructure upgrades. A challenge in this regard is that Metro Vancouver Utilities are planning at longer timeframes than both the regional growth strategy and official community plans (100-year infrastructure cycles vs 30 year plans). Participants suggested that member jurisdictions provide the region with regular updates about future population and land use distribution, relative change, and speed of change / growth for time frames longer than the regional growth strategy. Utilities planners would like growth information for areas inside and outside of Urban Centres and FTDAs. There is also a need for more information about growth planned for First Nations lands.

**Activity 7. Policy Directions:** At its July 2019 meeting, RPAC received fifteen possible “policy directions” for the Urban Centre and FTDA policy review for consideration (Reference 10). These policy directions represented concept-level opportunities for enhancing the regional growth strategy. A summary of stakeholder feedback is listed below.

- **RPAC Feedback:** Seven RPAC members provided detailed written feedback on the policy directions. Most expressed general support for most of the directions and provided helpful considerations for strengthening the concept. The most concern coalesced around policy directions for refining and imposing growth targets, phasing growth, and sharing long-term growth concepts. Members suggested that some of these policies could be limited by the fact that political priorities and the development market are unpredictable and can shift. Members had some reservations about adding a new centre type(s), questioning whether it would be redundant. Members also cautioned against being too prescriptive when it comes to local planning activities.

- **TransLink Feedback:** Participants were generally supportive of the fifteen policy directions. TransLink staff recommended tying new criteria for Urban Centres and FTDAs to the TransLink Service Guidelines and the “6Ds of Transit Oriented Communities” wherever possible. TransLink staff also recommended removing the “Local Centres” reference from the regional growth strategy or make it a more standardized and useful concept. TransLink staff cautioned that adding new centre types and refining the growth targets may add complexity and an additional administrative burden. There was also discussion of whether emphasizing growth in RapidBus (formerly B-Line) corridors could have the unintended consequence of impacting speed and reliability goals.

- **Metro Vancouver Utilities Feedback:** Utilities staff suggested that it would be helpful for Metro Vancouver to report on the rate of growth in different Urban Centres and FTDAs. Staff also suggested that infrastructure efficiency should be emphasized as a goal of the growth framework, recognizing that higher density housing types have lower per capita water consumption. Utilities staff also pointed out that none of these policy directions address the outstanding issue of inadequate growth projection information for lands outside member jurisdiction.
• **Metro 2040 Climate and Natural Hazards Policy Review Feedback:** To provide a “climate lens” on this policy review, the Climate and Natural Hazards Policy Review team reviewed and provided comments on the Urban Centre and FTDA Policy Directions. Some of the suggestions included:
  - Limiting growth in areas at risk of flooding, earthquake, and other hazards by tying the growth framework to known flood risk and earthquake risk maps.
  - Including general policy language related to protecting and enhancing Sensitive Ecosystems in Urban Centres and FTDAs.
  - Including general policy language related to green infrastructure in Urban Centres and FTDAs.
  - Adding policies that support the reduction of Vehicle Kilometres Travelled and Greenhouse Gas Emissions including limiting new growth in areas with low regional accessibility and low walkability and focusing growth in areas with high regional accessibility and high walkability.
  - Including general policy language requiring shaded transit stop amenities along the FTN to support extreme heat resiliency.

**Activity 8. Urban Centre and FTDA Data Profiles and Growth:** In the fall of 2019, staff analysed Urban Centre and FTDA performance against the Metro 2040 regional growth targets. This was an interim update on progress towards the targets for 2006 to 2016 (recognizing that the targets are set for growth between 2006 and 2041). The results of the analysis found that the region is on target for achieving its Urban Centre residential growth targets (40.25% of regional dwelling unit growth took place in Urban Centres as compared to a target of 40%) but below target when it comes to job growth in Urban Centres (14.61% of new jobs are in Urban Centres as compared to a target of 50%). 2.66% of dwelling unit growth took place in FTDAs and 3.38% of new jobs are in FTDAs – however, it was noted that these numbers do not reflect growth that has taken place along the FTN in areas that are not identified as an FTDA. This revealed an important gap in the region’s understanding and measurement of the extent of transit-oriented growth.

**RECOMMENDATIONS**

The following high-level changes to the regional growth framework are recommended:

1. Update Centre and FTDA typology
2. Update and refine regional targets – 2006-2051
3. Introduce requirements / criteria for consideration of Urban Centre or FTDA reclassification
4. Update Urban Centre and FTDA policies
5. Integrate Frequent Transit Corridor Network Geography (FTCN)

Recommendations are described in detail below.
Recommendation #1: Update Centre and FTDA Typology

Staff recommend updating the Centre Typology in Metro 2050 according to Table 2: Proposed Metro 2050 Centre Typology below. This updated centre typology would include the following:

- **Divide the Municipal Town Centre overlay into two subtypes:**
  - **Standard Municipal Town Centre:** All existing Municipal Town Centres would initially be considered “Standard Municipal Town Centres” until a reclassification was initiated by a member jurisdiction through a Type 3 amendment to the regional growth strategy or Regional Context Statement update. The Standard Municipal Town Centre centre type is the municipal hub of activity (location for community centres, municipal hall, libraries etc.) and is expected to accommodate dwelling unit and employment growth.
  - **High Growth Municipal Town Centre:** The High Growth Municipal Town Centre centre type would be expected to accommodate higher levels of both residential and employment growth but not be expected to be the primary municipal hub of activity. Only existing Standard Municipal Town Centres would be eligible for reclassification this centre type and only if they met certain criteria including a high degree of regional accessibility (i.e. the ability to reach a high number of destinations in under a certain amount of time on transit¹), low risk of flooding and other natural hazards, and have existing high-capacity transit service (i.e. SkyTrain).

- **Divide the Frequent Transit Development Area overlay into two subtypes:** The FTDA tool would be divided into different sub-types scaled to reflect the level of transit service that is currently operating. These categories would be:
  - **Station Area FTDA:** Located up to 1200m from an existing SkyTrain or RapidBus station; and
  - **Corridor FTDA:** Located up to 800m from the Frequent Transit Network served by bus.

Existing FTDA would be encouraged to reclassify if they qualify for one of the new subtypes, but could also be ‘grandfathered’ into the new typology.

- **Add criteria defining the general expectations, function, and locations of each centre type and subtype:** Table 2 below includes new criteria to help distinguish the characteristics, function, and optimal locations for each centre type and subtype. These criteria help to clarify what makes the centres within a type or subtype similar but also helps to explain why they are different and recognizes the local context influencing the character and scale of development.

- **Quantifiable Activity Density Criteria:** In addition to qualitative criteria mentioned above, a new measure of “activity density” has been added to the centre typology: Jobs+People / hectare. This measure recognizes that while centres are intended to be mixed use, some centres are accommodating primarily employment growth and others are accommodating

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¹ Regional Accessibility to be further defined through the development of Metro 2050
primarily residential growth and neither is more or less important. By measuring people instead of dwelling units it also recognizes that housing units do not ride transit, people do. The centre typology includes general ranges for expected density levels for each centre type. This measure is currently used by TransLink to guide transit service levels (2018 Transit Service Guidelines) and by incorporating it into the centre typology in Metro 2050 the transit service expectations and the growth and density targets for urban centres can be more closely aligned.

TABLE 2 Updated Centre Typology

<table>
<thead>
<tr>
<th>Centre Type</th>
<th>General Expectations</th>
<th>Function</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Growth Overlays</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frequent Transit Development Area - All</td>
<td>Locations for transit-oriented employment and/or housing growth located along the Frequent Transit Corridor Network. Walkable and bikeable urban design. Managed parking supply. Transit priority measures. Provides appropriate noise, vibration, and air quality buffers separating residential uses from transit corridors.</td>
<td>Location for transit-oriented development forms Location for employment Location for affordable rental housing.</td>
<td>Located in FTCN</td>
</tr>
<tr>
<td>Corridor Frequent Transit Development Area</td>
<td>35-100 Jobs+People/hectare Linear shaped.</td>
<td>Support frequent transit service. Location for mid-range densities and missing middle housing forms. Location for affordable housing. Support bus-based frequent and rapid transit.</td>
<td>Up to 800m from the FTN Along a corridor identified in an investment plan for frequent bus</td>
</tr>
<tr>
<td>Station Area Frequent Transit Development Area</td>
<td>Restricted parking supply 60-350 Jobs+People/hectare Nodal shaped.</td>
<td>Location for office employment. Accommodate significant residential and employment growth. Support high-capacity rapid and frequent transit.</td>
<td>Up to 1200m from an existing SkyTrain or RapidBus Station or a station that has been identified in an approved investment plan</td>
</tr>
<tr>
<td>Urban Centre - All</td>
<td>Complete communities with a balanced mix of housing,</td>
<td>Accommodate 40% of regional residential and 50%</td>
<td>Located along the FTN</td>
</tr>
<tr>
<td>Category</td>
<td>Description</td>
<td>Type of Location</td>
<td>Notes</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Standard Municipal Town Centre</td>
<td>Municipally-serving shops, services, uses, and amenities.</td>
<td>Centre of activity for a municipality. Accommodate municipal growth.</td>
<td>Any location on the Frequent Transit Network.</td>
</tr>
<tr>
<td></td>
<td>Medium to high density residential uses.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>20-150 Jobs+People/hectare.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Growth Municipal Town Centre</td>
<td>Previously a Standard Municipal Town Centre. High Regional Accessibility.</td>
<td>Locations for significant levels of regional employment and residential growth.</td>
<td>Maximum 1200m from a SkyTrain station. Locations with high regional accessibility scores (can reach over 16 other major regional destinations in under 45 min on transit during morning rush hour). Located in areas that are not at risk from natural or climate-related risks or hazards.</td>
</tr>
<tr>
<td></td>
<td>High density residential uses.</td>
<td></td>
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<tr>
<td></td>
<td>Commercial uses.</td>
<td></td>
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<tr>
<td></td>
<td>Existing SkyTrain Transit Service.</td>
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<tr>
<td></td>
<td>60-200 Jobs+People/hectare.</td>
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<tr>
<td>Regional City Centre</td>
<td>Sub-region serving uses (hospital, post-secondary) Office uses.</td>
<td>Accommodate significant levels of residential and employment growth.</td>
<td>Any location on the Frequent Transit Network.</td>
</tr>
<tr>
<td></td>
<td>Existing frequent transit service.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>60-350 Jobs+People/hectare.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro Centre - Surrey</td>
<td>Existing SkyTrain Transit Service.</td>
<td>Centre of activity South of the Fraser River. Accommodate significant levels of regional employment and residential growth.</td>
<td>Surrey.</td>
</tr>
<tr>
<td></td>
<td>High degree of cycling connectivity and cycling network completeness.</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>High walkability index score.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Office uses.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Region-serving uses.

| Metro Centre - Vancouver | Existing SkyTrain Transit Service. High degree of cycling connectivity and cycling network completeness. High walkability index score Office uses. Region-serving uses. | The Region’s downtown Region-serving uses (arenas, entertainment district, central business district). Accommodate significant levels of regional employment and residential growth. | Vancouver |

How does this recommendation address the identified challenges?

This recommendation provides additional nuance to the centre typology by adding centre subtypes addressing the concern that there is a significant variety across the region within each centre type. Another way to think about this, is the additional subtypes provide a category for Urban Centres and Frequent Transit Development Areas that may have evolved / grown past the original category and are no longer a good fit. It also helps to strengthen the relationship between land use and transportation planning by bringing in a Jobs+People / hectare criteria which is also used by TransLink to set transit service levels. Bringing in the measure of regional accessibility to the new centre type also helps to address concerns about GHG emissions and natural hazard risk by encouraging additional levels of higher density growth in highly accessible parts of the region that are not at risk of natural hazards.

By dividing Frequent Transit Development Areas into two sub-types the relationship between transit service and FTDAs will be more clearly communicated and municipalities, in turn, will identify more FTDAs in transit-oriented locations on the FTN. This may also discourage the identification of FTDAs in inappropriate locations (i.e. too far to be walkable to the existing FTN) or as geographies that are inappropriately large (which disperses growth and activity).

Recommendation #2: Update and Refine Regional Targets – 2011-2051

Staff recommend undertaking future work to update and refine the regional targets. The updated regional targets would include the following:

- **Extending the employment and residential growth targets from 2011-2041 to 2011-2051:** *Metro 2040’s* targets were set using a combination of projections and planned capacity out to the year 2041. Updated targets would be set using a similar methodology which may be enhanced to align with other regional objectives. This updated methodology will involve projecting growth anticipated to Urban Centres and along the Frequent Transit Network and the future FTN at a conceptual level. Metro Vancouver is currently undertaking an update to the projections methodology as well as some carbon neutral policy modelling that will help to inform this work.

- **Refining the targets:** Currently the growth targets are set by centre type. It is recommended that these be further refined to the municipal or sub-regional level. This will support transit service planning and utility service planning.

- **Add other targets:** It is recommended that targets be set by centre type for other measures such as activity density (Jobs+People / hectare), rental housing unit growth, intersection
density, and others to be determined. This supports other regional objectives and recognizes that Urban Centres and FTDAs are intended to be complete communities with other values in addition to locations to accommodate growth. The addition of targets related to rental housing units and intersection density better supports the integration of the regional growth strategy with TransLink’s 6 Ds (i.e. Destinations, Distance, Design, Density, Diversity, and Demand Management).

**Update the Performance Monitoring Implementation Guideline:** Update the Performance Monitoring Implementation Guideline to document the geographies that will be used to measure and evaluate performance towards the targets to provide greater clarity. Consider using different geographies for monitoring vs. evaluating performance against the targets.

The recommendation is to undertake the analysis required to update the targets over the course of 2020. Draft targets may be incorporated into the draft of *Metro 2050* or may be incorporated as a future amendment.

**How does this recommendation address the identified challenges?**

The recommendation addresses the identified challenge of the growth expectations for centres and FTDAs being unclear; in *Metro 2040* the targets are rolled up to a region-wide target which does not help municipalities understand the role each individual centre plays in accommodating regional growth. Municipalities are directed to set growth projections for Urban Centres and FTDAs, but only a limited number of member jurisdictions have set dwelling unit and job projections for these geographies in Regional Context Statements.

This recommendation also emphasizes the region’s objective of supporting transit ridership through the development of transit-supportive communities as defined through the 6 Ds. By expanding the centre targets to support the other determinants of transit ridership, land use and transportation are more aligned. This also reinforces the *Metro 2040* GHG reduction targets.

**Recommendation #3: Introduce Requirements / Criteria for Consideration of Centre Type Reclassification**

Staff recommend the following framework to guide the reclassification of centre type.

- Only existing Urban Centres or Frequent Transit Development Areas could be considered for reclassification to a different centre type.
- Metro Vancouver would only consider an application for reclassification if the applicable required criteria in Table 3 are met.
- Reclassification of an Urban Centre or Frequent Transit Development Area type would likely be considered a Type 3 Amendment to the regional growth strategy. Further work will be required to identify amendment type triggers to align the degree of change with the appropriate amendment process.
- New Urban Centres (where no growth overlay existed prior) would continue to require a Type 2 Amendment while new Frequent Transit Development Area (FTDAs) continue to be a Type 3 Amendment (both status quo in *Metro 2040*).
- Written TransLink support is required in advance of any Urban Centre reclassification.

<table>
<thead>
<tr>
<th>Centre Type</th>
<th>Required Criteria for a new Urban Centre or Urban Centre reclassification</th>
</tr>
</thead>
<tbody>
<tr>
<td>In order to become...</td>
<td>The area must...</td>
</tr>
<tr>
<td><strong>Frequent Transit Development Area - All</strong></td>
<td>Located in Frequent Transit Corridor Network (FTCN)</td>
</tr>
<tr>
<td></td>
<td>Existing transit service that has 15 min (or better) frequencies all day, every day</td>
</tr>
<tr>
<td></td>
<td>Policies supportive of sidewalk and cycling network connectivity</td>
</tr>
<tr>
<td></td>
<td>Policies supportive of managed parking supply</td>
</tr>
<tr>
<td></td>
<td>Not in a known hazard area</td>
</tr>
<tr>
<td></td>
<td>OCP Land Use Map and policies supportive of residential and/or employment growth</td>
</tr>
<tr>
<td></td>
<td>Topography is supportive of underground parking (no flood risk)</td>
</tr>
<tr>
<td><strong>Corridor FTDA</strong></td>
<td>Located on the 2019 FTN</td>
</tr>
<tr>
<td></td>
<td>Located up to 800m from the FTN</td>
</tr>
<tr>
<td></td>
<td>Linear Shaped</td>
</tr>
<tr>
<td><strong>Station Area FTDA</strong></td>
<td>Located on the 2016 FTN</td>
</tr>
<tr>
<td></td>
<td>Located up to 1200m from an existing SkyTrain or RapidBus station</td>
</tr>
<tr>
<td><strong>Urban Centre - All</strong></td>
<td>Located on the 2016 FTN</td>
</tr>
<tr>
<td></td>
<td>Not in a known hazard area</td>
</tr>
<tr>
<td></td>
<td>OCP Land Use Map and policies supportive of residential and employment growth</td>
</tr>
<tr>
<td></td>
<td>Topography is supportive of underground parking (no flood risk)</td>
</tr>
<tr>
<td><strong>Standard Municipal Town Centre</strong></td>
<td>Evidence that the area is a primary hub of activity within a municipality</td>
</tr>
<tr>
<td></td>
<td>Minimum of 100 Jobs+People / hectare</td>
</tr>
<tr>
<td></td>
<td>Minimum area of 40 hectares</td>
</tr>
<tr>
<td><strong>High Growth Municipal Town Centre</strong></td>
<td>Existing SkyTrain service</td>
</tr>
<tr>
<td></td>
<td>High Regional Accessibility Score</td>
</tr>
<tr>
<td></td>
<td>Not in a known hazard area</td>
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<tr>
<td></td>
<td>Minimum 100 Jobs+People / hectare</td>
</tr>
<tr>
<td></td>
<td>Formerly a Municipal Town Centre A or FTDA</td>
</tr>
<tr>
<td></td>
<td>Minimum area of 40 hectares</td>
</tr>
<tr>
<td><strong>Regional City Centre</strong></td>
<td>Evidence that the centre is the primary hub of activity for a subregion</td>
</tr>
<tr>
<td></td>
<td>Formerly a Municipal Town Centre or “New Centre Type (to be named)”</td>
</tr>
<tr>
<td></td>
<td>Not in a known hazard area</td>
</tr>
<tr>
<td></td>
<td>Minimum 100 Jobs+People / hectare</td>
</tr>
<tr>
<td></td>
<td>Minimum area of 160 hectares</td>
</tr>
<tr>
<td><strong>Metro Centre</strong></td>
<td>Existing SkyTrain service</td>
</tr>
<tr>
<td></td>
<td>High degree of cycling connectivity and cycling network completeness</td>
</tr>
<tr>
<td></td>
<td>High walkability index score</td>
</tr>
<tr>
<td></td>
<td>Not in a known hazard area</td>
</tr>
<tr>
<td></td>
<td>Region-serving uses</td>
</tr>
<tr>
<td></td>
<td>Formerly a Regional City Centre</td>
</tr>
</tbody>
</table>
How does this recommendation address the identified challenges?
A majority of stakeholders articulated a need to better distinguish the different centre types from each other. Staff recognized the need to create better differentiation while also acknowledging that the region must not impose a change in centre type on an existing centre. Therefore, a pathway to reclassifying centre types is required to allow member jurisdictions to initiate any changes to a centre that will help existing centres to conform to the new growth structure. The intention is to allow centres to change type so that the centres within each centre type have less variability between them and recognizing that areas and a member jurisdiction’s development priorities can change over time. The above framework for reclassifying centre types is also structured to promote transit-oriented development and resiliency. The intent is to set clear standards for reclassification to avoid the over proliferation of centres and the watering down of the centre type and clarity of purpose.

The standards have also been defined using a ‘climate lens’, in that a reclassification from Municipal Town Centre or FTDA to the Standard Municipal Town Centre would need to demonstrate that the area has a high Regional Accessibility Score (details to be determined), and that it is not in a known hazard area. The working planning principle is that new growth should not contribute to increasing the region’s GHG emissions by increasing Vehicle Kilometres Travelled, nor should new growth be encouraged in locations at risk of flooding, sea-level rise, or other natural hazards both because they cannot accommodate underground parking and because they put people and infrastructure at risk.

These policies also support improved coordination with regional services and utilities by better aligning the existing activity densities (jobs+people / hectare) with the identified centre type thereby creating a clearer signal to TransLink and Metro Vancouver utility planners what level of demand exists and will exist in the areas going forward.

Recommendation #4: Update Urban Centre and FTDA Policies
Staff recommend the addition of the following Urban Centre and FTDA policies.

Possible Actions for Member Jurisdictions – Under Consideration for Metro 2050
- Develop RCSs that:
  - Include an Official Community Plan (OCP) Land Use map consistent with Metro 2050 including land use designations for Urban Centres and FTDAs that are supportive of transit-oriented growth, employment, and affordable housing. This includes limiting the proportion of the area within an Urban Centre or FTDA designated for single detached housing and highway-oriented commercial forms of development.
  - Define “non-residential major trip generating uses” to include, but not be limited to: office or business parks, large-format or retailers, post-secondary institutions, and any public-serving health facilities owned by a Health Authority. Non-residential major Trip generating uses are excluded from areas outside of Urban Centres and FTDAs (Metro 2040 1.2.6.d.iv).
  - Consider the identification of appropriate lands for new affordable housing, particularly rental units, prior to transit service investments and support partnerships to build new affordable housing in transit-oriented locations, develop policy to protect and / or replace existing affordable rental housing, and develop policy to mitigate the displacement of existing renters.
Consider where appropriate speed and reliability measures that prioritize transit service along the FTN, particularly RapidBus corridors.

Consider buffers and/or additional air quality, noise, and vibration mitigation strategies for new buildings within 250m of the Major Road Network, as well as Provincial and Federal highways.

Require additional risk management strategies in locations at risk of sea-level rise, flooding, or other natural hazards.

Support the provision of child care spaces in Urban Centres, FTDAs, and appropriate locations along the FTN.

Support the use of green infrastructure in Urban Centres, FTDAs, and appropriate locations along the FTN.

Consider climate adaptation and resiliency strategies for new infrastructure in Urban Centres and FTDAs.

Consider strategies to manage the supply of private vehicle parking in new apartment buildings.

Consider strategies to improve bicycle parking standards in apartments, workplaces, and other new buildings.

Support the development of a tenant protection and relocation policy and or bylaws.

Set out dwelling unit and employment growth targets for each Urban Centre and FTDA.

Target a minimum of 1/3 of total municipal residential and employment growth for Urban Centres and FTDAs.

Include policies supporting long-term growth and transportation planning coordination with neighbouring municipalities and First Nations for RapidBus corridors that run through two or more adjacent municipalities or First Nations communities.

Include policies that define how the member jurisdiction shall inform Metro Vancouver utilities (Liquid Waste, Water Services, Solid Waste Services) of the scale, phasing and locations of planned growth (in Urban Centres, FTDAs, and elsewhere) to support coordinated and right-sized utility upgrades.

Consider whether the identification of an FTDA is appropriate in the following situations:

- During an Area Planning Process
- During a Neighbourhood Planning Process
- During a Master Planning Process
- When planning for areas in a Comprehensive Development Zone
- During an Official Community Plan Update

Possible Actions for Metro Vancouver - Under Consideration for Metro 2050

- In partnership with TransLink and member jurisdictions, continue to conduct corridor studies to support coordinated long-term growth planning in corridors where a RapidBus has been identified in a TransLink investment plan and where a corridor passes through more than one member jurisdiction.
• Update the FTDA Implementation Guideline and prepare a Corridor Planning Implementation Guideline and a Station Area Planning Implementation Guideline to support local government implementation of Metro 2050. Include a list of benefits of identifying FTDAs including:
  o Candidacy for TransLink walking and cycling infrastructure funding programs.
  o Potential for additional stop amenity standards over and above regular service areas.
• Not accept the identification of FTDAs that are over 1200m away from the current FTN.
• Not accept the identification of FTDAs that are in known flood hazard areas or areas known to be at risk of natural hazards.
• Not accept the reclassification of Urban Centres or FTDAs in any areas that are in known flood hazard areas or areas known to be at risk of natural hazards.
• Advocate to the provincial and federal governments to support the further coordination of growth, land use, and transportation planning at the regional scale through legislation, regulations, partnerships, plans, and grant programs.
• Advocate to the Provincial and Federal governments to support the implementation of the growth framework by tying grant and other funding programs to the growth framework.
• Advocate to the Provincial and Federal Governments to support the implementation of the growth framework by directing provincial and federal public service employment locations and other non-residential trip-generators in the region (including but not limited to hospitals, post-secondary institutions, secondary schools, public-serving health care service facilities, and government-owned / funded affordable or supportive housing developments) to Urban Centres and appropriate areas along the FTN, especially identified FTDAs.
• Advocate to the Federal government to support community public health objectives by requiring the Port and Airport Authorities to measure, report, and manage noise, pollution, and vibration impacts on adjacent communities.
• Advocate that the Provincial Government in conjunction with local Health Authorities and TransLink develop guidance on appropriate setbacks and building standards along the Major Roads Network, railways, and Federal / Provincial Highways to minimize public exposure to:
  o Unhealthy levels of noise and vibration;
  o Common Air Contaminants.
• Conduct research and prepare a planning guidance document for member jurisdictions on the topic of supporting growth management in areas outside Urban Centres and FTDAs including the provision of “missing middle” housing forms.
• Not accept the identification of new Urban Centres where one did not exist prior unless:
  o It is on the current FTN;
  o Written support is provided by TransLink;
  o A market study has been conducted to show that the area has both regionally-significant levels of employment and residential growth market potential;
  o A parcel of land equivalent to (minimum) one quarter of the area to be identified as an Urban Centre that was previously designated General Urban is redesignated to Conservation & Recreation, Industrial, or Agricultural.

How does this recommendation address the identified challenges?
The above policy recommendations for Urban Centres and FTDAs represent a wide variety of actions for both member jurisdictions and Metro Vancouver and therefore address the identified challenges.
in a variety of ways. These policy recommendations help to further differentiate the centre types by more clearly stating what is expected in Urban Centres and FTDAs and which conditions must be met to allow for the identification or reclassification of Urban Centres and FTDAs.

These policy recommendations address some of the barriers and concerns identified by member jurisdictions that are creating challenges for the identification of FTDAs or the implementation of the vision of Urban Centres and FTDAs. For example, Metro Vancouver will be responsible for advocating to the Provincial and Federal Governments for support of the revised growth framework. Metro Vancouver will also be responsible for updating the Implementation Guidelines to support member jurisdiction planning efforts around Urban Centres and FTDAs.

Finally, these policy recommendations integrate some new and emerging policy issues such as the consideration of the provision of child care, green infrastructure, transit-oriented affordable housing, major regional infrastructure planning, and the impacts of climate change.

Recommendation #5: Integrate Frequent Transit Corridor Network Geography (FTCN)
Staff recommend the introduction of a new geography into the regional growth framework called the Frequent Transit Corridor Network (FTCN) to support the identification of more FTDAs in corridors and in a linear pattern in transit-oriented locations and to support growth monitoring in transit-oriented locations. It will not be used for target-setting or performance evaluation purposes.

The FTCN will be developed using the following methodology:
1. Starting with TransLink’s most current FTN, draw the following buffers:
   a. 1200m from existing SkyTrain Stations
   b. 1000m from RapidBus Stops
   c. 800m from RapidBus corridors
   d. 400m from all remaining frequent bus routes (FTN)

2. Remove from the above geography the following:
   a. Lands outside the Urban Containment Boundary,
   b. Lands with Agricultural, Conservation-Recreation, Industrial, or Rural regional land use designations,
   c. Parks and waterways,
   d. High hazard areas including known climate change-related risk areas (to be identified)
   e. Federal lands including First Nations Reserves, and
   f. Existing FTDAs and Urban Centres.

3. The resulting geography shall be called the Frequent Transit Corridor Network.

2 Where a Frequent Transit Corridor Study has taken place, Metro Vancouver, in coordination with affected member jurisdictions, may elect to use the custom corridor geography defined through the Corridor Study process.
**FTCN Function**
The FTCN will serve two functions:

**Support the Identification of** Frequent Transit Development Areas (FTDAs): Future Frequent Transit Development Areas of both subtypes (Station Areas and Corridors) may be identified inside the FTCN. FTDAs may be considered outside the FTCN only if the respective member jurisdiction provides sufficient evidence that the location is transit-oriented as well as provides written support from TransLink. In addition, Metro Vancouver must agree that the location is an appropriate area for regionally-significant growth.

**Monitor transit-oriented growth:** The FTCN will be used to monitor transit-oriented residential and employment growth along the FTN. A custom data order will be submitted to Statistics Canada following each Census and the residential and employment growth in this geography will be reported through Metro Vancouver’s committees and other reporting structures. The growth will be reported as the proportion of the region’s total residential and employment growth that is taking place within the FTCN. No growth targets will be set for this geography. Growth monitoring in this geography will be done in addition to monitoring growth associated with the Urban Centre growth targets. Improvements to target-setting approaches are described under Recommendation 2.

**Updating the FTCN**
The FTCN will be updated periodically (3-5 years) to reflect TransLink’s updates to the FTN. This will require more iterative planning between TransLink, Metro Vancouver, and member jurisdictions but will support a stronger degree of integration of land use, growth, and transportation planning. Iterative updates to the FTCN geography are consistent with iterative updates to the boundaries of the Urban Centres and FTDAs which are regularly adjusted by member jurisdictions.

**How does this recommendation address the identified challenges?**
This policy recommendation is intended to address the challenge of FTDAs slowing and inconsistently across the region. By defining a clear baseline geography, the FTCN makes it easier to understand the range of locations where FTDAs could potentially be identified. This geography will serve as a visual guide that will help member jurisdictions identify new FTDAs. It will also serve as an important communication tool to help clarify the intention, expectations, function, and benefits of FTDAs. This will help deter the identification of FTDAs that fall outside the current FTN, thereby discouraging the creation of new auto-dependent, higher-density neighbourhoods.

This recommendation also helps the region observe how much new growth is taking place in appropriate transit-oriented locations. This circumvents the issue of Frequent Transit Development Areas taking time to identify (Metro Vancouver recognizes the considerable community engagement and policy work required to identify an FTDA) and allows Metro Vancouver to monitor and report on transit-oriented growth on a regular basis.
BENEFITS AND LIMITATIONS OF RECOMMENDED CHANGES

Benefits
While the fundamental principles of the Metro Vancouver growth framework remain largely unchanged, the five recommendations above will provide the following benefits:

1. **Additional differentiation:** By dividing Municipal Town Centres and Frequent Transit Development Areas (FTDAs) into two subtypes each the degree of variety within a centre type will be reduced. The addition of new criteria will also help to further differentiate the centre types while recognizing the unique municipal context of each Urban Centre and Frequent Transit Development Area.

2. **Specifying growth expectations:** By refining the growth targets to include sub-regional or municipal-level growth targets for Frequent Transit Development Areas and Urban Centres, the growth expectations for each community is made more clear and more reflective of the unique context of each member jurisdiction.

3. **Additional integration with regional transportation planning:** Using the Jobs+People/hectare metric as a defining component of the growth framework helps to more closely align the strategies of *Metro 2050* to TransLink’s Transit Service Guidelines, thereby improving the integration of land use and transportation planning in the region and helping to set clearer expectations for the level of growth expected in the different centre types.

4. **Clarifying the Transit Community (FTDA) tool:** Integrating the Frequent Transit Corridor Network geography into *Metro 2050* will help signal to member jurisdictions the preferred locations for new Transit Community to better encourage transit-oriented growth in the region. It will also help support more useful growth monitoring, allowing staff to understand the rate of regional growth taking place in transit-oriented locations regardless of a Transit Community being identified.

5. **Climate action:** With the addition of regional accessibility measures the updated growth framework will better support focusing growth in areas with a high degree of transit accessibility which in turn will support reduced trip length (Vehicle Kilometres Travelled) and reduced GHG emissions. With the addition of the climate hazard mapping as criteria for centre type reclassification, the region will support adaptive growth planning, guiding growth away from areas that are at higher risk of climate-related natural disasters.

Limitations
Some of the policy directions that were originally explored have been removed from the list of final recommendations due to concerns from stakeholders or because staff came to realize that the policy was not practical or it could not be implemented. This includes the idea of further defining Local Centres and encouraging phased growth planning in each member jurisdiction. Updating, expanding, and refining the targets in *Metro 2050* is contingent on regional growth analytics work and projections modelling that has yet to be conducted by Metro Vancouver and so the extent of outcomes are undetermined at this point.
NEXT STEPS

Feedback
Member jurisdiction feedback on these recommendations will be considered by Metro Vancouver in the development of policy wording recommendations that will go forward to the MVRD Board.

Additional Analysis
Additional analysis is required to fully develop the policy recommendations above. Progress on this analysis will be brought to RPAC and the Regional Planning Committee periodically for review. This additional analysis includes:

1. **Updated growth projections**: Metro Vancouver’s updated growth projections are required as a first step towards updating the growth targets to 2050. This work will be done in partnership between Metro Vancouver’s Growth Management and Transportation team, Data Analytics team, TransLink, and member jurisdiction. Draft growth targets are anticipated for late 2020 but may take longer.

2. **Development of Regional Accessibility measures**: Regional Accessibility will be an important new component guiding the update to the centre typology, updated growth targets, and the new policies for centre type reclassification. This will involve spatial analysis of areas in the region with greater degrees of transit accessibility. This work is anticipated by mid-2020.

3. **GHG Modelling**: Regional Planning is partnering with the Metro Vancouver’s Air Quality and Climate Change Division to model potential policies alternatives to reduce GHG emissions in the region from the “Business as Planned” Scenario to a “Climate Neutral” Scenario. This work will explore the GHG impact of further focusing growth over and above what is targeted and will help to inform the update to the growth targets.

4. **Development of Climate Risk map(s)**: Spatial analysis of areas with higher degrees of climate change and natural hazard risk are required to guide the update to the centre typology, growth target update, reclassification policies, and new general policies. This work is anticipated by mid-2020.

5. **Application of a Social Equity Lens**: The second phase of the Social Equity in Regional Growth Management study will develop a ‘social equity lens’ that can be used to evaluate and ensure policies proposed for Metro 2050 do not aggravate social inequities. This work is anticipated for late 2020 or early 2021.
REFERENCES
1. "Update on the Review of Frequent Transit Development Areas and Urban Centres Review", dated, March 27, 2015
5. "Urban Centres and FTDA Review – Phase I Findings and next Steps", dated, April 18, 2017
6. "Urban Centre and FTDA Review Phase 2 Update and Request for Input", dated, October 6, 2017
7. "Centres and Corridors Literature Review and Case Studies", dated, January 2, 2018
8. "Urban Centre and FTDA Knowledge Sharing Series", dated, October 23, 2018
9. "Urban Centre and FTDA Review Update – Phase 2 Stakeholder Engagement", dated, October 24, 2018
Associated Research
Metro Vancouver Regional Planning staff led and partnered on a number of associated research studies that have important implications or lessons for the Urban Centre and FTDA Policy Review. These are summarized below.

**Long-Range Scenarios:** This project found that some of the emerging significant influences on regional growth and transportation include the impact of automation on employment, the impact of global trade on the economy, and the impact of climate change on the built and natural environments. Building in resiliency into the regional growth framework will help ensure that communities can adapt to the impact of potential external forces over time. This could include focusing growth away from flood and seismic risk areas, including strategies to adapt to extreme heat and rainfall, and increasing strategies for reducing GHG emissions.

**Apartment Parking Study:** This study found that for both rental and strata buildings, apartment parking supply is exceeding demand across the region. It also found that transit use is generally higher where apartment parking use is lower, especially in rental buildings. Finally, this study found that design and capacity of bicycle parking facilities in many apartments in the region is inadequate and does not meet the needs of residents. Implications for the Urban Centre and FTDA Policy Review include the need to revisit parking standards and maximums in new buildings close to the FTN, especially for rental and non-market buildings to more accurately reflect needs. In addition, there may be need for regional policy encouraging improved bicycle parking standards in new apartment buildings.

**Where Matters: Health and Economic Benefits of Where We Live:** This study quantified the relationship between built environment factors such as walkability and health outcomes (and the associated public costs of those health outcomes). The study found that improved walkability is associated with lower rates of many chronic diseases such as heart disease and diabetes. However, the study also found that in the most walkable places there tends to be higher rates of some mental health and respiratory conditions. The implications for this policy review include considering adding new policies for Urban Centres and FTDAs that encourage improving walkability through increased intersection density, land use mix, commercial floor area ratio, sidewalk completeness, and residential density. The findings correlating highly walkable neighbourhoods with some respiratory and mental health conditions also suggest that additional mitigation measures to address the impact of urban noise, pollution, isolation, and vibration are also required to support healthy higher density communities.

**Marine Main Frequent Transit Corridor Study:** This study modelled what level of transit service was achievable along the Marine–Main Corridor between the District of North Vancouver, the City of North Vancouver and the District of West Vancouver over the long term and will continue to monitor land use changes on this corridor to understand the relationship to the new RapidBus service. Some of the key findings of this study include:
Metro 2040 Urban Centre and Frequent Transit Development Area
Policy Review Recommendations
Summary Report

- It may be difficult to start the conversation about creating a new growth overlay geography before a neighbourhood planning process has taken place.
- Some municipalities are not ready to talk about removing street parking / parking lanes.
- Street right-of-way width is a key issue for accommodating speed and reliability requirements of RapidBus (relates to street parking availability and setback width).
- It can be difficult to get communities thinking about transit corridors as land beyond the street right-of-way.

**Lougheed Land Use and Monitoring Corridor Study:** This partnership looked at the long-term growth potential on the Lougheed corridor between Coquitlam RCC and Maple Ridge RCC in advance of the new RapidBus service implementation by TransLink. Some of the implications from the findings of this study include:
- Consider using custom geographies for FTDC target setting in next RGS instead of 400m from FTN and 800m from rapid transit.
- Defining Urban Centre types should consider floodplain risk.
- Urban Centres should be differentiated into “Urban Centres where growth is directed” and “Urban Centres expected to grow” and “Urban Centres expected to grow significantly.”
- Require policies to encourage inter-municipal corridor coordination in RCSs.
- Further differentiate the role of Urban Centres from corridors.

**Transit Oriented Affordable Housing Study:** Metro Vancouver and several study partners are working to better understand the opportunities and constraints for building new affordable rental housing in transit-oriented locations across the region. In 2017, the study partners examined the challenges and opportunities with building new affordable rental housing. In 2018-2019, the partners undertook detailed research about the effectiveness and applicability of specific policies and financial tools.

Possible policy applications for Urban Centres and FTDAs:
- Set out regional policy priority of equitable transit-oriented communities; one element of equity being affordable rental housing in transit locations.
- Incorporate / evolve the appropriate actions in Goal 4 of the *Regional Affordable Housing Strategy* (RAHS) into *Metro 2050* (for municipalities, TransLink, Province, Federal Government).
- Establish affordable rental housing supply targets in Urban Centres and along the Frequent Transit Network; requirement of Regional Context Statements.

Potential additional or enhancement of existing actions:
- Role of non-profit entities: evaluate their land holdings to look at opportunities to support affordable rental housing and potentially deploy them to support affordable rental housing development in transit locations.
- Role of Province: provide TransLink with a clear mandate to consider and support affordable rental housing through actions such as strategic land acquisition and deployment associated with transit infrastructure implementation.
- Role of TransLink:
Metro 2040 Urban Centre and Frequent Transit Development Area
Policy Review Recommendations
Summary Report

- broaden its real estate function to include the early strategic acquisition and disposition of transit-oriented lands to support affordable rental housing; seek out opportunities and partnerships to encourage new affordable rental housing in transit locations;
- update its Transit-Oriented Communities Guidelines to include equity and affordable rental housing elements;
- update its Adjacent and Integrated Development Project Consent Process Guide for Project Owners to design transit infrastructure in a way that creates opportunities for urban development integration and affordable rental housing;
- create a planning / technical service (in coordination with HousingHub and Metro Vancouver) to offer early corridor / station area / neighbourhood planning support to help municipalities and non-profit entities identify housing targets and lands in frequent transit corridors for affordable housing and other growth management objectives;
- Update the scope and requirements of the Area Transport Plans.

- Role of Metro Vancouver: create a planning / technical service (in coordination with HousingHub and TransLink) to offer early corridor / station area / neighbourhood planning support to help municipalities and non-profit entities identify housing targets and lands in frequent transit corridors for affordable housing and other growth management objectives.

- Role of municipalities (building on Goal 4g of RAHS)
  - Prepare plans or policy statements for station area shoulder areas and frequent transit corridors;
  - Conduct an analysis of lands owned by public sector and non-profit entities;
  - Designate areas for affordable housing.
To: Regional Parks Committee

From: David Leavers, Division Manager, Visitor and Operations Services, Regional Parks

Date: March 4, 2020

Subject: Contribution Agreement – Catching the Spirit 2019 Youth Society

RECOMMENDATION
That the MVRD Board approve the Contribution Agreement between the Metro Vancouver Regional District and the Catching the Spirit 2019 Youth Society for a three-year term commencing January 1, 2020 and ending December 31, 2022, with annual contributions of $75,000 per year.

EXECUTIVE SUMMARY
The Catching the Spirit 2019 Youth Society (CTS) is a newly formed non-profit organization with an independent Board of Directors created to assume the governance of the ‘Catching the Spirit’ Youth Program established in 2005 by the Catching the Spirit Youth Society (CTSYS). The CTS’s objectives are to provide opportunities for social and personal development contributing to the self-esteem, empowerment, citizenship, and leadership capabilities of youth, and contribute to the sustainability of regional parks by engaging youth in environmental and social responsibility.

The MVRD had a three-year Contribution Agreement with the former CTSYS for $75,000 annually, which expired at the end of 2019. A new Contribution Agreement (Attachment 1) between the MVRD and the new CTS is proposed for a three-year term, commencing January 1, 2020. This agreement includes status quo annual contribution funding of $75,000 for three years that results in a total contribution of $225,000.

PURPOSE
To seek MVRD Board approval to enter into a new three-year Contribution Agreement with the CTS (Attachment 1).

BACKGROUND
The Catching the Spirit Youth Program was established in 2005, to offer region-wide youth programs in Metro Vancouver’s regional parks in cooperation with park partners and the Pacific Parklands Foundation (PPF). Information about the program is available on the program website at www.catchingthespirit.com. Metro Vancouver has provided annual contribution funding to the CTSYS to offset core operating expenses.

The Catching the Spirit Youth Program provides the following services to Metro Vancouver:

- Meaningful and practical stewardship activities in our regional parks and local communities
- Partnership and strong networks with other community-based organizations that support or run youth programs;
• Provides outdoor recreation benefits for youth and supports their health, wellness and social well-being; and
• Educational experiences in regional parks complementing formal education programs.

2019 CTS Program Summary:

<table>
<thead>
<tr>
<th>Weekend Camps</th>
<th>Regional Park Locations</th>
<th>Total Participants</th>
</tr>
</thead>
</table>
| June to Aug 2019 | • Burnaby Lake  
• Capilano  
• Pacific Spirit  
• Tynehead | • 190 Campers  
• 36 Peer Leaders (volunteers)  
• 356 Camp spaces filled |

See ‘Snapshots from Catching the Spirit 2019’ (Attachment 2).

Metro Vancouver’s three-year Contribution Agreement with the CTSYS for $75,000 annually expired at the end of 2019.

Metro Vancouver’s alignment with this program is strategic given much of Regional Parks’ current programming focuses on younger children and families. Metro Vancouver’s support of the program helps us towards the Metro Vancouver Board Strategic Plan 2019-2022 goal 3.4 (Regional Parks Services) to “expand community involvement in stewardship programs with a special focus on youth.”

There is much work to do to increase the overall participation and % capacity in future years. Staff feel that a new governance model for the program will provide a more stable framework for program growth.

Catching the Spirit Youth Society – 2017-2019

Metro Vancouver was advised in 2018 that the CTSYS intended to dissolve as a society and that the Society was in negotiations with PPF regarding their potential assumption of governance and program leadership for the Catching the Spirit Youth Program.

At the CTSYS Board of Directors meeting held on September 11, 2018, their board passed a motion of intention to wind down the Society should the PPF agree to assume responsibility for the continuance of the program.

The PPF has since agreed to take on this responsibility, and negotiations with CTSYS continued throughout 2019, while the CTSYS oversaw the summer program under the terms of its Contribution Agreement with Metro Vancouver.

Pacific Parklands Foundation – Creation of CTS 2019 Youth Society

While in negotiations with the CTSYS, PPF board registered a new non-profit society with the Province of BC. This new society was legally named the CTS 2019 Youth Society. With an independent Board of Directors that share some of the same board members as the PPF, the new society has commenced meeting and planning for the assumption of the responsibility for the program in 2020. The new PPF
Executive Director has assumed day-to-day staff responsibility for the program. In the coming months, CTSYS will be dissolved and its assets will transfer to the new CTS to complete this transition that will provide stable leadership for the program going forward.

AGREEMENT TERMS AND CONDITIONS
The approved agreement template for contribution agreements has been utilized for this new proposed three-year term commencing January 1, 2020.

There is provision for early termination in the event of bankruptcy or if the funds are used in a manner contrary to the agreement or not in the public’s interest.

CTS will submit an annual report to the MVRD as per the terms of the agreement.

ALTERNATIVES
1. That the MVRD Board approve the Contribution Agreement between the Metro Vancouver Regional District and the Catching the Spirit 2019 Youth Society for a three-year term commencing January 1, 2020 and ending December 31, 2022, with annual contributions of $75,000 per year.

2. That the MVRD Board receive for information the report dated March 4, 2020, titled “Contribution Agreement – Catching the Spirit 2019 Youth Society” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS
If the MVRD Board approves Alternative 1, status quo funding of $75,000 will be payable in 2020, 2021 and 2022. This $75,000 contribution was approved in the 2020 Regional Parks budget. Funding is subject to annual approval by the MVRD Board.

CONCLUSION
The proposed three-year Contribution Agreement and annual funding with the new CTS will allow for the continuation and sustainability of the Catching the Spirit Youth Program. With a new society in place, a stabilized governance model, new efficiencies gained, a new Board of Directors, and new staff to oversee its operations and growth, the Catching the Spirit Youth Program is well positioned to seek new directions to impact even more young people from across the region in the years to come.

Attachments
1. Contribution Agreement 2020 – 2022, Between Metro Vancouver Regional District and the Contribution Agreement – Catching the Spirit 2019 Youth Society
2. Catching the Spirit Youth Society 2019 Snapshots (37423101)
CONTRIBUTION AGREEMENT

THIS AGREEMENT is made on January 1, 2020.

BETWEEN:

METRO VANCOUVER REGIONAL DISTRICT
4730 Kingsway, 21st Floor
Burnaby, BC
V5H 4G8

("MVRD")

AND:

Catching the Spirit 2019 YOUTH SOCIETY
4730 Kingsway, 21st Floor
Burnaby, BC
V5H 4G8

(the "CTS")

WHEREAS:

A. The CTS is a non-profit organization with an independent Board of Directors. One of the objects of the CTS is to develop leadership and social responsibility in youth through environmental awareness and stewardship, outdoor recreation and youth ownership;

B. The CTS has requested to receive, and MVRD has agreed to provide, funds to the CTS for a purpose beneficial to the community or an aspect of the community; and

C. Section 263(1) (c) of the Local Government Act provides that MVRD may provide assistance for the purpose of benefitting the community or any aspect of the community.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the premises, terms and conditions to be hereinafter contained (the receipt and sufficiency of which are hereby acknowledged), the parties hereto covenant and agree each with the other as follows:
1. **INTERPRETATION**

1.1. In this Agreement the following terms have the following meanings:

   “Agreement” means this agreement and the appended schedules.

   “Proposal” means the proposal put forth by the CTS to MVRD for funds for the specific purpose or service to be carried out by the CTS as set out in Schedule ‘A’ of the Agreement.

   “Services” means the services as set out in the Proposal.

2. **TERM**

2.1. The term of this Agreement will commence on January 1, 2020 and end on December 31, 2022 (the “Term”), unless otherwise terminated as provided herein.

3. **SERVICES**

3.1. The CTS will provide the Services: (i) in accordance with the terms of the Agreement, including the tasks and deliverables set out in Schedule ‘A’; (ii) in compliance with any applicable bylaws of MVRD and applicable legislation and regulations, and (iii) in a manner consistent with any applicable guidelines or policies provided by MVRD.

3.2. The CTS shall, at MVRD’s written request, provide all information and participation opportunities as required to enable MVRD to evaluate, using the criteria set out in Schedule B, the CTS’s provision of the Services.

3.3. MVRD must approve any changes to the Proposal or Services in writing prior to such changes being made during the Term.

4. **FUNDING AND PAYMENT**

4.1. MVRD will provide funds to support the CTS’s provision of the Services in the total amount of $225,000 (the “Funds”), in accordance with this section 4.

4.2. MVRD will pay the Funds, by cheque or such other payment mechanism as agreed to by the parties, in annual instalments by the following dates:

   (a) $75,000 by April 30, 2020;  
   (b) $75,000 by January 31, 2021; and  
   (c) $75,000 by January 31, 2022.

4.3. Payment of each instalment of the Funds is subject to MVRD being satisfied that the CTS will
perform the Services in accordance with the Proposal and all other requirements under the Agreement.

4.4. The CTS shall only use the Funds to provide the Services in accordance with the terms of this Agreement.

5. **REPORTING**

5.1. The CTS shall present an annual report to MVRD on or before January 31 of the year following the year in which each instalment of the Funds was received. The annual report shall include at a minimum:

(a) a summary of operating results showing revenues and expenditures to December 31 of the preceding year; and

(b) a brief narrative summary reviewing the goals, objectives and the results achieved for the year; including the challenges, program cancellations, and significant issues addressed.

6. **TAXES**

6.1. It is the CTS’s responsibility to determine whether or not it has to be registered for GST and/or PST purposes. The Funds include any GST and/or PST which may be payable by MVRD. Any liability for GST and/or PST required in respect of this Agreement will be the responsibility of the CTS.

7. **SEPARATE FUNDS AND FINANCIAL STATEMENTS**

7.1. The books of account of the CTS shall be kept in accordance with Generally Accepted Accounting Practices, and must be retained for six (6) years after the completion of the provision of the Services

8. **RIGHT OF AUDIT**

8.1. At any time, MVRD may give to the CTS written notice that it desires its representative to examine the books of account of the CTS, and the CTS shall produce for examination to such representative within ten (10) days after receipt of such notice, its books of account, and the said representative shall have a right of access to all records, documents, books, accounts and vouchers of the CTS and shall be entitled to require from the directors and officers of the CTS such information and explanations as, in his/her opinion, may be necessary to enable MVRD’s staff to report to the MVRD Board on the financial position of the CTS.
9. REPRESENTATIONS AND WARRANTIES

9.1. The CTS represents and warrants that:

(a) it has or will have secured all funding required to provide the Services;
(b) all information, statements, documents and reports furnished or submitted to MVRD in connection with this Agreement are and will remain materially true and correct;
(c) each of its employees and any contractors carrying out work in connection with the Services has the proper skill and training to perform the work in a competent and professional manner in accordance with industry standards;
(d) it is not in breach of any applicable laws and it has or will have, prior to commencing the Services, obtained all necessary licenses, permits, and approvals required for the Services by applicable laws;
(e) it is and will remain duly organized, validly existing, and in good standing under the laws of the jurisdiction in which it is organized; and
(f) it has the power and authority to enter into this Agreement and perform its obligations hereunder.

10. INDEMNITY AND RELEASE

10.1. The CTS shall indemnify and save harmless MVRD and its elected officials, employees, directors, officers, agents and contractors from and against all actions, causes of action, claims, liabilities, damages, losses, costs, legal fees, fees, fines, charges or expenses which MVRD may incur, be threatened by or be required to pay by reason of or arising out of the provision of the Services by the CTS, the CTS’s use of any facility where the Services are provided, the breach by the CTS of any term of this Agreement, or by the CTS’s contravention of any law, enactment or regulation of a federal, provincial or local government.

10.2. The CTS releases MVRD, its elected officials, directors, officers, employees, agents and contractors from and waives any claim, right, remedy, action, cause of action, loss, damage, expense, fee or liability which the CTS may have against any or all of them in respect of an act of MVRD in relation to this Agreement except insofar as such claim, right, remedy, action, cause of action, loss, damage, expense, fee or liability arises from the negligence of MVRD, its elected officials, directors, officers, employees, agents or contractors. MVRD’s liability under this Agreement will in no event exceed an amount equal to the Funds.

10.3. This section shall survive the expiry or early termination of this Agreement.

11. PUBLICATION AND COMMUNICATIONS

11.1. Except as specifically permitted under Section 11.2, neither party will use the logos or name of the other party, or the names of the other party’s staff, with respect to the Services or anything arising therefrom without the prior written consent of the other party, which
consent will not be unreasonably withheld or delayed.

11.2. The CTS will acknowledge the funding support and assistance of MVRD towards the Services in all publications, public announcements, presentations and other forms of release or communications relating to the Services, using the following statement or such other modified statement as provided or agreed to by MVRD:

“This program was funded with assistance from the Metro Vancouver Regional District”

12. INSURANCE

12.1. The CTS will obtain appropriate insurance coverage for the Services and will maintain such insurance coverage in full force and effect until the Services have been completed, and will provide evidence of such insurance coverage at MVRD’s request.

13. TERMINATION

13.1. MVRD may terminate this Agreement immediately without notice to the CTS should:

(a) the CTS makes changes to the Proposal or the Services without the prior approval of MVRD pursuant to Section 3.3;

(b) the CTS fail to perform any of its obligations under this Agreement and such failure continues beyond thirty (30) days from delivery by MVRD to the CTS of written notice specifying the failure and requiring remedy thereof;

(c) the CTS make an assignment in bankruptcy or is declared bankrupt; or

(d) MVRD, in its sole discretion, determine that any of the Funds are being used in a manner contrary to the Proposal or the public interest.

13.2. MVRD may terminate this Agreement upon giving six (6) months’ written notice to the CTS.

13.3. The CTS may terminate this Agreement upon giving thirty (30) days’ written notice to MVRD should the CTS, for any reason, be unable to meet its obligations with respect to the provision of the Services as set forth in this Agreement.

13.4. Upon early termination of this Agreement for any reason, the CTS shall immediately return any Funds that have not been spent on providing the Services and provide a full accounting of all Funds not returned.

14. NOTICE

14.1. Any notice required to be given under this Agreement will be deemed to be sufficiently given:

(a) if delivered at the time of delivery; and
(b) if mailed from any government post in the Province of British Columbia by prepaid registered mail addressed as follows:

To MVRD:

Director, Regional Parks
Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 4G8

To the CTS:

Board President
CTS 2019 Youth Society
c/o Pacific Parklands Foundation
4730 Kingsway, 21st Floor
Burnaby, BC V5H 4G8

14.2. Unless otherwise specified herein, any notice required to be given under this Agreement by any party will be deemed to have been given if mailed by prepaid registered mail or delivered to the address of the other party set forth above or at such other address as the other party may from time to time direct in writing, and any such notice will be deemed to have been received if mailed, seventy-two (72) hours after the time of mailing and if delivered, upon the date of delivery. If normal mail service is interrupted by strike, slow down, force majeure or other cause, then a notice sent by the impaired means of communication will not be deemed to be received until actually received, and the party sending the notice must utilize any other such services which have not been so interrupted or must deliver such notice in order to ensure prompt receipt thereof.

15. **TIME**

15.1. Time is of the essence in this Agreement.

16. **BINDING**

16.1. In consideration of being granted the Funds, the CTS agrees to be bound by the terms and conditions of this Agreement, and if the CTS represents a group or organization, the CTS agrees to inform all responsible persons associated with the group or organization of the terms and conditions of this Agreement.

17. **ASSIGNMENT**

17.1. The CTS may not assign this Agreement in whole or in part without the prior written consent
18. **ENUREMENT**

18.1. This Agreement will enure to the benefit of and be binding upon the parties hereto and their respective heirs, administrators, executors, successors and permitted assignees.

19. **RELATIONSHIP OF PARTIES**

19.1. No provision of this Agreement shall be construed to create a partnership or joint venture relationship, an employer-employee relationship, a landlord-tenant, or a principal-agent relationship.

20. **WAIVER**

20.1. The waiver by a party of any failure on the part of the other party to perform in accordance with any of the terms or conditions of this Agreement is not to be construed as a waiver of any future or continuing failure, whether similar or dissimilar.

21. **AMENDMENTS**

21.1. This Agreement may not be modified or amended except by the written agreement of the parties.

22. **WHOLE AGREEMENT**

22.1. The whole agreement between the parties is set forth in this document and no representations, warranties or conditions, express or implied, have been made other than those expressed.

23. **INTERPRETATION**

23.1. In the interpretation of this Agreement: (a) words importing the singular include the plural and vice versa, and words importing persons include individuals and entities; (b) the words “include” and “including” are to be construed as meaning “including, without limitation”; and (c) the division of this Agreement into sections and the insertion of headings are for convenience of reference only and will not affect the construction or interpretation of the Agreement.

24. **CUMULATIVE REMEDIES**

24.1. No remedy under this Agreement is to be deemed exclusive but will, where possible, be cumulative with all other remedies at law or in equity.
25. GOVERNING LAW AND JURISDICTION

25.1. This Agreement is to be construed in accordance with and governed by the laws applicable in the Province of British Columbia and the parties’ attorney to the exclusive jurisdiction of the courts of British Columbia.

26. COUNTERPARTS

26.1. This Agreement may be executed in counterparts, each of which will be deemed to be an original and both of which taken together will be deemed to constitute one and the same instrument. Delivery of an executed signature page to this Agreement by a party by electronic transmission will be as effective as delivery of a manually executed copy of this Agreement by such party.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

For the METRO VANCOUVER REGIONAL DISTRICT

__________________________________
Jerry W. Dobrovolny, P. Eng., MBA
Chief Administrative Officer

For CTS 2019 YOUTH SOCIETY

__________________________________
Adam Heffey, President
GOAL

To offer a region-wide Catching the Spirit youth program based in up to four or more regional parks over a three-year period from January 1, 2020 through December 31, 2022.

OBJECTIVE

- Provide opportunities for social and personal development contributing to self-esteem, empowerment, citizenship, and leadership capabilities of youth; and
- Contribute to sustaining regional parks and to regional sustainability by engaging youth in environmental and social responsibility.

THE PLAN

- Summer youth camps and year round stewardship programs based in regional parks, with up to 500 youth participants drawn from across region;
- Program is available at no cost to all regional youth age 12-18 years; however, to reduce program cancellations, the CTS may consider implementing a registration fee or commitment fee; fees for other programs developed by the CTS; and potentially administration fees for completion of forms or other administration as requested by participants.
- Ongoing program focus of the Catching the Spirit program by youth, for youth

THE SERVICES

- Meaningful and practical stewardship activities in our regional parks and local communities
- Partnership and strong networks with other community-based organizations that support or run youth programs;
- Provide outdoor recreation benefits for youth and supports their health, wellness and social well-being; and
- Educational experiences in regional parks complementing formal education programs.
SCHEDULE ‘B’

Evaluation

• **Oversight:** MVRD staff participate as representatives (ex-officio) on the board of directors for the CTS, providing oversight as well as advice and guidance on Youth Society projects.

• **Reporting:** The CTS will submit an Annual Report to MVRD Board in accordance with Section 5.1 of the Agreement.

• **Assessment:** MVRD staff may conduct ongoing assessments showing youth participation rates and other metrics highlighting the effectiveness of the Services.
Snapshots from Catching the Spirit 2019

This year Catching the Spirit (CTS) made many positive strides including partnering with a variety of different community organizations, increasing Peer Leader involvement, implementing more interpretive workshops to connect young people with their local wild space, and of course, removing lots of invasive plants from our Regional Parks.

In our 2019 season (June-August) CTS saw 207 participants at our 22 camps with 44.6% returning for multiple camps. We saw 76 participants attending to fulfill their Duke of Edinburgh award.

Our Peer Leaders went the extra mile this season putting in 3647 volunteer hours to facilitate CTS camps and outreach. This is a 7% increase in volunteer hours from our 2018 season. We also saw an increase in the number of Peer Leaders overall seeing 28% more young people volunteering to take on the leadership role at CTS this year.

CTS had the opportunity to partner 11 different local organizations to facilitate our Saturday Stewardship projects. CTS engaged in a total of 19 work parties over the course of our season seeing 2 different days that brought together multiple camps at Boundary Bay Regional Park and Belcarra Regional Park. This year CTS assisted in the planting of 1 Wildflower Garden, 9 invasive plant removals, 2 aquatic invertebrate counts in salmon bearing streams, 3 Operations assisted projects, 2 creative projects, and 2 workshops on nature connectivity.

Some highlights from our season included the return of Youth Council, a group of Peer Leaders that volunteer with CTS throughout the year to take on local initiatives and raise program visibility overall. CTS also had the opportunity to tour the LSCR watershed this year learning about water security and stewardship of our important regional resources. A participant at our Capilano camp said “I feel like I know more about why I need to be careful with water. It was really cool to see where it all comes from.” Another highlight included creating the space for Peer Leaders to start writing thoughtful land acknowledgements for each camp and have them research the specific areas they were in to lend more meaningful context to their land acknowledgments. This has prompted one Peer Leader, Sylvie Son, to start working on a broader project on reconciliation building paper boats to represent missing and murdered indigenous women in Canada. She said, “What I learned this summer through my land acknowledgments, was how much I didn’t know about where I grew up. I live by UBC and I feel like I know so much more now about the history here”.

Based on our workshops on nature connectivity, 70% of participants in a survey said, “I feel more knowledgeable and aware of my environment”, 68% said “I feel more empowered to reduce my harmful impact on the environment”. After an in-depth discussion about human impacts on the environment one participant said, “…human impact isn’t black and white, but grey”.

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2 Fence Building at Pacific Spirit, Gravel lay at Capilano, and trail upgrades in the LSCR

3 Mural Project the Invasive Council of BC at Pacific Spirit, and painting fish with Stream of Dreams at Burnaby Lake
At the CTS season end barbeque, some Peer Leaders that are aging out of the program had the opportunity to talk about what the program means to them. Follows is a testimonial from Miku Yamada who has been with the program of four years and has been a Peer Leader for two.

Catching the Spirit. Three short words, yet they hold so much power...my name is Miku Yamada and I am a PL (Peer Leader) who has had the blessing to have been [a part] of CTS for the last 4 years.

My experience with the CTS community has been one that is nothing short of wonderful, but to describe my experience it would take hours and many fumbling words that wouldn’t perhaps ever be able to encompass what CTS truly means to me. So, for this talk I have decided to try to touch upon why the three short yet power words, Catching the Spirit, are so important to me...

“Catching” is the beginning [of my] story. How did I “Catch” the spirit, “Catch” the magic of CTS? I was first introduced to CTS when I was a shy and quiet grade nine girl. I was small girl who talked very minimally and was scared of strangers. I remember dreading my very first camp that was a necessity to me at the time to complete the Duke of Edinburgh award. I remember dreading with fear and stress for this camp because; a) it was in the dark dark woods, b) it was full of strangers, and c) it was presumably full of creepy crawly critters who would ruin the perfections of my neatly laundered clothes. I dragged my camp loving friend to this camp to suffer with me. I entered the campsite of PSP (Pacific Spirit Park) with a heavy heart and trudging slow feet. But the person who left the PSP campsite, step by step, along the Camosun Bog boardwalk was not the same as the person who entered just a mere two days earlier.

To my very own surprise I fell in love with CTS at this first camp. I still remember the awkward first introduction, the planting of little saplings as part of our stewardship project, and intense game of trust-breaking manhunt, the brightly lit campfire crackling around our witty game of mafia, the glowing embers as we sang our final campfire songs, the excitement and tinge of fear of the burning of new camp bracelets4 and of course the tearful goodbyes to our camp family at the end of the weekend after a tight and perhaps life threatening cinnamon bun hug. This camp was nothing short of magic and it is something that will never leave my memory. From that moment on I was deeply tied to this amazing community.

This brings me to my next word, “the”. The “the” in Catching the Spirit is small yet powerful. It is a word that magically glues together all of the separate piece into one strong name. And for me, this glue would be the people I’ve met within CTS. This is the community, the bracelets upon every campers hand, and the lingering memories from every summer that have connected me to a community that I know will be there for me every summer […] I’ve met amazing lifelong friends at camp who have taught me that perhaps I am a little more cool than I thought I was, I’ve met inspiring Peer Leaders and Mentorvisors who have taught me to love the beautiful nature around us, and as a Peer Leader myself I’ve met amazing participants who remind me to live in the present and to enjoy every moment for what it is. I hope that you as a participant or PL will find the connecting people or moments that will make you truly fall in love with CTS and with this community because for me, the people in this community are really the glue that has connected me.

And for the last, but certainly not the least important word, “Spirit”. I’ve talked a little about how I came to this community, how it has impacted me and has kept me coming back, but the thing I haven’t talked about yet was why I hope you all continue to grow and be a part of the CTS community. Whether it be the spirited nature of our hardworking Mentorvisor

4 CTS gives participants bracelets made of synthetic line that are given at the end of each camp and represent the colours of that camp. Rope is burned at both ends and stuck together to make a bracelet.
and Peer Leader team to the energetic spirit of participants in a deadly game of mafia or the dreaded game of freeze, spirit is everywhere in everywhere I CTS and it is what I hope you will all find in every camp and event come to because it is most certainly there.

As a participant I hope that you keep coming back every summer and grow with CTS and that you will consider becoming a PL where you can work towards inspiring other youth to enjoy themselves, others, and being outside in the environment [...] for my fellow PL team, I just want to thank you for always being there and helping me grow, I have truly been inspired by you all and hope you know that the magic of CTS is that it is a youth run program by youth like ourselves. I hope to be back next year as a PL again to work a final year with you before I turn the dreaded ‘age of adult’. I hope everyone continues to grow alongside CTS through its ups and downs and ‘catches’ the spirit of CTS because in the end this is a truly unique and special program where youth can grow, inspire others, be inspired by others, connect with this community and lose sense of time just because of how much fun and in the present-moment camp can make you feel.
To: Regional Parks Committee

From: Jamie Vala, Division Manager, Planning and Engineering Services, Regional Parks

Date: February 20, 2020

Meeting Date: March 11, 2020

Subject: Regional Parks Naming, Renaming, and Dedications Policy Revision

RECOMMENDATION
That the MVRD Board approve the Regional Parks Naming, Renaming, and Dedications Policy as presented in the report dated February 20, 2020, titled “Regional Parks Naming, Renaming, and Dedications Policy Revision”.

EXECUTIVE SUMMARY
In 2019, Metro Vancouver staff reviewed the existing Regional Parks Naming and Dedications Policy and proposed amendments to enable consideration of Indigenous place names, renaming and dual naming in regional parks. This report seeks MVRD Board approval of the Policy in Attachment 1.

PURPOSE
To present the proposed amendments to the Regional Parks Naming, Renaming, and Dedications Policy (Attachment 1) to the MVRD Board for approval.

BACKGROUND
A review of the existing Regional Parks Naming and Dedications Policy was identified as a priority action in the Regional Parks Committee 2019 Work Plan. At its October 16, 2019 meeting, the Regional Parks Committee considered proposed amendments to the Regional Parks Naming, Renaming, and Dedications Policy, and referred the following motion to staff to clarify language regarding Indigenous Naming of regional parks and bring the amendments to the Indigenous Relations Committee for endorsement:

That the Regional Parks Committee refer the following motion and matter of policy amendments to the Regional Parks Naming, Renaming, and Dedications Policy to staff to clarify language regarding Indigenous Names and bring the amendments to the Indigenous Relations Committee for endorsement:

That the MVRD Board approve the Regional Parks Naming, Renaming, and Dedications Policy as presented in the report dated September 19, 2019, titled “Regional Parks Naming, Renaming, and Dedications Policy – Proposed Amendments”.

The “Regional Parks Naming, Renaming, and Dedications Policy” (Attachment 2) was endorsed by the Indigenous Relations Committee at its meeting February 6, 2020. Staff received feedback from the Indigenous Relations Committee that was taken into consideration regarding further clarification for corporate sponsorship opportunities. Staff have amended the policy to clarify that it does not include naming opportunities associated with potential corporate sponsorships. Attachment 2 highlights these amendments.
Metro Vancouver’s Regional Parks Naming and Dedications Policy (2014)

Metro Vancouver’s Regional Parks Naming and Dedications Policy was approved by the MVRD Board in 2014. It confirms Metro Vancouver’s practice of basing names after geography, local history, or tradition. It also recognizes there are some situations where alternative practices may be desired to honor outstanding contributions to the Regional Parks service. However, it does not permit renaming of existing parks and park sites, and allows renaming of a park’s natural features, or built assets only in “exceptional circumstances.”

An Opportunity to Update the Policy

Metro Vancouver has the opportunity to update this Policy to consider renaming and dual naming. A best practice review was conducted to identify options for the update and the implications of each. The attached draft Policy includes the following recommendations:

- Adding consideration for renaming and dual naming subject to approval of the MVRD Board;
- Adding definitions of dual naming, and renaming;
- Clarifying a process for using personal names, and Indigenous language names.

ALTERNATIVES

1. That the MVRD Board approve the Regional Parks Naming, Renaming, and Dedications Policy as presented in the report dated February 20, 2020, titled “Regional Parks Naming, Renaming, and Dedications Policy Revision”.

2. That the MVRD Board receive for information the report dated February 20, 2020, titled “Regional Parks Naming, Renaming, and Dedications Policy Revision” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

If Alternative 1 is approved, there are no financial implications associated with the approval of the policy. The financial implications of any opportunities for naming, renaming, dual-naming or dedication will be brought forward for consideration of the MVRD Board concurrent with the naming request.

If the MVRD Board approves Alternative 2 and provides additional input, staff will report back with the updated financial implications.

CONCLUSION

Metro Vancouver staff has reviewed the existing Regional Parks Naming and Dedications Policy and propose some updates. The revised Policy clarifies definitions and provides the opportunity to consider renaming and dual naming of parks and park features with approval of the MVRD Board. Staff recommend Alternative 1 that the Board approve the proposed changes to the Regional Parks Naming, Renaming, and Dedications Policy.
Attachments
1. Revised *Regional Parks Naming, Renaming, and Dedication Policy* (29894990)
2. Black-lined version of revised *Regional Parks Naming, Renaming, and Dedication Policy* endorsed by Indigenous Relations Committee on February 6, 2020

References
Regional Parks Committee Meeting Minutes – October 16, 2019

37001314
PURPOSE
To provide direction for the naming, renaming, and dedication of regional parks and park features.

DEFINITIONS
“Dedication” is on-site recognition on a sign, plaque, suitable monument, or associated exhibit with an inscription recognizing a donor, civic leader, or Indigenous leader;

“Dual Naming” means giving a regional park or park feature two names (for example, an English language name and an Indigenous language name);

“Naming” means giving a regional park or park feature a name;

“Park Features” refers to park sites, natural features, trails, facilities and structures, portions of facilities or structures, or other regional park assets;

“Renaming” means replacing a current name with a new name or a dual name; and

“Support” means, in relation to an individual’s name, a letter of support from that person or their family (if deceased), in relation to an Indigenous language name, a council resolution (or equivalent) in support of the Indigenous language name from the First Nation or First Nations whose traditional territory includes the Regional Park.

POLICY
Naming, renaming, and dedication of regional parks and park features is a way to celebrate the Metro Vancouver region’s unique history and cultural diversity, and to recognize donors and those who have provided services to regional parks. Metro Vancouver’s practice is to name regional parks and park features using geography, local history, or tradition. In appropriate circumstances and in accordance with this Policy, regional parks and park features may be named, renamed, or dedicated after a donor, civic or Indigenous leader.

All regional parks and park features can be named, renamed, or dedicated.

Where an individual’s name or an Indigenous language name is proposed for naming, renaming or dedication of a regional park or a park feature, such action must be supported.

Naming, renaming or dedication may be acknowledged with a ceremony.

Any naming, renaming, or dedication must be approved by the MVRD Board.
**Names Outside MVRD Authority**

There are park features within or associated with regional parks where MVRD does not have authority for naming. If a renaming or dual naming proposal is brought forward for a regional park feature that falls outside the jurisdiction of MVRD (e.g. a federally or provincially named place), it will be considered by the MVRD Board and if supported, a letter of support will be sent to the appropriate authority.
REGIONAL PARKS NAMING, RENAMING, AND DEDICATIONS

Effective Date: [Effective Date]
Approved By: MVRD Board

Policy No. PK-002

PURPOSE

To provide direction for the naming, renaming, and dedication of regional parks and park features.

DEFINITIONS

“Corporate Sponsorship” means a contractual arrangement for a defined period of time where a third party provides a financial or in-kind contribution in return for recognition, public acknowledgement, or other promotional considerations specific to the sponsored regional park asset;

“Dedication” is on-site recognition on a sign, plaque, suitable monument, or associated exhibit with an inscription recognizing a donor, civic leader, or Indigenous leader;

“Dual Naming” means giving a regional park or park feature two names (for example, an English language name and an Indigenous language name);

“Naming” means giving a regional park or park feature a name;

“Park Features” refers to park sites, natural features, trails, facilities and structures, portions of facilities or structures, or other regional park assets;

“Renaming” means replacing a current name with a new name or a dual name; and

“Support” means, in relation to an individual’s name, a letter of support from that person or their family (if deceased), in relation to an Indigenous language name, a council resolution (or equivalent) in support of the Indigenous language name from the First Nation or First Nations whose traditional territory includes the Regional Park, or in relation to a corporate sponsor’s name, a board resolution in support from that corporation.

POLICY

Naming, renaming, and dedication of regional parks and park features is a way to celebrate the Metro Vancouver region’s unique history and cultural diversity, and to recognize donors and those who have provided services to regional parks. Metro Vancouver’s practice is to name regional parks and park features using geography, local history, or tradition. In appropriate circumstances and in accordance with this Policy, regional parks and park features may be named, renamed, or dedicated after a donor, civic or Indigenous leader, or a corporate sponsor.

All regional parks and park features can be named, renamed, or dedicated.
Where an individual’s name, or an Indigenous language name, or a corporate sponsor’s name is proposed for naming, renaming or dedication of a regional park or a park feature, such action must be supported.

Naming, renaming or dedication may be acknowledged with a ceremony.

Any naming, renaming, or dedication, as well as any corporate sponsorship, must be approved by the MVRD Board.

Names Outside MVRD Authority
There are park features within or associated with regional parks where MVRD does not have authority for naming. If a renaming or dual naming proposal is brought forward for a regional park feature that falls outside the jurisdiction of MVRD (e.g. a federally or provincially named place), it will be considered by the MVRD Board and if supported, a letter of support will be sent to the appropriate authority.
To: Finance and Intergovernment Committee

From: Jeff Carmichael, Division Manager, Business Development, Liquid Waste Services

Date: March 2, 2020

Meeting Date: March 11, 2020

Subject: BC Utilities Commission Municipal Energy Utilities Inquiry

RECOMMENDATION
That the MVRD Board write to the British Columbia Utilities Commission concerning the Municipal Energy Utilities Inquiry, conveying its position that municipalities should continue to retain core decision making about district energy services, because local governments are well positioned to implement and regulate district energy, and municipal energy utilities occupy a unique and important role for addressing climate change.

EXECUTIVE SUMMARY
The British Columbia Utilities Commission (BCUC) established an Inquiry in August 2019 to explore the exemption of municipalities and regional districts from regulation by BCUC when selling energy within the boundaries of the municipality. Changes to this exemption may impede municipal governments ability to meet their greenhouse gas (GHG) reduction targets. Staff from Metro Vancouver and several member municipalities have submitted letters that support the current regulatory model, confirm that local governments are well positioned to implement and regulate district energy, recognize that municipal energy utilities are a key tool to address climate change and that municipalities should continue to retain core decision making about district energy services. Letters of support from the MVRD Board and other municipalities may influence the outcome of this Inquiry.

PURPOSE
To provide the Finance and Intergovernment Committee with an overview and update on an Inquiry by the BC Utilities Commission into the Regulation of Municipal Energy Utilities.

BACKGROUND
On August 1, 2019, the BCUC established an Inquiry to examine the regulation of energy utilities affiliated with municipalities and regional districts. This Inquiry has the potential to restrict the flexibility of municipalities to structure arrangements to deliver energy services and pursue clean energy opportunities within their municipal boundaries.

On January 28, 2020 the BCUC released further guidance on a number of areas upon which the BCUC seeks additional evidence. This guidance implies that the outcome of this Inquiry could result in the BCUC’s regulation of district energy utility services provided by municipal governments. Regulation of these services by the BCUC may in turn restrict municipal governments ability to achieve greenhouse gas mitigation targets.
Along with several municipalities in British Columbia, Metro Vancouver Regional District and GVS&DD are participating as interveners in this BCUC Inquiry. At the February 20, 2020 meeting of the Regional Administrators Advisory Committee (RAAC), it was agreed that those municipalities who were not interveners or otherwise participating in the BCUC Inquiry, would nonetheless send letters to the BCUC in support of the participating municipalities. A similar letter of support from the MVRD Board Chair to the BCUC would also be helpful. A Board resolution supporting the issuance of such a letter from the Board Chair is required.

**REGULATION OF MUNICIPAL ENERGY UTILITIES**

The BCUC’s mandate, through the British Columbia *Utilities Commission Act*, is to ensure that safe, reliable energy services are provided to customers at fair rates. Municipally owned energy systems, which are principally district energy systems, are specifically exempt from BCUC regulation provided that the energy generated is sold within the boundaries of the municipality. The principle behind this exemption is that ratepayers supplied by these municipal systems are protected from unreasonable rates through the political process of representation.

Local governments interest in reducing greenhouse gas (GHG) emissions to mitigate climate change has resulted in increased interest in the development of new energy sources like renewable natural gas and heat extracted from sewage. The BCUC’s mandate may not prioritize the consideration of environmental goals such as GHG reductions similar to local governments, and regulation of municipal energy utilities may restrict the ability of local governments to implement progressive arrangements to deliver energy services and pursue clean energy opportunities to achieve their greenhouse gas mitigation targets.

**PROCESS TO DATE**

The BCUC established an inquiry in August 2019 that “will explore issues related to ownership structures and operational arrangements of utilities affiliated with municipalities and regional districts, including the appropriate regulatory status of such organizations under the *Utilities Commission Act* in order to provide clarity to the BCUC, utilities and municipalities.” The BCUC Inquiry recognizes that local governments are striving to achieve environmental and economic benefits for their communities and that ownership and operating structures to achieve these community benefits have become complex. The inquiry was established following the receipt of questions and complaints from individual stakeholders regarding such entities and their need for regulation.

Metro Vancouver and several member municipalities (City of Vancouver, City of Surrey, City of Burnaby, City of North Vancouver, City of Richmond) have registered as Interveners to the Inquiry and have provided written submissions. These submissions generally support the current regulatory model, confirm that local governments are well positioned to implement and regulate district energy, recognize that municipal energy utilities are a key tool to address climate change and that municipalities should continue to retain core decision making about district energy services. Metro Vancouver has also requested that the local government exclusion from BCUC regulation, which applies to municipalities and regional districts, be expanded to include regional entities like the Greater Vancouver Sewerage and Drainage District (GVS&DD), and has requested that legislation be updated to support alternative renewable energy sources, such as renewable natural gas and thermal energy. These requests will also aid provincial and municipal efforts to address climate change.

Metro Vancouver Regional District
The most recent requests for evidence from BCUC include questions regarding historical reasons or rationale for the exclusion of municipalities from the definition of a public utility.

ALTERNATIVES
1. That the MVRD Board write to the British Columbia Utilities Commission concerning the Municipal Energy Utilities Inquiry, conveying its position that municipalities should continue to retain core decision making about district energy services, because local governments are well positioned to implement and regulate district energy, and municipal energy utilities occupy a unique and important role for addressing climate change.

2. That the Finance and Intergovernment Committee receive for information the report dated March 2, 2020 titled “BC Utilities Commission Municipal Energy Utilities Inquiry”, and provide alternate direction to staff.

FINANCIAL IMPLICATIONS
Metro Vancouver is in the process of developing plans for a number of greenhouse gas mitigation opportunities. Several of these will involve progressive arrangements with member municipalities. Maintaining or improvements to the current exemptions offered to local governments in the Utilities Commission Act will minimize the costs of these opportunities. Increased regulation will increase the costs of these opportunities.

OTHER IMPLICATIONS
Increased regulation of Municipal Energy Utilities may restrict local governments’ ability to implement greenhouse gas mitigation opportunities, impacting the ability to meet climate change targets.

CONCLUSION
The BCUC established an Inquiry in August 2019 that “will explore issues related to ownership structures and operational arrangements of utilities affiliated with municipalities and regional districts, including the appropriate regulatory status of such organizations under the Utilities Commission Act in order to provide clarity to the BCUC, utilities and municipalities.” Staff from Metro Vancouver and several member municipalities have made submissions that generally support the current regulatory model, confirm that local governments are well positioned to implement and regulate district energy, recognize that municipal energy utilities are a key tool to address climate change, and confirm that municipalities should continue to retain core decision making about district energy services.

Municipalities that are not participating in the Inquiry and the MVRD Board have both been encouraged to submit a letter of support for positions taken by involved municipalities. These efforts may lead to effective and desirable outcomes from the Inquiry. Therefore, staff recommend Alternative 1.
To: Climate Action Committee

From: Erik Blair, Air Quality Planner
Parks and Environment Department

Date: February 26, 2020

Meeting Date: March 13, 2020

Subject: Addressing the Greenhouse Gas Intensity of Buildings in the BC Building Code

RECOMMENDATION
That the MVRD Board write a letter to the provincial Minister of Municipal Affairs and Housing and other appropriate provincial government ministries requesting that the Province include:

a) opt-in greenhouse gas intensity performance requirements for new construction in the British Columbia Building Code;

b) an option to require zero emissions space heating and hot water; and

c) complementary requirements in the proposed provincial “Retrofit Code” for existing buildings.

EXECUTIVE SUMMARY
Buildings account for one quarter of regional GHG emissions, primarily through burning natural gas for space and water heating. The BC Energy Step Code, adopted by many jurisdictions in the region and across BC, establishes energy efficiency targets, but does not directly address GHG emissions reductions in new construction. This will lead to many new buildings that will require significant retrofits to become carbon neutral in the future, costing building owners time and money.

In the absence of provincial requirements, many local governments in Metro Vancouver have developed innovative approaches to reduce the GHG intensity (GHGI) of new buildings. These solutions are a departure from the consistency that the BC Energy Step Code aims to achieve. Incorporating GHGI limits into the BC Building Code can directly reduce GHG emissions at point of construction. Port Moody City Council will be submitting a UBCM resolution that calls on the Province to include GHGI for new construction in the BC Building Code.

PURPOSE
To provide the Climate Action Committee with an update on local government action to reduce greenhouse gas (GHG) emissions from new construction in the absence of a consistent provincial framework, and to propose that the MVRD Board advocate to the Province to enact GHGI requirements for new construction and retrofits to existing buildings.

BACKGROUND
Under Climate 2050, Metro Vancouver has identified the need to rapidly accelerate emission reductions from new and existing buildings across the region. Buildings account for 25% of the region’s GHG emissions, and 9% of all nitrogen oxide emissions (NOx). To meet the goal of becoming a carbon neutral region by 2050, all of our buildings must be net zero carbon in their operation. This can largely happen through the electrification of a building’s space heat and hot water systems, complemented by design and construction that achieves high standards of energy performance.
The BC Energy Step Code (ESC) is a voluntary energy efficiency standard in the BC Building Code (BCBC). While it establishes increasingly stringent energy-efficiency requirements, it does not directly address GHG emissions reductions. As a result, many new buildings under construction will require significant retrofits to become carbon neutral. The cost and burden of these future retrofits can be reduced by the introduction of greenhouse gas intensity (GHGI) requirements into the BCBC.

THE CLEANBC PLAN AND BUILDING EMISSIONS
The Province has committed to reducing GHG emissions by at least 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050. Released in 2018, the CleanBC Plan includes a target for GHG reduction for buildings of 40% by 2030, emphasizing the opportunity to transition buildings away from carbon-intensive fossil fuels. While the plan does not specifically outline a policy pathway to achieve the 40% target, the Province has, through its Clean, Efficient Buildings Intentions Paper signaled a willingness to explore “developing voluntary codes and standards, similar to the Energy Step Code, to regulate GHG emissions directly in the BC Building Code” [Reference 1]. To date, the Province has not explored this intent with additional stakeholder engagement, however it is clear that policies and programs that achieve GHG reductions and improve energy efficiency are consistent with commitments made by the Province and local governments.

THE BC ENERGY STEP CODE
The BC Energy Step Code was introduced in April 2017 as a voluntary energy efficiency standard that local governments can adopt over and above the minimum energy performance requirements set out in the BCBC. The ESC establishes targets for increasing energy efficiency of new construction, but does not explicitly address GHG emissions reductions.

In order to better understand the potential for GHG emissions reductions from the Step Code, the Provincial Ministry of Housing and Affairs commissioned a study to explore the range of possible GHG emission reductions levels in new buildings at each step of the Step Code [Reference 2]. As demonstrated in the image above, a single family home constructed to Step 5 – the highest level of
the Step Code – that uses natural gas for heating, would achieve approximately a 50% reduction in greenhouse gas emissions compared to a “baseline” Step 1 home heated by natural gas.

In contrast, by switching to electricity for heating, even a Step 1 home would achieve at least a 90% reduction in GHG emissions compared to the baseline, as well as eliminate common air contaminant emissions. Due to the broad availability of low carbon electricity in B.C., transitioning buildings to electric heating and hot water is a clear pathway to zero emissions homes that can be complemented by targeted incentive and rebate programs to lower any incremental costs to builders and consumers.

LOCAL GOVERNMENT APPROACHES TO REDUCE GHGs FROM BUILDINGS

In the absence of a provincial requirement or clear local government authority to set GHGI limits, many local governments in Metro Vancouver have put in place a variety of innovative approaches to reduce the GHGI of new buildings. Some have adopted a “two tiered” approach where builders may voluntarily build to a lower step of the Step Code provided that they install a low carbon energy system (LCES) for heating and hot water. Other local governments are exploring the use of Development Permit Areas (DPA) as a way to introduce a LCES pathway. It is likely that many other local governments will begin to explore innovative ways to reduce GHG emissions from new buildings in order to meet their community GHG targets. This patchwork of solutions is a departure from the work that the Province and many stakeholders have done with the Step Code to create a consistent and universal approach to energy efficiency requirements. Using the proven approach of GHGI performance requirements in buildings would address this issue.

In 2016, the City of Vancouver adopted the Zero Emissions Building Plan which sets GHGI limits for new buildings. Vancouver establishes its own design and construction requirements through the Vancouver Building Bylaw, a unique authority provided under the Vancouver Charter. In four years, these GHGI requirements have led to the completion of over 2,500 low-carbon housing units in Vancouver that have lower heating bills, increased comfort, and better indoor air quality. Vancouver Council has also adopted a target to reduce the embodied carbon from new buildings by 40% by 2030.

Port Moody UCBM Resolution Supports GHGI in Buildings

At its February 25, 2020, meeting, Port Moody Council adopted a UBCM resolution that calls on the Province to include GHG performance requirements for new construction in the BCBC, including a pathway to achieve carbon neutral buildings in a timeline commensurate with local and provincial government targets. In 2019, Port Moody Council submitted a similar resolution that was not endorsed by UBCM at that time due to concerns from some northern and rural communities in B.C. As a result, the revised 2020 resolution also asks the Province to liaise with communities in other regions of B.C. to ensure that the unique circumstances of northern and rural communities are understood. This resolution will be submitted to the Local Mainland Local Government Association to be included in the resolution session at their annual conference on May 6-8, 2020. The resolution, as passed by Port Moody Council, was not available at time of writing of this report, but will be provided to the Committee as an information item at a later date.

RETROFIT CODE FOR EXISTING BUILDINGS

Action is currently focused largely on addressing GHG emissions for new buildings, however the vast majority of emissions reductions in the buildings sector will be through low carbon retrofits to existing
buildings. In response to this, the Province has started a process to develop and implement a retrofit code for existing buildings, which is scheduled to be completed by 2024. Similar to the Step Code, the retrofit code is a critical opportunity to drive greenhouse gas emission reductions in existing buildings through increased electrification of space and water heating. The Ministry of Municipal Affairs and Housing has indicated that engagement on this new code will begin sometime in 2020.

ALTERNATIVES
1. That the MVRD Board write a letter to the provincial Minister of Municipal Affairs and Housing and other appropriate provincial government ministries requesting that the Province include:
   a) opt in greenhouse gas intensity performance requirements for new construction in the British Columbia Building Code;
   b) an option to require zero emissions space heating and hot water; and
   c) complementary requirements in the proposed provincial “Retrofit Code” for existing buildings.

2. That the MVRD Board receive for information the report dated February 26, 2020, titled “Addressing the Greenhouse Gas Intensity of Buildings in the BC Building Code”.

FINANCIAL IMPLICATIONS
There are no financial implications associated with Alternative 1 in this report.

CONCLUSION
Metro Vancouver and a growing number of its member municipalities have committed to becoming carbon neutral by 2050, signaling the urgent need to drastically reduce emissions from new and existing buildings. While the Province has taken a leadership role in developing the BC Energy Step Code, it does not explicitly address GHG emissions. As buildings can last 50 years or more, and are the source of one quarter of our regional GHG emissions, failing to limit emissions from new construction will necessitate retrofits to those new buildings in the future at greater difficulty and cost for building owners, occupants, and taxpayers. Staff recommend Alternative 1, that the Board write to appropriate provincial ministries to request that an effective and consistent greenhouse gas intensity framework for new and existing buildings be put in place, in order for local and provincial governments to achieve our reduction targets.

References
To: Finance and Intergovernment Committee

From: Dean Rear, Chief Financial Officer/General Manager, Financial Services and Mike Redpath, Director, Regional Parks

Date: February 10, 2020  Meeting Date: March 11, 2020

Subject: Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020

RECOMMENDATION
That the MVRD Board:

a) establish a new statutory reserve for Regional Parks to receive, hold and provide funds for Regional Park land acquisition and park development; and

b) give first, second, and third reading to the Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020; and

c) pass and finally adopt the Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020.

EXECUTIVE SUMMARY
During the preparation of the 2020 budget, the Board increased the allocation to Regional Parks for the intended purpose of regional park land acquisition and development. The current bylaw, Regional Parkland Acquisition Reserve Fund Bylaw 735, only permits fund to be expended for regional parks land acquisition. The proposed bylaw, Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020 will establish a new statutory reserve to allow funds to be expended for both Regional Parks land acquisition and park development.

PURPOSE
To obtain MVRD Board approval of Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020 (Attachment) to establish a reserve fund to support Regional Parks land acquisition and park development.

BACKGROUND
At the October 4, 2019 MVRD Board meeting, the following resolution was passed:

That the MVRD Board:

a) direct staff to include in the Regional Parks 2020 budget an additional contribution of $4 million to advance the Regional Parkland Acquisition Reserve Fund and include an additional $4 million increase annually until 2024; and

b) prepare an amendment to the Greater Vancouver Regional District Bylaw 735, the bylaw that established a Regional Parkland Acquisition Reserve Fund, to enable capital funding provisions for both land acquisition and park development for Board approval.
This report addresses the intent of recommendation (b) and brings forward a bylaw to establish a reserve fund to support both Regional Parks land acquisition and park development. The *Regional Parkland Acquisition Reserve Fund Bylaw 735* will remain in effect and be used for land acquisition purposes only.

Sections 188 and 189 of the *Community Charter* set out the rules for reserve funds in which money received from the sale of park land must be placed in to a reserve fund for the purposes of acquiring park lands. There are proceeds from past sales of park land that are currently in the existing Regional Parkland Acquisition Reserve Fund, which restricts its usage to only park land acquisition.

In addition, money in a reserve fund must only be used for the purpose for which the fund was established unless the credit of the reserve fund is greater than required for the purpose. In this case, the money in the existing *Regional Parkland Acquisition Reserve Fund Bylaw 735* would still be required to acquire parkland. As a result, the establishment of a new reserve fund for the purposes of both acquisition and development is required to ensure appropriate usage in accordance with the legislation and the *Operating, Statutory and Discretionary Reserves Policy*.

**REGIONAL PARKS LAND ACQUISITION AND DEVELOPMENT RESERVE FUND**

The *Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020* (Attachment) outlines the prescribed use of funds within the reserve. These are defined as acquisition of regional park land and construction of improvements on park land. This bylaw is consistent with the *Operating, Statutory and Discretionary Reserves Policy*.

**ALTERNATIVES**

1. That the MVRD Board:
   a) establish a new statutory reserve for Regional Parks to receive, hold and provide funds for Regional Park land acquisition and park development; and
   b) give first, second, and third reading to the *Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020*; and
   c) pass and finally adopt the *Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020*.

2. That the MVRD Board receive for information the report dated February 10, 2020, titled “Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020” and provide alternate direction to staff.

**FINANCIAL IMPLICATIONS**

If the MVRD Board approves Alternative 1, *Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020* would create a Statutory Reserve governed by this bylaw consistent with the framework outlines in the *Operating, Statutory and Discretionary Reserves Policy*. This framework ensures that reserves are established, used and managed in a prudent and consistent manner in accordance with the applicable terms and conditions within the establishing legal framework.

If Alternative 2 is approved, staff will report back on the implications of any alternate direction received.
CONCLUSION
During the preparation of the 2020 budget, the MVRD Board increased the allocation to Regional Parks for the intended purpose of land acquisition and park land development. The current bylaw, **Regional Parkland Acquisition Reserve Fund Bylaw No. 735**, only permits fund to be expended for regional parks land acquisition. The proposed bylaw **Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020** will establish a new statutory reserve to allow funds to be expended for both Regional Parks land acquisition and park development.

**Attachment:** (Doc # 37270469)
*Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020*
METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1304, 2020
A Bylaw to Govern a Reserve Fund for Regional Parkland Acquisition and Development

WHEREAS the Local Government Act authorizes the Metro Vancouver Regional District (the "MVRD") Board (the "Board") to establish by bylaw a reserve fund for a specified purpose;

AND WHEREAS Supplementary Letters Patent dated January 13, 1972 granted to the Greater Vancouver Regional District the function of Regional Parks;

AND WHEREAS it is considered desirable to establish a reserve fund to set aside funds to provide for the acquisition of park land (including, without limitation, land not yet dedicated as park but set aside for park use) (“park land”) and for the development or construction of improvements on or to park land;

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

1. There is hereby established a reserve fund to be known as the “Regional Parkland Acquisition and Development Reserve”.

2. Money from the current revenue of the Regional Parks Function, or amounts otherwise assigned by the Board, to the extent to which it is permitted by the Local Government Act, may from time to time be paid into the Regional Parkland Acquisition and Development Reserve.

3. The money in the Regional Parkland Acquisition and Development Reserve may be invested in the manner provided by the MVRD Corporate Investment Policy, as amended from time to time, until its use is required.

4. Money in the Regional Parkland Acquisition and Development Reserve, and interest on it, must only be used for the purpose of acquiring park land, or for the development or construction of improvements on or to park land.

5. This bylaw may be cited as the “Regional Parkland Acquisition and Development Reserve Fund Bylaw No. 1304, 2020”.

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

Passed and finally adopted this _______ day of ____________________, _______.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer
To: Climate Action Committee

From: Roger Quan, Director, Air Quality and Climate Change
Parks and Environment Department

Date: February 26, 2020
Meeting Date: March 13, 2020

Subject: MVRD Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020

RECOMMENDATION
That the MVRD Board:

a) give first, second and third reading to Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020; and

b) pass and finally adopt Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020.

EXECUTIVE SUMMARY
In July 2018, the Metro Vancouver Regional District (MVRD) Board received a report on consultation on the development of a bylaw to regulate emissions from residential indoor wood burning, and directed staff to proceed with drafting a bylaw for Board consideration. Wood smoke is a major source of fine particulate matter (PM$_{2.5}$) emissions, including black carbon associated with climate change. The proposed bylaw is intended to reduce the health and environmental impacts of emissions from residential indoor wood burning while responding to needs identified during a comprehensive consultation process. The proposed bylaw introduces phased measures that promote cleaner wood-burning practices and technologies, with more stringent requirements in more densely populated areas. At the request of the Village of Lions Bay, the requirements will come into effect at a later date in that community, while an enhanced program to promote voluntary compliance with the bylaw is carried out.

PURPOSE
To seek Board adoption of Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020 (Bylaw 1303) (Attachment 1), concerning the phased introduction of regulatory requirements to reduce emissions from residential indoor wood burning.

BACKGROUND
On July 27, 2018, the MVRD Board received a report on the feedback from the second phase of engagement conducted between November 2017 and March 2018 on regulatory proposals to manage residential wood smoke emissions, summarized in Attachment 2, and passed the motion:

That the MVRD Board:

a) receive for information the report titled “Results of Consultation on Regulating Indoor Residential Wood Burning Emissions”, dated June 8, 2018; and

b) direct staff to draft a bylaw to regulate emissions of wood smoke from indoor residential wood burning.

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In November 2019, the Climate Action Committee considered a staff report with an update on the development of the proposed bylaw, and provided direction about a request from the Village of Lions Bay for an exemption from the proposed regulatory measures. Between November 2019 and January 2020, there has been additional discussion with Lions Bay staff and elected officials, and that new information has been reflected in the current report.

**IMPACTS OF EMISSIONS FROM RESIDENTIAL INDOOR WOOD BURNING**

Wood smoke from residential indoor wood burning is the most significant source of PM$_{2.5}$ emissions in the region, contributing more than a quarter of the total annual PM$_{2.5}$ emissions, and is also the second top source of toxic air pollutants. Exposure to wood smoke is of particular concern in densely populated urban areas, due to the proximity of a single smoking chimney to multiple neighbours.

The total annual health-related economic benefits of reducing the impacts of PM$_{2.5}$ from residential indoor wood burning, including mortality, were estimated to be between $282 million and $869 million. Wood smoke also contains black carbon, which is a short-lived climate forcer (a substance that has a shorter atmospheric lifetime than carbon dioxide but has a high global warming potential).

**PROPOSED BYLAW**

Attachment 3 summarizes the proposed bylaw requirements and applicability within urban and non-urban areas. The proposed bylaw requires the use of best burning practices and, in more densely populated areas, of cleaner wood-burning appliances and other low-emission technologies. The proposed bylaw does not require fireplaces or wood stoves to be removed, and any wood-burning appliance may be used during emergencies. Proposed requirements are most stringent for locations inside the Urban Containment Boundary (UCB), due to proximity to neighbours and the greater potential for harmful exposure to smoke in more densely populated areas.

Requirements are phased in as follows, and will be supported by outreach and awareness programs:

- Phase 1, effective May 2021 – restrictions on indoor wood burning during the warm season, unless it is the sole source of heat;
- Phase 2, beginning September 2022 – declaration of use of best burning practices in all areas, registration of clean wood burning appliances within urban areas;
- Phase 3, effective September 2025 – restrictions on use of non-registered devices within urban areas (except for low income households)

**Changes to Proposed Requirements in Response to Feedback during Consultation**

The proposed requirements address the issues identified during engagement and consultation while mitigating health and environmental impacts, by allowing the use of any wood-burning appliance:

- during emergencies;
- by households with low income;
- by households where a wood-burning appliance provides the only source of heat;
- between May 15 and September 15 for residents in remote, off-grid locations; and
- for special occasions, when the use of commercially available manufactured firelogs, a low-emission fuel, is demonstrated.
The proposed interval of three years between registration renewals responds to a stated preference for less frequent registration.

**Village of Lions Bay**

At its November 2019 meeting, the Climate Action Committee considered a staff report (Reference 1) about a request from the Village of Lions Bay for an exemption from the proposed regulatory measures, as they pertain to areas designated as urban within the region. Following discussion, the Committee directed staff to bring forward a proposed bylaw for Board consideration, to manage emissions from residential indoor wood burning that includes the same requirements for all areas within Metro Vancouver designated as urban.

Between November and January, Village of Lions Bay staff and Council identified new proposals (Reference 2) that were discussed with Metro Vancouver staff, and considered by Lions Bay Council on January 14, 2020. Lions Bay is now seeking an extension of seven years from the 2025 applicability date in the proposed bylaw. This is listed as option 3 in their Council report, “seek deferred applicability of the proposed bylaw for a period of 7 years”.

The Village of Lions Bay has expressed a commitment to collaborating with Metro Vancouver on a focused outreach and education program to reduce wood smoke emissions in Lions Bay, in response to broad concerns amongst their residents about the implications of restrictions on wood-burning appliances in a community without access to natural gas.

Staff recommend deferring Phase 3 requirements that restrict the use of un-registered wood burning appliances until 2032 in Lions Bay. A concentrated educational approach would be carried out in this community, focused on achieving full compliance with the bylaw requirements for urban areas by 2032. The program would be an expanded version of Metro Vancouver’s existing wood stove exchange program which promotes voluntary change out of older residential wood burning devices for cleaner alternatives, as well as awareness of best burning practices.

Metro Vancouver staff will work with Lions Bay staff to obtain information about the current state of readiness for the proposed bylaw, by assessing the number of lower emitting wood-burning appliances already in use in Lions Bay. This would support residents’ wood-burning appliance registrations proposed to start in 2022, at the same time as in other urban areas.

**Costs of Cleaner Burning Appliances**

The costs reported by participants in Metro Vancouver’s wood stove exchange program for replacing older, higher emitting wood burning fireplaces or stoves with lower emitting alternatives between 2017 and 2019, including installation, ranged from:

- $1500 to $6000 for a new, certified wood stove;
- $3000 to $4900 for a fireplace insert to burn wood more cleanly; and
- $1300 to $7000 for a fireplace insert to use natural gas instead of wood.

Metro Vancouver will continue to seek any provincial funding offered for wood stove exchange programs, and propose strategies to enhance incentives for communities and vulnerable populations that rely on wood-burning appliances for comfort heating.
Administration and Enforcement
No fees would be required for appliance registration or declaration of the use of best burning practices. Fines for contraventions of the proposed regulation would be up to $10,000 per day.

Implications for Other Bylaws
If the MVRD Board adopts proposed Bylaw 1303, supporting amendments to GVRD Air Quality Management Bylaw No. 1082, 2008 will be required, including revisions to definitions and references to Bylaw 1303. Staff will report back with those amendments. Future updates of the Regional Growth Strategy would mention the air quality implications for communities within the UCB.

ALTERNATIVES
1. That the MVRD Board:
   a) give first, second and third reading to Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020; and
   b) pass and finally adopt Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020.

2. That the MVRD Board receive for information the report dated February 26, 2020, titled “MVRD Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS
Under Alternative 1, resources for the design of a registration database have been included in the 2020 budget, and the following budget would be requested upon adoption of a proposed bylaw: about $100,000 for development of a registration database in 2021 and $80,000 per year to administer registration requirements starting in 2022. Staff resources to promote compliance with the bylaw after 2025 would be proposed as part of long term financial plans. The costs associated with support for enhanced outreach have been included in the 2020 budget and in long term financial plans. A portion of this enhanced outreach would be focused on the Village of Lions Bay, and Metro Vancouver would seek in-kind support for venues and promotion from the municipality.

CONCLUSION
The proposed MVRD Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020 (Bylaw 1303) would regulate emissions from indoor residential wood burning. The MVRD Board directed staff to draft a bylaw in July 2018 after comprehensive public engagement to receive feedback on a potential bylaw. Bylaw 1303 recognizes the need for a phased implementation approach, with more stringent requirements in urban areas, where there is a greater risk of exposure to smoke from homes in proximity to each other. The phased requirements would start with restrictions on the use of wood-burning appliances in the warm season and culminate in requiring the use of cleaner wood-burning appliances and other low-emission technologies in urban areas, except during emergencies and for low income households or where wood-burning appliances are the sole source of heat. At their request, requirements to use lower emitting appliances are proposed to take effect seven years later in the Village of Lions Bay, following enhanced educational outreach.

Staff recommend Alternative 1, that the MVRD Board adopt proposed Bylaw 1303.
Attachments
1. *Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020*
2. A Phased Approach to Regulating Emissions from Indoor Residential Wood Burning Consultation Summary Report
3. Key Proposed Requirements and Phased Implementation

References
1. [Climate Action Committee Meeting – November 15, 2019, item 5.1, Proposed Bylaw for Residential Indoor Wood Burning](#)
2. [Village of Lions Bay Staff Report to Council, titled “MVRD’s Proposed Bylaw re. Residential Indoor Wood Burning”, dated January 9, 2020 (pages 57-70)](#)

34075842
WHEREAS:

A. The *Environmental Management Act* authorizes the Metro Vancouver Regional District to provide the service of air pollution control and air quality management and, for that purpose, the Board of Directors of the Metro Vancouver Regional District may, by bylaw, prohibit, regulate and otherwise control and prevent the discharge of air contaminants;

B. The *Environmental Management Act* authorizes the Board of Directors of the Metro Vancouver Regional District to establish different prohibitions, regulations, rates or levels of fees, conditions, requirements and exemptions for different persons, operations, activities, industries, trades, businesses, air contaminants or works, and for different classes of persons, operations, activities, industries, trade, businesses, air contaminants or works;

C. The Metro Vancouver Regional District has enacted the “Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008”, which contemplates that the Board of Directors of the Metro Vancouver Regional District may establish emission regulations; and

D. The Board of Directors of the Metro Vancouver Regional District has determined it is desirable to regulate the discharge of air contaminants from residential indoor wood burning appliances;

NOW THEREFORE the Board of Directors of the Metro Vancouver Regional District enacts as follows:

**General**

1. The official citation of this bylaw is “Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020” (this “Emission Regulation”).

2. This Emission Regulation is an emission regulation for the purposes of section 26 of the “Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008” (the “Bylaw”) and is deemed to be an integral part of the Bylaw.

3. Terms defined in the Bylaw, or incorporated by reference into the Bylaw, have the same meaning in this Emission Regulation.

4. Any person who complies with the Bylaw and this Emission Regulation is exempt from the application of section 6 of the Bylaw and from section 6 (3) of the *Environmental Management Act* in relation to the discharge of air contaminants from a residential wood burning appliance, provided that such person also complies with any further restrictions or conditions imposed by the Bylaw, the *Environmental Management Act*, or a regulation, permit, order or approved waste management plan under the *Environmental Management Act*.

5. References in this Emission Regulation to an enactment include the enactment as it may be amended or replaced from time to time.
Definitions

6. In this Emission Regulation:

“accessory building or structure” means a subordinate detached building or structure located on a lot where the use of such building or structure is incidental and ancillary to the principal permitted use of the land, and other buildings or structures located on the same lot;

“best burning practices” means the burning practices set out in Schedule B;

"Canadian standard" means the emissions standard described as "CSA B415.1-10 Performance testing of solid-fuel-burning heating appliances", published by the Canadian Standards Association, as amended from time to time;

“certified”, in relation to a residential indoor wood burning appliance, means that the appliance bears a certification mark certifying conformity with the Canadian standard or the US standard;

“clean”, in relation to wood and wood products, means material that is unpainted, unvarnished, unstained, untreated, and free of contaminants including salts, glue or coatings;

“declaration of compliance with best burning practices” means a declaration in a prescribed form provided by a person to the district director confirming that a residence’s residential indoor wood burning appliance will be operated only in compliance with the best burning practices set out in Schedule B of this Emission Regulation;

“emergency” means a present event or circumstance
  (a) which may be caused by accident, fire, explosion, technical failure, labour strike or the forces of nature, and which has caused an outage of electricity, natural gas, propane, heating oil or other energy sources for heating in the residence for a period of more than 3 hours, or
  (b) as determined by the district director;

“fireplace insert” means appliances that are designed to be installed within the firebox of an existing masonry or metal fireplace;

“low-income household” means a residence that has a residential wood burning appliance and whose residents qualify for the income criteria set forth in sub-paragraphs (a) or (b) of the definition for a “low-income household” as that term is defined in the Demand-Side Measures Regulation, B.C. Reg. 326/2008 made pursuant to the Utilities Commissions Act;

"manufactured firelog" means a commercially available manufactured log comprising wax and material of plant origin and which is constructed to be used as an alternative solid fuel to wood or wood products;

"masonry heater" means a free-standing appliance that is a site-built or site-assembled appliance consisting of a firebox, a large masonry mass, and a maze of heat exchange channels and
  (a) is constructed primarily of masonry,
(b) has a mass of at least 800 kg, excluding the chimney and foundation, and
(c) is designed
   (i) to absorb the heat from a rapidly burned charge of solid fuel by routing hot exhaust
gases through internal heat exchange channels that include at least one 180° change
in flow direction, and
   (ii) to heat spaces by radiating the absorbed heat;

"off-grid residence" means a residence that is not served by any public utility that could heat the home;

“operator” means a person who is responsible for, in possession of, or has control over the operation
of a residential indoor wood burning appliance;

“owner” means a person who is the legal or beneficial owner of a residence in which a residential indoor wood burning appliance is installed;

"pellet stove" means a stove designed and used exclusively for the combustion of wood pellets that is used to heat the space in which it is located;

“person” includes an individual, firm, company, association, society, partnership, sole proprietorship,
corporation, government body, land owner, owner, operator, resident and any director, officer,
employee or agent of a person;

“prescribed” means prescribed by the district director;

“registered” means registered for use within Metro Vancouver Regional District in accordance with
all of the requirements of Part 3 of this Emission Regulation;

“registration” means registration in accordance with all of the requirements of Part 3 of this Emission Regulation;

“registration information” means the information required for registration pursuant to Part 3 of this Emission Regulation, and in the form required;

“residence” means a private residential dwelling or unit;

“residential indoor wood burning appliance” means a fireplace or woodstove that burns or is capable of burning solid fuel to produce heat for heating indoor spaces or for aesthetic enjoyment for the occupants of a residence or an accessory building or structure, and from which combustion products are discharged to the air, and specifically includes a pellet stove, a masonry heater, a wood burning furnace and a fireplace insert;

"seasoned", in relation to wood or wood products, means containing not more than 20% moisture by weight;
“sole source of heat”, in relation to a residential indoor wood burning appliance, means the appliance is the only technology that has the primary purpose of heating the indoor space within a residence;

"solid fuel" means
   (a) clean, seasoned wood or wood products,
   (b) manufactured firelogs, and
   (c) wood pellets;

“unregistered”, in relation to an appliance, means not registered pursuant to Part 3 of this Emission Regulation;

"Urban Containment Boundary" means that boundary established and described in “Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010”, as amended from time to time;


“wood” means natural wood from a tree or shrub, including conventional firewood such as cordwood;

"wood burning furnace” means an appliance, designed to be located outside ordinary living areas, in which air is heated and from which the heated air is distributed through ducts for heating spaces other than the space in which the furnace is located;

"wood pellets" means processed fuel consisting of uniform, discrete pellets of compressed, clean wood material manufactured for use in a pellet stove;

“wood products” means wood waste including but not limited to woodchips, shavings, sawdust, sander dust and wood left over from cutting lumber to length.

**Part 1 - Application and Scope of this Emission Regulation**

7. Subject to section 8, no person may discharge, or cause, permit or allow the discharge of any air contaminant into the environment from a residential indoor wood burning appliance within the Metro Vancouver Regional District except in accordance with this Emission Regulation.

8. Nothing in this Emission Regulation prohibits the discharge of an air contaminant from a residential indoor wood burning appliance during an emergency.

**Part 2 – Best Burning Practices Requirement**

9. Effective immediately, every person who discharges, or causes, permits or allows the discharge of an air contaminant into the environment from a residential indoor wood burning appliance must comply with best burning practices.
Part 3 – Declaration, Registration and Other Requirements

10. Effective September 15, 2022, every person who discharges, or causes, permits or allows the discharge of any air contaminant into the environment from a residential indoor wood burning appliance must provide to the district director a declaration of compliance with best burning practices.

11. Effective September 15, 2022, every person who discharges, or causes, permits or allows the discharge of any air contaminant into the environment from a residential indoor wood burning appliance that is eligible for registration under Part 4 and is being operated within a residence that is located within the Urban Containment Boundary, must register such appliance for use by providing the following registration information in the prescribed form to the district director:
   (a) owner and operator name(s) and contact information, and appliance address;
   (b) appliance model; and
   (c) information evidencing that the appliance meets the emissions standards set out in Schedule A or that the appliance is otherwise eligible for registration in accordance with Part 4.

12. Effective September 15, 2025, every person who owns or operates a residential indoor wood burning appliance that is eligible for registration in accordance with Part 4 and is being operated within a residence that is located within the Urban Containment Boundary, must, at intervals of not more than three years following the date of the first registration of such appliance in accordance with section 11, or upon the replacement of such appliance, whichever occurs earlier, provide in the prescribed form to the district director:
   (a) confirmation that the registration information is accurate and current; and
   (b) a new declaration of compliance with best burning practices.

13. Every owner or operator must, immediately upon the request of the district director or an officer, provide proof of identity, proof of purchase of manufactured firelog where applicable, and any other information the district director or an officer deems necessary to ensure compliance with this Emission Regulation.

14. Every owner or operator who, on or after September 15, 2025 is the subject of an investigation into the discharge, or causing, permitting or allowing the discharge of an air contaminant from an unregistered residential indoor wood burning appliance being operated within a residence located within the Urban Containment Boundary, and who wishes to prove that the appliance is being operated from within a low-income household in accordance with section 19(a)(ii), must provide to the district director the following evidence that such appliance is being operated in a low-income household:
   (a) an owner or operator signed statement in the prescribed form and satisfactory to the district director, declaring the total number of people residing in the household and the basis upon which the residence qualifies as a low-income household; and
   (b) for so long as the residential wood burning appliance continues to be used in the household, a fresh declaration as described in section 14(a), to be provided at intervals of no more than every three years.
Part 4 – Eligibility for Registration

15. Residential indoor wood burning appliances that are eligible for registration include:
   (a) appliances that meet the emissions standards prescribed in Schedule A;
   (b) appliances that do not meet the emissions standards prescribed in Schedule A but the appliance is the sole source of heat; and
   (c) appliances within a residence operated exclusively with manufactured firelogs and that produce no visible emissions.

16. Every person registering a residential indoor wood burning appliance must provide to the district director in the prescribed form satisfactory evidence of the appliance’s eligibility for registration. Such evidence includes but is not limited to:
   (a) for appliances that meet emissions standards in Schedule A, the name of the manufacturer and model of the appliance;
   (b) for appliances that do not meet the emissions standards in Schedule A, but the appliance is the sole source of heat, a signed statement in the prescribed form stating that the household does not have any other technology that has the primary purpose of heating the indoor space within a residence including but not limited to baseboard heaters, a furnace, a natural gas or propane stove, or a heat pump; or
   (c) for appliances that do not meet the emissions standards in Schedule A but the appliance is fueled exclusively with manufactured firelogs, a signed statement in the prescribed form stating that all operators use only manufactured firelogs in the appliance.

Part 5 – Seasonal and Unauthorized Discharge Prohibitions

17. Effective May 15, 2021 and subject to section 18, during the period between May 15 and September 15 inclusive of every calendar year, no person may discharge or cause, permit or allow the discharge of any air contaminant into the environment from a residential indoor wood burning appliance.

18. The prohibition in section 17 does not apply to the discharge of an air contaminant from a residential indoor wood burning appliance:
   (a) operated within an off-grid residence located outside of the Urban Containment Boundary; or
   (b) from an appliance that is the sole source of heat.
19. Effective September 15, 2025 and subject to section 17, no person may discharge, or cause, permit or allow the discharge of any air contaminant into the environment from a residential wood burning appliance, unless:

(a) The appliance is being operated within a residence that is located within the Urban Containment Boundary and:
   (i) the appliance is eligible for registration under Part 4 and has been registered in compliance with Part 3; or
   (ii) the appliance is not eligible for registration under Part 4 and it is being operated within a low-income household;

or

(b) The appliance is being operated within a residence that is located outside of the Urban Containment Boundary and the owner or operator of the appliance has provided to the district director a declaration of compliance with best burning practices.

20. Notwithstanding section 19(a), section 19(a) does not apply to any person who discharges, or causes, permits or allows the discharge of an air contaminant into the environment from a residential wood burning appliance being operated within a residence located within the Village of Lions Bay, until September 15, 2032, upon which date section 19(a) will be effective in respect of all such discharges by such a person.

Part 6 - Offences

21. A person who contravenes sections 10, 11, 12, 27 and 28 of this Emission Regulation commits an offence punishable by a fine not exceeding $5,000.

22. A person who contravenes sections 7, 9, 17 and 19 of this Emission Regulation commits an offence punishable by a fine not exceeding $10,000.

23. Where there is an offence that continues for more than one day, separate fines each not exceeding the maximum fine for that offence may be imposed for each day or part thereof in respect of which the offence occurs or continues.

24. A person who provides false information in a registration application, other submission of information, or to an officer or the district director in response to a request for information related to provisions in this Emission Regulation commits an offence and is liable on conviction to a fine not exceeding $10,000.

25. Nothing in this Emission Regulation limits the district director or the Metro Vancouver Regional District from utilizing any other remedy that would otherwise be available.

26. If a corporation commits an offence under this Emission Regulation, an employee, officer, director or agent of the corporation who authorized, permitted or acquiesced in the offence commits an offence whether or not the corporation is convicted.
Part 7 - Record Keeping

27. Every owner or operator of a residential indoor wood burning appliance must, for a period of not less than two years, keep receipts, invoices, work orders, reports, photographs or other documents or materials evidencing to the satisfaction of the district director the owner or operator’s compliance with Schedule B’s required inspection and maintenance requirements.

28. Every owner or operator of a residential indoor wood burning appliance that is operated exclusively with manufactured firelogs as fuel must, for as long as the fuel is available for use, keep receipts, invoices or other documents or materials evidencing to the satisfaction of the district director the purchase of manufactured firelog fuel.

Part 8 - Schedules

29. Schedules A and B attached hereto form part of this Emission Regulation.

Part 9 - Commencement

30. This Emission Regulation will come into effect on May 15, 2020.

Read a first time this _______ day of __________________, ______
Read a second time this _______ day of __________________, ______
Read a third time this _______ day of __________________, ______
Passed and finally adopted this __________ day of ____________________, ______

__________________________________________
Sav Dhaliwal, Chair

__________________________________________
Chris Plagnol, Corporate Officer
Schedule A: Eligibility for Registration - Emissions Standards

In Schedule A, “particulate matter” means a mixture of solid particles and liquid droplets suspended in the air.

For the purposes of determining eligibility for registration of a residential indoor wood burning appliance under Part 4 of this Emission Regulation, the following emissions standards are prescribed:

<table>
<thead>
<tr>
<th>Residential indoor wood burning appliance</th>
<th>Standard for eligibility:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Certified residential indoor wood burning appliance bearing a certification mark</td>
<td>Conformity with the Canadian standard or the US standard.</td>
</tr>
<tr>
<td>Previously certified residential indoor wood burning appliance bearing a certification mark</td>
<td>Conformity with a predecessor emissions standard of the Canadian standard or the US standard, that was in effect at the time the appliance was installed in the residence at the registered appliance address.</td>
</tr>
<tr>
<td>All other residential indoor wood burning appliances</td>
<td>The owner or operator provides satisfactory evidence to the district director to prove the appliance meets or betters:</td>
</tr>
<tr>
<td></td>
<td>• the current Canadian standard; or</td>
</tr>
<tr>
<td></td>
<td>• the current US standard.</td>
</tr>
<tr>
<td></td>
<td>OR</td>
</tr>
<tr>
<td></td>
<td>The owner or operator provides satisfactory evidence to the district director that the appliance:</td>
</tr>
<tr>
<td></td>
<td>• has a particulate matter emission rate that does not exceed 4.5 grams per hour; or</td>
</tr>
<tr>
<td></td>
<td>• is a masonry heater.</td>
</tr>
</tbody>
</table>
Schedule B: Best Burning Practices

Compliance with best burning practices means to:

A. operate a residential indoor wood burning appliance and any attached emission control equipment in accordance with the manufacturer’s recommended operating procedures;
B. operate a residential indoor wood burning appliance in a manner that produces no visible emissions except during the starting of a new fire for a period not to exceed twenty minutes in any four hour period; and
C. to apply the following practices to minimize smoke:
   - Only burn clean, seasoned wood or wood products, manufactured firelogs, or wood pellets and, for the purpose of starting a fire only, non-glossy, uncoated, uncoloured paper.
   - Do not burn garbage, including plastics, rubber, treated wood and painted wood.
   - Burn small, hot fires.
   - Prevent smouldering fires.
   - If your appliance is designed for extended burns to provide an overnight heat source, load the fuel to prevent the fire from smouldering:
     1. Rake the coals towards the air inlet and place large pieces of wood compactly in the firebox behind the coals so the heat and flame do not penetrate the new load.
     2. Open the air inlets fully for 15 to 30 minutes until the outer pieces of wood are charred.
     3. Once a thick layer of charcoal has formed on the outer pieces, reduce the air supply in stages to the desired level.
   - Inspect and maintain the appliance in accordance with the recommendations of a qualified person.
A Phased Approach to Regulating Emissions From Indoor Residential Wood Burning
CONSULTATION SUMMARY REPORT

BACKGROUND
Fine particulate matter is associated with chronic and acute respiratory and health problems, particularly for children, the elderly, and people with existing heart and lung conditions. Indoor residential wood burning contributes more than a quarter of the emissions of fine particulate matter in the region. In October 2017 the MVRD Board directed staff to proceed with consultation on a residential wood smoke regulation for Metro Vancouver.

CHALLENGE
Provisions in Metro Vancouver’s air quality management bylaw address the allowed fuels and operation of wood burning appliances. However, these restrictions have not fulfilled their intended purpose. Voluntary measures, such as the wood stove exchange program and wood heat workshops, have reduced fine particulate matter emissions but more robust initiatives are being considered to provide greater safeguards to public health.

REQUEST FOR INPUT
Metro Vancouver sought input on proposals for a phased approach to regulating indoor residential wood burning. The phases were:
• Seasonal restrictions on use between May 15 and September 15, from 2020.
• Registration of appliances that meet particulate matter emissions levels or other criteria, from 2022.
• Prohibition of smoke emissions from unregistered appliances, from 2025.

ENGAGEMENT ACTIVITIES
Metro Vancouver led a public consultation process between November 2017 and March 2018.

<table>
<thead>
<tr>
<th>350</th>
<th>650,000</th>
<th>6</th>
<th>100</th>
<th>200</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email invitations to open houses, online webinars or meetings</td>
<td>Estimated reach of advertising through newspapers, website and social media</td>
<td>Open houses</td>
<td>Attendees of open houses, webinars or other presentations</td>
<td>Responses from BC Home + Garden Show questionnaire</td>
</tr>
<tr>
<td>4</td>
<td>300</td>
<td>1,100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Online webinars</td>
<td>Responses by email, letter, phone and online comment form</td>
<td>Responses from public opinion poll</td>
<td></td>
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</tr>
</tbody>
</table>
### ENGAGEMENT RESULTS

<table>
<thead>
<tr>
<th>Engagement Result</th>
<th>Public Opinion Poll</th>
<th>BC Home + Garden Show Questionnaire</th>
<th>Comments Form</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Seasonal restrictions</strong></td>
<td>54%</td>
<td>62%</td>
<td>44%</td>
</tr>
<tr>
<td><strong>Appliance registration</strong></td>
<td>57%</td>
<td>53%</td>
<td>28%</td>
</tr>
<tr>
<td><strong>Emissions restrictions</strong></td>
<td>53%</td>
<td>64%</td>
<td>25%</td>
</tr>
<tr>
<td><strong>Exemption for sole source of heat</strong></td>
<td>58%</td>
<td>64%</td>
<td>77%</td>
</tr>
<tr>
<td><strong>Exemption for financial hardship</strong></td>
<td>48%</td>
<td>58%</td>
<td>75%</td>
</tr>
<tr>
<td><strong>Exemption for rural residences</strong></td>
<td>50%</td>
<td>61%</td>
<td>76%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Engagement Result</th>
<th>Public Opinion Poll</th>
<th>BC Home + Garden Show Questionnaire</th>
<th>Comments Form</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Support</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Neutral</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>Oppose</strong></td>
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</tbody>
</table>

**NUMBER OF RESPONDENTS**
- Public opinion poll = 1,100
- BC Home + Garden Show = 200
- Comments form = 200

### QUALITATIVE FEEDBACK

Other issues raised included concerns about:
- Insufficient protection from the impacts of wood smoke being offered in the regulatory proposals.
- Requirements being too onerous or invasive.
- Challenges with respect to verifying compliance and effective enforcement.
- Impacts for those who use wood burning appliances only occasionally.
- The soundness of scientific and technical justifications for introducing a regulation to reduce emissions from indoor residential wood burning.
- The affordability or lack of availability of heating alternatives.
- Compromised air quality in the region in the summer.
- The inappropriate timeline for each phase – too long or too short.
- The desire for enhanced financial support for upgrading or replacing appliances.
- The need for an alternative heat source available for emergency use as a neighbourhood resource.
- Impacts on property value.
- Definitions of financial hardship.
- ‘Grandfathering’ of existing indoor residential wood burning appliances.
- Losses to social occasions.
- The unintended consequence of increased use of wood burning appliances to offset the costs of upgrading equipment.

### FUTURE CONSIDERATIONS

A proposed regulation would address the following issues:
- Impacts of a potential seasonal restriction on the use of indoor wood burning appliances for residents whose homes are in remote, off-grid locations;
- Concerns that there may be differences between the emission level that an appliance is certified to meet, and actual emissions when the device is used on an ongoing basis, and the need for ongoing education about clean burning practices;
- Inquiries about the effectiveness of manufactured fire logs in reducing emissions from wood burning appliances;
- Necessity of and costs associated with requiring annual renewals of registration;
- Inclusion of restrictions on wood burning during air quality advisories;
- Promoting compliance with regulatory requirements and maintaining appropriate levels of enforcement activities.
### Table 1: Key Proposed Requirements and Phased Implementation

<table>
<thead>
<tr>
<th>Requirements</th>
<th>Inside UCB</th>
<th>Outside UCB</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Access to some services</td>
<td>Remote, off-grid</td>
</tr>
<tr>
<td>Any appliance allowed during emergencies</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Phase 1 (starting on May 15, 2021)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No indoor wood burning from May 15 to September 15, unless sole source of heat</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Phase 2 (starting on September 15, 2022)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use of best burning practices</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Declare compliance with best burning practices</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Confirm declaration every three years</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Registration of wood burning appliances</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Confirm registration every three years</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Registered appliances</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td> meet emissions standards</td>
<td></td>
<td>✓</td>
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<tr>
<td> OR</td>
<td></td>
<td></td>
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<tr>
<td> are sole source of heat</td>
<td></td>
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<tr>
<td> OR</td>
<td></td>
<td></td>
</tr>
<tr>
<td> use only manufactured firelogs, resulting in no visible emissions</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Phase 3 (starting on September 15, 2025)*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use of registered appliances only</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Low income households can use any wood-burning appliance</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

* 2032 for Lions Bay

✓ = required  ✗ = not required
COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES
Metro Vancouver Regional District
Board Meeting Date – Friday, March 27, 2020

This information item, listing recent information received by committee, is provided for the MVRD Board’s information. Please access a complete PDF package here.

Regional Planning Committee – March 6, 2020
Delegation Summaries:
No delegations presented

Information Items:
5.3 Regional Industrial Lands Strategy - Draft and Status Update
5.4 Metro 2040 Industrial and Mixed Employment Policy Review Scope of Work
5.5 Metro 2050 Q1 2020 Status Update

Finance and Intergovernment Committee – March 11, 2020
Delegation Summaries:
3.1 Craig Richmond, President and CEO, Vancouver Airport Authority, Anne Murray, Vice President Airline Business Development and Public Affairs, Vancouver Airport Authority, and Wayne Wright, Metro Vancouver’s Appointee to the YVR Board of Directors

Information Items:
No items presented